

## **Proposal for LGB Class C Airspace**

**Meetings have been set for Oct. 25 and 26 and mark a second round of informational sessions intended to help develop a design for the Class C airspace proposal. The FAA held a first round of meetings in June 2010, resulting in a design that narrowed options for pilots navigating to stay clear of the area, thus reducing safety.**

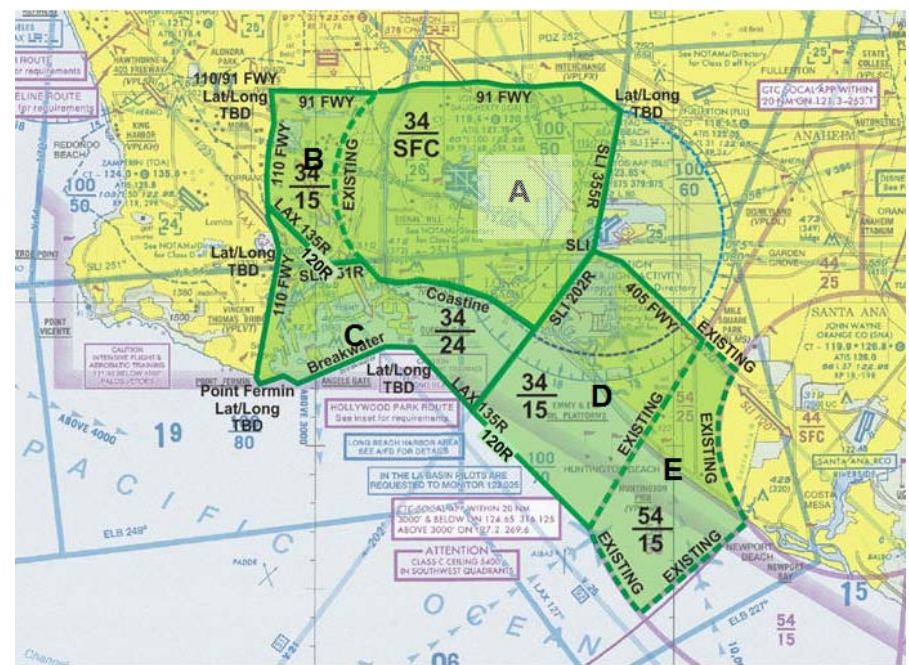
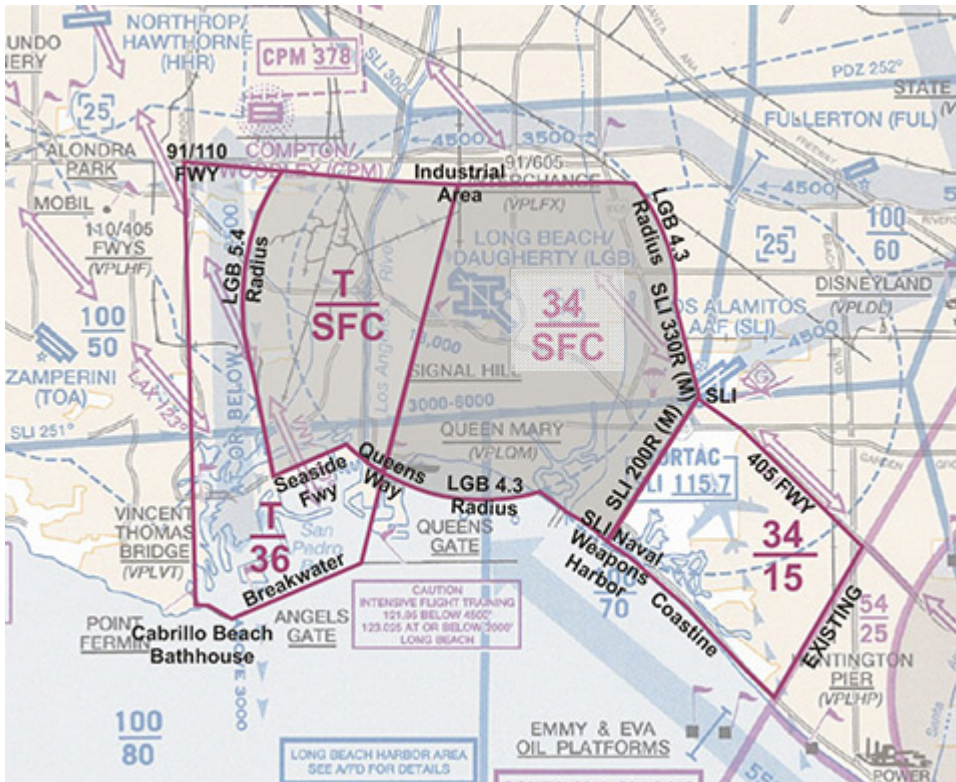
**The informal airspace meetings will be held Oct. 25 and 26 from 6 until 9 p.m. at the Holiday Inn Long Beach Airport, 2640 N. Lakewood Blvd., Long Beach, CA 90815. For more information call 562/597-4401.**



**Comparison  
of  
June 2010  
to  
September 2011**

2011

2010



### From SFC to 3400 or T (5000 or 8000)

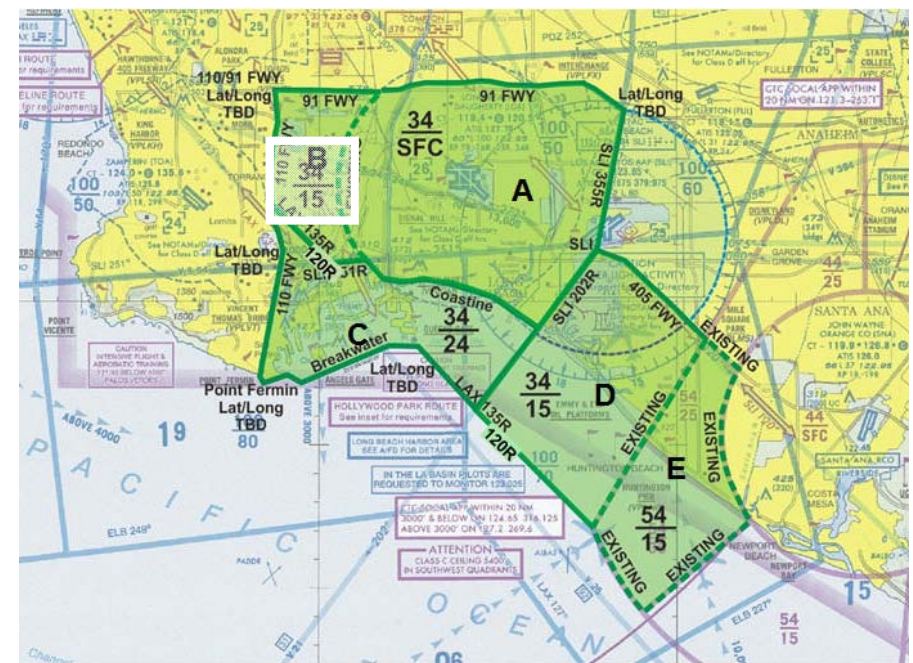
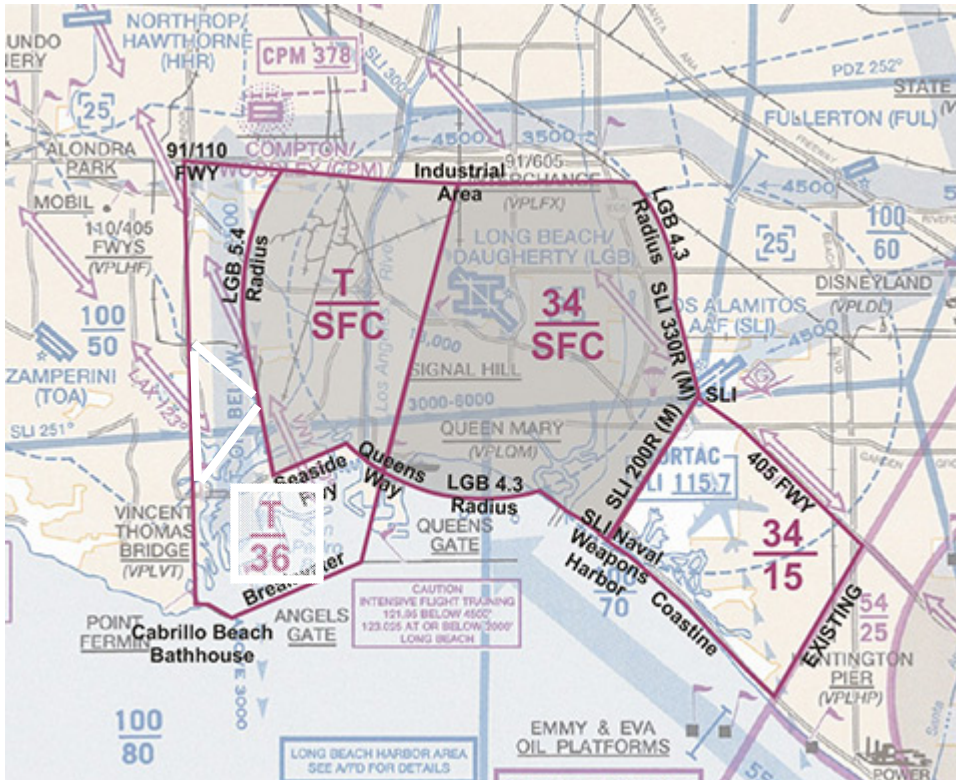
- Underlies Class B LAX, vertical compression between 3400 and 5000 ft east of LGB
- Horizontal compression
- Takes 1/3 of surface area of Los Alamitos AAF.
- Boundaries combine landmarks, radials and imaginary curves.

### Sector A

- Underlies Class B LAX, compression between 3400 and 5000 feet
- Takes 1/3 of surface area of Los Alamitos AAF.
- Boundaries combine landmarks, radials and imaginary curves.

# 2011

# 2010



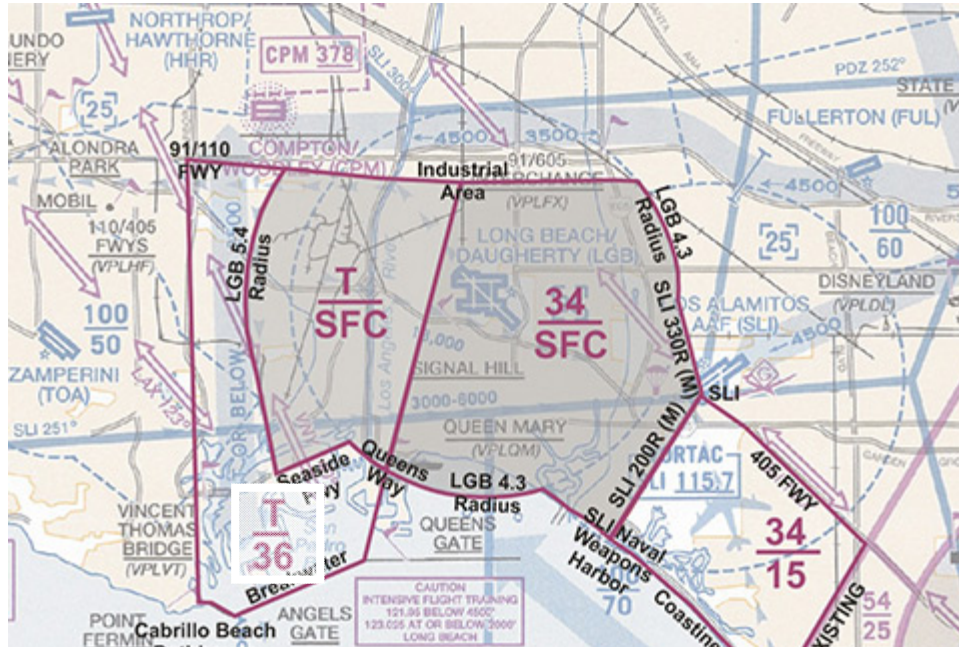
## 3600 to base of LAX Class B

- Boundaries combine landmarks, radials, radial intersections, imaginary curves, and straight line (from 91/110 fwy to “Cabrillo Beach Bathhouse”).
- VFR flyway “at or below 2500” obsolete.
- VFR traffic compressed more in east-west gauntlet. Affects traffic shoreline to Compton, Hawthorne, El Monte. Virtually impossible to navigate without GPS for the LGB 5.4 (NM?) radius. Compton to shoreline has a dogleg.
- Class E airspace TOA
- Uneven top of Class C airspace, potential problem with Special Flight Rules traffic SE bound at 3500 feet

## Sector B

- Underlies Class B LAX, compression between 3400 and 5000 feet
- LAX 135 radial mislabeled, 120 radial may be more accurate.
- Boundaries combine landmarks, radials, radial intersections and imaginary curves.
- VFR flyway “at or below 2500” obsolete.
- VFR traffic held to below 1500; compression of traffic between 1100 ft (1000 ft over congested areas) to 1200 ft (safety buffer, 300 ft below floor). Affects traffic shoreline to Compton, Hawthorne, El Monte.

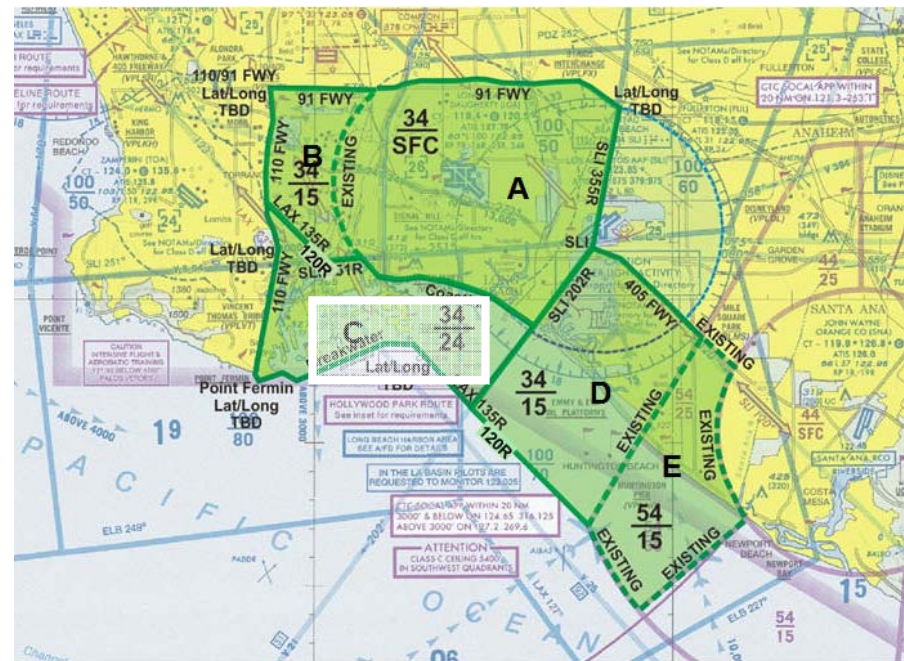
2011



### 3600 to base of Class B

- Doesn't buffer LGB 180 degree departure air carrier traffic with 500 feet vertical separation except above 4100 feet.
- Boundaries combine landmarks, radials, radial intersections and imaginary curves.
- Queensway, LGB 4.3 radius, mystery line from north to breakwater create two coffin corners.

2010

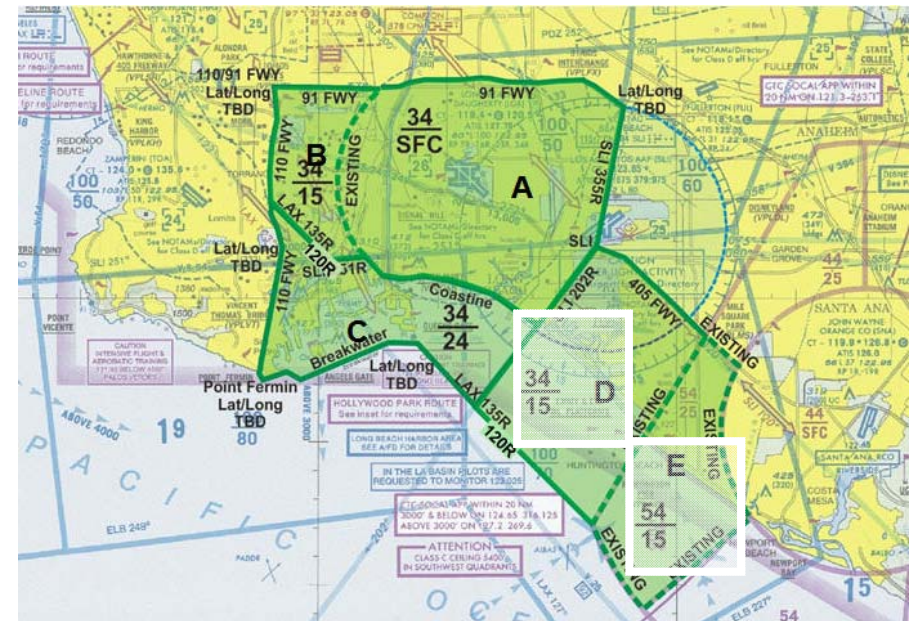
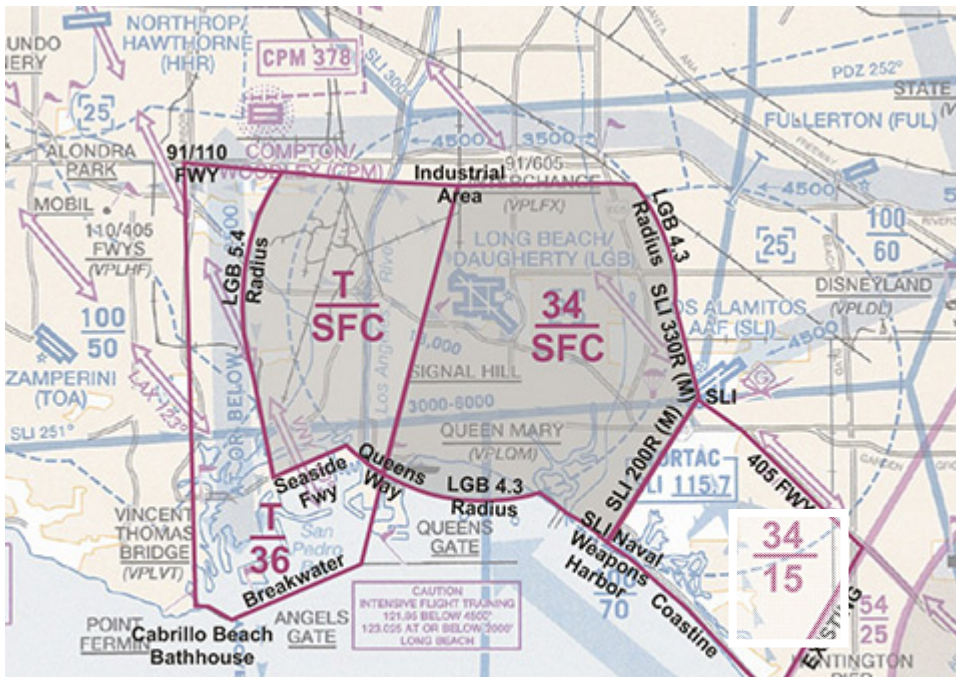


### Sector C

- Underlies Class B LAX, compression between 3400 and 5000 feet
- Doesn't buffer air carrier traffic with 500 feet vertical separation unless at 2900 ft. Non participating VFR traffic potentially at 2399 ft.
- Boundaries combine landmarks, radials, radial intersections and imaginary curves.

2011

2010



### Southeast Sector

- Underlies Class B LAX, compression between 3400 and 7000 ft
- “Existing” along southeast boundary is misleading; base has been lowered from 2500 ft to 1500 ft.
- Boundaries combine landmarks, radials, and intersections between landmarks and radials.
- Takes 1/4 of Los Alamitos AAF airspace between 1500 ft and 2500 ft.

### Sectors D&E

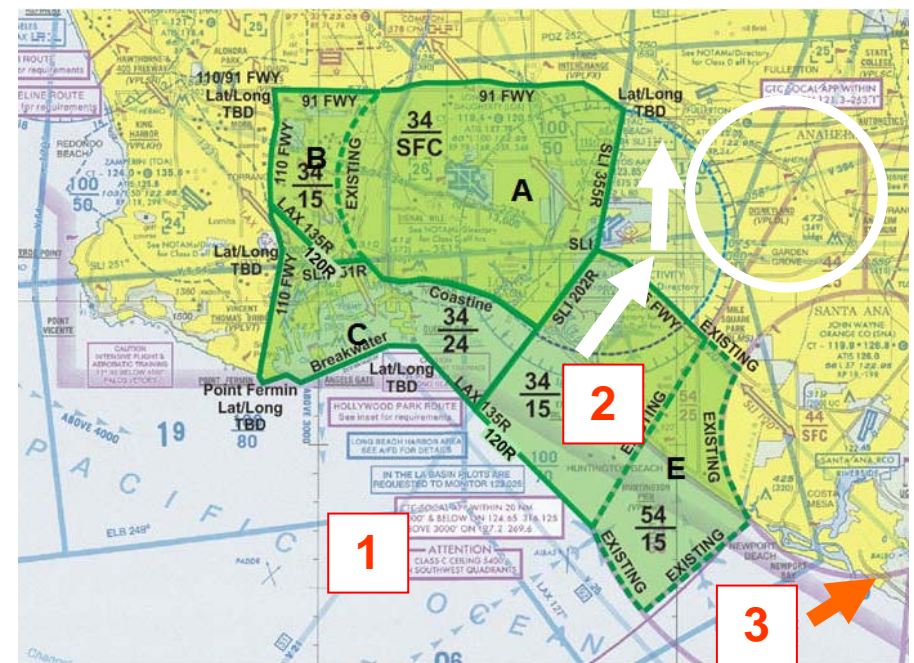
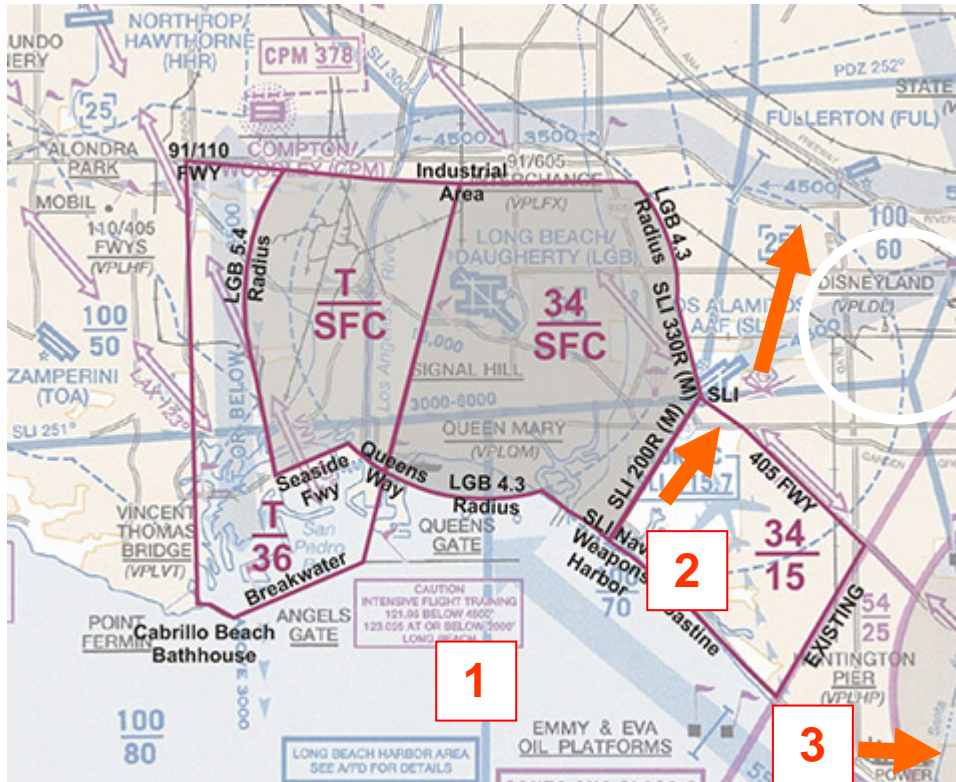
- Underlies Class B LAX, compression between 3400/5400 and 7000 ft
- “Existing” along southeast boundary is misleading; base has been lowered from 2500 ft and 3500 ft to 1500 ft.
- Boundaries combine landmarks, radials, radial intersections and imaginary curves.
- Takes 1/4 of Los Alamitos airspace between 1500 ft and 2500 ft.
- VFR traffic held to below 1500; compression of traffic between 1100 ft (1000 ft over congested areas) to 1200 ft (safety buffer, 300 ft below floor).





2011

2010

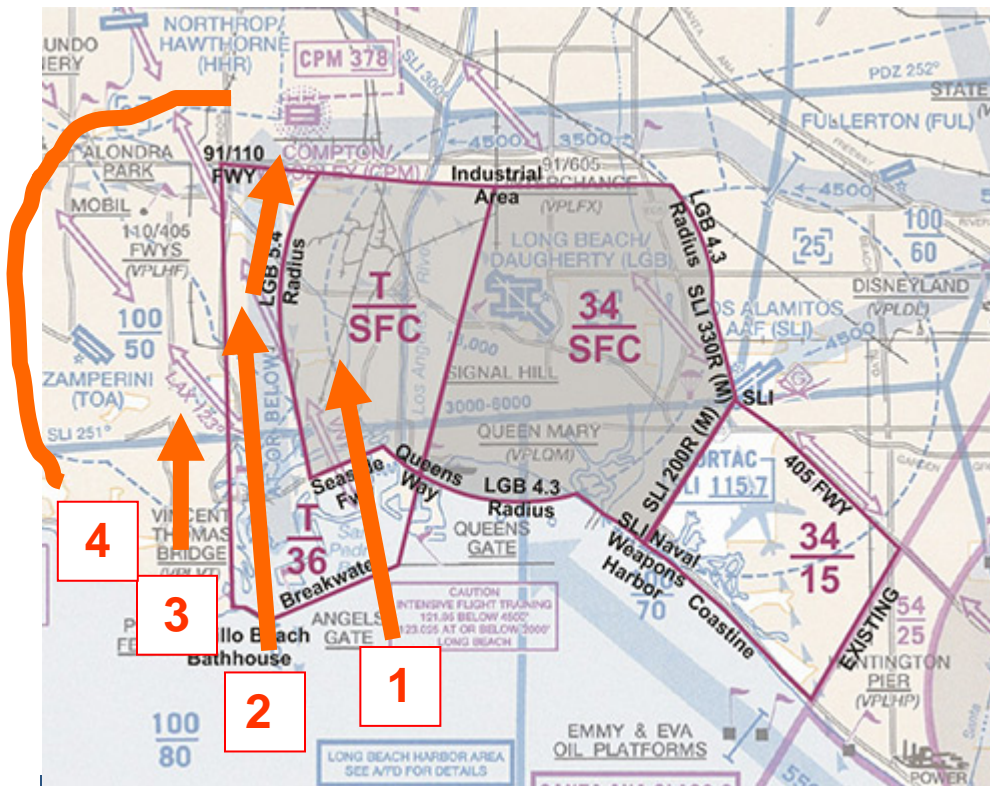


### Fullerton Arrivals

- (1) FUL Direct  
1500-3400 ft  
SoCal 124.65
- (2) FUL Zigzag  
Below 1500 ft  
Los AI 123.85
- (3) FUL Circle Route  
Below 1500 ft

(Disney  
3400 ft msl  
(3000 ft  
agl))

