VFR TERMINAL AREA CHART
LOS ANGELES

VFR FLYWAY — LOS ANGELES

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use) — FSS — NO SVFR — FAR 91 — NAME (NAM) (PNAM) — Location identifier — ICAO Location Indicator shown outside contiguous U.S. — CT - 118.3 ★ C ATIS 123.8 — 285 L 72 122.95 — RP 23, 34 — *RP Special conditions exist - see Supplement. — VFR Advsy 125.0 — UNICOM — WX CAM — Weather Camera (AK) — AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

C - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

AFIS 135.2 - Automatic Flight Information Service (AK)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace. (CLASS G)

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° — V 69 — Total mileage between NAVAIDs on direct Airways — 169

T 319 — TK 313 (Helicopter Only) — RNAV Waypoint

Prohibited, Restricted, and Warning Areas

*Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Special Airport Traffic Area (See FAR 93 for details.)

National Defense Airspace

Temporary Flight Restriction Area

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 — MTR - Military Training Route

IFR Departure Route

IFR Arrival Route

IFR Arrival/Departure Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362 ★ 116.4 OAK — 122.6 — CHICAGO CHI

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

A - ASOS/AWOS

Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.) and 121.5, 122.2, 243.0 and 255.4 (Alaska) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

FSS radio providing voice communication — 122.1R — MIAMI

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — VORTAC

VOR-DME — DME — Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see Supplement), etc.

Non-Directional Radio Beacon (NDB) — NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL — Wind Turbine — Wind Turbine Farm — 2894' UC

Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area) — Group Obstruction — Elevation of the top above mean sea level 2049 — Height above ground (1149) — Under construction or reported; position and elevation unverified UC

Obstruction with high-intensity lights; may operate part-time — NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Supplement.)

STADIUM Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)

Space Launch Activity Area

Marine Light

−1°E− Isogonic Line (2020 VALUE)

VPXYZ VFR Waypoints

NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Lookout Tower 618 (Elevation Base of Tower)

