

PHPA

Professional Helicopter Pilots Association



To: The Southern California Airspace Users Working Group
From: Professional Helicopter Pilot Association

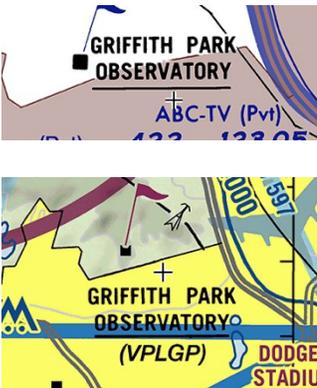
Subj: Consolidated Los Angeles Helicopter Route Chart Change Recommendations

The Professional Helicopter Pilot Association (PHPA) has undergone a unified effort to gather and consolidate chart recommendations by leveraging individual wardrooms from those public services represented in this organization. The recommendations have been organized and numbered in spreadsheet format and provide the recommendation with supporting comments or pictures.

The PHPA's project officer for this is McClain Isom and can be reached at (702) 238-9402. All questions and comments can be routed to McClain. Additionally, please refer to the PHPA website, <http://www.phpa.org>, if further Board of Director's POC information is required.

#	Recommendations	Supporting Comments
1	Ventura Freeway Route – add pre-designated altitude restriction for VFR helicopters at 1,300 ft MSL.	A severe near mid air collision between a USCG helicopter and departing KVMY jet traffic occurred on this route. Coast Guard safety investigation concluded not having a pre-designated VFR altitude along route as casual factor.
2	KLAX Surface Bravo (Florence) – depict Main Street.	Helo traffic along the Harbor Freeway Route is routinely requested to fly over Main Street instead of Hwy 110. Local pilots don't know where this street is.
3	Note Communication Box in Warning Area 289E – "High Density Helicopter Traffic..." – remove.	Misleading. Generally, more helicopter traffic in LA basin than offshore. <div data-bbox="922 1591 1224 1709" style="border: 1px solid black; padding: 5px; text-align: center;">NOTE HIGH DENSITY HELICOPTER TRAFFIC OFFSHORE OXNARD AND VENTURA</div>
4	Van Nuys Transition Routes – add transition route descriptions.	El Monte, Marina, and Santa Monica transition routes are explained at the bottom left portion of the chart, but not the Van Nuys transition



		routes.
5	Updated the Emergency Operations Frequencies listed on the cover of the LA Helicopter Chart.– LA Sheriff Dept:122.975, LACO Fire: 131.425	Some frequencies are incorrect and need updating. At the least, these following frequencies need to be changed: LA Sheriff Dept: 122.975, LA County Fire: 131.425, and Coast Guard CH16 (156.8) or 121.5.
6	Consider plotting the 3 nm TFR radius ring around Dodgers Stadium.	It may be user friendly to permanently depict a commonly used TFR around the stadium with a Comm Box indicating that the charted TFR only represents the TFR limits while active and does not show the actual TFR status.
7	Create a legend on the chart cover indicating which home team plays in each of the stadiums.	For pilot awareness.
8	Ensure all collocated VFR checkpoints/waypoints mnemonics and VP identifiers are charted.	Some points between the LA TAC and LA Helicopter Charts don't match. 
9	Hollywood Bowl – add communication box indicating the following: “Remain clear of Hollywood Bowl when the white strobes are illuminated. Seasonal show times occur between May and	This is to establish a quiet zone around the Hollywood Bowl during seasonal use by the LA Phil.

