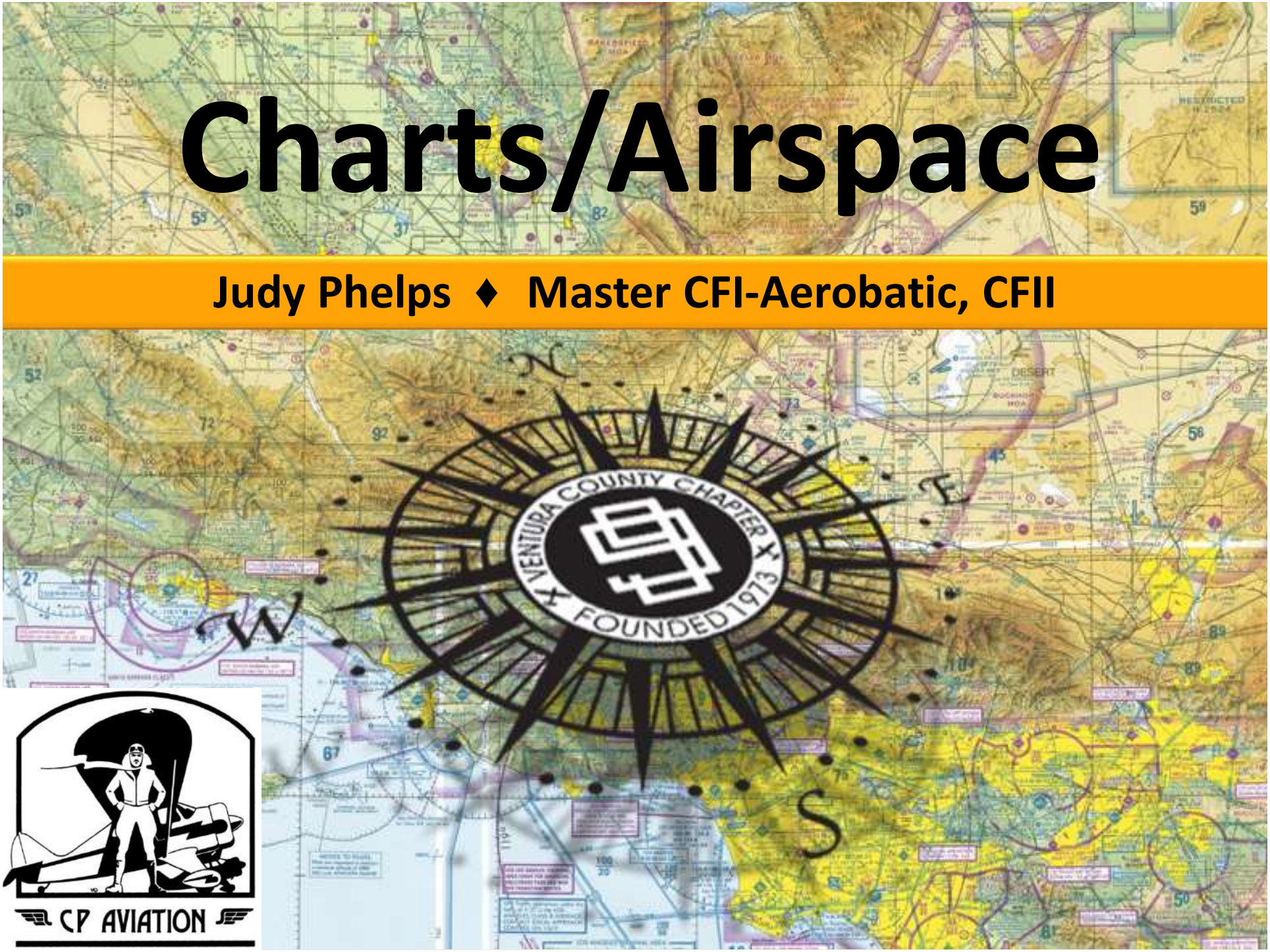
Charts/Airspace

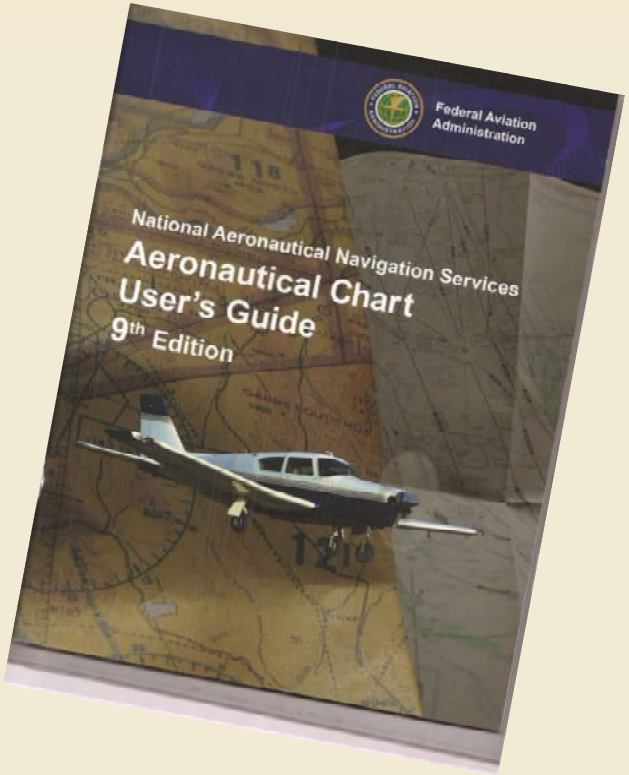
Judy Phelps ♦ Master CFI-Aerobatic, CFII



Aeronautical Charts

Charts provide information which allows pilots to track their position and provides information which enhances safety.

- Airport Data
- Navigation Aids
- Airspace
- Topography



And much more!

Types of VFR Charts

Sectional

- Most common
- Scale of 1:500,000 (1 inch = 6.86 Nautical miles (NM) or approximately 8 statute miles (SM)
- This allows for detailed information
- Updated semiannually

Types of Charts

Terminal Area Charts (TAC)

- Used for flying in or near Class B airspace
- Scale of 1:250,000 (1 inch = 3.43 NM or approximately 4 SM)
- Transition routes
- Updated semi-annually

Types of Charts

VFR Flyway Planning Charts

- On the back of the TAC
- Help VFR pilots avoid major traffic flows
- Depicts routing throughout the busy area
- Ground references for improved visual navigation
- Designed solely for planning purposes –not navigation!

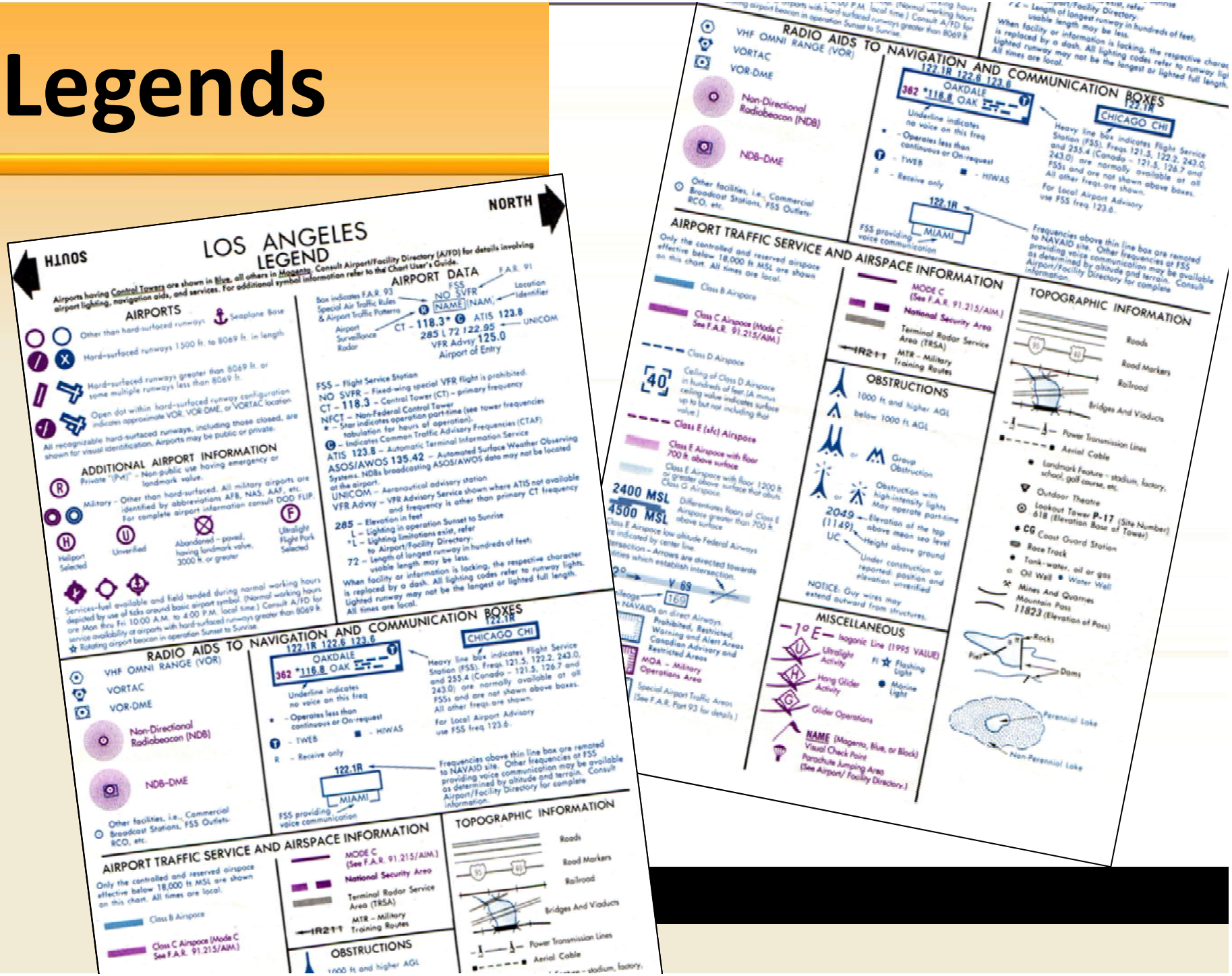
Chart Supplement

(Airport Facility Directory)

Use in conjunction with charts

- Airport information
- Phone numbers
- VFR waypoints
- LAHSO
- Airport diagrams for selected towered airports

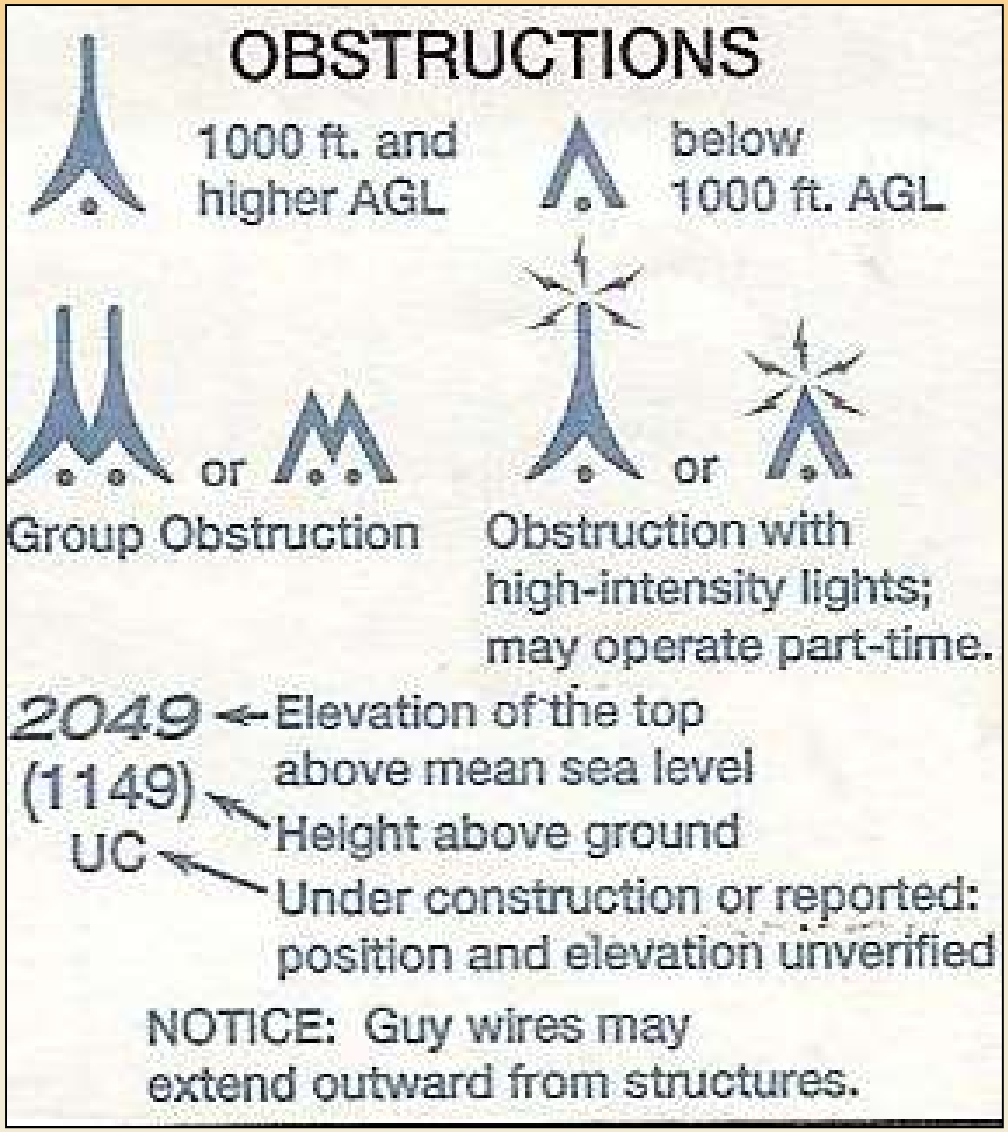
Legends


LOS ANGELES
LEGEND
NORTH
SOUTH
AIRPORT DATA
AIRPORTS
ADDITIONAL AIRPORT INFORMATION
RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES
VHF OMNI RANGE (VOR)
VORTAC
VOR-DME
Non-Directional Radiobeacon (NDB)
NDB-DME
AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
OBSTRUCTIONS
MISCELLANEOUS
TOPOGRAPHIC INFORMATION

