

SCAUWG CHART MASTER Candace Robinson

has been analyzing the LA Charts for years, and as chairman of the SCAUWG Charting committee has been responsible for not only noting chart changes; but also, for an amazing number of proposals submitted to the FAA that have resulted in better charting and increased LA AIRSPACE SAFETY.

Her analysis is aided by the SCAUWG.ORG ChartCompare Application created by SCAUWG Member Mike Carson

The following are her recent reports:

MAY 2022

LOS ANGELES TERMINAL AREA CHART *** CHANGES *** The new edition of the Los Angeles Terminal Area Chart became effective May 19, 2022, and is valid until July 14, 2022. The following changes have been found:

1. The IFR Departure Route symbol west of Ontario International (ONT) has been realigned to be straight out from Runway 26R.
2. West of San Bernardino (SBD) a symbol for the IFR Arrival/Departure Route has been added for Rwy 6/24. A new IFR Departure Route symbol shows a turn to the southwest after passing the 1280 ft (310 agl) obstructions towards Flabob (RIR).
3. The symbol for the IFR Departure Route off SBD Rwy 6 has been modified from a southeast route to a departure that turns to the southwest.
4. West of SBD, Petis NDB has been recharted slightly to the south.
5. The depiction of the runway at Redlands has been rotated a degree or two to the north. It is more noticeable on the flyways side of the TAC.
6. Several housekeeping changes have been made around SBD to accommodate the route changes.
7. West of March AFB (RIV) the symbol for IFR Departure Route off of Rwy 32 has been modified from a tight left turn to more of a straight-out departure, possibly to gain altitude over the populated area, before turning to a southeasterly route.
8. Southeast of RIV a symbol has been added for an IFR Arrival/Departure Route, beginning at the departure end of Rwy 14, extending southeast over the Homeland VOR, and terminating southwest of Diamond Valley Lake.

All of the changes noted were also made on the flyways side of the chart. The software that I use to find these changes can be found at <https://scauwg.org/chartcompare>, select Flight Planning Apps, then select ChartCompare. It's a real-time saver!

MARCH 2022

CHART SUPPLEMENT SW

This weekend (3/12-13) for 2 more weeks.

