

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 97-AWA-6]

RIN 2120-AA66

Modification of the San Diego Class B Airspace Area; CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the San Diego, CA, Class B airspace area. Specifically, this action lowers the upper limit of the San Diego Class B airspace area from 12,500 feet mean sea level (MSL) to 10,000 feet MSL; expands the western and eastern boundaries of the airspace area; and moves the southern boundary north to align with the POGGI Very High Frequency Omnidirectional Range Tactical Air Navigation (VORTAC). The FAA is taking this action to enhance safety, reduce the potential for midair collision, and to improve the management of air traffic operations into, out of, and through the San Diego Class B airspace area, while accommodating the concerns of airspace users.

EFFECTIVE DATE: 0901 UTC, July 15, 1999.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:**Related Rulemaking Actions**

On May 21, 1970, the FAA published the Designation of Federal Airways, Controlled Airspace, and Reporting Points Final Rule (35 FR 7782). This rule provided for the establishment of Terminal Control Airspace areas (now known as Class B airspace areas).

On June 21, 1988, the FAA published the Transponder With Automatic Altitude Reporting Capability Requirement Final Rule in the **Federal Register** (53 FR 23356). This rule requires all aircraft to have an altitude encoding transponder when operating within 30 NM of any designated TCA (now known as Class B airspace area) primary airport from the surface up to 10,000 feet MSL. This rule excluded those aircraft that were not originally certificated with an engine-driven electrical system (or those that have not subsequently been certified with such a system), balloons, or gliders.

On October 14, 1988, the FAA published the Terminal Control Area Classification and Terminal Control Area Pilot and Navigation Equipment Requirements Final Rule (53 FR 40318). This rule, in part, requires the pilot-in-command of a civil aircraft operating within a Class B airspace area to hold at least a private pilot certificate, except for a student pilot who has received certain documented training.

On December 17, 1991, the FAA published the Airspace Reclassification Final Rule (56 FR 65638). This rule discontinued the use of the term "Terminal Control Area" and replaced it with the designation "Class B airspace area." This change in terminology is reflected in this final rule.

Background

The Terminal Control Airspace area (now known as the Class B airspace area) program was developed to reduce the potential for midair collision in the congested airspace surrounding airports with high density air traffic operations by providing an area wherein all aircraft are subject to certain operating rules and equipment requirements.

The density of traffic and the type of operations being conducted in the airspace surrounding major terminals increases the probability of midair collisions. In 1970, an extensive study found that the majority of midair collisions occurred between a general aviation (GA) aircraft and an air carrier or military aircraft, or another GA aircraft. The basic causal factor common to these conflicts was the mix of aircraft operating under visual flight rules (VFR) and aircraft operating under instrument flight rules (IFR). Class B airspace areas provide a method to accommodate the increasing number of IFR and VFR operations. The regulatory requirements of these airspace areas afford the greatest protection for the greatest number of people by giving air traffic control (ATC) increased capability to provide aircraft separation service, thereby minimizing the mix of controlled and uncontrolled aircraft.

The standard configuration of these airspace areas normally contains three concentric circles centered on the primary airport extending to 10, 20, and 30 nautical miles (NM), respectively. The standard vertical limit of these airspace areas normally should not exceed 10,000 feet MSL, with the floor established at the surface in the inner area and at levels appropriate to the containment of operations in the outer areas. Variations of these criteria may be utilized contingent on the terrain, adjacent regulatory airspace, and factors unique to the terminal area.

Public Input

On May 19, 1998, the FAA published a notice of proposed rulemaking (NPRM) in the **Federal Register** (Airspace Docket 97-AWA-6; 63 FR 27519) proposing to modify the San Diego Class B Airspace Area, CA. The comment period for this NPRM closed on July 20, 1998.

The FAA received seven comments in response to the proposal. All comments received were considered before making a determination on this final rule. An analysis of the comments received and the FAA's response is summarized below.

Discussion of Comments

The Air Line Pilots Association (ALPA) and the U.S. Marine Corps endorsed the proposed modification of the San Diego Class B airspace area as proposed, stating that the proposal will improve the safety, efficiency and the utility of airspace surrounding San Diego. Five other commenters endorsed the proposal, but included the recommendations discussed below.

One commenter stated that the instrument approach angle to Miramar Marine Corps Air Station (MCAS) is currently a nonstandard 3.25 degree angle and requested that this nonstandard angle be maintained to provide safe vertical separation for those aircraft operating below the Class B airspace area from aircraft inbound on the final approach. The commenter believed that the NPRM did not clearly provide notice that the FAA was proposing to change the instrument approach angle from 3.25 degrees to 3.00 degrees.

The FAA does not agree with this request. In 1995 the U.S. Navy lowered the approach angle from 3.25 degrees to a standard approach angle of 3.00 degrees. The nonstandard angle required aircraft conducting an instrument approach to maintain excessive descent rates on final approach. The base altitude in the vicinity of the approach is necessary to contain the high volume of turbo-jet arrivals and departures to and from Miramar MCAS. The continued use of a standard 3.0 degree approach angle provides aircraft operating under the Class B airspace area with safe vertical separation from aircraft on final approach to Miramar MCAS.

The San Diego Airspace Users Group (SDAUG) and the Aircraft Owners and Pilots Association (AOPA) requested that the triangular-shaped southeast corner of Area Q be eliminated from the Class B airspace area and included in the VFR corridor to provide a direct

route from the VFR corridor to Brown Field.

A review of this recommendation determined that the triangular-shaped corner of Area Q provided no operational advantage to ATC and could be eliminated. Therefore, the FAA has adopted this recommendation by removing the southeast corner of Area Q, where it borders Area P, from the Class B airspace area and included this area in the VFR corridor.

