

Table of Contents

Introduction.....	1
Obtaining Assistance from the Federal Aviation Administration (FAA).....	1
FAA Reference Material	1
Chapter 1: Applicable Regulations.....	3
Chapter 2: Airspace Classification, Operating Requirements, and Flight Restrictions	5
Introduction.....	5
Controlled Airspace	5
Uncontrolled Airspace	6
Special Use Airspace.....	6
Other Airspace Areas.....	9
Air Traffic Control and the National Airspace System.....	12
Visual Flight Rules (VFR) Terms & Symbols	12
Notices to Airmen (NOTAMs).....	13
Chapter 3a: Aviation Weather Sources.....	15
Introduction.....	15
Surface Aviation Weather Observations	15
Aviation Weather Reports.....	15
Aviation Forecasts	18
Convective Significant Meteorological Information (WST).....	19
Chapter 3b: Effects of Weather on Small Unmanned Aircraft Performance	21
Introduction.....	21
Density Altitude	21
Performance	22
Measurement of Atmosphere Pressure.....	22
Effect of Obstructions on Wind.....	23
Low-Level Wind Shear	23
Atmospheric Stability	24
Temperature/Dew Point Relationship	25
Clouds	25
Fronts.....	26
Mountain Flying.....	26
Structural Icing.....	26
Thunderstorm Life Cycle.....	26
Ceiling	27
Visibility	28
Chapter 4: Small Unmanned Aircraft Loading	29

Introduction.....	29
Weight	29
Stability	30
Load Factors.....	30
Weight and Balance.....	32
Chapter 5: Emergency Procedures.....	35
Introduction.....	35
Inflight Emergency.....	35
Chapter 6: Crew Resource Management	37
Chapter 7: Radio Communication Procedures	39
Introduction.....	39
Understanding Proper Radio Procedures.....	39
Traffic Advisory Practices at Airports without Operating Control Towers	39
Chapter 8: Determining the Performance of Small Unmanned Aircraft.....	43
Introduction.....	43
Effect of Temperature on Density	43
Effect of Humidity (Moisture) on Density	43
Chapter 9: Physiological Factors (Including Drugs and Alcohol) Affecting Pilot Performance	45
Introduction.....	45
Physiological/Medical Factors that Affect Pilot Performance	45
Vision and Flight	50
Chapter 10: Aeronautical Decision-Making and Judgment.....	51
Introduction.....	51
History of ADM	51
Risk Management.....	52
Crew Resource Management (CRM) and Single-Pilot Resource Management	53
Hazard and Risk	53
Human Factors.....	56
The Decision-Making Process.....	57
Decision-Making in a Dynamic Environment	59
Situational Awareness	63
Chapter 11: Airport Operations.....	65
Introduction.....	65
Types of Airports	65
Sources for Airport Data.....	65
Latitude and Longitude (Meridians and Parallels)	68

Antenna Towers	69
Chapter 12: Maintenance and Preflight Inspection Procedures	71
Appendix 1: Study References.....	73
Appendix 2: Registration and Marking Requirements for Small Unmanned Aircraft	75
Appendix 3: Abbreviations and Acronyms.....	77

Chapter 2: Airspace Classification, Operating Requirements, and Flight Restrictions

Introduction

The two categories of airspace are: regulatory and nonregulatory. Within these two categories, there are four types: controlled, uncontrolled, special use, and other airspace. The categories and types of airspace are dictated by the complexity or density of aircraft movements, nature of the operations conducted within the airspace, the level of safety required, and national and public interest. *Figure 2-1* presents a profile view of the dimensions of various classes of airspace.

