

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 2023

SCAUWG REPORT MAY 09, 2023

LOS ANGELES TERMINAL AREA CHART -- CHANGES

The new edition of the Los Angeles Terminal Area Chart became effective April 20, 2023, and is valid until June 15, 2023. The following changes have been found:

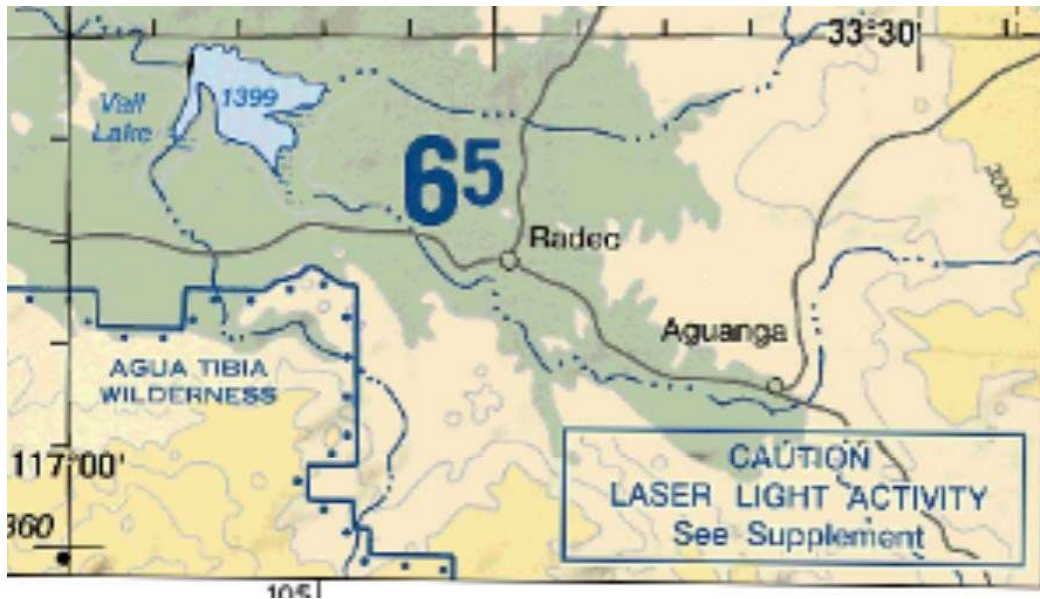
NAVIGATION SIDE OF CHART

February 23, 2023

April 20, 2023



The obstruction symbol (above 299' AGL) west of San Antonio College VFR Checkpoint has grown from 1394 feet msl to 1410 feet msl.



In the southeastern corner of the TAC chart, there is a note “CAUTION LASER LIGHT ACTIVITY, See Supplement.”

Continued next page.

SPECIAL NOTICES	447
LASER LIGHT DEMONSTRATIONS	
Anaheim, California	
A laser light demonstration will be conducted nightly between sundown and midnight at Disneyland, Anaheim, California (5L) VORTAC 064 radial at 7NM LAT 33°48' 18"N/LON 117°55' 18"W. The beam may be injurious to eyes if viewed within 1231 feet vertically and 1700 feet laterally of the light sources. Cockpit illumination--flash blindness may occur beyond these distances.	
LBTO Observatory	
Airspace Graham County, AZ, laser research within an area defined as Mount Graham, AZ, 324205N/1095321W or the San Simon/SSO/VORTAC 296 radial at 41 NM SFC--UNL at an angle of 30 to 88 degrees from the sfc. Avoid airborne hazard by 9 NM. Laser light beam will be terminated if aircraft enter the laser buffer zone. Laser light beam may be injurious to pilots/aircrews and passengers eyes. Albuquerque Center/ZAB/ telephone 5058564591 is the FAA Coordination Facility.	
Lick Observatory	
Laser research will be conducted at the Lick Observatory, Mount Hamilton, CA, 372035N/1213814W or the San Jose VOR/DME 081 degree radial at 15 nautical miles. The laser beam elevation will be a maximum of 90 degrees and a minimum of 45 degrees. This beam may be injurious to pilots/aircrews' and passengers' eyes for a distance of 5 nautical miles horizontally and unlimited vertically. Other effects such as cockpit illumination, startle/glare affect and temporary flash blindness may occur beyond these distances. Oakland Air Route Traffic Control Center is the FAA Coordination Facility.	
Monument Peak, California	
Laser research within an area defined as the Satellite Laser Ranging Station at Monument Peak, CA, located 325331N 1162522W. Operation is intermittent, with operations happening 24 hours a day, 7 days a week, propagating at an angle of 20 to 90 degrees. The area will be monitored and the laser beam terminated if aircraft are detected entering the affected area. This beam may be injurious to pilots/aircrews' and passengers' eyes. The Los Angeles ARTCC at 661-265-8205, is the FAA coordination facility.	
Mt Wilson, California	
Laser research will be conducted at Mt Wilson, CA, 341329N 1180321W or the Pomona /PDM/ VORTAC 288 degree radial at 16 NM at an angle of 10 to 85 degrees, from the sfc-unl. This beam will be terminated if aircraft enter the affected area. This beam may be injurious to pilots/aircrews' and passengers' eyes. Southern California /SCT/ approach telephone number 858- 537-5894 is the FAA coordination facility.	
Table Mountain, California	
Laser research within an area defined the Table Mountain Observatory at Wrightwood, CA, located 342254N 1174058W. Operation is intermittent, with operations happening 24 hours a day, 7 days a week, propagating at an angle of 20 to 80 degrees. The area will be monitored and the laser beam terminated if aircraft are detected entering the affected area. This beam is injurious to pilots/aircrews' and passengers' eyes. The Los Angeles ARTCC at 661-265-8205, is the FAA coordination facility.	

In the current Chart Supplement Southwest, there are six Laser Light Demonstrations. It is not clear which one applies to the charted note. There should be more information in the Chart Supplement to identify which notice applies.

Should it be recommended that the name used in the Chart Supplement be included on the LA TAC chart?

Also, on this page in the Chart Supplement, there are two different formats for latitude and longitude information. The Anaheim Special Notice shows a lat/lon of:

LAT 33°48'18"N/LON 117°55'18"W

The other five Notices use the following format:

324205N/1095321W

More research is necessary.

February 23, 2023

April 20, 2023

LOS ALAMITOS AAF	0700-1600 MON & FRI 0700-2200 TUE-THU 0700-1600 SAT-SUN CLSD FED HOL O/T BY NOTAM	LOS ALAMITOS AAF	0700-2200 MON-THU 0700-1600 FRI-SUN CLSD FED HOL EXP CLOSURE PER NOTAM
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On the far right hand side of navigation side of chart, the tabular data for control tower information shows that hours were reduced for the control tower at Los Alamitos Army Air Field.

February 23, 2023

	125.5 349.0 (SW-N)	
RIVERSIDE MARCH FIELD CLASS C	119.25 133.5 270.275 306.975 O/T SOCIAL APP 134.0 278.3	0700-2300 CLSD HOL
SANTA ANA CLASS C	121.3 242.3 (316.0-477.5)	

April 20, 2023

	125.5 349.0 (SW-N)	
RIVERSIDE MARCH FIELD CLASS C	119.25 133.5 270.275 306.975 O/T SOCIAL APP 134.0 278.3	0700-2300 MON-FRI 0700-1800 SAT-SUN CLSD HOL O/T CLASS D
SANTA ANA CLASS C	121.3 242.3 (316.0-477.5)	

On the same panel of the chart, under Class B And C and Approach Control Frequencies, the tabular data shows that the hours were reduced for Class C controllers out of Riverside March Field.

Continued next page.



The previous chart revision continues to chart the 246 degree radial from LAX VOR has a glitch that was caused when the radial was recharted by approximately one-half of a degree.

Continued next page.

NORTH LAS VEGAS (VGT) ARRIVAL ALERT

Landing North RWY 30L and RWY 30R



Pilots be aware that RWY 30L threshold is approximately 900 ft. further away and much harder to see than RWY 30R threshold. **Not for Navigational Purposes**

For Situational Awareness Only

For Inquiries: 9-awa-RunwaySafety@faa.gov Effective 29 DECEMBER 2022 to 26 DECEMBER 2024

SCAUWG REPORT MARCH 14, 2023

LOS ANGELES TERMINAL AREA CHART -- CHANGES

The new edition of the Los Angeles Terminal Area Chart became effective February 23, 2023 and is valid until April 20, 2023. The following changes have been found:

CHART LEGEND — COMMUNICATION BOXES

“Heavy line box indicates Flight Service Station Frequencies ... (Alaska), and 121.5, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes” has been changed to omit the portion in italics.

CHART LEGEND — AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

The symbol for “Prohibited, Restricted, and Warning Areas; *Canadian Advisory, Danger and Restricted Areas*” has been changed to omit the portion in italics.

Those two changes are probably in line with what we covered in our January Report — aeronautical charts will publish limited information for areas outside of U.S. airspace.

Additional information: Effective with the December 29, 2022 chart editions, areas outside of the U.S. shall be skeletonized on all VFR aeronautical charts. Cultural features, hydrographic information and geographic relief shall be retained in subdued and different shades of gray.

NAVIGATION SIDE OF CHART



The symbol for Airport of Entry (AOE) has been removed at VNY, which implies VNY no longer has all the elements required to clear customs. This was also changed in the Chart Supplement SW.



The green flashing light, the FI and G symbols, have been removed near Angeles Gate VFR checkpoint in the Long Beach Harbor.

Previously Published



February 23, 2023



The western end of V25 now ends at Exert Intersection, and no longer turns to the northwest, where the airway now is referred to as V27.

3/14/2023 PAGE 2



With today's technology it has become possible to chart with better positional accuracy. There were dozens of small adjustments on the chart to several VOR centers, magnetic orientation of airways and fine-tuning of textual information.

This is a very minor issue, but it appears the 246-degree radial from LAX VOR was modified for more accurate charting but the old portion of the radial was not fully removed.

JAN. 2023

SCAUWG REPORT JANUARY 10, 2023

LOS ANGELES TERMINAL AREA CHART -- CHANGES

The new edition of the Los Angeles Terminal Area Chart became effective December 29, 2022, and is valid until February 23, 2023. As of this date, ChartCompare did not have the new LAX TAC updated; however, I have additional information for changes that were published for the previous Los Angeles Terminal Area Chart (November 3, 2022, to December 29, 2022).

CHART LEGEND: The previous TAC showed the wording as “Non-public use having emergency or landmark value.” At first, it seemed like “having emergency” was deleted due to liability issues. However, at second blush, it was probably redundant to cite “having emergency ... value” since, in a bonafide emergency, it is legal to land anywhere. That's a decision made by the pilot in command and not lawyers.

September 8, 2022

November 3, 2022

ADDITIONAL AIRPORT INFORMATION



Private "(Pvt)" - Non-public use having emergency or landmark value

ADDITIONAL AIRPORT INFORMATION



Private "(Pvt)" - Non-public use having landmark value

NAVIGATION SIDE OF THE CHART

CLASS E AIRSPACE BELOW 700 AGL:

Between Camarillo Airport and Thousand Oaks, a lot of Class E airspace with a floor 700 ft. above the surface has been freed up.

Other changes include in this area:

Point Magu NAS Class D airspace has been moved eastward about .2 nm.

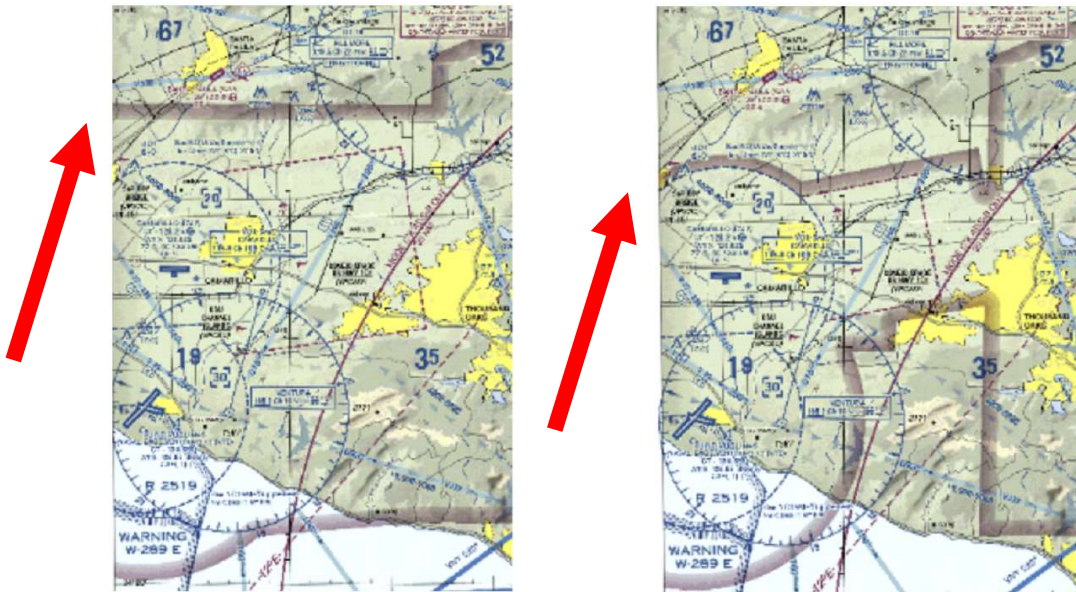
Camarillo Class E extension has been shortened to the west by about 2 nm.

Camarillo Class E extension has been narrowed from 7.5 nautical nm to less than 5 nm.

I think we'll be seeing more of these airspace reductions in the next couple of revisions as there are many areas on the TAC that aren't sculpted to outline the approaches they were designed to protect.

September 8, 2022

November 3, 2022



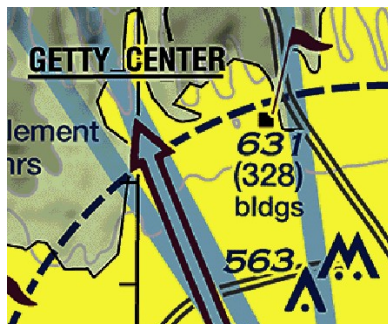
1/10/2023 PAGE 2

NAVIGATION SIDE OF CHART (Continued)

GROUP OBSTRUCTIONS: The Group Obstructions around Getty Center show that the building obstruction previously charted at 631 MSL/328 AGL has grown to 667 MSL/379 AGL. I'm still trying to figure out how the msl altitude increased by only 36 feet while the AGL altitude increased by 51 feet.

September 8, 2022

November 3, 2022



LOS ANGELES SECTIONAL CHART -- CHANGES

Normally, this report does not include changes to the Los Angeles Sectional Chart. However, the chart is undergoing a major change. As reported in Avweb.com:

FAA Deletes Foreign Information From Sectionals

Pilots in border regions are wondering why the FAA has deleted much of the aeronautical information from non-U.S. airspace from its latest sectional charts. The late December release of the sectionals omit detailed airspace information in Canadian airspace, and the changes reportedly apply to Caribbean and Mexican regions along the border and off the coast as well. The FAA has acknowledged AVweb's request for information on the move but has not yet provided details. The change was announced Oct. 12 in a single-paragraph Charting Notice that said the foreign areas included on sectionals would be "skeletonized."

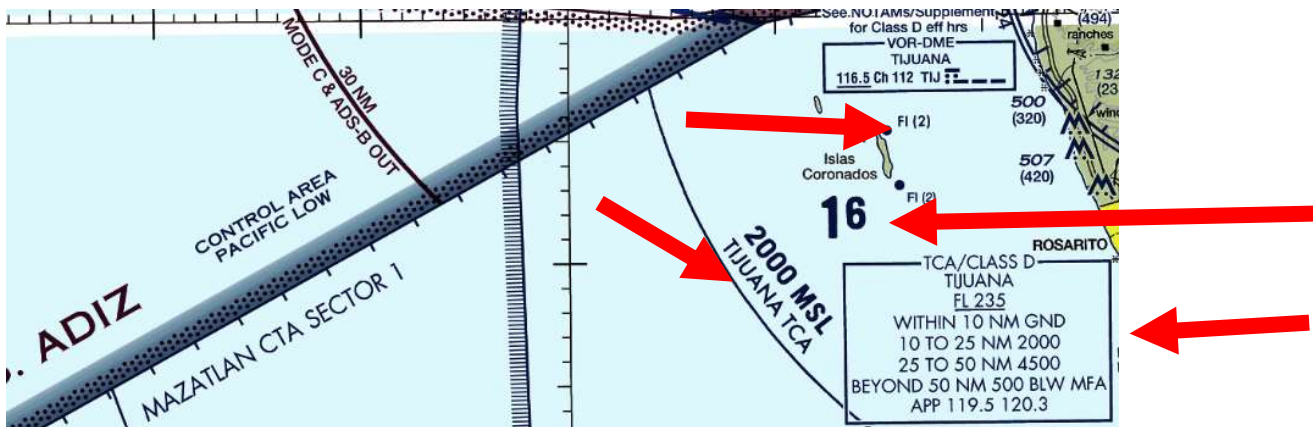
Until the December release, the FAA had included the same level of aeronautical information on neighboring airspace. Now, the charts in non-U.S. airspace contain only major airports, NAVAIDs and airways. In some cases, Canadian airspace, particularly in Southern Ontario and the Atlantic provinces, gets as much or more U.S. traffic as domestic use as American operators overfly Canada to get to U.S. destinations. Canadian pilot groups have also flagged the changes and are querying their authorities about it.

1/10/2023 PAGE 3

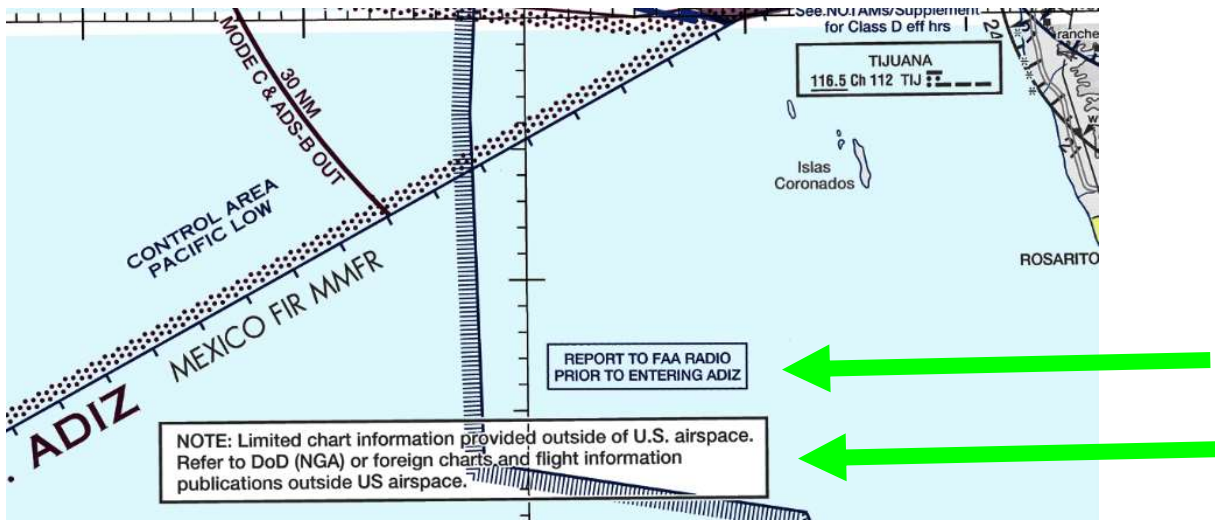
LOS ANGELES SECTIONAL CHART – CHANGES (Continued)

One example can be found southeast of San Clemente Island, south of the US/Mexico border. Red arrows are for deletions, green arrows show the additions. Additionally, Mexico will now be published in black and white.