Aeronautical Charts

- Using obsolete charts is dangerous
- Information changes rapidly
- FDC NOTAMs – reflect changes

Aeronautical Charts



Aeronautical Charts

Obstructions on Sectional and TAC

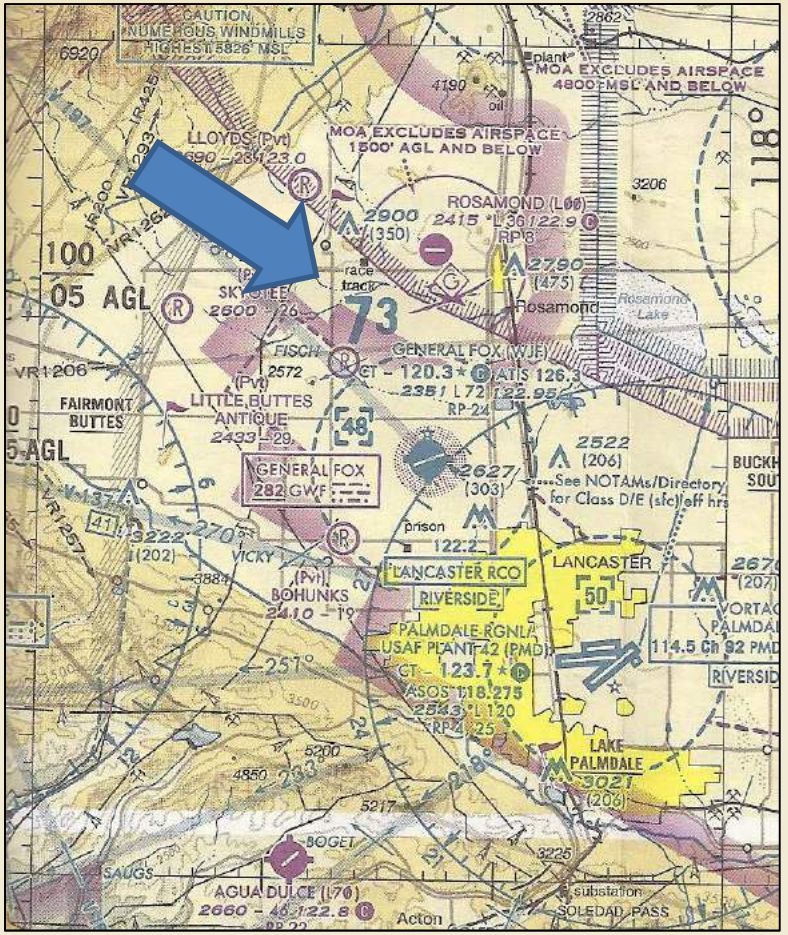
- Generally - 200’ AGL are charted
- Objects less than 200’ are charted only if considered a hazard very near an airport

Examples - smoke stacks, tanks, antennas

Aeronautical Charts

Maximum Elevation Figure

Highest Obstacle + 300’

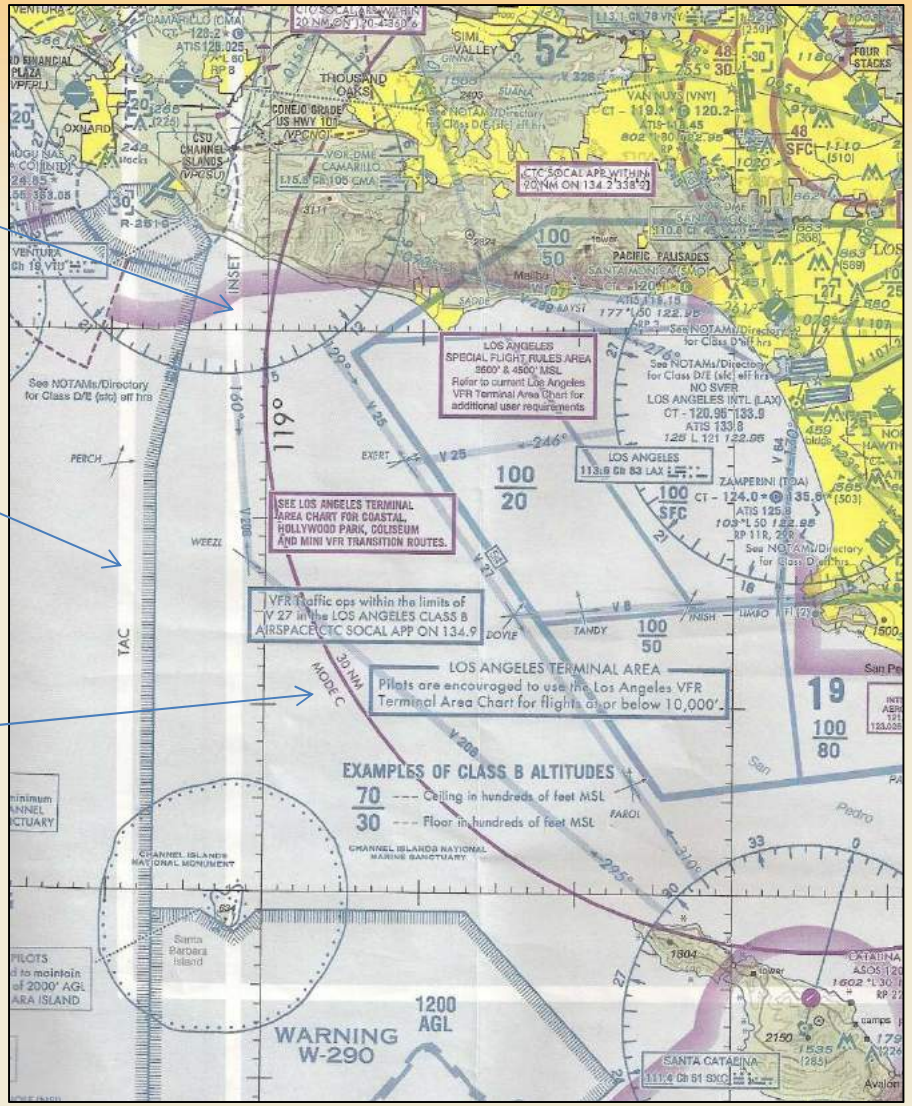


Aeronautical Charts

Inset

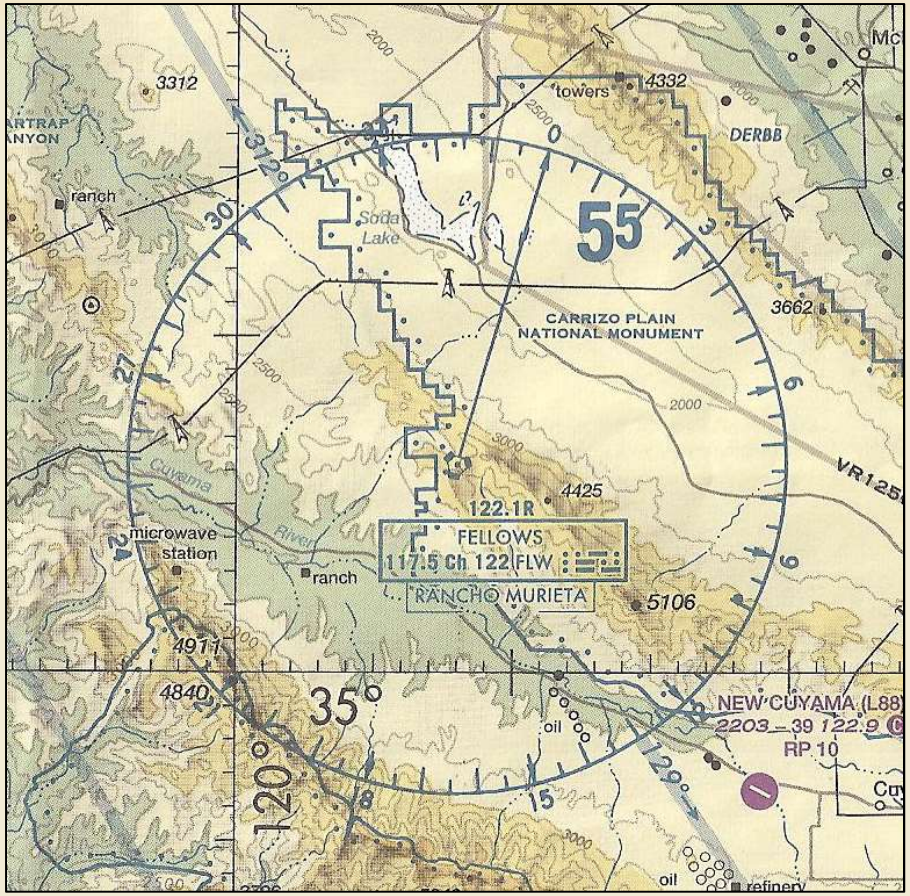
TAC

30 NM Mode C



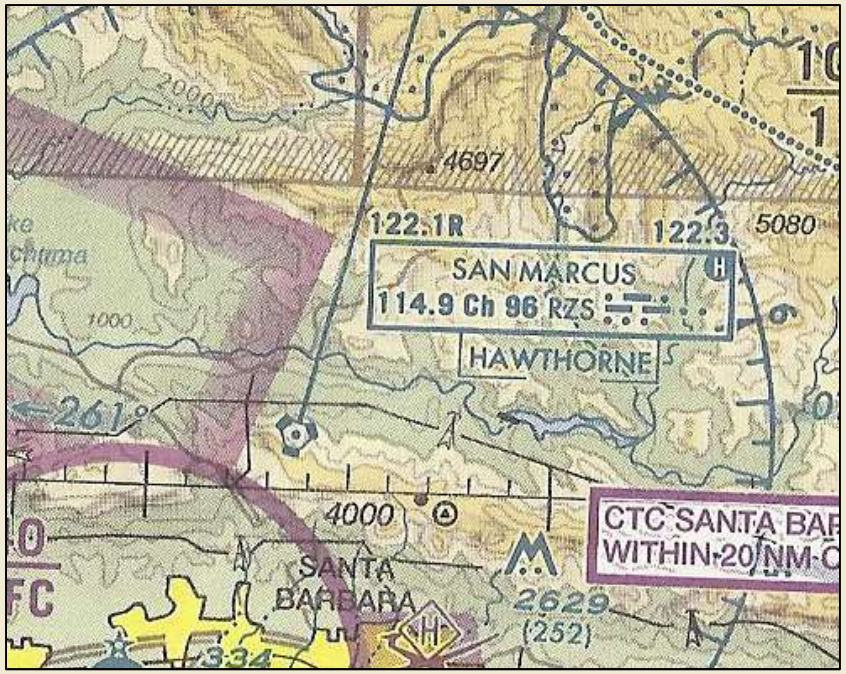
Aeronautical Charts

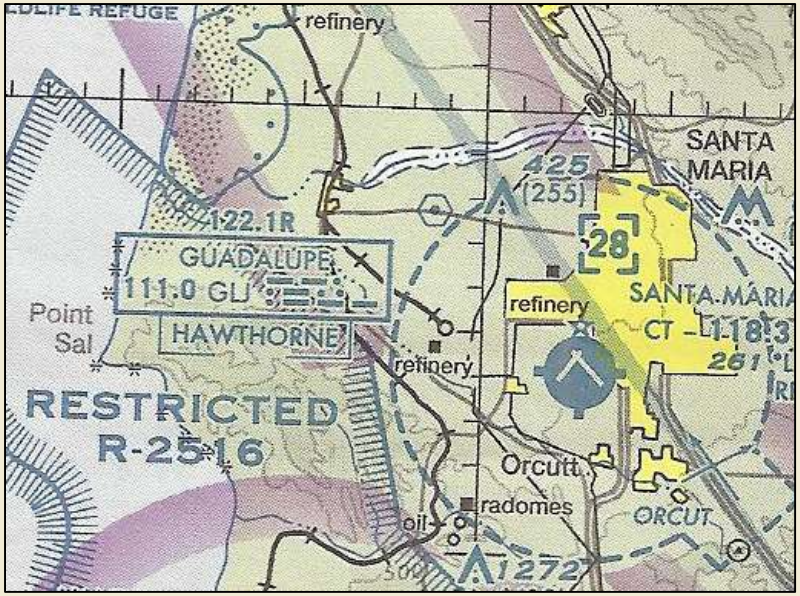
Compass Rose is oriented to Magnetic North



