



### **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 report**

### **OCTOBER 2023**

### **OCTOBER 2023 SCAUWG REPORT October 10, 2023**

### **LOS ANGELES TERMINAL AREA CHART -- CHANGES**

The new edition of the Los Angeles Terminal Area Chart became effective October 5, 2023, and is valid until, November 30, 2023. The following changes have been found:

August 10, 2023

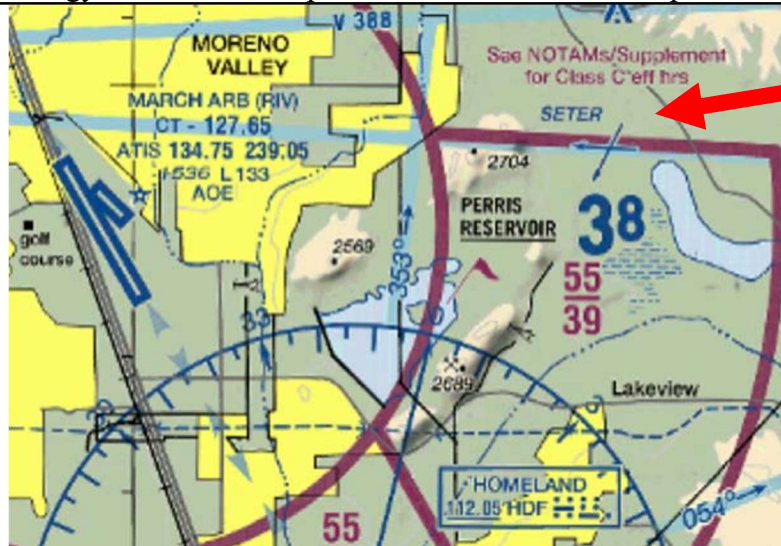


October 5, 2023



The airport symbol for Cable Airport has been realigned, moved fractionally to the south. The checkpoint flag is the most noticeable change.

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.



SETER Intersection, due east of March Air Force Base, has been removed

## WHAT'S NEW?

Update as of 5 October 2023

The following charting items have been added to the Chart Users' Guide since the Guide was last published on 10 August 2023:

### VFR CHARTS

Special Military Activity areas (SMARs) are indicated on Sectionals by an underlying IFR Military Training Route with the lateral limits of the route shown by a gray Special Use Airspace symbol. A boxed note accompanies the area and contains radio frequency information for obtaining area activity status. Aeronautical Charting Meeting 22-02 Recommendation Document [22-02-372](#) raised concerns regarding problems identifying SMARs and communicating with the listed contact regarding entry into the area. It was confirmed at the meeting that pilots should be using the IFR military training route designators when inquiring about the status. Starting with the October 5, 2023, publication cycle, the SMAR communication box note will be expanded to include the route identifier. The explanatory language provided on the margin of the charts has also been expanded so pilots understand the need to reference the IFR route.

### IFR ENROUTE CHARTS

No Significant Changes Applied

### TERMINAL PROCEDURE PUBLICATION (TPP)

Starting with the October 5, 2023, publication cycle, Aeronautical Information Services will begin adding lighting information (approach, VGS, and runway) and NAVAIDs to airport diagrams. Currently this information is only depicted on airport sketches located within Instrument Approach Procedures (IAPs) and the airport entry of the Chart Supplements. For more details, see the [23-03 Charting Notice](#).

FAA Chart Users' Guide - What's New

Thanks to Rex for sending out this email:

*The Chart User's guide has been updated. See the link below.*

*Not sure if you all have change alert subscriptions. They provide an explanation of changes in the "WHAT'S NEW?" section.*