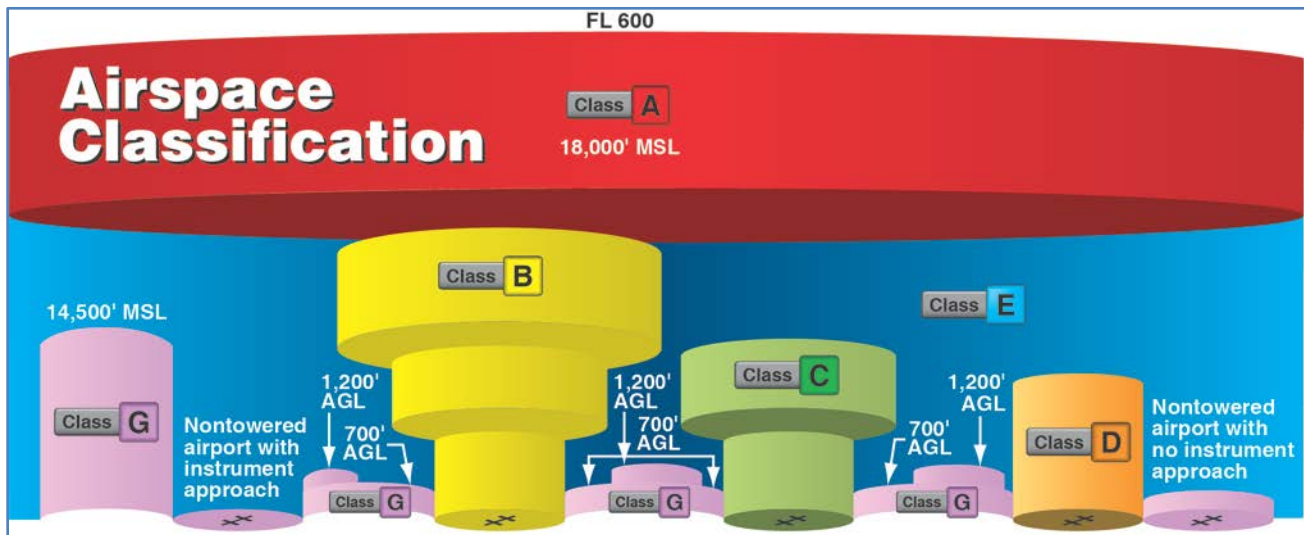


Figure 2-1. Airspace profile.

Controlled Airspace

Controlled airspace is a generic term that covers the different classifications of airspace and defined dimensions within which air traffic control (ATC) service is provided in accordance with the airspace classification. Controlled airspace that is of concern to the remote pilot is:

- Class B
- Class C
- Class D
- Class E

Class B Airspace

Class B airspace is generally airspace from the surface to 10,000 feet mean sea level (MSL) surrounding the nation's busiest airports in terms of airport operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored, consists of a surface area and two or more layers (some Class B airspace areas resemble upside-down wedding cakes), and is designed to contain all published instrument procedures once an aircraft enters the airspace. A remote pilot must receive authorization from ATC before operating in the Class B airspace.

Class C Airspace

Class C airspace is generally airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and have a certain number of instrument flight rules (IFR) operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the airspace usually consists of a surface area with a five nautical mile (NM) radius, an outer circle with a ten NM radius that extends from 1,200 feet to 4,000 feet above the airport elevation. A remote pilot must receive authorization before operating in Class C airspace.

Class D Airspace

Class D airspace is generally airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and, when instrument procedures are published, the airspace is normally designed to contain the procedures. Arrival extensions for instrument approach procedures (IAPs) may be Class D or Class E airspace. A remote pilot must receive ATC authorization before operating in Class D airspace.

Class E Airspace

Class E airspace is the controlled airspace not classified as Class A, B, C, or D airspace. A large amount of the airspace over the United States is designated as Class E airspace. This provides sufficient airspace for the safe control and separation of aircraft during IFR operations. Chapter 3 of the [Aeronautical Information Manual \(AIM\)](#) explains the various types of Class E airspace.

Sectional and other charts depict all locations of Class E airspace with bases below 14,500 feet MSL. In areas where charts do not depict a class E base, class E begins at 14,500 feet MSL. In most areas, the Class E airspace base is 1,200 feet above ground level (AGL). In many other areas, the Class E airspace base is either the surface or 700 feet AGL. Some Class E airspace begins at an MSL altitude depicted on the charts, instead of an AGL altitude. Class E airspace typically extends up to, but not including, 18,000 feet MSL (the lower limit of Class A airspace). All airspace above FL 600 is Class E airspace.

