

Class B Safety Considerations

April 2017

Who hasn't heard of 91.107?



(Seat belt usage, duh...)

1978 San Diego collision

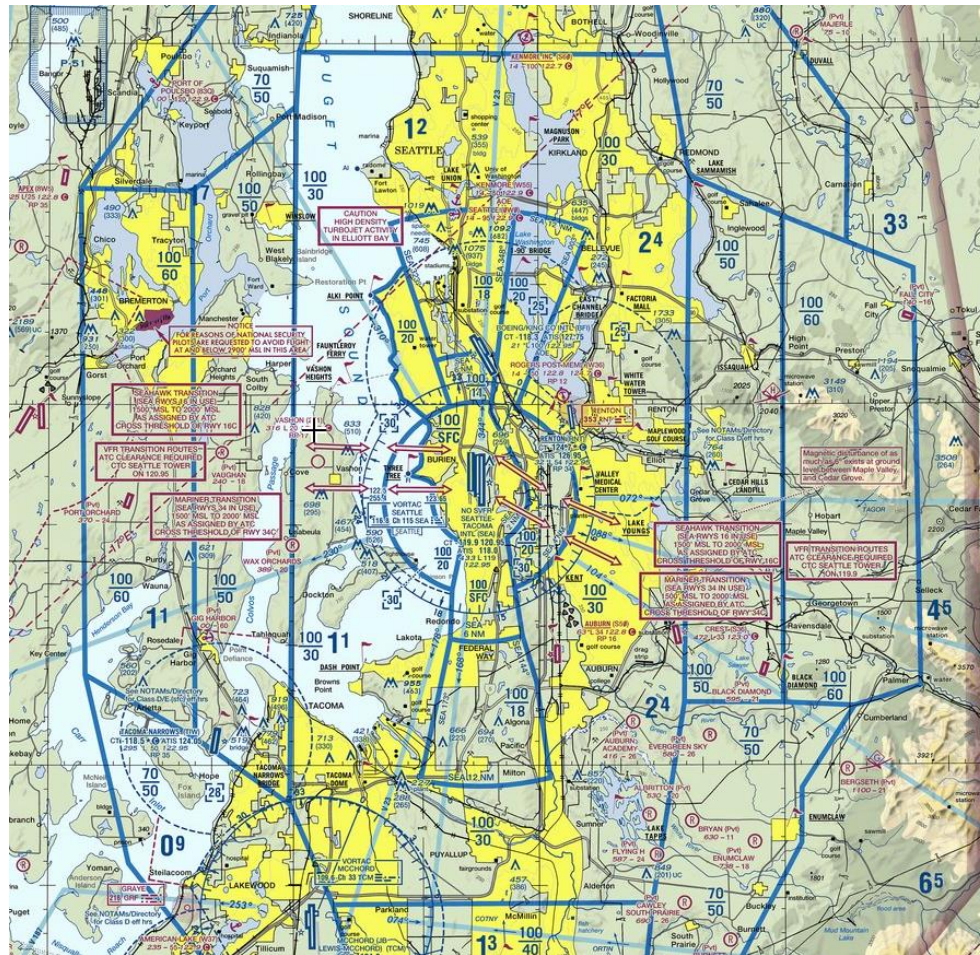


- Deadliest air crash in California (and until 9/11, the USA)
- PSA 182 (a 727) landing KSAN collided with a 172
- Changes: San Diego TRSA created, 1980 rule change creates Class B airspace

Class B Summary

- 37 largest airports in the country
- Most stringent entry requirements: Specific permission required, transponder, and a minimum level of pilot certification
- Surface to 10,000 AGL, customized for local requirements
- 250 kt speed limit
- Just need to be clear of clouds because there is extensive radar coverage