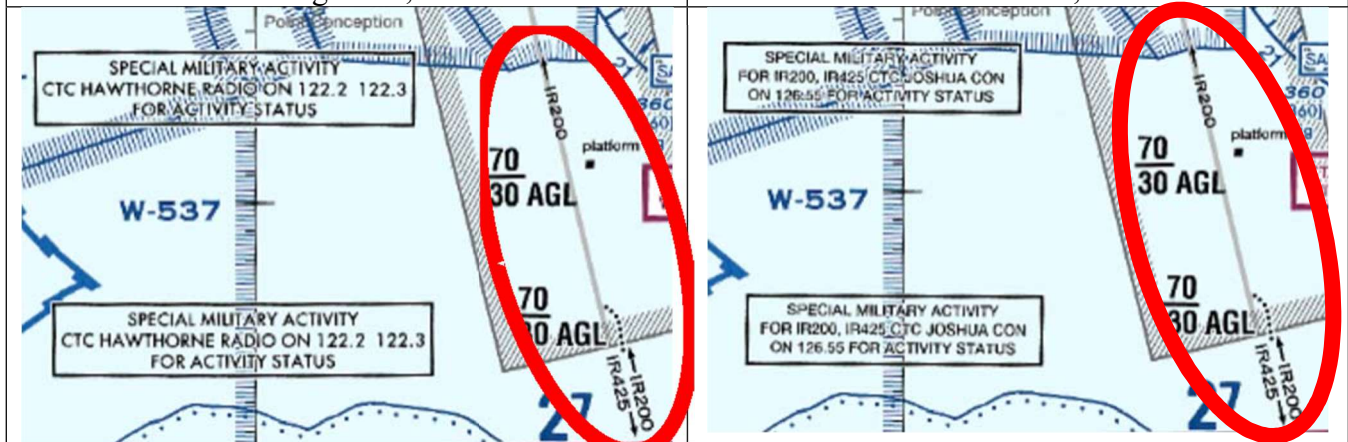
RX

### SECTIONAL CHART

Charting of Special Military Activity areas (SMARs) has been changed

August 10, 2023

October 5, 2023





South of Lompoc on the Los Angeles Sectional has one example of the updated warning boxes.

<p style="text-align: center;"><b>SPECIAL MILITARY ACTIVITY</b></p> <p>The chart identifies IFR Military Training Routes and Military Operations Area within which the Department of Defense conducts periodic operations involving Unmanned Aircraft Systems. These aircraft may be accompanied by military or other aircraft which provide the pilots of the Unmanned Aircraft Systems visual observation information about other aircraft operations near them. Status of these routes and areas may be obtained by contacting the FAA/DoD facility on designated frequencies along the routes and as depicted on this chart. The lateral limits of these specified routes are shown by the Special Use Airspace symbol. Altitudes for these route segments are also shown.</p>				
270				
<p style="text-align: center;"><b>SPECIAL MILITARY ACTIVITY</b></p> <p>The chart identifies IFR Military Training Routes and Military Operations Area within which the Department of Defense conducts periodic operations involving Unmanned Aircraft Systems. These aircraft may be accompanied by military or other aircraft which provide the pilots of the Unmanned Aircraft Systems visual observation information about other aircraft operations near them. Status of these routes and areas may be obtained by contacting the FAA/DoD facility on designated frequencies along the IFR route, referencing the identifier, e.g. IR214 as depicted on this chart. The lateral limits of these specified routes are shown by the Special Use Airspace symbol. Altitudes for these route segments are also shown.</p>				
270	280		290	
310	320			300
<p>The chart legend for Special Military Activity has been updated from:</p> <p>Status of these routes may be obtained ... along the routes and as depicted on this chart.</p> <p style="text-align: center;">to</p> <p>Status of these routes may be obtained ... along the <b>IFR route, referencing the identifier, e.g. IR214</b> as depicted on this chart.</p> <p>Pilots should be using the IFR military training route designators when inquiring about the status.</p>				

# SEPTEMBER 2023

## SCAUWG REPORT September 12, 2023

### LOS ANGELES TERMINAL AREA CHART – CHANGES

The new edition of the Los Angeles Terminal Area Chart became effective August 10, 2023, and is valid until, October 5, 2023. The following changes have been found:

