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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AWA-6]

RIN 2120 AA66

#### Proposed Modification of the San Diego Class B Airspace Area; CA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This notice proposes to modify the San Diego, CA, Class B airspace area. Specifically, this action proposes to lower the upper limit of the San Diego Class B airspace area from 12,500 feet mean sea level (MSL) to 10,000 feet MSL; expand the western and eastern boundaries of the airspace area; and move the southern boundary north to align with the POGGI Very High Frequency Omnidirectional Range Tactical Air Navigation (VORTAC). The FAA is proposing this action to improve the flow of air traffic, enhance safety, and reduce the potential for midair collision in the San Diego Class B airspace area while accommodating the concerns of airspace users.

**DATES:** Comments must be received on or before July 20, 1998.

**ADDRESSES:** Send comments on the proposal in triplicate to the Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket, AGC-200, Airspace Docket No. 97-AWA-6, 800 Independence Avenue, SW., Washington DC 20591. Comments may also be sent electronically to the following Internet address: [nprmcmts@mail.hq.faa.gov](mailto:nprmcmts@mail.hq.faa.gov). The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m. An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

**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:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and should be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made:

"Comments to Airspace Docket No. 97-AWA-6." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will also be filed in the docket.

##### Availability of NPRM's

An electronic copy of this document may be downloaded from the FAA regulations section of the Fedworld electronic bulletin board service (telephone: 703-321-3339) or the Federal Register's electronic bulletin board service (telephone: 202-512-1661), using a modem and suitable communications software.

Internet users may reach the FAA's web page at <http://www.faa.gov> or the Federal Register's web page at [http://www.access.gpo.gov/su\\_docs](http://www.access.gpo.gov/su_docs) for access to recently published rulemaking documents.

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, 800 Independence Avenue, SW.,

Washington, DC 20591, or by calling (202) 267-8783. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should call the FAA's Office of Rulemaking, (202) 267-9677 for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, that describes the application procedure.

##### Background

On December 17, 1991, the FAA published the Airspace Reclassification Final Rule (56 FR 65655). 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 NPRM.

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 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 Class B airspace areas afford the greatest protection for the greatest number of people by giving air traffic control increased capability to provide aircraft separation service, thereby minimizing the mix of controlled and uncontrolled aircraft.

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 Class B airspace areas. To date, the FAA has established a total of 29 Class B airspace areas. The FAA is proposing to take action to modify or implement the application of these proven control areas to provide greater protection for air traffic in the airspace areas most commonly used by passenger-carrying aircraft.

The standard configuration of a Class B airspace area contains three

concentric circles centered on the primary airport extending to 10, 20, and 30 nautical miles (NM), respectively. The standard vertical limit of a Class B airspace area 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.

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 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR section 71.1. The Class B airspace area listed in this document would be published subsequently in the Order.

#### **Related Rulemaking Actions**

On June 21, 1988, the FAA published the Transponder With Automatic Altitude Reporting Capability Requirement Final Rule (53 FR 23356). This rule requires all aircraft to have an altitude encoding transponder when operating within 30 NM of any designated 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.

#### **Pre-NPRM Public Input**

In early 1996 the San Diego Airspace Users Group (SDAUG), an ad hoc committee which represents all major users and the United States Marine Corps (USMC), proposed a review of the current San Diego Class B airspace area. The review was prompted as a result of the addition of diversified Marine helicopter and fixed-wing assets at Naval Air Station Miramar, CA, which was renamed Marine Corps Air Station (MCAS) Miramar on October 1, 1997. The committee recognized a need to provide greater protection for arriving and departing turbojet aircraft at MCAS Miramar, and facilitate a method for

easier circumnavigation of the Class B airspace area by nonparticipating aircraft.

The SDAUG analyzed the San Diego Class B airspace area and developed recommendations for modifying the existing airspace design. The group met regularly at various locations throughout the San Diego area for approximately one year, and submitted written comments concerning a modification of the San Diego Class B airspace area.

As announced in the **Federal Register** on August 12, 1996, (61 FR 41818), two pre-NPRM airspace meetings were held on October 2, 1996, in San Diego, CA, and October 16, 1996, in San Marcos, CA. The purpose of these meetings was to provide local airspace users an opportunity to present input on the design of the planned modifications of the San Diego Class B airspace area. All comments received in response to the informal airspace meetings and the subsequent comment periods were considered and/or incorporated into this notice of proposed modification. Verbal and written comments received by the FAA and the Agency's responses are summarized below.

#### **Analysis of Comments**

Some commenters expressed concern that lower performance aircraft departing Montgomery Field could not remain clear of the ceiling of the proposed San Diego Class B airspace area without circling over a congested area.

The FAA agreed with this concern and, as a result, removed a portion of airspace from the proposed design southwest of MCAS Miramar. The design as proposed would shift the boundary slightly north in this area and would allow those aircraft operating VFR and departing Runway 28R at Montgomery Field the opportunity to climb straight ahead until past the shoreline, thus providing additional climb mileage.

