

1/26/01

PROPOSED CLASS C CHARTING DESCRIPTION**PROPOSED CLASS C CHARTING DESCRIPTION****EFFECTIVE HOURS** No change from existing hours or frequencies in use.**VORTAC AND AIRPORT LOCATIONS FOR SANTA ANA CLASS C**

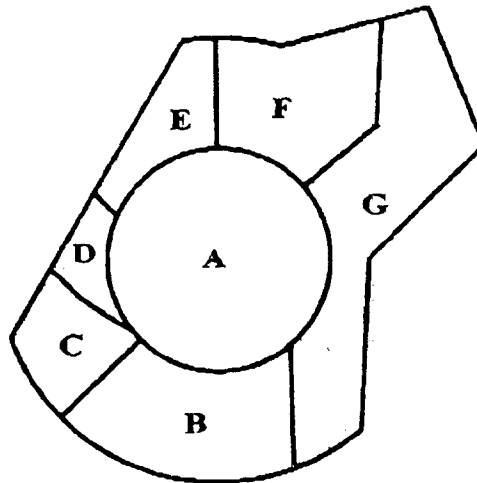
John Wayne Airport/Orange County, CA (Primary Airport)
 lat. 33°40'32"N, long. 117°52'06"W

Pomona VORTAC lat. 34°04'70"N, long. 117°47'23"W

Paradise VORTAC lat. 33°55'10"N, long. 117°31'80"W

El Toro VOR (T) lat. 33°40'56"N, long. 117°43'87"W

Seal Beach VORTAC lat. 33°47'00"N, long. 118°03'29"W

OVERALL SANTA ANA CLASS C BOUNDARY EXTENT

NOTE: All radials described below are magnetic, and all bearing described below are true.

AREA A: That airspace extending upward from the surface to and including 4,400 feet MSL within a 5-mile radius of the John Wayne Airport/ Orange County (SNA);

AREA B: That airspace extending upward from 1,500 feet MSL to and including 5,400 feet MSL beginning at a point southeast of SNA where the SNA 5NM radius and the POM170R intersect, then southbound via the POM170R to the SNA 10NM radius, then clockwise via the SNA 10NM radius to the PDZ215R, then northbound via the PDZ215R to the SNA 5NM radius, then counterclockwise via the SNA 5NM radius to the point of beginning;

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AREA C: That airspace extending upward from 3,500 feet MSL to and including 5,400 feet MSL beginning at a point south of SNA where the SNA 5NM radius and the PDZ215R intersect, then southwestbound via the PDZ215R to the SNA 10NM radius, then clockwise via the SNA 10NM radius to the 251 deg. bearing from SNA at 10NM, then northbound via a line extending between the SNA 251 deg. bearing at 10NM and the SNA 351 deg. bearing at 10NM to the shoreline, then via the shoreline southeastbound to the SNA 5NM radius, then counterclockwise via the SNA 5NM radius to the point of beginning;

AREA D: That airspace extending upward from 2,500 feet MSL to and including 5,400 feet MSL beginning at the point southwest of SNA where the shoreline and the SNA 5NM radius intersect, then westbound via the shoreline to a line extending between the SNA 251 deg. bearing at 10NM and the SNA 351 deg. bearing at 10NM, then northbound via the line extending between the SNA 251 deg. bearing at 10NM and the SNA 351 deg. bearing at 10NM to the San Diego Freeway (I-405), then eastbound via the San Diego Freeway (I-405) to the SNA 5 NM radius, then counterclockwise via the SNA 5NM radius to the point of beginning;

AREA E: That airspace extending upward from 2,500 feet MSL to and including 4,400 feet MSL beginning west of SNA at a point where the SNA 5NM radius and the San Diego Freeway (I-405) intersect, then westbound via San Diego Freeway (I-405) to a line extending between the SNA 251 deg. bearing at 10NM and the SNA 351 deg. bearing at 10NM, then northbound via the line extending between the SNA 251 deg. bearing at 10NM and the SNA 351 deg. bearing at 10NM to the SNA 351 deg. bearing at 10NM, then clockwise via the SNA 10NM radius to the SNA 360 deg. bearing, then southbound via the SNA 360 deg. bearing to the SNA 5NM radius, then counterclockwise via the SNA 5NM radius to the point of beginning;

AREA F: That airspace extending upward from 2,000 feet MSL to and including 4,400 feet MSL beginning at a point where the SNA 5NM and the SNA 360 deg. bearing intersect, then via the SNA 360 deg. bearing to the SNA 10 NM radius, then via the SNA 10NM radius clockwise to the SLI060R, then eastbound via the SLI060R to the ELB350R, then southbound via the ELB350R to the PDZ215R, then southwestbound via the PDZ215R to the SNA 5NM radius, then counterclockwise via the SNA 5NM radius to the point of beginning;

AREA G: That airspace extending upward from 3,500 feet MSL to and including 4,400 feet MSL beginning northeast of SNA at a point where the SNA 5NM and the PDZ215R intersect, then northeastbound via the PDZ215R to the ELB350R, then northbound via the ELB350R to the SLI060R, then eastbound via the SLI060R to the POM142R, then southbound via the POM142R to the ELB040R, then southwestbound via the ELB040R to ELB, then southbound via the ELB170R to the SNA 10NM radius, then clockwise via the SNA 10NM radius to the POM170R, then northbound via the POM170R to the SNA 5NM radius, then counterclockwise via the SNA 5NM radius to the point of beginning.

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