June 15, 2023	August 10, 2023
<b>CHART LEGEND: OBSTRUCTIONS</b> Applies to both the Los Angeles Terminal Area Chart and the Los Angeles Sectional Chart	
<p><b>OBSTRUCTIONS</b> (may be lit or unlit)</p> <p>1300 ft and higher AGL Above 200 ft &amp; below 1000 ft AGL (above 200 ft AGL in urban areas)</p> <p>Wind Turbine Farm Elevation of the top above mean sea level: 2049 Height above ground: (1149) Under construction or reported: position and elevation unverified NOTICE: Guy wires may extend outward from structures.</p> <p>Group Obstruction Elevation of the top above mean sea level: 2049 Height above ground: (1149) Under construction or reported: position and elevation unverified NOTICE: Guy wires may extend outward from structures.</p> <p>Obstruction with high-intensity lights; may operate part-time</p>	<p><b>OBSTRUCTIONS</b> (may be lit or unlit)</p> <p>1300 ft and higher AGL Above 200 ft &amp; below 1000 ft AGL (above 200 ft AGL in urban areas)</p> <p>Wind Turbine Farm Elevation of the top above mean sea level: 2049 Height above ground: (1149) Under construction or reported: position and elevation unverified NOTICE: Guy wires may extend outward from structures.</p> <p>Group Obstruction Elevation of the top above mean sea level: 2049 Height above ground: (1149) Under construction or reported: position and elevation unverified NOTICE: Guy wires may extend outward from structures.</p> <p>Obstruction with high-intensity lights; may operate part-time</p>
Implemented change of the border of wind turbine farms <ul style="list-style-type: none"> <li>• from dashed line to dotted line</li> <li>• diagonal cross-hatching lines</li> </ul>	
<b>NAVIGATION PORTION OF THE CHART</b>	
<p>CSU CHANNEL ISLANDS (VPCSSU) VENTURA VOR-DME (VTU) 108.2 Ch 19</p>	<p>CSU CHANNEL ISLANDS (VPCSSU) VENTURA VOR-DME (VTU) 116.55 Ch 12</p>
VENTURA VOR-DME (VTU) frequency changed from: <ul style="list-style-type: none"> <li>• 108.2, Ch 19 to</li> <li>• 116.55 Ch 12.</li> </ul>	

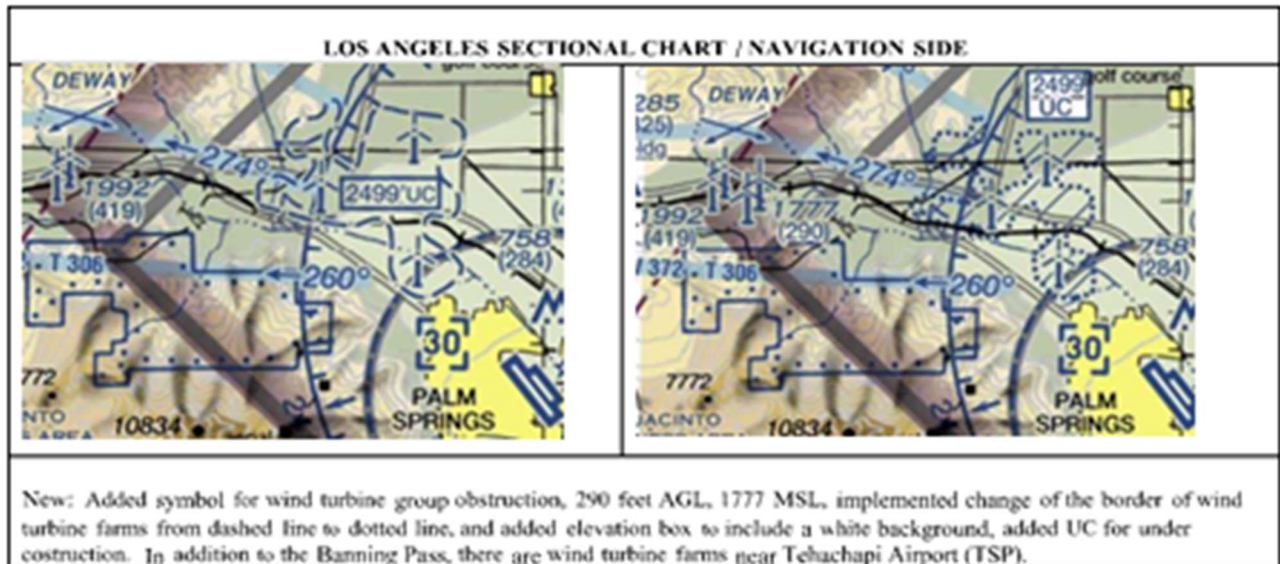
**CHANGES TO WIND TURBINE FARMS ON VFR SECTIONAL CHARTS: FAA NOTICE NUMBER: NOTC3088**