Published November 3, 2022



Published December 29, 2022



SEPT. 2022

SCAUWG REPORT AUGUST 13, 2022

TAC CHANGES

The new edition of the Los Angeles Terminal Area Chart became effective September 8, 2022 and is valid until November 3, 2022. The following two changes have been found:

July 2022

September 2022



The airport symbol for Camarillo has been realigned, moved fractionally to the south. When navigation charts were first introduced several decades ago, chart designers did not have today's technology. It has become possible to chart with better positional accuracy. This change was also made on the flyways side of the chart.

CONTROL TOWER FREQUENCIES ON LOS ANGELES TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours. ASR and/or PAR indicate Radar Instrument Approach available. *MORNING indicates Monday through Friday. C/I indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BOB HOPE	CONTINUOUS	118.7 254.3 132.325 (HEL)	123.9 348.6	134.5 135.125 (ARR VIA RNA/IND VORTAC ONLY)	
BRACKETT FLD	0700-2100	118.2 (RWY 08R/26L) 133.3 (RWY 08L/26R)	125.0	124.4	
CAMARILLO	0700-2100	126.2 269.4	121.8	126.025	
CHINO	0700-2100	118.5	121.8	125.85	
FULLERTON MUNI	0700-2100	119.1	121.8	125.05	
JACK NORTHROP FLD/ HAWTHORNE MUNI	0600-2200	121.1 257.8	125.1	118.4	
JOHN WAYNE/ORANGE COUNTY	0615-2300	119.9 (RWY 09R/20L) 126.8 (RWY 02L/20R) 343.625	120.8 (I) 122.25 (W)	126.0	
LONG BEACH (DAUGHERTY FLD)	0615-2345	119.4 (RWY 30 ARR RWY 12 DEP) 120.5 (RWY 12 ARR RWY 30 DEP) 257.6	120.0 257.6	127.75	
LOS ANIMTOS AAF	0700-1600 MDN & FR	123.85 251.15	126.95 257.95	118.875 279.975	ASR/PAR

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BOB HOPE	CONTINUOUS	118.7 254.3 132.325 (HEL)	123.9 348.6	134.5 135.125 (ARR VIA RNA/IND VORTAC ONLY)	
BRACKETT FLD	0700-2100	118.2 (RWY 08R/26L) 133.3 (RWY 08L/26R)	125.0	124.4	
CAMARILLO	0700-2100	126.2 269.4	121.8	126.025	
CHINO	0700-2100	118.5	121.8	125.85	
FULLERTON MUNI	0700-2100	119.1	121.8	125.05	
JACK NORTHROP FLD/ HAWTHORNE MUNI	0600-2200	121.1 257.8	125.1	118.4	
JOHN WAYNE/ORANGE COUNTY	0615-2300	119.9 (RWY 09R/20L) 126.8 (RWY 02L/20R) 343.625	120.8	126.0	
LONG BEACH (DAUGHERTY FLD)	0615-2345	119.4 (RWY 30 ARR RWY 12 DEP) 120.5 (RWY 12 ARR RWY 30 DEP) 257.6	120.0 257.6	127.75	
LOS ANIMTOS AAF	0700-1600 MDN & FR (0700-2200) 11.6-11.8	123.85 251.15	126.95 257.95	118.875 279.975	ASR/PAR



John Wayne/Orange County Airport no longer has a split frequency for ground control. All communications for ground should use 120.8.

Recommendation from the Airspace Users Working Group for the upcoming LA TAC revision Follow:

**SOUTHERN
CALIFORNIA**

**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**

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

September 13, 2022

Cal Pilots

California Pilots Association

Recommendation from the Airspace Users Working Group for the upcoming LA TAC revision:

CALTRANS

EAA
Experimental Aircraft
Association

LOS ANGELES TERMINAL AREA CHART

HAI
Helicopter Assn.
International

Please see attached.

SoCal-Rotors

Thank you for your assistance.

JetBlue

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 Guard

FAA Western
Pacific Region
Western Service
Center

LA Area FAA

FSDOs
SC TRACON
LA CENTER

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.

TAC RECOMMENDATION



Several revisions ago (approximately 6/2020), the practice area note for Long Beach obscured the breakwater.

It should be updated to match the charting on the Flyways side of the chart.



JULY 2022

SCAUWG REPORT JUNE 14, 2022

TAC CHANGES

The new edition of the Los Angeles Terminal Area Chart became effective July 14, 2022 and is valid until September 8, 2022. The following changes have been found:

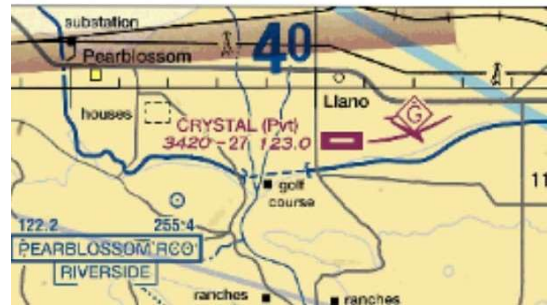
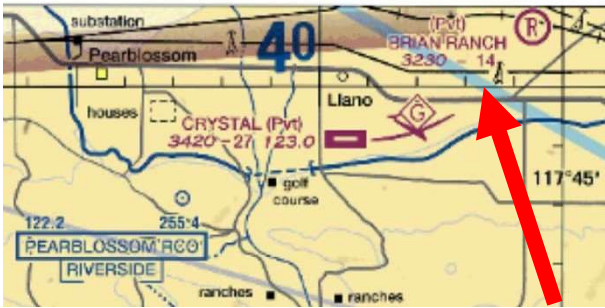
1.



