

State/City	Airport
Dyess	AFB
El Paso	International
Harlingen	Valley International
Laughlin	AFB
Lubbock	Preston Smith International
Midland	International
San Antonio	International
VERMONT	
Burlington	International
VIRGIN ISLANDS	
St. Thomas	Charlotte Amalie Cyril E. King
VIRGINIA	
Richmond	International
Norfolk	International
Roanoke	Regional/Woodrum Field
WASHINGTON	
Point Roberts	Vancouver International
Spokane	Fairchild AFB
Spokane	International
Whidbey Island	NAS, Ault Field
WEST VIRGINIA	
Charleston	Yeager
WISCONSIN	
Green Bay	Austin Straubel International
Madison	Dane County Regional–Traux Field
Milwaukee	General Mitchell International

3-2-5. Class D Airspace

a. Definition. Generally, Class D airspace extends upward from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures.

1. Class D surface areas may be designated as full-time (24 hour tower operations) or part-time. Part-time Class D effective times are published in the Chart Supplement U.S.

2. Where a Class D surface area is part-time, the airspace may revert to either a Class E surface area (see paragraph 3-2-6e1) or Class G airspace. When a part-time Class D surface area changes to Class G, the surface area becomes Class G airspace up to, but not including, the overlying controlled airspace.

NOTE-

1. The airport listing in the Chart Supplement U.S. will

state the part-time surface area status (for example, “other times CLASS E” or “other times CLASS G”).

2. Normally, the overlying controlled airspace is the Class E transition area airspace that begins at either 700 feet AGL (charted as magenta vignette) or 1200 feet AGL (charted as blue vignette). This may be determined by consulting the applicable VFR Sectional or Terminal Area Charts.

b. Operating Rules and Pilot/Equipment Requirements:

1. Pilot Certification. No specific certification required.

2. Equipment. Unless otherwise authorized by ATC, an operable two-way radio is required.

3. Arrival or Through Flight Entry Requirements. Two-way radio communication must be established with the ATC facility providing ATC services prior to entry and thereafter maintain those communications while in the Class D airspace. Pilots of arriving aircraft should contact the control tower on the publicized frequency and give their position, altitude, destination, and any request(s). Radio contact should be initiated far enough from the Class D airspace boundary to preclude entering the Class D airspace before two-way radio communications are established.

NOTE-

1. If the controller responds to a radio call with, “[aircraft callsign] standby,” radio communications have been established and the pilot can enter the Class D airspace.

2. If workload or traffic conditions prevent immediate entry into Class D airspace, the controller will inform the pilot to remain outside the Class D airspace until conditions permit entry.

EXAMPLE-

1. “[Aircraft callsign] remain outside the Class Delta airspace and standby.”

It is important to understand that if the controller responds to the initial radio call without using the aircraft callsign, radio communications have not been established and the pilot may not enter the Class D airspace.

2. “Aircraft calling Manassas tower standby.”

At those airports where the control tower does not operate 24 hours a day, the operating hours of the tower will be listed on the appropriate charts and in the Chart Supplement U.S. During the hours the tower is not in operation, the Class E surface area rules or a combination of Class E rules to 700 feet above ground level and Class G rules to the surface will become applicable. Check the Chart Supplement U.S. for specifics.