Effective on or about August 10, 2023, the FAA's Aeronautical Information Services (AIS) Visual Charting Team will begin implementing charting enhancements to Sectional Aeronautical Charts, VFR Terminal Area Charts, and Helicopter Route Charts to more clearly depict the location of wind turbine farms. This change will also be published in the Aeronautical Chart User's Guide.

The VFR charting changes will:

- Replace the current dashed line border with a zipper border (aviation blue) for easier identification of the boundaries of the wind turbine farm.
- Add 45-degree (diagonal) cross-hatching lines within all wind turbine farms for increased conspicuity.
- Revise the masked elevation box to include a white background and include the mean sea level (MSL) elevation figure of the highest obstruction (wind turbine rotating blade tip at the 12 o'clock position) within the wind turbine farm.
- The letters UC are added to depict a wind turbine farm Under Construction.

Pilots are reminded that wind turbine blades and/or blade tips are not lighted. Wind turbine obstruction lights are located on top of the nacelle (generator) at the hub of wind turbines, which in some cases can be 200-300 feet below the rotating blade tips. In accordance with 14 CFR section 91.119, pilots must maintain the appropriate separation (laterally and/or vertically) from wind turbines. Additionally, pilots are reminded to check for other obstacles, such as antenna towers, that may be taller than the turbines located within (or adjacent to) the wind turbine farm. Finally, pilots are reminded of the basic VFR weather minimums contained in 14 CFR section 91.155 and that some wind turbines may significantly exceed 499 feet above ground level (AGL) and extend into Class E airspace (700 feet AGL floor and greater).



**JULY 2023**

**SCAUWG REPORT July 11, 2023**

**LOS ANGELES TERMINAL AREA CHART -- CHANGES**

The new edition of the Los Angeles Terminal Area Chart became effective June 15, 2023, and is valid until, August 10, 2023. The following changes have been found:

## NAVIGATION SIDE OF CHART

April 20, 2023

June 15, 2023

### CHART LEGEND: COMMUNICATION BOXES

COMMUNICATION BOXES	COMMUNICATION BOXES
<ol style="list-style-type: none"> <li>1. Frequency above communication box: 122.1R 122.6 123.6 (OAKDALE)</li> <li>2. 122.6 Chicago CHI</li> </ol> <p><i>Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.) and 121.5, 122.2 243.0 and 255.4 (Alaska) are available at many FSSs and are not shown above boxes. All other frequencies are shown.</i></p>	<ol style="list-style-type: none"> <li>1. Frequency above communication box: 122.6 123.6 (OAKDALE)</li> <li>2. 123.6 Homer HOM</li> </ol> <p><i>Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.</i></p>

Previously, distinguished between Conterminous U.S. and Alaska. Revised to three frequencies for Alaska, only additional frequencies will be specified above the communication box.

CHART LEGEND: OBSTRUCTIONS	
<p>1000 ft and higher AGL</p> <p>Above 200 ft &amp; below 1000 ft AGL (above 200 ft AGL in urban areas)</p> <p>Obstruction with high-intensity lights; may operate part-time</p>	<p style="text-align: center;">OBSTRUCTIONS (may be lit or unlit)</p> <p>Wind Turbine</p> <p>Wind Turbine Farm</p> <p>Elevation of the top above mean sea level → 2049 Height above ground (1149) Under construction or reported; position and elevation unverified → UC</p> <p>NOTICE: Guy wires may extend outward from structures.</p>

Latest chart revision added:  
(may be lit or unlit)