The SDAUG and AOPA stated that the proposed Class B Area I 3200-foot MSL floor would create a dangerous situation by squeezing the VFR traffic entering and exiting Gillespie Airport to/from the northeast, into a small band of airspace between 2900 feet and 3200 feet MSL. It was recommended that the Class D airspace area at Gillespie Field be lowered from its current 2900 feet MSL to 2400 feet MSL to eliminate a narrow 300-foot shelf of airspace between the Class B airspace in Area I and the Gillespie Field Class D airspace area.

The FAA agrees with this recommendation and has lowered the Gillespie Field Class D airspace area ceiling to 2400 feet MSL. This creates an 800-foot transition area under the Class B airspace area and over the Gillespie Class D airspace area for VFR aircraft.

The SDAUG and AOPA questioned the rationale for using Lindberg Field and Miramar MCAS as the primary airports to determine the 30-NM Mode C veil. They pointed out that Federal Aviation Regulation Part 91 Appendix D Section 1 states that location, not airport, is the basis for establishing the center of the veil. Based on this, they recommended that the San Diego Mode C veil reference point be changed from the designated airports Lindberg Field and Miramar MCAS to the Mission Bay VORTAC (MZB). These commenters contend that this would provide a method of Class B airspace area boundary simplification for navigation using Distance Measuring Equipment (DME) to define the 30-NM Mode C veil.

The FAA does not agree with this recommendation. Currently, Class B airspace is designated for airports, and legal descriptions are based on the airport reference point of a designated primary airport(s) as listed in Subpart B Federal Aviation Order 7400.9. Additionally, 14 CFR Section 91.215 (b)(2) states that all aircraft operating within 30 NM of an airport listed in Appendix D Section 1 must comply with the Mode C rule. Charts are provided for VFR navigation which contain a substantial number of visual landmarks such as highly visible roadways, landmarks, and other visual

checkpoints easily identifiable from the air. These charts also include other navigation information to provide guidance in and around the Class B airspace area. The FAA believes that sufficient aeronautical information is available for VFR pilots to navigate in and around the Class B airspace area without sole reliance upon DME information to define the Mode C Veil when appropriately planned during preflight or in coordination with ATC.

The SDAUG and AOPA recommended several charting additions to the San Diego VFR Terminal Chart to assist pilots navigating in the San Diego area. Specifically, these commenters recommended the following: (1) Provide VOR radial DME table to define each corner of the Class B airspace area using local navigational aids (NAVAID's); (2) create a VFR terminal chart be similar to the Los Angeles terminal area chart; (3) publish recommended altitudes on the chart for the VFR corridor; (4) include new visual check points on the chart; (5) chart Area O as a 20 NM DME fix; (6) adjust the VFR flyway to reflect changes.

The FAA agrees with these recommendations because they will facilitate VFR operations in the San Diego area, and has taken action to include them on future San Diego VFR Terminal Area charts.

The Rule

This amendment to 14 CFR part 71 modifies the San Diego Class B airspace area. Specifically, this action lowers the upper limit of the San Diego Class B airspace area from 12,500 feet MSL to 10,000 feet MSL, expands the western and eastern boundaries, and moves the southern boundary northward to align with the POGGI VORTAC. The FAA is taking this action to improve the boundary definition and decrease the overall size of the Class B airspace area. The modification of the San Diego Class B airspace area includes a redundant system of boundary depiction to the maximum extent possible. The primary boundary definition uses latitude and longitude points (Global Positioning System [GPS] waypoints) and, wherever feasible, the boundaries are also aligned with reference to existing ground-based NAVAID's and prominent geographical landmarks. This modification of the San Diego Class B airspace area results in a net reduction in the size of the airspace area. These changes will improve efficiency of the airspace area and provide a clearer definition of Class B airspace area boundaries to aid those users who choose to remain outside of the Class B airspace area.

The coordinates for this airspace docket are based on North American Datum 83. Class B airspace areas are published in Paragraph 3000 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR section 71.1. The Class B airspace area listed in this document will be published subsequently in the Order.

Regulatory Evaluation Summary

Changes to Federal Regulations must undergo several economic analyses. First, Executive Order 12866 directs that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act requires agencies to analyze the economic effect of regulatory changes on small businesses and other small entities. Third, the Office of Management and Budget directs agencies to assess the effect of regulatory changes on international trade. In conducting these analyses, the FAA has determined that this final rule: (1) Will generate benefits that justify its minimal costs and is not a "significant regulatory action" as defined in the Executive Order; (2) is not significant as defined in the Department of Transportation's Regulatory Policies and Procedures; (3) will not have a significant impact on a substantial number of small entities; (4) will not constitute a barrier to international trade; and (5) will not contain any Federal intergovernmental or private sector mandate. These analyses are summarized here in the preamble and the full Regulatory Evaluation is in the docket.

The FAA is modifying the San Diego Class B airspace area by lowering the ceiling from 12,500 feet MSL to 10,000 feet MSL, by expanding and moving lateral boundaries, and by modifying base altitudes. The FAA has determined that modification of the San Diego Class B airspace area will improve the efficiency of aircraft movement in the airspace and enhance safety for VFR and IFR airspace users while accommodating the operations of turbo-jet aircraft and helicopters at Marine Corps Air Station (MCAS) Miramar.

The modifications will generate several benefits for system users. These benefits include redefining the Class B airspace subareas, increased airspace for aircraft transitioning to and from satellite airports, improved containment within the Class B airspace area for turbo-jet aircraft arriving and departing MCAS Miramar, and reduced potential

for midair collisions in the San Diego terminal area.

The final rule will impose minimal costs on FAA or airspace users. Printing of aeronautical charts which reflect the changes to the Class B airspace area will be accomplished during a scheduled chart printing, and will result in no additional costs for plate modification and updating of charts. Notices will be sent to all pilots within a 100-mile radius of the San Diego International Airport at a total cost of \$100.00 for postage. No staffing changes will be required to maintain the modified Class B airspace area.