Mountain Pass 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

LOS ANGELES TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

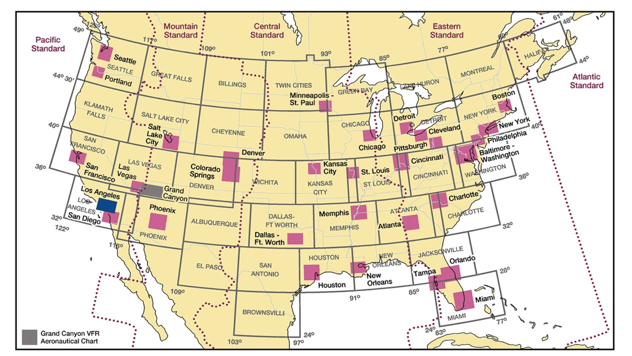
Federal Aviation Administration

EFFECTIVE 0901Z **29 DEC 2022**

TO 0901Z **23 FEB 2023**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TLA

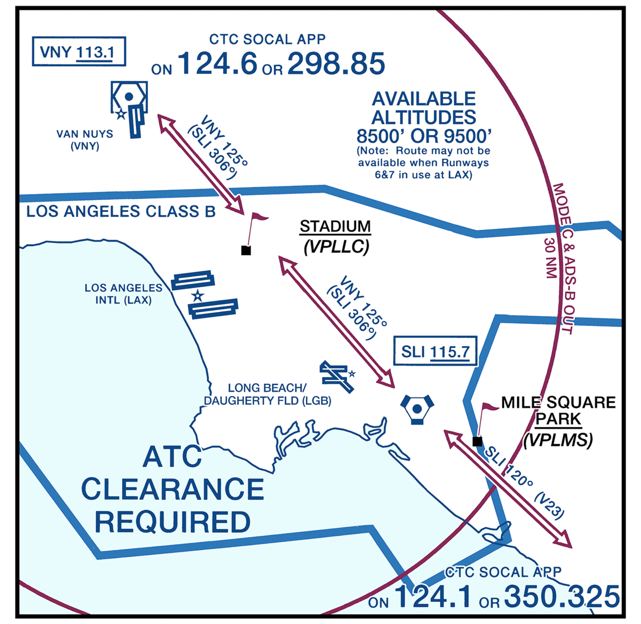
NSN 7641014099803

NGA REF. NO. VFRTALOSANGELES

EFF. DATE 22363

COLISEUM ROUTE

VFR ONLY



REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

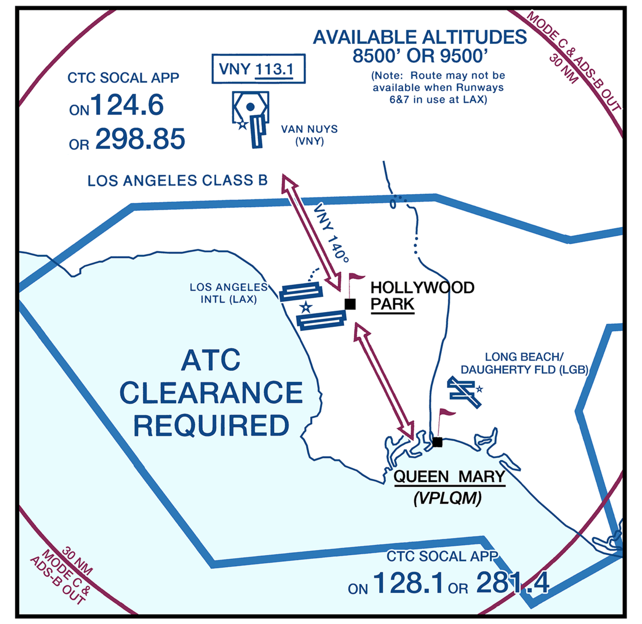
REMAIN OUTSIDE BRAVO AIRSPACE UNTIL RECEIVING BRAVO CLEARANCE

COLISEUM ROUTE NORTHBOUND: Enter the Los Angeles Class B established on V23 (Seal Beach 120 radial) and proceed to Seal Beach VOR, then proceed on the Van Nuys 125 radial until exiting Class B. Maintain altitude as assigned by ATC.

COLISEUM ROUTE SOUTHBOUND: Enter the Los Angeles Class B established on the Van Nuys 125 radial and proceed to Seal Beach VOR, then proceed on V23 (Seal Beach 120 radial) until exiting Class B. Maintain altitude as assigned by ATC.

HOLLYWOOD PARK ROUTE

VFR ONLY



REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

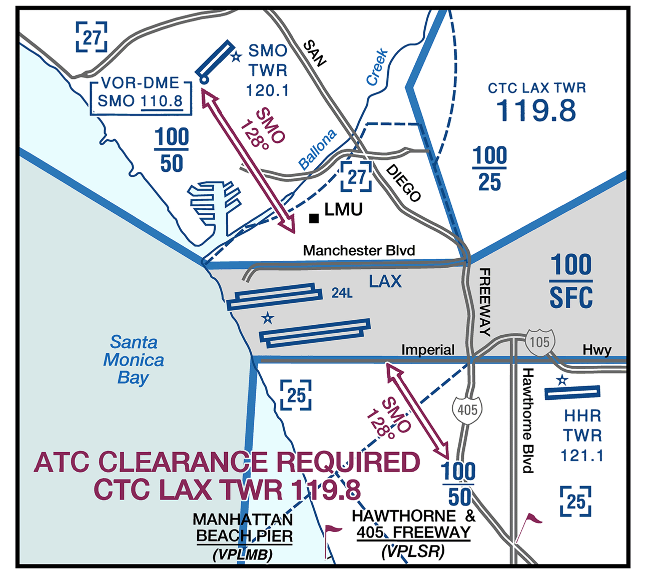
REMAIN OUTSIDE BRAVO AIRSPACE UNTIL RECEIVING BRAVO CLEARANCE

HOLLYWOOD PARK ROUTE NORTH/SOUTHBOUND: Enter the Los Angeles Class B north/southbound established on and follow the Van Nuys 140 radial until exiting the Class B. Maintain altitude as assigned by ATC.

Note: If VNY VOR is out of service navigate visually along a line between the Van Nuys airport, Hollywood Park and Queen Mary, or request radar vectors.

MINI ROUTE

VFR ONLY



REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

REMAIN OUTSIDE CLASS BRAVO AIRSPACE UNTIL RECEIVING CLEARANCE FROM LAX TOWER

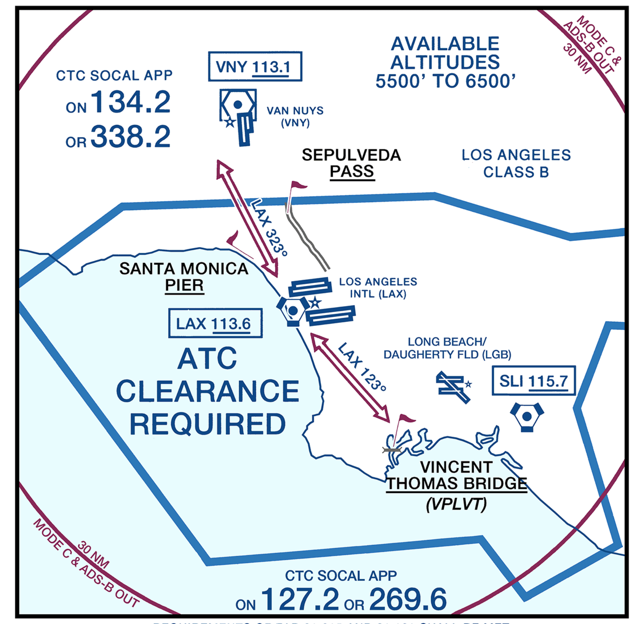
Restrictions: Fixed-wing, non-turbo jet aircraft only. LAX must be in a west traffic or over-ocean configuration (generally midnight to 0630 LCL) and reporting a ceiling of at least 3500' and visibility of at least three miles. Northrop/Hawthorne and Santa Monica airports must be VFR.