Aeronautical Charts

Radio Aids to Navigation



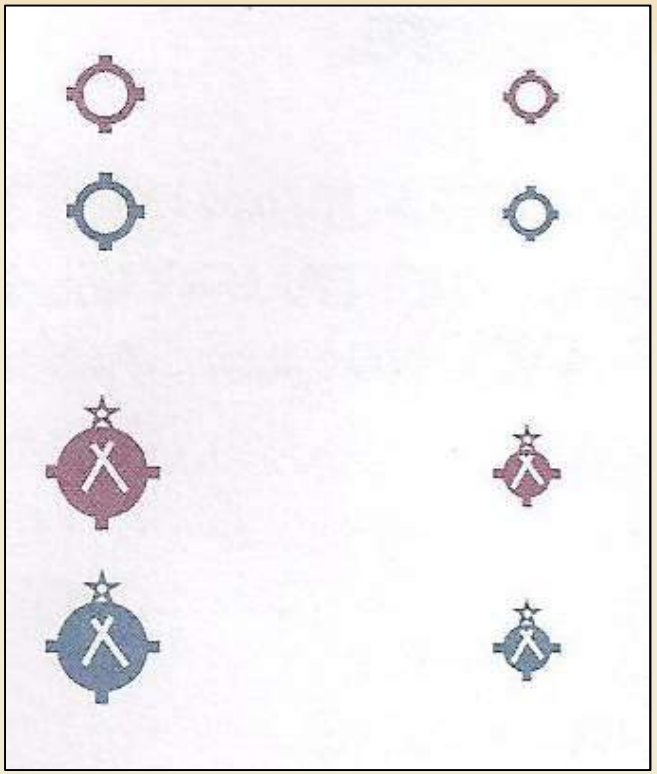


Aeronautical Charts

Public use airports

Blue - Control Tower

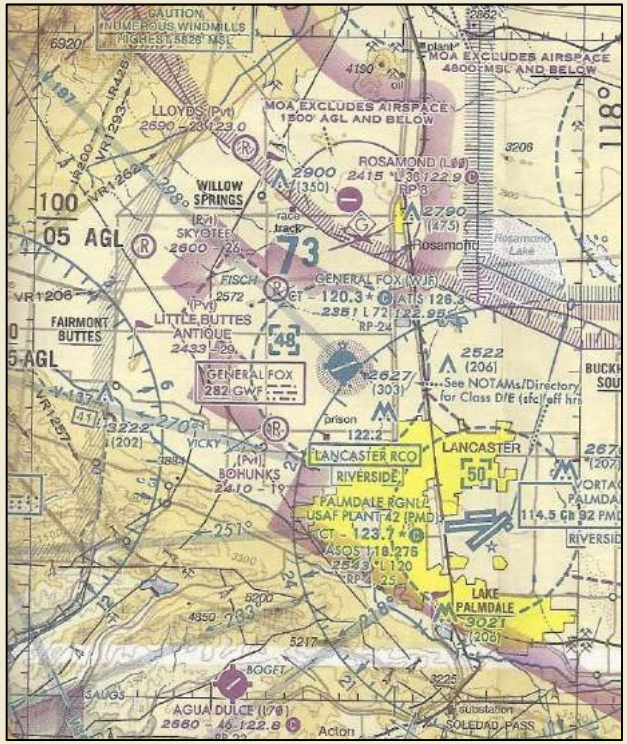
Magenta - No Tower



Aeronautical Charts

Services Available

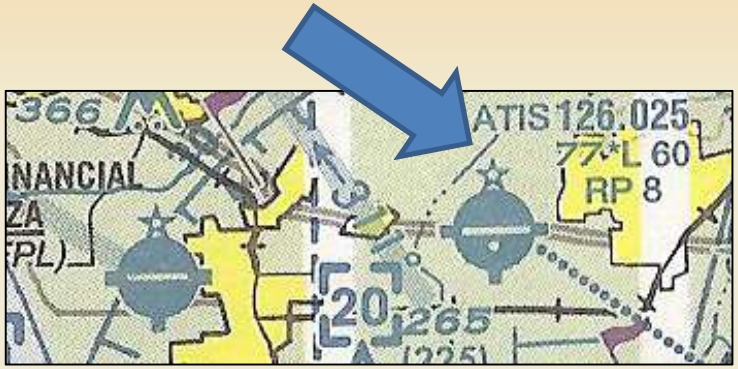
Tick marks – fuel available



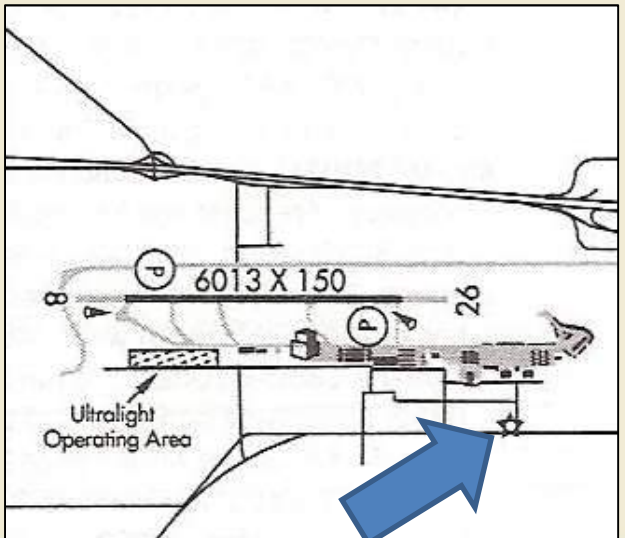
Aeronautical Charts

Rotating Beacon

Is there one (chart)

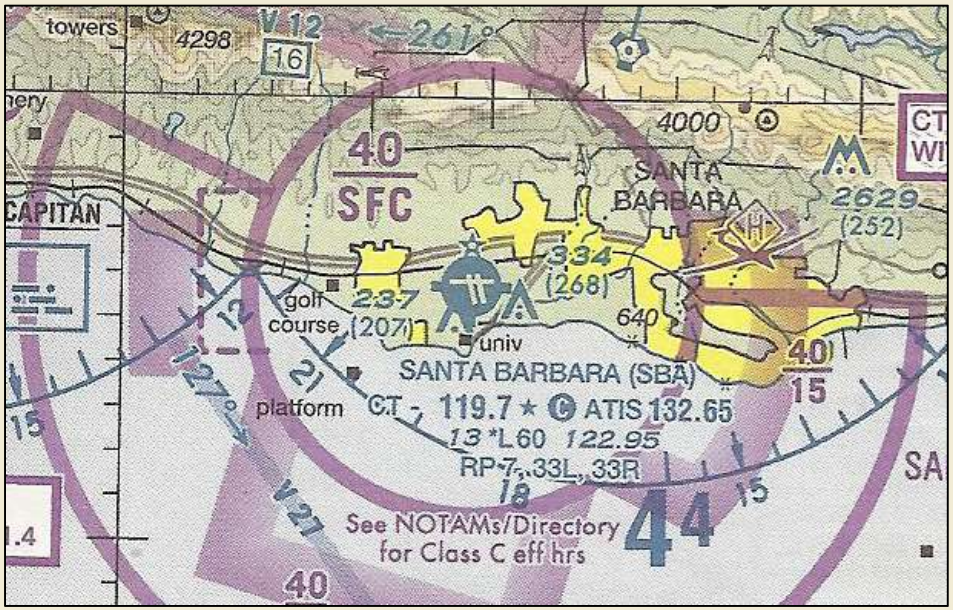


Where is it located on airport (Chart Supplement)



Aeronautical Charts

Airport Information



AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.

FSS — FAR 91

NO SVFR — Location Identifier

NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S.

CT - 118.3 ★ C ATIS 123.8

285 L 72 122.95

Runways with Right Traffic Patterns (public use) → RP 23, 34

RP * Special conditions exist - see A/FD.

VFR Advsy 125.0 — UNICOM

AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

C - Common Traffic Advisory Frequencies (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Airport/Facility Directory.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

Air Defense Identification Zone

The contiguous Air Defense Identification Zone (ADIZ) is designed to allow ATC to identify aircraft in the vicinity of U.S. and international airspace boundaries.

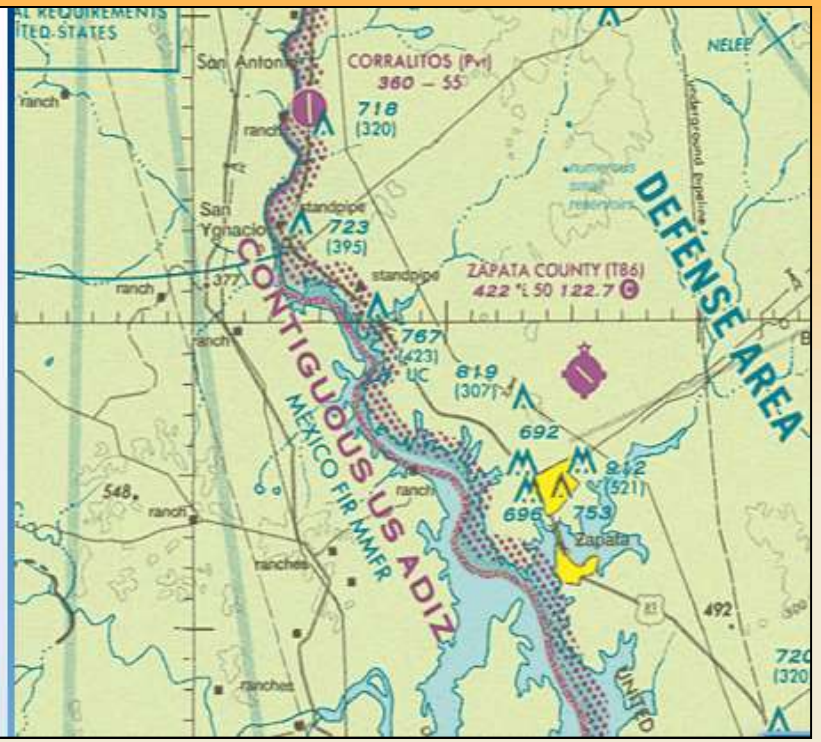
Contiguous ADIZ

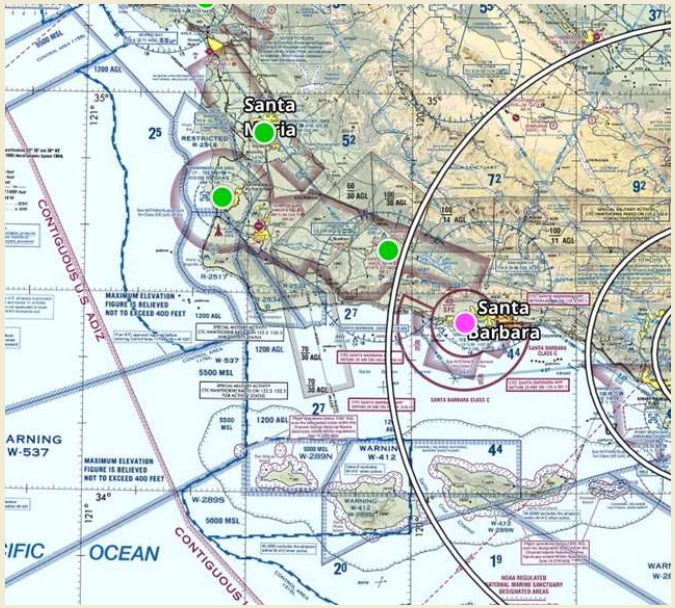
The Contiguous ADIZ lies off the east and west U.S. coastlines and follows the U.S. - Mexico border. Aircraft crossing the ADIZ must:

- Be on an IFR or DVFR flight plan
- Be equipped with a two-way radio and Mode C transponder
- Have registration numbers at least 12" tall

See the ***Learn More*** for information about international travel requirements.

