

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.,

**A I R S P A C E
U S E R S
W O R K I N G
G R O U P**

October 8, 2019

From: Southern California Airspace Users Working Group TAC Subcommittee

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

LOS ANGELES TERMINAL AREA CHART

Ontario Class C Airspace Change — both sides of the chart

Add Aerobatic Practice Area symbol near Santa Paula airport — both sides of the chart

Add Aerobatic Practice Area symbol near Redland airport — both sides of the chart

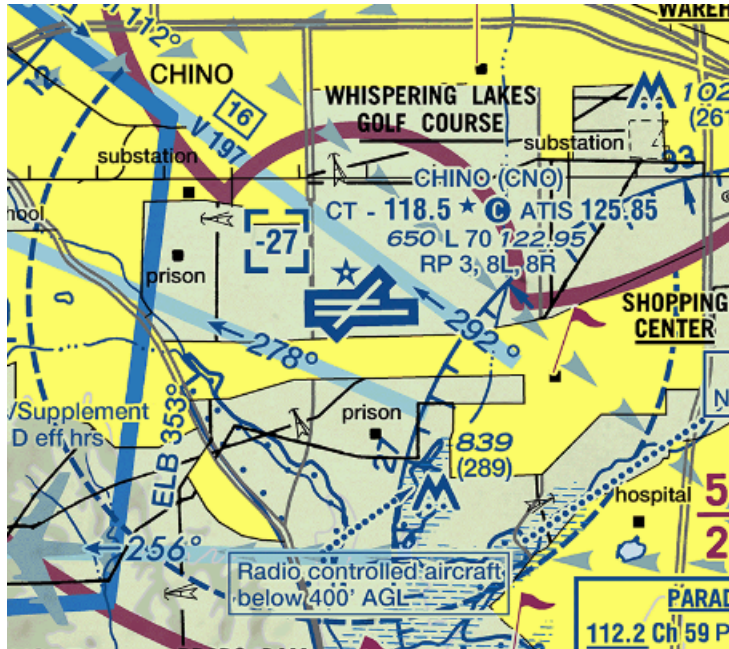
CHART SUPPLEMENT SOUTHWEST

Chart Supplement KLGB

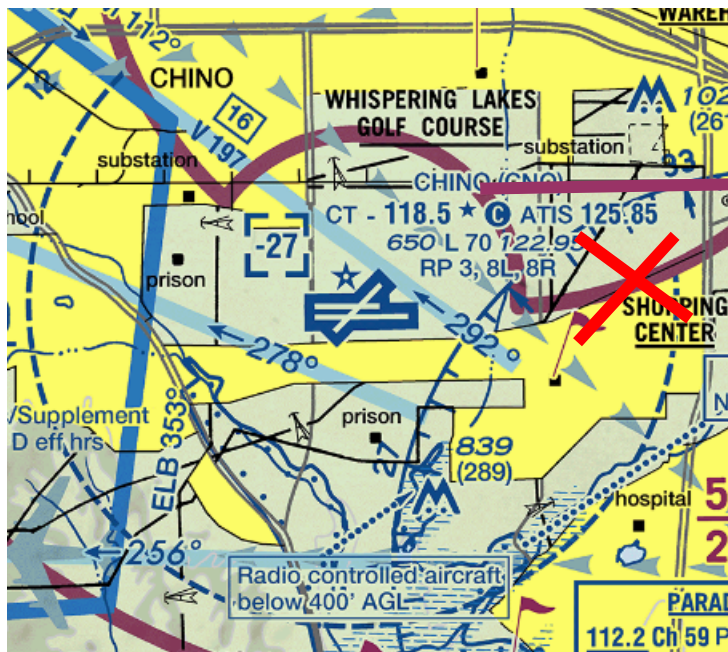
Thank you for your assistance.

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.

