VFR TERMINAL AREA CHART
SAN DIEGO

VFR FLYWAY — SAN DIEGO

Airports having Control Towers (Airport Traffic Areas) are shown in blue, all others in magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. or greater
- Seaplane Base (SPB)

All recognizable hard-surfaced runways, including those closed, are shown for visual identification.

ADDITIONAL AIRPORT INFORMATION

- Private (Pvt) – Non-public use (using emergency or permission)
- Military – Other than hard-surfaced. All military airports are identified by abbreviations ARB, NAS, AAF, etc. For complete airport information consult FLIP.
- Heliport – Selected; abandoned – paved; abandoned – turf; Unverified
- Services – Fuel available and field patrolled during normal working hours depicted by use of blue around basic airport symbol. Consult A/FD for service availability at airports with hard-surfaced runways 1500 ft. or greater.
- Rotating light at operation (sunset to sunrise)

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF Omni Range (VOR)
- VORTAC
- VOR-DME
- Non-Directional Radiobeacon (NDB)
- Marine Radiobeacon
- Other facilities, i.e., Commercial Broadcast (AM), (FM), (TV), RCO, LRCO, SFO, LMTS, etc.

Examples in corners of box indicate: Enroute Flight Advisory Service (EFAS) "Flight Watch" call "Outside Flight Watch" — 122.0 R, 123.6, 123.8

Name of facility — OAKDALE VOR — 265.2 OAK 360°

Underline indicates no voice on frequency — 269.4 SFO

Name of facility — SAN DIEGO VOR — 112.9 SAN 360°

Name of facility — LOS ANGELES FLIGHT WATCH — Remoted EFAS call — frequency 122.0

Hours the box indicates Flight Service Station (FSS) is open. Hours for 269.4 and 255.4 are normally available at all FSS's and are not shown above Boxes. At other times see above.

Name of facility — SPARKS — Controlling FSS

Frequencies above this line are remoted to HAYMEN site. Other lines at controlling FSS. Consult Airport/Facility Directory for complete information.

Transcribed Weather Broadcast (TWEB) available at this NDB/ADI.

Frequencies above this line are remoted to MAYMEN site. Other lines at controlling FSS. Consult Airport/Facility Directory for complete information.

Hours the box indicates TWEB is available. See A/FD.

R – receive only T – transmit only

TA – Airport Advisory Service see FSS frea 123.6

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION

Only the controlled and rewarded airspace normally needed for VFR flight is shown on this chart. All tops are given in hundreds of feet MSL.

Floor 700 feet above surface

Floor 1200 feet above surface

2000 / 2000 MSL — Floors other than 700 and 1200 feet above surface

1a – Transition Area; CZ – Control Zone

Prohibited, Restricted, Warning, and Alert Areas

MOA – Military Operations Area

Obtain clearances from the controlling agency. See Airport/Facility Directory.

Caution – Intensive military VFR flight is published

Positive (C) Control.

Parachute Jumping Area. See Airport/Facility Directory.

Intersections. Arrows are directed toward facilities which establish intersection.

NAME (Red, Blue, or Black)

Visual Check Point

TCA – Terminal Control Area

TRSA – Terminal Radar Service Area. See Airport/Facility Boxes

AIRPORT TRAFFIC AREA

Tower Controlled Airport — DAYTON CT 118.9 FDOR 1.5D

Special Airport Traffic Areas

Special Air Traffic Rules (see F.A.R. Part 93 for details)

NON-TOWER AIRPORTS

MARTIN 3098 1.70

OBSTRUCTIONS

- 1,000' and higher AGL
- below 1000 ft AGL
- Group Obstruction
- Obstruction with horizontally lights
- 1820 — Elevation of the top of the obstacle or highest object above ground
- Under Construction or reported (not lighted) as to elevation unverified

CAUTION: Day while many unlighted cranes may be erected.

MISCELLANEOUS

- 2W — Magnetic Low (1975 VALUE)
- Flashing Light
- Marine Light
- Light Ship
- Glider Operations

TOPOGRAPHICAL INFORMATION

- Roads
- Road Markers
- Railroad
- Bridge And Viaducts
- Power Transmission Lines
- Aerial Cable
- Mines And Quarries
- Indicator Tower (Other than Rotating) AIR (Beacon Base Of Tower)
- Code Guard Station
- Race Track
- Tank – water, oil or gas
- Oil Well
- Water Well
- Mountain Pass 11822 (Elevation of Pass)
- Outdoor Theater
- Boats
- Shipwreck
- Pier
- Perennial Lake
- Non-Perennial Lake
- Dams

MILITARY TRAINING ROUTES (MTR)

All IR and VR MTR's are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown. Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

Entire area of this chart is within the Pacific Standard Time Zone +8 (-7 DST) hours.

