

#### 4. Departures from:

(a) A primary or satellite airport with an operating control tower. Two-way radio communications must be established and maintained with the control tower, and thereafter as instructed by ATC while operating in the Class D airspace.

(b) A satellite airport without an operating control tower. Two-way radio communications must be established as soon as practicable after departing with the ATC facility having jurisdiction over the Class D airspace as soon as practicable after departing.

**5. Aircraft Speed.** Unless otherwise authorized or required by ATC, no person may operate an aircraft at or below 2,500 feet above the surface within 4 nautical miles of the primary airport of a Class D airspace area at an indicated airspeed of more than 200 knots (230 mph).

c. Class D airspace areas are depicted on Sectional and Terminal charts with blue segmented lines, and on IFR En Route Lows with a boxed [D].

d. Surface area arrival extensions:

1. Class D surface area arrival extensions for instrument approach procedures may be Class D or Class E airspace. As a general rule, if all extensions are 2 miles or less, they remain part of the Class D surface area. However, if any one extension is greater than 2 miles, then all extensions will be Class E airspace.

2. Surface area arrival extensions are effective during the published times of the surface area. For part-time Class D surface areas that revert to Class E airspace, the arrival extensions will remain in effect as Class E airspace. For part-time Class D surface areas that change to Class G airspace, the arrival extensions will become Class G at the same time.

e. **Separation for VFR Aircraft.** No separation services are provided to VFR aircraft.

### 3-2-6. Class E Airspace

a. **Definition.** Class E airspace is controlled airspace that is designated to serve a variety of terminal or en route purposes as described in this paragraph.

b. **Operating Rules and Pilot/Equipment Requirements:**

**1. Pilot Certification.** No specific certification required.

**2. Equipment.** Unless otherwise authorized by ATC:

(a) An operable radar beacon transponder with automatic altitude reporting capability and operable ADS-B Out equipment are required at and above 10,000 feet MSL within the 48 contiguous states and the District of Columbia, excluding the airspace at and below 2,500 feet above the surface, and

(b) Operable ADS-B Out equipment at and above 3,000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles.

**NOTE-**

*The airspace described in (b) is specified in 14 CFR § 91.225 for ADS-B Out requirements. However, 14 CFR § 91.215 does not include this airspace for transponder requirements.*

**3. Arrival or Through Flight Entry Requirements.** No specific requirements.

c. **Charts.** Class E airspace below 14,500 feet MSL is charted on Sectional, Terminal, and IFR Enroute Low Altitude charts.

d. **Vertical limits.** Except where designated at a lower altitude (see paragraph 3-2-6e, below, for specifics), Class E airspace in the United States consists of:

1. The airspace extending upward from 14,500 feet MSL to, but not including, 18,000 feet MSL overlying the 48 contiguous states, the District of Columbia and Alaska, including the waters within nautical 12 miles from the coast of the 48 contiguous states and Alaska; excluding:

(a) The Alaska peninsula west of longitude 160°00'00"W.; and

(b) The airspace below 1,500 feet above the surface of the earth unless specifically designated lower (for example, in mountainous terrain higher than 13,000 feet MSL).

2. The airspace above FL 600 is Class E airspace.

e. **Functions of Class E Airspace.** Class E airspace may be designated for the following purposes: