

# VERY IMPORTANT!

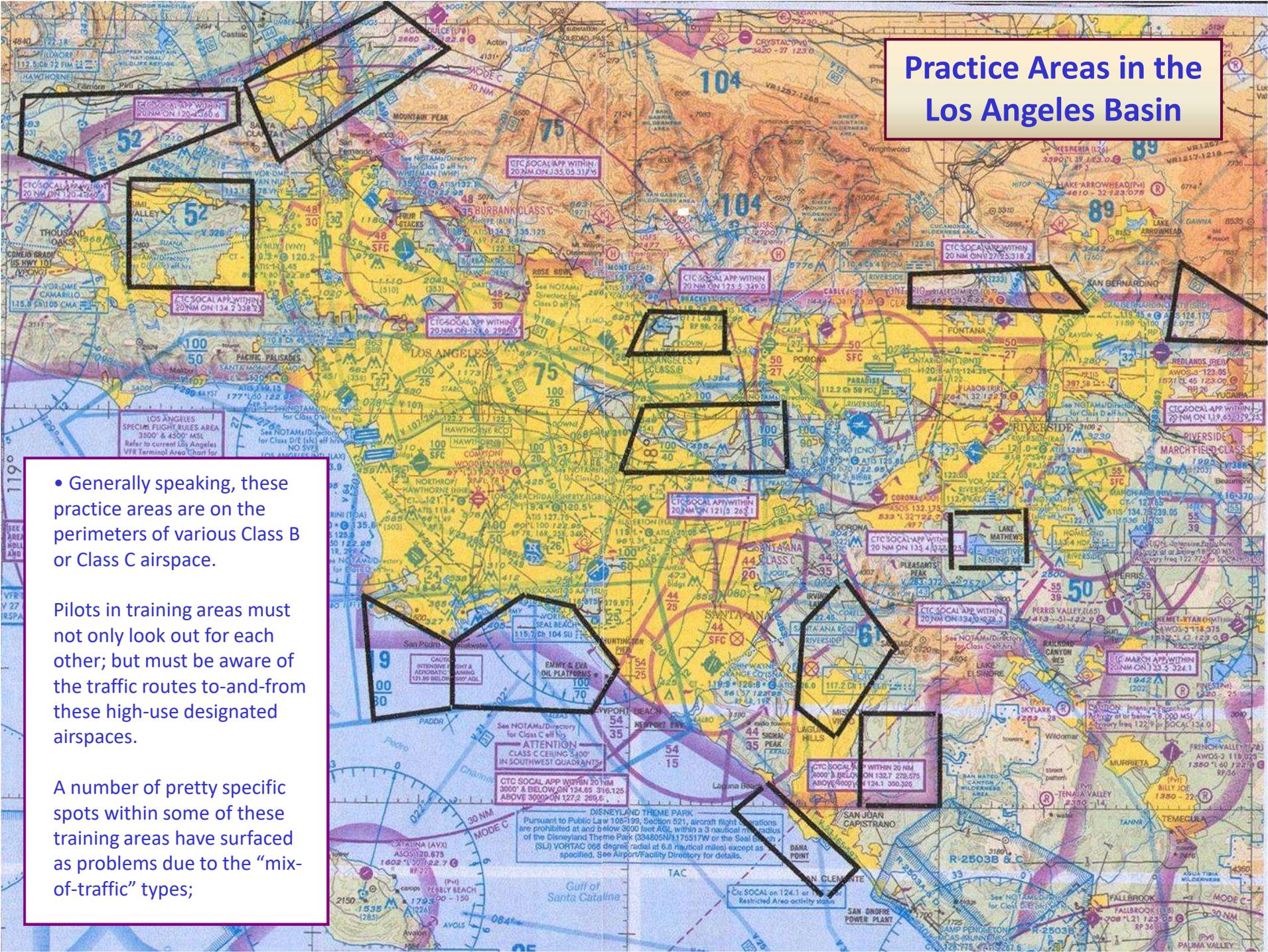
- *In addition to the Class B, C, D, Airspace Areas, there are:*

## 13 + Practice Areas as well!

- These are indicated on the LA TAC by a magenta CAUTION BLOCK containing the area title, altitude, and frequency/s.
- The boundaries of these areas are not charted; but there are guidelines, though the guidelines are not fixed, or FAA mandated.

