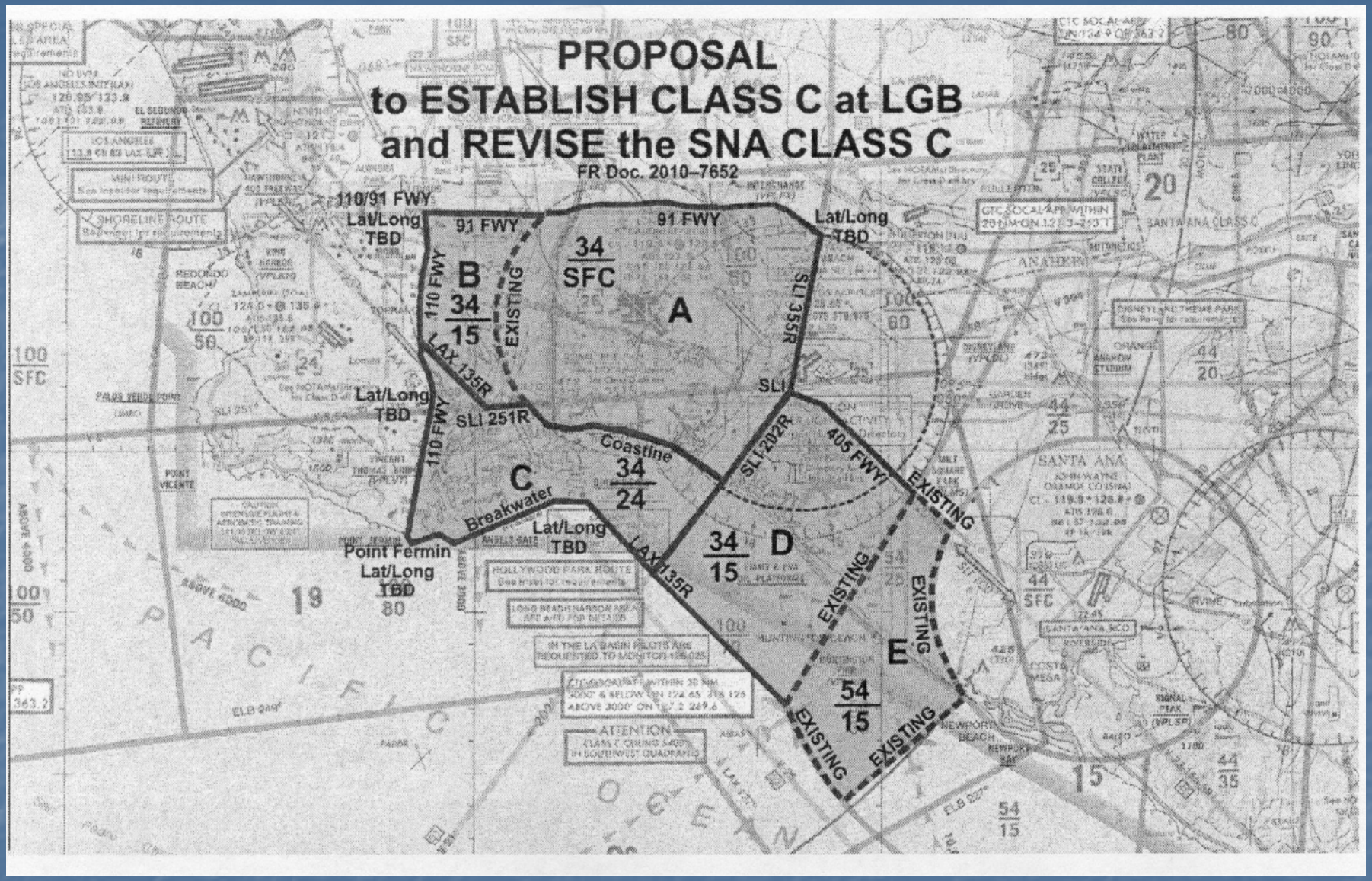
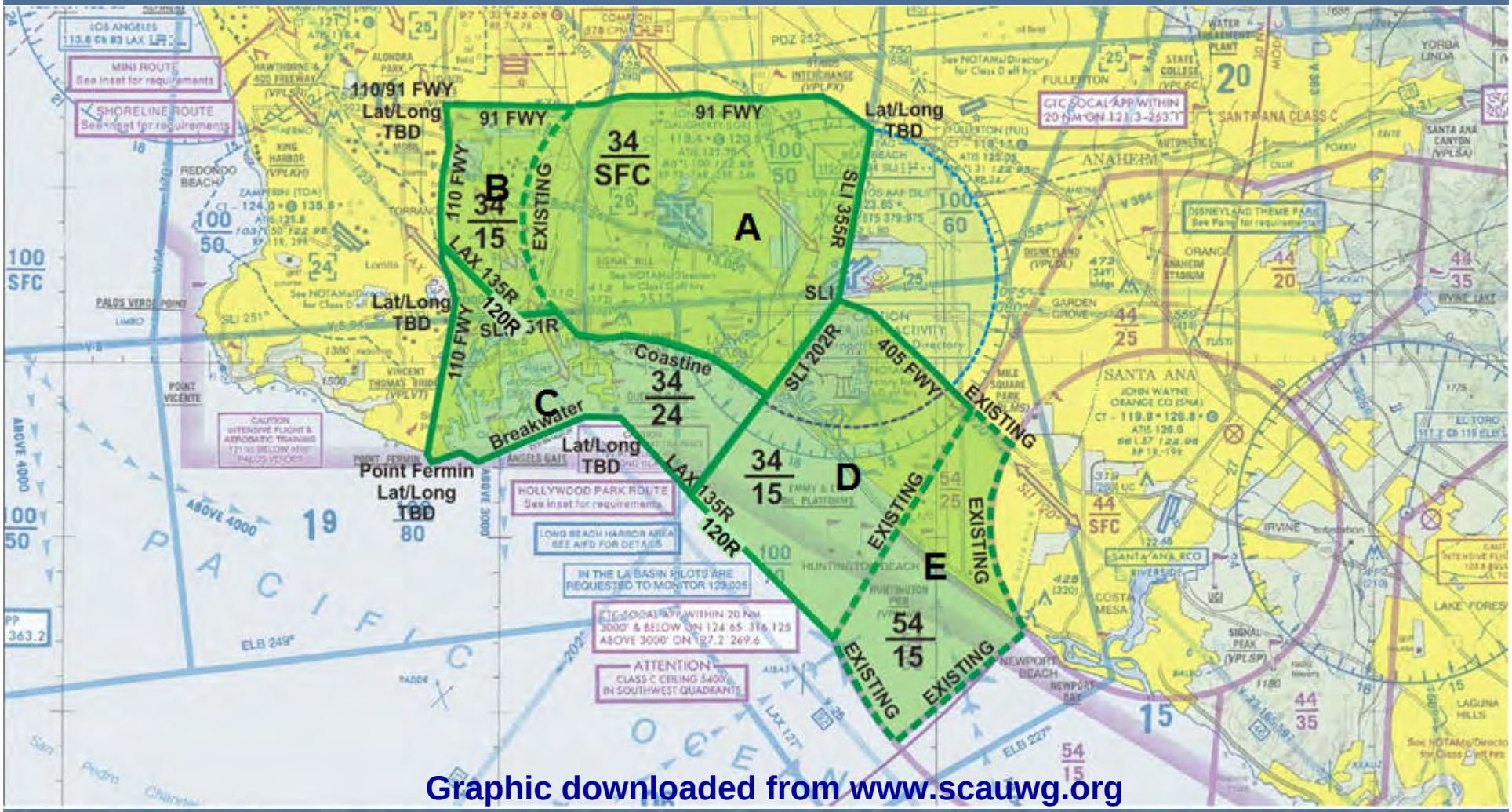
PROPOSAL
to ESTABLISH CLASS C at LGB and REVISE the SNA CLASS C

