

2. Airspace

2.3 - *Airspace Operational Requirements*



Structure & Formatting Reminder

This presentation is provided as a reference to help you prepare for the your exam. It seeks to go beyond memorization and provide explanation and rationale.

While this reference considers many of the points covered in the exam, given the breadth it is in no way exhaustive. It is suggested to consult a variety of resources when preparing for the exam.

Text that is marked in **YELLOW** has a high probability of being referenced directly in one of the exam's nearly 400 possible questions.

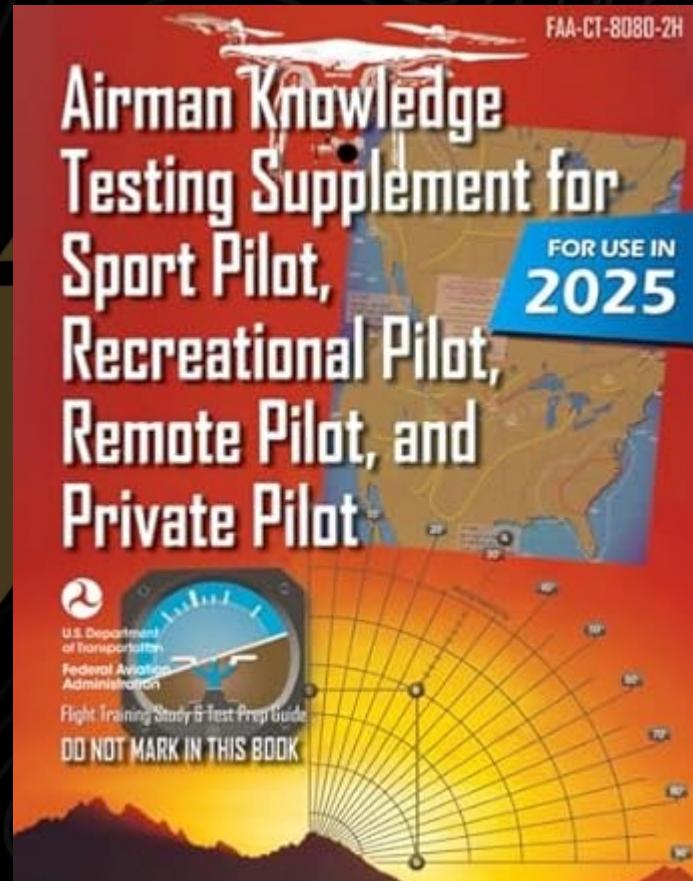
Take the quiz at the end to gauge your understanding.



Airman Knowledge Testing Supplement

Many of the points covered in the slideshow and quiz reference images and concepts found in the “Airman Knowledge Testing Supplement”.

You can download the document from the FAA [here](#). Alternatively, a hard copy can be purchased online for around \$10.



2.3 - Operations Near Airports



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2.3 - Operations Near Airports

Unless it is necessary UAV operators should **avoid flying near airports.**

It is very **difficult for manned aircraft to see and avoid a drone while flying.**

If you plan to operate in controlled airspace **prior authorization (a waiver) must be obtained.**



The Economist



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What are some potential hazards of operating near an airport?



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What are some potential hazards of operating a UAV near an airport?

Operating a UAV near an airport is hazardous due to the risk of midair collisions, interference with manned aircraft, and violation of controlled airspace regulations.



2.3 - Basic Weather Minimums



2.3 - Basic Weather Minimums

- **Minimum flight visibility** from the control station must be no less than 3 **SM** (statute miles).
- Flight visibility is defined as “*the average distance from the control station at which prominent unlighted objects may be seen and identified by day and prominent lighted object may be seen and identified by night*”



Shutterstock



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Why is a 3SM visibility limit important?



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What are some potential hazards of operating a UAV near an airport?

A 3 statute mile (SM) visibility limit is important because it ensures remote pilots can see and avoid other aircraft, obstacles, and hazards in time to maintain safe separation.



2.3 - Basic Weather Minimums

Minimum distance from a cloud must be no less than:

- 500 feet below the cloud
- 2,000 feet horizontally from the cloud



Why is it important to maintain separation from clouds
when flying a UAV?



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Why is it important to maintain separation from clouds when flying a UAV?

Maintaining separation from clouds is important to ensure the UAV remains visible for safe operation and to avoid potential conflicts with manned aircraft that may be flying under or through clouds.



2.3 - Basic Weather Minimums

If you are wondering...

Reaction Times

- 500 feet below the cloud - *3 seconds at 120mph*
- 2,000 feet horizontally from the cloud - *12 seconds at 120mph*



2.3 - ATC Authorizations and Operating Limitations



2.3 - ATC Authorization and Operating Limitations

When authorization to operate in controlled airspace is required UAV pilots must request access.

Access is applied for through the LAANC (Low Altitude Authorization and Notification Capability) system.

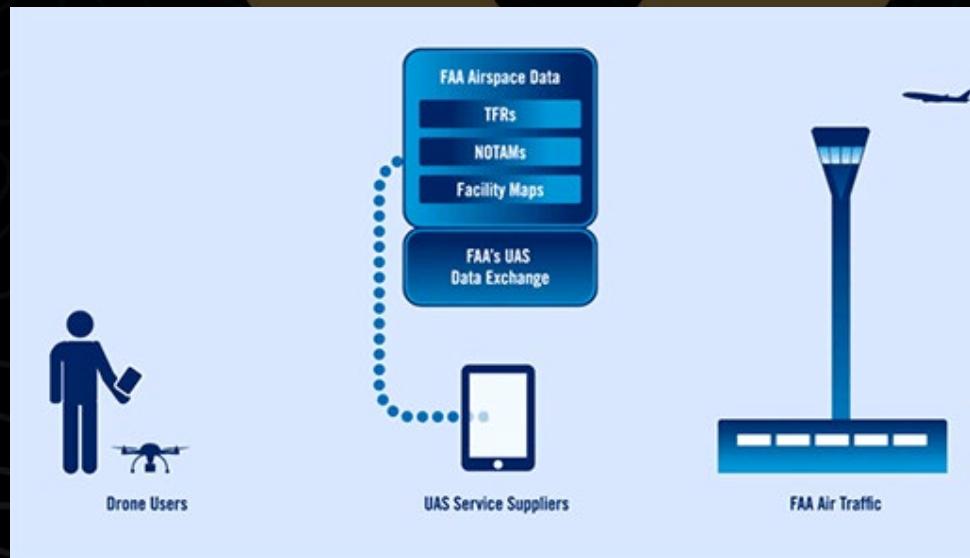
Remember LAANC approval is an authorization not a waiver.