Features normally used as check points for connecting VFR traffic are emphasized on this series of charts as they may be readily identified.

Example ▪ POWER PLANT

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

CONVERSION OF ELEVATIONS

FEET (Thousands): 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

METERS (Thousands): 0 1 2 3 4 5 6

CAUTION: This chart is primarily designed for VFR navigational purposes and does not indicate all obstructions. Pilots should maintain enough vertical clearance between and terrain, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CONTROL TOWER FREQUENCIES ON SAN DIEGO TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Natural transmitting frequencies for each control tower are tabulated in the adjoining spaces. The first or only transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies. Frequencies above this line are remoted to MAYMEN site. Other lines at controlling FSS. Consult Airport/Facility Directory for use as Airport Advisory Service (AAS) during hours tower is closed. Hours above are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal working frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
BROWN		0800-2000	132.35	126.7 128.65 289.1	
MCAF CAMP PENDLETON	CAMP PENDLETON	0800-1700 MON-S FRI 1000-1700 SAT-SUN & HOL		124.2 382.2	
MCAS MIRAMAR	TOWER	0700-2200		118.1	
GILLESPIE FIELD	GILLESPIE	0700-2100	135.45	120.7 122.8 257.8	
OLF IMPERIAL BEACH	NAVY IMPERIAL BEACH	0700-2000 MON-FRI 0800-1600 SAT-SUN & HOL	270.2	120.65 277.4	ASR/PAR
MISCELLANEOUS		0700-2000	120.15	118.6 395.0	
NAS NORTH ISLAND		0800-2400	280.4	126.2 313.6	ASR/PAR
MONTGOMERY		0800-2400	380.2	118.3 269.0	
NAS NORTH ISLAND		CONTINUOUS	353.1	127.1 226.4	ASR/PAR
SAN DIEGO INTL-LINDBERGH	LINDBERGH	CONTINUOUS	134.8	118.7 270.9	

TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

SAN DIEGO TRSA	125.2 291.8	
MCAF CAMP PENDLETON RADAR	297.8 396.4	
OLF IMPERIAL BEACH RADAR	124.1 284.6	

SPECIAL USE AIRSPACE ON SAN DIEGO TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in hundreds of feet. Contact nearest FSS for more information. Times are local.

The word "TO" on altitude means "To and Including."

The word "Flight Level" means MSL altitudes in hundreds of feet.

H-24 = Continuously; SR-SS = Sunrise to Sunset; HOL = Holidays; NOTAM = Notice to Airmen; MON-FRI = Monday through Friday; SAT-SUN = Saturday and Sunday; PPR = Prior Permission Required; ATC = Air Traffic Control; CFR = Code of Federal Regulations; MSL = Mean Sea Level; AGL = Above Ground Level; ft = feet; nm = nautical miles; NOTAM = Notice to Airmen; FSS = Flight Service Station; ARTCC = Air Route Traffic Control Center; CTA = Control Area; MOA = Military Operations Area; ATCAA = Air Traffic Control Assigned Airspace; TRSA = Terminal Radar Service Area; VFR = Visual Flight Rules; IFR = Instrument Flight Rules; SVFR = Special Visual Flight Rules; ADIZ = Air Defense Identification Zone; DVFR = Special Visual Flight Rules for Defense Area

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

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
R-2503	CAMP PENDLETON, CA	TO 11,000	CONTINUOUS	ELA CNTR
R-2533	OCEANSIDE, CA	TO 2000	CONTINUOUS	EL TORO BATEP
W-291	SAN DIEGO, CA	TO FL 800	INTERMITTENT	ELA CNTR

4-16-83

VFR CORRIDOR

When transiting the VFR Corridor overlying San Diego International-Lindbergh Field above 3300 feet and below 4700 feet, pilots are encouraged to remain right of a Northwest/Southeast line (—) extending across the San Diego International Field runway 27 approach end. No communications or clearances with ATC are required while transiting the VFR Corridor. However, whenever possible, the requested entry is from the north at 110 kts, entering from the north at 135 kts. Heavy traffic south of 3000 feet and below inbound to NAS North Island, pilots transiting the VFR Corridor are cautioned against excessive descent.