Mini Route Northbound: (GPS routing: VPLSR direct SMO) During normal tower operating hours, 0600-2000 LCL, Northrop/Hawthorne Tower 121.1 will coordinate transitions through the Mini Route. After normal tower operating hours, contact LAX Tower 119.8. Proceed to Hawthorne and 405 Freeway (VPLSR) at 2500'. When cleared by LAX Tower, enter the Los Angeles Class B, established on the SMO 128° radial level at 2500', cross over the LAX Runway 24L numbers or as directed by ATC.

Mini Route Southbound: (GPS routing: SMO direct VPLSR) During normal tower operating hours, 0700-2100 LCL, Santa Monica Tower 120.1 will coordinate transitions through the Mini Route. After normal tower operating hours, contact LAX Tower 119.8. Proceed to Loyola Marymount University (LMU) at 2500'. When cleared by LAX Tower, enter the Los Angeles Class B, established on the SMO 128° radial level at 2500', cross over the LAX Runway 24L numbers or as directed by ATC.

COASTAL ROUTE

VFR ONLY



REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

REMAIN OUTSIDE BRAVO AIRSPACE UNTIL RECEIVING BRAVO CLEARANCE

COASTAL ROUTE NORTHBOUND: Enter the Los Angeles Class B northbound abeam the Vincent Thomas Bridge established on the Los Angeles 123 radial. After crossing the Los Angeles VOR, proceed outbound on the Los Angeles 323 radial until exiting the Los Angeles Class B near the Sepulveda Pass. Maintain altitude as assigned by ATC.

COASTAL ROUTE SOUTHBOUND: Enter the Los Angeles Class B southbound abeam the Sepulveda Pass established on the Los Angeles 323 radial. After crossing the Los Angeles VOR, proceed outbound on the Los Angeles 123 radial until exiting the Los Angeles Class B near the Vincent Thomas Bridge. Maintain altitude as assigned by ATC.

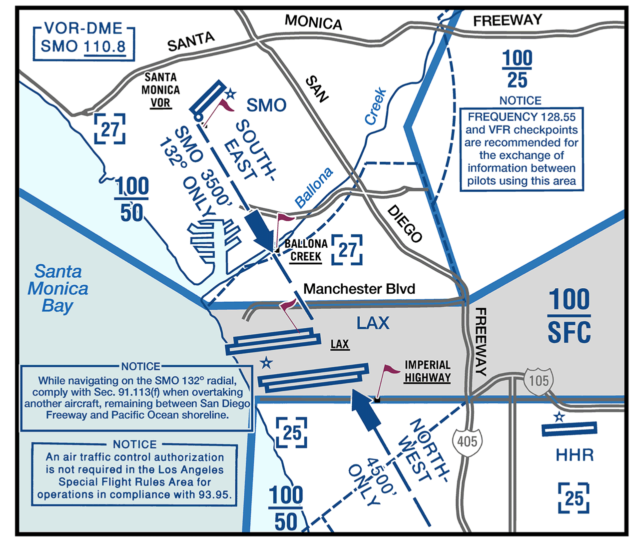
Note: Aircraft departing Long Beach, Torrance, Hawthorne, or Santa Monica airport, please contact So Cal Tracon 134.9 or 363.2 for clearance.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

VFR TRANSITION ROUTE
(ATC CLEARANCE REQUIRED)
ALTITUDE ASSIGNED BY ATC

LOS ANGELES SPECIAL FLIGHT RULES AREA

ALTITUDE	LATERAL LIMITS	
Southeasterly 3500 feet MSL	North - Manchester Boulevard	South - Imperial Highway
Northwesterly 4500 feet MSL	East - San Diego Freeway	West - Pacific Ocean Shoreline



The following rules shall be adhered to when utilizing the LOS ANGELES SPECIAL FLIGHT RULES AREA:

The flight must be conducted under VFR and only when operation may be conducted in compliance with Sec. 91.155.

The aircraft must be equipped as specified in Sec. 91.215 replying on code 1201 prior to entering and while operating in this area.

The pilot shall have a current Los Angeles Terminal Area Chart in the aircraft.

The pilot shall operate on the Santa Monica very high frequency omni-directional radio range (VOR) 132° radial.

Aircraft navigating in a southeasterly direction shall be in level flight at 3500 feet MSL.

