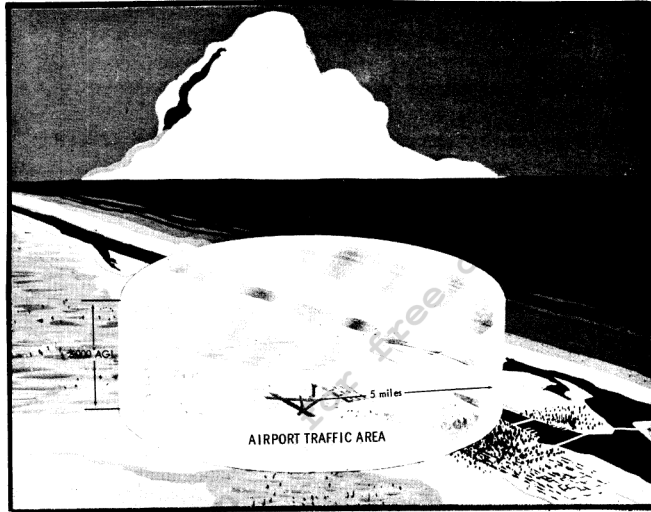


AIRPORT TRAFFIC AREA - airspace within 5 statute miles of an airport at which a control tower is in operation. This airspace extends from the ground up to but not including 3,000 feet above ground level (AGL). The boundaries are not depicted on aeronautical charts but the presence of an airport traffic area is indicated when tower radio frequencies are shown in the airport data box. (Letters CT appear on new series Sectional Charts.) While this area is not designated as controlled airspace, the radio communications and operating requirements affect all flights taking off and landing at those airports.

Reference: FAR 1, 91.85, 91.87.

(Use chart excerpt on first page)

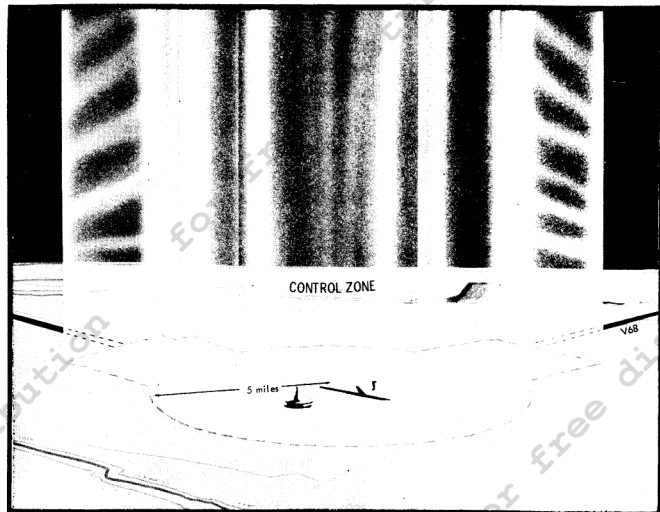


1. IS THERE AN AIRPORT TRAFFIC AREA AT GREATER PEORIA AND BLOOMINGTON AIRPORTS?
2. IF YOU HAVE NO RADIO, AND THE CEILING AND VISIBILITY ARE UNLIMITED (CAVU), ARE YOU PERMITTED TO LAND AT GREATER PEORIA? AT BLOOMINGTON?
3. WHEN OVERFLYING GREATER PEORIA AIRPORT AT 4,000 FEET MSL IN CAVU WEATHER, ARE YOU REQUIRED TO MAINTAIN TWO-WAY RADIO COMMUNICATIONS WITH THE CONTROL TOWER? AT 3,500 FEET MSL?
4. WHAT IS THE MAXIMUM AUTHORIZED SPEED FOR RECIPROCATING ENGINE AIRCRAFT WHEN APPROACHING GREATER PEORIA FOR LANDING?

CONTROL ZONE - airspace that is normally a circular area with a 5 mile radius and extensions as necessary for instrument approach and departure paths at certain airports. (A control tower may or may not be located within the control zone.) It starts at the surface, and extends up to the base of the Continental Control Area. The lateral limits are shown on aeronautical charts by a dashed line. Specific weather minimums are required for VFR flight within this zone, and an ATC clearance is required when the weather is less than VFR minimums. Certain other flight restrictions are also in effect within this airspace.

