

# DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

Southern California TRACON  
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Southern California TRACON

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Subject: Palm Springs TRSA Operations

Cancellation: 12/20/2023 1200 (UTC)

The Palm Springs Terminal Radar Service Area (TRSA) was originally designed to define an area containing large turbine-powered aircraft where pilots could receive air traffic control (ATC) services to/from/around the primary airport, Palm Springs International Airport (PSP) in order to achieve a higher level of overall safety.

Southern California Terminal Radar Approach Control (TRACON) provides approach control services for a diverse fleet mix including helicopters, single-engine fixed-wing, high-performance fixed-wing and air carrier passenger jets to: PSP, Bermuda Dunes Airport (UDD), Jacqueline Cochran Regional Airport (TRM) and several local hospital helipads.

The PSP TRSA (depicted by black border on figure A-1 and figure A-2); extends upward from the surface within the PSP Class D airspace to 10,000' MSL. The TRSA floor outside the PSP Class D airspace alternates from either 2,000' MSL or 3,500' MSL to permit free movement of nonparticipating aircraft; however, this is the very aspect of the PSP TRSA that generates safety concerns.

Southern California TRACON (SCT) is committed to providing the flying public with a safe and efficient operational environment which is predicated on the known location, altitude and movement of flights. Some VFR pilots operate within or near the PSP TRSA without communicating their intentions, leaving SCT without this critical flight information.

Air traffic in the PSP TRSA and adjacent areas is highly congested along the line running from TRM to PSP, the final approach corridor to PSP. Most PSP arrivals enter the local area from the Banning Pass or the northeast (TNP vicinity) or the south (V64 or Salton Sea).

### **SCT is urging all pilots to avail themselves of SCT's ATC services to ensure maximum participation.**

Aircraft departing PSP VFR can advise the tower they would like VFR flight following, and the tower will coordinate with SCT. VFR flights to/from UDD and TRM should avoid the PSP arrival/departure routes depicted below and contact SCT for VFR flight following on the appropriate frequencies. VFR arrivals to PSP should contact SCT as soon as practicable while avoiding the areas depicted below.

#### **1. Depiction of PSP Primary Arrival Corridor. [figureA-1]**

**NOTE:** Large jets also enter the arrival corridor from the east on an extended right base to RWY 31L/R (or to circle to RWY 13L/R).

#### **2. Depiction of PSP Primary Departure Corridor. [figureA-2]**

**NOTE:** Large jets enter the departure corridor from the airport to PSP VORTAC, TRM VORTAC or southeast vectors.

Frank Lias  
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