The San Diego Class B airspace area will be designated by a redundant boundary depiction system which uses longitude and latitude points (GPS waypoints), existing NAVAIDs, and visual references to identify the airspace boundaries. These three options, two of which are available currently, will not cause airspace users to incur any additional equipment costs. Moreover, the overall reduction of the Class B airspace area will increase the airspace for nonparticipating aircraft operators thereby reducing the circumnavigation costs to GA aircraft operators. In view of the minimal cost of compliance, enhanced safety, and operational efficiency, the FAA has determined that the final rule will be cost-beneficial.

Cost-Benefit Analysis

The final rule will generate benefits to system users and the FAA in the form of improved flow of air traffic in the Class B airspace around the San Diego area.

Benefits of the Class B airspace changes will include clearer airspace boundaries along major roadways for VFR users; greater terrain clearance for VFR aircraft below the Class B airspace so as not to require flight over the ocean or near mountainous terrain; increased airspace available for VFR aircraft transitioning to and from satellite airports in the San Diego area; easier navigation for VFR aircraft around the Class B airspace area; and an overall reduction of the impact of the Class B airspace area on VFR traffic.

There will be a 5 to 10 percent increase in the amount of GA aircraft operating in uncontrolled airspace as a result of the overall decrease in the San Diego Class B airspace area. The FAA contends that this modification will reduce the cost of circumnavigation to nonparticipating operators.

A redundant system of airspace boundary depiction will be used. This means that longitude and latitude points (GPS waypoints), existing NAVAIDs, and visual landmarks will all be

available for Class B boundary identification.

Furthermore, the final rule will improve the flow of air traffic and enhance the safety of turbo-jet aircraft. The rule will provide turbo-jet aircraft inbound to San Diego Lindbergh Airport (Runway 27) the optimum 300 foot per nautical mile descent gradient. Additionally, turbo-jet aircraft arriving and departing at MCAS Miramar and at San Diego Lindbergh Airport will experience improved containment during arrival and departure thereby reducing the potential for midair collisions in the congested airspace in the San Diego area.

Costs

The FAA has determined that implementation of the final rule will impose negligible costs on the agency and no additional costs on airspace users. No staffing changes will be required to maintain the altered Class B airspace. The final rule will not create any additional administrative costs for personnel, facilities, or equipment to the FAA. The FAA systematically revises IFR charts every 56 days and sectional and terminal area charts every six months. Printing the revised aeronautical charts to reflect the Class B airspace area changes around San Diego will be accomplished during regularly scheduled chart printings. Any costs associated with modifying the plates used to print the charts and printing the updated charts will be considered a normal cost of doing business.

The Western-Pacific Region will send a mailing to all pilots within a 100-mile radius of the San Diego International Airport as a routine public service. The cost for the postage for the mailing is \$100.00.

Although many aircraft do not currently have GPS equipment, the Class B airspace depiction uses existing NAVAID's and visual references to identify the airspace boundaries. Therefore no additional costs will be imposed by using GPS waypoints for boundary identification. Thus, there will be no additional costs imposed on airspace users as a result of the San Diego Class B airspace modification.

International Trade Impact Assessment

The final rule will not constitute a barrier to international trade, including the export of U.S. goods and services to foreign countries or the import of foreign goods and services into the United States.

Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 establishes "as a principle of regulatory

issuance that agencies shall endeavor, consistent with the objective of the rule and of applicable statutes, to fit regulatory and informational requirements to the scale of the business, organizations, and governmental jurisdictions subject to regulation." To achieve that principal, the Act requires agencies to solicit and consider flexible regulatory proposals and to explain the rationale for their actions. The Act covers a wide-range of small entities, including small businesses, not-for-profit organizations and small governmental jurisdictions.

Agencies must perform a review to determine whether a proposed or final rule will have a significant economic impact on a substantial number of small entities. If the determination is that it will, the agency must prepare a regulatory flexibility analysis (RFA) as described in the Act.

However, if an agency determines that a proposed or final rule is not expected to have a significant economic impact on a substantial number of small entities, section 605(b) of the 1980 act provides that the head of the agency may so certify and an RFA is not required. The certification must include a statement providing the factual basis for this determination, and the reasoning should be clear.

The FAA contends that there will be no additional costs imposed on aircraft operators as a result of using GPS waypoints for boundary identification. Although many aircraft do not currently have a GPS receiver, the redundant boundary depiction system also uses existing NAVAID's and visual references to identify the airspace boundaries for which GPS equipment is not required. Aircraft operators may navigate accurately using VORTAC radials and DME arcs, visually by using prominent geographic landmarks, or a combination of these options.

The FAA, in conducting this review of the final rule, has determined that the rule will not have a significant economic impact on a substantial number of small entities. Accordingly, pursuant to the Regulatory Flexibility Act, 5 U.S.C. 605(b), the Federal Aviation Administration certifies that this rule will not have a significant economic impact on a substantial number of small entities.

Unfunded Mandates Assessment

Title II of the Unfunded Mandates Reform Act of 1995 (the Act), enacted as Public Law 104-4 on March 22, 1995, requires each Federal agency, to the extent permitted by law, to prepare a written assessment of the effects of any Federal mandate in a proposed or final

agency rule that may result in the expenditure of \$100 million or more (when adjusted annually for inflation) in any one year by State, local, and tribal governments in the aggregate, or by the private sector. Section 204(a) of the Act, 2 U.S.C. 1534(a), requires the Federal agency to develop an effective process to permit timely input by elected officers (or their designees) of State, local, and tribal governments on a proposed "significant intergovernmental mandate." A "significant intergovernmental mandate" under the Act is any provision in a Federal agency regulation that would impose an enforceable duty upon State, local, and tribal governments in the aggregate of \$100 million adjusted annually for inflation in any one year. Section 203 of the Act, 2 U.S.C. 1533, which supplements section 204(a), provides that, before establishing any regulatory requirements that might significantly or uniquely affect small governments, the agency shall have developed a plan, which, among other things, must provide for notice to potentially affected small governments, if any, and for a meaningful and timely opportunity to provide input in the development of regulatory proposals.

