

LA Basin Hot Spots

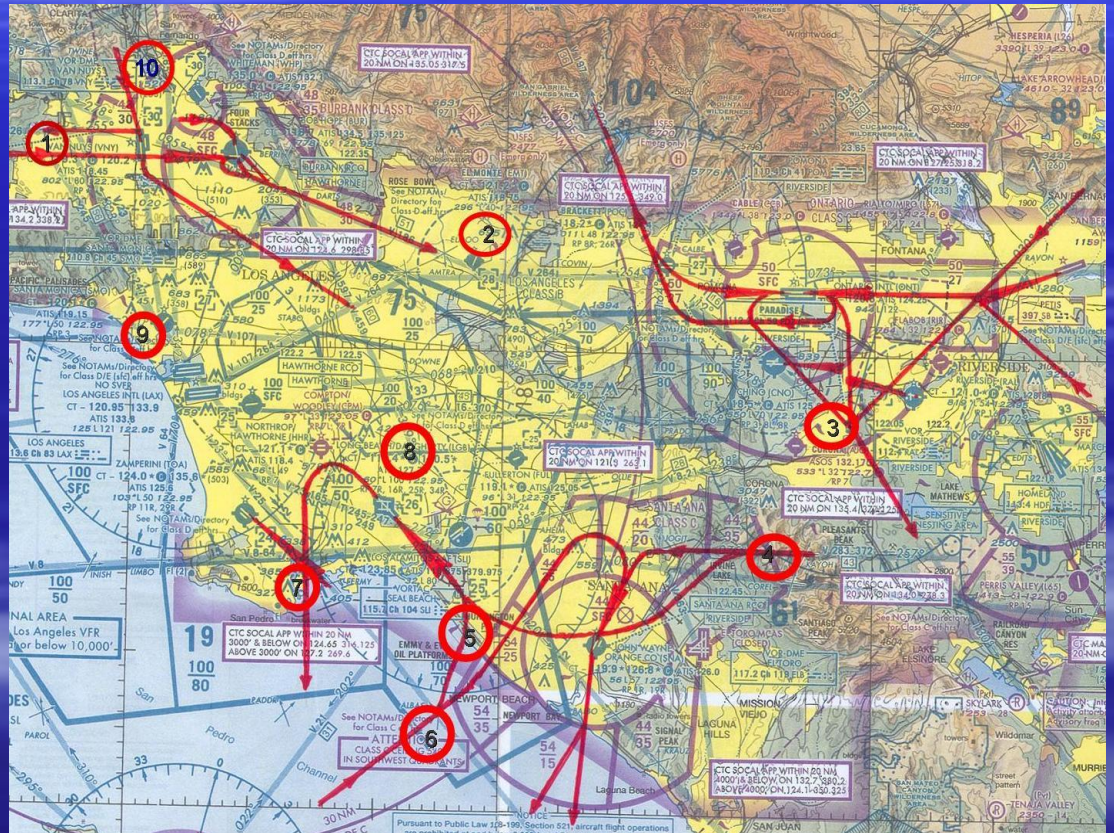
This Presentation has been adapted
from a presentation of

Al German

Orange County Flight Center

by the

**Southern California Airspace
Users Working Group**
Education Subcommittee

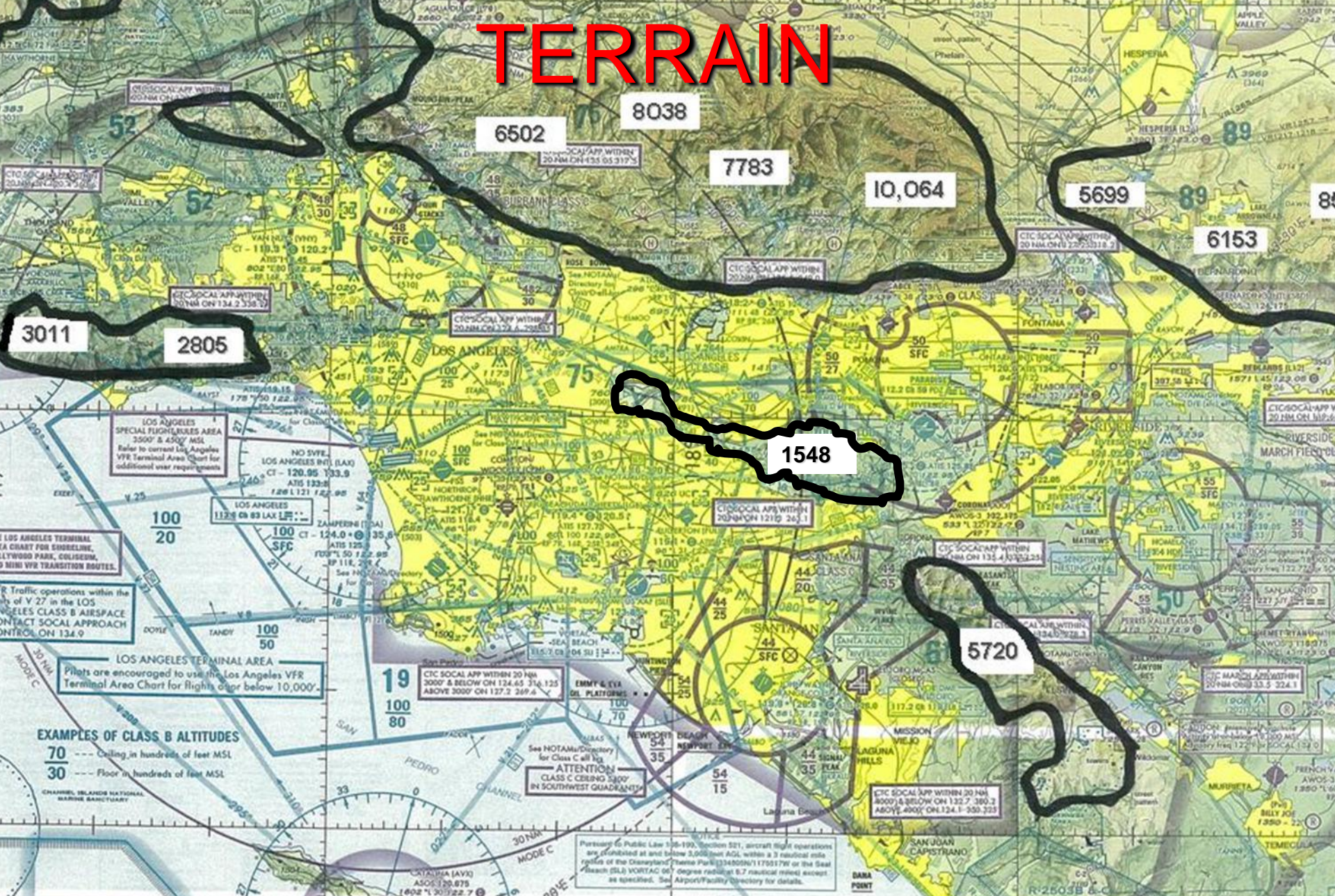


What you are about to see ...

