

Excerpts from FAA JO7110.65 concerning separation of aircraft in Class C airspace.

Section 8. Class C Service– Terminal

FAA JO 7110.65, Paragraph 7–8–1. APPLICATION

Apply Class C service procedures within the designated Class C airspace and the associated outer area. Class C services are designed to keep ATC informed of all aircraft within Class C airspace, not to exclude operations. Two-way radio communications and operational transponder are normally required for operations within Class C airspace, but operations without radio communications or transponder can be conducted by LOA, facility directive, or special arrangement with Class C airspace controlling facility.

REFERENCE–

FAAO JO 7110.65, Para 7–2–1, Visual Separation.
14 CFR Section 91.215, ATC Transponder and Altitude Reporting Equipment and Use.

FAA JO 7110.65, Paragraph 7–8–2. CLASS C SERVICES

a. Class C services include the following:

1. Sequencing of all aircraft to the primary airport.
2. Standard IFR services to IFR aircraft.
3. Separation, traffic advisories, and safety alerts between IFR and VFR aircraft.
4. Mandatory traffic advisories and safety alerts between VFR aircraft.

b. Provide Class C services to all aircraft operating within Class C airspace.

c. Provide Class C services to all participating aircraft in the outer area.

d. Aircraft should not normally be held. However, if holding is necessary, inform the pilot of the expected length of delay.

e. When a radar outage occurs, advise aircraft that Class C services are not available and, if appropriate, when to contact the tower.

REFERENCE–

FAAO JO 7110.65, Para 7–2–1, Visual Separation.

FAA JO 7110.65 Paragraph, 7–8–3. SEPARATION

Separate VFR aircraft from IFR aircraft by any one of the following:

a. Visual separation as specified in para 7–2–1, Visual Separation, para 7–4–2, Vectors for Visual Approach, and para 7–6–7, Sequencing.

NOTE–

Issue wake turbulence cautionary advisories in accordance with para 2–1–20, Wake Turbulence Cautionary Advisories.

b. 500 feet vertical separation;

c. Target resolution.

NOTE–

Apply the provisions of para 5–5–4, Minima, when wake turbulence separation is required.

REFERENCE–

FAAO JO 7110.65, Para 7–2–1, Visual Separation.

FAA JO 7110.65 Paragraph 5-5-4 f.

WAKE TURBULENCE APPLICATION

f. TERMINAL. In addition to subpara e, separate an aircraft landing behind another aircraft on the same runway, or one making a touch-and-go, stop-and-go, or low approach by ensuring the following minima will exist at the time the preceding aircraft is over the landing threshold:

NOTE—

Consider parallel runways less than 2,500 feet apart as a single runway because of the possible effects of wake turbulence.

1. Small behind large— 4 miles.
2. Small behind B757— 5 miles.
3. Small behind heavy— 6 miles.

CLASS C— Generally, that airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the airspace usually consists of a surface area with a 5 nautical mile (NM) radius, a circle with a 10NM radius that extends no lower than 1,200 feet up to 4,000 feet above the airport elevation and an outer area that is not charted. Each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while within the airspace. VFR aircraft are only separated from IFR aircraft within the airspace. (See OUTER AREA.)

Model	Type Designator	Description Number & Type Engines/ Weight Class	Performance Information			
			Climb	Descent	SRS	LAHS
			Rate (fpm)	Rate (fpm)	Cat.	O Group
AA-5 Traveler, Cheetah, Tiger	AA5	1P/S	660	1,000	I	
GA-7 Cougar	GA7	2P/S	1,600	1,500	II	
GAC 159-C, Gulfstream 1	G159	2T/S+	2,000	2,000	III	7
G-1159, G-1159B/TT Gulfstream 2/2B/2SP/2TT	GLF2	2J/L	5,000	4,000	III	
G-1159A Gulfstream 3/SRA-1, SMA-3 (C20A/B/C/D/E)	GLF3	2J/L	5,000	4,000	III	8
G-1159C Gulfstream 300/4/4SP/ 400/SRA-4 (C-20F/G/H, S102, Tp102, U-4)	GLF4	2J/L	5,000	4,000	III	8
G-1159D Gulfstream 5/500/550	GLF5	2J/L	5,000	4,000	III	7

JO7110.65U Fixed-Wing Aircraft Appendix A-1

MOONEY AIRCRAFT CORP. (USA)*(Also AEROSTAR, ALON)*

Model	Type Designator	Description Number & Type Engines/ Weight Class	Performance Information			
			Climb	Descent	SRS	LAH SO
			Rate (fpm)	Rate (fpm)	Cat.	Grou p
A-2 Aircoupe	ERCO	1P/S	630	630	I	2
M-10 Cadet	M10	1P/S	800	800	I	1
M-18 Mite, Wee Scotsman	MITE	1P/S	750	750	I	1
M-20, M-20/A/B/C/D/E/F/G/J/L/R/S, Mark 21, Allegro, Eagle, Ranger, Master, Super 21, Chaparral, Executive, Statesman, Ovation, 201, 202, 205, 220, ATS, MSE, PFM (nonturbocharged engine)	M20P	1P/S	1,000	1,000	I	4
M-20K/M, Encore, Bravo, 231, 252.	M20T	1P/S	1,500	1,200	I	6