This final rule does not contain any Federal intergovernmental or private sector mandates. Therefore, the requirements of Title II of the Unfunded Mandates Reform Act of 1995 do not apply.

Paperwork Reduction Act

This rule contains no information collection requests requiring approval of the Office of Management and Budget pursuant to the Paperwork Reduction Act (44 U.S.C. 3507 et seq.).

Federalism Implications

This rule will not have substantial direct effects on the States, the relationship between the National government and the States, or the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612 (52 FR 41695; October 30, 1987), it is determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Conclusion

The FAA has determined that there are benefits in the form of improved flow of both GA and military air traffic, and enhanced safety for aircraft operators in the Class B airspace area, especially to military aircraft. This final

rule will reduce the size of the Class B airspace area around San Diego and provide more uncontrolled airspace for VFR operations. In addition, there will be minimal costs for a mailing to local pilots informing them of the alteration of the San Diego Class B airspace area. Because of the distinct benefits and minimal costs of the final rule, the FAA has determined that this final rule will be cost-beneficial.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 3000—Subpart B—Class B Airspace

* * * * *

AWP CA B San Diego, CA [Revised]

San Diego (Lindbergh Field), CA (Primary Airport)

(Lat. 32°44'01" N., long. 117°11'23" W.)

MCAS Miramar, Miramar, CA (Primary Airport)

(Lat. 32°52'06" N., long. 117°08'33" W.)

POGGI VORTAC (PGY)

(Lat. 32°36'37" N., long. 116°58'45" W.)

Oceanside VORTAC (OCN)

(Lat. 33°14'26" N., long. 117°25'04" W.)

Julian VORTAC (JLI)

(Lat. 33°08'26" N., long. 116°35'09" W.)

Mission Bay VORTAC (MZB)

(Lat. 32°46'56" N., long. 117°13'32" W.)

Boundaries

Area A. That airspace extending upward from 4,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of the JLI 262° radial and the eastern edge of Warning Area 291 (W-291) (lat. 32°59'31" N., long. 117°47'25" W.); thence east via the JLI 262° radial to intercept the MZB 325° radial (lat. 33°02'13" N., long. 117°26'14" W.); thence southeast via the MZB 325° radial to intercept the JLI 257° radial (lat. 32°58'53"

N., long. 117°23'27" W.); thence west via the JLI 257° radial to intercept the OCN 200° radial (lat. 32°57'02" N., long. 117°32'35" W.); thence south via the OCN 200° radial to the intersection of the OCN 200° radial and the eastern edge of W-291 (lat. 32°45'23" N., long. 117°37'35" W.); thence northwest via the eastern edge of W-291 to the point of beginning.

Area B. That airspace extending upward from 2,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the eastern edge of W-291 and the OCN 200° radial (lat. 32°45'23" N., long. 117°37'35" W.); thence north via the OCN 200° radial to intercept the JLI 257° radial (lat. 32°57'02" N., long. 117°32'35" W.); thence east via the JLI 257° radial to intercept the OCN 182° radial (lat. 32°58'25" N., long. 117°25'44" W.); thence south via the OCN 182° radial to intercept the PGY 290° radial (lat. 32°45'02" N., long. 117°26'17" W.); thence east via the PGY 290° radial to the intersection of the PGY 290° radial and the 32°43'22" latitude line (lat. 32°43'22" N., long. 117°20'47" W.); thence east via the 32°43'22" latitude line to intercept the OCN 171° radial (lat. 32°43'22" N., long. 117°19'15" W.); thence south via the OCN 171° radial to intercept the PGY 279° radial (lat. 32°39'14" N., long. 117°18'28" W.); thence west via the PGY 279° to intercept the eastern edge of W-291 (lat. 32°41'27" N., long. 117°35'27" W.); thence northwest along the eastern edge of W-291 to the point of beginning.

Area C. That airspace extending upward from 1,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of the OCN 182° and the JLI 257° radials (lat. 32°58'25" N., long. 117°25'44" W.); thence east via the JLI 257° radial to intercept the MZB 325° radial (lat. 32°58'53" N., long. 117°23'27" W.); thence southeast via the MZB 325° radial to intercept the OCN 167° radial (lat. 32°54'08" N., long. 117°19'31" W.); thence south via the OCN 167° radial to intercept the MZB 310° radial (lat. 32°50'28" N., long. 117°18'30" W.); thence southeast via the MZB 310° radial to the Mission Bay VORTAC; thence west via the MZB 279° radial to intercept the OCN 171° radial (lat. 32°47'48" N., long. 117°20'04" W.); thence south via the OCN 171° radial to the intersection of the OCN 171° radial and the 32°43'22" latitude line (lat. 32°43'22" N., long. 117°19'15" W.); thence west via the 32°43'22" latitude line to intercept the PGY 290° radial (lat. 32°43'22" N., long. 117°20'47" W.); thence west via the PGY 290° radial to intercept the OCN 182° radial (lat. 32°45'02" N., long. 117°26'17" W.); thence north via the OCN 182° radial to the point of beginning.

