

Proposed revisions to LAX TAC

I suggest the following three revisions for the December chart:

- 1) Removal and replacement of VPLWT
- 2) Correction re radomeS near Pt.Fermin
- 3) Removal and replacement of VPLSP

Richard Wilsner

VPLWT

The water tank VPLWT, in the region of Thousand Oaks (16nm E of KCMA), is long past its 'use-by' date as a Visual Reporting Point (VRP - it isn't there any longer!

See the following slides for analysis and evidence (pls verify the lat/ing against the TAC) – I think they leave little room for doubt as to the fact that the actual VRP is no longer present.

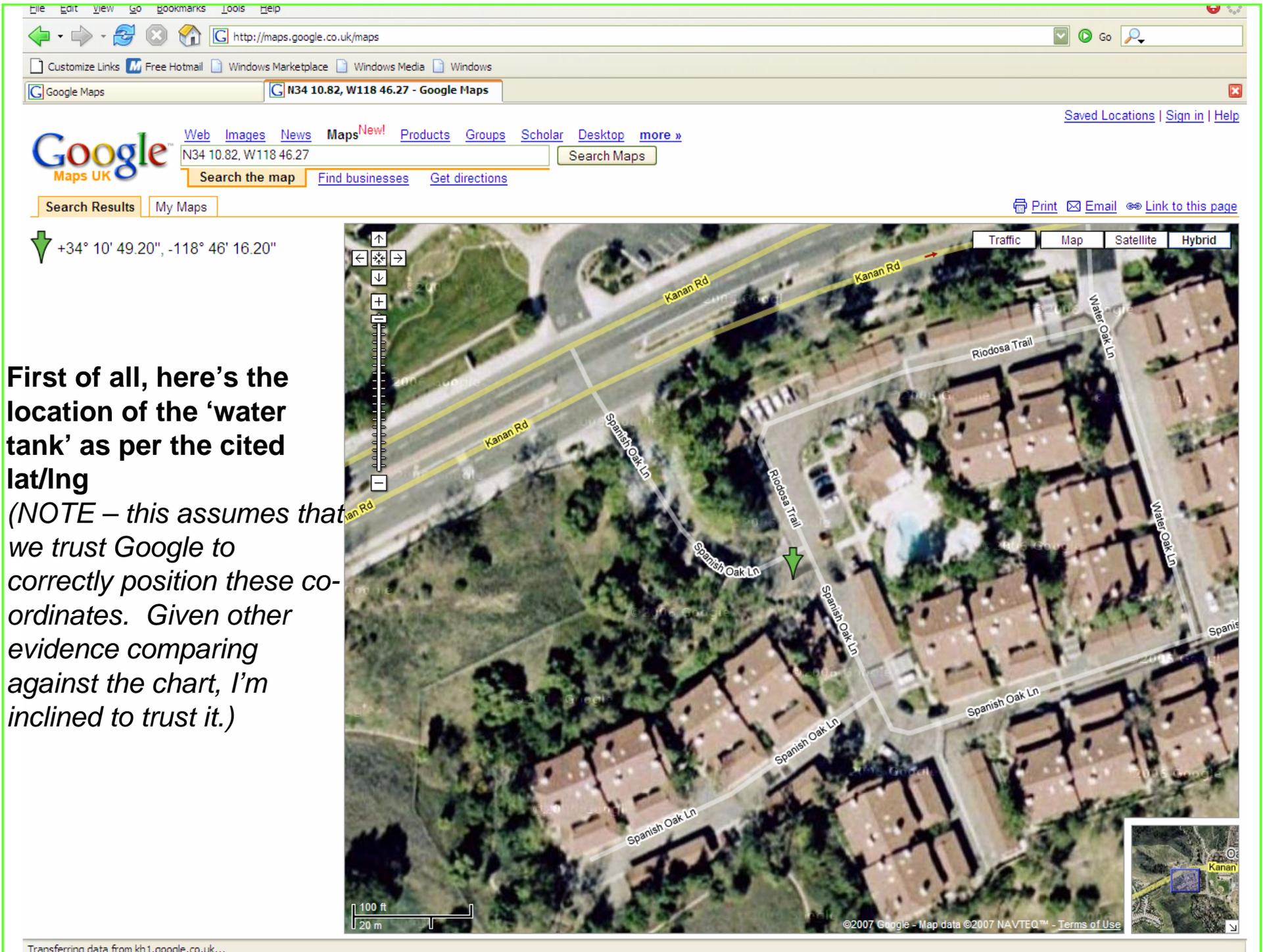
First a Google™ map.

Compare this with:

- a) the actual disposition of existing water tanks in the area and
- b) the location of VPLWT on the TAC – the TAC seems to place the location (to the best that its scale allows) pretty-much where the Google pointer is directed.

