

**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.** No specific equipment required by the airspace.

**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:

**1. Surface area designated for an airport where a control tower is not in operation.** Class E surface areas extend upward from the surface to a designated altitude, or to the adjacent or overlying controlled airspace. The airspace will be configured to contain all instrument procedures.

**(a)** To qualify for a Class E surface area, the airport must have weather observation and reporting capability, and communications capability must exist with aircraft down to the runway surface.

**(b)** A Class E surface area may also be designated to accommodate part-time operations at a Class C or Class D airspace location (for example, those periods when the control tower is not in operation).

**(c)** Pilots should refer to the airport page in the applicable Chart Supplement U.S. for surface area status information.

**2. Extension to a surface area.** Class E airspace may be designated as extensions to Class B, Class C, Class D, and Class E surface areas. Class E airspace extensions begin at the surface and extend up to the overlying controlled airspace. The extensions provide controlled airspace to contain standard instrument approach procedures without imposing a communications requirement on pilots operating under VFR. Surface area arrival extensions become part of the surface area and are in effect during the same times as the surface area.