The following map illustrates this complexity.

# Practice Areas in the Los Angeles Basin



- Generally speaking, these practice areas are on the perimeters of various Class B or Class C airspace.
- Pilots in training areas must not only look out for each other; but must be aware of the traffic routes to-and-from these high-use designated airspaces.
- A number of pretty specific spots within some of these training areas have surfaced as problems due to the “mix-traffic” types;

# INTENSIVE FLIGHT TRAINING AREAS

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

*This chart is Found on the reverse side of the TAC Chart*

**These “air to air” frequencies are  
REALLY IMPORTANT!  
- Particularly in Aerobatic areas**

	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
		AT OR BELOW 2000	123.025
10	JOHN WAYNE	4500	123.5
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.

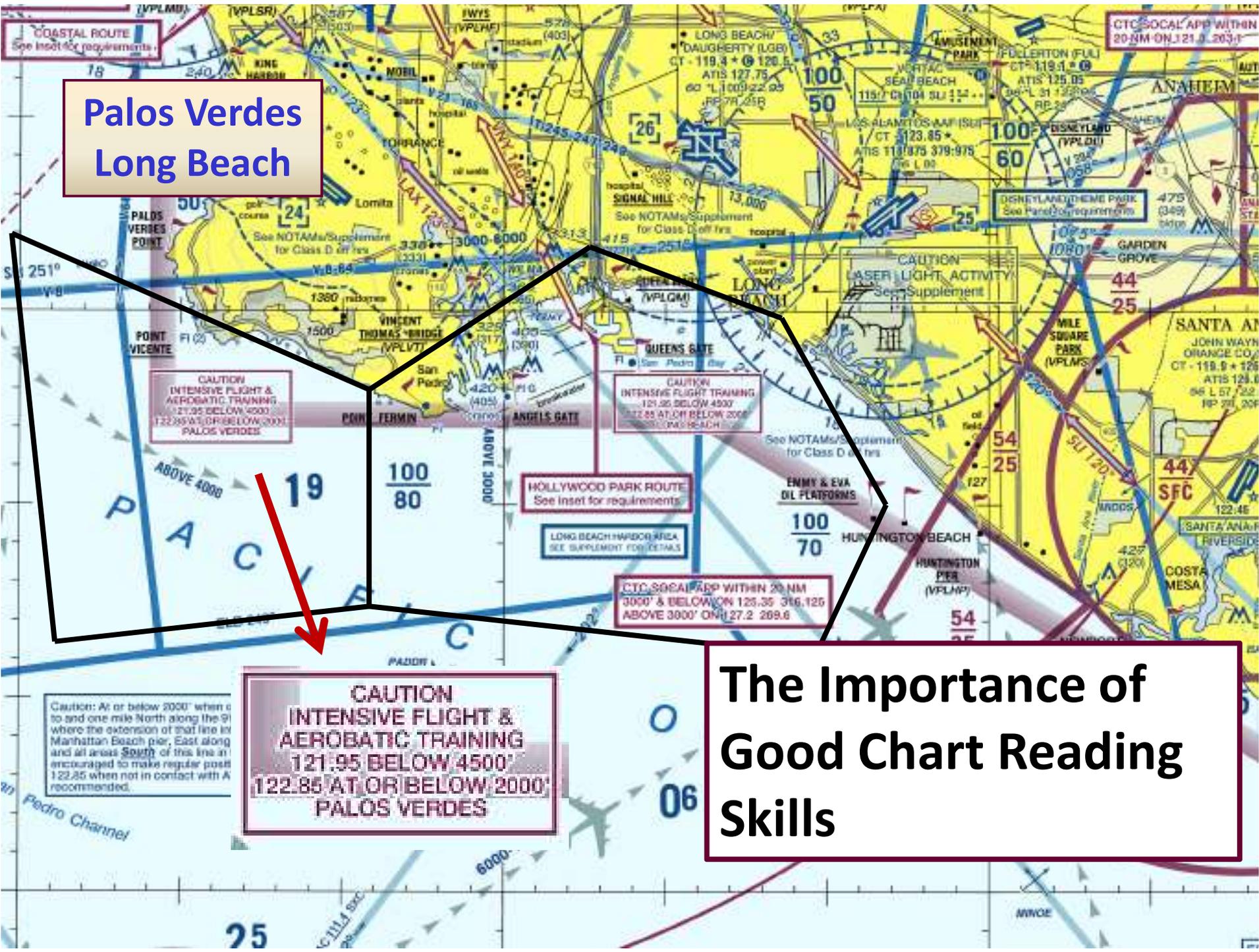
Pilots are encouraged to have a current Los Angeles Terminal Area Chart in the aircraft.