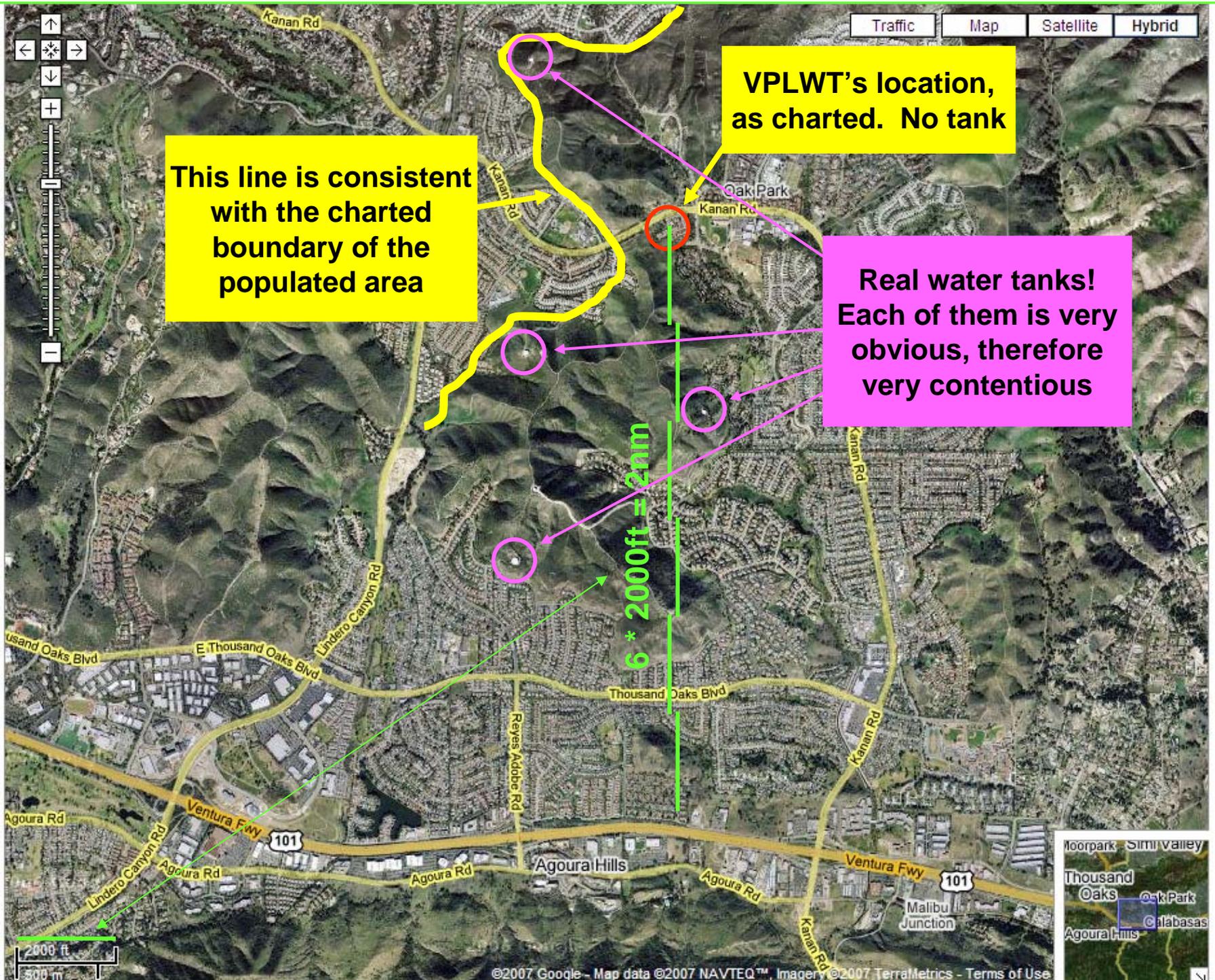
Note – the TAC shows that VPLWT is 2nm Nth of the Fwy101 – the scale on the Google satellite image is entirely consistent, suggesting that this truly is the location at which VPLWT is expected to exist. On a recent flight I used a GPS to confirm the position. There is no water tower there.

I don't think that the solution is to find another water tank – they are two a penny out there. My recommendation would be to remove VPLWT, and find a more obvious alternative if a VRP is required in this vicinity - see proposed VPLGN or VPLWL.



First of all, here's the location of the 'water tank' as per the cited lat/ing

(NOTE – this assumes that we trust Google to correctly position these coordinates. Given other evidence comparing against the chart, I'm inclined to trust it.)

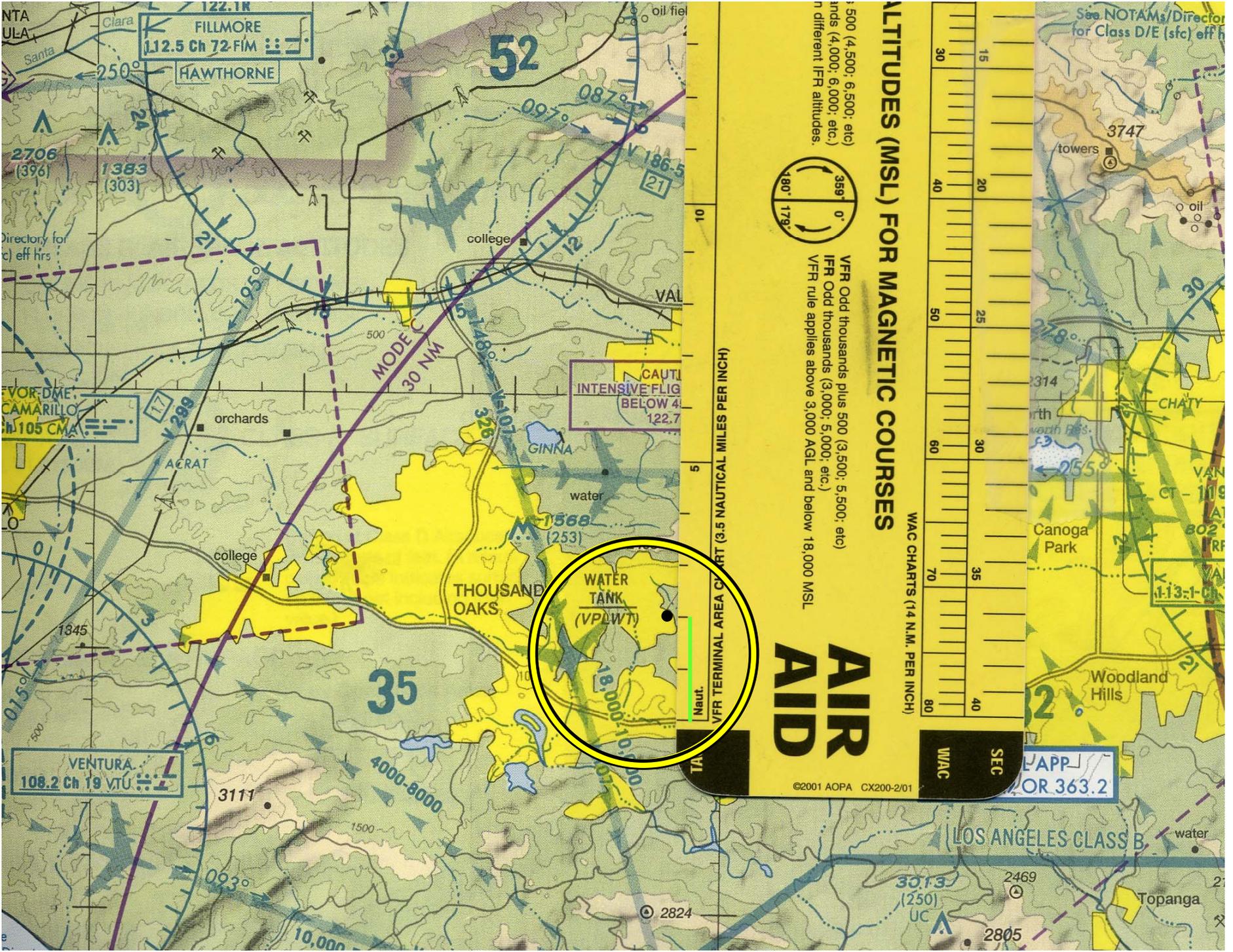


This line is consistent with the charted boundary of the populated area

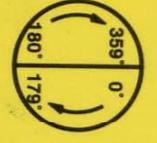
VPLWT's location, as charted. No tank

**Real water tanks!
Each of them is very obvious, therefore very contentious**

6 * 2000ft = 24km



500 (4,500; 6,500; etc)
 (4,000; 6,000; etc.)
 in different IFR altitudes.



VFR Odd thousands plus 500 (3,500; 5,500; etc)
 IFR Odd thousands (3,000; 5,000; etc.)
 VFR rule applies above 3,000 AGL and below 18,000 MSL

ALTITUDES (MSL) FOR MAGNETIC COURSES



VFR TERMINAL AREA CHART (3.5 NAUTICAL MILES PER INCH)