Aircraft navigating in a northwesterly direction shall be in level flight at 4500 feet MSL.

Indicated airspeed shall not exceed 140 knots.

Anti-collision lights and aircraft position/navigation lights shall be on. Use of landing lights is recommended.

TURBOJET AIRCRAFT ARE PROHIBITED FROM VFR OPERATIONS IN THIS AREA.

INTENSIVE FLIGHT TRAINING AREAS

CAUTION
INTENSIVE FLIGHT TRAINING
122.775 BELOW 4500'
123.025 AT OR BELOW 2000'
SIMI VALLEY

	NAME	CEILING	FREQ
1	SANTA PAULA	5500	122.775
2	SIMI VALLEY	4500	122.775
		AT OR BELOW 2000	123.025
3	SANTA CLARITA	4500	122.775
		AT OR BELOW 2000	123.025
4	PALOS VERDES	4500	121.95
		AT OR BELOW 2000	122.85
5	LONG BEACH	4500	121.95
		AT OR BELOW 2000	122.85
6	SANTA FE	4500	123.3
		AT OR BELOW 2000	123.025
7	LA HABRA	4000	123.3
		AT OR BELOW 2000	123.025
8	REDLANDS	7500	123.3
9	CAJON PASS	4500	123.3
10	JOHN WAYNE	4500	123.5
		AT OR BELOW 2000	122.85
11	EL TORO	4500	123.5
		AT OR BELOW 2000	122.85
12	BLOCKHOUSE	6000	123.5
13	LAKE MATHEWS	4500	123.5

To enhance safety in the vicinity of intensive flight training, frequencies are listed for air-to-air communications with other pilots using or transitioning the area.

The following guidelines are encouraged when utilizing these areas:

The flight does not require communications with or a clearance from Air Traffic Control.

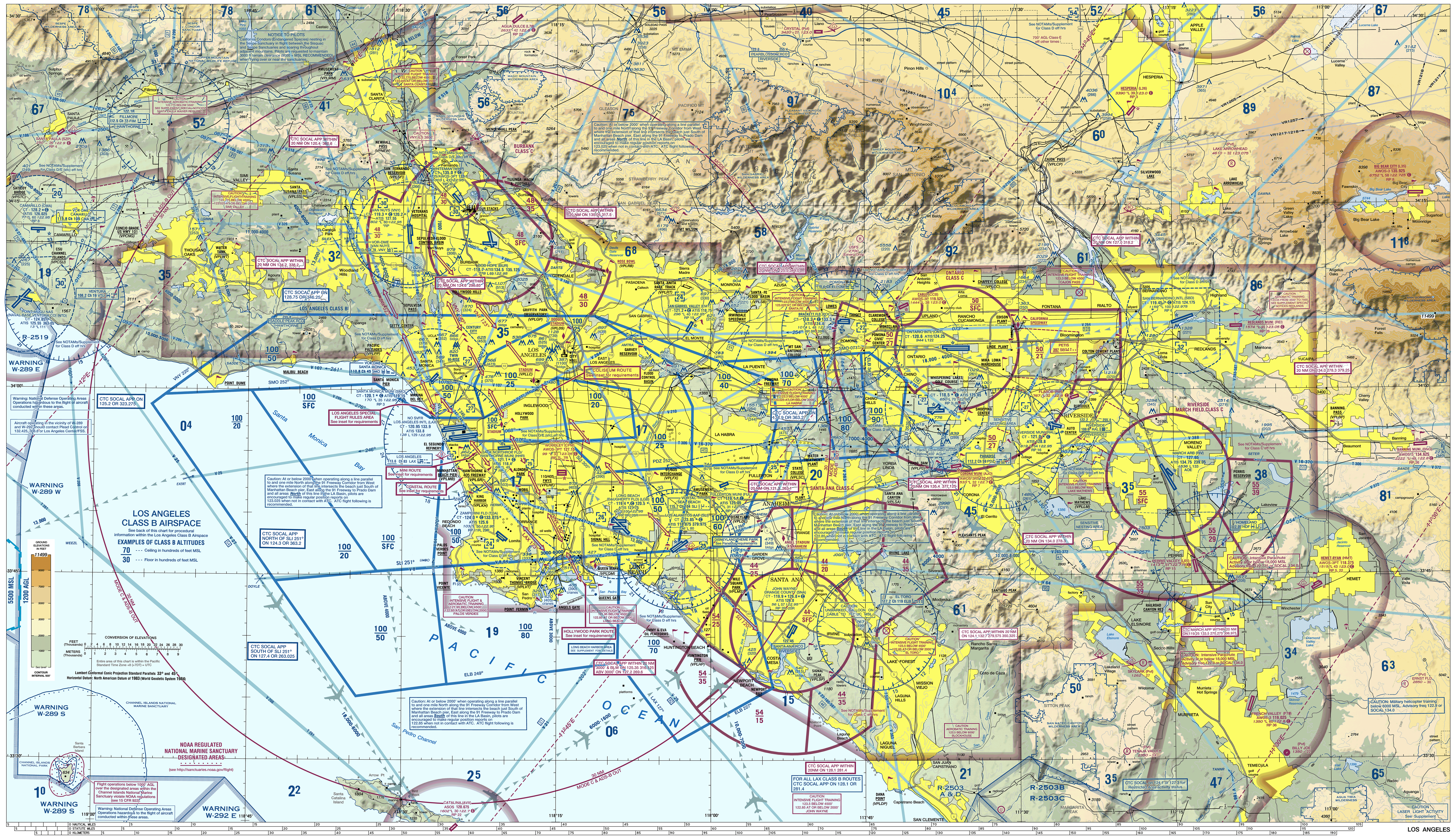
All flights are to be conducted under visual flight rules and in compliance with FAR 91.155.