The Los Angeles basin represents one of the most complex airspace areas in the world; the result of a combination of factors not found anywhere else. The basin is geographically constrained by mountains to the north and east and ocean to the west and south. Between 13 and 15 million people live in this area; one of the largest population centers in the world. Year-round good-flying weather has generated one of the largest centers of aviation users in the country – from beginning student pilots and the schools that support them; to airlines and the highly trained air transport pilots flying hundreds of thousands of passengers a day into and out of the basin. In addition, there is a wide range of military operations; air taxi services; commercial operators; emergency, police, fire, and media operations; and the largest collection of private aircraft in the U.S. all operating within the basin confines.

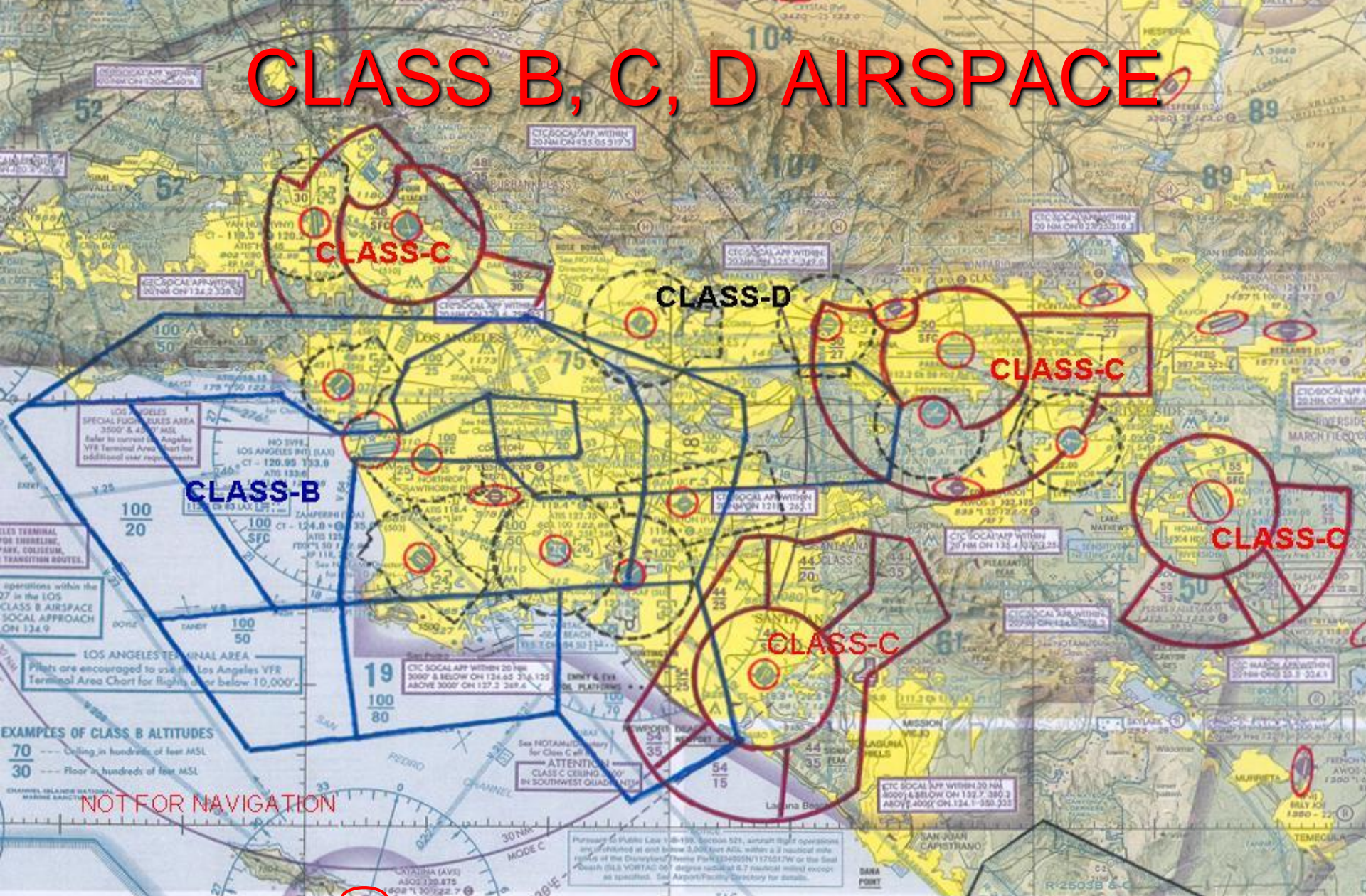
SCAUWG has identified 10 major HotSpots within the basin; areas that regularly create high volumes of TCAS alerts, near misses, and the majority of occasional air-to-air incidents. Members of the SCAUWG team provide seminars on Flight Safety in the basin. The following slides are extracted from that presentation and identify each of the 10 in-air HotSpots.