East of Santa Barbara Island, located in the southwest corner of the chart shows a website for referencing National Marine Sanctuaries. The underlining of the website has been removed on the current edition of the TAC chart. Checking the Aeronautical Chart User's Guide, no specification for a charting convention for website addresses can be found; however, none of the other five websites cited on the TAC chart are underlined.

The underlining was also removed on Flyways side of the chart.

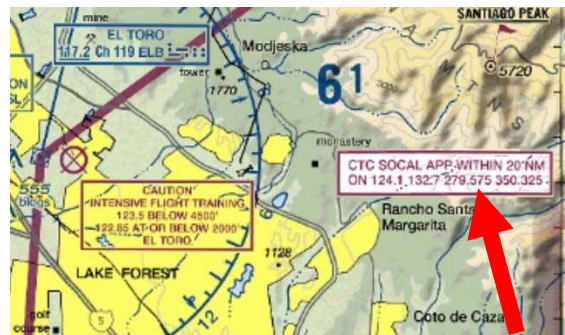
2.



Brian Ranch Airport (CL13), formerly located along the upper border of the chart, west of 117 degree, 45' longitude line, has been removed from the TAC. The airport has a facebook page: <https://www.facebook.com/Brian-Ranch-1109119079100482/>, and still has a presence on several navigation websites. However, their last known website, <http://www.brianranch.com/>, is no longer available. No gossip or news could be found to indicate what may have caused the airport to be removed from the chart.

Brian Ranch was not previously charted on the Flyways chart.

3.



East of El Toro VOR, the box containing the information for Social Approach was updated to add frequencies 132.7 and 279.575. This information box is not charted on the Flyways side of the chart.

4.

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES		
FACILITY	FREQUENCIES	SERVICE AVAILABILITY
LOS ANGELES CLASS B	124.3 124.5 124.9 125.2 127.6	CONTINUOUS
	128.75 134.9 235.975 263.025	
	269.0 323.275 346.25 363.2	
BURBANK CLASS C	120.4 360.6 (VNY 280° BUR 050°)	CONTINUOUS
	134.2 338.2 (VNY 160° 280°)	
	135.05 317.5 (BUR 050°-150°)	
	124.5 298.55 (BUR 150° VNY 160°)	
ONTARIO CLASS C	127.0 318.2 (N-N)	CONTINUOUS
	379.25 (N-E)	
	134.0 278.3 (E-S)	
	278.3 (E-S)	
	135.4 377.125 (S-W)	
	125.5 349.0 (S-W)	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES		
FACILITY	FREQUENCIES	SERVICE AVAILABILITY
LOS ANGELES CLASS B	124.3 124.5 124.9 125.2 127.4 128.75 134.9 235.975 263.075 269.0 323.275 346.25 349.2	CONTINUOUS
BURBANK CLASS C	120.4 340.4 (VNY 280° BUR 650°) 134.2 338.2 (VNY 160°-280°) 135.05 317.5 (BUR 050°-150°) 124.6 298.65 (BUR 150°-VNY 160°)	CONTINUOUS
ONTARIO CLASS C	127.0 318.2 (N-NE) 379.25 (NE-E) 134.0 278.3 (E-S) 278.3 (E-S) 135.4 377.175 (S-SW) 122.5 349.0 (SW-N)	CONTINUOUS
RIVERSIDE MARCH FELD CLASS C	119.25 133.5 270.275 306.975 O/T SOCIAL AWP 134.0 278.3	0700-2300 CISD HCL
SANTA ANA CLASS C	121.3 263.1 (315°-045° SNA) 124.1 132.7 279.575 350.325 (045°-130° SNA) 128.1 281.4 (130°-190° SNA) 125.35 316.125 (190°-315° SNA) 127.2 269.6 (190°-315° ABV 2000 SNA)	045-2300 I CLASS G
POINT MUGU NAS (NAVAL BASE VENTURA CO)	128.65 307.275 335.5 O/T 135.5 327.1 LOS ANGELES CNTR	0700-2300

The tab on the eastern border of the chart has a section for Class B, Class C, TRSA and selected Approach Control Frequencies. The portion showing the Santa Ana Class C was updated to add the frequencies 132.7 and 279.575 from 45 degrees to 130 degrees from KSNA.

Continued on the NEXT PAGE

SCAUWG REPORT JUNE 14, 2022

TAC 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.

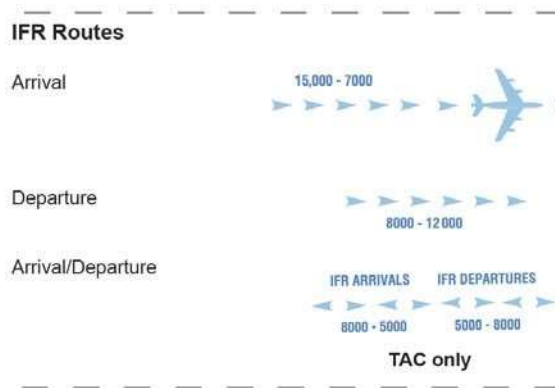


Mar 2022



May 2022

Reminder from the Aeronautical Chart User's Guide, IFR routes are depicted on the terminal area chart only.