FR Doc. 2010–7652



Class C Proposal unveiled June 22, 2010



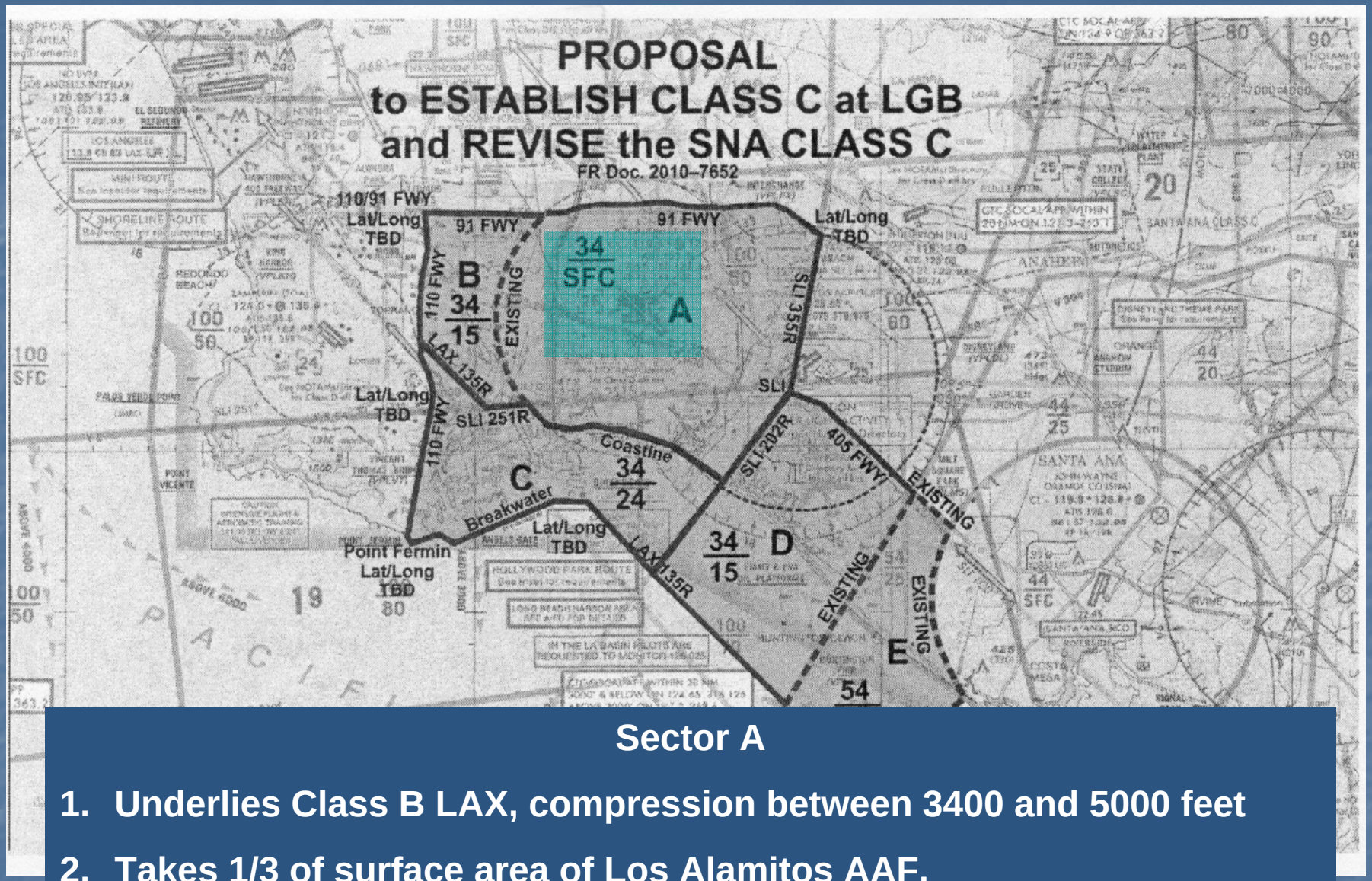
Graphic downloaded from www.scauwg.org

FAA NOTE … What was depicted on the original graphic in the Public Comment sessions June 22 and 23 as the 135 radial from LAX corresponds approximately to the 120 radial Magnetic radial from the LAX VOR. The original graphic was depicted in true North used for planning charts as opposed to magnetic North used on aeronautical charts by pilots. This graphic has been corrected.