2.3 - ATC Authorization and Operating Limitations

LAANC Authorization Services provide:

- Access to controlled airspace at or below 400 feet.
- Awareness of where pilots can and can not fly.
- ATC with visibility of where and when drones are operating.



2.3 - ATC Authorization and Operating Limitations

How does LAANC work?

- LAANC is an **automated** process that checks request against information in the FAA UAS Data Exchange system
 - UAS Facility Maps
 - Special Use Airspace Data
 - Airport and Airspace Classes
 - Temporary Flight Restrictions (TFR)
 - Notices to Airmen (NOTAMS)
- Authorization can be **granted in real time**.
- Unless specifically requested UAV pilots **do not usually need to notify the tower** before flying.



What are some benefits of using LAANC?



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What are some benefits of using LAANC?

Fast, automated airspace authorization, access to controlled airspace near airports, and improved compliance with FAA regulations for safe UAV operations.



2.3 - Potential Flight Hazards



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2.3 - Potential Flight Hazards

Accidents happen but efforts can be made to prevent them. The most common sources of accidents are:

- Inadequate preflight preparation or planning.
- Failure to obtain and/or maintain flying speed.
- Failure to maintain direction control
- Improper level off
- Failure to see and avoid objects or obstructions
- Mismanagement of fuel
- Improper inflight decisions or planning
- Misjudgment of distance and speed.
- Selection of unsuitable terrain
- Improper operation of flight controls



2.3 - Potential Flight Hazards

Avoidance Techniques

- **Be Alert** - even if weather looks good and things are going smoothly you still need to be alert.
- **Give Way** - If you think another aircraft is too close give way.



2.3 - Potential Flight Hazards

Unmanned Balloons

- Unmanned balloons are often have a wire carrying a payload or antenna.
- These wires are very difficult to see, therefore balloons should be avoided.



C4ISRNet



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2.3 - Potential Flight Hazards

Emergency Airborne Inspections

- Sometimes in **unique emergency situations** pilots need to fly in close proximity to another aircraft.
- Safety considerations include:
 - Area, direction and speed
 - Aerodynamic effect
 - Minimum safe separation
 - Communications requirements
 - Suitability of diverting the distressed aircraft
 - Emergency actions to terminate the intercept.
- Every maneuver must be accomplished with minimum risk to both aircraft.



2.3 - Potential Flight Hazards

Precipitation static is caused by aircraft in flight coming in contact with uncharged particles.

Rain, snow, fog, sleet, hail, volcanic ash, dust, can all cause static and the aircraft can develop a negative charge.

Without an effective **static discharge system** P-Static can cause:

- Loss of VHF communications
- Issues with magnetic compass readings
- Audio communication sound issues
- Erratic instrument readouts



2.3 - Potential Flight Hazards

- Lasers can be both visible and invisible to the human eye.
- Laser and other light operations can cause temporary vision impairment
- Pilots should report laser illumination activity to ATC.
- If activities are known NOTAMs are issued.



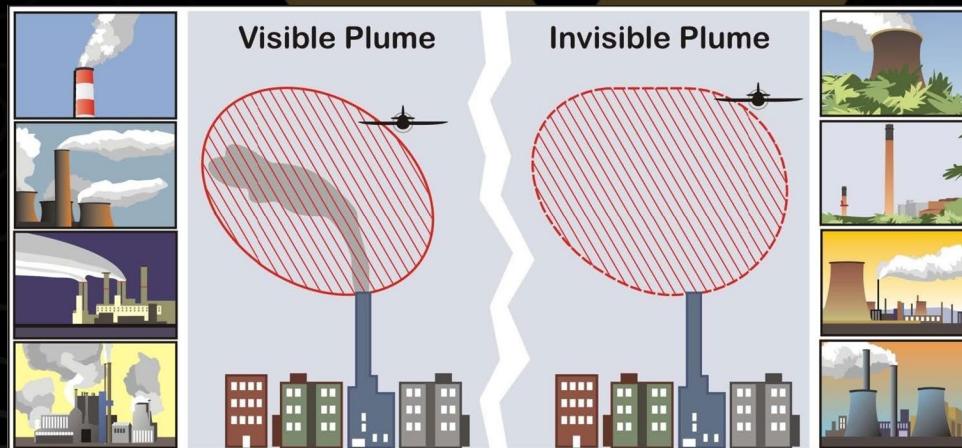
Smithsonian Magazine



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Thermal Plumes

- Exhaust plums emit from power plants, industrial production facilities.
- High temperature or high pressures can **disrupt air** and cause **turbulence and vertical shear**.
- Pilots should attempt to **avoid exhaust plumes** if possible and should exercise caution if operations are required nearby.



2.3 - Potential Flight Hazards



Orange County Register

Wires - Skeletal Structures

- Most radio and TV antennas (known as **skeletal structures**) are supported by **guy wires** that can extend 1,500 feet horizontally from a structure.
- It is recommended that all skeletal structures should be avoided horizontally by at least 2,000 feet.



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2.3 - Potential Flight Hazards

Wires - Overhead

- Overhead wires and utility lines can be **difficult or even impossible to see.**
- Some power lines are marked with lights, others (typically under 200 feet AGL) do not require notice to the FAA.



2.3 Ground Elevation Review

AGL vs. MSL

- MSL (Mean Sea Level) provides a common reference point for every aircraft regardless of the height off of the ground.
- MSL and AGL are often listed together on a sectional chart.
- Example:
 - 4460 refers to the MSL height (above sea level)
 - 275 refers to AGL (above ground level or the height measurement of the tower)



Why use both AGL and MSL?



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Why use both AGL and MSL?

AGL focuses on obstacle avoidance while MSL provides standardized altitude measurements for navigation and airspace coordination.



2.3 - Other Sectional Chart Features

- A variety of aeronautical, topographical, and obstruction symbols are present.
- **Symbols** represent a variety of things that can be **seen by crewed aircraft flying under VRF (Visual Flight Rules)**.