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	October.” Pilots are encouraged to listen to Bob Hope’s ATIS for more information.	
10	John Ford Theater – add communication box (perhaps with the Hollywood Bowl comm box) requested pilots to not overfly this theater.	The association involved with the Hollywood Bowl has indicated that the John Ford Amphitheatre has been revamped and has increased shows now. Requesting pilots to not fly over this location East of Hwy 101 across from the Hollywood Bowl.
11	Multiple helicopter pads are labeled as (Unverified) throughout the chart. Recommend verifying the status of the LZ and removing label.	Examples of LZ’s with this label are: <ol style="list-style-type: none"> 1. JPL (Pasadena) 2. Temple Sheriff (Temple City) 3. Century Sheriff (Willowbrook) 4. Pico Rivera Sheriff (Pico Rivera) 5. Harbor UCLA (Torrance).
12	Redondo Transition through Long Beach Airport – depict the Long Beach Pier to the chart.	The pier is a helpful visual reference for new pilots setting up to fly either Redondo or South Lakewood transitional routes.
13	Bob Hope Airport helicopter frequency – remove 132.325.	Not in use but should be verified first.
14	Communication Box just south of LA/LB Harbor “In harbor area...” – recommend removing this comm box.	This box provides conflicting information with the intensive flight training box just above it. Pilots should be monitoring 122.85 in these locations. <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p style="text-align: center; font-size: small;">IN HARBOR AREA EAST OF PALOS VERDES POINT, ALONG COASTLINE & TO/FROM CATALINA, PILOTS ARE REQUESTED TO MONITOR 121.95 FROM 4500’ AGL TO 1000’ AGL & 119.8 BELOW 1000’ AGL</p> </div>
15	Long Beach Airport Transition Routes – add text descriptions of the transition routes.	El Monte, Marina, and Santa Monica transition routes are explained at the bottom left portion of the chart, but not the Van Nuys transition

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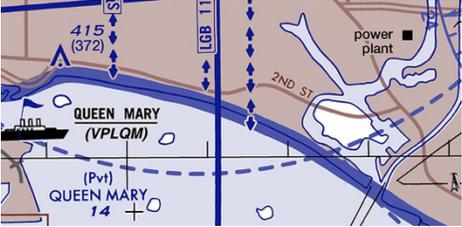


		routes.
16	Add more VFR checkpoints along VFR Helicopter Routes.	Recommended VFR Checkpoints (GPS positions are approximate: 1. Twin Stacks (N34°-07.89'/W119°-10.52') 2. Mugu Rock (N34°-5.26/W119°-3.62') 3. Leo Carrillo Beach (N34°-2.82'/118°-55.85') 4. Gladstone's Restaurant (N34°-2.31'/W118°-33.29') 5. Trump Golf Course (N33°-43.78'/W118°-20.99') 6. Point Fermin (N33°-42.48'/W118°-17.54') 7. Northrop Grumman Aerospace Systems (N33°-54.57'/W118°-23.24')
17	Ventura Freeway Route - identify several more VFR checkpoints along this route.	This will help aid helicopter traffic transiting west/eastbound along Hwy 101.
18	Recommend discussing the difference between transition routes (bidirectional arrows) and Helo routes (shaded lines).	Educate pilots operating in the LA area.
19	Palisades Helicopter Route - rename this route along the shoreline to Malibu Route.	Few pilots report Palisades Route and seem to be more prone to calling it Malibu.
20	Connect the Palisades Route, the LAX Shoreline Route, and the South Bay Route.	Make one continuous route along the shoreline. Depict the appropriate altitude restrictions (150 ft AGL through KLAX airspace) on the route.
21	Los Angeles / Long Beach Harbor – confirm tops of obstructions.	Suspected Gerald Desmond Bridge and the area near Sea Launch are inaccurate.
22	Long Beach Daugherty southern	Depicting the Long Beach Pier will help pilots

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	<p>Transition Routes – add Long Beach Pier.</p>	<p>ground reference the pier to the start of both the Redondo and South Lakewood Transition Routes into KLGB.</p> 
<p>23</p>	<p>Zamperini/Torrance Airfield – check working tower/CTAF frequencies.</p>	<p>There is suspicious that Torrance Tower is exclusively using 133.075.</p>
<p>24</p>	<p>Coast Helicopter Route near John Wayne Orange Co – delete LGB 120.5.</p>	<p>This location is closer to Los Alamitos AAF than Long Beach Airport and this frequency should only be used when traffic is transiting through LGB’s airspace.</p>
<p>25</p>	<p>Area of Dana Point - add an additional comms box near shoreline of Capistrano Beach communicating the proper use of 122.85.</p>	<p>Pilots transiting from San Diego via the shoreline would benefit from viewing this comms box early and using the proper common frequency.</p> <div data-bbox="857 1234 1300 1360" style="border: 1px solid black; padding: 5px;"> <p>Caution: At or below 2000' when operating along a line parallel to and one mile North along the 91 Freeway Corridor from West to 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 <i>South</i> of this line in the LA Basin, pilots are encouraged to make regular position reports on 122.85 when not in contact with ATC. ATC flight following is recommended.</p> </div>