
Summary of PHL Class B Airspace Changes

Purpose

- To provide area pilots with an overview of how the PHL Class B airspace has changed as well as how they might obtain more information on this change.

FAA Safety Seminars on the changes to the PHL Class B airspace

- Attend one of the FAA Safety Seminars on this topic. The PHL FSDO is really trying to saturate their coverage area with seminars on this change.
 - 7/17/2013 at PHL FSDO – past event
https://www.faasafety.gov/SPANS/event_details.aspx?eid=50141&caller=/SPANS/events/EventList.aspx
 - 7/24/2013 at PNE Jet Center – past event
https://www.faasafety.gov/SPANS/event_details.aspx?eid=50590&caller=/SPANS/events/EventList.aspx
 - 7/30/2013 at Wings Field
https://www.faasafety.gov/SPANS/event_details.aspx?eid=50646&caller=/SPANS/events/EventList.aspx
 - 8/5/2013 at New Castle County Airport
https://www.faasafety.gov/SPANS/event_details.aspx?eid=50687&caller=/SPANS/events/EventList.aspx
 - 8/8/2013 at Flying W Airport
https://www.faasafety.gov/SPANS/event_details.aspx?eid=50648&caller=/SPANS/events/EventList.aspx
 - 8/20/2013 at Toms River Library
https://www.faasafety.gov/SPANS/event_details.aspx?eid=50804&caller=/SPANS/events/EventList.aspx