Leading Courses



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2.3 - Other Sectional Chart Features

- For a great overview of most symbols found on the sectional charts refer to Appendix I in the Testing Supplement

LEGEND		SECTIONAL AERONAUTICAL CHART					
		SCALE 1:500,000					
AIRPORTS		AIRPORT DATA		AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION		TOPOGRAPHIC INFORMATION	
Other than hard-surfaced runways Hard-surfaced runways 1500 ft. to 8009 ft. in length Hard-surfaced runways greater than 8009 ft., or same multiple runway less than 8009 ft. Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR/DME, or VORTAC location Open diamond within hard-surfaced runway configuration indicates approximate VOR, VOR/DME, or VORTAC location	Seaplane Base	Box Radar Facility 93 Special Air Traffic Rules & Patterns Runways with Right Traffic Patterns Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR/DME, or VORTAC location Open diamond within hard-surfaced runway configuration indicates approximate VOR, VOR/DME, or VORTAC location	FSS CTAF VFR Adv Adv 120- AOE UNICOM Airport of Entry	FAR 91 Location identifier NARROW (PNTM/NAM) CT—11B-3 28L/17 1224 234 34 ICAO Location indicator Outside contiguous U.S.	Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local. Class B Airspace Class C Airspace (mode C See FAR 91.215(A)(1)) Class D Airspace Class E Airspace Class E Airspace with floor 700 ft above surface Class E Airspace with floor 1000 ft above surface that classifies Class G Airspace	Prohibited, Restricted, and Warning Areas Canadian Advisory Area Danger and Restricted Area Alert Area and MOA—Military Operations Area Special Air Traffic Route (See FAR Part 93)	Roads & Railroad Power Transmission Lines Aerial Cable Landmark Feature—stadium, factory, school, golf course, etc. Outdoor Shelter Local Town 618 (Elevation Base of Tower) Coast Guard Station Race Track Tank-Well, oil or gas Oil Well Mine or Quarry Mountain Pass 11823 (Elevation of Pass)
ADDITIONAL AIRPORT INFORMATION Restricted or Private—(Soft surfaced runway, or hard surfaced runway less than 1500' in length. Use only in emergency or by specific authorization.) Military—Other than hard-surfaced. All military airports are identified by abbreviations AFB, NSA, AAC, etc. For complete airport information, consult DOD FLIP.		FSS—Flight Service Station NO SVFR—No flying wing service. VFR flight is prohibited. CTAF—Common Traffic Advisories (CTAF) primary frequency. Star indicates operation part-time (see tower frequencies for hours of operation). G—Indicates Common Traffic Advisories (CTAF) and Automatic Terminal Information Service (ATIS). ASOS/WAVOS 135-42—Automated Surface Weather Observing Systems (shown where full-time ATIS is not available). UNICOM—Other aircraft communication services. VFR Adv Adv Service shown where full-time ATIS is not available and frequency is other than primary CT frequency. 285—Elevation in feet L—Lighting in operation sunset to sunrise L—Length of runways limit, refer to Airport Facility Director 72—Length of longest runway in hundreds of feet, usable length may be less.		Ceiling of Class E Airspace in hundreds of feet. An minus value indicates surface to but not including that value. Class E Airspace Class E Airspace with floor 700 ft above surface Class E Airspace with floor 1000 ft above surface that classifies Class G Airspace		2400 MSL 1450 MSL 1300 MSL 1200 MSL 1100 MSL 1000 MSL 900 MSL 800 MSL 700 MSL 600 MSL 500 MSL 400 MSL 300 MSL 200 MSL 100 MSL 0 MSL	
Heliport Selected Unverified Abandoned-paved, having landmark value, 3000 ft. or greater Ultralight Flight Park Selected		Services—Fuel available and field attended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 0600Z to 1800Z, A.M. to 2 P.M. local time. Contests, tournaments, or service availability at airports with hard-surfaced runways greater than 8009 ft.)		2049 1149 UC IR211		Differentiates floors of Class E Airspace greater than 1200' AGL unless otherwise designated as shown above. Class E Airspace low altitude Federal Airway Intersection—Arrows are directed toward facilities which establish intersection. Radar Total Range 1169 VFR waypoints TK313 RNAV (helicopter only) waypoint	
RADIO AIDS TO NAVIGATION VHF OMNI RANGE (VOR) VORTAC VOR-DME Non-Directional Radiobeacon (NDB) NDB-DME Other facilities, i.e., FSS Outlet, RCO, etc.		COMMUNICATION BOXES 122 IR 122.6 123.6 382 OAKDALE 382 OAK 122.12 CHICAGO C.H.E. 122.1 122.2 122.3 122.4 122.5 122.6 122.7 122.8 122.9 122.10 122.11 122.12 122.13 122.14 122.15 122.16 122.17 122.18 122.19 122.20 122.21 122.22 122.23 122.24 122.25 122.26 122.27 122.28 122.29 122.30 122.31 122.32 122.33 122.34 122.35 122.36 122.37 122.38 122.39 122.40 122.41 122.42 122.43 122.44 122.45 122.46 122.47 122.48 122.49 122.50 122.51 122.52 122.53 122.54 122.55 122.56 122.57 122.58 122.59 122.60 122.61 122.62 122.63 122.64 122.65 122.66 122.67 122.68 122.69 122.70 122.71 122.72 122.73 122.74 122.75 122.76 122.77 122.78 122.79 122.80 122.81 122.82 122.83 122.84 122.85 122.86 122.87 122.88 122.89 122.90 122.91 122.92 122.93 122.94 122.95 122.96 122.97 122.98 122.99 122.100 122.101 122.102 122.103 122.104 122.105 122.106 122.107 122.108 122.109 122.110 122.111 122.112 122.113 122.114 122.115 122.116 122.117 122.118 122.119 122.120 122.121 122.122 122.123 122.124 122.125 122.126 122.127 122.128 122.129 122.130 122.131 122.132 122.133 122.134 122.135 122.136 122.137 122.138 122.139 122.140 122.141 122.142 122.143 122.144 122.145 122.146 122.147 122.148 122.149 122.150 122.151 122.152 122.153 122.154 122.155 122.156 122.157 122.158 122.159 122.160 122.161 122.162 122.163 122.164 122.165 122.166 122.167 122.168 122.169 122.170 122.171 122.172 122.173 122.174 122.175 122.176 122.177 122.178 122.179 122.180 122.181 122.182 122.183 122.184 122.185 122.186 122.187 122.188 122.189 122.190 122.191 122.192 122.193 122.194 122.195 122.196 122.197 122.198 122.199 122.200 122.201 122.202 122.203 122.204 122.205 122.206 122.207 122.208 122.209 122.210 122.211 122.212 122.213 122.214 122.215 122.216 122.217 122.218 122.219 122.220 122.221 122.222 122.223 122.224 122.225 122.226 122.227 122.228 122.229 122.230 122.231 122.232 122.233 122.234 122.235 122.236 122.237 122.238 122.239 122.240 122.241 122.242 122.243 122.244 122.245 122.246 122.247 122.248 122.249 122.250 122.251 122.252 122.253 122.254 122.255 122.256 122.257 122.258 122.259 122.260 122.261 122.262 122.263 122.264 122.265 122.266 122.267 122.268 122.269 122.270 122.271 122.272 122.273 122.274 122.275 122.276 122.277 122.278 122.279 122.280 122.281 122.282 122.283 122.284 122.285 122.286 122.287 122.288 122.289 122.290 122.291 122.292 122.293 122.294 122.295 122.296 122.297 122.298 122.299 122.300 122.301 122.302 122.303 122.304 122.305 122.306 122.307 122.308 122.309 122.310 122.311 122.312 122.313 122.314 122.315 122.316 122.317 122.318 122.319 122.320 122.321 122.322 122.323 122.324 122.325 122.326 122.327 122.328 122.329 122.330 122.331 122.332 122.333 122.334 122.335 122.336 122.337 122.338 122.339 122.340 122.341 122.342 122.343 122.344 122.345 122.346 122.347 122.348 122.349 122.350 122.351 122.352 122.353 122.354 122.355 122.356 122.357 122.358 122.359 122.360 122.361 122.362 122.363 122.364 122.365 122.366 122.367 122.368 122.369 122.370 122.371 122.372 122.373 122.374 122.375 122.376 122.377 122.378 122.379 122.380 122.381 122.382 122.383 122.384 122.385 122.386 122.387 122.388 122.389 122.390 122.391 122.392 122.393 122.394 122.395 122.396 122.397 122.398 122.399 122.400 122.401 122.402 122.403 122.404 122.405 122.406 122.407 122.408 122.409 122.410 122.411 122.412 122.413 122.414 122.415 <img alt="122.416					

