

(Rafle Continued May, 2013)

Class B is surrounded by the Mode C veil. At 30 miles from the principal airport, New York has three principal airports so the veil bulges as the 30 mile arcs each of the airports. You must have an operating Mode C transponder when flying within the veil. A pilot must not fly within the 20 mile arc without an ATC clearance from the ATC facility having jurisdiction for that area. Remember being told that the Class B resembles an upside down wedding cake? Well, the bride and groom are heads down at the airport and the tops of each of the layers become the floors of each zone of the Class B. So at the 20 mile arc of New York is at 3000ft MSL. With each segment the floor gets lower until it reaches ground level at 5 miles from the airport. You must have RECEIVED and ACKNOWLEDGED a clearance BEFORE entering the Class B. The request for this clearance should sound like this:

Aircraft: New York approach, Cessna 432PA VFR, over

Approach: Cessna 432PA what is your request?

Aircraft: New York, Cessna 432PA is a C 172, 2500ft, over Solberg airport, requesting clearance through New York Class Bravo at 3,500 feet, landing East Hampton, over

Approach: Cessna 432PA squawk 4216 and Ident

Aircraft: Squawk 4216 Ident 432PA

Approach: Cessna 432PA, radar contact as reported. Cleared through New York Class Bravo, climb and maintain 3500ft, remain clear of clouds Proceed direct to Colt's Neck VOR, over

Aircraft: New York approach, Cessna 432PA, cleared through New York Class Bravo, climbing to and will maintain 3,500 ft, remain clear of clouds, direct Colt's Neck VOR, over

If you are confident on your radio calls and are prompt on all read backs, ATC will welcome you in. You will be flying with the commercial traffic like a pro, saving time, and enjoying your flying more.