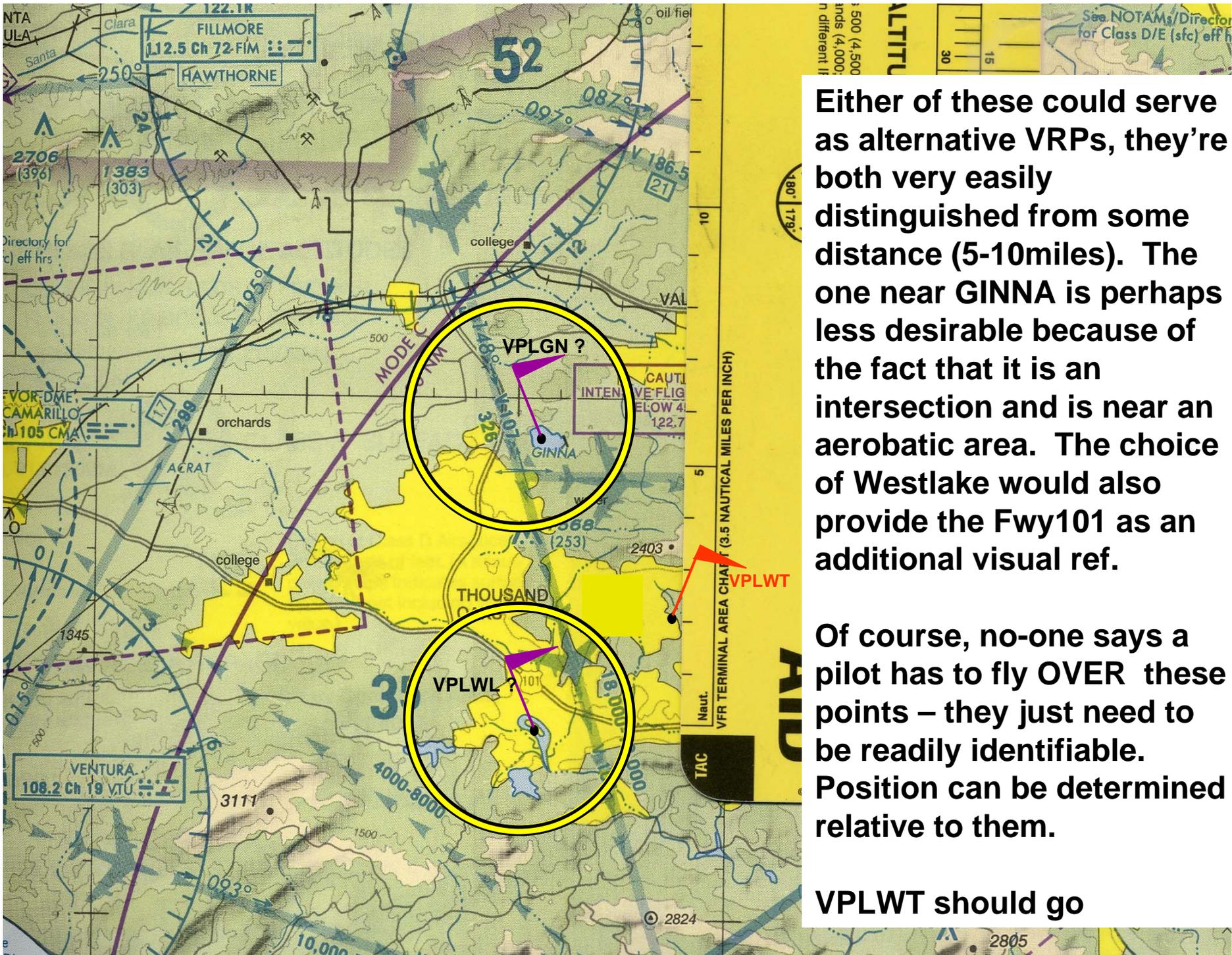
AIR AID

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WAC SEC

APP FOR 363.2

LOS ANGELES CLASS B



Either of these could serve as alternative VRPs, they're both very easily distinguished from some distance (5-10miles). The one near GINNA is perhaps less desirable because of the fact that it is an intersection and is near an aerobatic area. The choice of Westlake would also provide the Fwy101 as an additional visual ref.

Of course, no-one says a pilot has to fly OVER these points – they just need to be readily identifiable. Position can be determined relative to them.

VPLWT should go

There are TWO radomes at Palos Verdes

There are actually TWO radomes here, so the chart could indicate plural or state 'Two'



Signal Peak (VPLSP) is an established VRP inbound to KSNA from the East. However creeping conurbation has encroached upon the site and its prominence is now lost amongst a mass of red roofs (today even more than in the following Google image).

Whilst local pilots generally can still find it it is not so easy for others to locate.

Two problems now exist:

Firstly, the TAC is very out of date with regard to the indication of built-up areas, specifically around VPLSP but also more generally in this region of OC, and for unfamiliar pilots could be very misleading.

Secondly, and as a consequence of 'the creep', it is time to assign a new VRP, and one is conveniently located, and much more easily identified, approx. 1nm East of VPLSP, the 73 Freeway toll plaza.

The following image illustrates this and indicates where the new VRP should be - obviously called VPLZA! (which so far as a cursory check reveals, is not presently used)