Area D. That airspace extending upward from 1,800 feet MSL to and including 3,200 feet MSL and that airspace extending upward from 6,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of MZB 325° and the JLI 257° radials (lat. 32°58'53" N., long. 117°23'27" W.); thence southeast direct to the intersection of I-5, I-805, and the JLI 247° radial (lat. 32°54'31" N., long. 117°13'39" W.); thence south direct to the intersection of I-5 and Genesee Avenue (lat. 32°53'13" N., long. 117°13'40" W.); thence south direct to the intersection of

Genessee Avenue and Route 52 (lat. 32°50'49" N., long. 117°12'08" W.); thence northwest direct to the intersection of the westerly extension of the Montgomery Field Runway 10L/28R centerline and the OCN 167° radial (lat. 32°53'11" N., long. 117°19'15" W.); thence north via the OCN 167° radial to intercept the MZB 325° radial (lat. 32°54'08" N., long. 117°19'31" W.); thence northwest via the MZB 325° radial to the point of beginning.

Area E. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning at the intersection of the MZB 008° and the JLI 252° radials (lat. 32°58'21" N., long. 117°11'37" W.); thence east via the JLI 252° radial to intercept the OCN 135° radial (lat. 32°59'32" N., long. 117°07'24" W.); thence southeast via the OCN 135° radial to intercept the MZB 027° radial (lat. 32°58'45" N., long. 117°06'29" W.); thence southwest via the MZB 027° radial to intercept the JLI 247° radial (lat. 32°56'45" N., long. 117°07'35" W.); thence southwest via the JLI 247° radial to intercept the MZB 008° radial (lat. 32°55'05" N., long. 117°12'10" W.); thence north via the MZB 008° radial to the point of beginning.

Area F. That airspace extending upward from the surface to and including 3,200 feet MSL and that airspace extending upward from 4,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of I-5, I-805, and the JLI 247° radial (lat. 32°54'31" N., long. 117°13'39" W.); thence southeast direct to the departure end of MCAS Miramar Runway 24R (lat. 32°51'49" N., long. 117°09'55" W.); thence east direct to the approach end of MCAS Miramar Runway 28 centerline (lat. 32°51'57" N., long. 117°07'37" W.); thence east direct to the intersection of the Gillespie Field Class D airspace area and a line extending west from the southern boundary of the MCAS Miramar Class E airspace area (lat. 32°51'14" N., long. 117°03'03" W.); thence southwest direct to the intersection of the Gillespie Field Class D airspace area and the MZB 065° radial (lat. 32°51'00" N., long. 117°03'10" W.); thence west direct to the intersection of Santo Road, Route 52, and the 32°50'25" N. latitude line (lat. 32°50'25" N., long. 117°05'48" W.); thence west via the 32°50'25" N. latitude line to the intersection of 32°50'25" N. latitude line and Route 52 (lat. 32°50'25" N., long. 117°09'50" W.); thence northwest direct to the intersection of Route 52 and I-805 (lat. 32°50'50" N., long. 117°10'40" W.); thence west direct to the intersection of Route 52 and Genessee Avenue (lat. 32°50'49" N., long. 117°12'08" W.); thence northwest direct to the intersection of I-5 and Genessee Avenue (lat. 32°53'13" N., long. 117°13'40" W.); thence north via I-5 to the point of beginning.

Area G. That airspace extending upward from the surface to and including 10,000 feet MSL beginning at the intersection of the OCN 135° and the JLI 247° radials (lat. 32°57'38" N., long. 117°05'10" W.); thence southeast via the OCN 135° radial to intercept the south boundary line of the MCAS Miramar Class E airspace area (lat. 32°52'03" N., long. 116°58'35" W.); thence west along the southern boundary line to the intersection of

Field Class D airspace area 4.3-mile arc (lat. 32°51'14" N., long. 117°03'03" W.); thence west direct to the approach end of MCAS Miramar Runway 28 (lat. 32°51'57" N., long. 117°07'37" W.); thence west direct to the departure end of MCAS Miramar Runway 24R (lat. 32°51'49" N., long. 117°09'55" W.); thence northwest direct to the intersection of I-5, I-805, and the JLI 247° radial (lat. 32°54'31" N., long. 117°13'39" W.); thence northeast via the JLI 247° radial to the point of beginning.

Area H. That airspace extending upward from 1,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of the OCN 135° and the JLI 247° radial (lat. 32°57'38" N., long. 117°05'10" W.); thence northeast via the JLI 247° radial to intercept the OCN 130° radial (lat. 32°58'33" N., long. 117°02'38" W.); thence southeast via the OCN 130° radial to the PGY 005° radial (lat. 32°54'27" N., long. 116°56'54" W.); thence south via the PGY 005° radial to the southern boundary line of the MCAS Miramar Class E airspace area (lat. 32°52'18" N., long. 116°57'07" W.); thence west along the southern boundary line to intercept the OCN 135° radial (lat. 32°52'03" N., long. 116°58'35" W.); thence northwest via the OCN 135° radial to the point of beginning.

Area I. That airspace extending upward from 3,200 feet MSL to and including 10,000 feet MSL beginning at the intersection of the OCN 130° and the JLI 247° radials (lat. 32°58'33" N., long. 117°02'38" W.); thence northeast via the JLI 247° radial to intercept the OCN 127° radial (lat. 32°59'08" N., long. 117°01'01" W.); thence southeast via the OCN 127° radial to intercept the PGY 010° radial (lat. 32°55'11" N., long. 116°54'52" W.); thence south via the PGY 010° radial to the southern boundary line of the MCAS Miramar Class E airspace area (lat. 32°52'37" N., long. 116°55'24" W.); thence west along the southern boundary line to intercept the PGY 005° radial (lat. 32°52'18" N., long. 116°57'07" W.); thence north via the PGY 005° radial to intercept the OCN 130° radial (lat. 32°54'27" N., long. 116°56'54" W.); thence northwest via the OCN 130° radial to the point of beginning.