Mar 2022



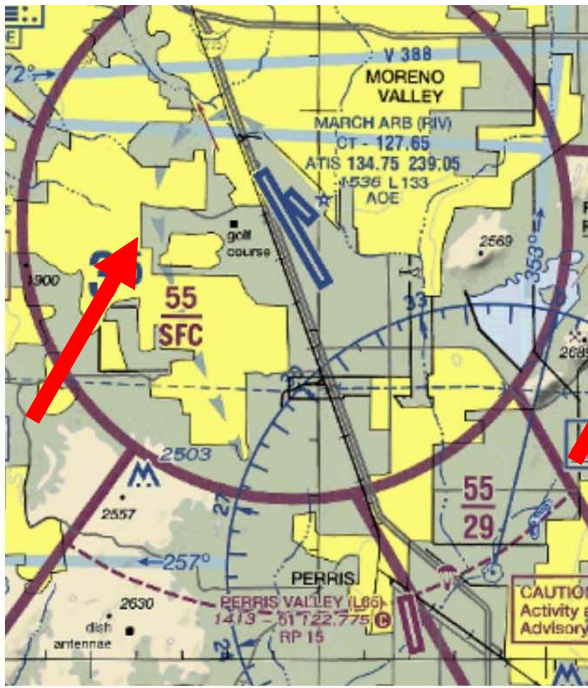
May 2022

2. West of San Bernardino (SBD) a symbol for the IFR Arrival/Departure Route has been added for Rwy 6/24. A new IFR

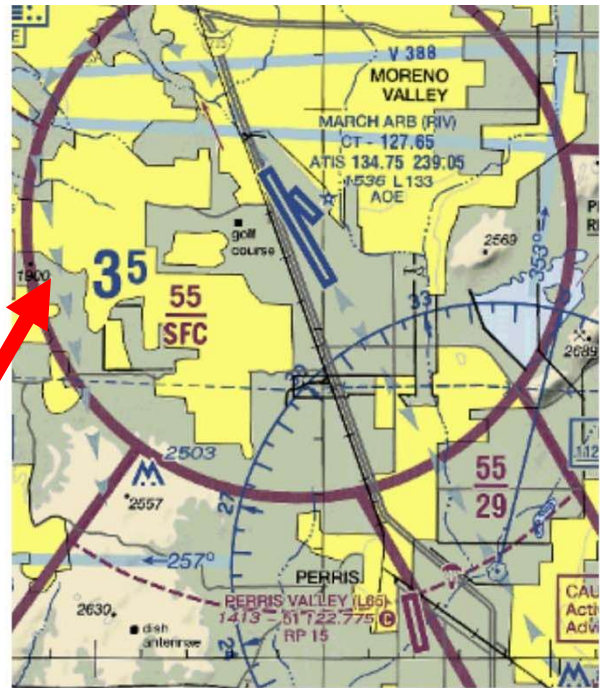
Departure Route symbol shows a turn to the southwest after passing the 1280 ft (310 agl) obstructions towards Flabob (RIR).

3. The symbol for the IFR Departure Route off 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 runway at Redlands has been rotated tiny amount 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.

Continued on the NEXT PAGE

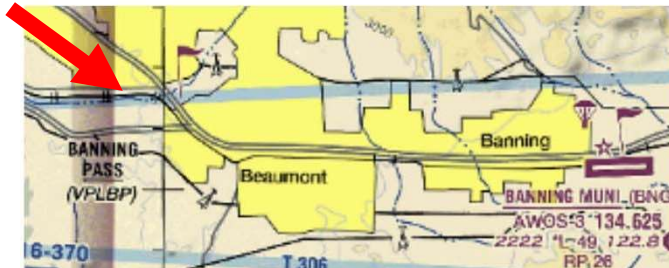


Mar 2022

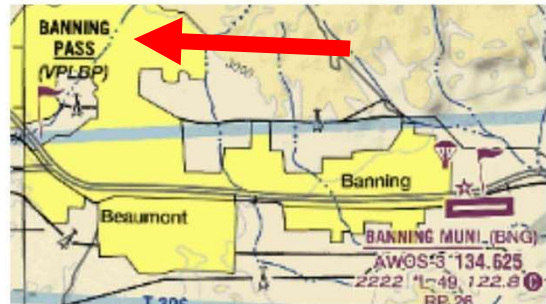


May 2022

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, terminating southwest of Diamond Valley Lake.



Mar 2022



May 2022

9. This is a minor change, but it was interesting to me that the text for symbol at the Banning Pass for a VFR Waypoint Collocated with VFR Checkpoint needed to be repositioned for clarity. I wonder how the text drifted so far to the southwest.

All of the changes noted were also made on the flyways side of the chart except for the Banning Pass adjustment.

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 lifesaver!

If you find any other changes on the current Los Angeles Terminal Area Chart, or have suggestions on proposed changes, please let me know!!!

TAC RECOMMENDATION



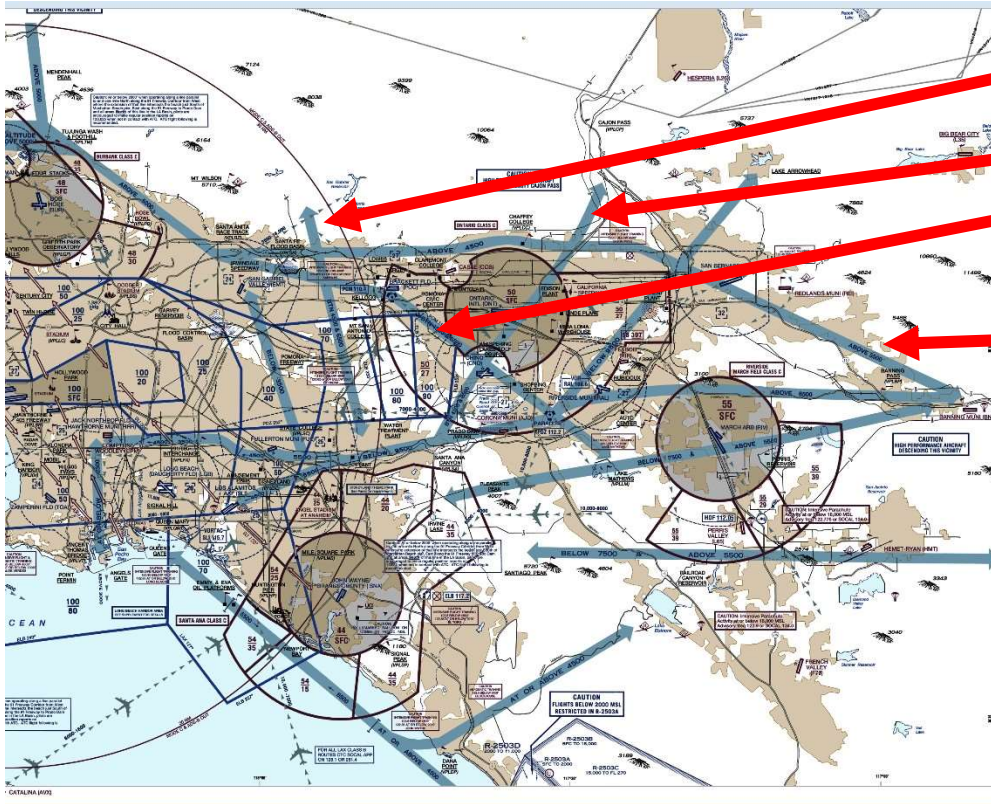
Several revisions ago (approximately 6/2020), the practice area note for Long Beach obscured the breakwater.