Send Comments to the FAA

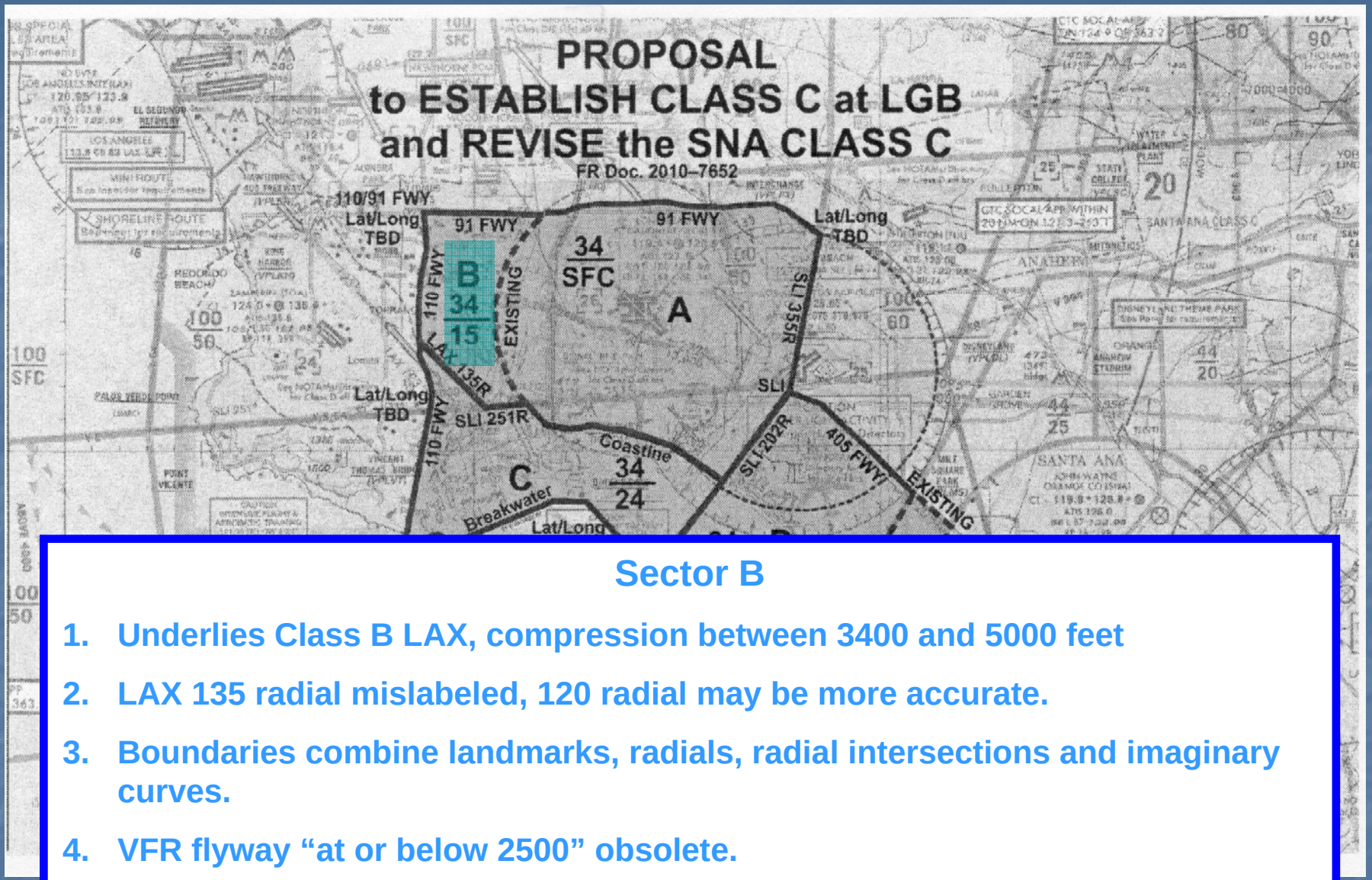
- FR Doc. 2010-7652
  - Comments regarding this proposal MUST be received on or before July 31, 2010
  - Send or deliver comments in triplicate to:

Clark Desing, Operations Support Group, AJV-W2
Western Service Area, Air Traffic Organization
Federal Aviation Administration
1601 Lind Avenue, SW
Renton, WA 98057



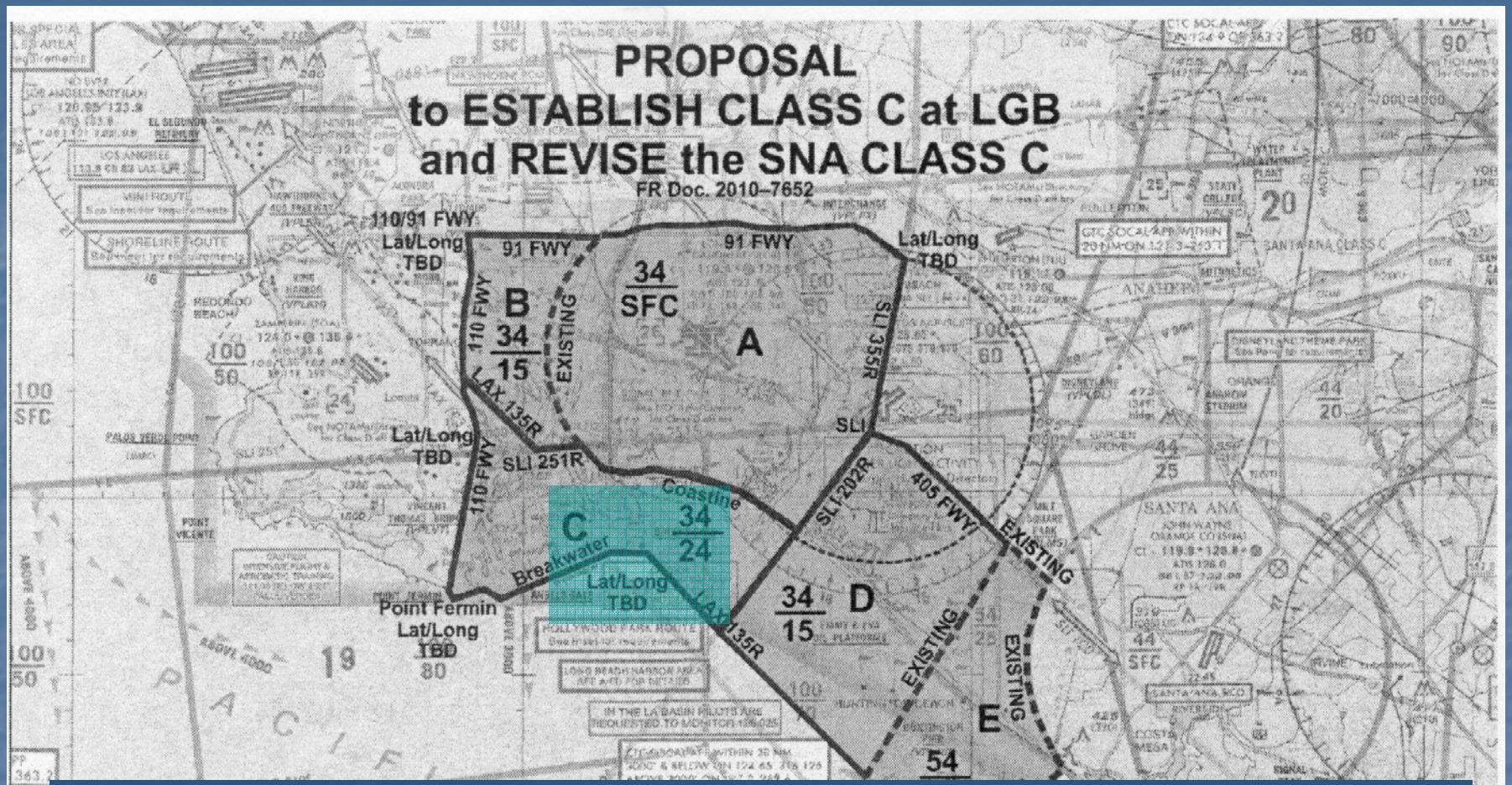
Sector A

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



Sector B

1. Underlies Class B LAX, compression between 3400 and 5000 feet
2. LAX 135 radial mislabeled, 120 radial may be more accurate.
3. Boundaries combine landmarks, radials, radial intersections and imaginary curves.
4. VFR flyway “at or below 2500” obsolete.
5. 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.