When I tried to do

404 - File
The resort

The "Noise" section

Touch an
Rwy 08L

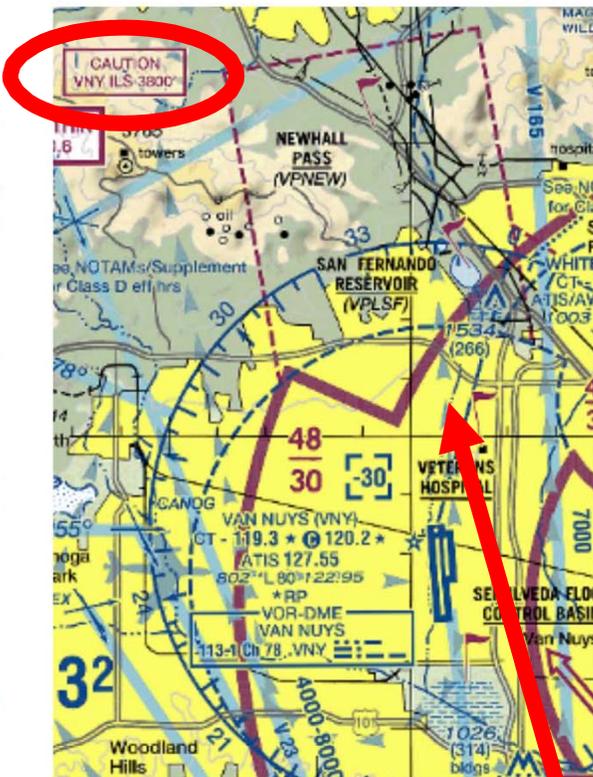
Touch an
1500Z+ v

TAC CHANGES

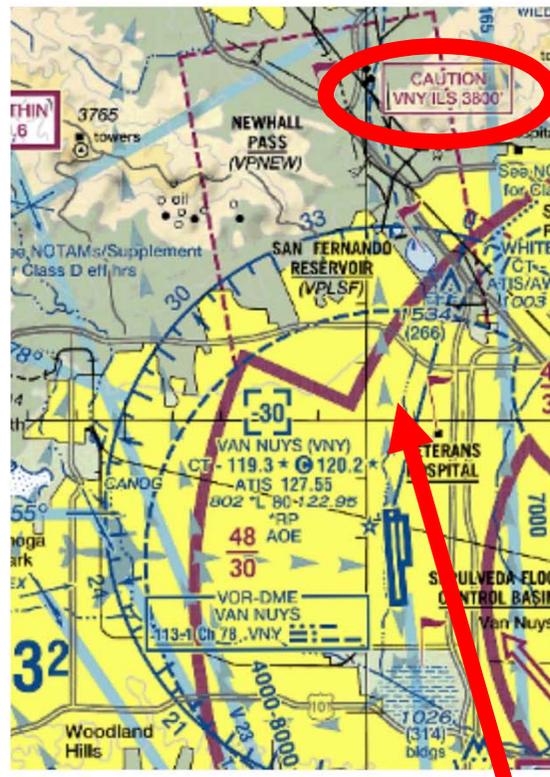
The current edition:

The following changes:

1. There were approximately 100 changes and more clearly portrayed.



12/21



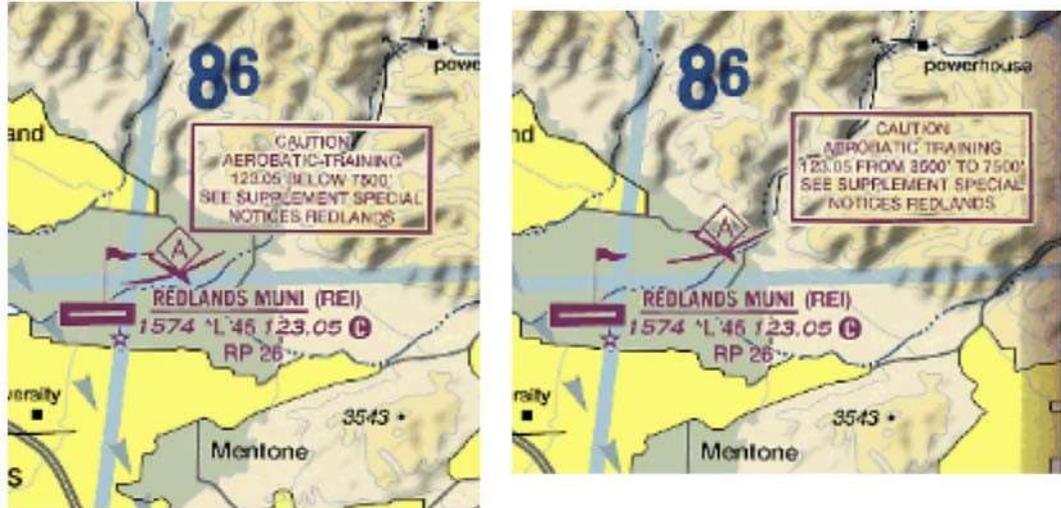
1/22

- Redlands aerobatic warning box and aerobatic symbol were moved approximately one nm to the northeast. The wording in the caution box was changed from:

CAUTION AEROBATIC TRAINING 123.05
 BELOW 7500 SEE SUPPLEMENTAL
 SPECIAL NOTICES REDLANDS

to

CAUTION AEROBATIC TRAINING 123.05 **FROM 3500'**
TO 7500'
 SEE SUPPLEMENTAL SPECIAL
 NOTICES REDLANDS



The Special Notice for Redlands in the Chart Supplement has been changed from:

AEROBATIC OPERATIONS NORTHEAST OF REDLANDS, CA

Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of the PDZ VORTAC 045 radial at 23 nautical miles from 1,500' AGL up to and including 7,500' MSL. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 123.05 is provided for air-to-air communications with other pilots using or transiting the area.

Aerobatic Area: N34.05.59 W117.07.04, N34.06.31 W117.07.04, N34.06.31 W117.06.25, N34.05.59 W117.06.25

to

Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of the POM VORTAC 072 radial at **34** nautical miles from **3,500'** MSL up to and including 7,500' MSL. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 123.05 is provided for air-to-air communications with other pilots using or transiting the area.

Aerobatic Area: **1 NMR of 34.10°N 117.11°W Riverside FSDO (951) 276-6701 Effective thru 6-1-2024**

- San Bernardino International (SBD) is now being charted as an Airport/Aerodrome of Entry (AOE).