It should be updated to match the charting on the Flyways side of the chart.

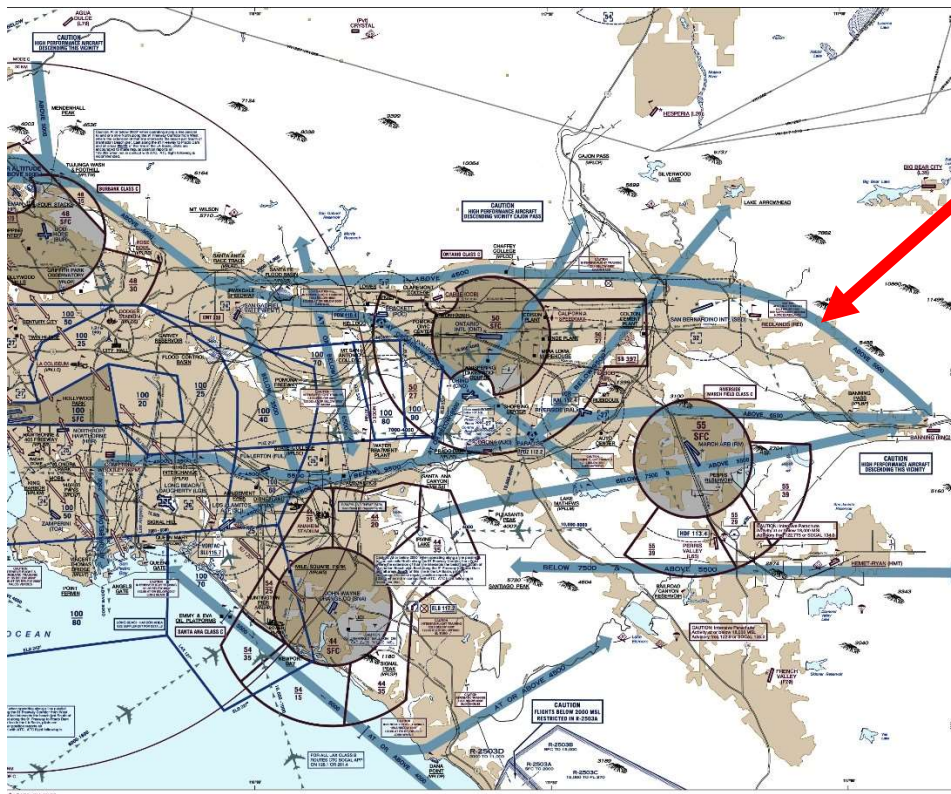


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REVIEW OF CHANGES TO THE FLYWAYS SIDE OF THE TAC



Above current flyways 6/2022
Below from 6/2017



A Flyway rerouted to avoid Redlands Aerobatic Area

B Previously charted as “AT OR BELOW 6500.” Changed to “BTN 4500 & 6500” to avoid the La Habra and Santa Fe flight training areas.

C Previously charted as “AT OR BELOW 8500.” Changed to “BTN 4500 & 8500” to avoid Ontario (ONT) Class C airspace. **NOTE: Should be changed to “BTN 5500 & 8500” to more completely avoid ONT Class C.**

D Southeast of Brackett (POC). Previously was “AT OR BELOW 8500”, changed to “BTN 4500 & 8500” to avoid departures to the west from ONT and ONT Class C. **NOTE: Should be changed to “BTN 5500 & 8500” to more completely avoid ONT Class C.**

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

This weekend (3/06) I was able to download the Chart Supplement effective 24 Mar 2022 to 19 May 2022 – actually not legal to use it for 2 more weeks.