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.

**1. LISTEN   2. INQUIRE   3. ANNOUNCE YOUR POSITION, ALTITUDE AND FLIGHT PATH**





**Palos Verdes  
Long Beach**

CAUTION  
INTENSIVE FLIGHT &  
AEROBATIC TRAINING  
121.95 BELOW 4500'  
122.85 AT OR BELOW 2000'  
PALOS VERDES

CAUTION  
INTENSIVE FLIGHT TRAINING  
121.95 BELOW 4500'  
122.85 AT OR BELOW 2000'  
LONG BEACH

HOLLYWOOD PARK ROUTE  
See inset for requirements

LONG BEACH HARBOUR AREA  
SEE SUPPLEMENT FOR DETAILS

CTC SOCIAL APP WITHIN 20 NM  
3000' & BELOW ON 125.35 316.125  
ABOVE 3000' ON 27.2 269.6

CAUTION  
INTENSIVE FLIGHT &  
AEROBATIC TRAINING  
121.95 BELOW 4500'  
122.85 AT OR BELOW 2000'  
PALOS VERDES

**The Importance of  
Good Chart Reading  
Skills**

Caution: At or below 5000' when on to and one mile North along the 91 where the extension of that line in Manhattan Beach pier, East along and all areas south of this line it encouraged to make regular post 122.85 when not in contact with A recommended.

