VFR TERMINAL AREA CHART
SAN DIEGO

VFR FLYWAY — SAN DIEGO

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use) — RP 23, 34

FSS — NO SVFR — FAR 91 — Location Identifier — NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S.

CT - 118.3 ★ Ⓒ ATIS 123.8

285 L 72 122.95

*RP Special conditions exist - see Supplement.

VFR Advsy 125.0 — UNICOM

WX CAM — Weather Camera (AK)

FSS - Flight Service Station — AOE — Airport of Entry

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

AFIS 135.2 - Automatic Flight Information Service (AK)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215/AIM.)
- Class D Airspace
- [40] Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- CLASS G
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
- 2400 MSL / 4500 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° — V 69

Total mileage between NAVAIDs on direct Airways — 169

T 319 — TK 313 (Helicopter Only) — RNAV Waypoint

- Prohibited, Restricted, and Warning Areas
- *Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

- Special Airport Traffic Area (See FAR 93 for details.)
- National Defense Airspace
- Temporary Flight Restriction Area
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215/AIM.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- IR211 MTR - Military Training Route
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362 116.8 OAK — Ⓐ

122.6 — CHICAGO CHI

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS

Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.) and 121.5, 122.2, 243.0 and 255.4 (Alaska) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

122.1R — MIAMI — FSS radio providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see Supplement), etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

- 1000 ft and higher AGL
- Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)
- Wind Turbine
- Group Obstruction
- Wind Turbine Farm — 2894' UC
- Obstruction with high-intensity lights; may operate part-time

Elevation of the top above mean sea level — 2049
Height above ground — (1149)
Under construction or reported; position and elevation unverified — UC

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- STADIUM Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- Space Launch Activity Area
- −1°E− Isogonic Line (2020 VALUE)
- VPXYZ VFR Waypoints
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower 618 (Elevation Base of Tower)
- Mountain Pass 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

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REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://www.faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CONTROL TOWER FREQUENCIES ON SAN DIEGO TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BROWN FLD MUNI	0800-2000	128.25 225.4	124.4	132.35	
CAMP PENDLETON MCAS (MUNN FLD)	0800-2400 MON-THU 0800-1700 FRI CLSD HOL	128.775 340.2	134.675 360.2	285.45	ASR/PAR
GILLESPIE FLD	0700-2100	120.7 257.8	121.7	125.45	
IMPERIAL BEACH NOLF (REAM FLD)	0800-2230 MON-THU (0800-2300 DST) 0800-1800 FRI CLSD 1800 PRIOR TIL 0800 FLWG HOL	120.65 239.25	285.575	276.2	
MC CLELLAN-PALOMAR	0700-2200	118.6 276.4	121.8	120.15	
MIRAMAR MCAS (JOE FOSS FLD)	0730-2400 MON-THU 0830-1800 FRI 1400-1800 SUN CLSD HOL	135.2 298.925	128.625 307.325	133.475 352.0	ASR/PAR
MONTGOMERY-GIBBS EXEC	0600-2100	119.2 (EXC RWY 28R 1000-1800) 125.7 (RWY 28R 1000-1800) 269.4	118.225	126.9	
NORTH ISLAND NAS (HALSEY FLD)	0630 MON-2200 FRI 0800-2200 SAT-SUN CLSD 1800 PRIOR TO 0630 FLWG FED HOL	135.1 336.4	118.0 360.675	317.8	ASR/PAR
RAMONA	0800-2000	119.875	121.65	132.025	
SAN DIEGO INTL	CONTINUOUS	118.3 338.225	123.9	134.8	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
SAN DIEGO CLASS B	132.2 269.1 (029°-061° 14,000 & BLW) 124.35 279.625 (062°-109° 14,000 & BLW) 125.15 317.55 (110°-224° 17,000 & BLW) 119.6 363.1 (225°-293° 17,000 & BLW) 127.3 323.0 (294°-332° BLW 7000) 125.3 290.4 (294°-332° 7000-15,000) 127.3 323.0 (333°-028° BLW 7000) 132.2 269.1 (333°-028° 7000-11,000)	CONTINUOUS
CAMP PENDLETON MCAS (MUNN FLD)	127.3 323.0	CONTINUOUS
IMPERIAL BEACH NOLF (REAM FLD)	125.15 317.55	CONTINUOUS