NOVEMBER 2021

UPDATED CHARTS

Next date 2 DEC 2021

CHANGE REQUESTED FOR CHART SUPPLEMENT SW

Emailed to LGB Noise Abatement Office last month:

Long Beach Flying Club has received noise violations at LGB for VFR missed approaches outside the times permitted in the Airport Noise Compatibility Ordinance. It was pointed out to me that the listing for LGB in the Chart Supplement SW currently states:

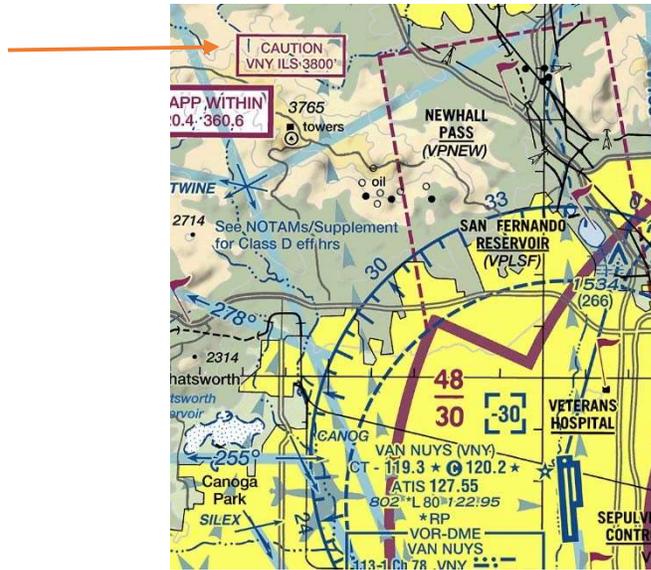
Touch and go, stop and go, low apch only permitted 1500–0300Z \ddagger weekdays and 1600–2300Z \ddagger weekends and hol only on Rwy 08L–26R and Rwy 08R–26L.

It needs to be updated to:

Touch and go, stop and go, **practice** low apch, **VFR practice missed apch** only permitted 1500–0300Z \ddagger weekdays and 1600–2300Z \ddagger weekends and hol only on Rwy 08L–26R and Rwy 08R–26L.

I could submit the addition directly to charting myself, but I figured that they would need to contact your office for verification. Let me know if I should request this via alternate means.

REQUEST TO ANALYZE VNY ILS WARNING CORRECT ALTITUDE/CORRECT LOCATION?

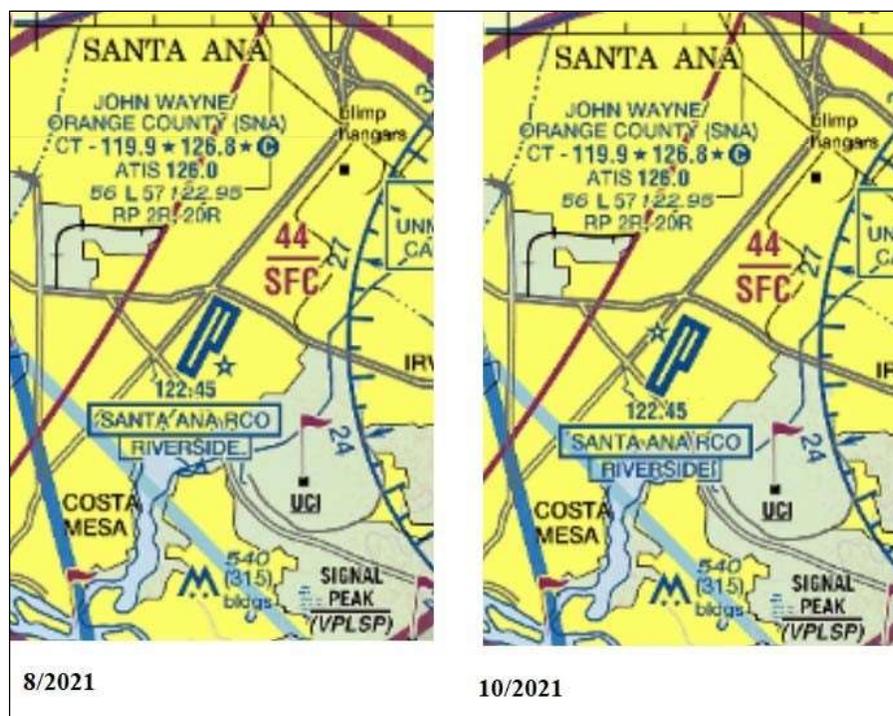


About a year ago, it was mentioned that this warning box is in the wrong location. Can we ask George to check it for us?