Federal Airways, which are shown as blue lines on a sectional chart, are usually found within Class E airspace. Federal Airways start at 1,200' AGL and go up to, but, not including 18,000' MSL.

In most cases, a remote pilot will not need ATC authorization to operate in Class E airspace.

Uncontrolled Airspace

Class G Airspace

Uncontrolled airspace or Class G airspace is the portion of the airspace that has not been designated as Class A, B, C, D, or E. It is therefore designated uncontrolled airspace. Class G airspace extends from the surface to the base of the overlying Class E airspace. A remote pilot will not need ATC authorization to operate in Class G airspace.

Special Use Airspace

Special use airspace or special area of operation (SAO) is the designation for airspace in which certain activities must be confined, or where limitations may be imposed on aircraft operations that are not part of those activities. Certain special use airspace areas can create limitations on the mixed use of airspace. The special use airspace depicted on instrument charts includes the area name or number,

effective altitude, time and weather conditions of operation, the controlling agency, and the chart panel location. On National Aeronautical Charting Group (NACG) en route charts, this information is available on one of the end panels. Special use airspace usually consists of:

- Prohibited areas
- Restricted areas
- Warning areas
- Military operation areas (MOAs)
- Alert areas
- Controlled firing areas (CFAs)

Prohibited Areas

Prohibited areas contain airspace of defined dimensions within which the flight of aircraft is prohibited. Such areas are established for security or other reasons associated with the national welfare. These areas are published in the Federal Register and are depicted on aeronautical charts. The area is charted as a “P” followed by a number (e.g., P-40). Examples of prohibited areas include Camp David and the National Mall in Washington, D.C., where the White House and the Congressional buildings are located.

[Figure 2-2]

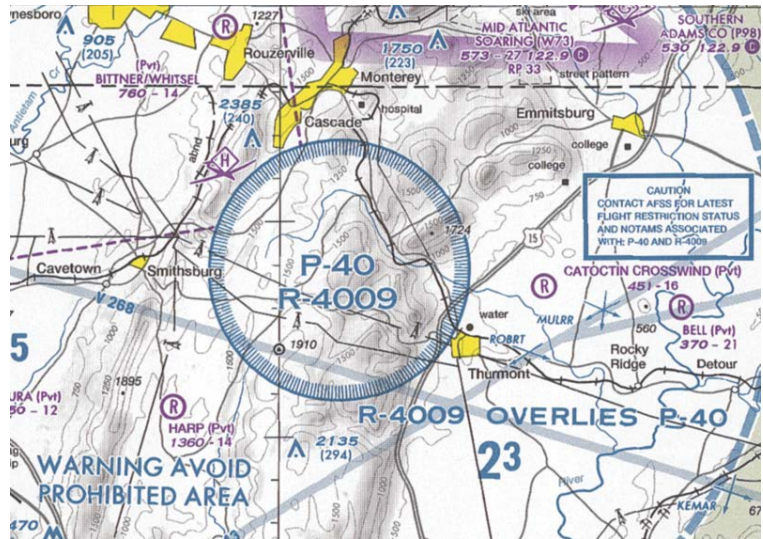


Figure 2-2. An example of a prohibited area, P-40 around Camp David.

Restricted Areas

Restricted areas are areas where operations are hazardous to nonparticipating aircraft and contain airspace within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Activities within these areas must be confined because of their nature, or limitations may be imposed upon aircraft operations that are not a part of those activities, or both. Restricted areas denote the existence of unusual, often invisible, hazards to aircraft (e.g., artillery firing, aerial gunnery, or guided missiles). Penetration of restricted areas without authorization from the using or controlling agency may be extremely hazardous to the aircraft.

