

(b) Unless otherwise authorized by ATC, an operable radar beacon transponder with automatic altitude reporting capability and operable ADS-B Out equipment.

NOTE—

See Paragraph 4-1-20, Transponder and ADS-B Out Operation, subparagraph f for Mode C transponder/ADS-B requirements for operating above Class C airspace.

3. Arrival or Through Flight Entry Requirements. Two-way radio communication must be established with the ATC facility providing ATC services prior to entry and thereafter maintain those communications while in Class C airspace. Pilots of arriving aircraft should contact the Class C airspace ATC facility on the publicized frequency and give their position, altitude, radar beacon code, destination, and request Class C service. Radio contact should be initiated far enough from the Class C airspace boundary to preclude entering Class C airspace before two-way radio communications are established.

NOTE—

1. If the controller responds to a radio call with, “(aircraft callsign) standby,” radio communications have been established and the pilot can enter the Class C airspace.

2. If workload or traffic conditions prevent immediate provision of Class C services, the controller will inform the pilot to remain outside the Class C airspace until conditions permit the services to be provided.

3. It is important to understand that if the controller responds to the initial radio call without using the aircraft identification, radio communications have not been established and the pilot may not enter the Class C airspace.

4. Class C airspace areas have a procedural Outer Area. Normally this area is 20 NM from the primary Class C airspace airport. Its vertical limit extends from the lower limits of radio/radar coverage up to the ceiling of the approach control’s delegated airspace, excluding the Class C airspace itself, and other airspace as appropriate. (This outer area is not charted.)

5. Pilots approaching an airport with Class C service should be aware that if they descend below the base altitude of the 5 to 10 mile shelf during an instrument or visual approach, they may encounter non-transponder/non-ADS-B VFR aircraft.

EXAMPLE—

1. [Aircraft callsign] “remain outside the Class Charlie airspace and standby.”

2. “Aircraft calling Dulles approach control, standby.”

4. Departures from:

(a) A primary or satellite airport with an operating control tower. Two-way radio communications must be established and maintained with the control tower, and thereafter as instructed by ATC while operating in Class C airspace.

(b) A satellite airport without an operating control tower. Two-way radio communications must be established as soon as practicable after departing with the ATC facility having jurisdiction over the Class C airspace.

5. Aircraft Speed. Unless otherwise authorized or required by ATC, no person may operate an aircraft at or below 2,500 feet above the surface within 4 nautical miles of the primary airport of a Class C airspace area at an indicated airspeed of more than 200 knots (230 mph).

d. Air Traffic Services. When two-way radio communications and radar contact are established, all VFR aircraft are:

1. Sequenced to the primary airport.

2. Provided Class C services within the Class C airspace and the outer area.

3. Provided basic radar services beyond the outer area on a workload permitting basis. This can be terminated by the controller if workload dictates.

e. Aircraft Separation. Separation is provided within the Class C airspace and the outer area after two-way radio communications and radar contact are established. VFR aircraft are separated from IFR aircraft within the Class C airspace by any of the following:

1. Visual separation.

2. 500 feet vertical separation.

3. Target resolution.

4. Wake turbulence separation will be provided to all aircraft operating:

(a) Behind and less than 1,000 feet below super or heavy aircraft,

(b) To small aircraft operating behind and less than 500 feet below B757 aircraft, and

(c) To small aircraft following a large aircraft on final approach.