

Member Groups:

ALPA

Airline Pilots Association

AOPA

Aircraft Owners &
Pilots Association

ATA

Air Transport Association

ATAC/SCAG

Aviation Technical
Advisory Committee/
Southern California
Association of Governments

Cal Pilots

California Pilots Association

CALTRANS

Division of Aeronautics

EAA

Experimental Aircraft
Association

HAI

Helicopter Assn.
International

JetBlue

Jet Blue Airways

NATA

National Air Transportation
Association

NATCA

National Air Traffic
Controllers Association

NBAA

National Business
Aviation Association

RAA

Regional Airline
Association

SSA

Soaring Society of America

U.S. Air Force

U.S. Army

U.S. Marine Corps

U.S. Navy

FAA -WP Region

Western Service Area, Flt. Standards, LA Area FSDO's, SCT, LA Ctr.,

**AIRSPACE
USERS
WORKING
GROUP**

October 25, 2015

To: Joida.Reed@FAA.Gov

From: Southern California Airspace Users Working Group TAC Subcommittee

Recommendations from the Airspace Users Working Group Chart Subcommittee for the upcoming LA TAC and A/FD Southwest:

LA TAC

1. Between Manhattan Beach Pier and King Harbor relocation of obstruction symbol and height may be confusing (See Exhibit A).
2. Add obstructions (antennas) on Signal Hill south of LGB on LA TAC Chart (nav side, flyways side) (See Exhibit B).
3. Add Stadium TFR information to a panel on the Los Angeles TAC chart (See Exhibit C).

A/FD Southwest

There is currently a special notice in the A/FD Southwest (see Exhibit D):

**INTENSE HELICOPTER OPERATIONS
LOS ANGELES BASIN AREA, CALIFORNIA
CAUTION: Intense helicopter operation below 2000' AGL.**

All pilots transitioning the area at or below 2000' AGL are encouraged to make regular position reports on frequency 123.025.

It should be changed to:

**INTENSE HELICOPTER OPERATIONS
LOS ANGELES BASIN AREA, CALIFORNIA
CAUTION: Intense helicopter operation below 2000' AGL. All pilots transitioning the area at or below 2000' AGL are encouraged to make regular position reports as follows:**

When operating along a line parallel to and one mile North along the 91 freeway corridor from West where the extension of that line intersects the beach just South of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas North of this line in the LA Basin, pilots are encouraged to make regular position reports on 123.025 when not in contact with ATC.

When operating along a line parallel to and one mile North along the 91 Freeway Corridor from West where the extension of that line intersects the beach just South of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas South of this line in the LA Basin, pilots are encouraged to make regular position reports on 122.85 when not in contact with ATC.

Thank you for your assistance.

We constitute a dynamic mechanism wherein aviation users and industry representatives can effectively interact with each other in their commitment to resolve airspace related problems and improve aviation safety, utility and efficiency. We are a pioneering group, willing to join in our commitment to create working means and communication channels to achieve airspace and safety goals. We, as professionals, have the knowledge, technology, means and desire to explore new ways of achieving change. We have committed ourselves to cooperative action, including opposing views, and are taking necessary steps to make a significant contribution to our air transportation system.