TIP





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- Be equipped with a tr
  and Mode C transpor
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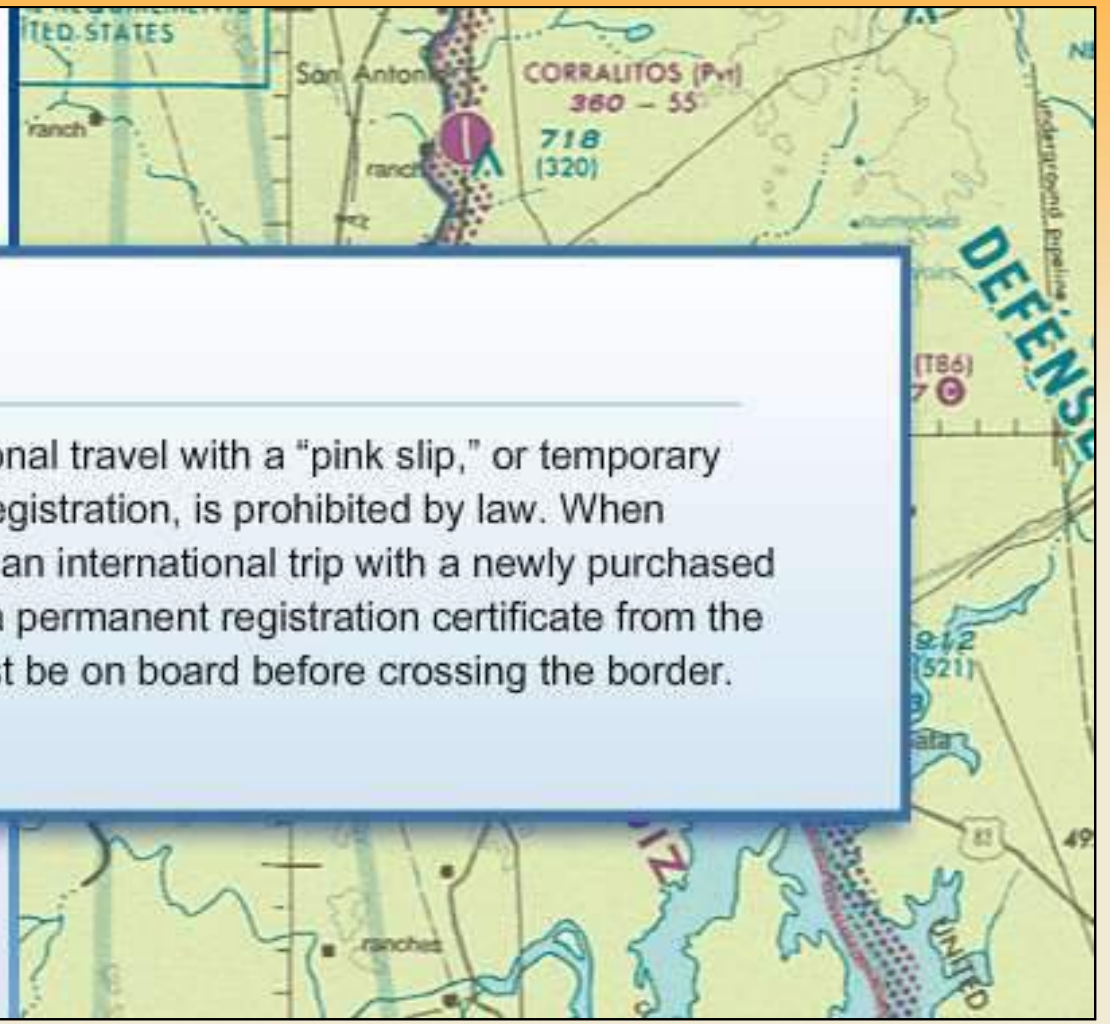
  12" tall

See the ***Learn More*** for ir
international travel require

TIP

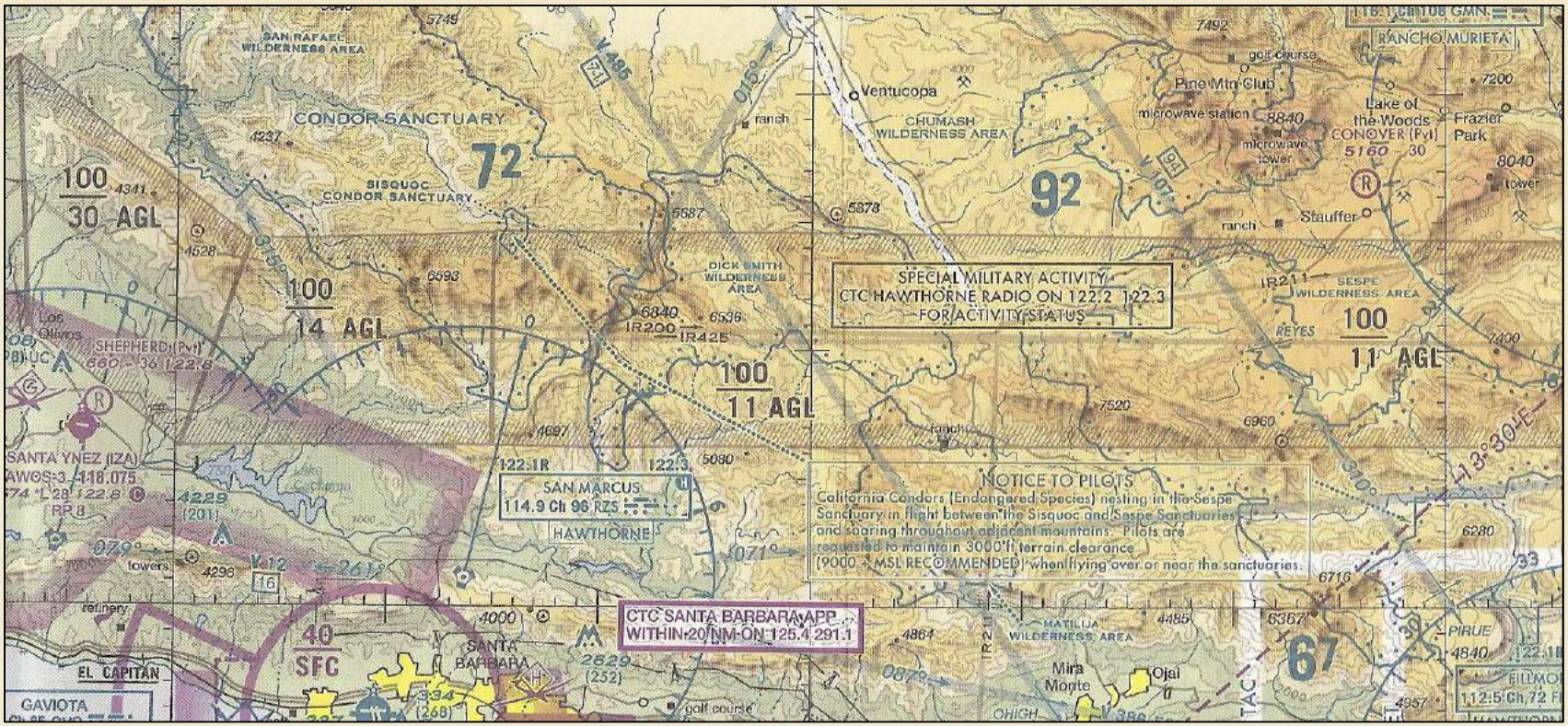


TIP:

International travel with a "pink slip," or temporary aircraft registration, is prohibited by law. When planning an international trip with a newly purchased aircraft, a permanent registration certificate from the FAA must be on board before crossing the border.

Aeronautical Charts

Military Training Routs (MTRs), AIM 3-5-2



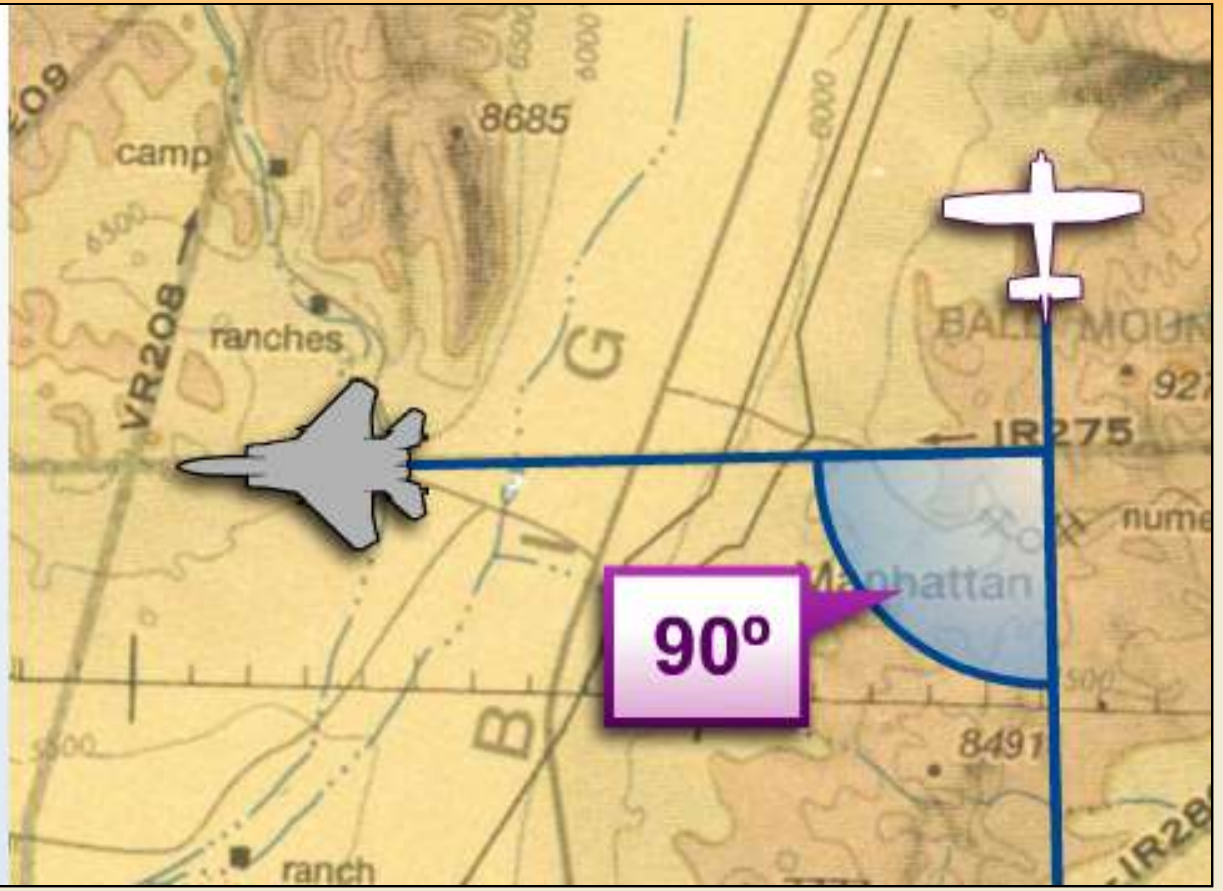
Military Training Routes (MTRs)

Military Training Routes (MTRs) were developed to conduct low-altitude, high-speed training. Operations along MTRs regularly exceed 250 knots.

Flying Near MTRs

If your route takes you near or over an MTR, cross it at a 90-degree angle to spend as little time as possible exposed to the high-speed traffic.