Area J. That airspace extending upward from 4,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of the southern boundary line of the MCAS Miramar Class E airspace area and the OCN 132° radial (lat. 32°52'28" N., long. 116°56'13" W.); thence southeast via the OCN 132° radial to intercept the JLI 201° radial (lat. 32°44'36" N., long. 116°45'59" W.); thence south via the JLI 201° radial to intercept the PGY 083° radial (lat. 32°37'37" N., long. 116°49'08" W.); thence west via the PGY 083° radial to the POGGI VORTAC; thence northeast via the PGY 069° radial to intercept the JLI 207° radial (lat. 32°38'25" N., long. 116°53'13" W.); thence northeast via the JLI 207° radial to intercept the MZB 099° radial (lat. 32°43'45" N., long. 116°50'02" W.); thence west via the MZB 099° radial to the Mission Bay VORTAC; thence via the MZB 310° radial to intercept the OCN 167° radial (lat. 32°50'28" N., long. 117°18'30" W.); thence north via the OCN 167° radial to intercept the westerly extension of the

centerline (lat. 32°53'11" N., long. 117°19'15" W.); thence southeast direct to the intersection of Route 52 and Genessee Avenue (lat. 32°50'49" N., long. 117°12'08" W.); thence east direct to the intersection of Route 52 and I-805 (lat. 32°50'50" N., long. 117°10'40" W.); thence southeast direct to the intersection of Route 52 and the 32°50'25" N. latitude line (lat. 32°50'25" N., long. 117°09'50" W.); thence east along the 32°50'25" N. latitude line to the intersection of the 32°50'25" N. latitude line, Route 52, and Santo Road (lat. 32°50'25" N., long. 117°05'48" W.); thence east direct to the intersection of the MZB 065° radial and the Gillespie Field Class D airspace area (lat. 32°51'00" N., long. 117°03'10" W.); thence northeast direct to the intersection of the Gillespie Field Class D airspace area and a line extending west from the southern boundary of the MCAS Miramar Class E airspace area (lat. 32°51'14" N., long. 117°03'03" W.); thence east via the southern boundary line to the point of beginning.

Area K. That airspace extending upward from 5,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of the OCN 132° and the MZB 091° radials (lat. 32°46'31" N., long. 116°48'29" W.); thence east via the MZB 091° radial to intercept the JLI 191° radial (lat. 32°46'22" N., long. 116°40'14" W.); thence south via the JLI 191° radial to intercept the PGY 083° radial (lat. 32°38'20" N., long. 116°42'04" W.); thence west via the PGY 083° radial to intercept the JLI 201° radial (lat. 32°37'37" N., long. 116°49'08" W.); thence north via the JLI 201° radial to intercept the OCN 132° radial (lat. 32°44'36" N., long. 116°45'59" W.); thence northwest via the OCN 132° radial to the point of beginning.

Area L. That airspace extending upward from the surface to and including 10,000 feet MSL beginning at the intersection of the OCN 171° and the MZB 279° radials (lat. 32°47'48" N., long. 117°20'04" W.); thence east via the MZB 279° radial to the Mission Bay VORTAC; thence east via the MZB 099° radial to the MZB 099° radial 10 DME fix (lat. 32°45'21" N., long. 117°01'49" W.); thence south direct to the intersection of the MZB 10-mile arc and the easterly extension of the Lindbergh Field Runway 09/27 centerline (lat. 32°42'02" N., long. 117°03'11" W.); thence southwest direct to the intersection of the PGY 300° radial and the MZB 10-mile arc (lat. 32°39'47" N., long. 117°05'13" W.); thence northwest via the PGY 300° radial to the PGY 300° radial 13.5 DME fix (lat. 32°43'22" N., long. 117°12'36" W.); thence west direct to the OCN 171° radial 31.4 DME fix (lat. 32°43'22" N., long. 117°19'15" W.); thence north via the OCN 171° radial to the point of beginning; excluding the VFR corridor described as that airspace extending upward from 3,301 feet MSL to, but not including 4,700 feet MSL in an area beginning at the Mission Bay VORTAC; thence east direct to the intersection of I-8, I-805, and the MZB 099° radial (lat. 32°46'11" N., long. 117°07'55" W.); thence south direct to the intersection of I-5 and Highway 94 (lat. 32°42'49" N., long. 117°08'51" W.); thence southerly via I-5 to the intersection of I-5 and the PGY 300° radial (lat. 32°40'27" N., long. 117°06'35"

W.); thence southwest direct to the intersection of the PGY 279° radial, the MZB 10-mile arc, and Silver Strand Boulevard (lat. 32°37'54" N., long. 117°08'23" W.); thence northwesterly via the Silver Strand Boulevard to the Hotel del Coronado (south end of Coronado Island) (lat. 32°40'51" N., long. 117°10'41" W.) thence north direct to the point of beginning.

Area M. That airspace extending upward from 1,800 feet MSL to and including 10,000 feet MSL beginning at the MZB 099° radial 10 DME fix (lat. 32°45'21" N., long. 117°01'49" W.); thence east via the MZB 099° radial to the MZB 099° radial 13 DME fix (lat. 32°44'53" N., long. 116°58'18" W.); thence south direct to the intersection of the easterly extension of the Lindbergh Field Runway 09/27 centerline and the MZB 13-mile arc (lat. 32°41'11" N., long. 116°59'42" W.); thence southwest direct to the intersection of the MZB 13-mile arc and the PGY 300° radial (lat. 32°38'14" N., long. 117°02'03" W.); thence northwest via the PGY 300° radial to the intersection of the PGY 300° radial and the MZB 10-mile arc (lat. 32°39'47" N., long. 117°05'13" W.); thence northeast direct to the intersection of the Lindbergh Field Runway 09/27 centerline and the MZB 10-mile arc (lat. 32°42'02" N., long. 117°03'11" W.); thence north direct to the point of beginning.