Charts impacted by this change

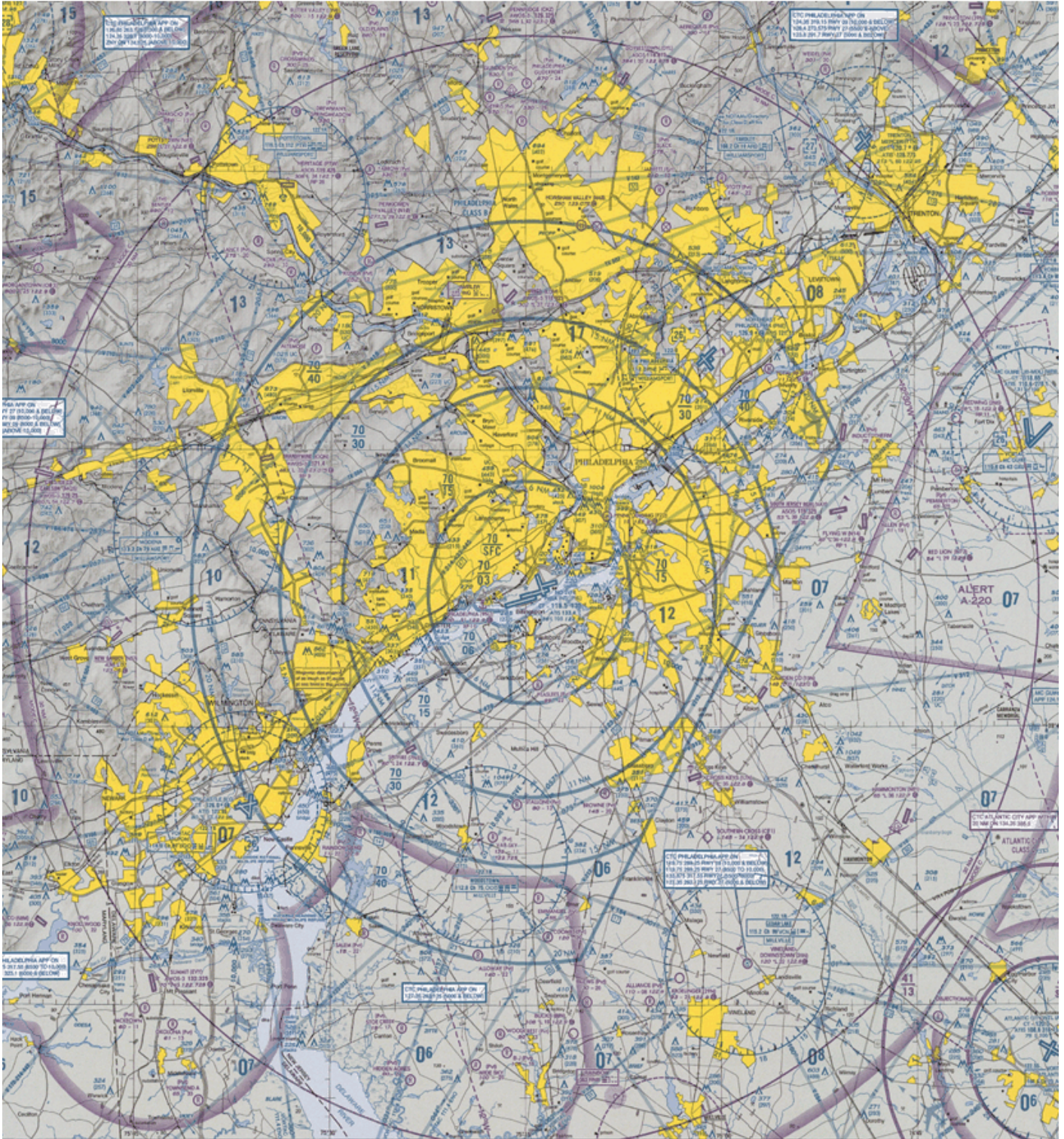
- Pilots can download charts from the FAA website. The links below provide the ability to do this
 - VFR Charts, both Sectional Charts and Terminal Area Charts or TAC charts are available at the link below.
 - http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/
 - For Sectional Charts, click on the Sectional tab.
 - For Terminal Area Charts, click on the Terminal Area tab
- The charts listed below are effective 7/25/2013 and reflect the changes to the PHL Class B airspace. They are a “must have.” I received mine in the mail from my Sportys subscription.
 - **Philadelphia Terminal Area Chart** – can be downloaded at the link below
http://aeronav.faa.gov/content/aeronav/tac_files/Philadelphia_TAC_80.zip - a 16 MB Zip file
 - **New York Sectional Chart** – can be downloaded at the link below
http://aeronav.faa.gov/content/aeronav/sectional_files/New_York_89.zip - a 55 MB Zip file
 - **Washington Sectional Chart** – can be downloaded at the link below
http://aeronav.faa.gov/content/aeronav/sectional_files/Washington_96.zip - a 47 MB Zip file