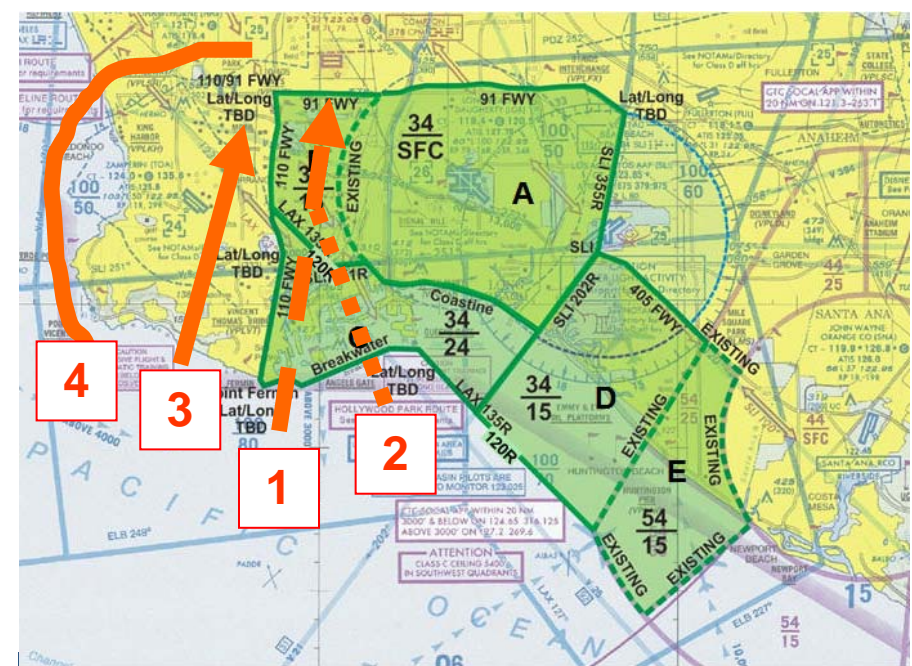
# 2011



## Compton/HHR Arrivals

1. Direct  
SoCal 127.2
2. Zigzag **Communication Optional:**  
1500-2399 ft: SoCal 124.65/TOA 124.0  
2400-3000 ft: SoCal 124.65  
3001-**3599 ft:** SoCal 127.2  
Note: Between TOA Class D and LGB Class C surface area **zero** nm
3. TOA Over-the-Top  
Above 2400 ft: rapid descent to CPM

# 2010



## Compton/HHR Arrivals

1. Direct  
1500-2399 ft: SoCal 124.65/TOA 124.0  
2400-3000 ft: SoCal 124.65  
3001-3400 ft: SoCal 127.2
2. Zigzag  
Below 1500 ft: no communications required (between TOA Class D & LGB Class C surface area less than 1 nm)  
Above 3400 ft: rapid descent to CPM
3. TOA Over-the-Top  
Above 2400 ft: rapid descent to CPM
4. Circle Route



