g. Ultralight Vehicles. No person may operate an ultralight vehicle within Class A, Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport unless that person has prior authorization from the ATC facility having jurisdiction over that airspace. (See 14 CFR Part 103.)

h. Unmanned Free Balloons. Unless otherwise authorized by ATC, no person may operate an unmanned free balloon below 2,000 feet above the surface within the lateral boundaries of Class B, Class C, Class D, or Class E airspace designated for an airport. (See 14 CFR Part 101.)

i. Parachute Jumps. No person may make a parachute jump, and no pilot–in–command may allow a parachute jump to be made from that aircraft, in or into Class A, Class B, Class C, or Class D airspace without, or in violation of, the terms of an ATC authorization issued by the ATC facility having jurisdiction over the airspace. (See 14 CFR Part 105.)

3–2–2. Class A Airspace

a. Definition. Generally, that airspace from 18,000 feet MSL up to and including FL 600, including the airspace overlying the waters within 12 nautical miles off the coast of the 48 contiguous States and Alaska; and designated international airspace beyond 12 nautical miles off the coast of the 48 contiguous States and Alaska within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic procedures are applied.

b. Operating Rules and Pilot/Equipment Requirements. Unless otherwise authorized, all persons must operate their aircraft under IFR. (See 14 CFR Section 71.33, Sections 91.167 through 91.193, Sections 91.215 through 91.217, and Sections 91.225 through 91.227.)

c. Charts. Class A airspace is not specifically charted.

3–2–3. Class B Airspace

a. Definition. Generally, that airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports in terms of IFR operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored and 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. An ATC clearance is required for all aircraft to operate in the area, and all aircraft that are so cleared receive separation services within the airspace. The cloud clearance requirement for VFR operations is "clear of clouds."

b. Operating Rules and Pilot/Equipment Requirements. Regardless of weather conditions, an ATC clearance is required prior to operating within Class B airspace. Pilots should not request a clearance to operate within Class B airspace unless the requirements of 14 CFR Sections 91.131, 91.215, and 91.225 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, aircraft must be equipped with an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B airspace.

2. No person may take off or land a civil aircraft at the following primary airports within Class B airspace unless the pilot–in–command holds at least a private pilot certificate:

(a) Andrews Air Force Base, MD

(b) Atlanta Hartsfield Airport, GA

(c) Boston Logan Airport, MA

(d) Chicago O'Hare Intl. Airport, IL

(e) Dallas/Fort Worth Intl. Airport, TX

(f) Los Angeles Intl. Airport, CA

(g) Miami Intl. Airport, FL

(h) Newark Intl. Airport, NJ

(i) New York Kennedy Airport, NY

(j) New York La Guardia Airport, NY

(k) Ronald Reagan Washington National Airport, DC

(l) San Francisco Intl. Airport, CA

3. No person may take off or land a civil aircraft at an airport within Class B airspace or operate a civil aircraft within Class B airspace unless:

(a) The pilot–in–command holds at least a private pilot certificate; or