Sector C

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

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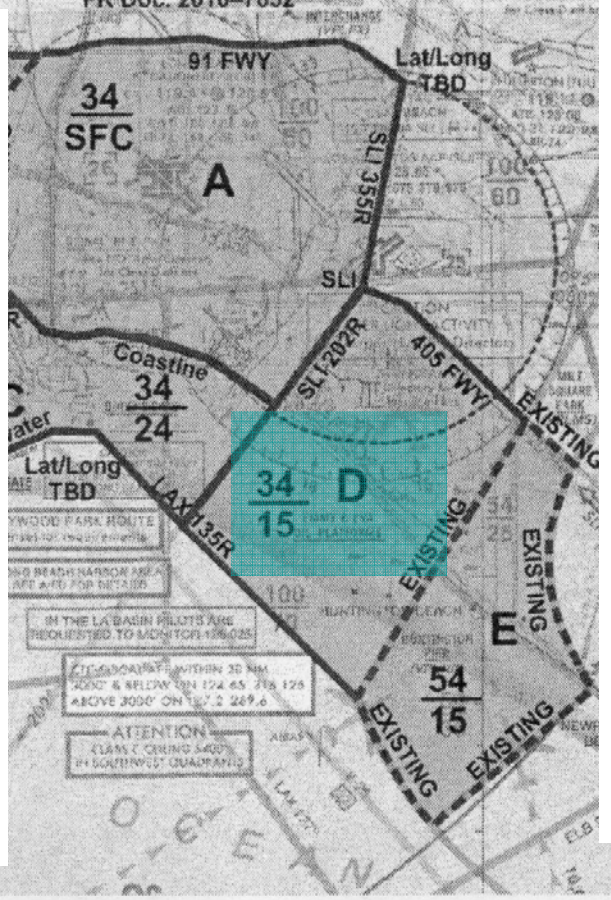

Sector D

1. Underlies Class B LAX, compression between 3400 and 7000 ft.
2. Takes 1/4 of Los Alamitos AAF airspace between 1500 ft and 2500 ft.
3. Boundaries combine landmarks, radials, and radial intersections.
4. 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 Fullerton and other inland destinations.