TERRAIN

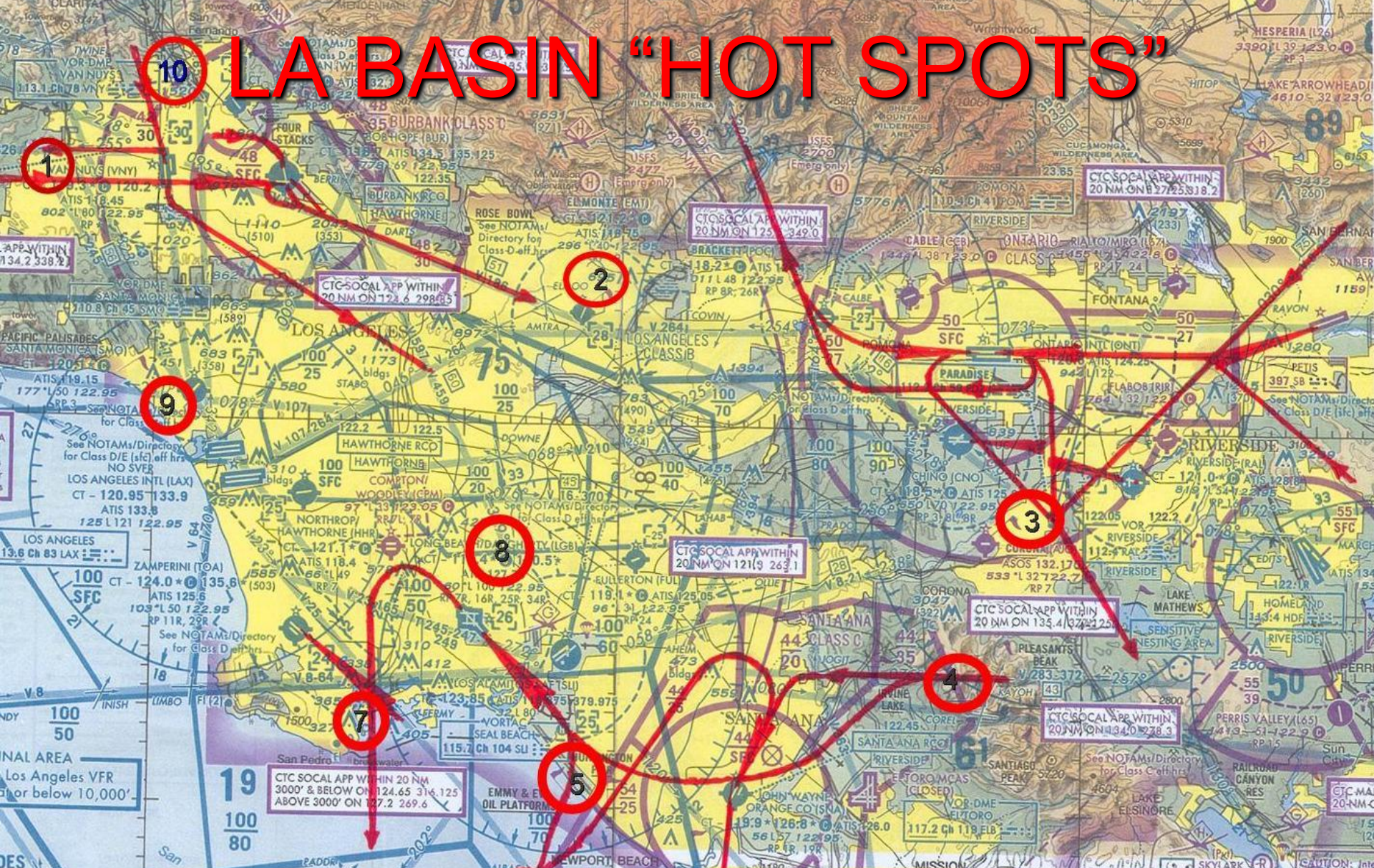


The Los Angeles basin is truly surrounded by mountains; fairly imposing mountains in fact. Even within the basin, there are ranges of imposing hills.

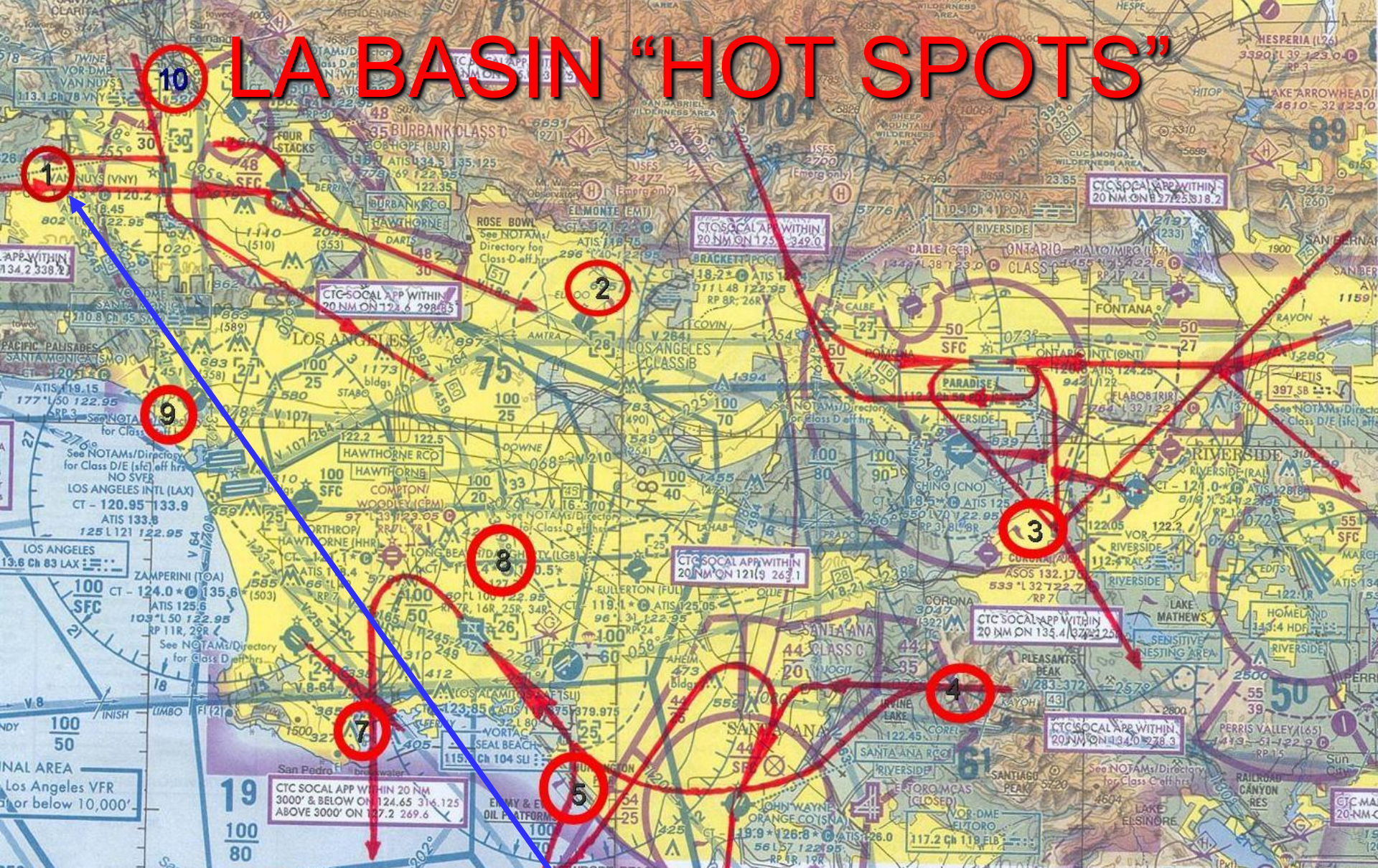
CLASS B, C, D AIRSPACE



In addition to the mountains noted in the previous slide, the Los Angeles basin is dominated by Class B airspace extending beyond the 30-mile radius to the east. In addition, there are four Class C airspace airports with three either abutting or with parts under the Class B veil. There are 13 Class D airports (red circles) and eight airports with no towers (oblong circles). There is also restricted military airspace on the