CTC SOCIAL APP WITHIN 20 NM ON J21.0.2023.0

Palos Verdes  
Long Beach

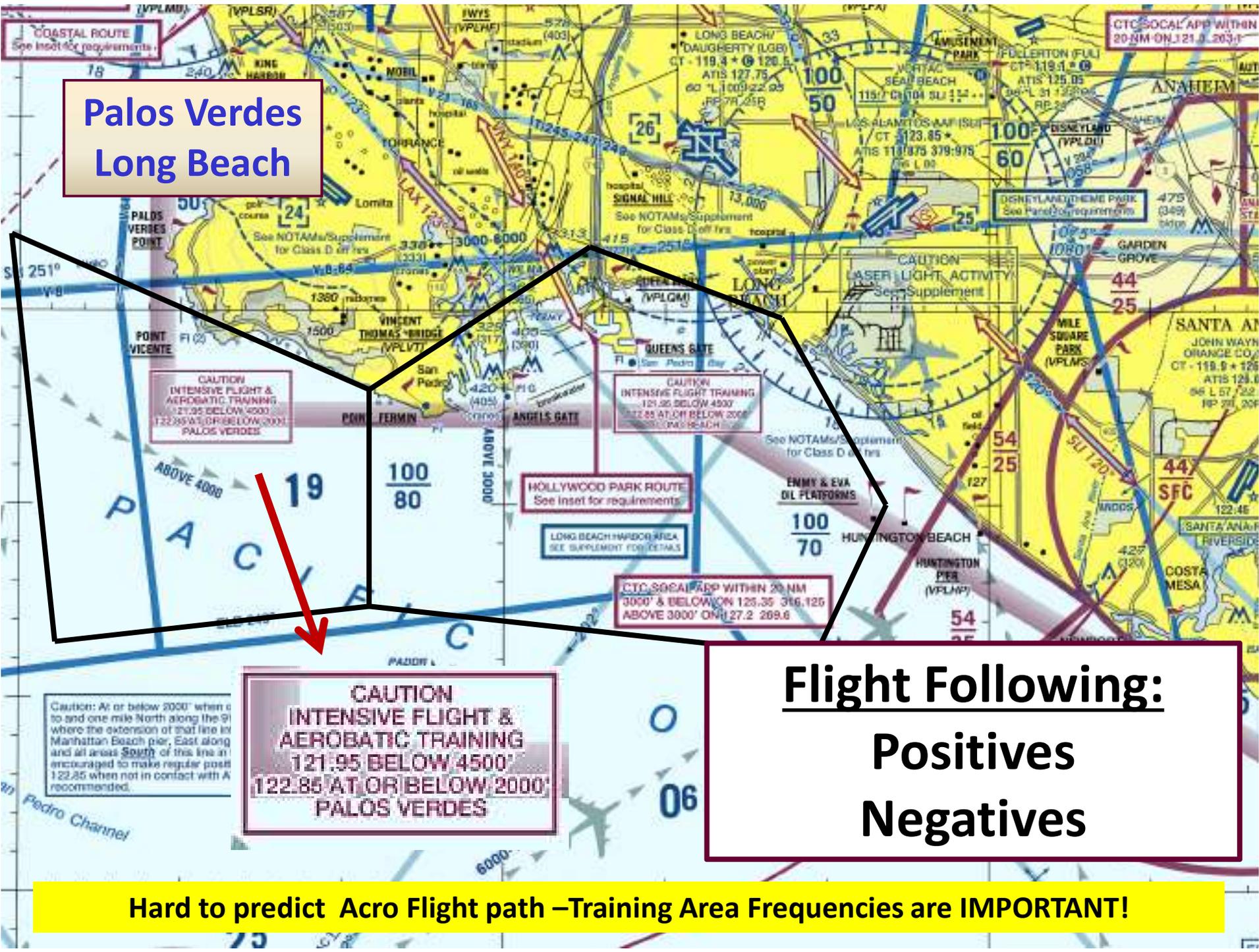
CAUTION  
INTENSIVE FLIGHT &  
AEROBATIC TRAINING  
121.95 BELOW 4500'  
122.85 AT OR BELOW 2000'  
PALOS VERDES

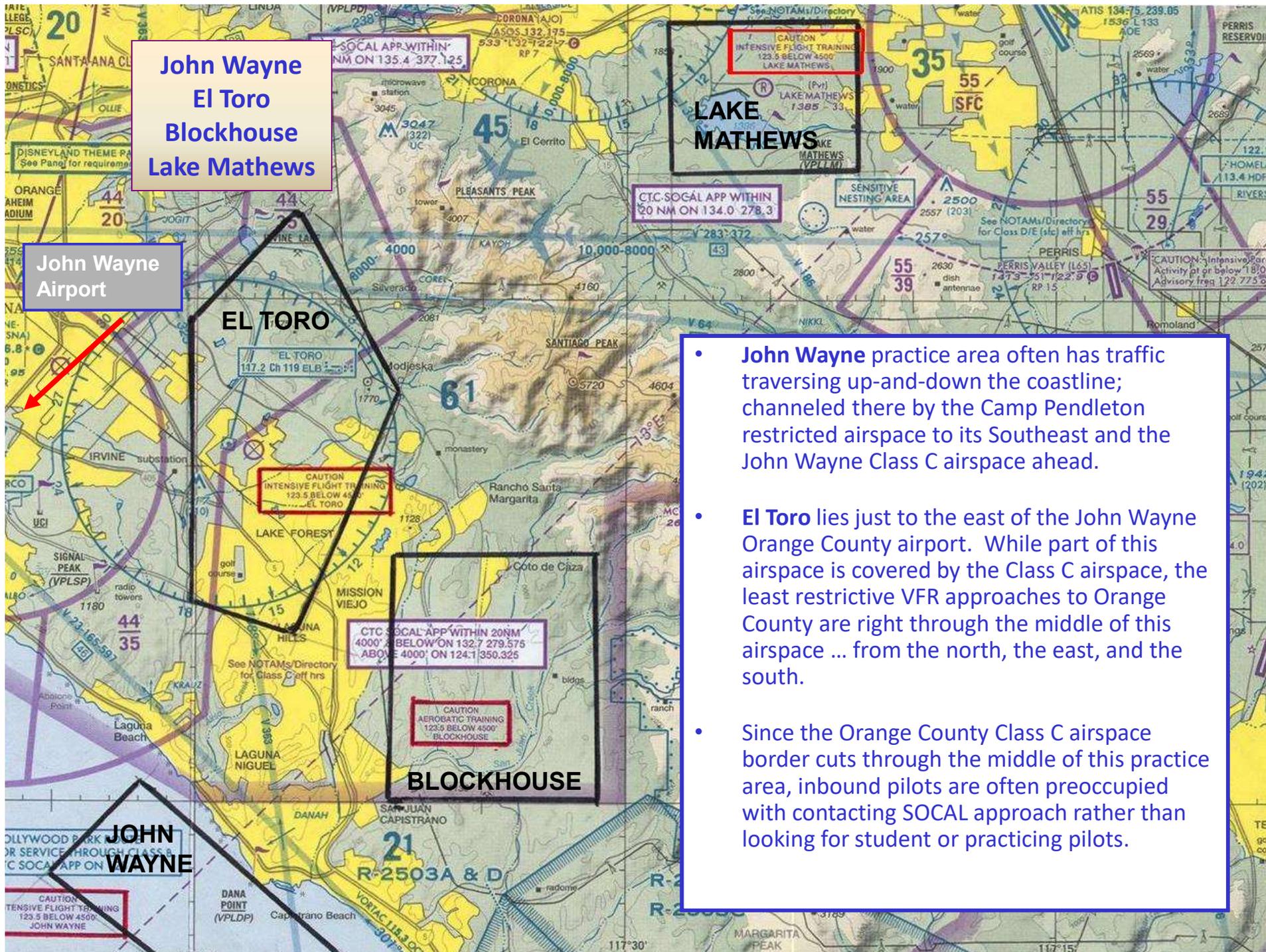
CAUTION  
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LONG BEACH

CAUTION  
INTENSIVE FLIGHT &  
AEROBATIC TRAINING  
121.95 BELOW 4500'  
122.85 AT OR BELOW 2000'  
PALOS VERDES

Flight Following:  
Positives  
Negatives

Hard to predict Acro Flight path – Training Area Frequencies are IMPORTANT!