CONTACT SAN DIEGO APPROACH CONTROL

AREA	FREQUENCY
A	124.3/284.2
B	124.35/381.5
C	125.15/283.2
D	128.0/363.1
E	127.3/323.0
F	125.3/290.4
G	122.2/281.8
H	122.2/269.1

VFR CORRIDOR FROM NORTH 119.6 FROM SOUTH 125.15

WARNING W-291

ATTENTION — THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by tinted lines (latitude and longitude are represented in THOUSANDS and TENTHS of minutes) are based on the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.) information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.)

Warning: National Defense Operating Area: Operations hazardous to the support of aircraft conducted within this area.

CAUTION: NAS North Island (NZY) arrivals Rwy 29 from east southwest. Prevailing descent will infringe on NZY and OLF Imperial Beach (NRB) Rwy 29R areas. CSC

CAUTION: Intensive military VFR flight is published in Area Planning AP/1B. Military Training Routes North and South America. Pilots are cautioned to contact the nearest FSS for current information.

CAUTION: Extensive air traffic vicinity of SANTA ANA, CA, POINT MUGU and 4000 feet MSL vicinity of SAN CLEMENTE ISLAND. Pilots are cautioned to contact the nearest FSS for current information.

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USAF RECORD SET

7 — 95

VFR TERMINAL AREA CHART
SAN DIEGO

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Topographic data corrected to May 1983

6TH EDITION August 4, 1983

Includes airspace amendments effective August 4, 1983 and all other aeronautical data received by June 16, 1983

Consult applicable NOTAMs and Flight Information Publications for supplemental data and current information.

This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for JANUARY 19, 1984

SAN DIEGO TERMINAL CONTROL AREA GROUP 2

A ——— Indicates Approach Control frequency (See tabulation)

80 ——— Ceiling of TCA in hundreds of feet MSL

40 ——— Floor of TCA in hundreds of feet MSL

SAN DIEGO TERMINAL CONTROL AREA (TCA) GROUP 2

IMPLEMENTATION: At 0901 GMT, May 15, 1980, portions of the airspace surrounding the San Diego International-Lindbergh Field and NAS Miramar (the primary airports) were designated as the San Diego TCA in consonance with recent amendments to the Federal Aviation Regulations (FARs).

OPERATING RULES AND EQUIPMENT REQUIREMENTS. Regardless of weather conditions, ATC authorization is required prior to operating within the San Diego TCA. Pilots should not request such authorization unless the requirements of FAR 91.24 and 91.90 are met. Included among these requirements are:

1. A two-way radio capable of communicating with ATC on appropriate frequencies.
2. A VOR or TACAN receiver, except for helicopters.
3. A 4096 code transponder, except for helicopters operating at or below 1,000 feet under a letter of agreement, or for IFR flights operating to or from an airport outside of but in close proximity to the TCA when the commonly used transition, approach, or departure procedures to such airport require flight within the TCA (ATC may authorize deviations from the transponder requirements. Requests for deviation should be submitted to the controlling ATC facility at least one hour before the proposed operation).
4. Unless otherwise authorized by ATC, each person operating a large turbine engine powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA (A clearance for a visual or contact approach is not authorization to deviate from this requirement).
5. No person may operate an aircraft in the airspace underlying a terminal control area, or an indicated airspace of more than 200 knots (230 m.p.h.) (FAR 91.70).

FLIGHT PROCEDURES

IFR Flights – Aircraft operating within the SAN DIEGO TCA must be operated in accordance with ATC clearances and instructions.

VFR Flights.

1. Arriving aircraft, or aircraft desiring to transit the TCA should contact San Diego Approach Control on the frequency depicted for the sector of flight with reference to the geographical center of airport. Pilots should state their position, altitude, destination, and request traffic advisories. Aircraft will be vectored as necessary to the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radial/dme.
2. Aircraft departing the primary airports are requested to advise the San Diego clearance delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airports should give this information on appropriate ATC frequencies or as directed by ATIS information if route penetrates the TCA.
3. Aircraft desiring to transit the TCA will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

ATC PROCEDURES

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

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

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction Cards are provided for your convenience. Address them to: Chief, Flight Service Division, Where delineation of data is questionable, the chart should be indicated clearly and accurately as a correct chart to replacement copy will be received. Mail to: DIRECTOR, CHARTING AND GEODETIC SERVICES, ATTN: N/CG31, NATIONAL OCEAN SERVICE, NOAA,

U.S. Department of Commerce
National Oceanic and Atmospheric Administration