Class C Ontario—Current



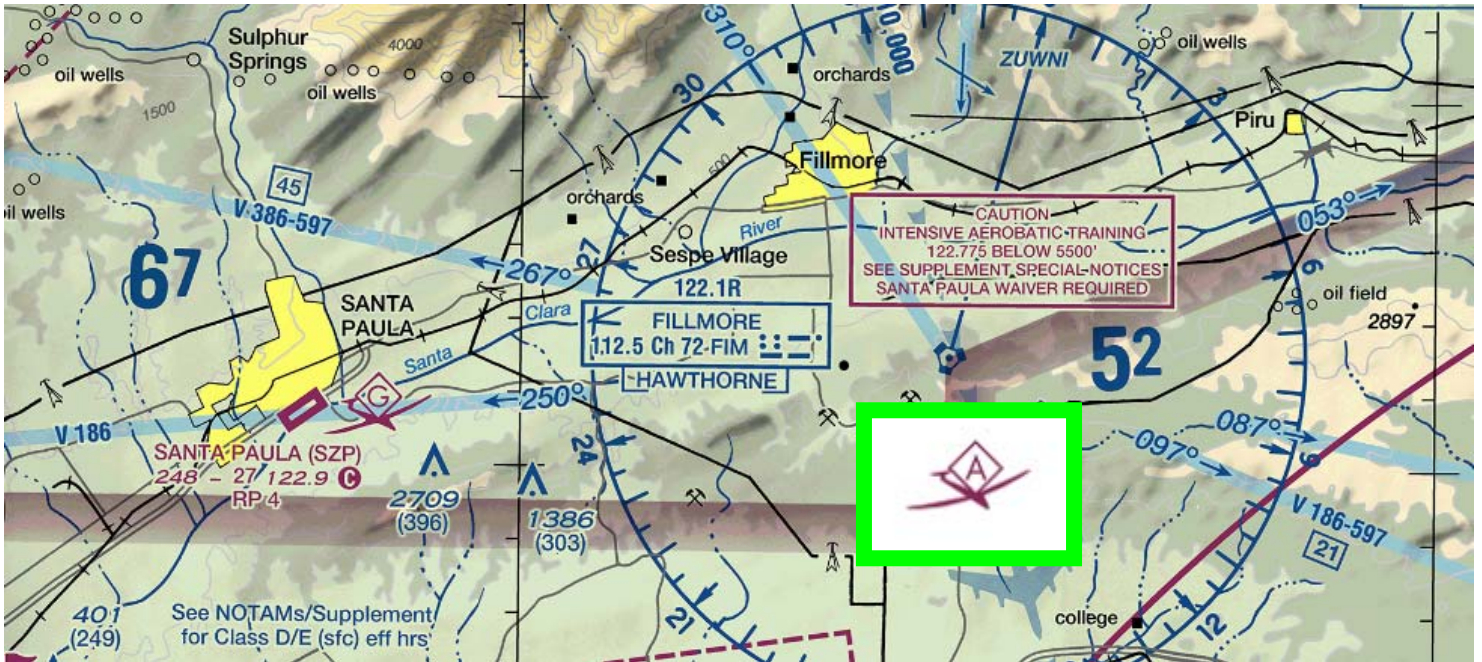
Class C Ontario—Proposed



Class C Airspace Change — Ontario

The south side of Ontario Class C has been problematic for straight-in approaches to Chino Rwy 26L/R to avoid the Class C. Straight out departures for Rwy 8L/R and extended downwind patterns for Rwy 26L/R are also potentially violating Class C airspace. ATC currently is handling this traffic using a LOA.

Add Aerobic Practice Area symbol near Santa Paula airport on both the navigation and the flyways sides of the chart.



Add Aerobic Practice Area symbol near Redlands airport on both the navigation and the flyways sides of the chart.