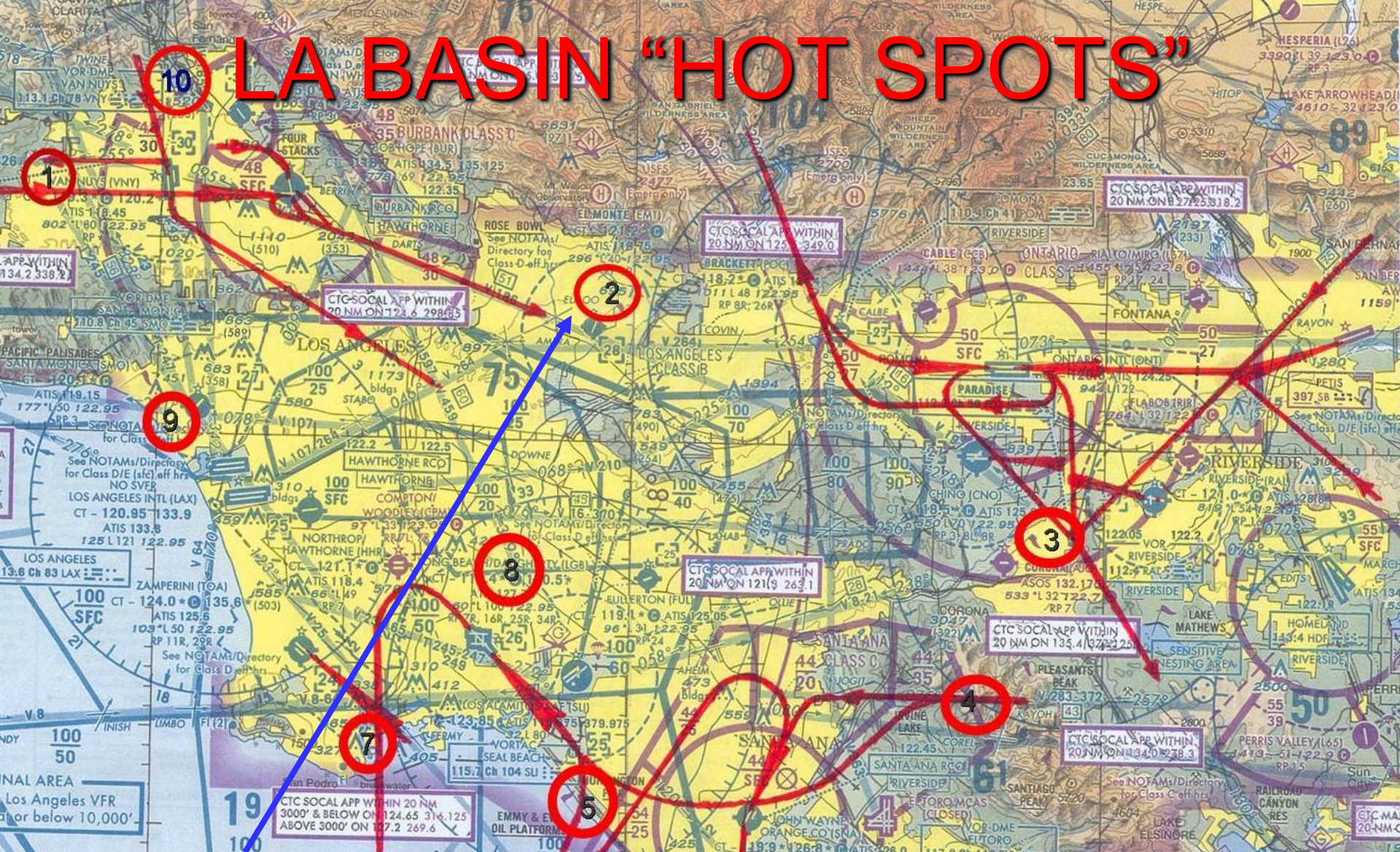


This slide identifies the 10 in-air HotSpots in the basin. The HotSpots are circled in red; and major commercial jet traffic routes are depicted by red lines with arrows. HotSpots 1, 10, 2, 3, and 4 are largely the result of high terrain squeezed by airspace restrictions with high volumes of traffic. Hotspots 5,6 and 7 are shoreline en route traffic routes with overlapping training areas squeezed by airspace restrictions. HotSpots 8 and 9 are primarily VFR en route traffic areas dealing with conflicting airspace needs.