OCTOBER 2021

LA TERMINAL CHART CHANGES

The new edition of the Los Angeles Terminal Area Chart became effective October 7, 2021 and is valid until December 2, 2021. The only changes found were in the vicinity of John Wayne Airport. The airport symbol has been moved fractionally to the southwest. When the navigation charts were first introduced several decades ago, chart designers did the absolute best they could, but with today's technology it has become possible to chart with better positional accuracy. Additionally, the symbol for "rotating airport beacon in operation sunset to sunrise", a shaded star with an unshaded dot in the center, has been repositioned for clarity. These two changes are also on the flyways side of the chart.



LA TAC BAD LINK FOUND

The following information is located on the far righthand panel on the nav side of the chart:

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at <http://faa.gov/go/ais/> prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

The third line of the text refers to <http://faa.gov/go/ais/>

The link does not exist.

SEPTEMBER 2021 LA TERMINAL CHART CHANGES

The new edition of the Los Angeles Terminal Area Chart became effective August 12, 2021, and is valid until October 7, 2021. The following changes have been found:

1. The symbol for “National Defense Airspace Temporary Flight Restriction Area” has been removed from the legend.
2. The 30 nm magenta “Mode C” Veil around LAX is now charted as “Mode C & ADS-B Out”. New charting is shown east of Camarillo Airport, due west of Point Vicente, east of Fullerton State College and west of Catalina. The “Mode C” notation that was previously charted near Agua Dulce airport has been moved to northeast of Mount Wilson Observatory.
3. A single obstruction symbol at the Queen Mary VFR Waypoint has been changed to a group obstruction.

In addition, the height of the obstruction has been increased from 415' msl (372 agl) to 427' msl (390 agl).
 4. The "Anaheim Stadium" VFR checkpoint/Stadium TFR has been renamed "Angel Stadium at Anaheim".
 5. An aerobatic symbol (magenta glider with an "A" in the center) has been added to Redlands Municipal Airport. I've been campaigning to get that added for quite some time. Yay!
 If you find any other changes on the Los Angeles Terminal Area Chart, please let me know!

Many, many thanks to Mike Carson – chart compare is the only way I'm keeping up with the 56-day revisions!

JULY 2021 SCAUWG REPORT

TAC Changes

The new edition of the Los Angeles Terminal Area Chart became effective June 17, 2021 and is valid until August 12, 2021. The following changes have been found:

- The punctuation of the Airport Data Grouping for Long Beach Airport was changed from "Long Beach/Daugherty Fld (LGB)" to "Long Beach (Daugherty Fld) (LGB). The Aeronautical Chart Users' Guide, as well as the TAC legend, shows that the airport name is followed by (a) the location identifier in parenthesis and (b) the ICAO Location Identifier, also in parenthesis. There is some confusion: (1) the TAC chart legend calls it the ICAO Indicator, (2) the chart legend implies that the ICAO Identifier will be shown outside the contiguous US, and (3) isn't the ICAO identifier KLGB?
- Along the top border of the chart, between longitude lines 118 degrees, 0 minutes and 117 degrees 45minutes, a piece of the uncontrolled airspace (Class G) has been moved to the north.
- An obstruction 3 nm southeast of Anaheim Stadium has been raised from 561' msl (414' agl) to 564' msl (418' agl). It looks like it might be a multistory building at the Orange County School of the Arts on Main Street, Santa Ana.
- The yellow tinted area, "populated places," in Temecula was updated and a golf course was given a landmark (small square) symbol.

This is the smallest number of changes since I first started tracking, which is certainly due to the newly implemented 56-day chart cycle.