Pilots are encouraged to have a current Los Angeles Terminal Area Chart in the aircraft.

Use of anticollision lights, aircraft position/navigation lights and landing lights is recommended.

Use of indicated VFR checkpoints is helpful to provide location information between pilots using these areas.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.



LOS ANGELES

CONTROL TOWER FREQUENCIES ON LOS ANGELES TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BOB HOPE	CONTINUOUS	118.7 254.3 132.325 (HELI)	123.9 348.6	134.5 135.125 (ARR VIA FIM/PMD VORTAC ONLY)	
BRACKETT FLD	0700-2100	118.2 (RWY 08R/26L) 133.3 (RWY 08L/26R)	125.0	124.4	
CAMARILLO	0700-2100	128.2 269.4	121.8	126.025	
CHINO	0700-2100	118.5	121.6	125.85	
FULLERTON MUNI	0700-2100	119.1	121.8	125.05	
JACK NORTHROP FLD/HAWTHORNE MUNI	0600-2200	121.1 257.8	125.1	118.4	
JOHN WAYNE/ORANGE COUNTY	0615-2300	119.9 (RWY 02R/20L) 126.8 (RWY 02L/20R) 343.625	120.8	126.0	
LONG BEACH (DAUGHERTY FLD)	0615-2345	119.4 (RWY 30 ARR RWY 12 DEP) 120.5 (RWY 12 ARR RWY 30 DEP) 257.6	133.0 257.6	127.75	
LOS ALAMITOS AAF	0700-1600 MON & FRI 0700-2200 TUE-THU 0700-1600 SAT-SUN CLSD FED HOL O/T BY NOTAM	123.85 251.15	126.95 257.95	118.875 379.975	ASR/PAR
LOS ANGELES INTL	CONTINUOUS	133.9 239.3 (N COMPLEX) 120.95 379.1 (S COMPLEX) 119.8 239.9 (HELI)	121.4 (W) 121.65 (N COMPLEX) 121.75 (S COMPLEX) 327.0	133.8 (ARR) 135.65 (DEP)	
MARCH ARB	CONTINUOUS	127.65 253.5	121.75 335.8	134.75 239.05	
ONTARIO INTL	CONTINUOUS	120.6 360.775	121.9 257.8	124.25	
POINT MUGU NAS (NAVAL BASE VENTURA CO)	0700-2300 CLSD HOL	124.85 290.375 340.2	121.6 360.2	125.55 363.05	ASR/PAR
RIVERSIDE MUNI	0700-2000	121.0 257.8	124.12	128.8	
SAN BERNARDINO INTL	0700-2100	119.45	121.8	124.175	
SAN GABRIEL VALLEY	0800-2000	121.2	125.9	118.75	
SANTA MONICA MUNI	0700-2100	120.1 257.8	121.9	119.15	
VAN NUYS	0600-2245	119.3 (162°-345° & RWY 16R/34L DEP) 120.2 (346°-161° & RWY 16L/34R DEP) 239.0	121.7	127.55	
WHITEMAN	0800-2000	135.0	125.0	132.1	
ZAMPERINI FLD	0700-2000	124.0 (S) 133.075 (N) 257.8	120.9	125.6	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
LOS ANGELES CLASS B	124.3 124.5 124.9 125.2 127.4 128.75 134.9 235.975 263.025 269.0 323.275 346.25 363.2	CONTINUOUS
BURBANK CLASS C	120.4 360.6 (VNY 280°-BUR 050°) 134.2 338.2 (VNY 160°-280°) 135.05 317.5 (BUR 050°-150°) 124.6 298.85 (BUR 150°-VNY 160°)	CONTINUOUS
ONTARIO CLASS C	127.0 318.2 (N-NE) 379.25 (NE-E) 134.0 278.3 (NE-S) 278.3 (E-S) 135.4 377.125 (S-SW) 125.5 349.0 (SW-N)	CONTINUOUS
RIVERSIDE MARCH FIELD CLASS C	119.25 133.5 270.275 306.975 O/T SOCAL APP 134.0 278.3	0700-2300 CLSD HOL
SANTA ANA CLASS C	121.3 263.1 (315°-045° SNA) 124.1 132.7 279.575 350.325 (045°-130° SNA) 128.1 281.4 (130°-190° SNA) 125.35 316.125 (190°-315° SLI) 127.2 269.6 (190°-315° ABV 3000 SNA)	0615-2300 O/T CLASS G
POINT MUGU NAS (NAVAL BASE VENTURA CO)	128.65 307.275 335.5 O/T 135.5 327.1 LOS ANGELES CNTR	0700-2300