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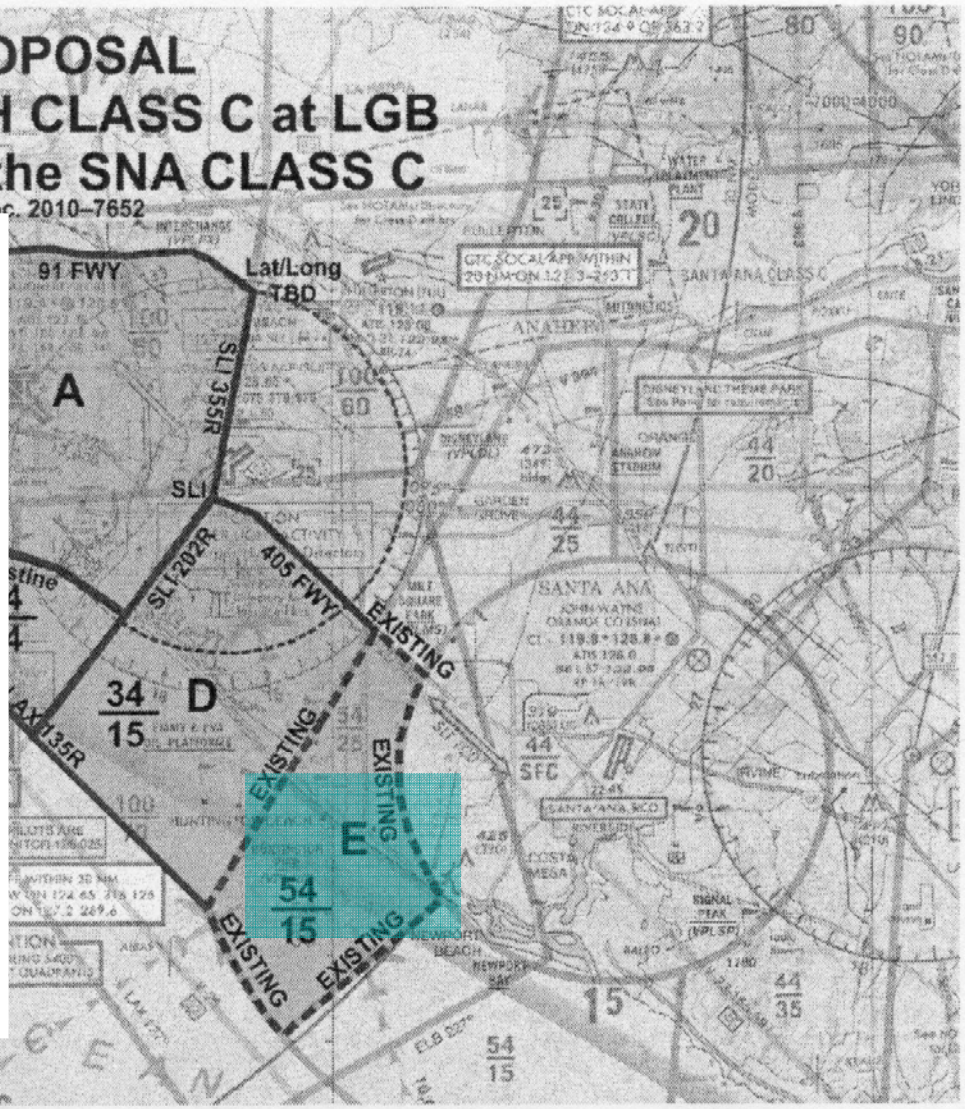
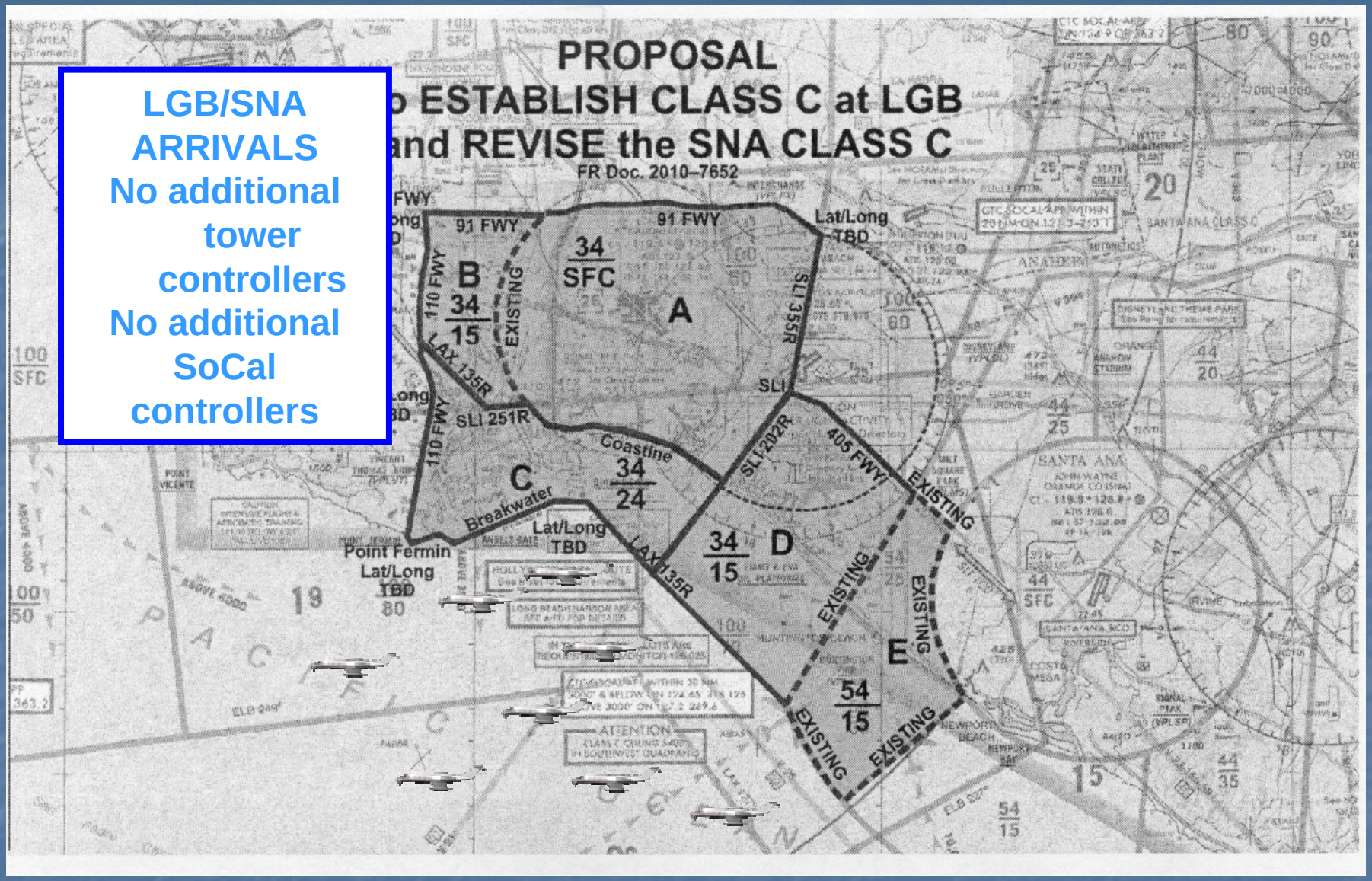
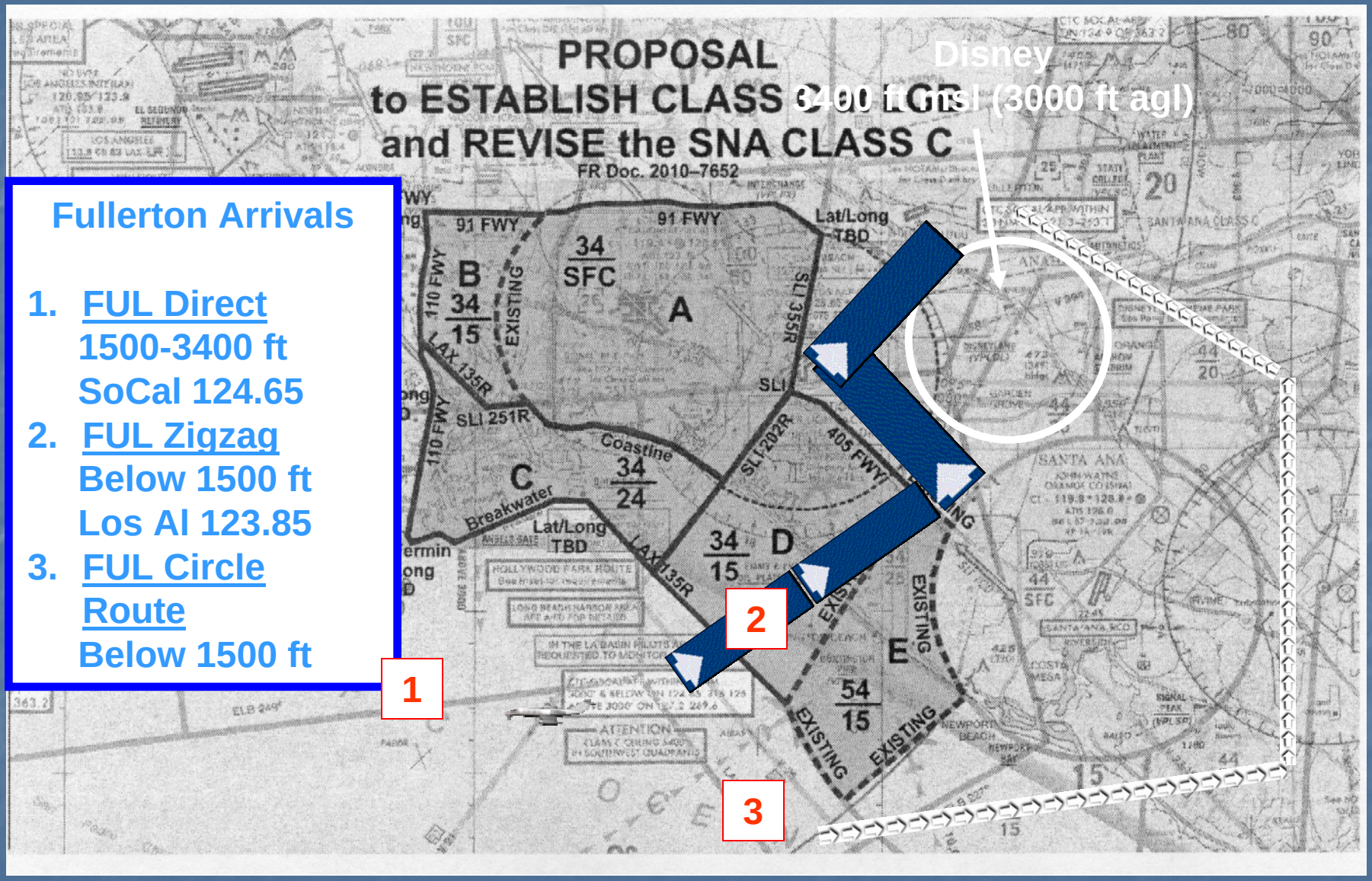
Sector E

1. Underlies Class B LAX, compression between 3400 and 7000 ft
2. “Existing” along southeast boundary is misleading; base has been lowered from 2500 ft and 3500 ft to 1500 ft.
3. Boundaries combine landmarks, radials, radial intersections and imaginary curves.