TIP

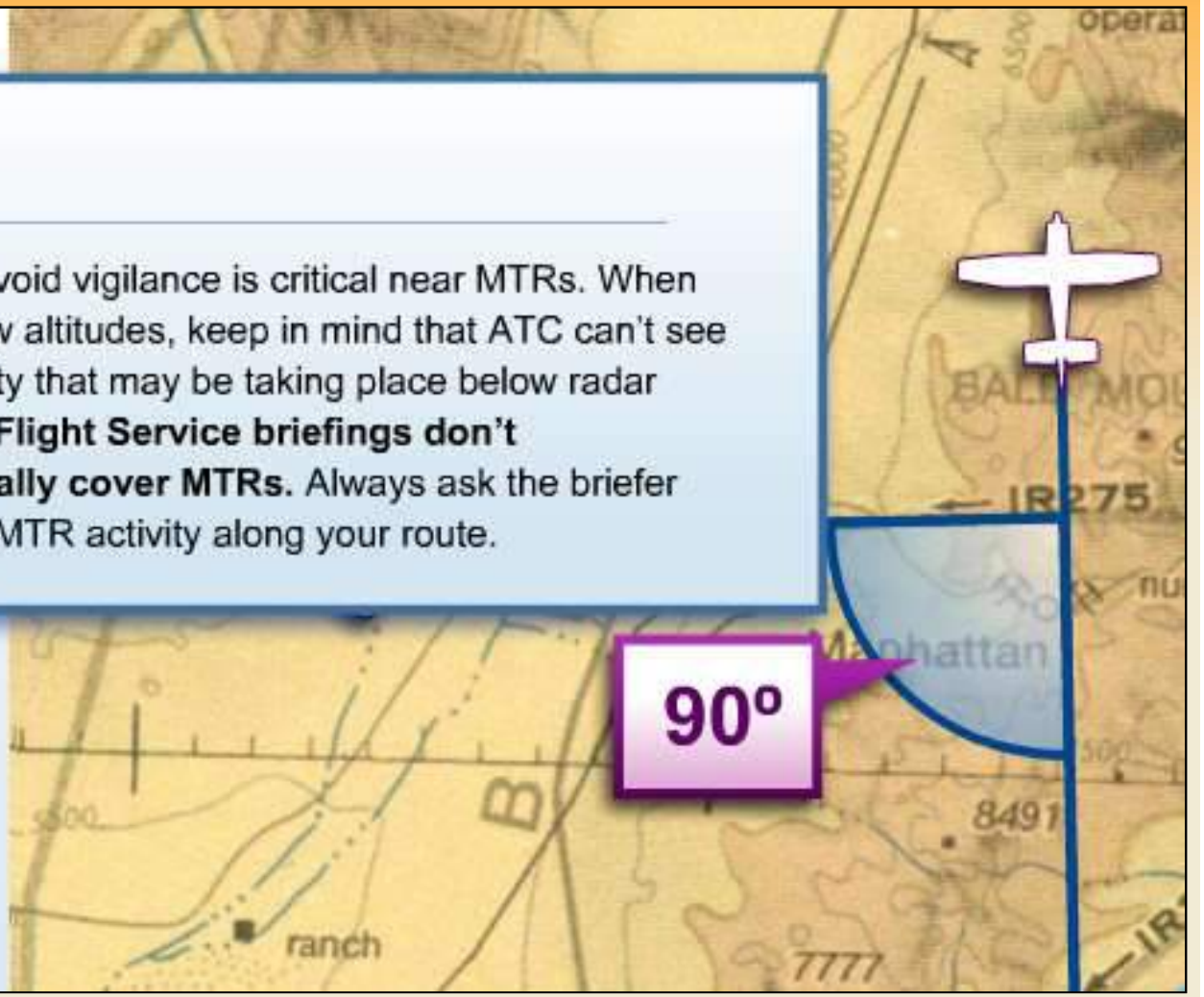


Flying Near

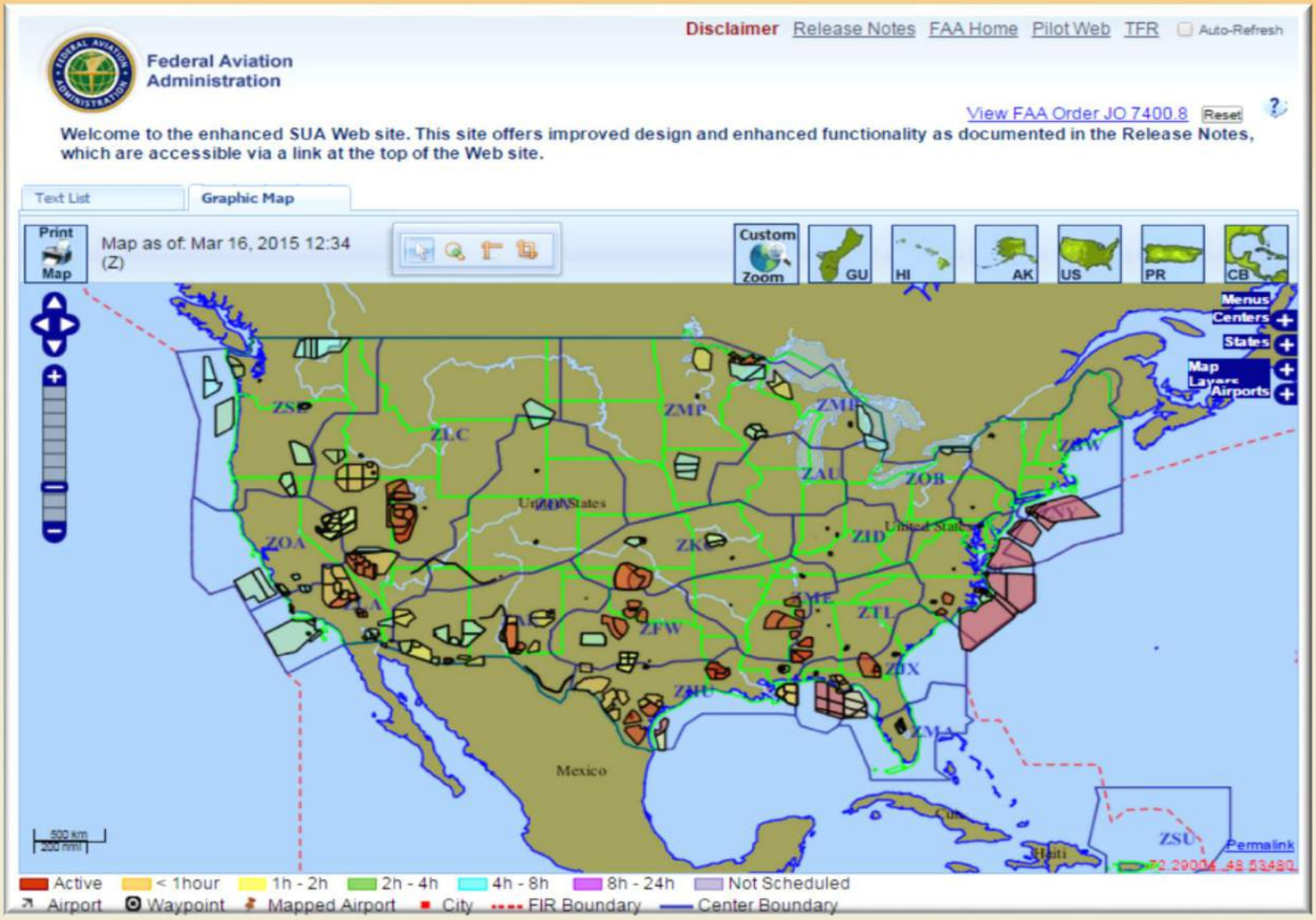
If your route takes
over an MTR, cros
degree angle to sp
time as possible e
high-speed traffic.

TIP:

See-and-avoid vigilance is critical near MTRs. When flying at low altitudes, keep in mind that ATC can't see MTR activity that may be taking place below radar coverage. **Flight Service briefings don't automatically cover MTRs.** Always ask the briefer about any MTR activity along your route.



Special Use


Disclaimer
Release Notes
FAA Home
Pilot Web
TFR
Auto-Refresh
Federal Aviation Administration
View FAA Order JO 7400.8
Reset
Welcome to the enhanced SUA Web site. This site offers improved design and enhanced functionality as documented in the Release Notes, which are accessible via a link at the top of the Web site.
Text List
Graphic Map
Print Map
Map as of: Mar 16, 2015 12:34 (Z)
Custom Zoom
GU
HI
AK
US
PR
CB
Menus
Centers
States
Map Layers
Airports
ZSE
ZLC
ZMP
ZMP
ZAU
ZOB
ZBW
ZOA
ZKC
ZID
ZME
ZTL
ZFW
ZDX
ZHU
ZMA
Mexico
ZSU
Haiti
Permalink
Active
< 1hour
1h - 2h
2h - 4h
4h - 8h
8h - 24h
Not Scheduled
Airport
Waypoint
Mapped Airport
City
FIR Boundary
Center Boundary

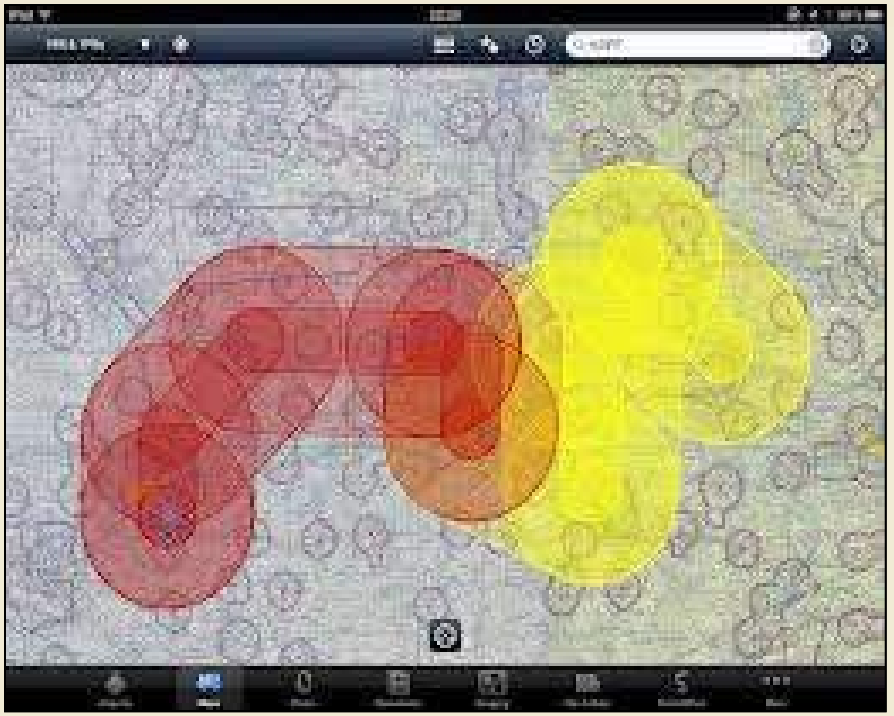
Temporary Flight Restrictions (TFRs)

Other TFRs

- Sporting events (3 mi/3000 ft)
- Other places (Disneyworld, Super Bowl, UN General Assembly)

Presidential TFRs

- Can pop up anytime, and on very short notice. Virtually zero tolerance for incursions.



The official sources for TFR information are the [FAA's Graphic TFR web page] and the FDC NOTAMs.

Prohibited Areas

Prohibited Areas are usually established for security or other reasons associated with the national welfare. P=Prohibited: **Do not fly here!** Specific information for each area is provided on the inside chart panel of VFR and IFR charts.

Chart | Panel

Click on each tab for more information.

Prohibited areas can be established for reasons other than national security, such as protecting the Boundary Waters Canoe Wilderness Area in Minnesota.

- Dimensions can also be expanded by notam (notice

Restricted Areas

Restricted Areas indicate the existence of unusual, often invisible, hazards such as:

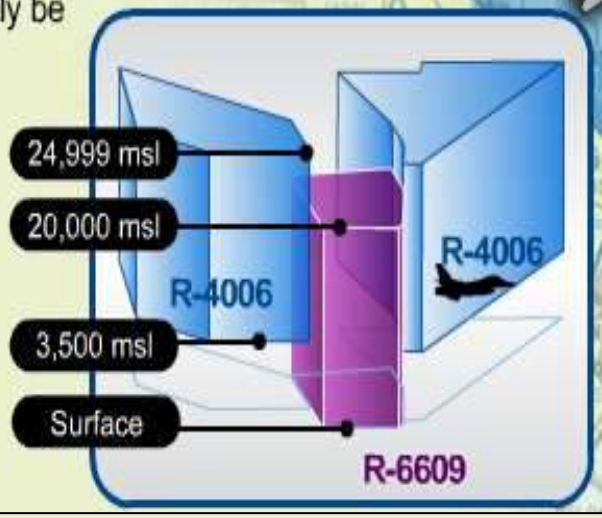
- Artillery firing
- Aerial combat
- Guided missiles

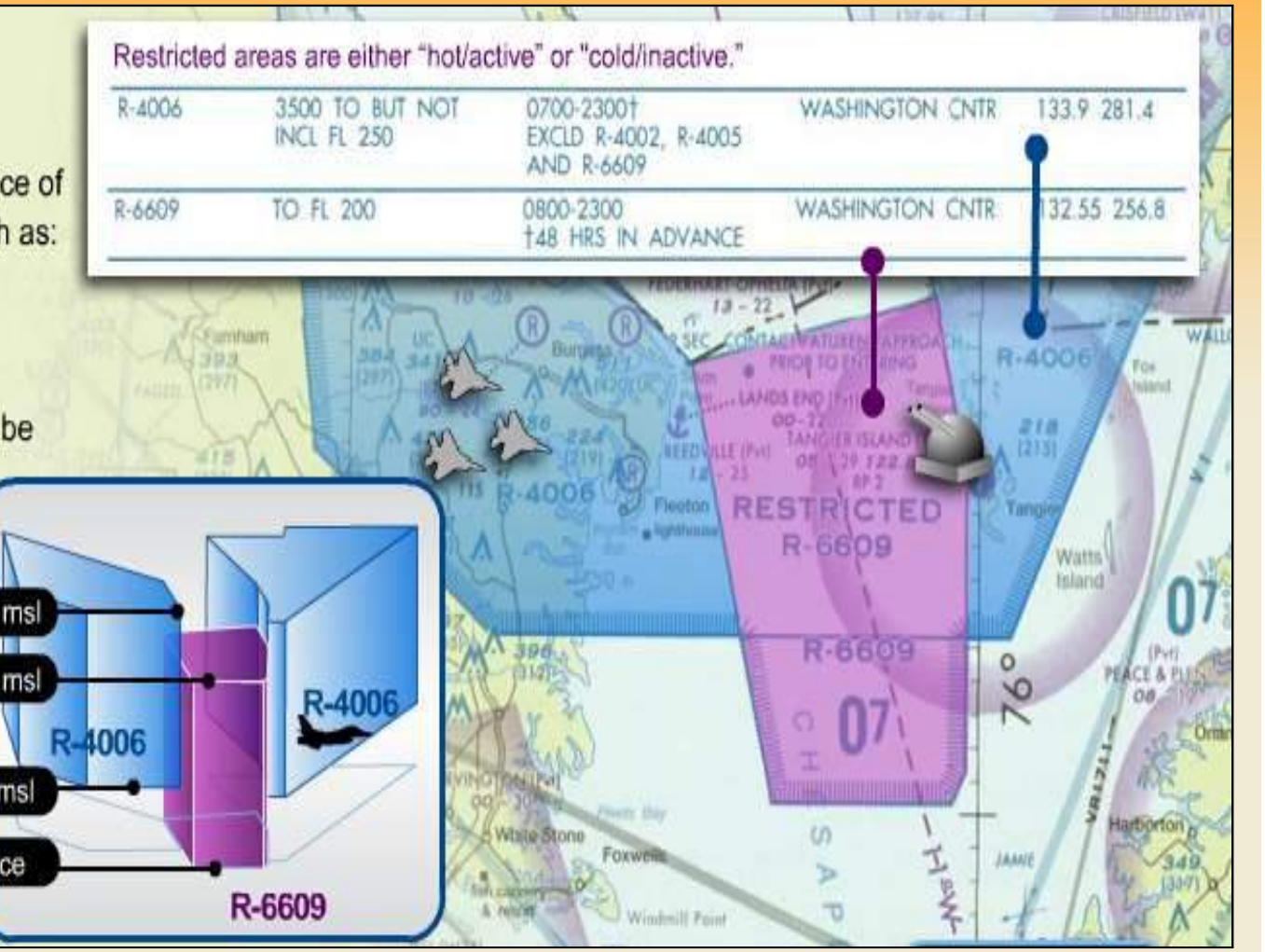
Flight through a Restricted Area can be authorized, but will most likely be denied if the area is "hot".