SPECIAL USE AIRSPACE ON SAN DIEGO TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2503 A	TO 2000	0600-2400†	LOS ANGELES CNTR	125.65
R-2503 B	TO 15,000	0600-2400†	LOS ANGELES CNTR	125.65
R-2503 C	15,000 TO FL 270	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	LOS ANGELES CNTR	125.65
R-2503 D	2000 TO 11,000	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	SOCAL TRACON	124.1 127.3
W-291 E	TO FL 800	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	132.15 (E OF 120 W)

SAN DIEGO CLASS B AIRSPACE

See back of this chart for procedural information within the San Diego Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL

SAN DIEGO TAC

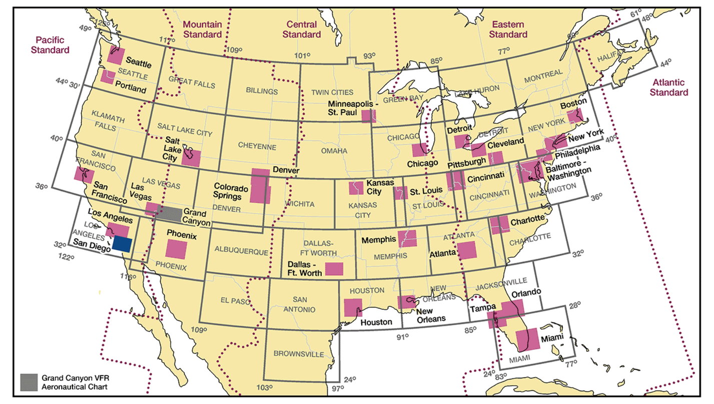
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration ™

EFFECTIVE 0901Z **20 APR 2023**
TO 0901Z **15 JUN 2023**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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NGA REF. NO. VFRTASANDIEGO

EFF. DATE 23110

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet .... 12^5

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and flight information publications outside U.S. airspace.

NOTE: Airports outside the U.S. Flight Information Region (FIR) are shown with the standard ○ symbol.
Only the airport names and ICAO identifiers are shown.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways,Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies.FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," definesthe surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines and railroads. Check NOTAMs and see AIM for details.

Entire area of this chart is within the Pacific Standard Time Zone +8 (+ 7 DT) = UTC

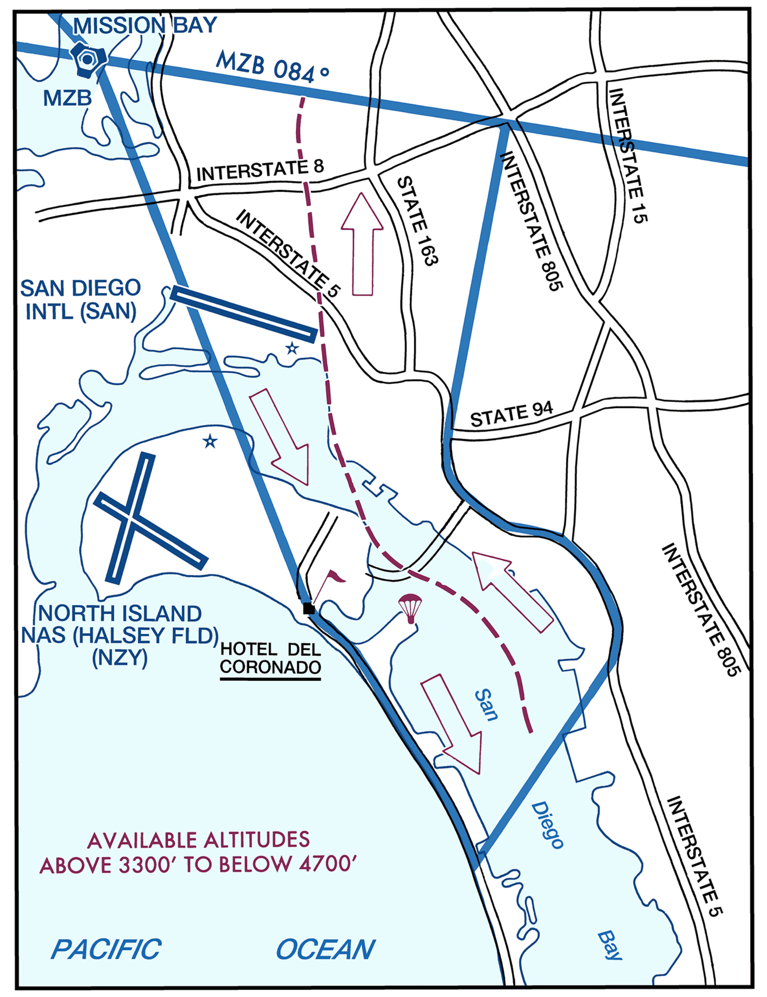
Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