John Wayne  
El Toro  
Blockhouse  
Lake Mathews

John Wayne  
Airport

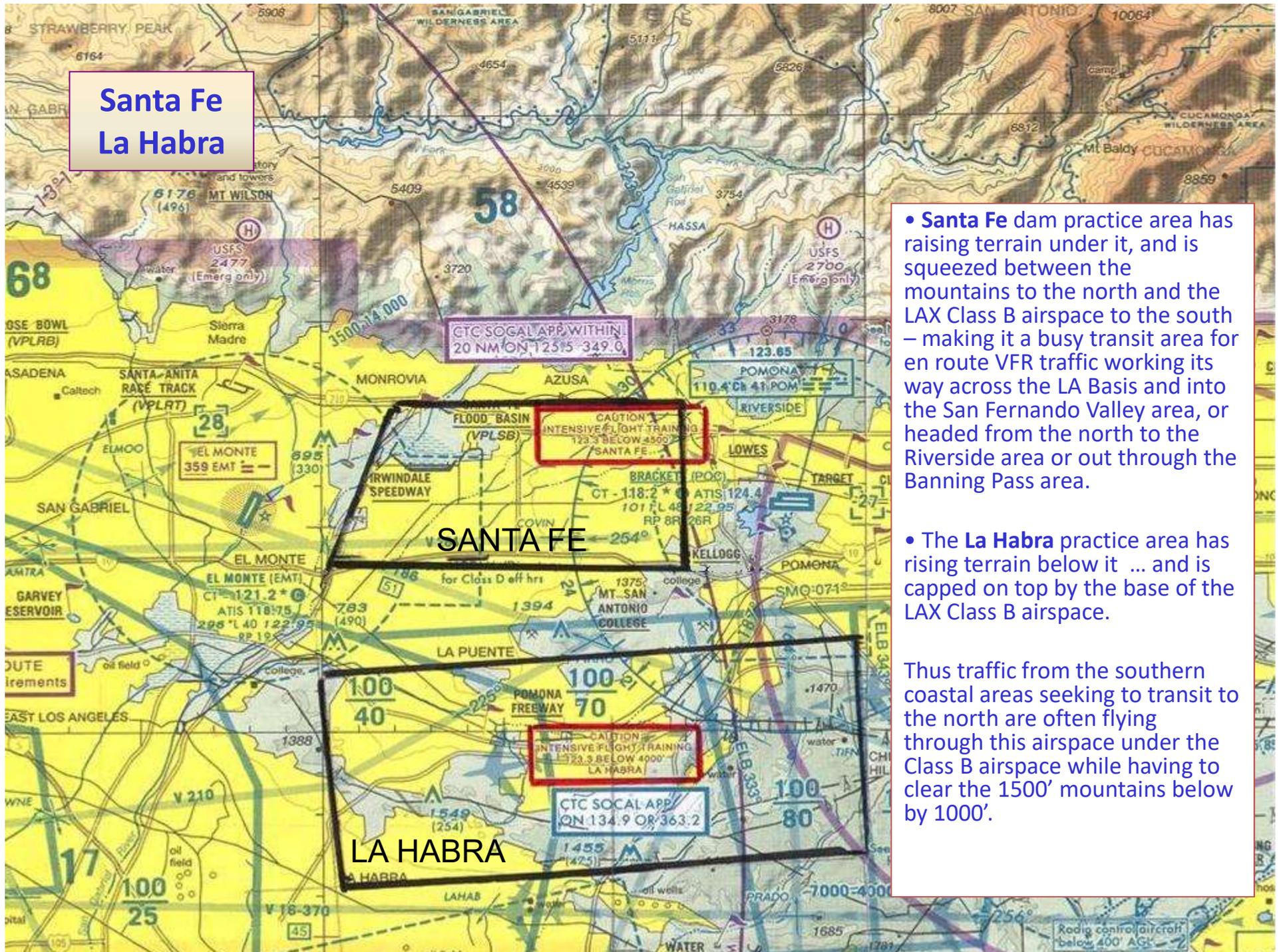
LAKE  
MATHEWS

EL TORO

BLOCKHOUSE

- **John Wayne** practice area often has traffic traversing up-and-down the coastline; channeled there by the Camp Pendleton restricted airspace to its Southeast and the John Wayne Class C airspace ahead.
- **El Toro** lies just to the east of the John Wayne Orange County airport. While part of this airspace is covered by the Class C airspace, the least restrictive VFR approaches to Orange County are right through the middle of this airspace ... from the north, the east, and the south.
- Since the Orange County Class C airspace border cuts through the middle of this practice area, inbound pilots are often preoccupied with contacting SOCAL approach rather than looking for student or practicing pilots.

## Santa Fe La Habra



• **Santa Fe** dam practice area has raising terrain under it, and is squeezed between the mountains to the north and the LAX Class B airspace to the south – making it a busy transit area for en route VFR traffic working its way across the LA Basis and into the San Fernando Valley area, or headed from the north to the Riverside area or out through the Banning Pass area.

• The **La Habra** practice area has rising terrain below it ... and is capped on top by the base of the LAX Class B airspace.

Thus traffic from the southern coastal areas seeking to transit to the north are often flying through this airspace under the Class B airspace while having to clear the 1500' mountains below by 1000'.