See the *Learn More* for additional information on controlling agencies.

Restricted areas are either "hot/active" or "cold/inactive."

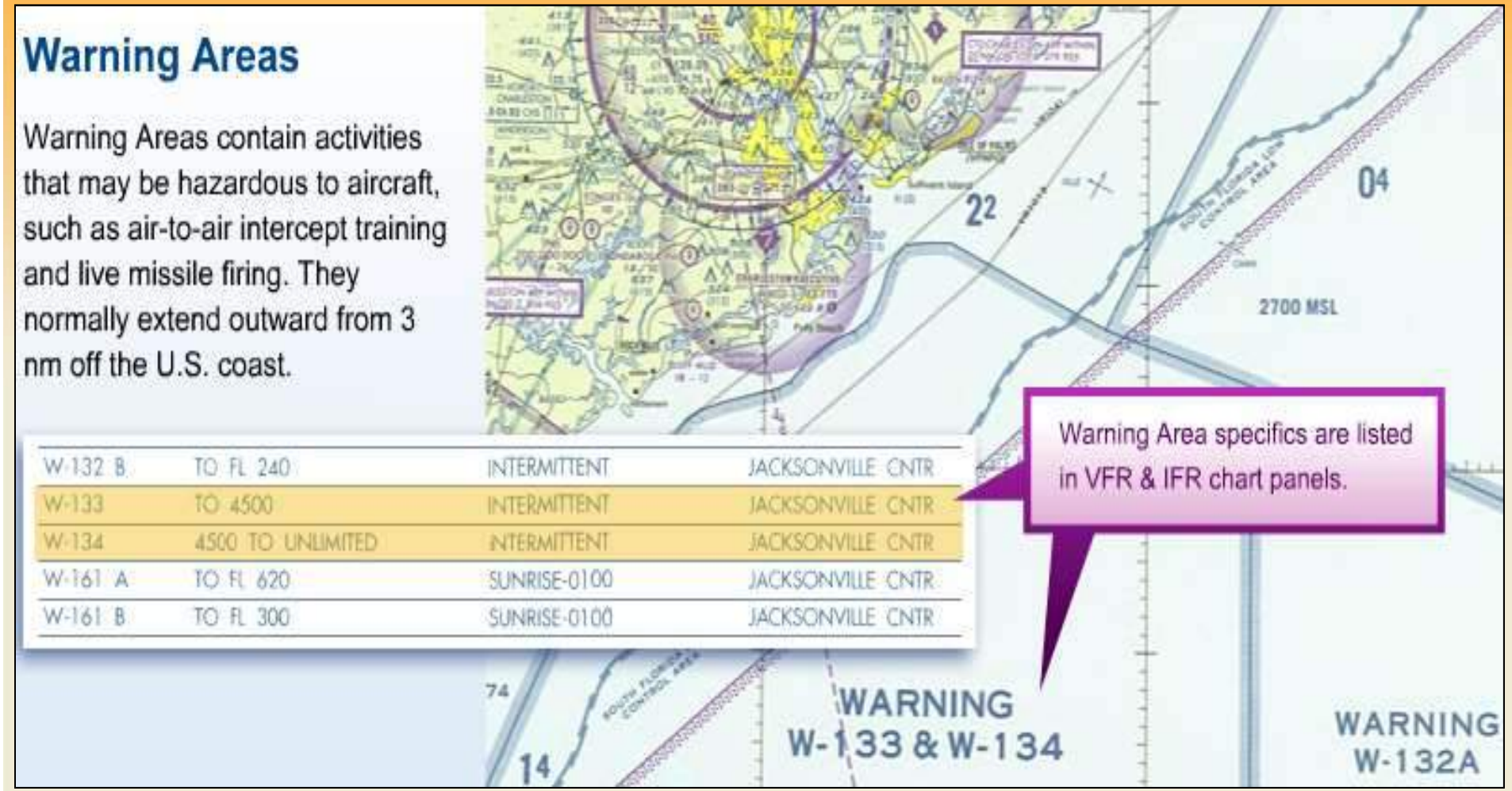
R-4006	3500 TO BUT NOT INCL FL 250	0700-2300† EXCLD R-4002, R-4005 AND R-6609	WASHINGTON CNTR	133.9 281.4
R-6609	TO FL 200	0800-2300 †48 HRS IN ADVANCE	WASHINGTON CNTR	132.55 256.8





Warning Areas

Warning Areas contain activities that may be hazardous to aircraft, such as air-to-air intercept training and live missile firing. They normally extend outward from 3 nm off the U.S. coast.



W-132 B	TO FL 240	INTERMITTENT	JACKSONVILLE CNTR
W-133	TO 4500	INTERMITTENT	JACKSONVILLE CNTR
W-134	4500 TO UNLIMITED	INTERMITTENT	JACKSONVILLE CNTR
W-161 A	TO FL 620	SUNRISE-0100	JACKSONVILLE CNTR
W-161 B	TO FL 300	SUNRISE-0100	JACKSONVILLE CNTR

Warning Area specifics are listed in VFR & IFR chart panels.

Alert Areas

Alert Areas contain a high volume of pilot training or some other type of unusual activity. Flight through an Alert Area is not restricted, but pilots should exercise caution when flying in these areas.

Alert Area specifics are listed in VFR & IFR chart panels.

R-2916	TO 14,000	CONTINUOUS	MIAMI CNTR
R-2936	TO 10,000	INTERMITTENT BY NOTAM	PALM BEACH ATCT
A-291 A,C	TO 2500	0600-2400	NO A/G
A-291 B,D	TO 3900	0600-2400	NO A/G
W-168	UNLIMITED	INTERMITTENT	MIAMI CNTR
W-174 A,F	TO FL 700	INTERMITTENT 0700-2300	MIAMI CNTR
W-174 B,C	TO FL 700	INTERMITTENT 0700-2300†	MIAMI CNTR
W-174 E	TO 10,000	INTERMITTENT 0700-2300†	MIAMI CNTR
W-174 G	TO FL 700	INTERMITTENT 0700-2300†	MIAMI CNTR

Military Operations Areas (MOAs)

MOAs contain activities such as air combat tactics and aerobatics, with some operations exceeding 250 knots near the surface. They exist to separate military training activities from IFR traffic, which is normally routed outside active MOAs. VFR traffic is permitted, but extreme caution should be used when these areas are active.

▼ Roll over each area below to review

MOA specifics are listed in VFR & IFR chart panels.

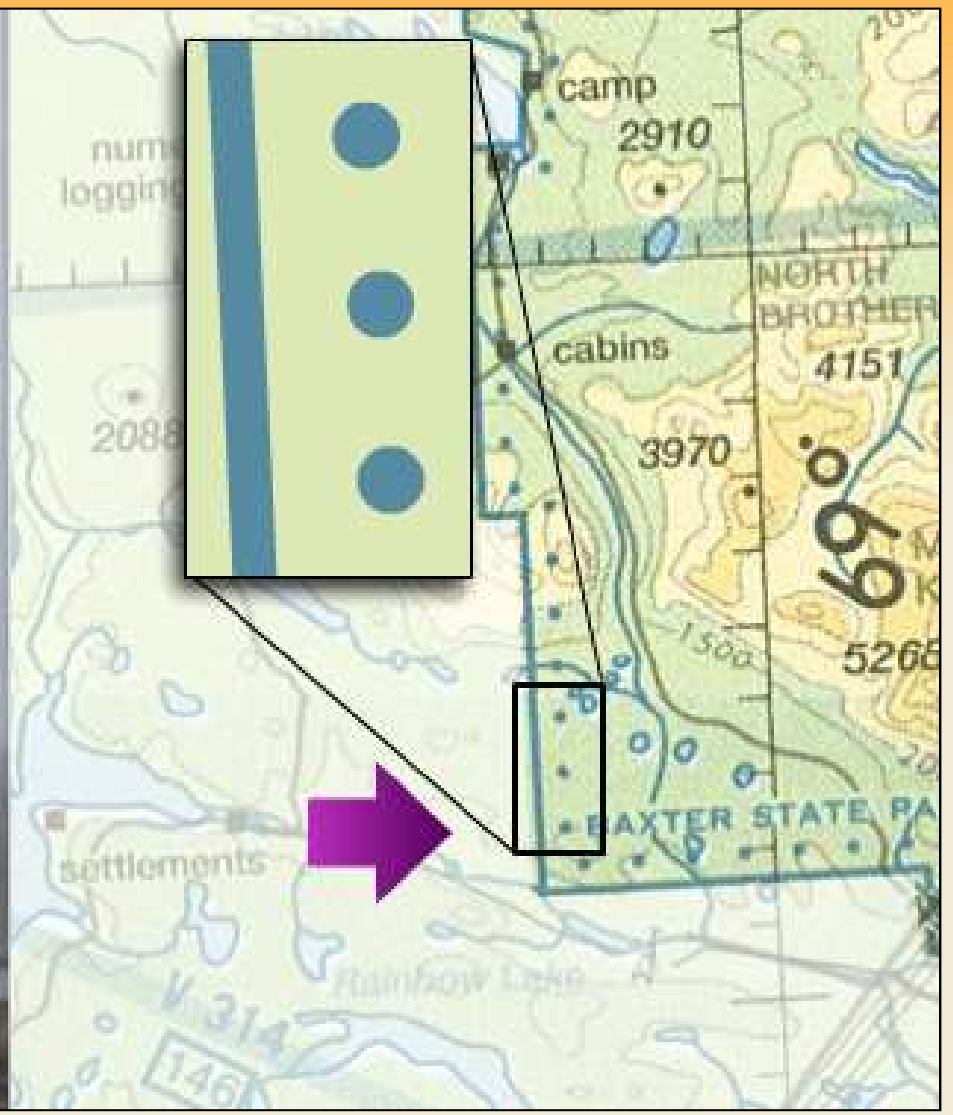
SNOOPY WEST	6000	BY NOTAM NORMALLY INTERMITTENT 0800-2200 MON-SAT	MINNEAPOLIS CNTR	127.9 281.45
VOLK EAST	8000	INTERMITTENT BY NOTAM 0800-1600 TUE-SAT	CHICAGO CNTR	133.3 380.35
VOLK SOUTH	500 AGL	INTERMITTENT BY NOTAM 0800-1600 TUE-SAT	CHICAGO CNTR	133.3 380.35
VOLK WEST	100 AGL	INTERMITTENT BY NOTAM 800-1600 TUE-SAT	MINNEAPOLIS CNTR	124.4 128.6 317.7 363.0

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

Special Conservation Areas

Pilots are recommended to stay at least 2,000 agl above these areas:

- National Parks
- Wildlife Refuges
- Wilderness Areas
- National Monuments
- Recreation Areas