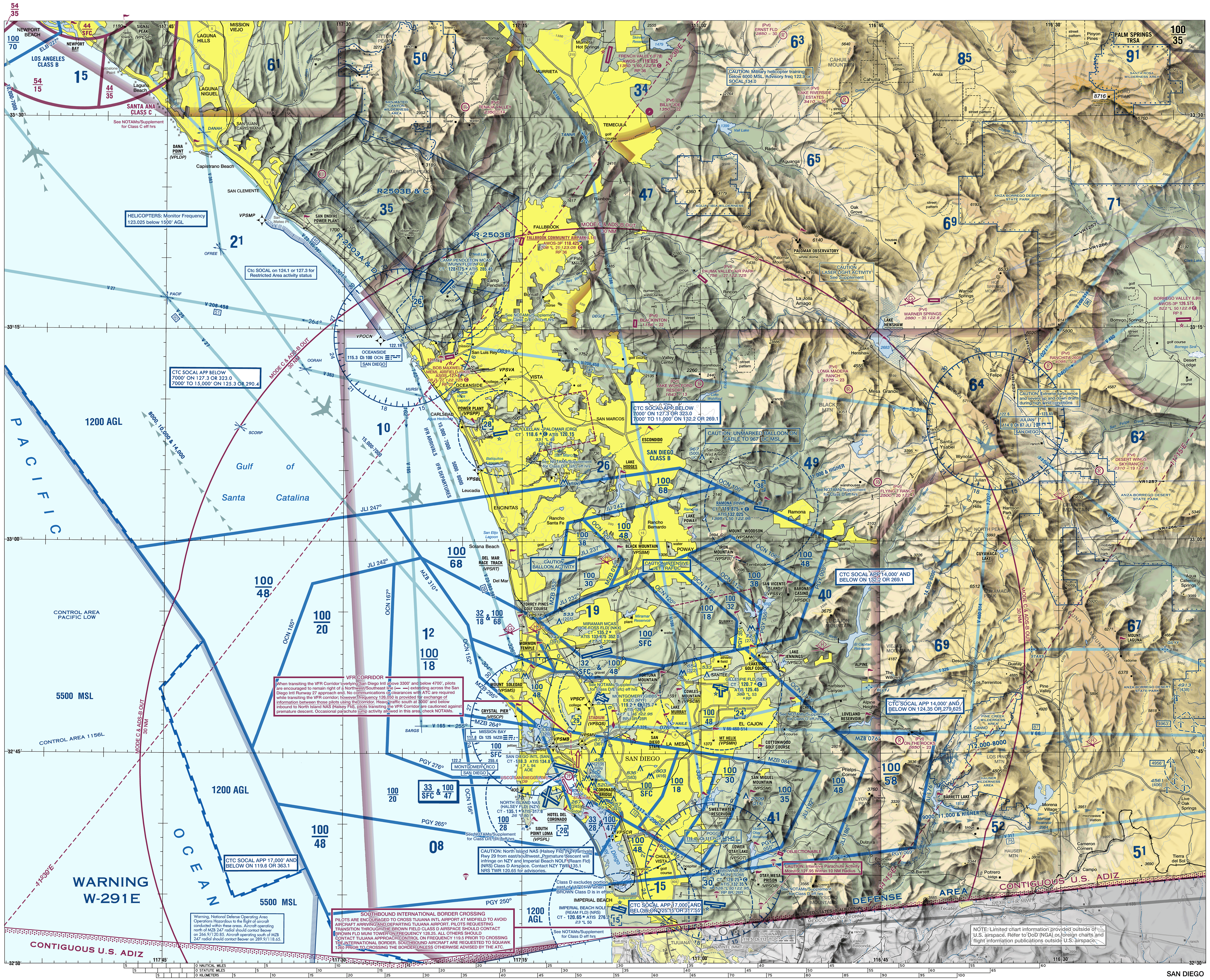
CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