Summary of PHL Class B Airspace Changes

Old PHL Class B Airspace

- This figure illustrates the “old” PHL Class B airspace. Note how the side of the “wedding cake” is cutoff in New Jersey.

PHL Class B Airspace 7 FEB 2013 – 25 JUL 2013

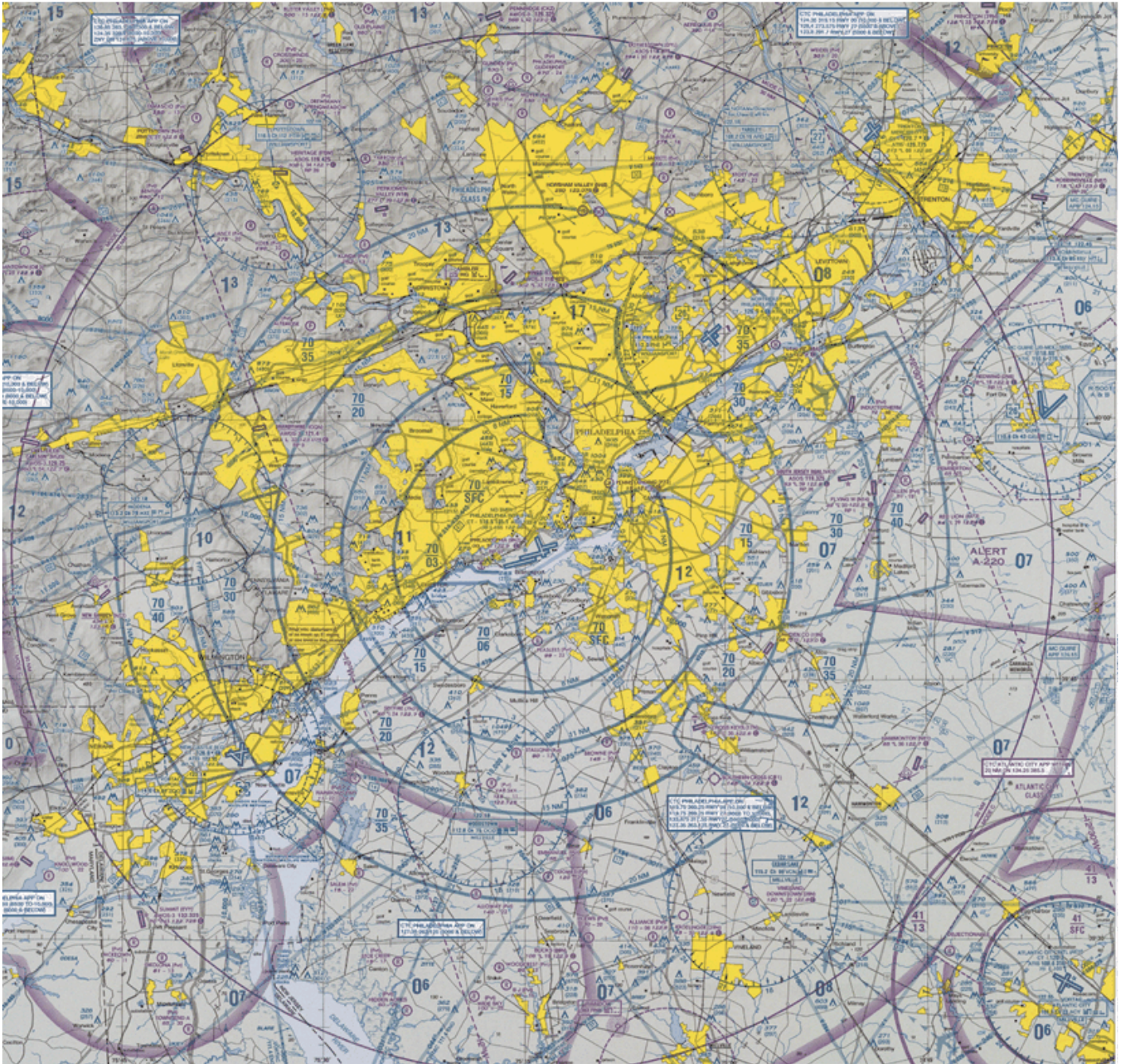


Summary of PHL Class B Airspace Changes

New PHL Class B Airspace

- This figure illustrates the “new” PHL Class B airspace. Note how the side of the “wedding cake” is now rounded out in New Jersey.

PHL Class B Airspace 25 JUL 2013 – 6 FEB 2014



Summary of PHL Class B Airspace Changes

Underlying Airports

- This figure illustrates changes to the Class B floor over area airports.
 - The floors have changed for ILG, 19N, N14, N73, VAY, PNE, OQN, and LOM

Changes to PHL Class B Airspace				
State	Airport Designator	Underlying Airports	Class B Floor Pre 7/25/2013 (in Feet MSL)	Class B Floor Post 7/25/2013 (in Feet MSL)
DE	ILG	New Castle Co	4000	3500/4000
NJ	19N	Camden County	N/A	2000
NJ	17N	Cross Keys	N/A	N/A
NJ	N14	Flying W	N/A	3000
NJ	N73	Red Lion	N/A	4000
NJ	VAY	South Jersey Regional	N/A	3000
NJ	TTN	Trenton	N/A	N/A
PA	OQN	Brandywine	4000	3500
PA	DYL	Doylestown	N/A	N/A
PA	N57	New Garden	N/A	N/A
PA	PNE	Philadelphia Northeast	4000	3500
PA	LOM	Wings	4000	3000