2.3 - Other Sectional Chart Features

Obstructions

- Obstruction symbols show **man-made vertical features** that could affect safe navigation.
 - Towers less than 1000' AGL
 - Towers more than 1000' AGL
 - Lighted towers
 - Grouped Obstacles
 - Wind Turbines



2.3 - Other Sectional Chart Features

Obstructions

- A small black square shows the location of easily recognized landmarks such as stadiums, pumping stations, and golf courses.



2.3 - Other Sectional Chart Features

Obstructions

- A small black open circle shows oil, gas, or mineral **wells**.



2.3 - Other Sectional Chart Features

Obstructions

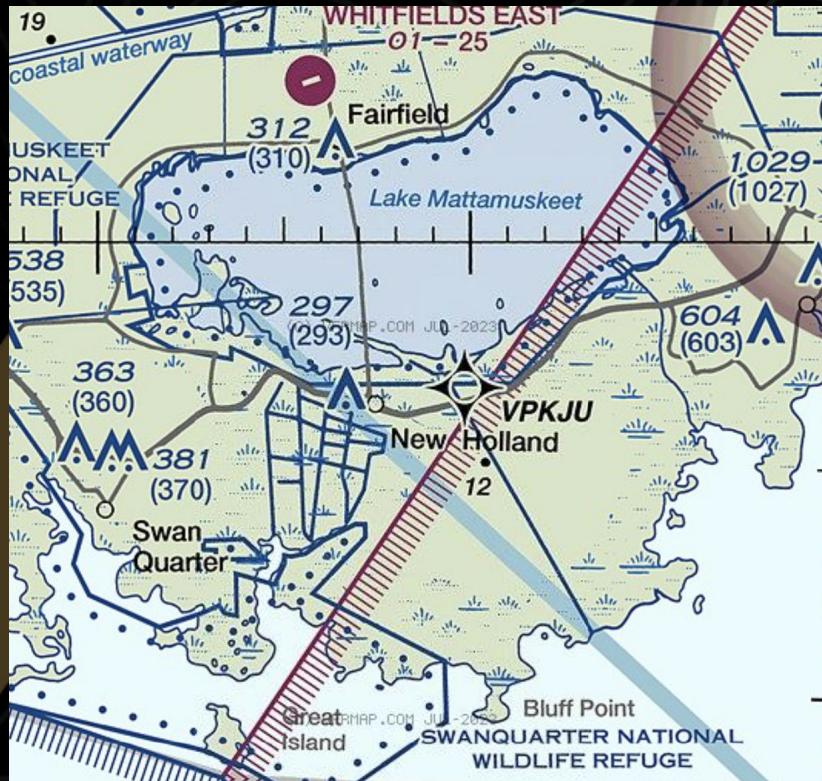
- A small black filled circle shows water, oil, or gas tanks.



2.3 - Other Sectional Chart Features

Water

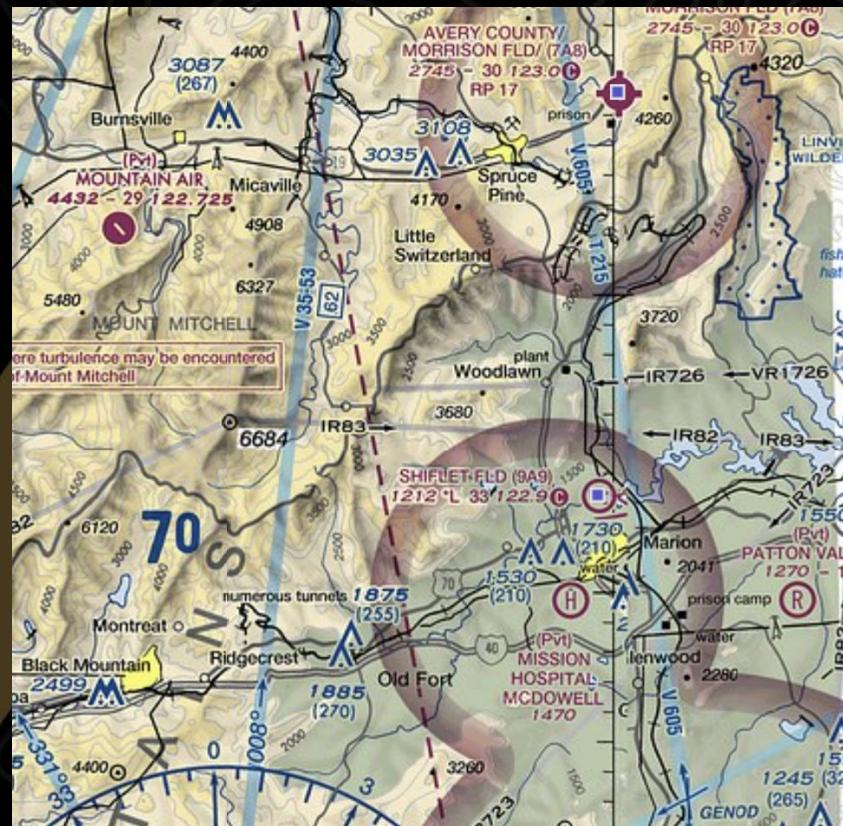
- Water is shown using two tones of blue.
 - Open water is a light blue tone showing shoreline of coastal water.
 - Lakes and rivers are shown by a darker blue.