GROUND ELEVATIONS IN FEET: 8716, 7000, 5000, 3000, 2000, 1000, Sea Level. CONTOUR INTERVAL 500'

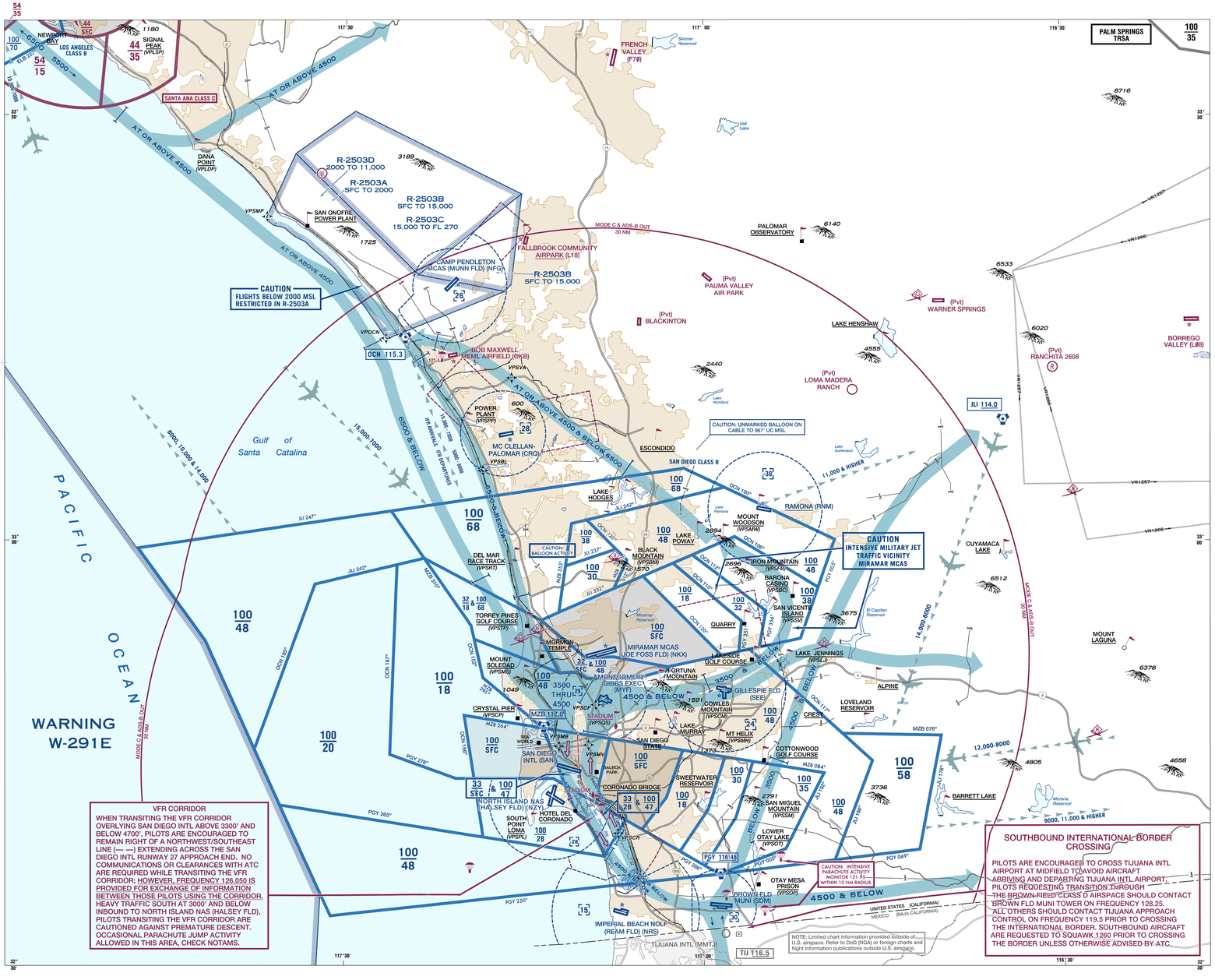
VFR CORRIDOR

When transiting the VFR Corridor overlying San Diego Intl above 3300' and below 4700', pilots are encouraged to remain right of a Northwest/Southeast line (— —) extending across the San Diego Intl Runway 27 approach end. No communications or clearances with ATC are required while transiting the VFR corridor; however, frequency 126.050 is provided for exchange of information between those pilots using the corridor. Heavy traffic south at 3000' and below inbound to North Island NAS (Halsey Fld), pilots transiting the VFR Corridor are cautioned against premature descent. Occasional parachute jump activity allowed in this area, check NOTAMs.