CHART SUPPLEMENT SW

In regard to the changes we requested in February 2021:

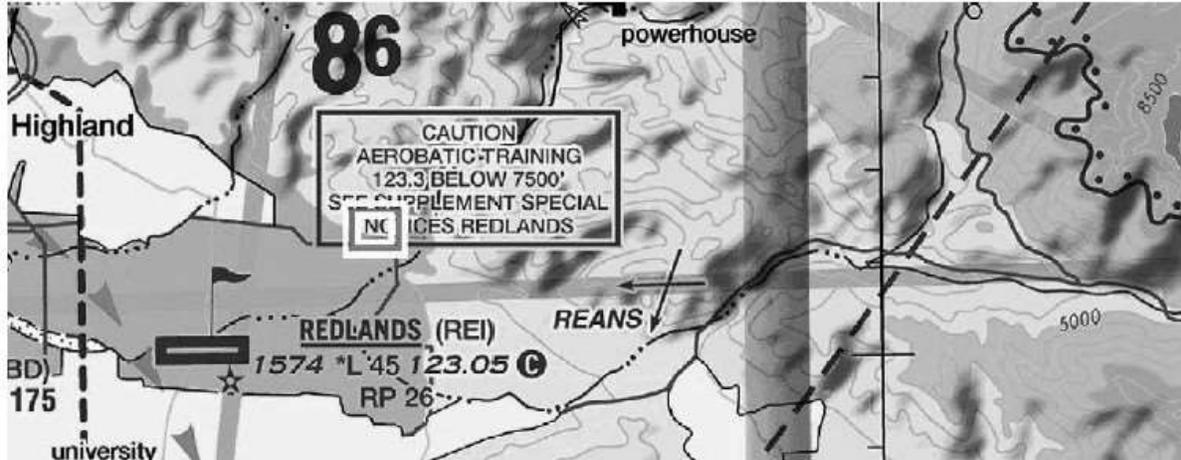
1. The traffic pattern altitude is still missing from the airport/facility directory listing for Long Beach Airport. I'm sure there is an explanation for not publishing the 1000 ft nonstandard traffic pattern at LGB.
2. In the section of the Chart Supplement, VOR RECEIVER CHECKPOINTS and VOR TEST FACILITIES, the VOT for Long Beach Airport has been corrected:

Long Beach (Daugherty Field)	113.9	G	Unusable all areas except runup Rwy 26L at Twy J, runup Rwy 26R.
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Normally, I don't track changes in the Chart Supplement, however I did notice that the previous edition of the CS the Special Notice, AEROBATIC OPERATIONS NORTHEAST OF REDLANDS, CA charted the information for the aerobatic area as follows:

AEROBATIC OPERATIONS NORTHEAST OF REDLANDS, CA

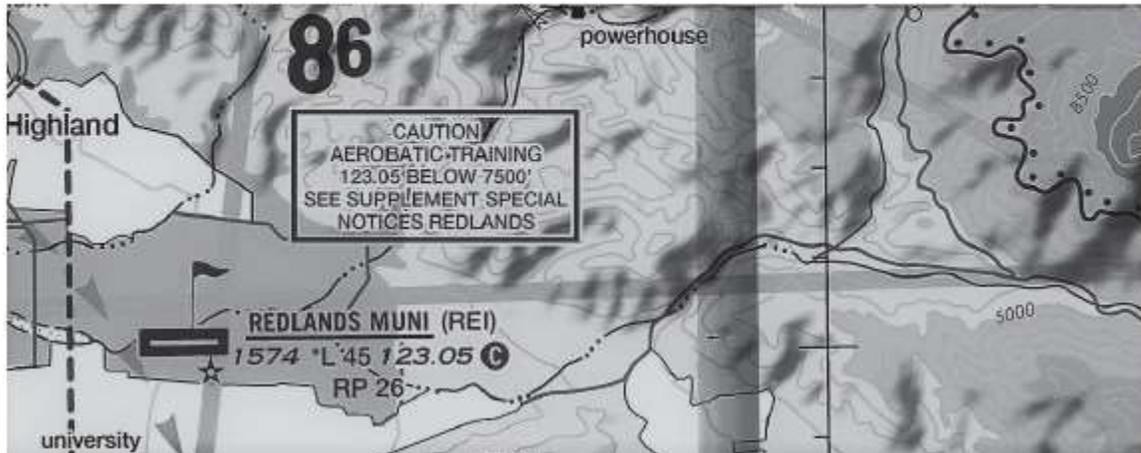
Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of the PDZ VORTAC 045 radial at 23 nautical miles from 1,500' AGL up to and including 7,500' MSL. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 123.05 is provided for air-to-air communications with other pilots using or transiting the area.
Aerobatic Area: N34.05.59 W117.07.04, N34.06.31 W117.07.04, N34.06.31 W117.06.25, N34.05.59 W117.06.25



The current edition of the Chart Supplement omitted the aerobatic box that had been charted within the caution box. This is probably due to the recharting of Redlands (REI) to Redlands Muni (REI).

