

United States

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The [U.S.](#) adopted a slightly modified version of the ICAO system on [September 16, 1993](#), when regions of airspace designated according to older classifications were converted wholesale. The exceptions are some Terminal Radar Service Areas (TRSA), which have special rules and still exist in a few places.

With some exceptions, **Class A** airspace is applied to all airspace between 18,000 feet (5,500 m) and [Flight Level](#) 600 (approximately 60,000 ft). Above FL600, the airspace reverts to Class E (Reference Order 7400.9P, Subpart E). The transition altitude (see [Flight level](#)) is also consistently 18,000 feet (5,500 m). All operations in US Class A airspace must be conducted under IFR. SVFR flight in Class A airspace is prohibited.

Class B airspace is used around major [airports](#), in a funnel shape that is designed to contain arriving and departing commercial air traffic operating under IFR, up to 10,000 feet (3,000 m) above [MSL](#) (12,000 feet above [Denver, Colorado](#)). **Class C** airspace is used around airports and military air bases with a moderate traffic level. **Class D** is used for smaller airports that have a control tower. The U.S. uses a modified version of the ICAO class C and D airspace, where only radio contact with ATC rather than an ATC clearance is required for VFR operations.

Other controlled airspace is designated as **Class E** - this includes a large part of the lower airspace. Class E airspace exists in many forms. It can serve as a surface-based extension to Class D airspace to accommodate IFR approach/departure procedure areas. Class E airspace can be designated to have a floor of 700' AGL (above ground level) or 1,200' AGL. Class E airspace exists above Class G surface areas from 14,500' MSL (mean sea level) to 18,000 MSL. Federal [airways](#) from 1,200 AGL to 18,000 MSL within 4 miles (6 km) of the centerline of the airway is designated Class E airspace. Airspace at any altitude over 60,000' (the ceiling of Class A airspace) is designated Class E airspace.

The U.S. does not use ICAO Class F.

Class G airspace (Uncontrolled) is mostly used for a small layer of airspace near the ground, but there are larger areas of Class G airspace in remote regions.