2.3 - Other Sectional Chart Features

Land (Terrain)

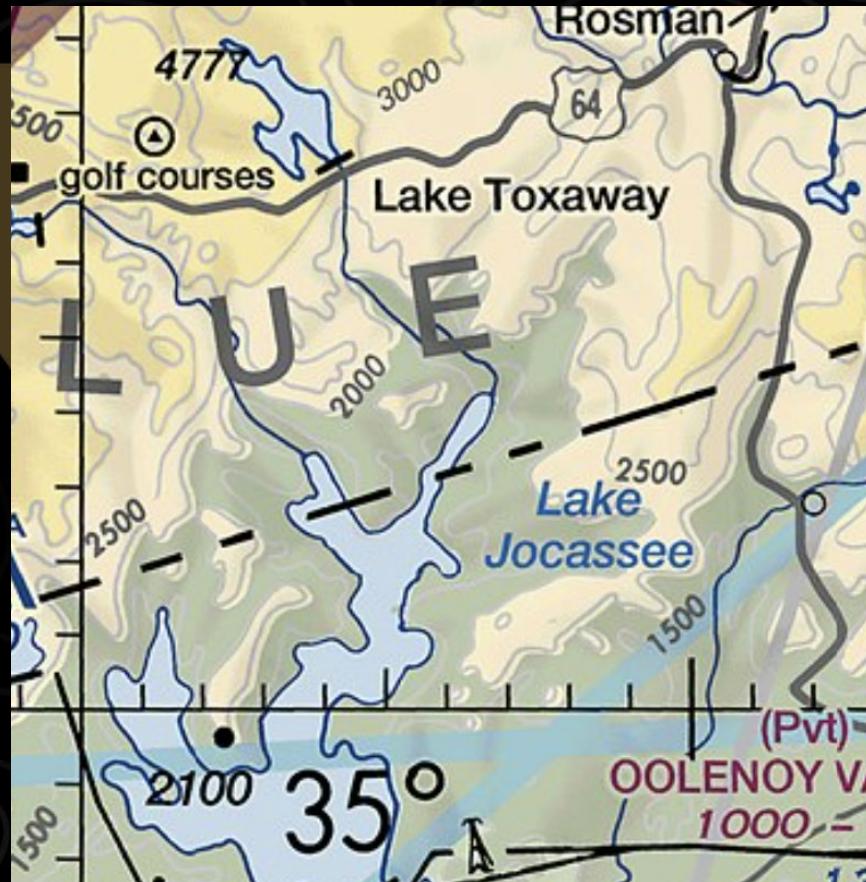
- Five different techniques are used to **show land features** on a sectional chart.
 - Contour lines
 - Shaded relief
 - Color tints
 - Obstruction symbols
 - Maximum Elevation Figures (MEF)



2.3 - Other Sectional Chart Features

Contour Lines

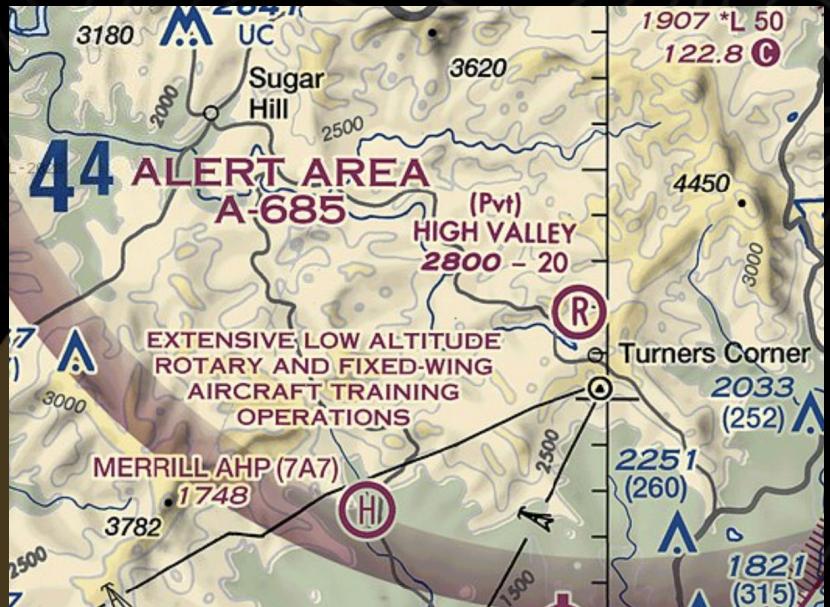
- Contour lines join points of equal elevation.
 - Basic contours are spaced at 500' intervals.
 - Intermediate contours are typically at 250' intervals.



2.3 - Other Sectional Chart Features

Shaded Relief

- Shaded relief shows how terrain may appear from the air.
 - Shadows are shown as if the light source is coming from the NW.



2.3 - Other Sectional Chart Features

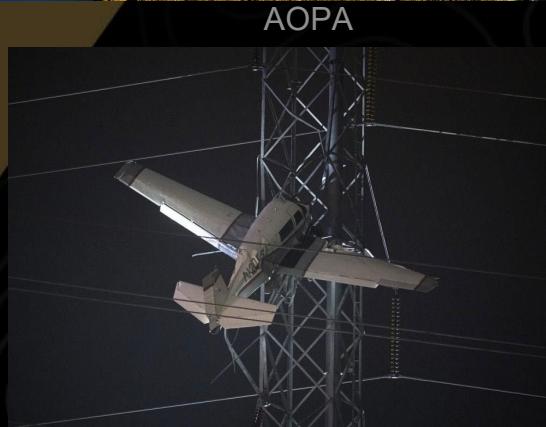
Mountain Passes

- The mountain pass symbol does not indicate a recommended route but only a natural entry point for commonly flown mountain passes.



2.3 - MEF (Maximum Elevation Figure)

- MEF is the **highest point of elevation in that area** of both manmade and terrestrial objects.
- MEF is calculated using **MSL numbers** on the chart.
- If an airplane flies higher than the MEF they are higher than any obstacles.