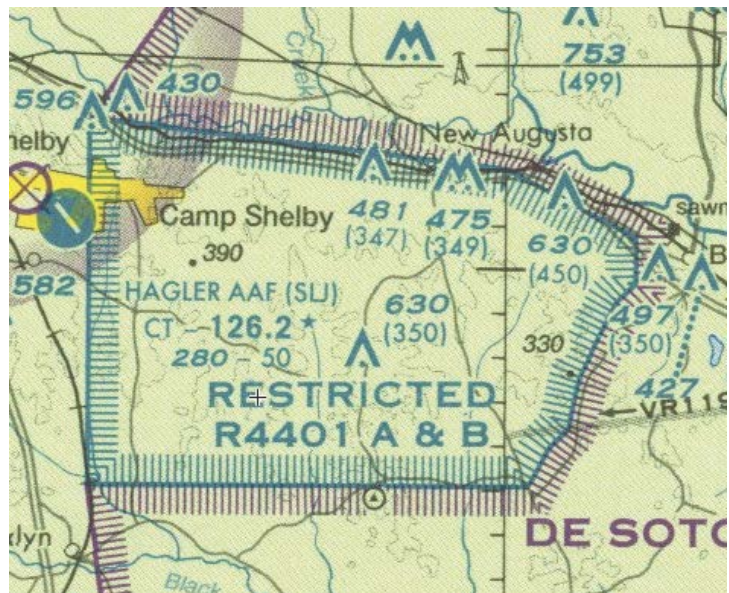


Figure 2-3. Restricted areas on a sectional chart.

1. If the restricted area is not active and has been released to the FAA, the ATC facility allows the aircraft to operate in the restricted airspace without issuing specific clearance for it to do so.
2. If the restricted area is active and has not been released to the FAA, the ATC facility issues a clearance that ensures the aircraft avoids the restricted airspace.

Restricted areas are charted with an “R” followed by a number (e.g., R-4401) and are depicted on the en route chart appropriate for use at the altitude or flight level (FL) being flown. [Figure 10-1] Restricted area information can be obtained on the back of the chart.

Warning Areas

Warning areas are similar in nature to restricted areas; however, the United States government does not have sole jurisdiction over the airspace. A warning area is airspace of defined dimensions, extending from 3 NM outward from the coast of the United States, containing activity that may be hazardous to nonparticipating aircraft. The purpose of such areas is to warn nonparticipating pilots of the potential danger. A warning area may be located over domestic or international waters or both. The airspace is designated with a “W” followed by a number (e.g., W-237). [Figure 2-4]



Figure 2-4. Requirements for airspace operations.

Military Operation Areas (MOAs)

MOAs consist of airspace with defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic. Whenever an MOA is being used, nonparticipating IFR traffic may be cleared through an MOA if IFR separation can be provided by ATC. Otherwise, ATC reroutes or restricts nonparticipating IFR traffic. MOAs are depicted on sectional, VFR terminal area, and en route low altitude charts and are not numbered (e.g., “Camden Ridge MOA”). [Figure 2-5] However, the MOA



Figure 2-5. Camden Ridge MOA is an example of a military operations area.

is also further defined on the back of the sectional charts with times of operation, altitudes affected, and the controlling agency.

Alert Areas

Alert areas are depicted on aeronautical charts with an “A” followed by a number (e.g., A-211) to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. Pilots should exercise caution in alert areas. All activity within an alert area shall be conducted in accordance with regulations, without waiver, and pilots of participating aircraft, as well as pilots transiting the area, shall be equally responsible for collision avoidance.

[Figure 2-6]



Figure 2-6. Alert area (A-211).

Controlled Firing Areas (CFAs)

CFAs contain activities that, if not conducted in a controlled environment, could be hazardous to nonparticipating aircraft. The difference between CFAs and other special use airspace is that activities must be suspended when a spotter aircraft, radar, or ground lookout position indicates an aircraft might be approaching the area. There is no need to chart CFAs since they do not cause a nonparticipating aircraft to change its flight path.

