THE MAIN DIVISIONS OF AIRSPACE WITHIN FIRS.

Airspace, then, is divided, basically, into either **controlled** or **uncontrolled** airspace.

Looking again at *Figure 5.1*, we can now add some basic labels to the principal sub-divisions of **controlled** and **uncontrolled** airspace to give us the airspace picture in *Figure 5.3*. It is important that you should realise that **Figure 5.3** is only a representation of the division of **controlled airspace**. For instance, **Control Areas** may stretch well beyond a **Control Zone** laterally, and may even extend up to the ceiling of the **FIR**, protecting **IFR** traffic departing from and arriving at several aerodromes. (This is the case, for instance, of the **Daventry Control Area** in the **United Kingdom**.)

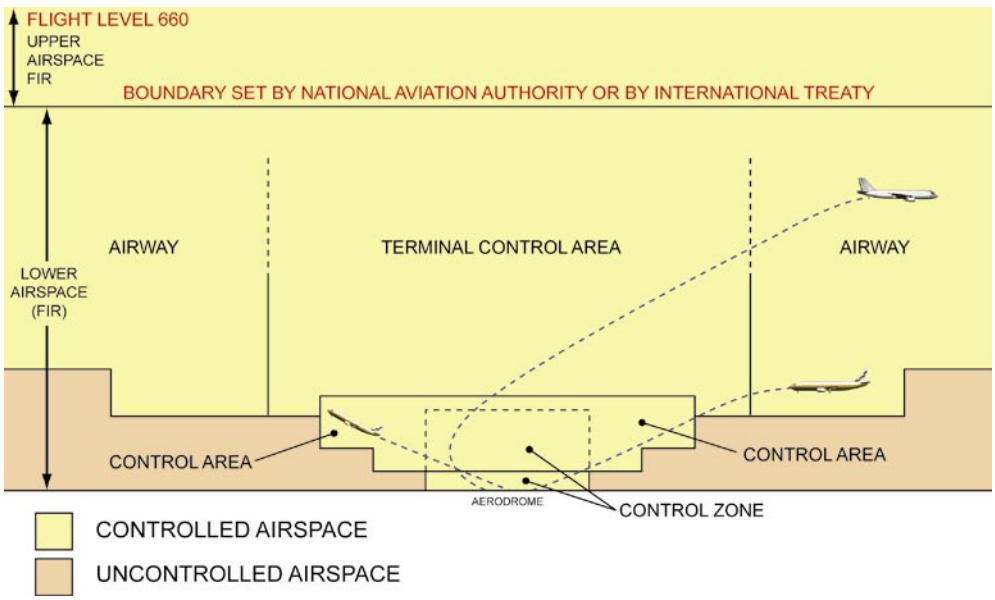

Figure 5.3 Basic Subdivisions of Controlled Airspace: Control Zone, Control Area, Terminal Control Area and Airway.

CONTROLLED AIRSPACE.

Access to **controlled airspace** is governed by **ATC** conditions which restrict entry to specified types of flight made by appropriately qualified pilots flying appropriately equipped aircraft, and (with certain exceptions) under the control of an **Air Traffic Control Unit (ATCU)**.

All aircraft flying in **controlled airspace** must, with rare exceptions, have received an **ATC clearance** to do so.

Flight in **controlled airspace** in accordance with the **Instrument Flight Rules (IFR)** requires the pilot to submit a formal **flight plan** which includes the aircraft's call sign and type, estimated time of departure, desired altitude, route and destination. The acceptance of the **flight plan** by an **ATCU** constitutes permission for the pilot to carry out his planned flight.