A comment was received regarding the addition to Area I northeast of MCAS Miramar. The concern was that by adding to Area I as described in the planned modification, aircraft departing Gillespie Field could experience problems remaining clear of the Class B airspace area.

The FAA agrees in part with this comment. The addition of this area to Area I was necessary to contain high performance aircraft within Class B airspace while executing the Tactical Air Navigation System (TACAN) Runway 24R approach at Miramar. However, to mitigate this concern, a portion of the depiction of the VFR

flyway in this area was moved one mile, placing it east of a prominent geographical landmark (the island in the middle of the San Vicente Reservoir), which would establish an easily recognizable visual boundary and allow for VFR navigation clear of terrain. The proposed VFR flyway depiction has been modified to pass east of the island in San Vicente Reservoir, providing a clearer visual depiction of the Class B airspace area.

#### **The Proposed Amendment**

The FAA proposes to amend 14 CFR part 71 by modifying the San Diego Class B airspace area. Specifically, this proposal (depicted in the attached chart) would lower the upper limit of the San Diego Class B airspace area from 12,500 feet MSL to 10,000 feet MSL, expand the western and eastern boundaries, and move the southern boundary northward to align with the POGGI VORTAC. This change would improve the boundary definition and decrease the overall size of the Class B airspace. The amended design includes a redundant system of boundary depiction to the maximum extent. 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 navigational aids and prominent geographical landmarks. The proposed modification of the San Diego Class B airspace area results in net reduction in the size of Class B airspace, while improving the containment of turbo-jet aircraft within the Class B airspace area. This would constitute improved efficiency of the airspace and a clearer definition of Class B airspace area boundaries to aid VFR GA aircraft.

#### **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 proposed rule: (1) would 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) would not have a significant impact on a substantial number of small entities; (4) would not constitute a barrier to international trade; and (5) would 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 Federal Aviation Administration (FAA) proposes to modify the San Diego International Lindbergh Airport Class B airspace area by lowering the ceiling from 12,500 feet MSL to 10,000 feet MSL, expanding and moving lateral boundaries, and modifying base altitudes. As a result of relocation of turbojet aircraft and helicopters to Marine Corps Air Station (MCAS) Miramar, the FAA has determined that modification of the San Diego Class B airspace area would improve the efficiency of aircraft movement in the airspace and enhance safety for VFR and IFR airspace users.

The proposed modifications would generate several benefits for system users. These benefits include clearer boundaries defining the Class B airspace sub-areas, greater flexibility in navigating the airspace for VFR operators, increased airspace for aircraft transitioning to and from satellite airports, improved containment for turbojet aircraft arriving and departing MCAS Miramar (containment refers to aircraft operating in controlled airspace and receiving ATC separation from other aircraft), and reduced potential for midair collisions in the San Diego terminal area.

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

The San Diego Class B airspace would be designated by a triple redundant boundary depiction system which uses longitude and latitude (GPS waypoints), existing nav aids, 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. In view of the minimal cost of compliance, enhanced safety,

and operational efficiency, the FAA has determined that the proposed rule would be cost-beneficial.

#### **Initial Regulatory Flexibility Determination**

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small businesses and other small entities are not unnecessarily or disproportionately burdened by Federal regulations. The RFA requires a Regulatory Flexibility analysis if a rule will have a significant economic impact on a substantial number of small entities.

The FAA certifies that this proposed rule would impose only minimal additional costs (for notices sent to pilots informing them of the proposed airspace modification) upon potential operators in the San Diego Class B airspace. Therefore, the proposed rule would not have a significant economic impact on a substantial number of small entities.

#### **International Trade Impact Assessment**

The proposed rule would 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.

#### **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. That plan, 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 proposed 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.

#### **List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by Reference, Navigation (Air).

#### **The Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, 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 Genessee 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 the southern boundary line and the Gillespie 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 006° radial (lat. 32°54'12"N., long. 116°56'33"W.); thence south via the PGY 006° radial to the southern boundary line of the MCAS Miramar Class E airspace area (lat. 32°52'22"N., long. 116°56'47"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 006° radial (lat. 32°52'22"N., long. 116°56'47"W.); thence north via the PGY 006° radial to intercept the OCN 130° radial (lat. 32°54'12"N., long. 116°56'33"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 Montgomery Field Runway 10L/28R 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 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 MZB 10-mile arc (lat. 32°39'00" N., long. 117°06'17" W.); thence clockwise via the MZB 10-mile arc to intersect the 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 the MZB 10-mile arc and I-5 (lat. 32°39'00" N., long. 117°06'17" W.); thence northeast direct to the intersection of MZB 10-mile arc and the PGY 300° radial (lat. 32°39'47" N., long. 117°05'13" 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 the PGY 300° radial and the MZB 10-mile arc (lat. 32°39'47" N., long. 117°05'13" W.); thence southwest direct to the intersection of the MZB 10-mile arc and I-5 (lat. 32°39'00" N., long. 117°06'17" 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.

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**John S. Walker,**

*Program Director for Air Traffic Airspace Management.*

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

**Appendix—San Diego, CA, Class B Airspace Area.**

**BILLING CODE 4910-13-P**