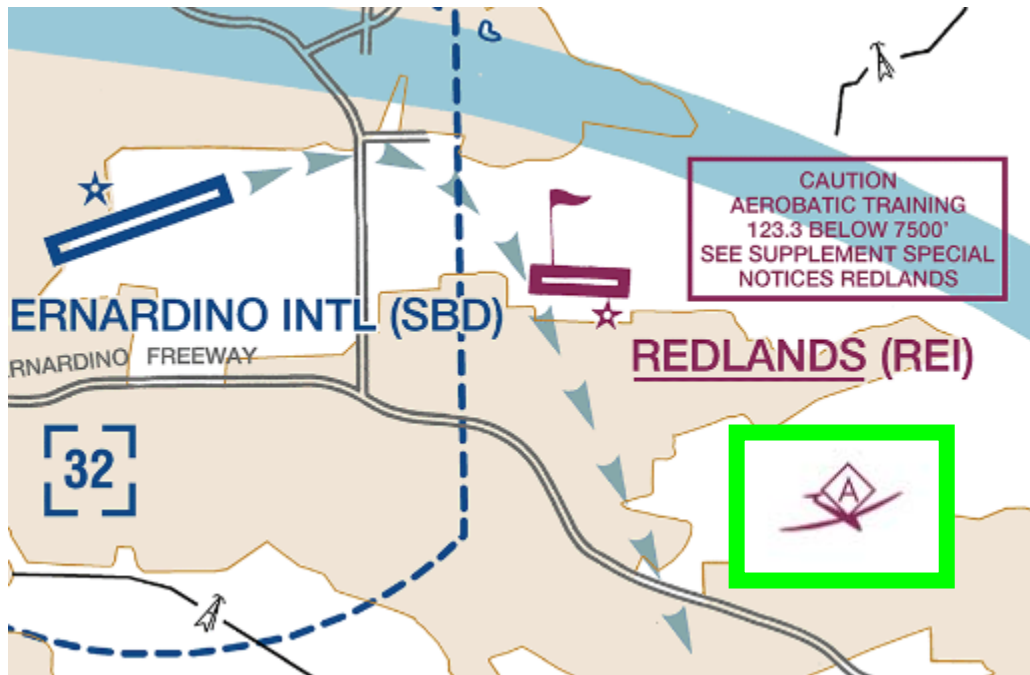
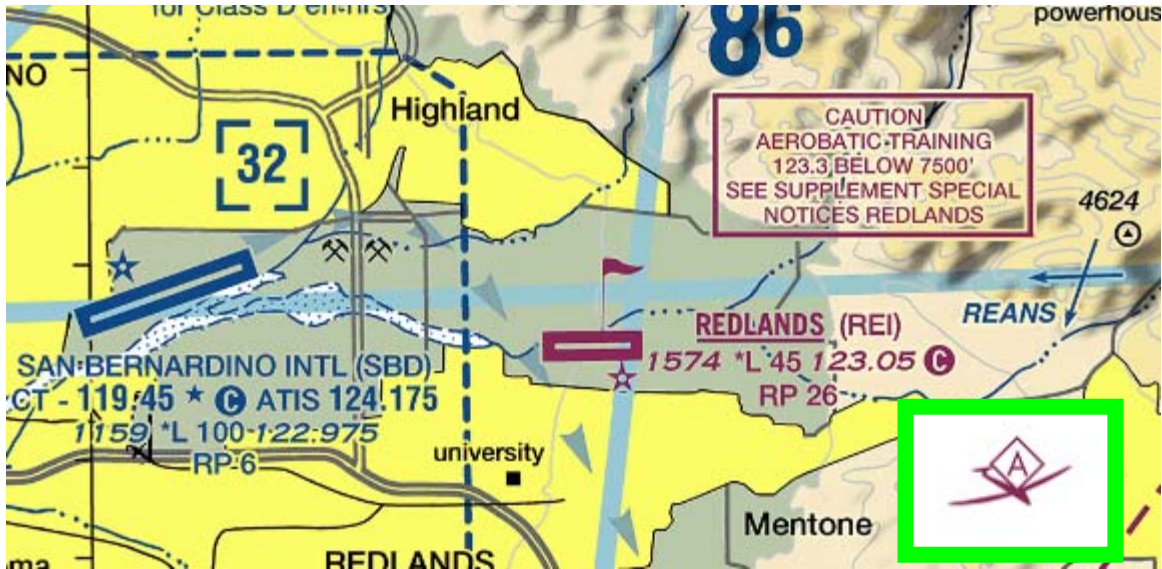