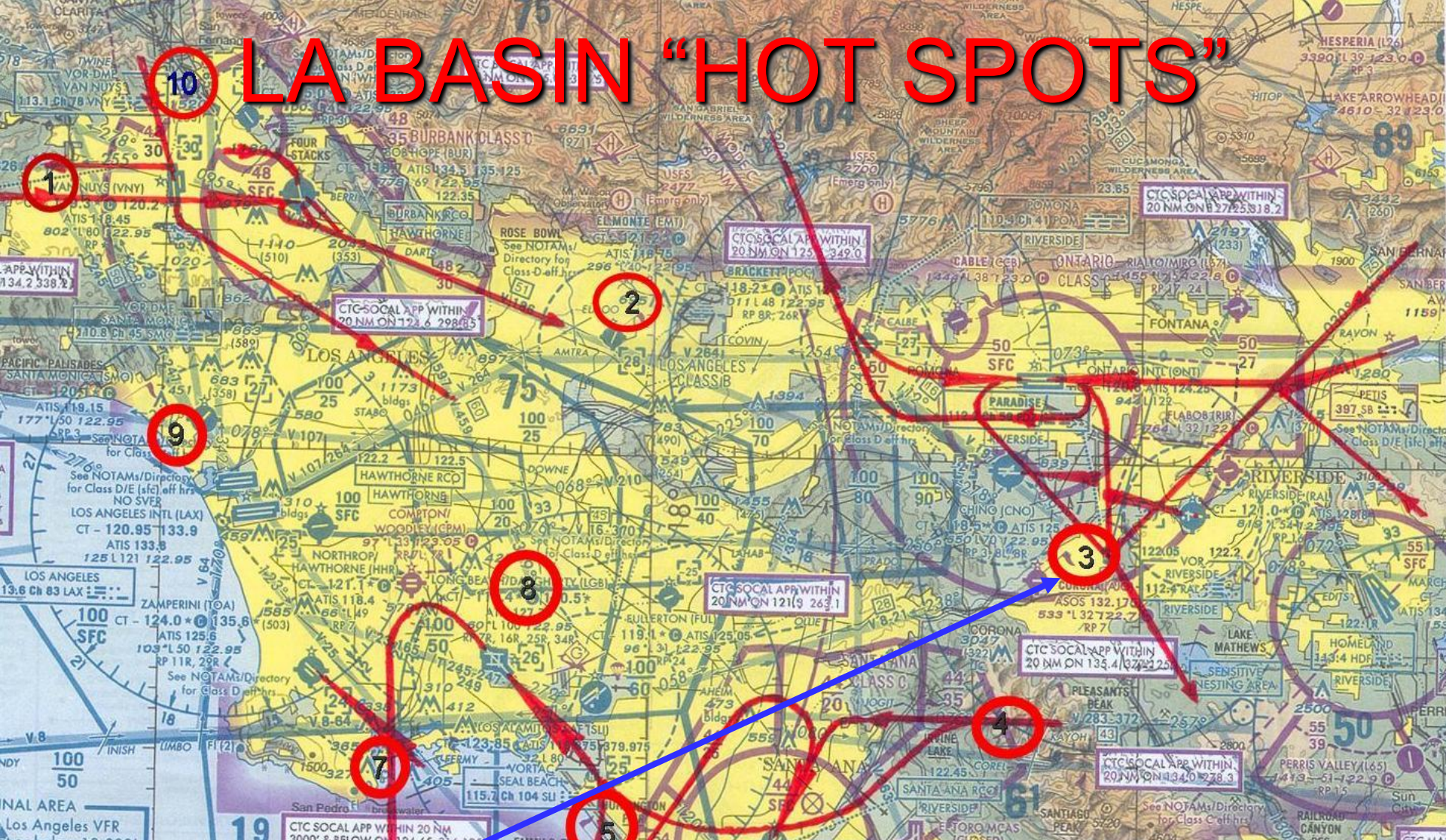


#1 Semi Valley VFR and Air Carrier Transitions : The area over Semi Valley that is another hotspot is where the Fernando 5 Arrival to Burbank brings jet traffic down to 5,000 ft. over the Semi Valley practice area; which is getting more and more popular. There is also a long ILS to Oxnard that starts feeding just west of this practice area. Finally, ATC is vectoring airplanes for the VOR A approach to VNY in the area. Anytime there is instrument training, airliners, and pilot training in general there is a hotspot.

LA BASIN "HOT SPOTS"



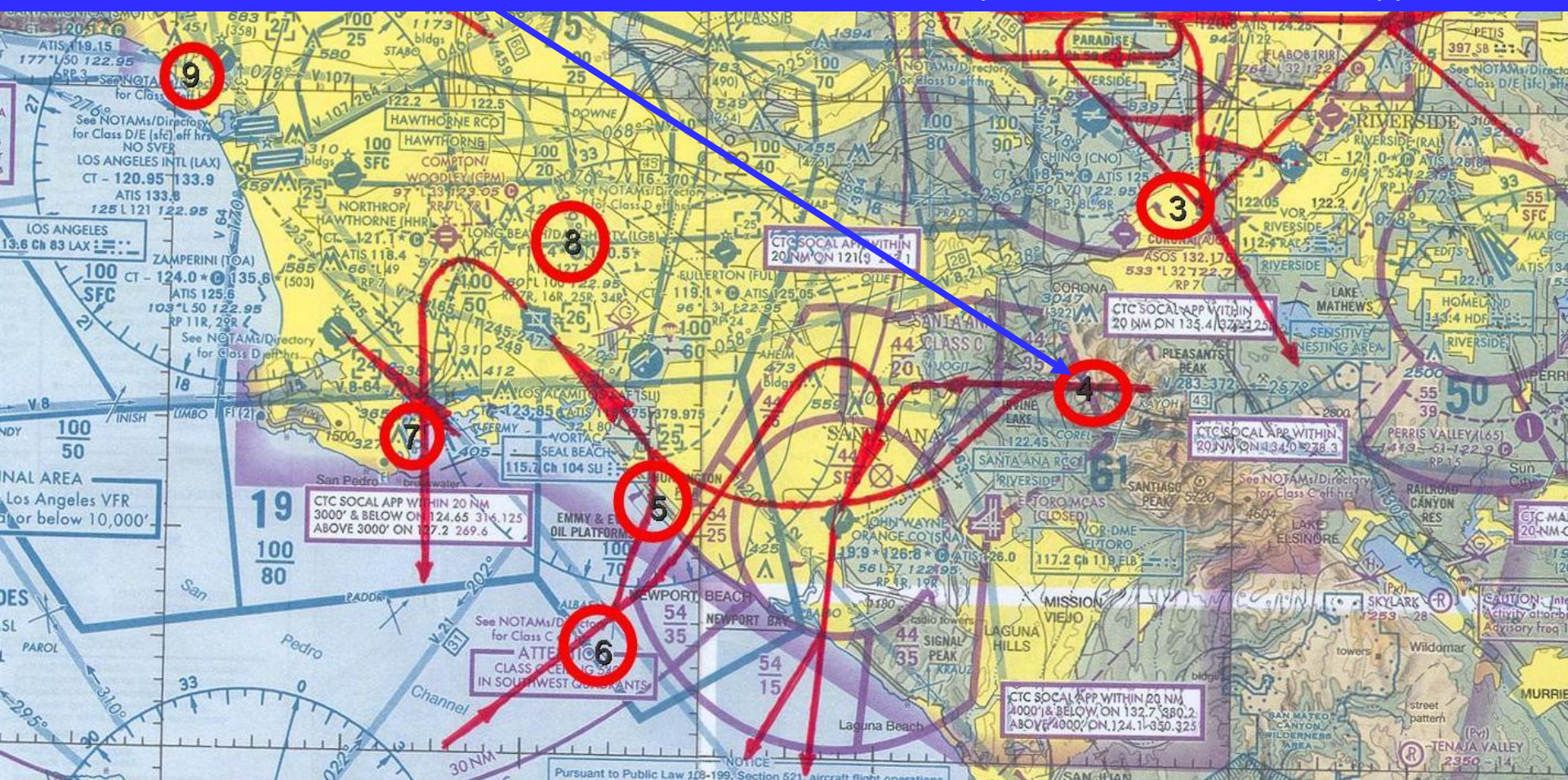
#2 El Monte Arrival : The hotspot northeast of El Monte lies along the 210 FWY. It is centered over a popular helicopter and fixed wing practice area, the Santa Fe Dam. It is near a common VFR reporting point for EMT. It is an area squeezed by the mountains to the North and the Class B airspace to the South. It is located near the intersections of the 605 FWY and both the 210 and 10 Freeways hosting a lot of traffic watch aircraft as well as banner towers over the Toyota Irwindale Speedway at the intersection of the 10 and 210 freeways.