Area N. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning at the MZB 099° radial 13 DME fix (lat. 32°44'53" N., long. 116°58'18" W.); thence east via the MZB 099° radial to the MZB 099° radial 15 DME fix (lat. 32°44'34" N., long. 116°55'58" W.); thence south direct to the intersection of the easterly extension of the Lindbergh Field Runway 09/27 centerline and the MZB 15-mile arc (lat. 32°40'37" N., long. 116°57'24" W.); thence southwest direct to the intersection of the MZB 15-mile arc and the PGY 300° radial (lat. 32°37'13" N., long. 116°59'58" W.); thence northwest via the PGY 300° radial to the PGY 300° radial 13 DME fix (lat. 32°38'14" N., long. 117°02'03" W.); thence northeast direct to the intersection of the Lindbergh Field Runway 09/27 centerline and the MZB 13-mile arc (lat. 32°41'11" N., long. 116°59'42" W.); thence north direct to the point of beginning.

Area O. That airspace extending upward from 3,500 feet MSL to and including 10,000 feet MSL beginning at the MZB 099° radial 15 DME fix (lat. 32°44'34" N., long. 116°55'58" W.); thence east via the MZB 099° radial to intercept the JLI 207° radial (lat. 32°43'45" N., long. 116°50'02" W.); thence southwest along the JLI 207° radial to intercept the PGY 069° radial (lat. 32°38'25" N., long. 116°53'13" W.); thence southwest via the PGY 069° radial to the POGGI VORTAC; thence northwest via the PGY 300° radial to intercept the MZB 15-mile arc (lat. 32°37'13" N., long. 116°59'58" W.); thence northeast direct to the intersection of the

MZB 15-mile arc and the easterly extension of the Lindbergh Field Runway 09/27 centerline (lat. 32°40'37" N., long. 116°57'24" W.); thence north direct to the point of beginning.

Area P. That airspace extending upward from 4,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of the PGY 279° radial and the eastern edge of W-291 (lat. 32°41'27" N., long. 117°35'27" W.); thence east via the PGY 279° radial to the intersection of the PGY 279° radial, the MZB 10-mile arc, and Silver Strand Boulevard (lat. 32°37'54" N., long. 117°08'23" W.); thence northeast direct to the intersection of I-5 and the PGY 300° radial (lat. 32°40'27" N., long. 117°06'35" W.); thence southeast via the PGY 300° radial to the POGGI VORTAC; thence west via the PGY 264° radial to the eastern edge of W-291 (lat. 32°33'40" N., long. 117°31'13" W.); thence north via the eastern edge of W-291 to the point of beginning.

Area Q. That airspace extending upward from 2,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of the OCN 171° radial 31.4 DME fix (lat. 32°43'22" N., long. 117°19'15" W.); thence east direct to the intersection of the PGY 300° radial 13.5 DME fix (lat. 32°43'22" N., long. 117°12'36" W.); thence southeast via the PGY 300° radial to the intersection of I-5 and the PGY 300° radial (lat. 32°40'27" N., long. 117°06'35" W.); thence southwest direct to the intersection of the PGY 279° radial, the MZB 10-mile arc, and Silver Strand Boulevard (lat. 32°37'54" N., long. 117°08'23" W.); thence west via the PGY 279° radial to intercept the OCN 171° radial (lat. 32°39'14" N., long. 117°18'28" W.); thence north via the OCN 171° radial to the point of beginning; excluding that airspace contained in the VFR corridor as described in Area L.

Area R. That airspace extending upward from 4,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of the OCN 135° and the JLI 257° radials (lat. 33°01'36" N., long. 117°09'51" W.); thence east via the JLI 257° radial to intercept the OCN 115° radial (lat. 33°03'53" N., long. 116°58'19" W.); thence via the OCN 115° radial to intercept the PGY 019° radial (lat. 33°00'13" N., long. 116°49'06" W.); thence south via the PGY 019° radial to intercept the OCN 121° radial (lat. 32°56'51" N., long. 116°50'29" W.); thence northwest via the OCN 121° radial to intercept the JLI 247° radial (lat. 33°00'25" N., long. 116°57'28" W.); thence southwest via the JLI 247° radial to intercept the MZB 027° radial (lat. 32°56'45" N., long. 117°07'35" W.); thence northeast via the MZB 027° radial to intercept the OCN 135° radial (lat. 32°58'45" N., long. 117°06'29" W.); thence northwest via the OCN 135° radial to the point of beginning.

Area S. That airspace extending upward from 6,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of the

JLI 262° and the MZB 325° radials (lat. 33°02'13" N., long. 117°26'14" W.); thence east via the JLI 262° radial to intercept the OCN 115° radial (lat. 33°05'14" N., long. 117°01'43" W.); thence southeast via the OCN 115° radial to intercept the JLI 257° radial (lat. 33°03'53" N., long. 116°58'19" W.); thence west via the JLI 257° radial to intercept the MZB 008° radial (lat. 33°01'21" N., long. 117°11'07" W.); thence south via the MZB 008° radial to intercept the JLI 247° radial (lat. 32°55'05" N., long. 117°12'10" W.); thence southwest via the JLI 247° radial to the intersection of I-5, I-805, and the JLI 247° radial (lat. 32°54'31" N., long. 117°13'39" W.); thence northwest direct to the intersection of the JLI 257° and the MZB 325° radials (lat. 32°58'53" N., long. 117°23'27" W.); thence northwest via the MZB 325° radial to the point of beginning.