SPECIAL USE AIRSPACE ON LOS ANGELES TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

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

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2503 A	TO 2000	0600-2400†	LOS ANGELES CNTR	125.65
R-2503 B	TO 15,000	0600-2400†	LOS ANGELES CNTR	125.65
R-2503 C	15,000 TO FL 270	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	LOS ANGELES CNTR	125.65
R-2503 D	2000 TO 11,000	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	SOCAL TRACON	124.1 127.3
R-2519	UNLIMITED	CONTINUOUS	LOS ANGELES CNTR	135.5
W-289 S, E, W	UNLIMITED	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	132.15
W-292 E	UNLIMITED	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	132.15

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet .... 12[5]

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so 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.

DISNEYLAND THEME PARK

Pursuant to Public Law 108-199, Section 521, aircraft flight operations are prohibited at and below 3000 feet AGL within a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W or the Seal Beach (SLI) VORTAC 066 degree radial at 6.8 nautical miles) except as specified. See Supplement for details

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http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/
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http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

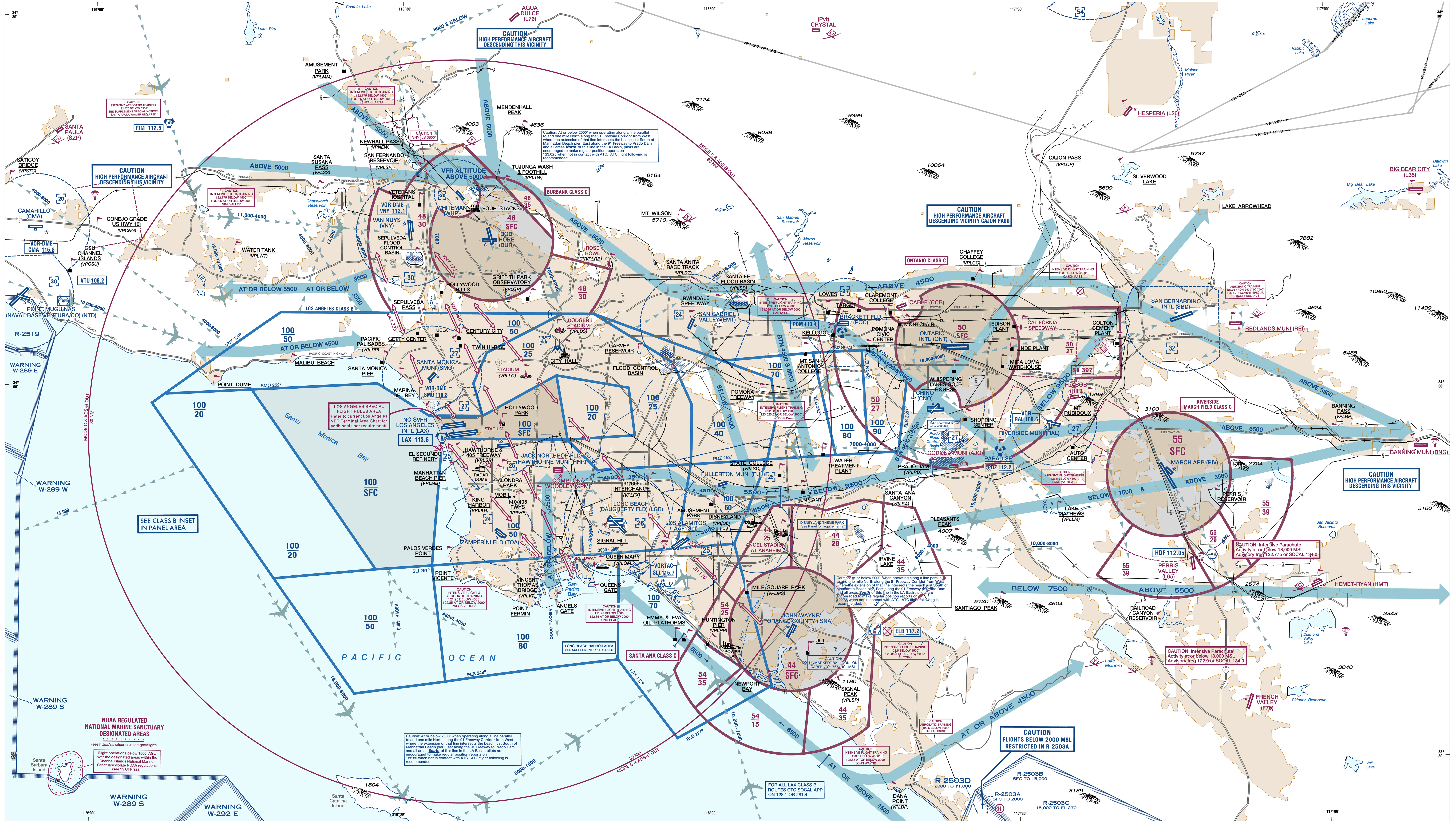
Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs 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.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.