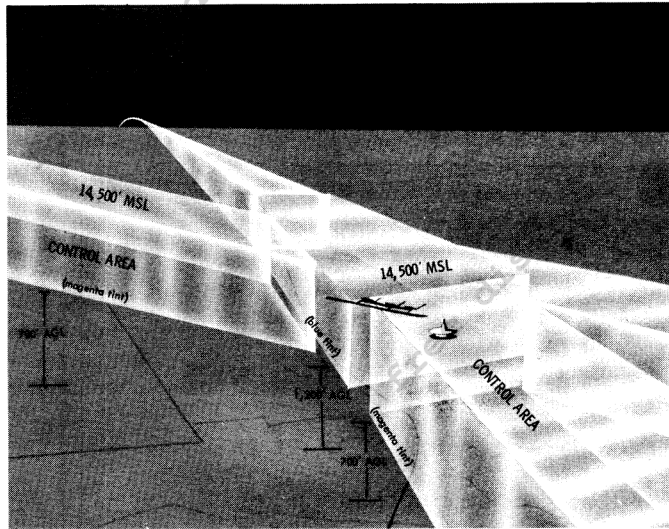
Reference: FAR 1, 71.11, 91.71, 91.105, 91.107.

(Use chart excerpt on first page)



1. WHAT WEATHER CONDITIONS MUST EXIST TO LAND OR TAKE OFF AT BLOOMINGTON WITHOUT OBTAINING A SPECIAL VFR CLEARANCE? AT GREATER PEORIA?
2. WITH WHOM WOULD YOU COMMUNICATE TO RECEIVE A SPECIAL VFR CLEARANCE AT GREATER PEORIA? AT BLOOMINGTON?
3. AT WHAT ALTITUDE ARE YOU PERMITTED TO PRACTICE STALLS, SPINS, OR ACROBATICS OVER BLOOMINGTON AIRPORT?

CONTROL AREA - designated airspace starting at 700 feet above ground level (unless a higher altitude is specified) and extending upward to the base of the overlying Continental Control Area (14,500 feet MSL). The lateral limits, normally identical to Federal Airways but frequently including far-reaching extensions, are shown on Sectional Charts with colored boundaries. Those areas bounded by magenta (purplish-red) tint start at 700 feet AGL, while those bounded by blue tint start at 1,200 feet AGL (unless a higher altitude is specified). The dark edges of tinted borders indicate the outer boundary of the airspace. VFR flights within control areas require certain weather minimums.

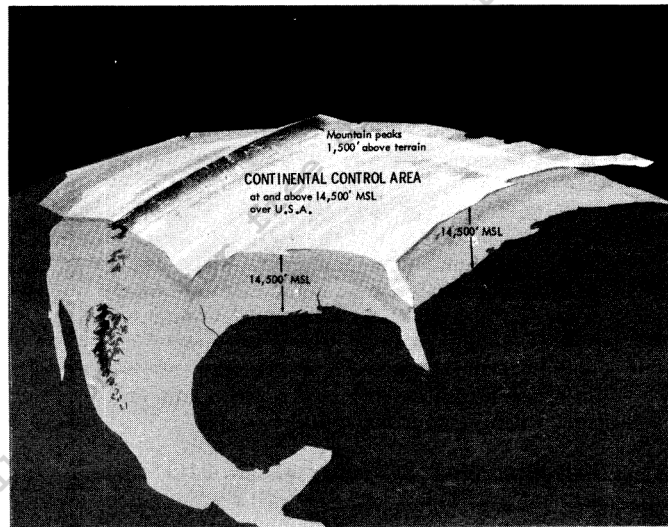


Reference: FAR 1, 71.7, 71.163, 91.105.

(Use chart excerpt on first page)

1. WHEN OVER THE TOWN OF MACKINAW (CENTER OF CHART) AT 3,000 FEET ABOVE THE GROUND, ARE YOU WITHIN CONTROLLED AIRSPACE?
2. WHEN FLYING IN THE IMMEDIATE VICINITY OF MACKINAW AT 15,500 FEET MSL WOULD YOU BE IN THE CONTROL AREA?
3. WHAT ARE THE VISIBILITY AND CLOUD CLEARANCE MINIMUMS WHEN FLYING VFR AT 9,500 FEET MSL IN THE IMMEDIATE VICINITY OF MACKINAW?