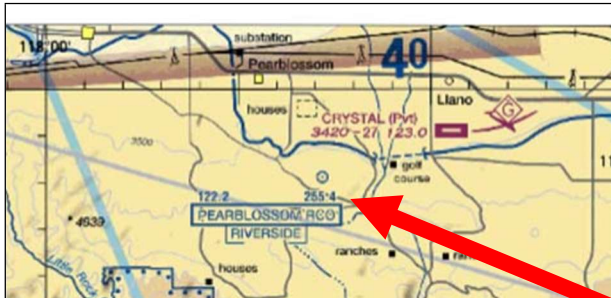




Saddle Peak RCO removed from 3 nm north of Malibu VFR checkpoint

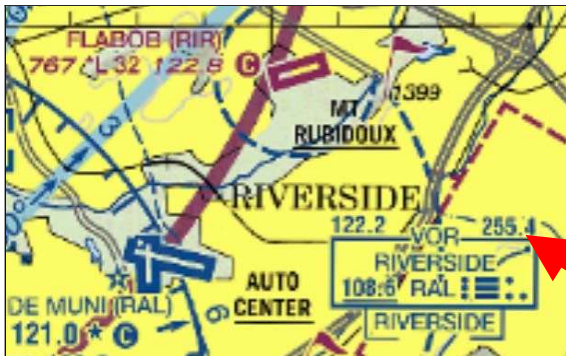
Translated: voice communications with the Hawthorne Flight Service Station are no longer available from Saddle Peak.

DELETED



Removed frequency 255.4 from Pearblossom RCO (Riverside), communication box is between 118 degrees, 0 minutes and 117 degrees, 45 minutes, along the top of chart and near Crystal private airport.

DELETED



Removed frequency 255.4 from Riverside FSS

DELETED

END OF REPORT



## BTW

### FOUND ON: FAA AVIATION SAFETY INFORMATION ANALYSIS AND SHARING (ASIAS) SYSTEM

[www.asias.faa.gov](http://www.asias.faa.gov)

22-JUN-23	01:53:00Z	N854SN	PENDLETON	OREGON	INSITU INC/SCANEAGLE	INCIDENT	UNKNOWN	0	AIRCRAFT CRASHED WHILE ATTEMPTING TO RECOVER TO THEIR RECOVERY SITE, PENDLETON, OR.
21-JUN-23	18:44:00Z	N470PA	PENDLETON	OREGON	AMAZON/AK27-2	ACCIDENT	DESTROYED	0	AIRCRAFT MADE AN EMERGENCY LANDING IN A FIELD, PENDLETON, OR.

On June 21, 2023, an Amazon's Prime Air delivery drone, N470PA, was destroyed during an emergency landing in a field in Pendleton, Oregon.

On June 22, 2023, a Boeing Insitu ScanEagle UAS, N854SN, crashed while attempting to recover the drone.

#### LGB REPORT: Rehabilitate Runway 12-30 Update

Major electrical upgrades designed to improve the safety of Runway 12-30 have been underway since late March. In June, 180 new Touchdown Zone (TDZ) LED fixtures were installed. They're brighter, longer-lasting and more energy efficient than their predecessors. And a new, modern, navigational aid - Precision Approach Path Indicators (PAPI) – was commissioned for Runway 12-30. It's the most used navigational aid at Long Beach Airport!

As of the end of June:

- installed 506 new LED fixtures on Runway 12-30
- installed 160,000 linear feet of airfield cable and grounding wire – that equates to more than 1,200 Boeing 737s lined up tip to tail (or the distance from Long Beach Airport to the Huntington Beach Pier....and back!)
- placed more than 3,200 tons of asphalt concrete – that's equivalent to over two miles of a single lane road (or the weight of more than 70 Boeing 737s)

In July, work will include the installation of four new Constant Current Regulators (CCRs) in the airfield electrical vault to support the new centerline, edge, touchdown zone lights and PAPI; grooving the new asphalt concrete placed on the runway to increase skid resistance and reduce wet weather incidents; and refreshing the striping to a new, highly visible condition.

Runway 12-30 will be closed nightly, Sundays through Thursdays, through mid-July. Exact dates are subject to change, and details are available on the Airport's Current Noise Advisories webpage. As a reminder, during Runway 12-30 closures, operations will occur on Runway 8L26R (with a few exceptions when they will shift to 8R-26L).