#3 Corona Airport Conflict w/ Santa Ana Canyon : The hotspot located near the Corona airport if it could be drawn would be elongated reflecting the traffic along the 91 FWY in a pass just east of Corona, squeezed by mountains, airspace, and often weather forcing compression along a popular navigation route. Finally, there are numerous small general aviation airplanes from both Corona and Chino airports. If they get high they are mixed with traffic from Ontario departing to the South and eventually East toward TRM, John Wayne headed to Las Vegas, and lots of airplanes leaving the Southern airports of LA and Orange County east to Palm Springs, and out of the area.

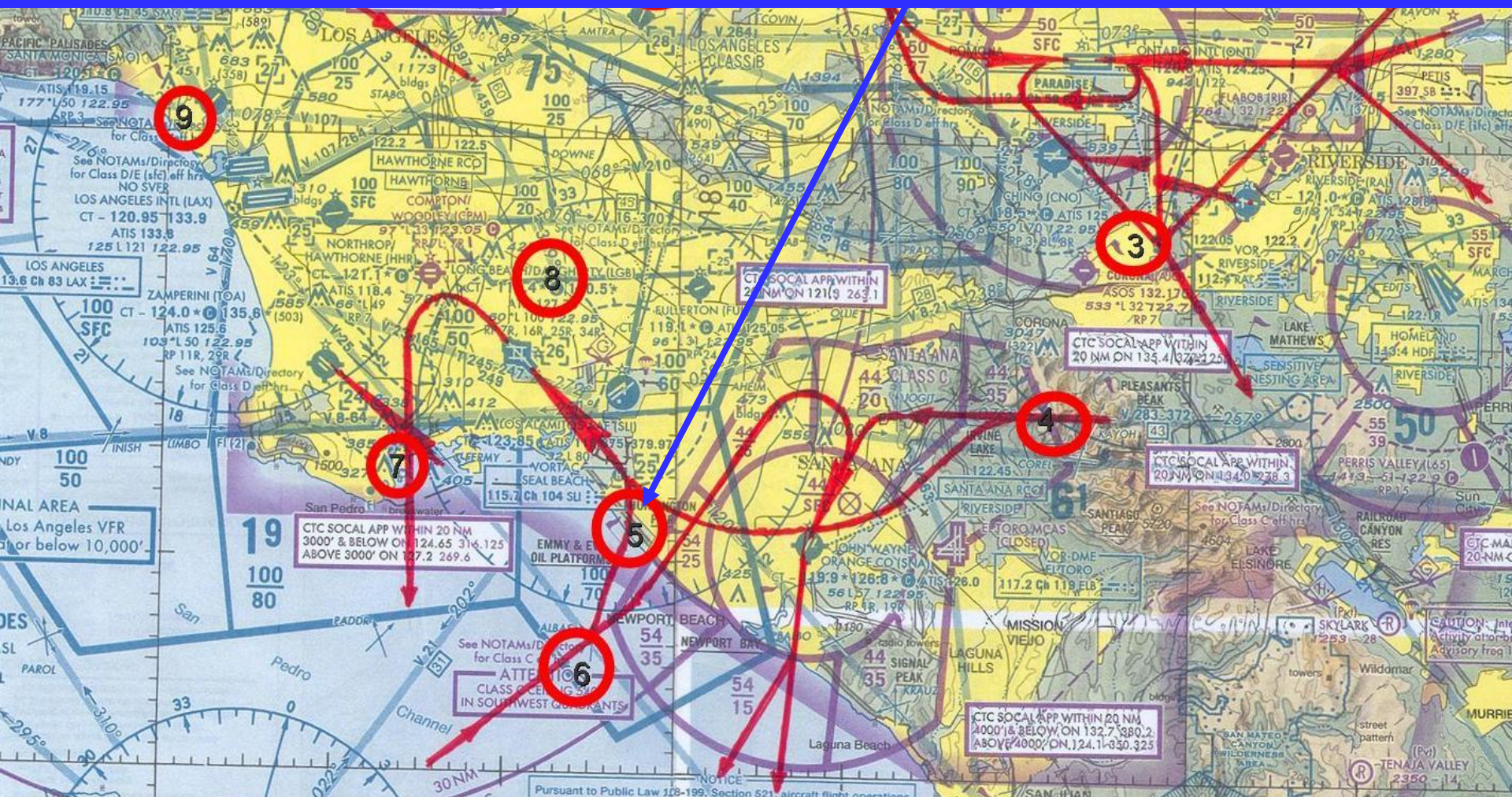
10 LA BASIN "HOT SPOTS"

#4 KAHYO Intersection : This hot spot is a high altitude hotspot on near the KAHYO intersection which is a focal point for Jet aircraft arriving from both over Twenty-nine Palms and Hector en route to John Wayne and Long Beach. The altitude of concern is between 7,000 ft. and 10,000 ft. There is a mix of airplanes **without Mode C transponders from Corona, Chino and Hemet, Airliners with pilot's heads down** programming boxes for landing, and skydivers. There is a lot of ATC confusion because the arrival terminates to radar vectors most of the time after KAHYO to the airports the KAHYO Arrival supports.