Class B Operating Procedures

- The Class B operating procedures have not changed.
 - VFR flight requirements
 - Pilot requirements: at least a private pilot certificate or as noted in FAR 91.131(b)
 - Need a clearance into the Class B (FAR 91.131)
 - Need an operable two-way radio capable of communicating with ATC on the appropriate frequencies for that Class B airspace and an operable Mode C transponder(FAR 91.131)
 - Weather conditions (FAR 91.155)
 - Visibility: 3 statute miles
 - Cloud Distance: clear of clouds
 - IFR flight requirements
 - Pilot requirements: at least a private pilot certificate and an instrument rating
 - Need an operable VOR or TACAN receiver or a suitable RNAV system (FAR 91.131)
 - Need an operable two-way radio capable of communicating with ATC on the appropriate frequencies for that Class B airspace and an operable Mode C transponder(FAR 91.131)

Pre-flight Planning and Training

- Very important that pilots do the following
 - Thoroughly plan their flights through this changed Class B airspace
 - Understand and have achieved proficiency in the navigation systems on board their respective aircraft
 - Develop and maintain situational awareness as it will play an important role in successfully navigating this airspace
 - Get flight instruction as necessary

Summary of PHL Class B Airspace Changes



What to Do If You Think You May Have Had a Class B Airspace Incursion

- NASA Aviation Safety Reporting System (ASRS)
 - The ASRS collects, analyzes, and responds to voluntarily submitted aviation safety incident reports in order to lessen the likelihood of aviation accidents.
 - ASRS data are used to:
 - Identify deficiencies and discrepancies in the National Aviation System (NAS) so that these can be remedied by appropriate authorities.
 - Support policy formulation and planning for, and improvements to, the NAS.
 - Strengthen the foundation of aviation human factors safety research. This is particularly important since it is generally conceded that over two-thirds of all aviation accidents and incidents have their roots in human performance errors.
 - When a pilot submits an ASRS report, an enforcement action may not be taken for a reported event if all of the following conditions are met:
 - The pilot's action or lack of action was inadvertent.
 - The pilot's action or lack of action did not involve a criminal offense or accident.
 - The pilot shows proof that within 10 days after the occurrence, he/she completed and submitted, electronically or by mail, a report to NASA's ASRS.
- Submitting a NASA report
 - Go to the link <http://asrs.arc.nasa.gov/report/electronic.html>
 - This will give you the screen shown below
 - Click "General" under "Submit Reporting Form (ERS)"

The screenshot shows the NASA ASRS website interface. At the top, there is a navigation bar with links for 'Home' and 'Contact Us'. Below this is a secondary navigation bar with tabs for 'Program Information', 'Report to ASRS', 'Search ASRS Database', 'Publications/Studies', 'International', and 'Online Resources'. The main content area is titled 'ELECTRONIC REPORT SUBMISSION (ERS)'. It contains several sections: 'Quick Links' with links to 'Electronic Report Submission (ERS)' and 'Download & Print for US Mail'; 'ERS Resources' with links to 'Frequently Asked Questions (FAQ)', 'Online Security Tips', and 'Contact ERS'; and 'Submit Reporting Form (ERS)' which lists categories: 'General' (Pilots, Dispatchers, & Others), 'Air Traffic Control' (Air Traffic Controllers), 'Maintenance' (Mechanics), and 'Cabin' (Cabin Crew). A yellow callout box with the text 'Click this link' points to the 'General' link. The 'General' link is also highlighted with a red box. Below the 'Submit Reporting Form (ERS)' section, there is a note: 'ASRS cannot accept reports through e-mail due to security issues! If electronic report submission is unavailable and there is a time issue, you may want to download print and mail the reporting form assuring a timely post mark date.'

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- This will display the screen below. Click “Continue to Report.”

**THE NASA AVIATION SAFETY REPORTING SYSTEM**

PLEASE READ THE FOLLOWING

NASA has established an Aviation Safety Reporting System (ASRS) to identify issues in the aviation system which need to be addressed. The program of which this system is a part is described in detail in FAA Advisory Circular 00-46E. Your assistance in informing us about such issues is essential to the success of the program. Please fill out this form as completely as possible.

The information you provide on the identity strip will be used only if NASA determines that it is necessary to contact you for further information. **THIS IDENTITY STRIP WILL BE RETURNED DIRECTLY TO YOU.** The return of the identity strip assures your anonymity.