Aeronautical Charts

MORE – INFO

Towers

Prohibited

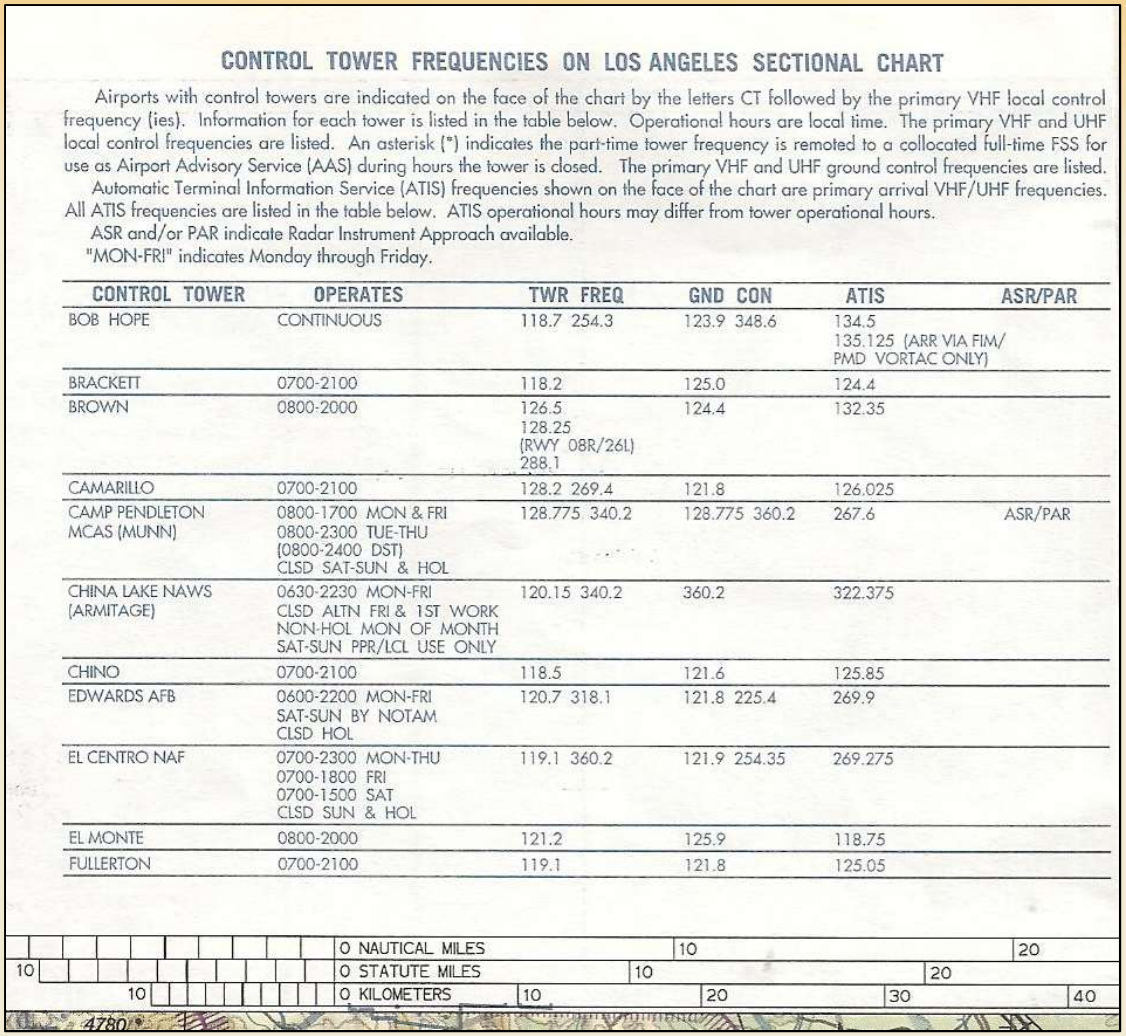
Restricted

MOA

Warning

Alert

LOOK across the top of the chart!



CONTROL TOWER FREQUENCIES ON LOS ANGELES SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary 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.

"MON-FRI" indicates Monday through Friday.

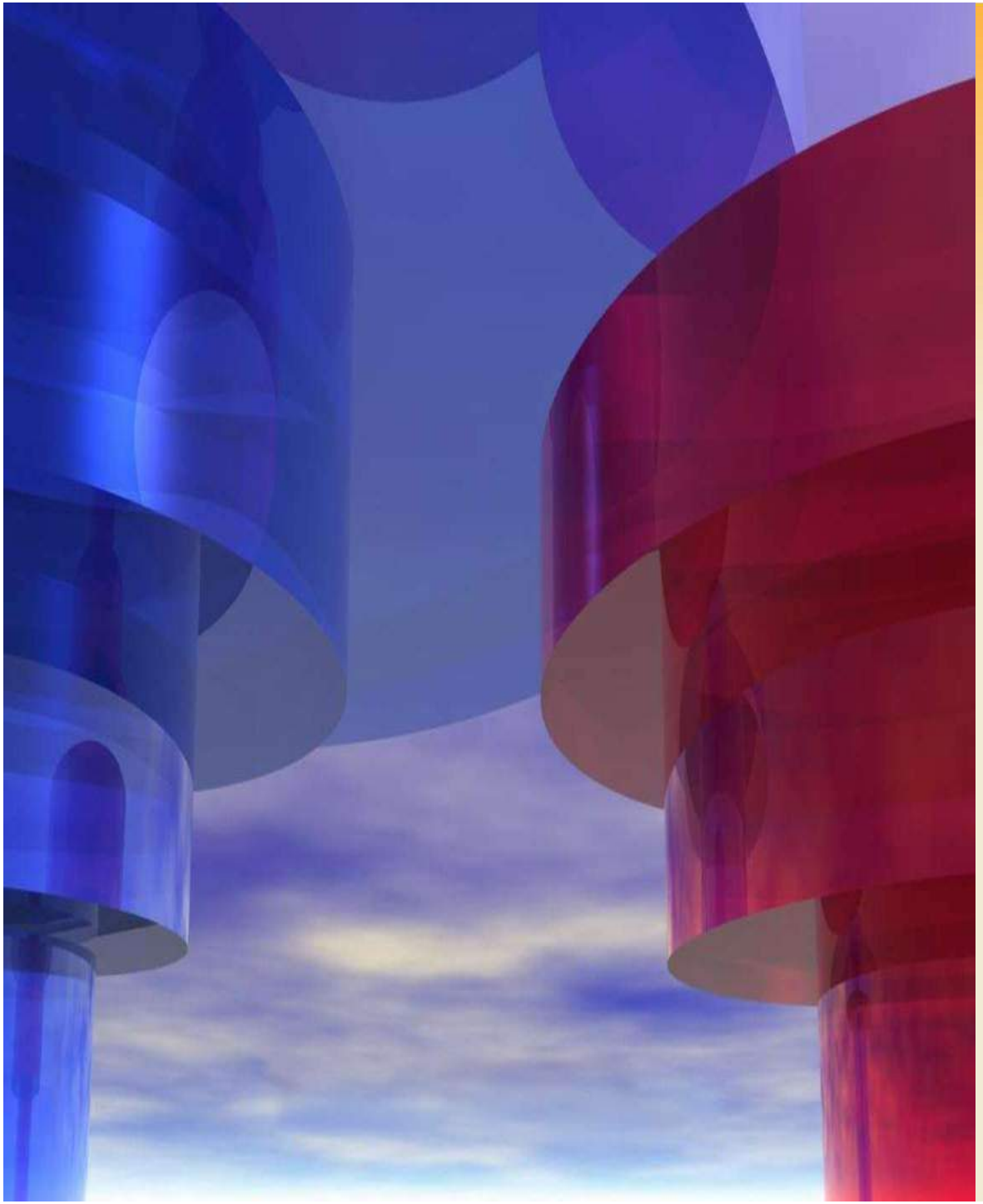
CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
BOB HOPE	CONTINUOUS	118.7 254.3	123.9 348.6	134.5 135.125 (ARR VIA FIM/ PMD VORTAC ONLY)	
BRACKETT	0700-2100	118.2	125.0	124.4	
BROWN	0800-2000	126.5 128.25 (RWY 08R/26L) 288.1	124.4	132.35	
CAMARILLO	0700-2100	128.2 269.4	121.8	126.025	
CAMP PENDLETON MCAS (MUNN)	0800-1700 MON & FRI 0800-2300 TUE-THU (0800-2400 DST) CLSD SAT-SUN & HOL	128.775 340.2	128.775 360.2	267.6	ASR/PAR
CHINA LAKE NAWS (ARMITAGE)	0630-2230 MON-FRI CLSD ALTN FRI & 1ST WORK NON-HOL MON OF MONTH SAT-SUN PPR/LCL USE ONLY	120.15 340.2	360.2	322.375	
CHINO	0700-2100	118.5	121.6	125.85	
EDWARDS AFB	0600-2200 MON-FRI SAT-SUN BY NOTAM CLSD HOL	120.7 318.1	121.8 225.4	269.9	
EL CENTRO NAF	0700-2300 MON-THU 0700-1800 FRI 0700-1500 SAT CLSD SUN & HOL	119.1 360.2	121.9 254.35	269.275	
EL MONTE	0800-2000	121.2	125.9	118.75	
FULLERTON	0700-2100	119.1	121.8	125.05	

0 NAUTICAL MILES 10 20

10 0 STATUTE MILES 10 20

10 0 KILOMETERS 10 20 30 40

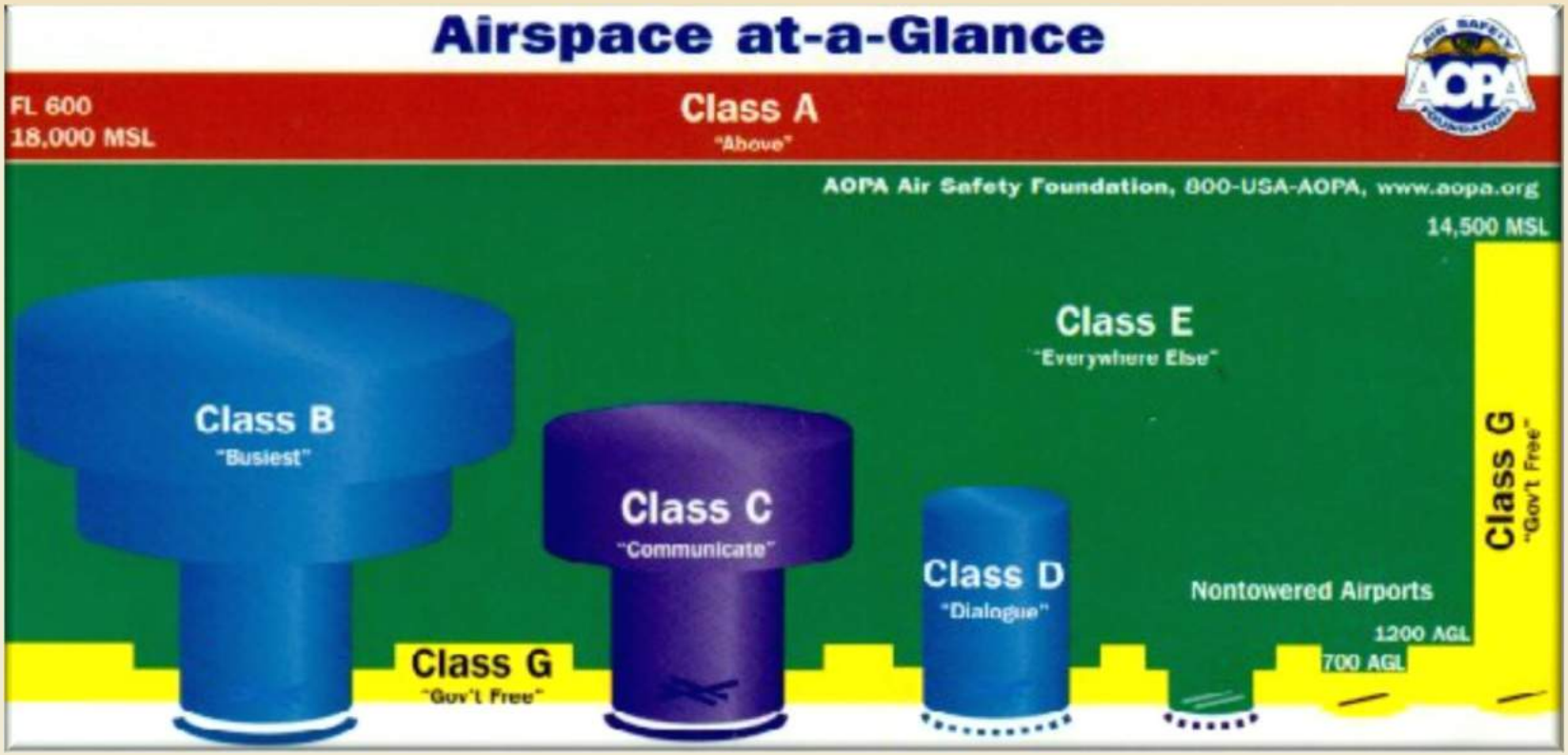
4780'



Airspace

- Identifying Airspace
  - Uncontrolled
  - Controlled
- Cloud Clearance and Visibility
- Speed Limits
- Equipment
- Special Use

Why?