Chart Supplement KLGB — Current

Chart Supplement KLGB — Proposed

LONG BEACH (DAUGHERTY FLD) (LGB)(KLGB) 3 NE UTC-8(-7DT) N33°49.08' W118°09.11' LOS ANGELES
 60 B LRA Class I, ARFF Index C NOTAM FILE LGB
 RWY 12-30: H1000X200 (ASPH-GRVD) 5-30, D-200, 20-175,
 20-300 PCN 62 F/A/W/T HIRL CL
 RWY 12: REIL PAPI(P4L)—GA 3.0° TCH 70'. RVR-T This dspsic
 1350'. Fence: 0.4% down.
 RWY 30: MALSR, TDZL PAPI(P4L)—GA 3.0° TCH 73'. RVR-T This
 dspsic 2000'. Tree: 0.3% up.
 RWY 25R: REIL PAPI(P4L)—GA 3.1° TCH 62'. This dspsic 532'.
 RWY 25L: REIL PAPI(P4L)—GA 3.1° TCH 62'. This dspsic 532'.
 RWY 07L-07R: H3918X100 (ASPH) 5-30, D-75 MIRL 0.5% up W
 RWY 07R: REIL PAPI(P4L)—GA 3.0° TCH 38'. Tower, Rgt ttc.
 RWY 25R: REIL PAPI(P4L)—GA 3.0° TCH 34'. Trees.
LAND AND HOLD-SHORT OPERATIONS

LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
RWY 11	08R-06L	4740
RWY 25R	12-30	3400
RWY 30	08L-02R	5850

RUNWAY DECLARED DISTANCE INFORMATION
 RWY 07L-TORA-6192 TODA-6192 ASDA-6192 LDA-4887
 RWY 07R-TORA-3918 TODA-3918 ASDA-3918 LDA-3918
 RWY 12-TORA-10000 TODA-10000 ASDA-10000 LDA-8650
 RWY 25L-TORA-3918 TODA-3918 ASDA-3918 LDA-3918
 RWY 25R-TORA-6192 TODA-6192 ASDA-6192 LDA-5660
 RWY 30-TORA-10000 TODA-10000 ASDA-9417 LDA-7415



SERVICE: 54 FUEL 100LL, JET A Q1, 2, 3, 4 LBT When twr cisd ACTIVATE MALSR Rwy 30, PAPI Rwy 12, 08R, 26L and Rwy 26R—CTAF, HIRL Rwy 12-30 lgt during hrs twr cisd. REIL Rwy 08R, 12, 26L and Rwy 26R, HIRL Rwy 08L-02R, MIRL Rwy 08R-02L, TDZL and CL lghts Rwy 12-30 not avbl when twr cisd. PAPI Rwy 30 opr continuously.
AIRPORT REMARKS: Attended continuously. All runways CLOSED 0600-1500Z exc Rwy 12-30. No fd condition NOTAMS avbl 0600-1500Z. Birds on and invol arpt. Airships moored in infld and opr invol arpt. Rwy 07R lgt twr 152' AGL 2500' West and 500' South of rwy thrd. 6' lgt chain link fence lctd 130' South of crntr of Twy F. Fence begins NW corner of twr and extends 400' to West. 24 hr PN reqd for mil jets and civ Non-Stage III Jets, etc. NG ABTMT 562-570-2635 or freq 122.85 Mon-Fri 1530-0030Z. NG ABTMT info on 122.85. Noise limits (decibels single event noise exposure level). Rwy 26R lgt 92.0-102.5, Rwy 08L lgt 88.0-102.5, Rwy 26L lgt 95.0-102.5, Rwy 08R lgt 95.0-102.5, Rwy 12 and 30 1500-0600Z lgt 102.5-101.5, 1400-1500Z and 0600-0700Z lgt 90.0-102.5, 0700-1400Z lgt 79.0-102.5. Touch and go, stop and go, low apcn only permitted 1500-0300Z weekdays and 1600-2300Z weekends and noi only on Rwy 08L-02R and MD-11 379,000 lbs-1011 354,000 lbs. Max lgt weights DC-10 30/40 and MD-11 588,100 lbs, C-17 538,600 lbs. Max lgt weight for C-17 at or byd GG or rwy aiming point marking 538,600 lbs. Rwy 30 lgt prior to rwy aiming point marking 344,000 lbs. All act on or entering left downwind Rwy 26L must remain north of signal hill unless specifically instructed by ATC otherwise. All act on downwind Rwy 25L are not authorized to turn base or begin decent until east of Rwy 30 unless specifically instructed to do so by ATC. All act on downwind Rwy 08L are not authorized to turn base or begin decent until west of Rwy 12 unless specifically instructed to do so by ATC. Twy D3 and L3 weight limits A-340, DC-10 30/40 and MD-11 541,000 lbs, C-17 450,000 lbs. No twy access to Rwy 08L West of Twy D, 4897' remaining on Rwy 08L from Twy D. Engine run-ups other than preft are its to hrs of 1800-0500Z weekdays and 1700-0500Z weekends and noi. Tmg helipads H1, H2, H3 and H4 lctd North of Rwy 12-30 midft btm Twys G and K. Tmg helipads H5 and H6 lctd South of Rwy 12-30 btm Twys D and J for hover work only. Helipad H1, H2, H4, H5, and H6 20 X 20 asph. Helipad H3 35 X 300 asph. No running lgt/txts by Helicopters with skid-type lgt gear on Rwy 08L-02R. Rolling lgt/txts with helicopters with wheel-type lgt gear are permitted. NOTE: See Special Notices — Air Carrier Operations Vicinity of Long Beach (Daugherty Fld), CA.
AIRPORT MANAGER: (562) 570-2619
WEATHER DATA SOURCES: AD05 (562) 424-0572
COMMUNICATIONS: CTAF 119.4 ATIS 127.75 562-695-8564 UNICOM 122.95
 (S) SOCIAL APP CON 125.35
 TOWER 119.4 (Rwy 30 apcn, Rwy 12 dep) 120.5 (Rwy 12 apcn, Rwy 30 dep) (1415-0745Z)
 (S) SOCIAL DEP CON 127.2
 GND CON 133.0 CLNC DEL 118.15 For cnc del when twr cisd cl Social Apch 800-448-3724.
AIRSPACE: CLASS D svc 1415-0745Z other times CLASS G.