2.3 - MEF (Maximum Elevation Figure)

- On a sectional chart you will see a MEF listed in every half degree of latitude and longitude.
- Two large numbers offer the maximum elevation in thousands and hundreds.



2.3 - MEF (Maximum Elevation Figure)

If the highest obstacle is **natural**:

Example:

Elevation of obstacle top (MSL) =	3450
Possible vertical error	+100
Obstacle Allowance	+200
	equals
	3750
Raise to the following 100' level	3800
Maximum Elevation Figure	38

If the highest obstacle is man-made:

Example:

Elevation of obstacle top (MSL) =	2424
Possible vertical error	+100
	equals
Raise to the following 100' level	2600
Maximum Elevation Figure	26



Why is a margin provided when figuring MEF?



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Why is a margin provided when figuring MEF?

A margin is provided when calculating the Maximum Elevation Figure (MEF) to account for unknown obstacles and ensure safe clearance above terrain and structures.



2.3 - MEF (Maximum Elevation Figure)

- What is the height of the tallest obstacle in the quadrant?



2.3 - MEF (Maximum Elevation Figure)

- What is the height of the obstacle + the vertical error allowance rounded to the nearest hundred?



2.3 - MEF (Maximum Elevation Figure)

- What is the height of the obstacle + the vertical error allowance rounded to the nearest hundred?

$$1,646 + 100 = 1,746$$

Rounded = 1,800



2.3 - MEF (Maximum Elevation Figure)

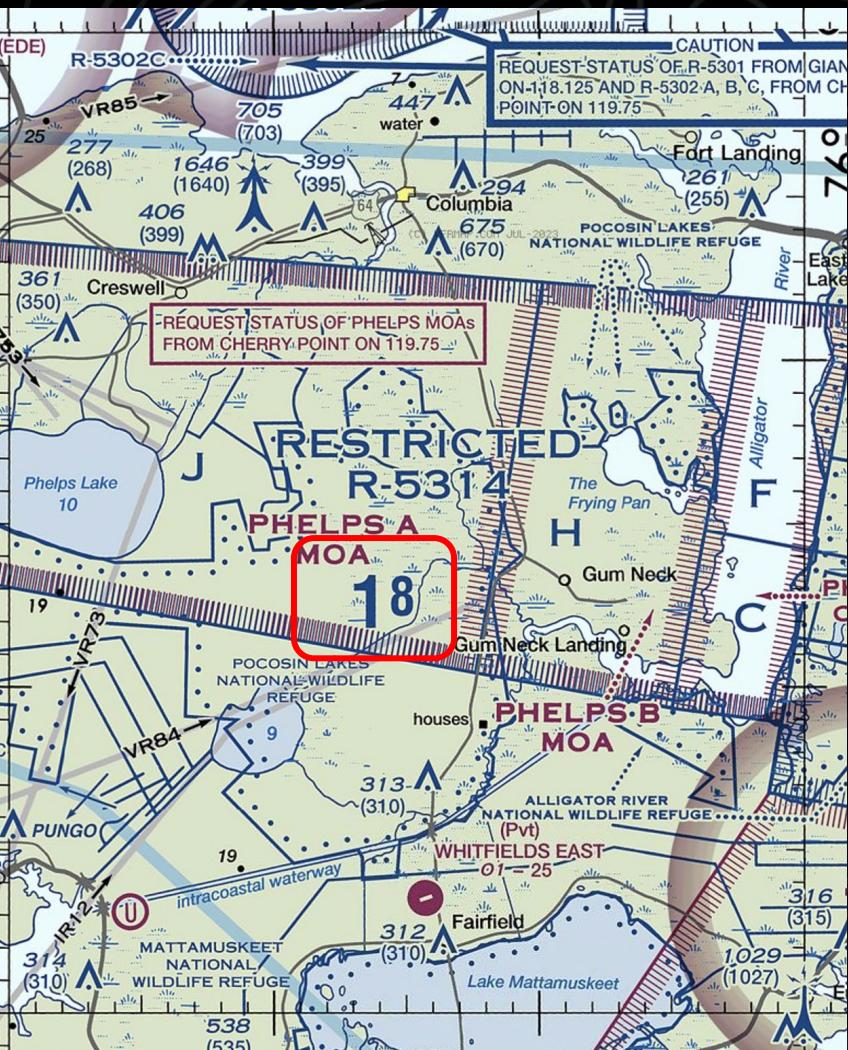
- What is the MEF of this quadrant?



2.3 - MEF (Maximum Elevation Figure)

- What is the MEF of this quadrant?

1,800 MSL



2.3 - VFR Checkpoints & Waypoints

- VFR checkpoints and waypoints are **visual checks** that assist pilots with determining their **physical location** in relation to ground markers (more for crewed aviation).
- Standard prior to GPS adoption.

VFR Checkpoint



VFR Waypoint



VFR Waypoint w/ Checkpoint



2.3 - Other Airport Depictions

Civil Airport

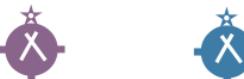
Landplane: Civil

Airports having control towers (CT) are shown in blue, all others are shown in magenta.

Non-Towered Towered



All recognizable runways, including some that may be closed, are shown for visual identification purposes. Fuel available.

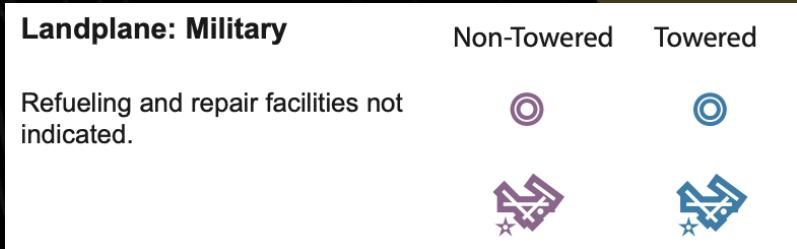


Runway patterns will be depicted at airports with at least one hard surfaced runway 1500' or greater in length.