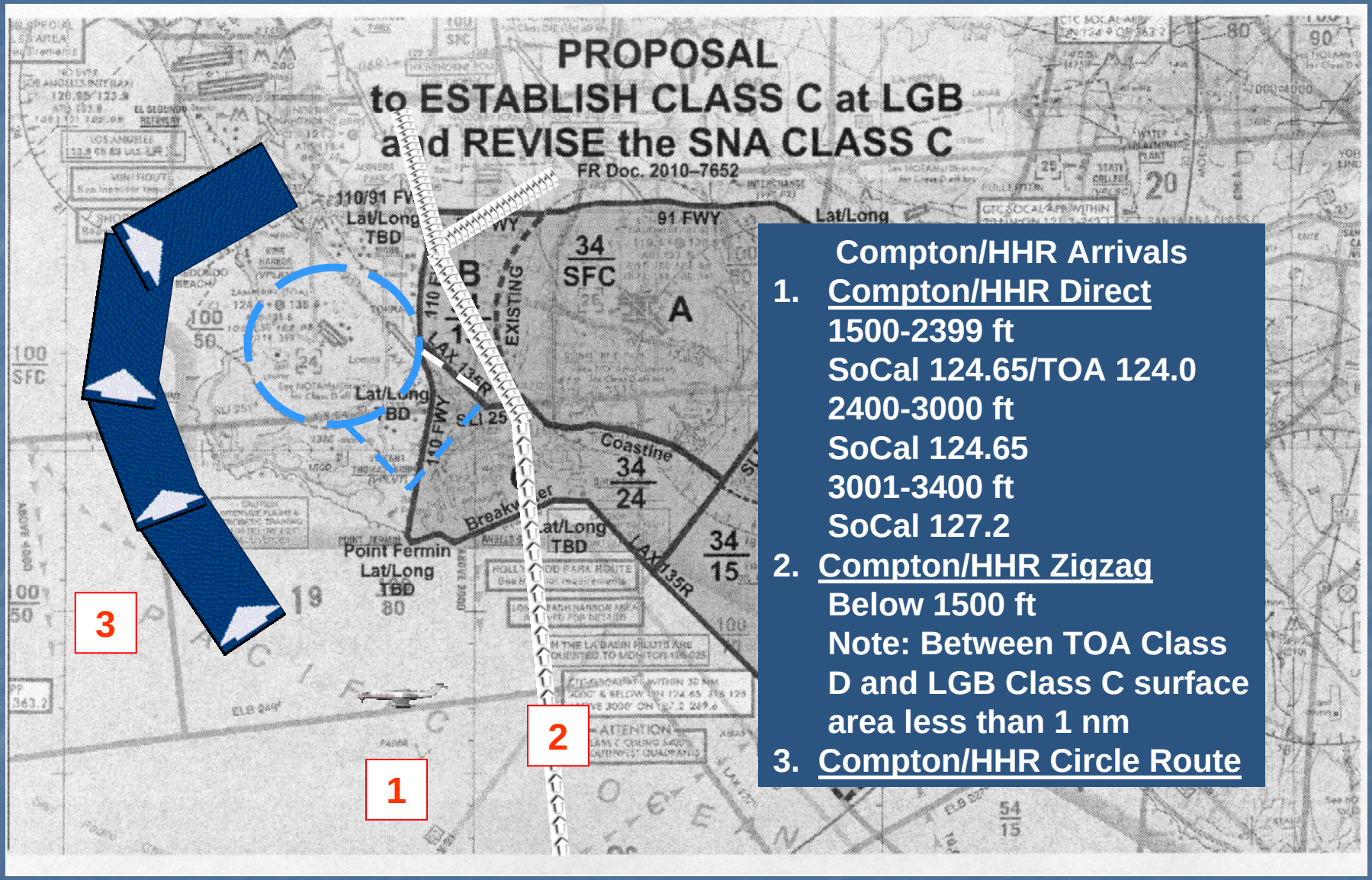
LGB/SNA ARRIVALS
No additional tower controllers
No additional SoCal controllers





Fullerton Arrivals

1. FUL Direct
   1500-3400 ft
   SoCal 124.65
2. FUL Zigzag
   Below 1500 ft
   Los Al 123.85
3. FUL Circle Route
   Below 1500 ft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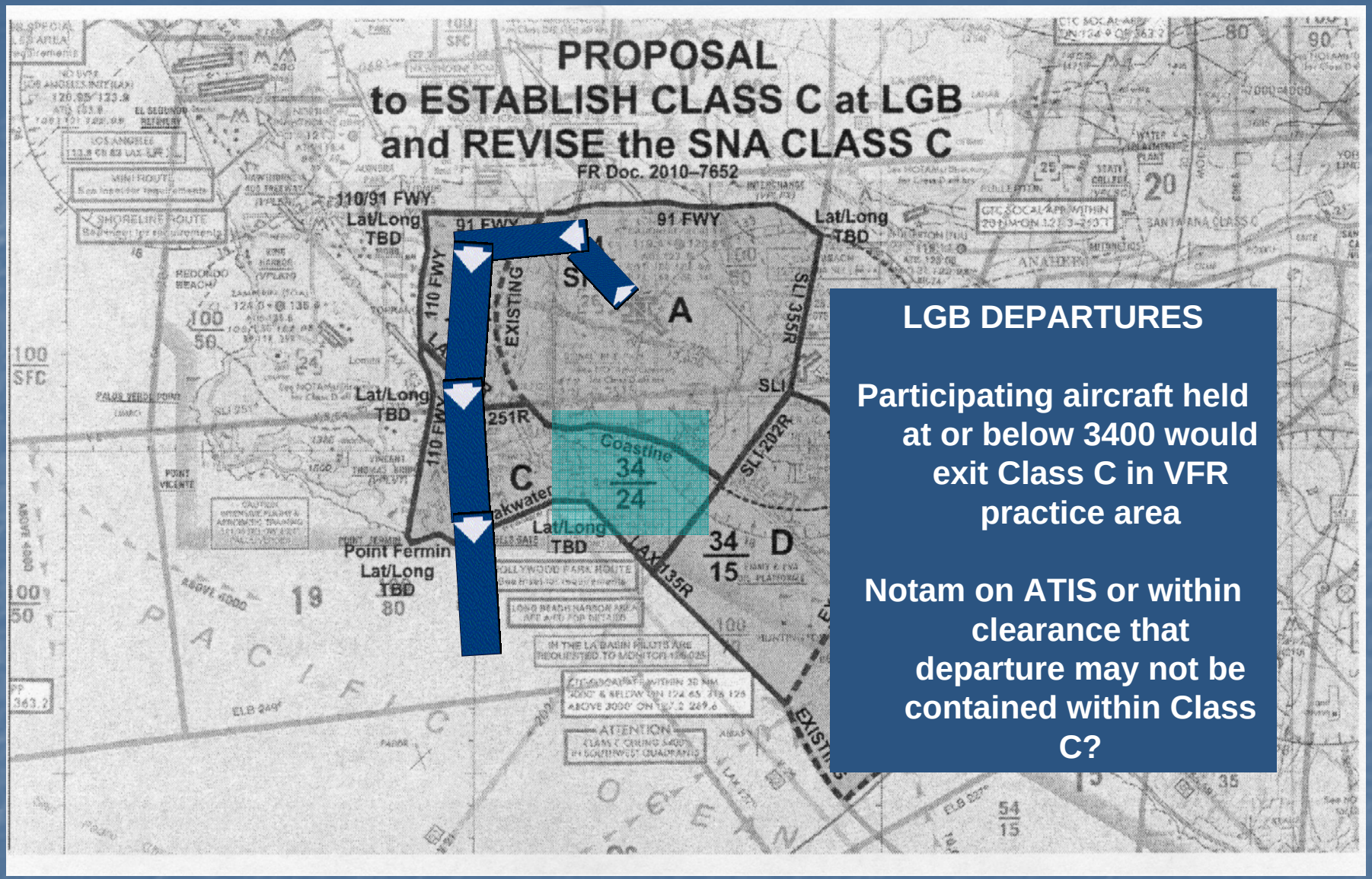
Compton/HHR Arrivals
1. Compton/HHR Direct
1500-2399 ft
SoCal 124.65/TOA 124.0
2400-3000 ft
SoCal 124.65
3001-3400 ft
SoCal 127.2
2. Compton/HHR Zigzag
Below 1500 ft
Note: Between TOA Class D and LGB Class C surface area less than 1 nm
3. Compton/HHR Circle Route
1
2
3
Point Fermin
Lat/Long
TBD
Coastline
91 FWY
110 FWY
LAX 135R
EXISTING
34
SFC
34
24
34
15
A
B