Seattle Airspace – 2D



Seattle Airspace – 3D



See <http://3dairspace.org.uk/airspace.html>

Class B for Passengers

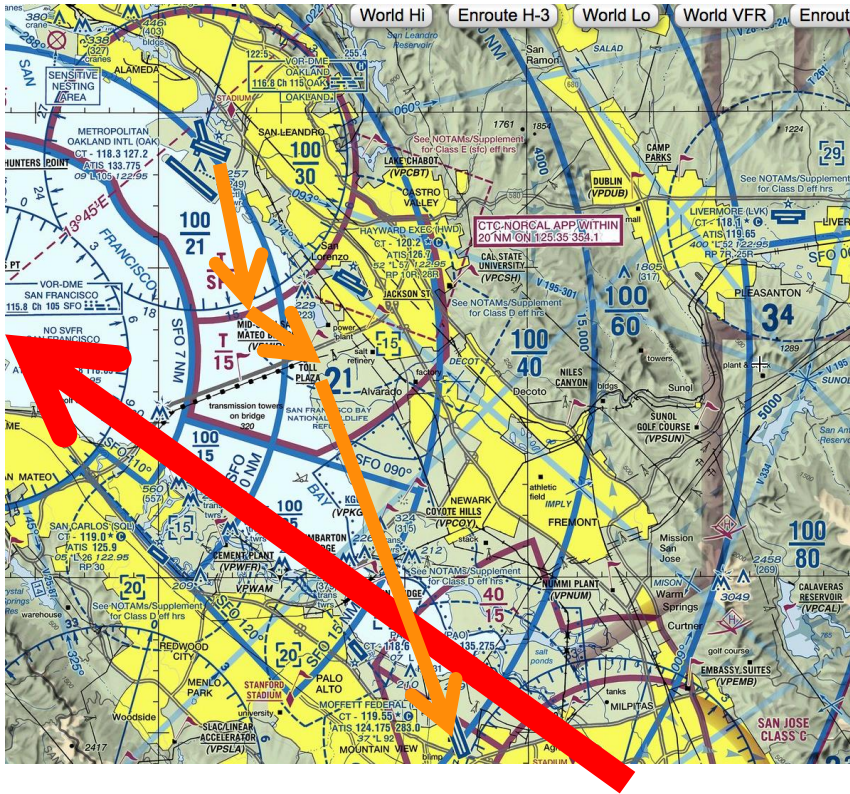
- Listen for explicit clearance: “CAP 445 cleared into the bravo at or below 5000, maintain heading 315”
 - Don’t let your pilot fly into the bravo without clearance
 - Monitor altitude and heading of clearance to help pilot
 - Monitor pilot workload – class B is not common for small airplanes
- Oakland arrivals/departures may ask for bravo clearance, especially if you are heading up high (e.g. towards Truckee)

Class B for OAK Pilots



- Climb too fast, descend to slowly and you can be in bravo
- 3000 foot ring – stay below it on arrival/departure to N/E
- Watch for other airspace – radio contact (class D) and transponder (class C) are required for clearance; flight following helps here

Ask for Vectors



- Depart over 30 numbers to San Mateo midspan, cross toll plaza below 2000 and Moffett above 2500
- Pass around/under SFO final approach
- Airspace is complicated, Norcal has always given me vectors on request

For Pilots

..nasa.gov/asrs_ers/general.html

GENERAL FORM

DO NOT REPORT AIRCRAFT ACCIDENTS AND CRIMINAL ACTIVITIES ON THIS FORM.
ACCIDENTS AND CRIMINAL ACTIVITIES ARE NOT INCLUDED IN THE ASRS PROGRAM AND SHOULD NOT BE SUBMITTED TO NASA.
ALL IDENTITIES CONTAINED IN THIS REPORT WILL BE REMOVED TO ASSURE COMPLETE REPORTER ANONYMITY.

IDENTIFICATION STRIP: Please fill in all blanks to ensure return of strip.
RECORD WILL BE KEPT OF YOUR IDENTITY. This section will be returned to you.

TELEPHONE NUMBERS where we may reach you for further details of this occurrence.

HOME HOURS

OTHER HOURS

NAME (required)

ADDRESS/PO BOX (required)

ADDRESS LINE 2

CITY (required) STATE ZIP (required)

TYPE OF EVENT/SITUATION

DATE OF OCCURRENCE (MM/DD/YYYY)

LOCAL TIME (24 HR. CLOCK) [HH:MM]

PLEASE FILL IN APPROPRIATE SPACES AND CHECK ALL ITEMS WHICH APPLY TO THIS EVENT OR SITUATION.