VFR FLYWAY PLANNING CHART
LOS ANGELES
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
NDB — DCW 262
VORTAC — PPS 121.8
NDB-DME — RMW 320
VOR-DME — KIP 110.7
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Examples of Class B Airspace Altitudes
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

Suggested VFR Flyway and Altitude
2600 | 6700

OBSTRUCTIONS (Selected)
2049

MISCELLANEOUS
Navigation Reference Point
N39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION
12256 — Mountain Top or Peak and Spot Elevation

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE LOS ANGELES AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B/CLASS C AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B/ CLASS C AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE LOS ANGELES AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

VFR TRANSITION ROUTES

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

LOS ANGELES CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at the Los Angeles International Airport unless the pilot in command holds at least a Private Pilot certificate.
3. Except as noted in 2. above, no person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
5. An operable VOR or TACAN receiver for IFR operations.
6. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Los Angeles Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, 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 the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is 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.

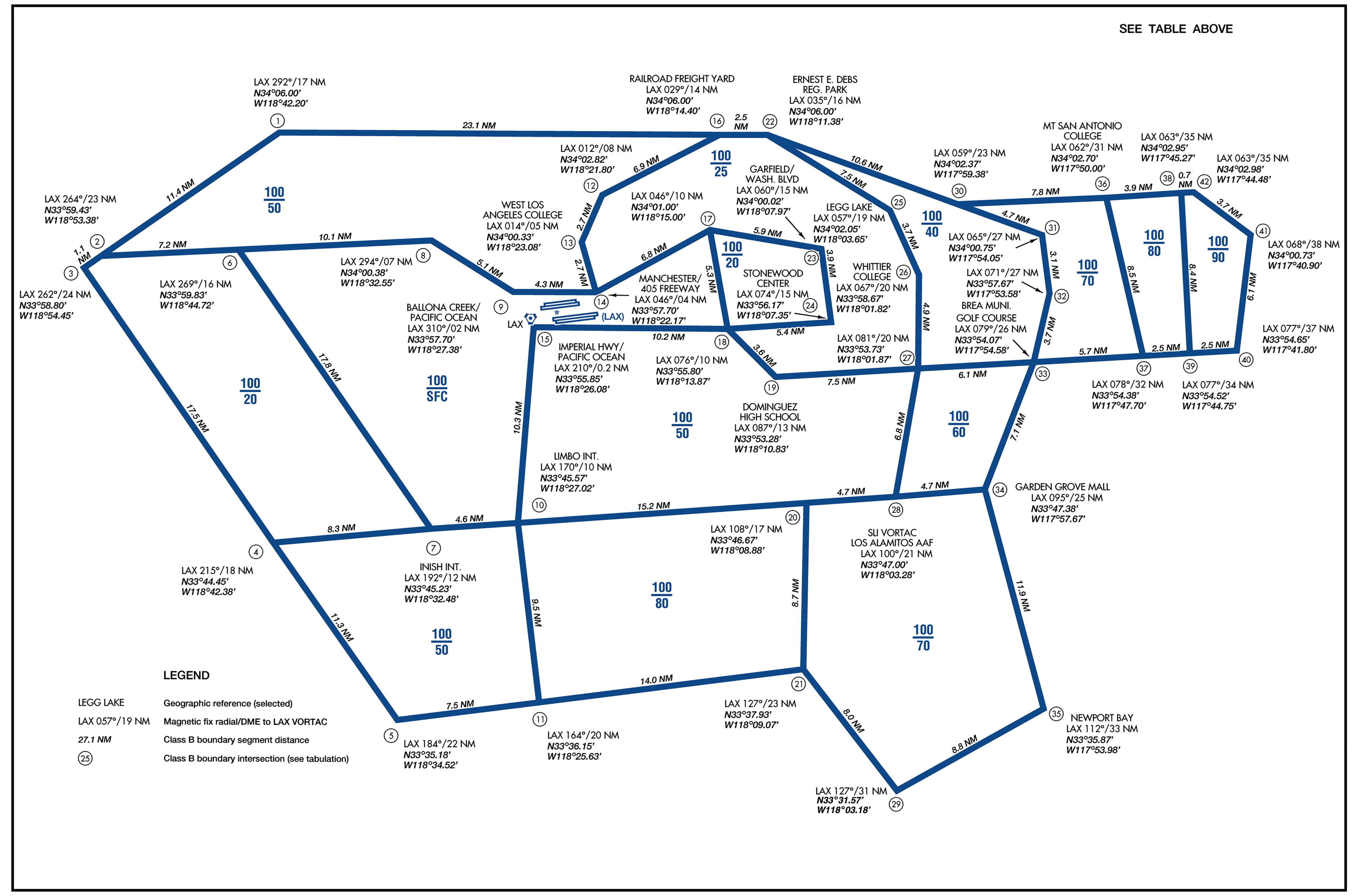
CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines and railroads. Check NOTAMs and see AIM for details.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas
Boundary of NOAA Regulated National Marine Sanctuary Designated Areas (see http://sanctuaries.noaa.gov/flight).