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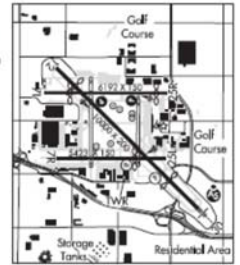
Chart Supplement KLGB

The traffic pattern altitude (TPA) for KLGB has again been omitted.

LONG BEACH (DAUGHERTY FLD) (LGB)(KLGB) 3 NE UTC-8(-7DT) N33°49.06' W118°09.09' LOS ANGELES
 60 TPA—See Remarks A Class I, ARFF Index C NOTAM FILE LGB
 RWY 12-30: H1000X200 (ASPH-GRVD) 5-30, D-200, 20-175,
 20-300 PCN 62 F/A/W/T HIRL CL
 RWY 12: REIL PAPI(P4L)—GA 3.0° TCH 70'. RVR-T This dspsic
 1350'. Fence: 0.4% down.
 RWY 30: MALSR, TDZL PAPI(P4L)—GA 3.0° TCH 73'. RVR-T This
 dspsic 2000'. Tree: 0.3% up.
 RWY 07L-07R: H3918X100 (ASPH-PRC) 5-30, D-70, 20-110
 PCN 54 F/B/W/T HIRL 0.5% up W
 RWY 07L: This dspsic 1305'. Pole.
 RWY 25R: REIL PAPI(P4L)—GA 3.1° TCH 62'. This dspsic 532'.
 RWY 25L: REIL PAPI(P4L)—GA 3.1° TCH 62'. This dspsic 532'.
 RWY 07R-07L: H5423X150 (ASPH) 5-30, D-75, 20-95 HIRL
 0.4% up W
 RWY 07R: Tower, Rgt ttc.
 RWY 25L: REIL PAPI(P4L)—GA 4.0° TCH 65'. This dspsic 1505'.
 Trees.
LAND AND HOLD-SHORT OPERATIONS

LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
RWY 07R	12-30	3890
RWY 12	07R-25L	4740
RWY 25R	12-30	3400
RWY 30	07L-25R	5850

RUNWAY DECLARED DISTANCE INFORMATION
 RWY 07L-TORA-6192 TODA-6192 ASDA-6192 LDA-4887
 RWY 07R-TORA-3918 TODA-3918 ASDA-3918 LDA-3918
 RWY 12-TORA-10000 TODA-10000 ASDA-10000 LDA-8650
 RWY 25L-TORA-3918 TODA-3918 ASDA-3918 LDA-3918
 RWY 25R-TORA-6192 TODA-6192 ASDA-6192 LDA-5660
 RWY 30-TORA-10000 TODA-10000 ASDA-9417 LDA-7415