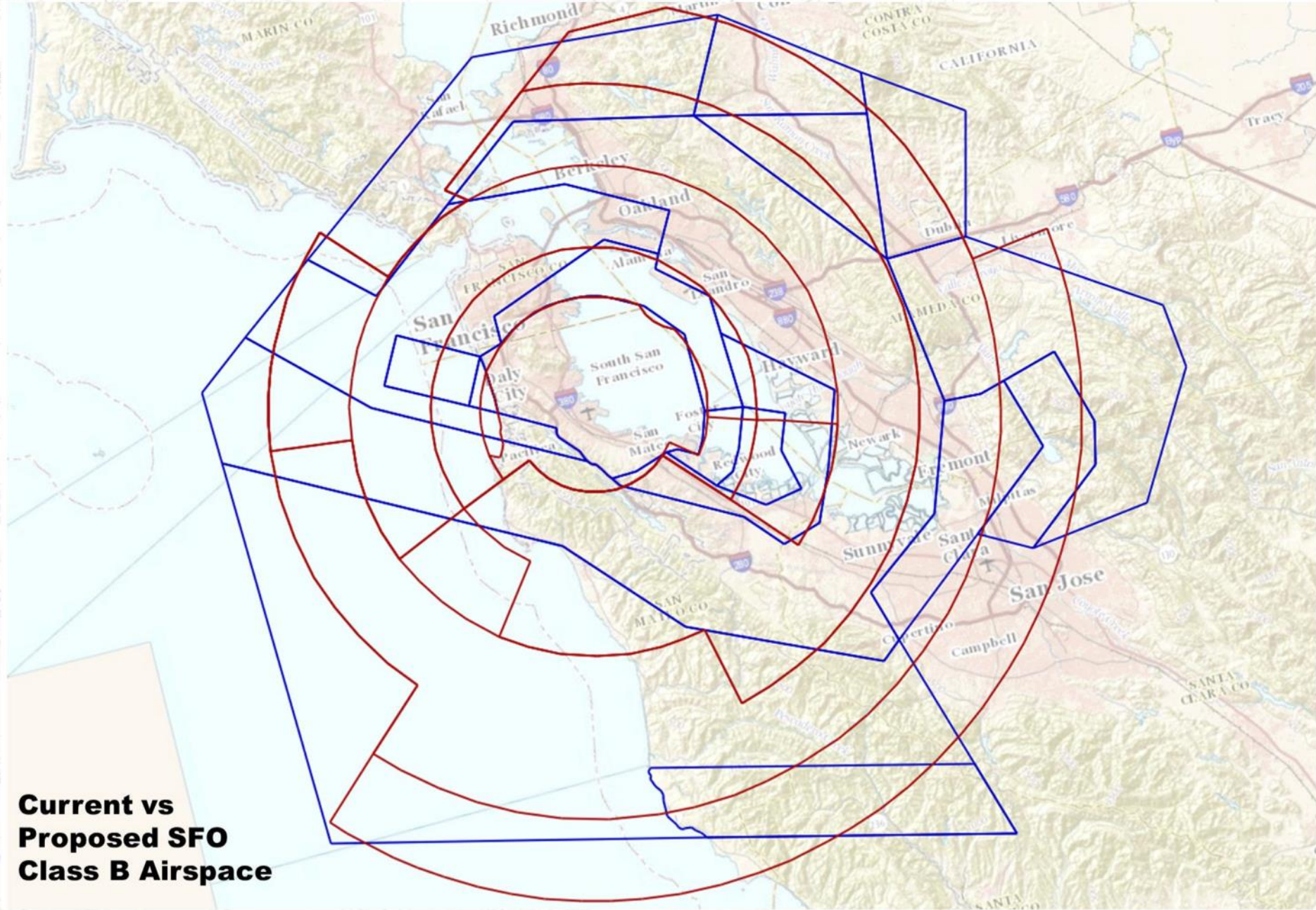
REPORTER	Reset	FLYING TIME (IN HOURS)
<input type="checkbox"/> Captain	<input type="radio"/> Single Pilot	Total Time: <input type="text"/> hrs
<input type="checkbox"/> First Officer	<input type="radio"/> Instructor	Last 90 Days: <input type="text"/> hrs
<input type="checkbox"/> Pilot Flying	<input type="radio"/> Dispatcher: <input type="text"/> yrs	Time in Type: <input type="text"/> hrs
<input type="checkbox"/> Pilot Not Flying	<input type="radio"/> Other: <input type="text"/>	
<input type="checkbox"/> Relief Pilot		
<input type="checkbox"/> Check Airman		

CERTIFICATES & RATINGS	ATC EXPERIENCE	Reset
Select Certificate) <input type="text"/>	<input type="radio"/> FPL	<input type="radio"/> Developmental
<input type="checkbox"/> Flight Instructor	<input type="checkbox"/> Instrument	<input type="checkbox"/> Radar <input type="checkbox"/> Supervisor

- Report rule violations to NASA
 - Confidential and cannot be used for enforcement
 - Inadvertent violations that were reported timely can waive enforcement penalties once every five years
- See Advisory Circular 00-46E

SFO Class B modifications

- Norcal considering modifications to class B airspace
- More complex lines, but many more visual elements (e.g. CA-92 is a boundary)



**Current vs
Proposed SFO
Class B Airspace**