# **Additional Analysis**

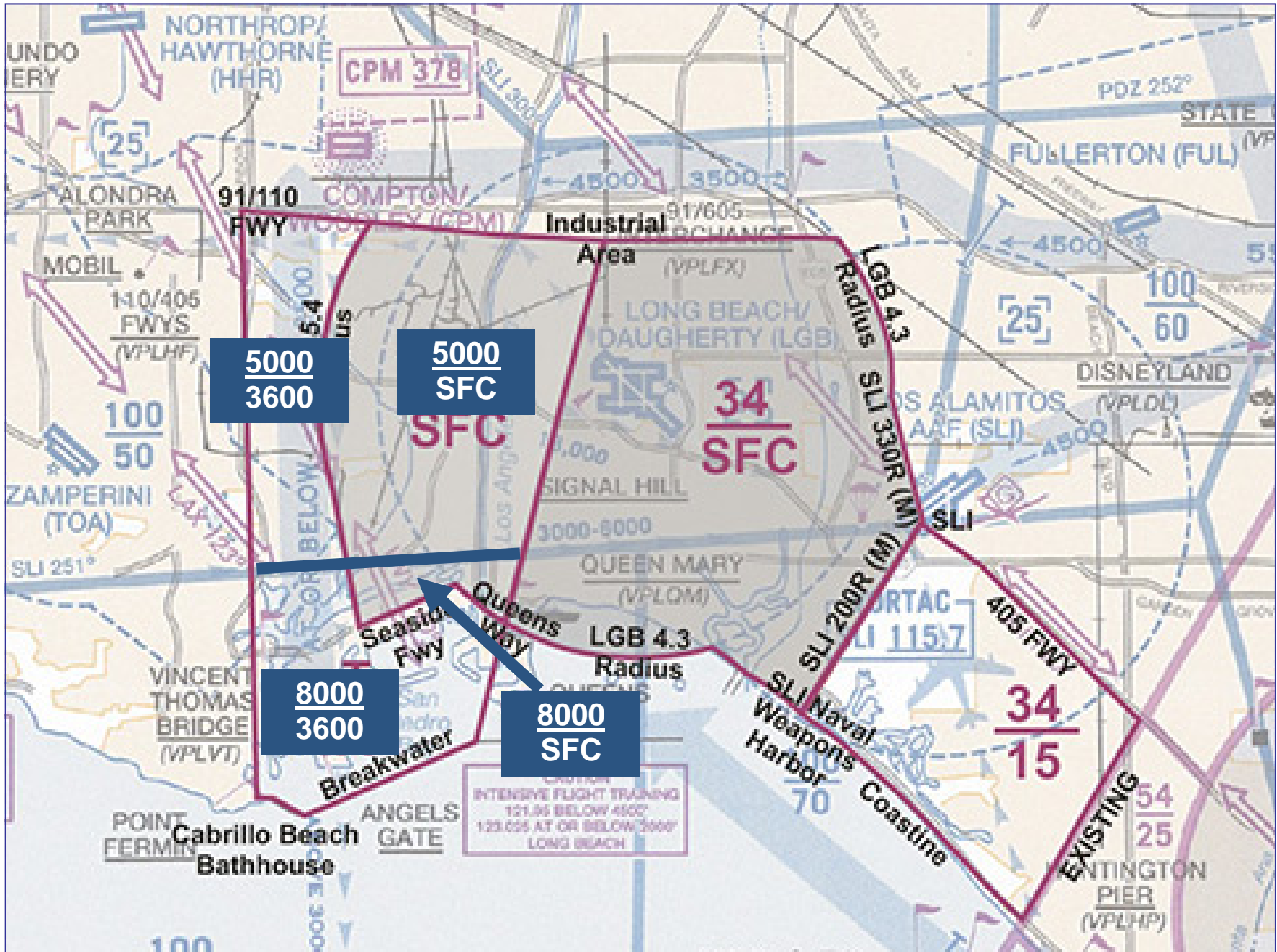


## LGB DEPARTURES

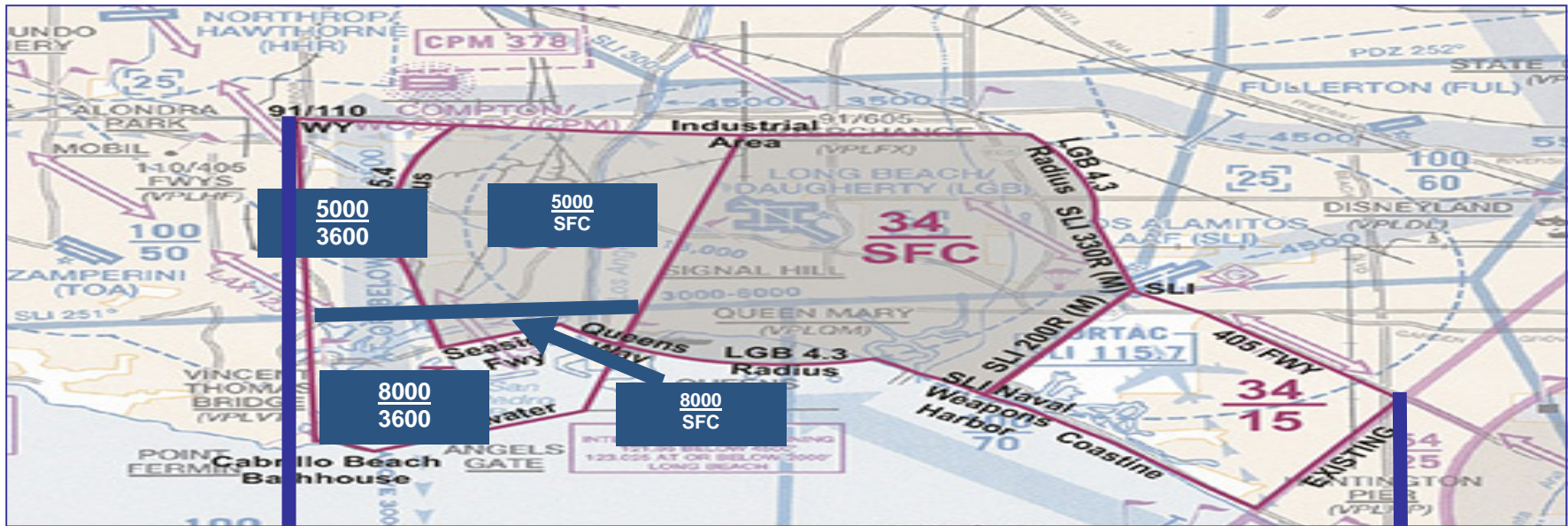
Participating aircraft exiting between 3600 feet and 8000 feet would exit Class C in VFR practice area

JetBlue has stated they will not always be above 3000 when crossing shoreline

Notam on ATIS or within clearance that departure may not be contained within Class C?



**CONVERTING "T" ALTITUDES OF PROPOSED CLASS C AIRSPACE**



Pilots flying from the south, such as Catalina, have few options to navigate inland with LGB C airspace.





**Send comments on the  
Proposal for LGB Class C Airspace**

**in triplicate, to:**

**John Warner, Operations Support Group,  
AJV-W2, Western Service Area, Air Traffic  
Organization, Federal Aviation  
Administration, 1601 Lind Avenue, SW.,  
Renton, WA 98057**

**On or before  
December 12, 2011**