2.3 - Other Airport Depictions

Military Airport



2.3 - Other Airport Depictions

Heliport

Heliport
(Selected)

Non-Towered Towered



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2.3 - Other Airport Depictions

Seaplane Base

Seaplane: Civil

Non-Towered

Towered



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2.3 - Other Airport Depictions

Ultralight Flight Park

Ultralight Flight Park

(Selected)

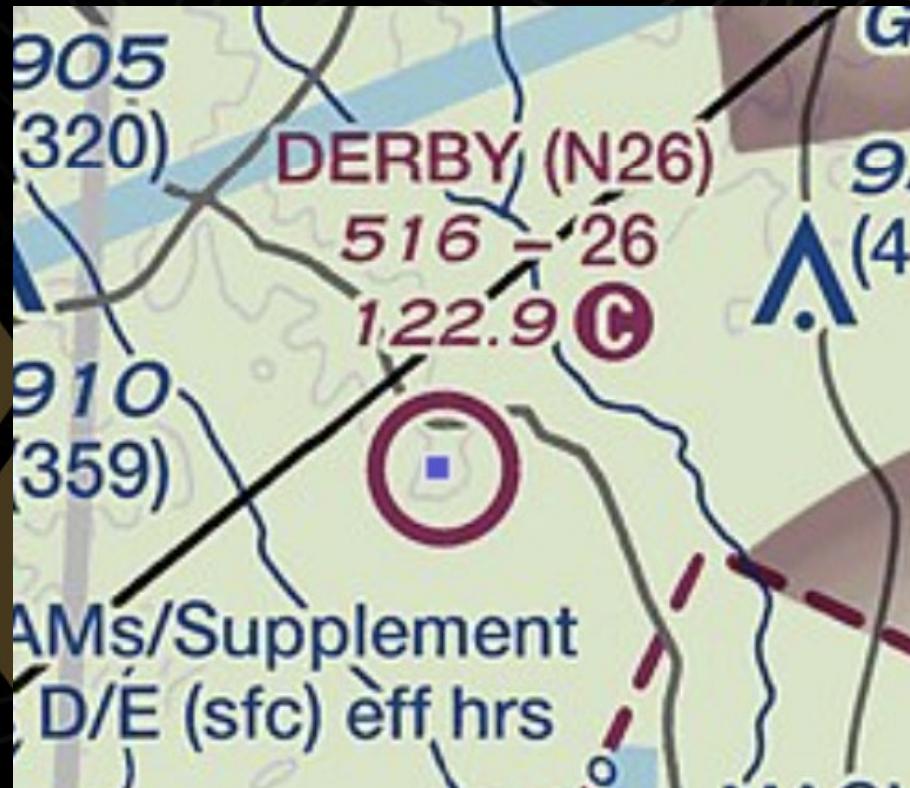


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2.3 - Other Airport Depictions

Public Use Airport

- PUBLIC USE - (Soft surfaced runway, or hard surfaced runway less than 1500' in length.) Fuel not available.



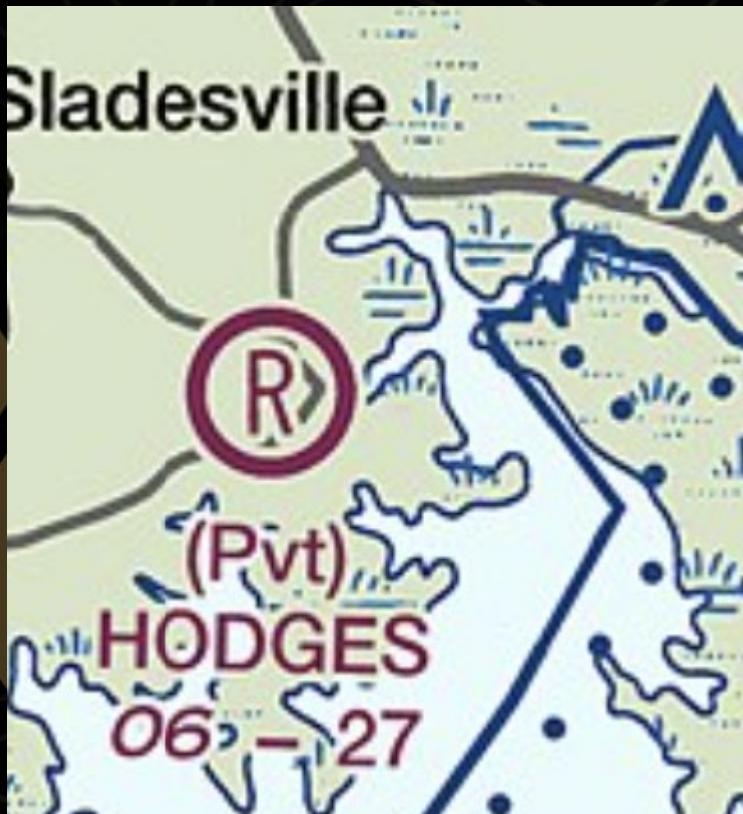
2.3 - Other Airport Depictions

Private or Restricted Airport

(R)

RESTRICTED OR PRIVATE -

(Soft surfaced runway, or hard surfaced runway less than 1500' in length.) Non-public use having landmark value.



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2.3 - Other Airport Depictions

Unverified Airport



UNVERIFIED - A landing area available for public use but warranting more than ordinary precaution due to:

- (1) lack of current information on field conditions, and / or
- (2) available information indicates peculiar operating limitations.



2.3 - Other Airport Depictions

Abandoned Airport



ABANDONED - Depicted for landmark value or to prevent confusion with an adjacent usable landing area. (Normally at least 3000' paved).

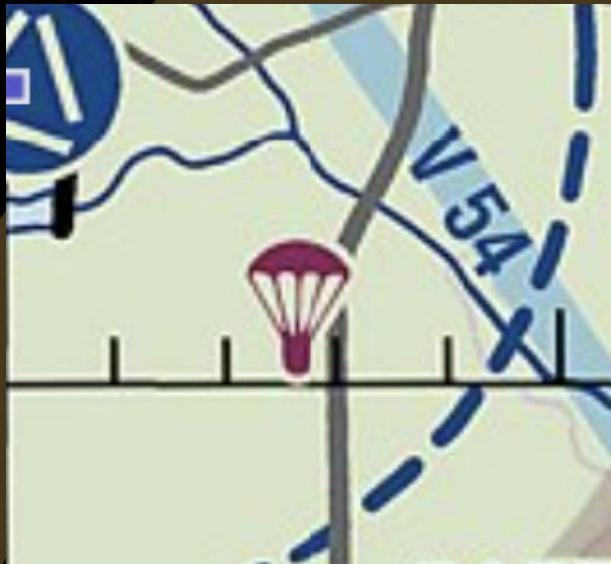


2.3 - Other Airport Depictions

Parachute Jump Area



122.9



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2.3 - Other Airport Depictions