SERVICE: 54 FUEL 100LL, JET A Q1, 2, 3, 4 LBT PAPI Rwy 25L OTS inof. When twr cisd ACTIVATE MALSR Rwy 30, PAPI Rwy 12 and Rwy 25R—CTAF, Rwy 12-30 MIRL lgt during hrs twr cisd. REIL Rwy 12, Rwy 25R, and Rwy 25L, HIRL Rwy 07L-25R, and Rwy 07R-25L, CL TDZL lghts Rwy 12-30 not avbl when twr cisd. PAPI Rwy 25L opr 1500-0600 only. PAPI Rwy 30 opr continuously.
AIRPORT REMARKS: Attended continuously. All runways CLOSED 0600-1500Z exc Rwy 12-30. No fd condition NOTAMS avbl 0600-1500Z. Birds on and invol arpt. Airships moored in infld and opr invol arpt. TPA is 1060 (1000) for piston act and 1560 (1500) for large or turbine powered act. Rwy 07R lgt twr 152' AGL 2500' West and 500' South of rwy thrd. 6' lgt chain link fence lctd 130' South of crntr of Twy F. Fence begins NW corner of twr and extends 400' to West. 24 hr PN reqd for mil jets and civ Non-Stage III Jets, etc. NG ABTMT 562-570-2635 or freq 122.85 Mon-Fri 1530-0030Z. NG ABTMT info on 122.85. Noise limits (decibels single event noise exposure level). Rwy 25R lgt 92.0-102.5, Rwy 07L lgt 88.0-102.5, Rwy 25L lgt 95.0-102.5, Rwy 07R lgt 95.0-102.5, Rwy 12 and 30 1500-0600Z lgt 102.5-101.5, 1400-1500Z and 0600-0700Z lgt 90.0-102.5, 0700-1400Z lgt 79.0-102.5. Touch and go, stop and go, low apcn only permitted 1500-0300Z weekdays and 1600-2300Z weekends and noi only on Rwy 07L-25R and Rwy 07R-25L. Rwy 12-30 max lgt weights A-330 347,000 lbs, A-340 379,000 lbs, DC-10-10, DC 10 30/40 and MD-11 379,000 lbs-1011 354,000 lbs. Max lgt weights DC-10 30/40 and MD-11 588,100 lbs, C-17 538,600 lbs. Max lgt weight for C-17 at or byd GG or rwy aiming point marking 538,600 lbs. Rwy 30 lgt prior to rwy aiming point marking 344,000 lbs. All act on or entering left downwind Rwy 25L must remain north of signal hill unless specifically instructed by ATC otherwise. All act on downwind Rwy 25L are not authorized to turn base or begin decent until east of Rwy 30 unless specifically instructed to do so by ATC. All act on downwind Rwy 07L are not authorized to turn base or begin decent until west of Rwy 12 unless specifically instructed to do so by ATC. Twy D3 and L3 weight limits A-340, DC-10 30/40 and MD-11 541,000 lbs, C-17 450,000 lbs. No twy access to Rwy 07L West of Twy D, 4897' remaining on Rwy 07L from Twy D. Engine run-ups other than preft are its to hrs of 1800-0500Z weekdays and 1700-0500Z weekends and noi. Tmg helipads H1, H2, H3 and H4 lctd North of Rwy 12-30 midft btm Twys G and K. Tmg helipads H5 and H6 lctd South of Rwy 12-30 btm Twys D and J for hover work only. Helipad H1, H2, H4, H5, and H6 20 X 20 asph. Helipad H3 35 X 300 asph. No running lgt/txts by Helicopters with skid-type lgt gear on Rwy 07L-25R. Rolling lgt/txts with helicopters with wheel-type lgt gear are permitted. NOTE: See Special Notices — Air Carrier Operations Vicinity of Long Beach (Daugherty Fld), CA.
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 GND CON 133.0 CLNC DEL 118.15 For cnc del when twr cisd cl Social Apch 800-448-3724.

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