Area T. That airspace extending upward from 3,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of the OCN 127° and the JLI 247° radials (lat. 32°59'08" N., long. 117°01'01" W.); thence northeast via the JLI 247° radial to intercept the OCN 121° radial (lat. 33°00'25" N., long. 116°57'28" W.); thence southeast via the OCN 121° radial to intercept the PGY 019° radial (lat. 32°56'51" N., long. 116°50'29" W.); thence south via the PGY 019° radial to intercept a line extending east from the southern boundary of the MCAS Miramar Class E airspace area (lat. 32°53'14" N., long. 116°51'58" W.); thence west along the southern boundary line to intercept the PGY 010° radial (lat. 32°52'37" N., long. 116°55'24" W.); thence north via the PGY 010° radial to intercept the OCN 127° radial (lat. 32°55'11" N., long. 116°54'52" W.); thence northwest via the OCN 127° radial to the point of beginning.

Area U. That airspace extending upward from 3,800 feet MSL to and including 10,000 feet MSL beginning at the intersection of the MZB 008° and the JLI 257° radials (lat. 33°01'21" N., long. 117°11'07" W.); thence east via the JLI 257° radial to intercept the OCN 135° radial (lat. 33°01'36" N., long. 117°09'51" W.); thence southeast via the OCN 135° radial to intercept the JLI 252° radial (lat. 32°59'32" N., long. 117°07'24" W.); thence southwest via the JLI 252° radial to intercept the MZB 008° radial (lat. 32°58'21" N., long. 117°11'37" W.); thence north via the MZB 008° radial to the point of beginning.

Issued in Washington, DC, on January 21, 1999.

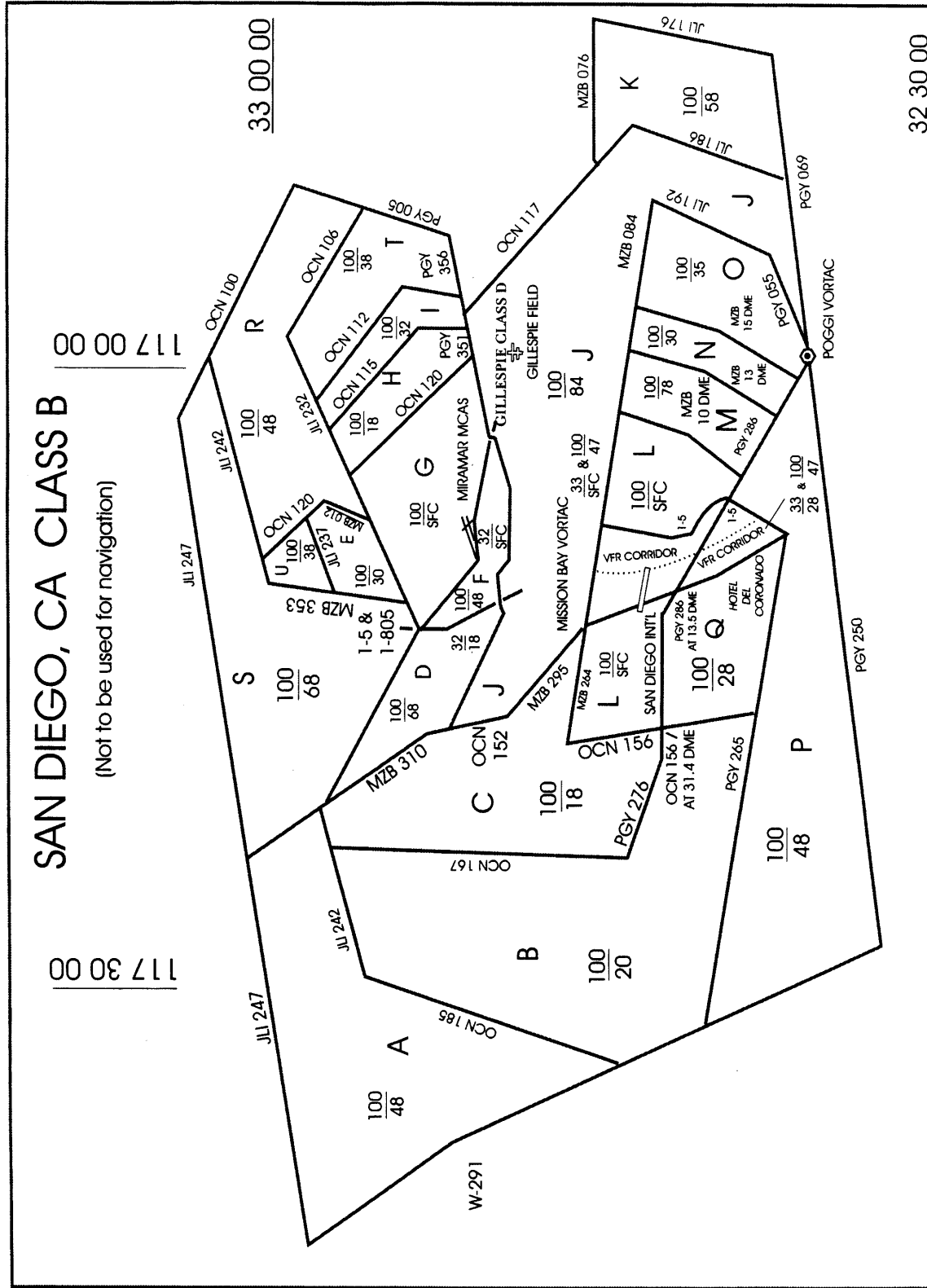
Reginald C. Matthews,

*Acting Program Director for Air Traffic
Airspace Management.*

Note: This Appendix will not appear in the Code of Federal Regulations.

BILLING CODE 4910-13-P

Appendix—San Diego, CA, Class B Airspace Area



SAN DIEGO, CA CLASS B

(Not to be used for navigation)

117 30 00

117 00 00

32 30 00

33 00 00

10/21/98

Prepared by the
FEDERAL AVIATION ADMINISTRATION
Air Traffic Publications
AIA-10