When I tried to do

404 - File

The resort

The “Noise” section

Touch an

Rwy 08L

Touch an

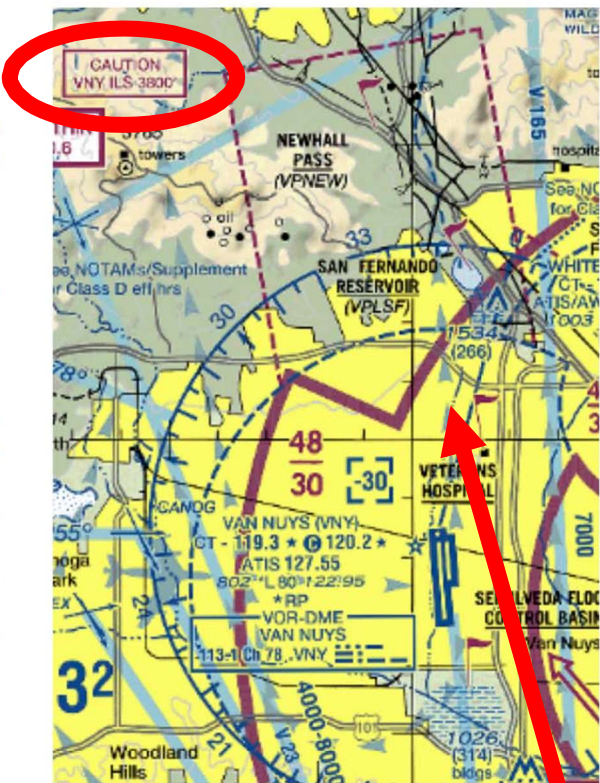
1500Z# v

TAC CHANGES

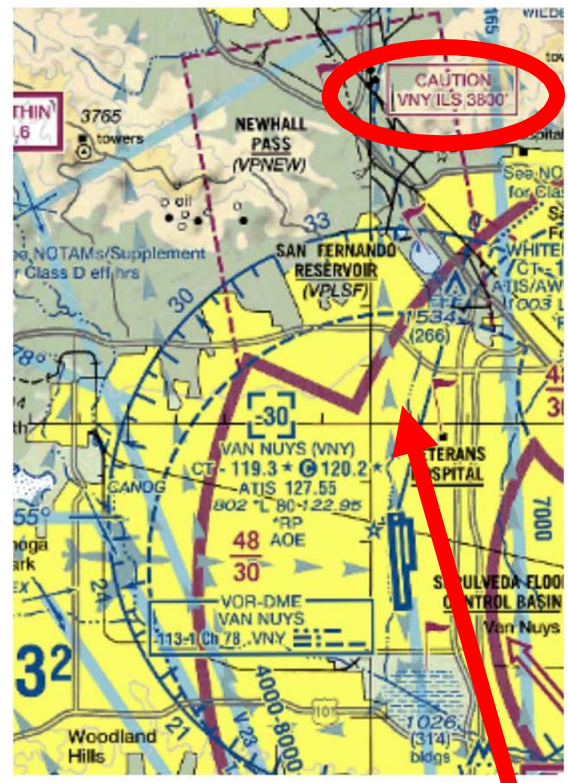
The current edition

The following changes

1. There were approximately 1500Z# v and more



12/21



1/22

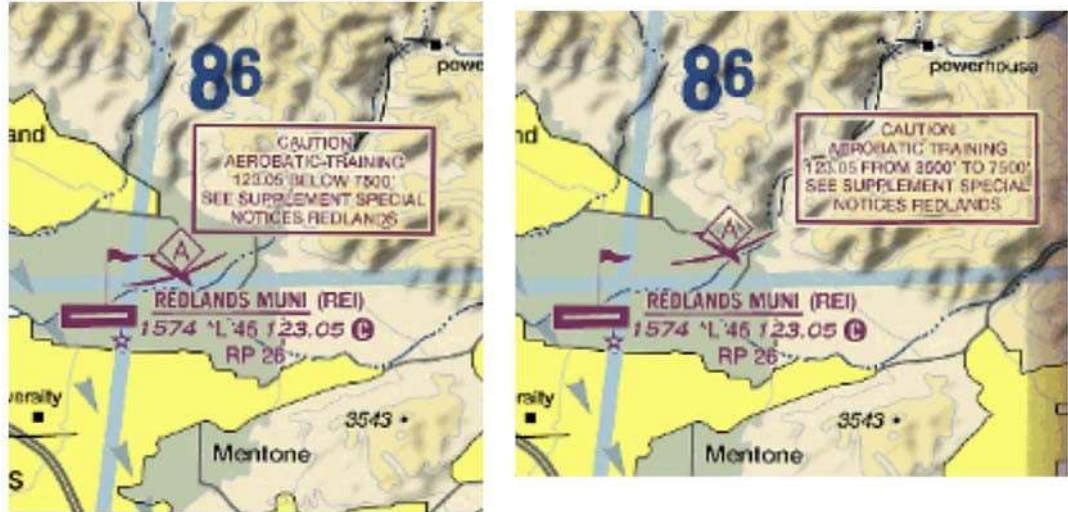
Continued on the NEXT PAGE

2. 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**

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



i.

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:

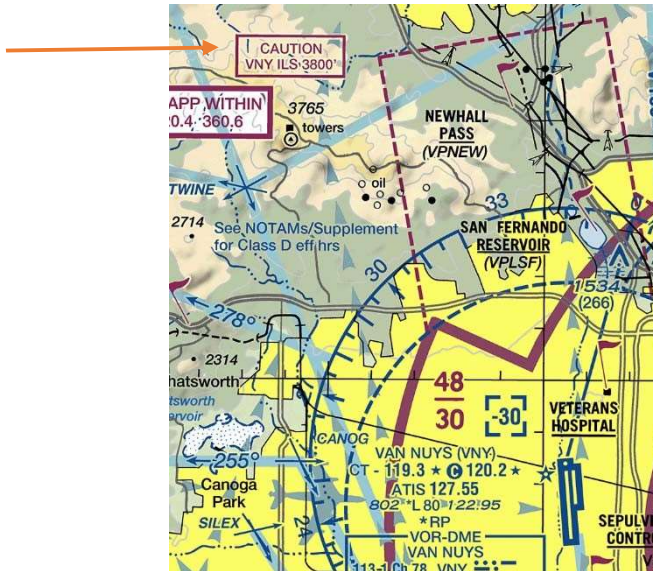
Touch and go, stop and go, low apch only permitted 1500–0300Z \ddagger weekdays and 1600–2300Z \ddagger weekends and hol only on Rwy 08L–26R and Rwy 08R–26L.

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?

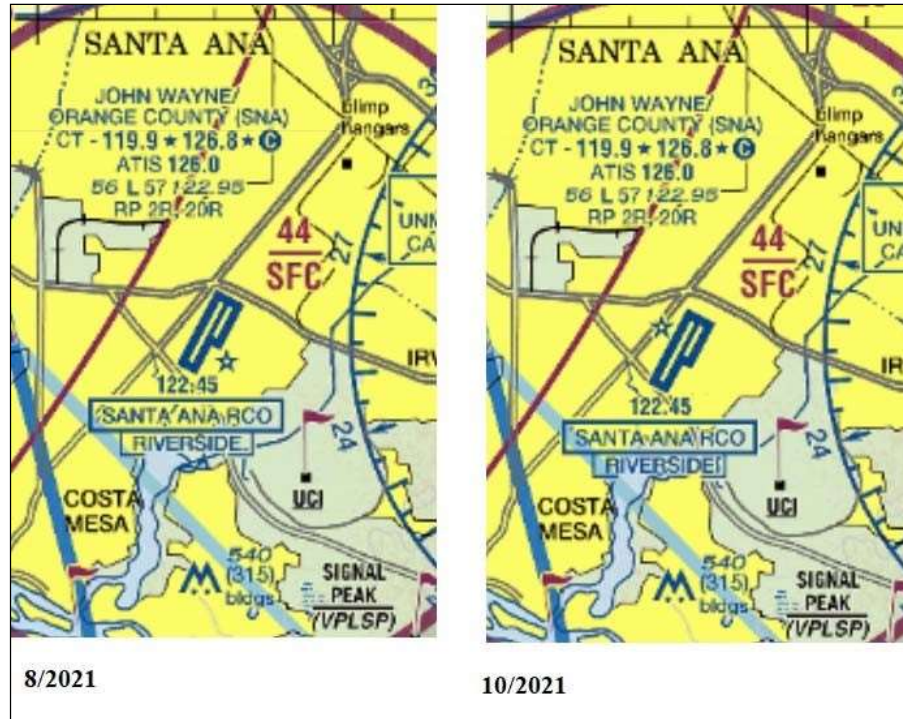


About a year ago, it was mentioned that this warning box is in the wrong location. Can we ask George to check it for us?

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:

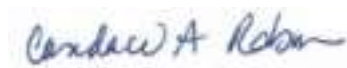
1. The traffic pattern altitude is missing from the airport/facility directory listing for Long Beach Airport.

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
Long Beach Flying Club
2631 E. Spring St.
Long Beach, CA 90806