SAN DIEGO



VFR FLYWAY PLANNING CHART
SAN DIEGO
Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — OLG 138.8
NDB — OCW 262
VORTAC — PPS 121.8
NDB-DME — RMW 320
VOR-DME — KIP 110.7
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Examples of Class B Airspace Altitudes
70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Suggested VFR Flyway and Altitude
2600 | 6700

OBSTRUCTIONS (Selected)
2049

MISCELLANEOUS Navigation Reference Point
N39° 56.32'
W120° 36.91'

TOPOGRAPHIC INFORMATION
12256 — Mountain Top or Peak and Spot Elevation

NOTE: REFER TO CURRENT MEXICAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN MEXICAN AIRSPACE

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE SAN DIEGO AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B/CLASS C AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B/CLASS C AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE SAN DIEGO AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

SAN DIEGO CLASS B AIRSPACE RADIAL/ DME- AREA VORs

	OCN	JLI	PGY	TIJ
1	217°/ 24	247°/ 61	285°/ 47	289°/ 50
2	198°/ 26	240°/ 38	260°/ 40	261°/ 43
3	183°/ 31	222°/ 57	241°/ 34	277°/ 37
4	180°/ 34	237°/ 57	265°/ 31	272°/ 34
5	172°/ 41	219°/ 59	230°/ 28	259°/ 29
6	185°/ 19	242°/ 50	292°/ 35	296°/ 39
7	175°/ 12	247°/ 43	304°/ 35	327°/ 33
8	167°/ 16	242°/ 44	300°/ 32	203°/ 33
9	167°/ 29	227°/ 49	276°/ 23	283°/ 38
10	160°/ 16	242°/ 42	303°/ 30	306°/ 34
11	153°/ 21	234°/ 40	301°/ 33	305°/ 29
12	152°/ 22	233°/ 40	300°/ 24	304°/ 28
13	152°/ 23	229°/ 41	296°/ 22	301°/ 33
14	158°/ 31	222°/ 46	276°/ 20	283°/ 23
15	156°/ 36	217°/ 47	265°/ 17	277°/ 19
16	139°/ 22	232°/ 35	311°/ 22	314°/ 24
17	141°/ 23	220°/ 36	309°/ 21	312°/ 25
18	100°/ 22	247°/ 23	341°/ 29	339°/ 33
19	123°/ 18	242°/ 31	333°/ 27	324°/ 31
20	120°/ 18	242°/ 30	335°/ 27	336°/ 33
21	130°/ 20	239°/ 34	319°/ 24	321°/ 29
22	120°/ 21	237°/ 29	328°/ 24	328°/ 28
23	120°/ 22	235°/ 28	330°/ 23	329°/ 27
24	136°/ 22	232°/ 34	313°/ 22	317°/ 26
25	133°/ 23	232°/ 30	309°/ 21	330°/ 24
26	135°/ 26	228°/ 34	314°/ 18	317°/ 22
27	140°/ 28	226°/ 34	308°/ 18	312°/ 22
28	138°/ 26	225°/ 35	311°/ 17	314°/ 22
29	137°/ 27	224°/ 34	312°/ 17	315°/ 21
30	132°/ 27	224°/ 32	320°/ 17	322°/ 21
31	126°/ 30	219°/ 29	332°/ 15	331°/ 19
32	127°/ 30	219°/ 29	331°/ 15	331°/ 18
33	131°/ 29	220°/ 31	323°/ 15	324°/ 19
34	130°/ 24	233°/ 37	333°/ 22	331°/ 26
35	115°/ 33	232°/ 25	337°/ 22	336°/ 26
36	112°/ 35	232°/ 24	341°/ 23	339°/ 27
37	106°/ 37	233°/ 20	349°/ 24	343°/ 28
38	120°/ 32	215°/ 26	347°/ 15	343°/ 20
39	113°/ 31	218°/ 23	351°/ 18	347°/ 22
40	112°/ 32	217°/ 21	356°/ 19	351°/ 23
41	118°/ 32	214°/ 24	351°/ 16	346°/ 20
42	116°/ 33	212°/ 23	356°/ 16	350°/ 20
43	112°/ 35	208°/ 21	005°/ 18	358°/ 21
44	100°/ 33	220°/ 14	005°/ 23	360°/ 29
45	106°/ 34	213°/ 17	005°/ 21	359°/ 35
46	117°/ 33	213°/ 24	354°/ 14	348°/ 20
47	117°/ 42	192°/ 25	027°/ 13	014°/ 16
48	117°/ 44	186°/ 25	039°/ 13	024°/ 19
49	123°/ 48	186°/ 33	049°/ 08	039°/ 09
50	111°/ 47	176°/ 22	044°/ 18	032°/ 30
51	120°/ 51	176°/ 31	055°/ 14	051°/ 14
52	156°/ 37	227°/ 43	288°/ 21	295°/ 33
53	156°/ 31	221°/ 45	277°/ 19	286°/ 22
54	145°/ 29	222°/ 39	295°/ 16	302°/ 20
55	146°/ 33	217°/ 40	286°/ 13	296°/ 17
56	131°/ 35	209°/ 32	329°/ 09	329°/ 14
57	135°/ 37	207°/ 35	311°/ 07	318°/ 11
58	139°/ 38	207°/ 38	284°/ 06	303°/ 10
59	128°/ 37	205°/ 31	349°/ 08	342°/ 12
60	132°/ 39	202°/ 34	338°/ 05	332°/ 09
61	137°/ 41	202°/ 38	286°/ 03	311°/ 07
62	123°/ 39	201°/ 30	003°/ 08	351°/ 12
63	130°/ 41	199°/ 33	002°/ 04	343°/ 08
64	138°/ 43	199°/ 38	284°/ 01	320°/ 05
65	121°/ 43	192°/ 28	032°/ 10	014°/ 13
66	128°/ 45	192°/ 34	055°/ 05	013°/ 07
67	134°/ 44	197°/ 37	000°/ 00	338°/ 04
68	145°/ 36	213°/ 41	279°/ 11	292°/ 14
69	144°/ 39	208°/ 41	265°/ 08	286°/ 11
70	138°/ 32	216°/ 35	307°/ 12	313°/ 16
71	100°/ 25	242°/ 20	347°/ 27	344°/ 31
72	140°/ 37	209°/ 38	284°/ 08	301°/ 11