Section 91.25 of the Federal Aviation Regulations (14 CFR 91.25) prohibits reports filed with NASA from being used for FAA enforcement purposes. This report will not be made available to the FAA for civil penalty or certificate actions for violations of the Federal Air Regulations. Your identity strip, stamped by NASA, is proof that you have submitted a report to the Aviation Safety Reporting System. We can only return the strip to you, however, if you have provided a mailing address. Equally important, we can often obtain additional useful information if our safety analysts can talk with you directly by telephone. For this reason, we have requested telephone numbers where we may reach you.

NOTE: Aircraft accidents should not be reported on this form. Such events should be filed with the National Transportation Safety Board as required by NTSB Regulation 830.5 (49CFR830.5).

Thank you for your contribution to aviation safety.

- Enter your contact information

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.
NO 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

ADDRESS/PO BOX

ADDRESS LINE 2

CITY STATE ZIP

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 <input type="button" value="Reset"/>	FLYING TIME (IN HOURS)
<input type="radio"/> Captain	Total Time: <input type="text" value="3125"/> hrs
<input type="radio"/> First Officer	Last 90 Days: <input type="text" value="25"/> hrs
<input checked="" type="radio"/> Pilot Flying	Time in Type: <input type="text" value="800"/> hrs
<input type="radio"/> Pilot Not Flying	
<input type="radio"/> Relief Pilot	
<input type="radio"/> Check Airman	
<input checked="" type="radio"/> Single Pilot	
<input type="radio"/> Instructor	
<input type="radio"/> Dispatcher: <input type="text"/> yrs.	
<input type="radio"/> Other: <input type="text"/>	

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- o Enter your certificates and ratings as well as the conditions of flight

CERTIFICATES & RATINGS		ATC EXPERIENCE Reset	
<div style="border: 1px solid #ccc; padding: 2px; margin-bottom: 5px;">Commercial v</div> <input checked="" type="checkbox"/> Flight Instructor <input checked="" type="checkbox"/> Instrument <input type="checkbox"/> Multiengine <input type="checkbox"/> Flight Engineer <input checked="" type="checkbox"/> Other: <input style="width: 150px;" type="text" value="AGI, IGI"/>		<input type="radio"/> FPL <input type="radio"/> Developmental Radar <input style="width: 60px;" type="text"/> yrs. Supervisory <input style="width: 60px;" type="text"/> yrs. Non-Radar <input style="width: 60px;" type="text"/> yrs. Military <input style="width: 60px;" type="text"/> yrs.	
AIRSPACE	CONDITIONS / WEATHER ELEMENTS	LIGHT / VISIBILITY	ATC / ADVISORY SVC.
<input type="checkbox"/> Class A <input checked="" type="checkbox"/> Class B <input type="checkbox"/> Class C <input type="checkbox"/> Class D <input type="checkbox"/> Class E <input type="checkbox"/> Class G <input type="checkbox"/> Special Use <input type="checkbox"/> TFR	<div style="border: 1px solid #ccc; padding: 2px; margin-bottom: 5px;">VMC v</div> <input type="checkbox"/> Fog <input type="checkbox"/> Snow <input type="checkbox"/> Hail <input type="checkbox"/> Thunderstorm <input type="checkbox"/> Haze/Smoke <input type="checkbox"/> Turbulence <input type="checkbox"/> Icing <input type="checkbox"/> Windshear <input type="checkbox"/> Rain <input checked="" type="checkbox"/> Other: <input style="width: 100px;" type="text" value="Clear and calm"/>	<div style="border: 1px solid #ccc; padding: 2px; margin-bottom: 5px;">Daylight v</div> Ceiling: <input style="width: 60px;" type="text" value="20000"/> feet Visibility: <input style="width: 60px;" type="text" value="20"/> miles RVR: <input style="width: 60px;" type="text"/> feet	<div style="border: 1px solid #ccc; padding: 2px; margin-bottom: 5px;">CTAF v</div> ATC Facility Name: <input style="width: 100px;" type="text" value="N/A"/>