LGB DEPARTURES

Participating aircraft held at or below 3400 would exit Class C in VFR practice area

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

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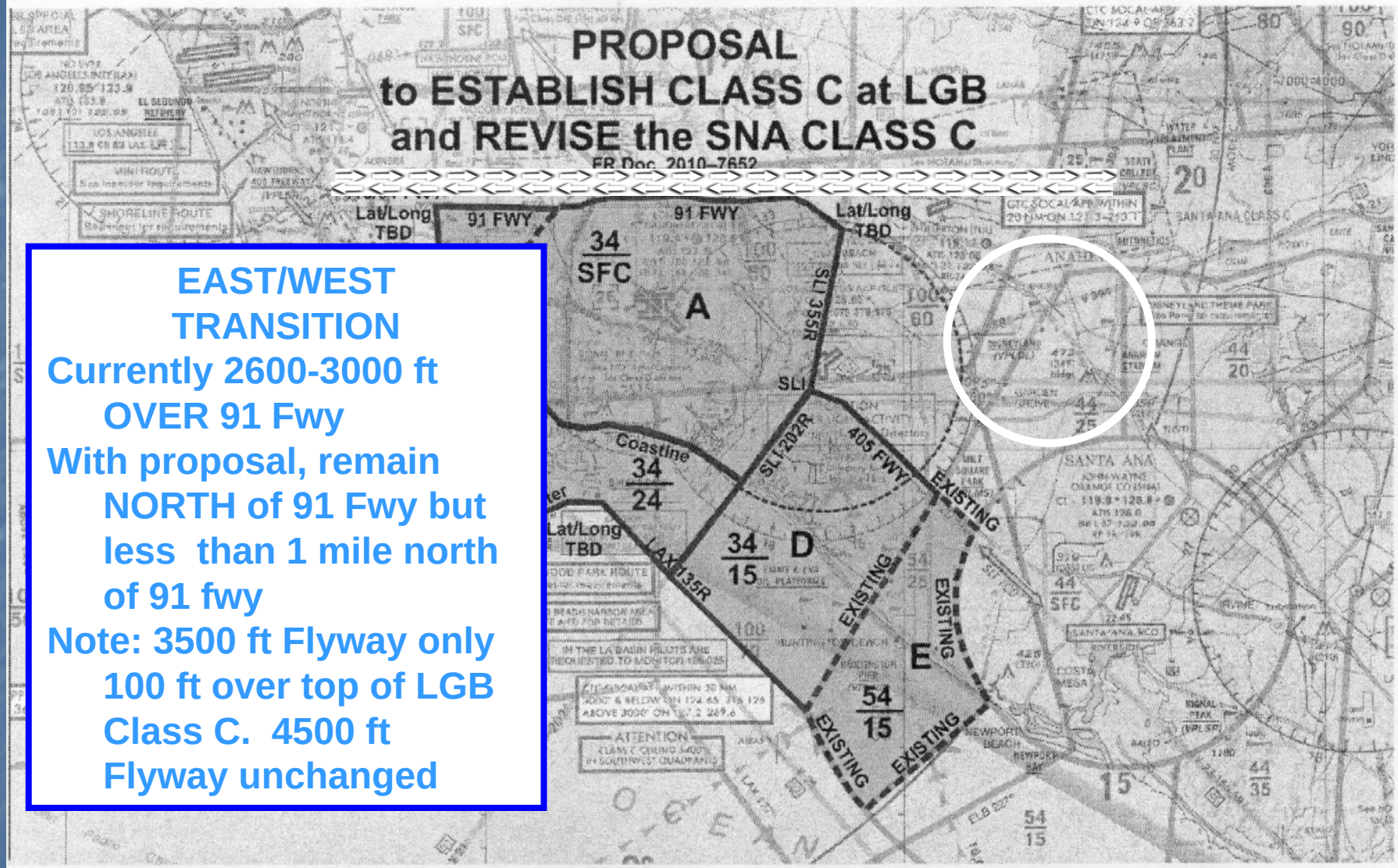

EAST/WEST TRANSITION

Currently 2600-3000 ft OVER 91 Fwy

With proposal, remain NORTH of 91 Fwy but less than 1 mile north of 91 fwy

Note: 3500 ft Flyway only 100 ft over top of LGB Class C. 4500 ft Flyway unchanged