SAN DIEGO CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d), or holds a Sport Pilot certificate and has met the requirements of FAR 61.325; or
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

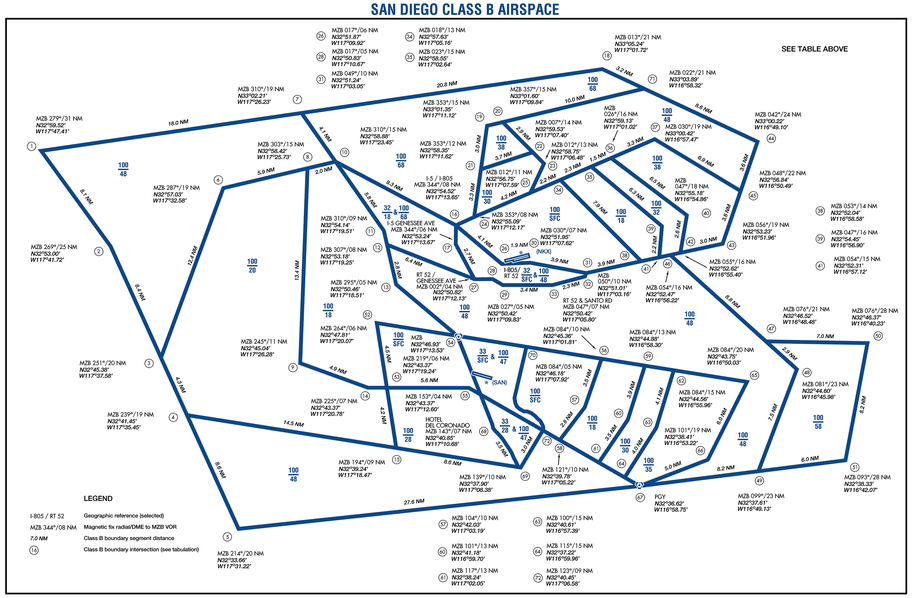
IFR FLIGHTS—Aircraft operating within the San Diego Class B Airspace must be operated in accordance with ATC clearances or instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

SAN DIEGO CLASS B AIRSPACE