- o Enter information about your aircraft and routing

AIRCRAFT 1			
Your Aircraft Type	<input style="width: 200px;" type="text" value="Cessna 182T"/>		(Make / Model, e.g. B737, NOT N #, Flt #, etc)
Operator FAR Part	<input style="width: 60px;" type="text" value="91"/>	Other:	<input style="width: 100px;" type="text"/>
Operator	<input style="width: 60px;" type="text" value="Personal"/>	Other:	<input style="width: 100px;" type="text" value="Flying Club"/>
Mission	<input style="width: 60px;" type="text" value="Ferry"/>	Other:	<input style="width: 100px;" type="text" value="100 hour inspection"/>
Flight Plan	<input style="width: 60px;" type="text" value="None"/>		
Flight Phase	<input style="width: 60px;" type="text" value="Cruise"/>	Other:	<input style="width: 100px;" type="text"/>
Route in Use	<input type="checkbox"/> Direct <input type="checkbox"/> Visual Approach <input type="checkbox"/> Oceanic <input type="checkbox"/> None <input type="checkbox"/> Vectors <input checked="" type="checkbox"/> Other: <input style="width: 100px;" type="text" value="DYL-PNE-VAY"/>	<input type="checkbox"/> Airway (ID): <input style="width: 60px;" type="text"/> <input type="checkbox"/> STAR (ID): <input style="width: 60px;" type="text"/> <input type="checkbox"/> SID (ID): <input style="width: 60px;" type="text"/>	
IF MORE THAN ONE AIRCRAFT WAS INVOLVED, PLEASE ADD AN ADDITIONAL AIRCRAFT.			
Add Aircraft			

LOCATION Reset	CONFLICTS Reset
Altitude: <input style="width: 60px;" type="text" value="3500"/> (single value) <input checked="" type="radio"/> MSL <input type="radio"/> AGL	Estimated miss distance in feet: Horizontal <input style="width: 60px;" type="text"/> Vertical <input style="width: 60px;" type="text"/>
Distance: <input style="width: 60px;" type="text"/> and/or Radial: (bearing) <input style="width: 60px;" type="text"/> from:	Was evasive action taken? <input type="radio"/> Yes <input type="radio"/> No
<input checked="" type="radio"/> Airport <input style="width: 60px;" type="text" value="VAY"/> <input type="radio"/> ATC Fac <input style="width: 60px;" type="text"/>	Was TCAS a factor? <input type="radio"/> TA <input type="radio"/> RA <input type="radio"/> No
<input type="radio"/> Intersection <input style="width: 60px;" type="text"/> <input type="radio"/> NAVAID <input style="width: 60px;" type="text"/>	Did terrain warning system activate? <input type="radio"/> Yes <input type="radio"/> No

Summary of PHL Class B Airspace Changes

- Describe the event/situation
- Print a copy of the report for your records
- Submit your report
- You should do this as soon as possible after the event while everything is fresh in your mind

DESCRIBE EVENT/SITUATION

Keeping in mind the topics shown below, discuss those which you feel are relevant and anything else you think is important. Include what you believe really caused the problem, and what can be done to prevent a recurrence, or correct the situation.

Enroute from Doylestown Airport (DYL) to South Jersey Regional Airport (VAY) for 100 hour inspection and oil change. Enroute altitude was 3,500 feet MSL. Route of flight was DYL to PNE to VAY. After I landed at VAY the FBO told me to call 1-800-555-1212. I called the number. It was the PHL TRACON. They told me that I "busted" the PHL Class B airspace without a clearance. I've been flying this route for a number of years. I never had a problem before. I don't understand what happened now.

1. Click to print report **2. Click to submit report**

CHAIN OF EVENTS - How the problem arose - Contributing factors	CHAIN OF EVENTS - How it was discovered - Corrective actions	HUMAN PERFORMANCE CONSIDERATIONS - Perceptions, judgments, decisions - Factors affecting the quality of human performance	HUMAN PERFORMANCE CONSIDERATIONS - Actions / reactions
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NASA ARC 277B (May 2009) **GENERAL FORM** v0.3.2