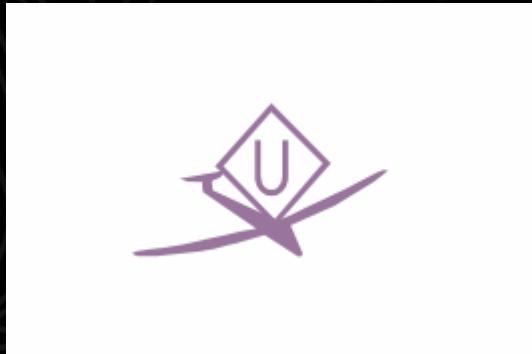
Glider Operating Area



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2.3 - Other Airport Depictions

Ultralight Operating Area



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2.3 - Other Airport Depictions

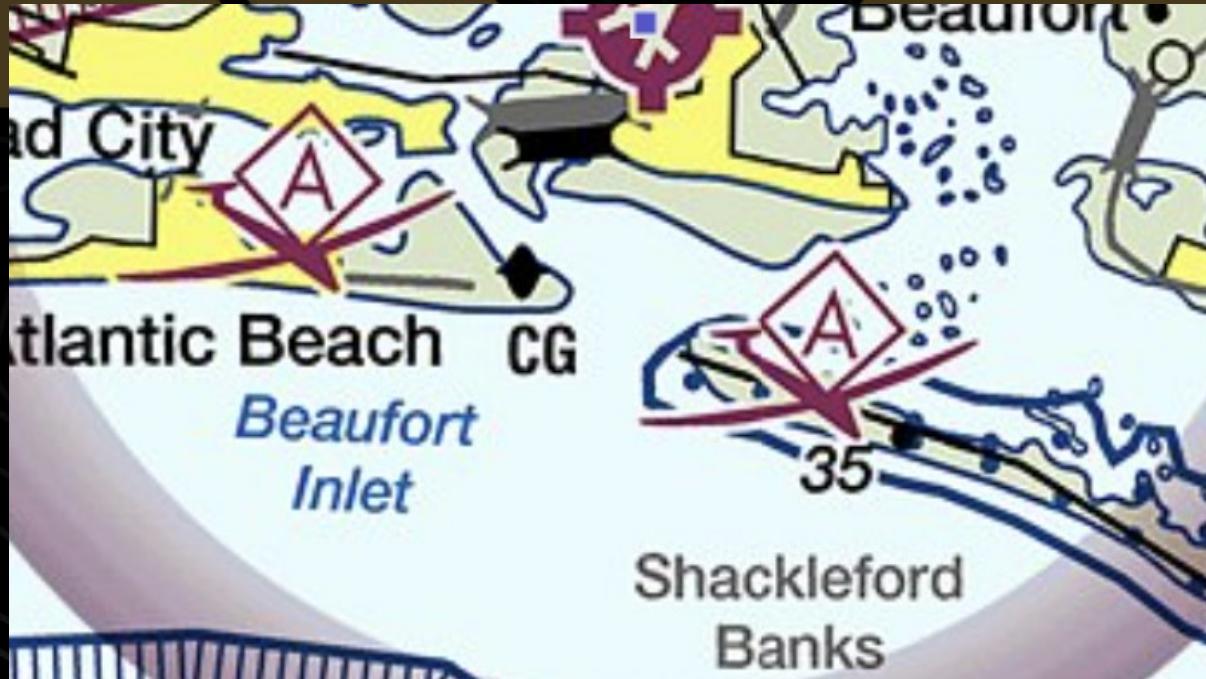
Hang Glider Operating Area



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2.3 - Other Airport Depictions

Aerobatic Flight Practice Area



2.3 - The NOTAM System



2.3 - The NOTAM System

- Notice to Air Missions - indicate real-time abnormal status of the NAS.
- NOTAMs concern the establishment, condition, or change of any facility, service, procedure or hazard in the NAS.
- NOTAMs are usually related to activities related to a particular airport.
- NOTAMs should be checked within 25 miles of any working area.
- NOTE: A TFR (Temporary Flight Restriction) is a type of NOTAM.



2.3 - The NOTAM System

NOTAM Components – Keywords for Pilots

Following the location identifier, each NOTAM will contain one of the following 20 keywords.

- RWY - Runway
- IAP – Instrument Approach Procedure
- VFP – Visual Flight Procedure
- DVA – Diverse Vector Area
- TWY - Taxiway
- AD - Aerodrome
- OBST - Obstruction
- NAV - Navigation
- COM - Communication
- SVC - Services
- ODP – Obstacle Departure Procedure
- SID – Standard Instrument Departure
- STAR – Standard Terminal Arrival
- CHART
- DATA
- AIRSPACE
- SPECIAL
- SECURITY
- ROUTE
- APRON

!DCA MM/NNN AML **NAV**
VOR/DME U/S YY06082230-
YY06302200

Note: Because NOTAMs are not prioritized, keywords allow users to sort NOTAMs by subject matter.

NOTAM Examples

...TWY F EDGE
LGT U/S ...

*Taxiway F
lights are
unserviceable*

...RWY 03/21 CLSD...

*Runway 03 and 21 are
closed to aircraft*

...OBST TOWER LGT (ASR 1050171)
383430.80N0844921.70W (18.9NM ESE 8I1) 1229FT (289FT
AGL) U/S ...

*An obstruction tower 18.9 nautical miles east/southeast of
8I1 airport is not lighted in accordance with current
regulations*

...AIRSPACE AEROBATIC ACFT WI AN
AREA DEFINED AS 1NM RADIUS OF
FSO SFC-3500FT DLY 1600-1700...

*Aerobic activity is taking place within
a 1 mile radius of Franklin County State
Airport (Highgate, VT)*

...COM CTAF 122.725
CHANGED TO
123.075...

*The CTAF frequency
122.725 is changed to
123.075*



Why do UAV pilots need to be aware of NOTAMS?



Propwash Drone Solutions LLC

Why do UAV pilots need to be aware of NOTAMS?

UAV pilots need to be aware of NOTAMs to avoid temporary flight restrictions, hazardous conditions, or special activities that could endanger their operation or violate FAA regulations.



2.3 - The NOTAM System

- Drone pilots can check for NOTAMs (and TFRs) using a variety of services include the FAA's NOTAM Search Website, or apps like AirAware, or by checking with local FAA Flight Service Stations.



Unit 2 Airspace – 2.3 Review Quiz

- [2.3 - Airspace Operational Requirements – QUIZ](#)
- This quiz contains 29 questions.
 - You may take it as many times as you like.
 - The order of questions are randomized each time.
 - The large majority of the questions are worded exactly as they appear on the exam.

