





VFR FLYWAY PLANNING CHART

SAN FRANCISCO

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

DLG 138.8

NDB

DCW 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.

Suggested VFR Flyway and Altitude

2600

6700

OBSTRUCTIONS (Selected) (may be lit or unlit)

2049

MISCELLANEOUS

Navigation Reference Point

KIP 36.32

(W120° 36.91')

TOPOGRAPHIC INFORMATION

Mountain Top or Peak and Spot Elevation

12256

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE SAN FRANCISCO 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 FRANCISCO 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.

INSET

SCALE 1:150,000

CAUTION - TYPICAL VFR AIRPORT DEPARTURE ROUTE

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE SAN FRANCISCO CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM SAN FRANCISCO APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE OF CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT SAN FRANCISCO VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.