## Cajon Pass Redlands

The Redlands Area has since been revised. NE of the airport there is a small waived aerobic box. This area will be correctly depicted on the new Scauwg.org Interactive Chart.

Southeast of Redlands airport, parallel just to the west of the flyway route between Banning & Redlands lies by report a non-aerobatic practice area. This area is not recognized on the charts, but is depicted on the new Scauwg.org Interactive Chart.

CAJON

CAUTION  
INTENSIVE FLIGHT TRAINING  
123.3 BELOW 4500'  
CAJON PASS

CROSSCOUNTRY WITHIN  
20 NM ON 127.25 318.2

REDLANDS

CAUTION  
AEROBATIC TRAINING  
123.3 BELOW 7500'  
SEE AFD SPECIAL NOTICES  
REDLANDS

- **Cajon:** Squeezed between high mountains on the north and southern airspace restrictions (Ontario's Class C airspace).
- VFR Traffic flying east that begin north of the LAX Class B airspace are further channeled into an even narrower chute; which also happens to be the Cajon Pass practice area.
- And for many VFR pilots ... particularly those based in the Corona, Chino, Riverside and San Bernardino areas ... the Cajon Pass is the lowest area to cross the mountains if intending to go to Las Vegas and/or Palmdale/Lancaster.

- In addition to student training and very rapidly rising terrain – **Redlands** has an FAA designated aerobic training area. It extends from 1500' agl up to and including 7500' msl.
- This aerobic airspace is for waiver holders only; but it still requires pilots to be alert in the area. And as with the Cajon Pass, pilots coming from Las Vegas down the airway or departing out of Big Bear airport and headed for the LA Basin are often commencing their descents into the basin – potentially right in the middle of where pilots are flying aerobatics. The frequency for communicating in this area is 123.3; not the Redlands airport (REI) multicom frequency 123.05.

Santa Paula  
Santa Clarita  
Simi Valley

SANTA PAULA

SANTA CLARITA

SIMI

NOTICE TO PILOTS  
California Condors (Endangered Species) nesting in the Sequoia Sanctuary in flight between the Sisquac and Sequoia Sanctuaries and soaring throughout adjacent mountains. Pilots are requested to maintain 3000 ft terrain clearance (9000 + MSL RECOMMENDED) when flying over or near the sanctuaries.

CAUTION  
INTENSIVE AEROBATIC TRAINING  
122.775 BELOW 5500' MSL  
SEE A/FD SPECIAL NOTICES  
SANTA PAULA WAIVER REQUIRED

