

4. Some facilities provide Class C services only during published hours. At other times, terminal IFR radar service will be provided. It is important to note that the communications and transponder requirements are dependent of the class of airspace established outside of the published hours.

**f. Secondary Airports**

1. In some locations Class C airspace may overlie the Class D surface area of a secondary airport. In order to allow that control tower to provide service to aircraft, portions of the overlapping Class C airspace may be procedurally excluded when the secondary airport tower is in operation. Aircraft operating in these procedurally excluded areas will only be provided airport traffic control services when in communication with the secondary airport tower.

2. Aircraft proceeding inbound to a satellite airport will be terminated at a sufficient distance to allow time to change to the appropriate tower or advisory frequency. Class C services to these aircraft will be discontinued when the aircraft is instructed to contact the tower or change to advisory frequency.

3. Aircraft departing secondary controlled airports will not receive Class C services until they have been radar identified and two-way communications have been established with the Class C airspace facility.

4. This program is not to be interpreted as relieving pilots of their responsibilities to see and avoid other traffic operating in basic VFR weather conditions, to adjust their operations and flight path as necessary to preclude serious wake encounters, to maintain appropriate terrain and obstruction clearance or to remain in weather conditions equal to or better than the minimums required by 14 CFR Section 91.155. Approach control should be advised and a revised clearance or instruction obtained when compliance with an assigned route, heading and/or altitude is likely to compromise pilot responsibility with respect to terrain and obstruction clearance, vortex exposure, and weather minimums.

**g. Class C Airspace Areas by State**

These states currently have designated Class C airspace areas that are depicted on sectional charts. Pilots should consult current sectional charts and NOTAMs for the latest information on services available. Pilots should be aware that some Class C

airspace underlies or is adjacent to Class B airspace. (See TBL 3-2-1.)

*TBL 3-2-1*  
**Class C Airspace Areas by State**

State/City	Airport
<b>ALABAMA</b>	
Birmingham . . . . .	Birmingham–Shuttlesworth International
Huntsville . . . . .	International–Carl T Jones Fld
Mobile . . . . .	Regional
<b>ALASKA</b>	
Anchorage . . . . .	Ted Stevens International
<b>ARIZONA</b>	
Davis–Monthan . . . . .	AFB
Tucson . . . . .	International
<b>ARKANSAS</b>	
Fayetteville (Springdale)	Northwest Arkansas Regional
Little Rock . . . . .	Adams Field
<b>CALIFORNIA</b>	
Beale . . . . .	AFB
Burbank . . . . .	Bob Hope
Fresno . . . . .	Yosemite International
Monterey . . . . .	Peninsula
Oakland . . . . .	Metropolitan Oakland International
Ontario . . . . .	International
Riverside . . . . .	March AFB
Sacramento . . . . .	International
San Jose . . . . .	Norman Y. Mineta International
Santa Ana . . . . .	John Wayne/Orange County
Santa Barbara . . . . .	Municipal
<b>COLORADO</b>	
Colorado Springs . . . . .	Municipal
<b>CONNECTICUT</b>	
Windsor Locks . . . . .	Bradley International
<b>FLORIDA</b>	
Daytona Beach . . . . .	International
Fort Lauderdale . . . . .	Hollywood International
Fort Myers . . . . .	SW Florida Regional
Jacksonville . . . . .	International
Orlando . . . . .	Sanford International
Palm Beach . . . . .	International
Pensacola . . . . .	NAS
Pensacola . . . . .	Regional
Sarasota . . . . .	Bradenton International
Tallahassee . . . . .	Regional
Whiting . . . . .	NAS
<b>GEORGIA</b>	
Savannah . . . . .	Hilton Head International
<b>HAWAII</b>	
Kahului . . . . .	Kahului
<b>IDAHO</b>	
Boise . . . . .	Air Terminal
<b>ILLINOIS</b>	
Champaign . . . . .	Urbana U of Illinois–Willard