LOS ANGELES CLASS B AIRSPACE
RADIAL/DME-AREA VORs

	SMO	FIM	SLI	POM	VNY	SXC
1	279°/13	135°/18	286°/38	257°/46	220°/13	327°/46
2	252°/22	166°/22	272°/44	250°/55	220°/24	313°/44
3	251°/23	168°/23	271°/44	249°/56	220°/25	311°/44
4	209°/18	151°/35	256°/33	235°/49	188°/28	315°/29
5	178°/26	147°/49	231°/29	218°/49	171°/38	313°/15
6	252°/14	148°/23	276°/37	249°/48	208°/19	321°/41
7	180°/16	140°/40	251°/24	228°/42	170°/28	330°/23
8	252°/04	126°/27	284°/28	249°/38	176°/13	336°/38
9	165°/03	123°/32	283°/23	243°/34	159°/16	342°/35
10	164°/15	134°/42	251°/20	225°/38	161°/28	341°/23
11	162°/24	138°/51	225°/22	213°/43	160°/37	343°/14
12	050°/05	111°/32	301°/22	251°/29	134°/12	349°/40
13	079°/04	115°/32	294°/21	247°/30	143°/14	348°/38
14	109°/05	118°/35	289°/19	242°/30	144°/17	349°/35
15	152°/05	124°/34	280°/21	240°/33	156°/18	344°/33
16	048°/12	101°/35	319°/21	258°/23	105°/15	357°/44
17	073°/10	108°/37	310°/17	246°/23	121°/17	357°/39
18	098°/12	113°/41	300°/12	233°/24	128°/22	001°/35
19	103°/16	114°/45	300°/09	225°/23	127°/25	006°/33
20	117°/21	118°/50	251°/05	210°/25	132°/32	014°/28
21	131°/27	125°/57	193°/10	199°/32	139°/39	026°/20
22	053°/14	099°/38	325°/20	259°/20	101°/17	360°/45
23	077°/16	105°/43	328°/14	240°/18	112°/22	006°/40
24	090°/17	108°/45	325°/10	228°/19	118°/25	009°/37
25	071°/20	100°/45	344°/15	244°/14	103°/24	009°/43
26	080°/21	103°/48	351°/12	229°/14	107°/27	013°/41
27	093°/22	108°/51	355°/07	213°/16	115°/30	017°/37
28	109°/24	115°/54	345°/00	202°/22	125°/34	022°/31
29	130°/35	125°/65	165°/15	187°/36	137°/47	049°/21
30	071°/23	098°/48	357°/16	242°/10	099°/27	013°/45
31	075°/28	098°/53	014°/16	220°/07	098°/32	019°/46
32	081°/28	100°/55	022°/13	202°/09	103°/34	022°/44
33	088°/28	104°/56	031°/10	195°/12	108°/35	024°/41
34	103°/28	111°/57	070°/05	192°/19	119°/37	028°/34
35	116°/37	118°/67	130°/14	176°/29	127°/48	048°/29
36	071°/31	094°/55	020°/19	214°/03	093°/34	021°/50
37	085°/34	101°/60	045°/15	167°/10	103°/40	029°/45
38	071°/35	093°/59	028°/22	122°/02	091°/38	024°/52
39	085°/36	100°/63	049°/17	154°/10	102°/42	031°/46
40	084°/38	099°/65	052°/19	141°/11	100°/44	033°/48
41	075°/39	094°/63	039°/23	112°/07	092°/42	029°/53
42	071°/36	093°/60	029°/22	112°/03	090°/39	025°/53

LOS ANGELES CLASS B AIRSPACE