CAUTION  
INTENSIVE FLIGHT TRAINING  
122.775 BELOW 4580'  
SANTA CLARITA

CTC'SOCAL APP WITHIN  
20 NM ON 120.4 360.6

CAUTION  
VNY ILS 4300

CAUTION  
INTENSIVE FLIGHT TRAINING  
122.775 BELOW 4500'  
SIMI VALLEY

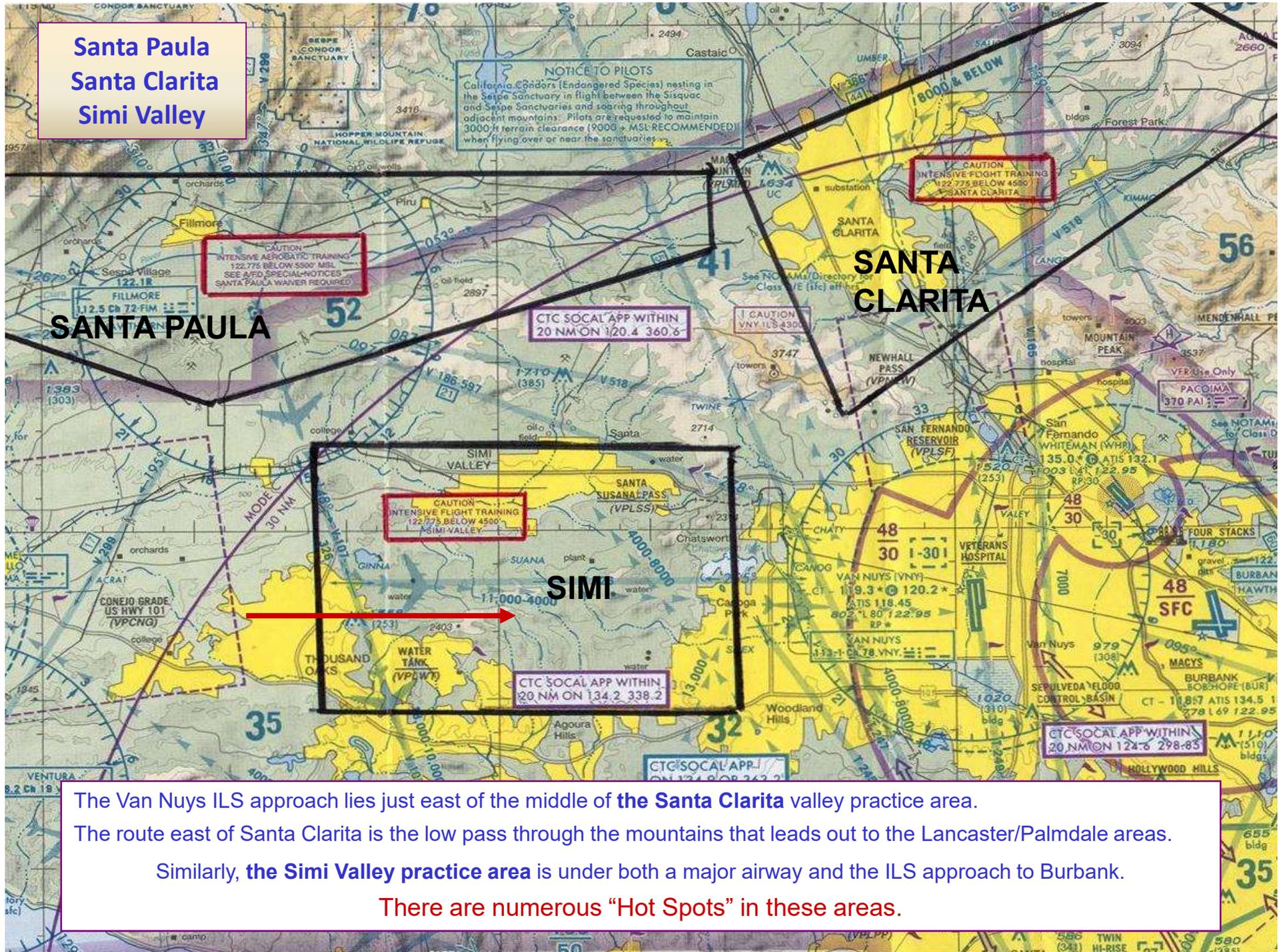
CTC'SOCAL APP WITHIN  
20 NM ON 134.2 338.2

CTC'SOCAL APP WITHIN  
20 NM ON 124.6 298.85

The Van Nuys FAA wants to emphasize that the **Santa Paula Aerobatic Practice Area** (1500' agl to 5500' msl) that extends all the way from Santa Paula airport (SZP) to Magic Mountain at the east end of the practice area. The frequency for aerobatic area users and pilots transiting this space is 122.775 (for locals, not the 122.9 multicom frequency of Santa Paula (SZP)). Another key aspect to the Santa Paula practice area is that the Fillmore VOR sits pretty much in its middle. Fillmore is one of the primary LAX jet traffic inbound primary decent routing points.



Santa Paula  
Santa Clarita  
Simi Valley



The Van Nuys ILS approach lies just east of the middle of the **Santa Clarita** valley practice area.  
The route east of Santa Clarita is the low pass through the mountains that leads out to the Lancaster/Palmdale areas.  
Similarly, the **Simi Valley** practice area is under both a major airway and the ILS approach to Burbank.  
There are numerous “Hot Spots” in these areas.

# THANKS!

More Information Coming  
on the Website!

Stay Tuned!

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