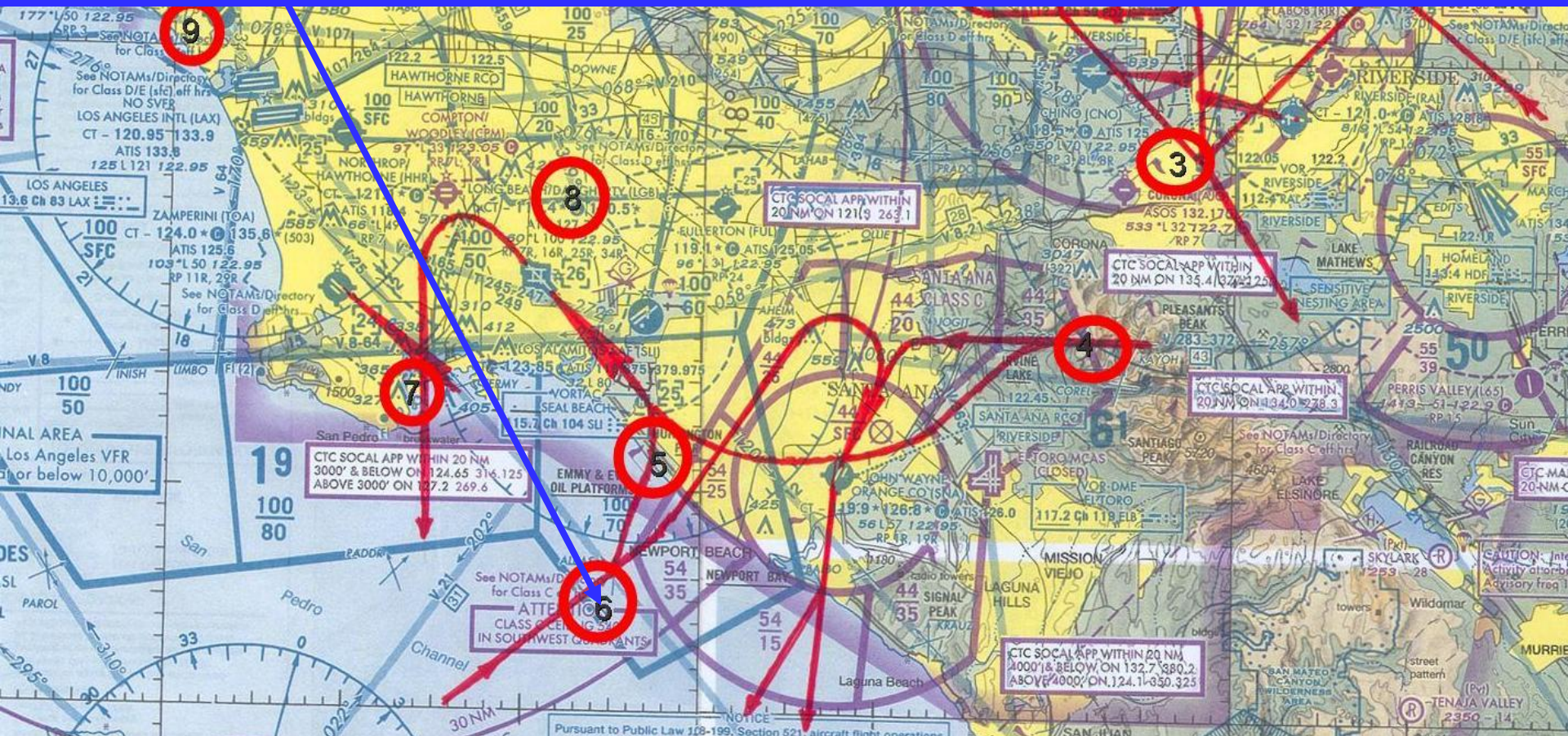
10 LA BASIN "HOT SPOTS"

#5 EVA and EMMY Oil Platforms : The hotspot off shore near the Eva and Emmy oil platforms is created by the volume and mix of traffic arriving to Long Beach and John Wayne. The Huntington Beach pier is a popular reporting point to SNA, the practice area noted on the chart, and the fact that LGB is one of the most popular airports for practice instrument approaches and the area and the normal downwind to the ILS 30 approach to LGB runs right through this area all contribute to this hotspot.



LA BASIN "HOT SPOTS"

#6 ALBAS Intersection TANDY Arrival : ... the jet arrivals from over Catalina on the TANDY 3 arrival to LGB, SNA, and Torrance and these two designated hotspots can get you out of the frying pan into the fire very quickly. The ALBAS intersection sits 5 miles off the Huntington Beach pier; far enough off the shore line to be out of most coastal VFR traffic but close enough to LGB and SNA for good holding pattern training for IFR students. The combination of "head down in the cockpit" with the constant TANDY 3 Arrival traffic makes these areas hot spot issues throughout most VFR cruising altitudes.