CONTINENTAL CONTROL AREA - Consists of the airspace of the 48 contiguous states, the District of Columbia, and Alaska south of latitude 68 degrees North, excluding the Alaska peninsula west of Longitude 160° West, at and above 14,500 MSL, but does not include (a) the airspace less than 1500 feet above the surface; and (b) certain prohibited or restricted areas.

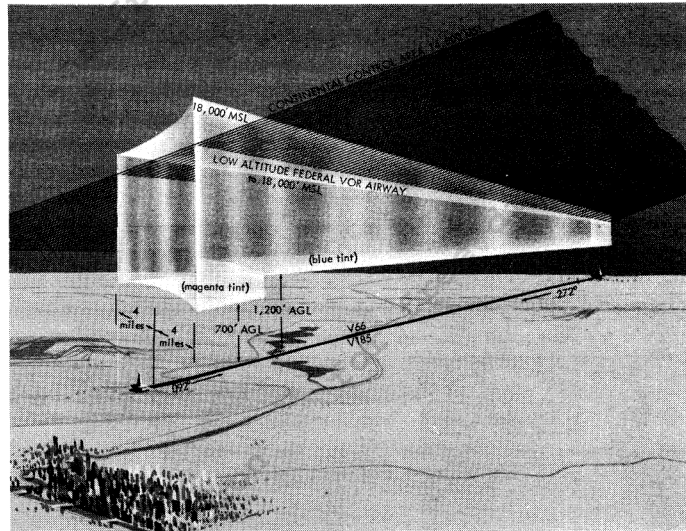


Reference: FAR 1, 71.9, 91.105.

(Use chart segment on first page)

1. WHAT VISIBILITY IS REQUIRED TO FLY VFR AT 16,500 FEET MSL ON V9 V69 AIRWAY?
2. IF THERE ARE CLOUDS AT 17,000 FEET MSL, HOW FAR BELOW THE CLOUDS SHOULD YOU FLY ON V9 V69 AIRWAY VFR?
3. IF YOU ARE OUTSIDE THE LATERAL LIMITS OF AN AIRWAY AT 15,500 FEET MSL, WHAT ARE THE MINIMUM WEATHER CONDITIONS FOR VFR FLIGHT?

FEDERAL AIRWAY - each airway is based on a centerline that extends from one navigational aid or intersection to another navigational aid specified for that airway. The centerline is shown on aeronautical charts, and the magnetic course and the airway identity are indicated. Each airway includes airspace within parallel boundary lines normally 4 nautical miles each side of the centerline, and extends from 1,200 feet above the surface (unless a higher altitude is indicated) upward to, but not including 18,000 feet MSL. Airways in Hawaii have no upper limits. Inasmuch as a Federal Airway is controlled airspace divided at 10,000 feet MSL, VFR flight within the airway requires distinct weather minimums above and below 10,000 feet. Certain flight maneuvers are restricted in this airspace.



Reference: FAR 1, 71.5, 91.71, 91.105.

(Use chart excerpt on first page)

1. HOW FAR EAST OR WEST OF WADDELL AIRPORT (SOUTHWEST OF PEORIA) SHOULD YOU GO TO PRACTICE STALLS, SPINS, OR ACROBATICS?
2. IF YOU ARE FLYING VFR AT 15,500 FEET MSL ON V9 V69 AIRWAY (SOUTHWEST OF BLOOMINGTON), WHAT ARE THE MINIMUM VISIBILITY AND CLOUD CLEARANCE REQUIREMENTS? AT 3,000 FEET MSL?
3. WHAT MINIMUM VISIBILITY IS REQUIRED TO FLY VFR FROM WADDELL AIRPORT TO PEKIN MUNICIPAL AIRPORT AT 1,100 FEET MSL?

ANSWERS WITH EXPLANATIONS ARE PRESENTED IN EXAM-O-GRAM NO. 42.

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