Other Airspace Areas

“Other airspace areas” is a general term referring to the majority of the remaining airspace. It includes:

- Local airport advisory (LAA)
- Military training route (MTR)
- Temporary flight restriction (TFR)
- Parachute jump aircraft operations
- Published VFR routes
- Terminal radar service area (TRSA)
- National security area (NSA)
- Air Defense Identification Zones (ADIZ) land and water based and need for Defense VFR (DVFR) flight plan to operate VFR in this airspace
- Flight Restricted Zones (FRZ) in vicinity of Capitol and White House

- Wildlife Areas/Wilderness Areas/National Parks and request to operate above 2,000 AGL
- National Oceanic and Atmospheric Administration (NOAA) Marine Areas off the coast with requirement to operate above 2,000 AGL
- Tethered Balloons for observation and weather recordings that extend on cables up to 60,000

Local Airport Advisory (LAA)

An advisory service provided by Flight Service facilities, which are located on the landing airport, using a discrete ground-to-air frequency or the tower frequency when the tower is closed. LAA services include local airport advisories, automated weather reporting with voice broadcasting, and a continuous Automated Surface Observing System (ASOS)/Automated Weather Observing Station (AWOS) data display, other continuous direct reading instruments, or manual observations available to the specialist.

Military Training Routes (MTRs)

MTRs are routes used by military aircraft to maintain proficiency in tactical flying. These routes are usually established below 10,000 feet MSL for operations at speeds in excess of 250 knots. Some route segments may be defined at higher altitudes for purposes of route continuity. Routes are identified as IFR (IR), and VFR (VR), followed by a number. [Figure 2-7] MTRs with no segment above 1,500 feet AGL are identified by four number characters (e.g., IR1206, VR1207). MTRs that include one or more segments above 1,500 feet AGL are identified by three number characters (e.g., IR206, VR207). IFR low altitude en route charts depict all IR routes and all VR routes that accommodate operations above 1,500 feet AGL. IR routes are conducted in accordance with IFR regardless of weather conditions. VFR sectional charts depict military training activities, such as IR, VR, MOA, restricted area, warning area, and alert area information.

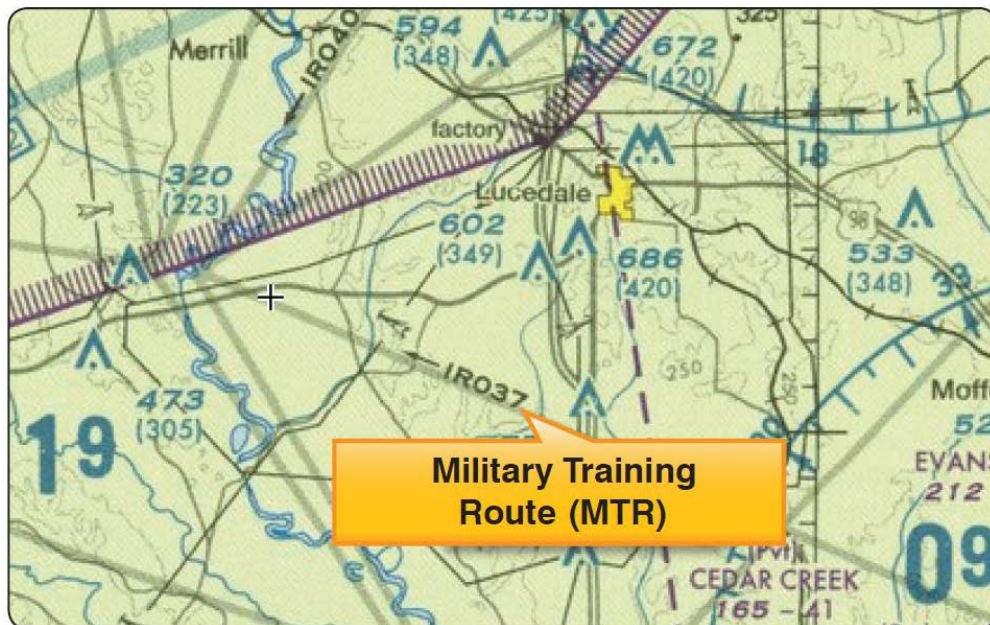


Figure 2-7. Military training route (MTR) chart symbols.

Temporary Flight Restrictions (TFR)

A flight data center (FDC) Notice to Airmen (NOTAM) is issued to designate a TFR. The NOTAM begins with the phrase “FLIGHT RESTRICTIONS” followed by the location of the temporary restriction, effective time period, area defined in statute miles, and altitudes affected. The NOTAM