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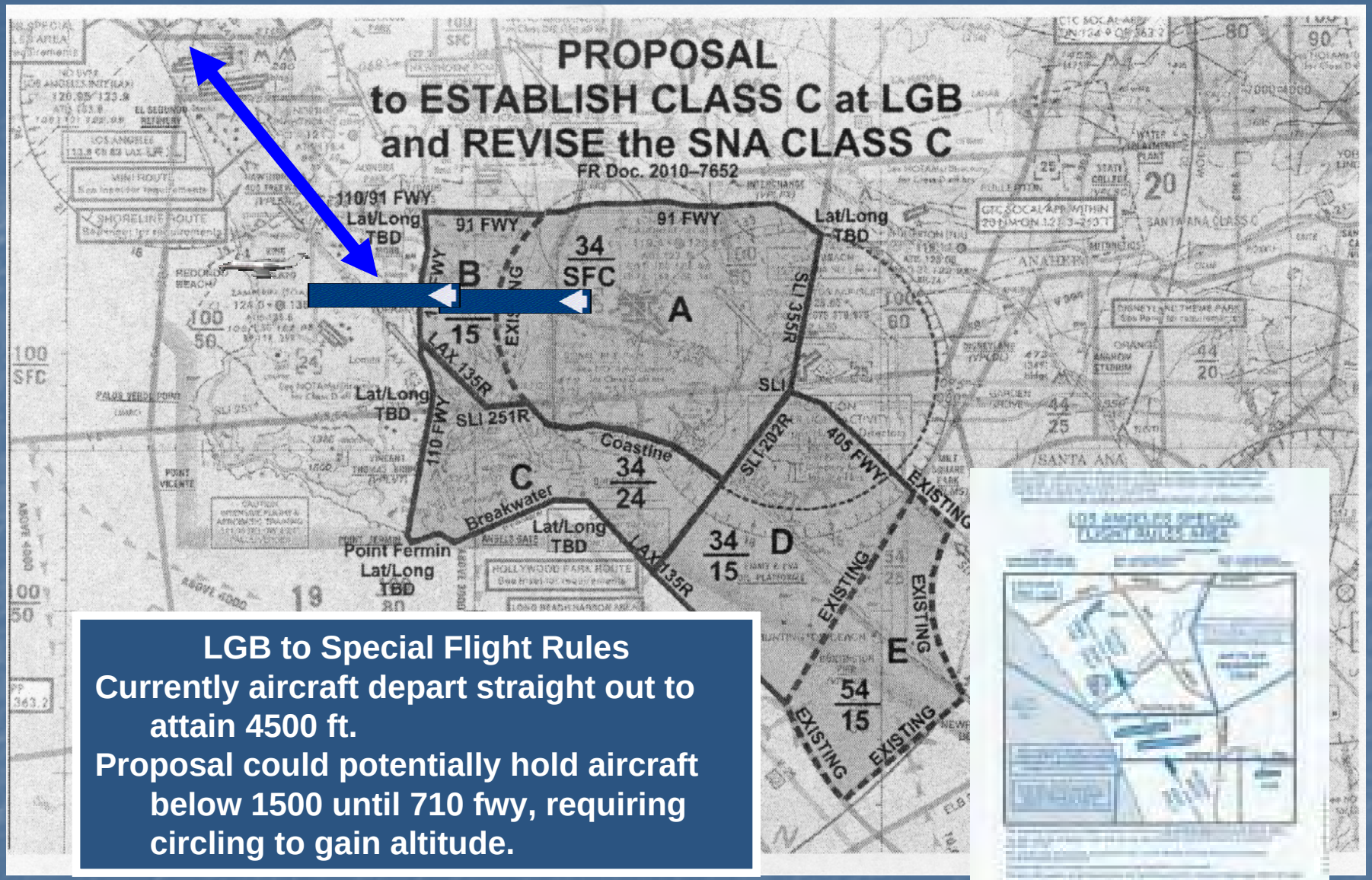


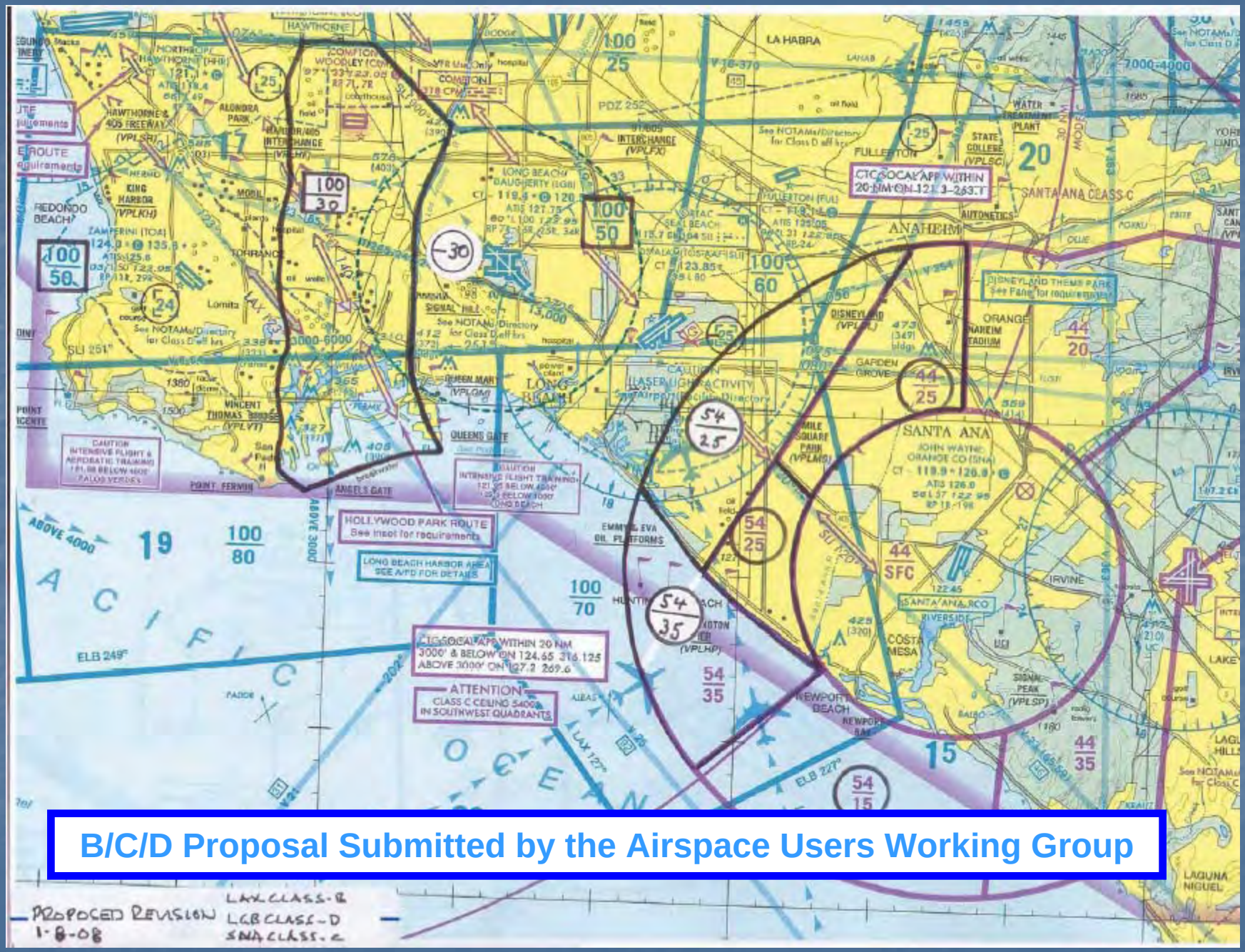
LGB to Special Flight Rules

Currently aircraft depart straight out to attain 4500 ft.

Proposal could potentially hold aircraft below 1500 until 710 fwy, requiring circling to gain altitude.

More analysis of proposal

2 B continued ...



B/C/D Proposal Submitted by the Airspace Users Working Group