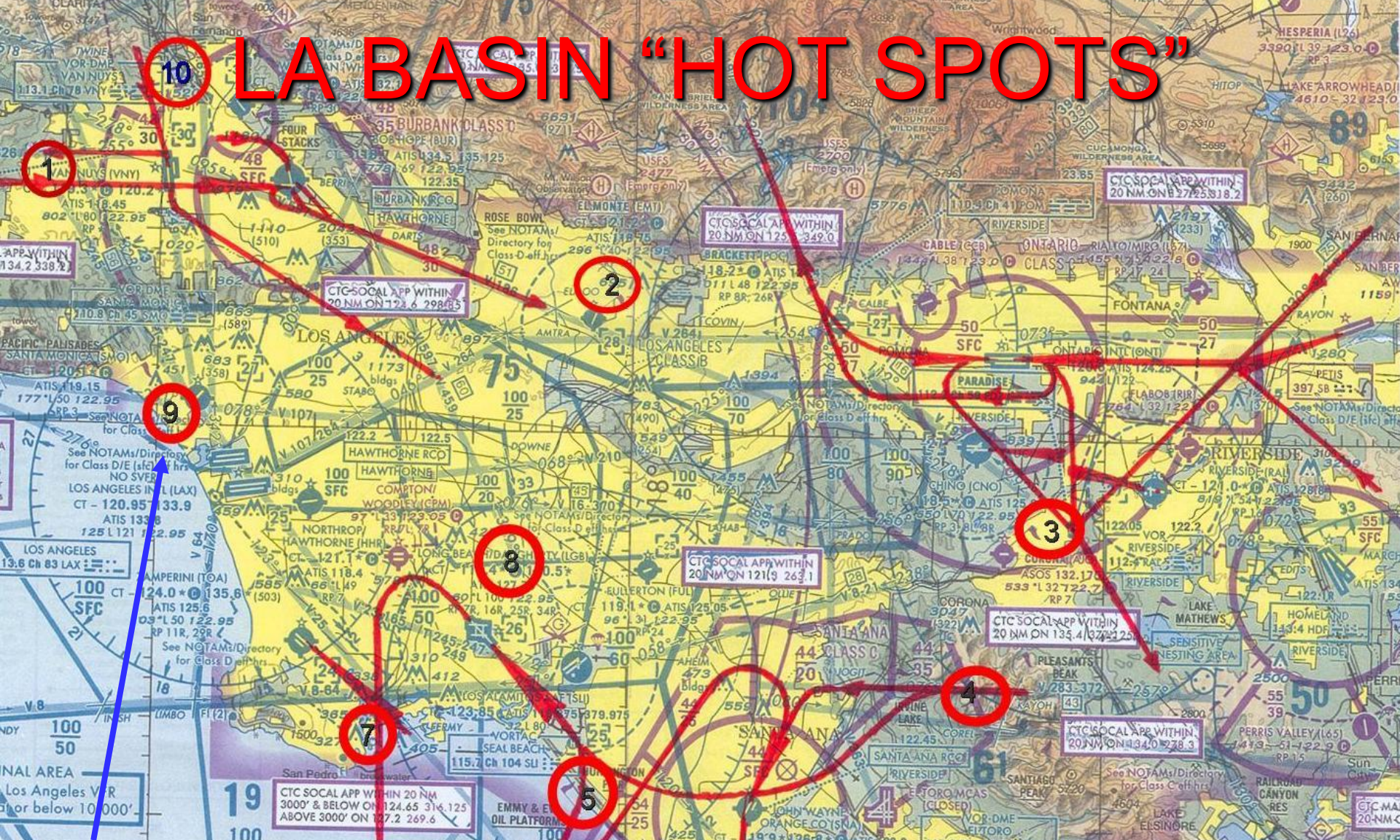


10 LA BASIN "HOT SPOTS"

#7 Queens Gate/Point Fermin/ PADDR Area : This hotspot over the water South of San Pedro is the one the airspace group has been working on for months. It involves everything from helicopters to aerobatics, small airplanes to airliners, and is crowded from 500 ft. to 5,000 ft. Airplanes, helicopters, and blimps from every airport south of LAX plus some en route from where-ever congest in this area at all hours. Many are totally unaware of the jet departure and arrival routes that serve LGB pass right through this area.

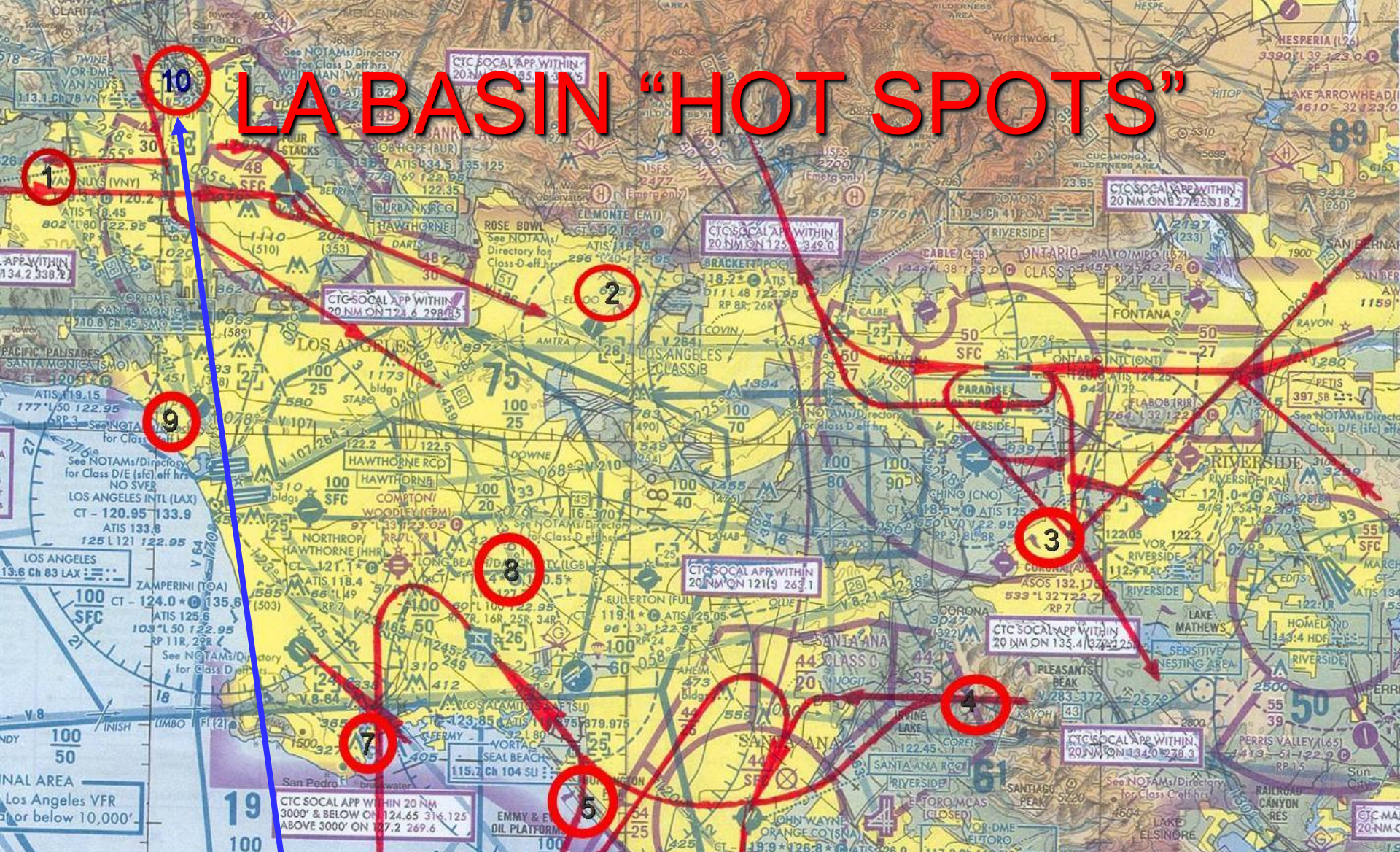


#8 North of LGB 91 Freeway Transition Route : The area North of LGB is due to the 91 FWY transition route popularity, the squeeze by airspace, the volume of working traffic like traffic watch, police helicopters, helicopters in general, and arrivals from the NW/ N/ NE to the LGB airport all contribute to his hotspot. Finally, we have the Compton departures eastbound and arrivals from the east, many of whom do not communicate with anyone add to the mix of traffic along this route.



LA BASIN "HOT SPOTS"

#9 Santa Monica and LAX Crossings : The area near Santa Monica is complex because it is the arrival and departure point to three of the transitions over LAX. It is also near SMO with a very high traffic count. It is in an area squeezed by airspace, traffic, and procedures, not to mention SMO itself. The same thing exists on the south side of the transitions, but the airspace tends to spread out in a fan shape south of LAX and although there is still a funnel effect on the south side for north bound traffic there is a little more space and HHR tower to separate airplanes, helicopters, and blimps.



#10 Magic Mountain : Starting in the northwest area, the hotspot in the pass from Magic Mountain to Van Nuys is a primary VFR flow route from over Gorman into the Valley. An outer marker for the ILS to VNY, an arrival path for jet aircraft to Burbank and Van Nuys, the end of the LYNXX 8 arrival to Burbank also feed through this spot, and sits on the border of the Hang Glider practice area as well as a defined practice area denoted by the communications box ear the Santa Clarita area, and therefore called the Santa Clarita Practice Area. There is also the Van Nuys 7 Departure routed through the same transition space.

Thank You!

To ask questions or add relevant comments about these Hot Spots, please use the forum or post questions to the BLOG; both of which are located at

<http://www.scauwg.org>