AEROBATIC OPERATIONS NORTHEAST OF REDLANDS, CA

Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of the PDZ VORTAC 045 radial at 23 nautical miles from 1,500' AGL up to and including 7,500' MSL. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 123.05 is provided for air-to-air communications with other pilots using or transiting the area.
Aerobatic Area: N34.05.59 W117.07.04, N34.06.31 W117.07.04, N34.06.31 W117.06.25, N34.05.59 W117.06.25



TAC Changes

The new edition of the Los Angeles Terminal Area Chart became effective February 25, 2021 and is valid until April 22, 2021. The following changes have been found:

1. POINT-MAGU NAS (VENTURA CO) (NTD) has been recharted as POINT MAGU NAS (NAVAL BASE VENTURA CO) (NTD).
2. SANTA MONICA (SMO) has been recharted as SANTA MONICA MUNI (SMO).
3. Near the Hollywood Hills VFR check point, an obstruction has been changed from 1103' msl to 1107' msl.
4. In the Long Beach Port, in the vicinity of the Vincent Thomas Bridge, a group obstruction has been changed from 407' msl to 409' msl.
5. The symbol for hard-surface runway 1500 ft. or greater for Los Alamitos AAF (SLI) has been moved approximately 1 nm south.
6. South of Los Alamitos AAF (SLI), the symbols for "uncontoured areas" have been changed:
 - a. Added note "aband."
 - b. Minor changes in the waterways.
 - c. Added symbols for "numerous canals and ditches."Note: The term "aband" is not mentioned in the Aeronautical Chart Users' Guide. Assuming that "aband" refers to "abandoned", and, aside from the symbol for abandoned airports, the closest reference in the Chart Users' Guide is listed under " Small Canals and Drainage / Irrigation Ditches, Abandoned or Ancient/Numerous."
7. Along the north border of the TAC, at longitude 117 deg 45', BRIAN (pvt) has been recharted as (Pvt) BRIAN RANCH.
8. FULLERTON (FUL) has been recharted as FULLERTON MUNI (FUL).
9. The compass rose around El Toro VOR has been moved approximately .2 nm south.
10. CORONA (AJO) has been recharted as CORONA MUNI (AJO).
11. Northeast of Rialto (closed) airport, a group obstruction symbol was changed from 2200' msl to 2199' msl. I wonder who found that obscure item.
12. RIVERSIDE (RAL) has been recharted as RIVERSIDE MUNI (RAL).
13. REDLANDS (REI) has been recharted as REDLANDS MUNI (REI).
14. The symbol for Billy Joe Airport (southwest of French Valley) was changed from a private airport to a symbol for a non-towered, hard-surfaced runway 1500' to 8069' in length.
15. BANNING (BNG) has been recharted as BANNING MUNI (BNG).

CHART SUPPLEMENT SW

Changes requested in February 2021 not yet implemented (see next page).

APRIL 2021 LA TERMINAL CHART CHANGES

Last month we reported that the next update of the LA sectional chart would not be labeled "Edition 109". On January 15, 2021 the FAA released a charting notice to the Users of FAA Visual Navigation Charts about discontinuing the use of Edition numbers on VFR charts:

"Like other FAA Supplement, Enroute and Terminal products, each new visual navigation chart title panel will indicate the applicable AIRAC effective date range and no longer include an edition number."

Likewise, the recent revision of the LA terminal area chart was not labeled “Edition 83.” The valid dates of the chart are now considered the title: “Effective 25 Feb 2021 to 22 Apr 2021”.

Comparing TAC Edition 82 to the 25 Feb 2021 to 22 Apr 2021 chart, we found some changes, most of which were either focused on deleting an estimated 75% of the intersections or charting the correct name for several airports. I’m guessing that deleting intersections is related to the movement towards more and more requests for “direct to” routing being granted by ATC.

Here’s some of the changes I found:

1. At the Malibu Beach VFR checkpoint, intersection BAYST has been removed.
2. 12 nm west of LAX, MERMA intersection has been deleted.
3. 6 nm northwest of Catalina, PAROL intersection has been deleted.
4. 7 nm south of Point Fermin/Palos Verdes Peninsula, PADDR intersection has been deleted.
5. West of Zamperini Field (TOA) , on V-8, intersections TANDY and INISH have been deleted. LIMBO intersection remains.
6. ZAMPERINI (TOA) has been recharted as ZAMPERINI FLD (TOA).
7. Near HHR, NORTHROP/ HARTHORNE (HHR) has been recharted as JACK NORTHROP FLD/HARTHORNE MUNI (HHR), added “BLDGS” to 496’ obstruction, added “POPPR” intersection south of MOBIL VFR checkpoint.
8. VAZCU intersection removed west of Magic Mountain.
9. UMBER intersection removed northwest of Magic Mountain.
10. LANGE intersection removed 8 nm east of Magic Mountain
11. SLAPP intersection removed south of Agua Dulce. SAUGS Intersection remains, as do the associated airway markings.
12. VALEY intersection removed west of Whiteman.
13. ZISDI intersection and PURMS intersection removed east of Burbank. DARTS intersection remains.
14. BERRI intersection removed east of Burbank.
15. LONG BEACH/DAUGHERTY (LGB) recharted as LONG BEACH/DAUGHERTY FLD (LGB).
16. DODGR intersection and DOWNE intersection removed 8 nm north of LGB.
17. BRACKETT (POC) recharted as BRACKETT FLD (POC).
18. East of Fullerton (FUL): LAHAB , TIFNI, POWUP, OLLIE, POXKU and EBITE intersections removed. PRADO intersection remains.
19. EAST of Anaheim Stadium: TUSTI and WOKRO intersections removed, JOGIT intersection remains.
20. West and southwest of SNA: MIDDS, BALBO and MINOE intersections removed.
21. JOHN WAYNE / ORANGE CO (SNA) name recharted as JOHN WAYNE/ORANGE COUNTY (SNA).
22. At Silverwood Lake, CAPTZ intersection and HITOP intersection removed.
23. West and northeast of Cable Airport, CALBE intersection and MEANT intersections removed. Also, 13 nm north/northeast of Ontario Airport, GARDY intersection removed.
24. West of SAN BERNADINO INTL (SBD), CIVET and RAVON intersections removed. North of SBD, GAREY intersection removed.
25. Southeast of RIVERSIDE (RAL) KNDAL intersection removed.
26. MARCH AFB, (RIV): northwest of RIV, EDITS intersection removed. south of RIV, JESEX intersection removed, east of RIV, SETER intersection remains.
27. 12 nm east of FRENCH VALLEY, ERNEST (pvt) non-public use airport has been recharted as (pvt) ERNST FLD.
28. The upper right corner of the LA TAC, the names of a few airports have been revised: BRACKET to BRACKET FLD, JOHN WAYNE-ORANGE CO to JOHN WAYNE/ORANGE COUNTY, LONG BEACH/DAUGHERTY to LONG BEACH/DAUGHERTY FLD,

NORTHRUP/HAWTHORNE to JACK NORTHROP FLD/HAWTHORNE MUNI and ZAMPERINI to ZAMPERINI FLD.

29. The lower right corner of the LA TAC, MILITARY TRAINING ROUTES (MTR) has deleted the second and third paragraphs of the caution note. It appears that the newly-implemented chart cycle of 56 days made those paragraphs obsolete.

February 9, 2021

FAA, Aeronautical Information Services
1305 East-West Highway
SSMC4, Suite 4400
Silver Spring, MD 20910-3281

The Chart Supplement Southwest, effective 25 Feb 2021, may be missing the following information:

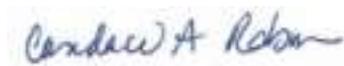
1. The traffic pattern altitude is missing from the airport/facility directory listing for Long Beach Airport.

CALIFORNIA		155
LONG BEACH (DAUGHERTY FLD) (LGB)(KLGB) 3 NE UTC-8(-7DT) N33°49'08" W118°09'11"		LOS ANGELES
50 B LRA Class I, ARFF Index C NOTAM FILE LGB MON Airport		COPTER

2. The VOT for Long Beach Airport (page 446) references Rwys 25L and 25R. Those runways have been redesignated as Rwys 26L and 26R.

VOR TEST FACILITIES (VOT)			
Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Bakersfield (Meadows Fld)	111.2	G	
Hawthorne (Jack Northrop Fld/Hawthorne Muni)	115.9	G	Unusable on South taxiway
Long Beach (Daugherty Field)	113.9	G	Unusable all areas except runup Rwy 25L at Twy J, runup Rwy 25R

Thank you.



Candace A. Robinson
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Long Beach, CA 90806