Airspace at-a-Glance
FL 600
18,000 MSL
Class A
"Above"
AOPA Air Safety Foundation, 800-USA-AOPA, www.aopa.org
14,500 MSL
Class E
"Everywhere Else"
Class B
"Busiest"
Class C
"Communicate"
Class D
"Dialogue"
Nontowered Airports
Class G
"Gov't Free"
1200 AGL
700 AGL
Class G
"Gov't Free"

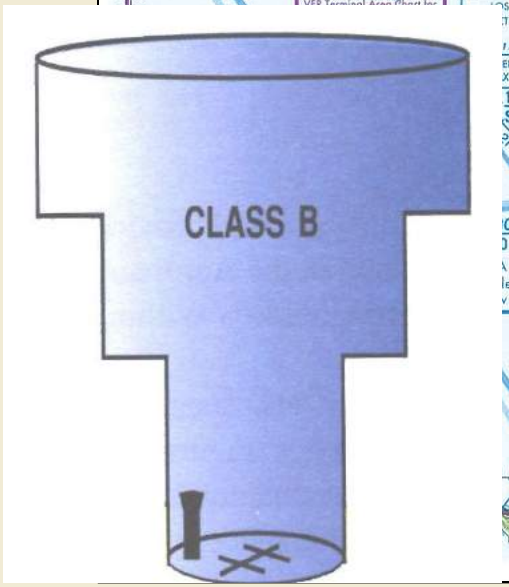
A Controlled Airspace

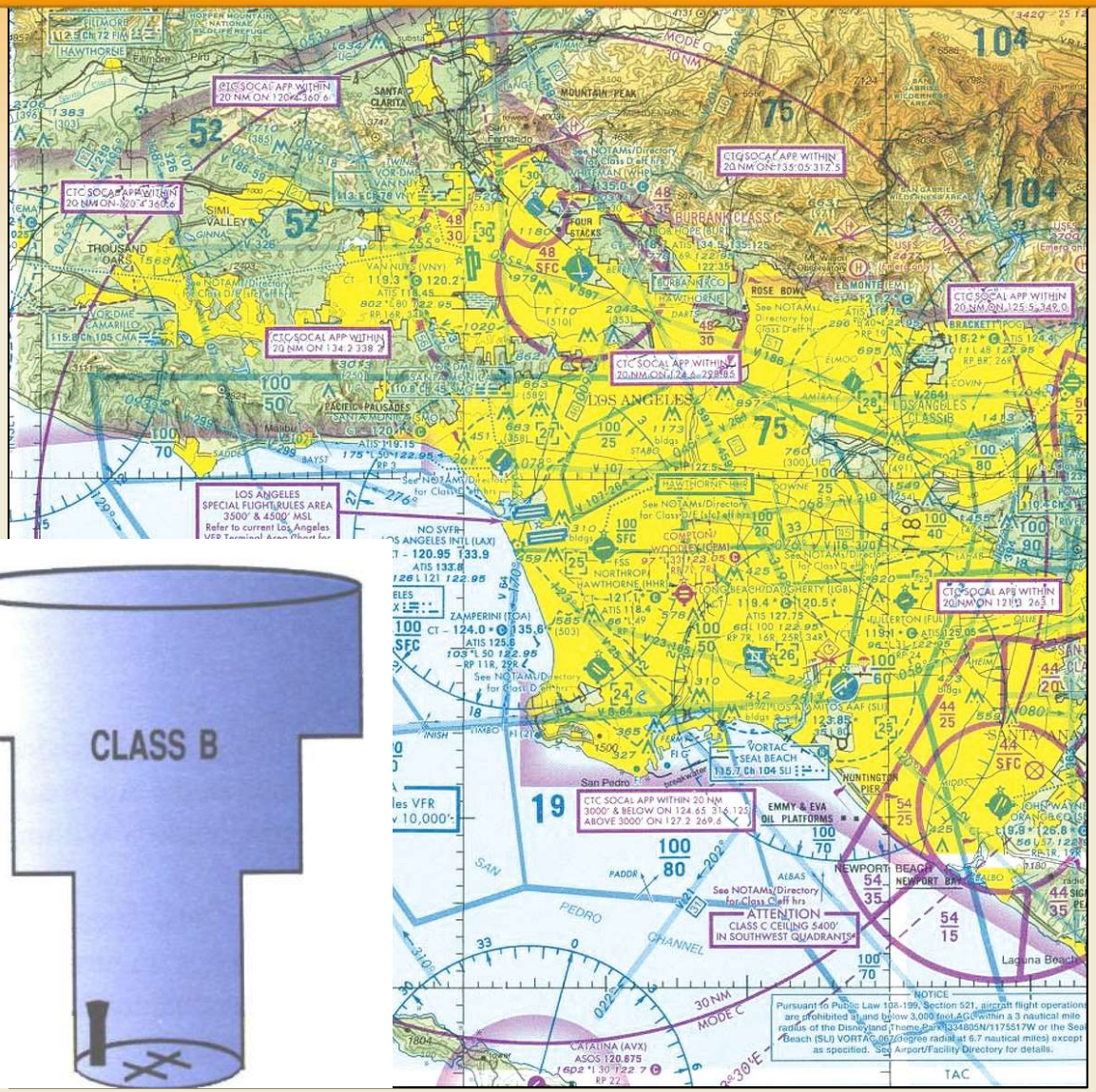
- 18000’ MSL + to FL600
- IFR

B

Controlled Airspace

- **BIG**
  - Big airspace
  - Big airplanes
  - Big airports
- LAX

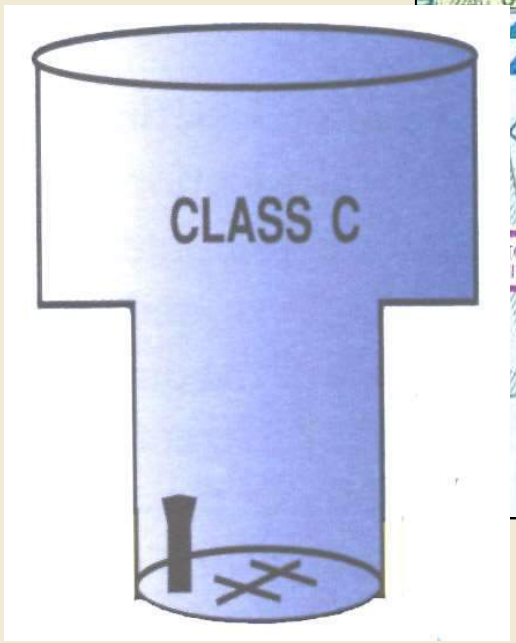


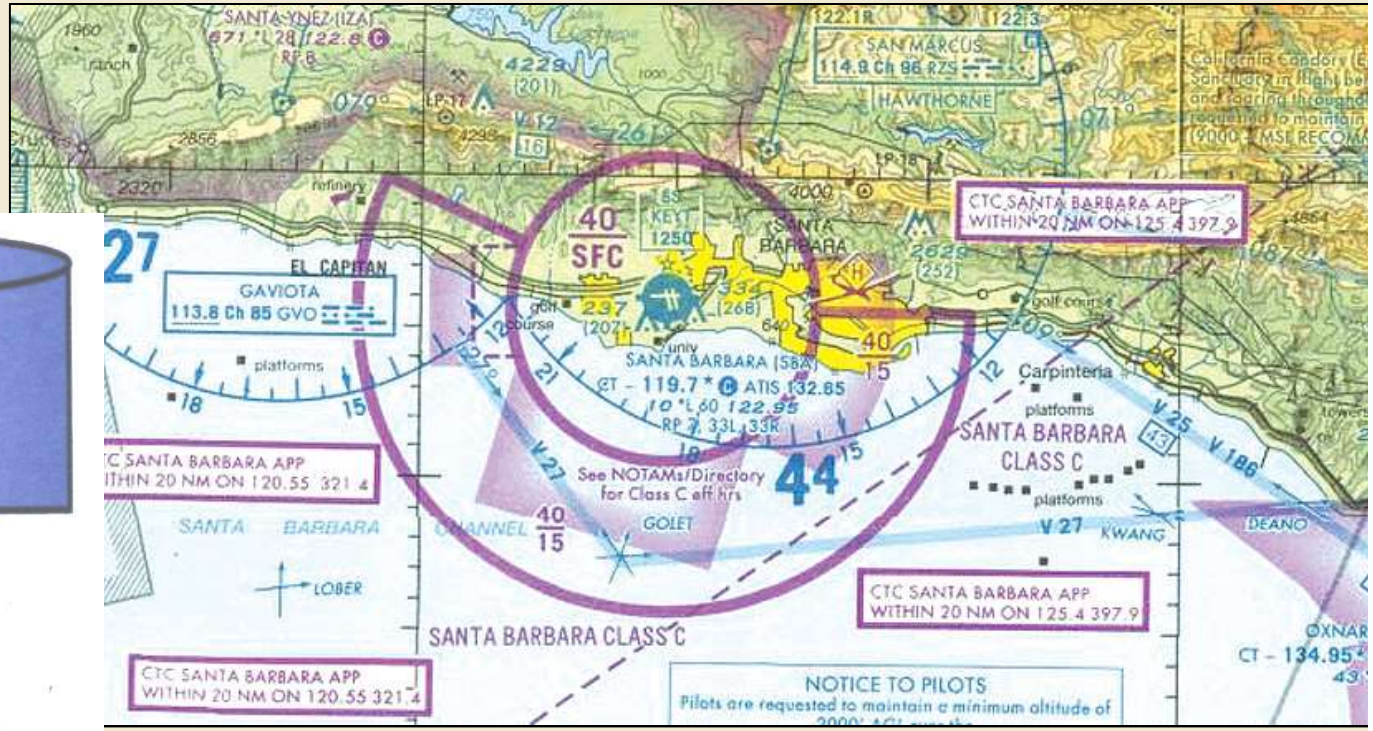


C

Controlled Airspace

- **Congested**, radar assistance, talk to approach control
- BUR, SBA

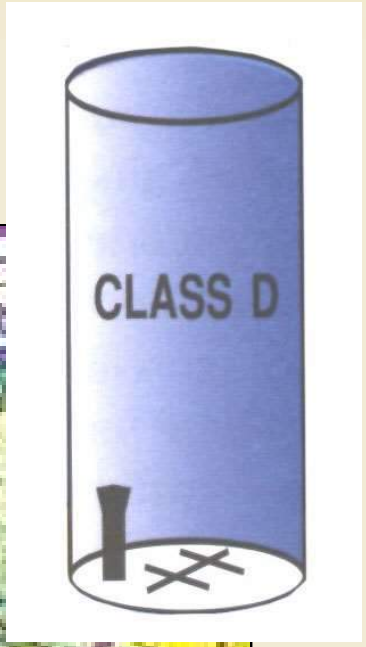




Controlled Airspace

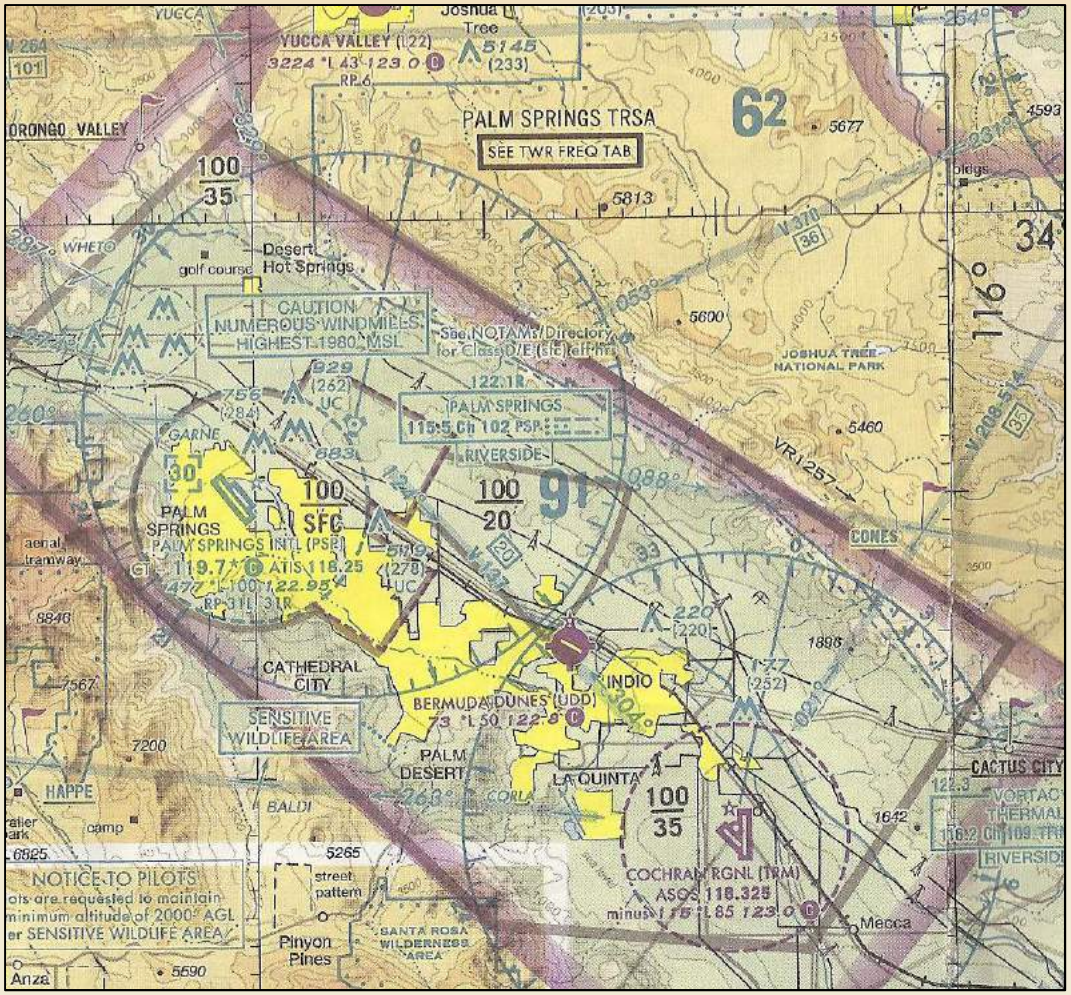
D

- Dialogue, not big or crowded but has a control tower.
- CMA, OXR, SMX, SBP



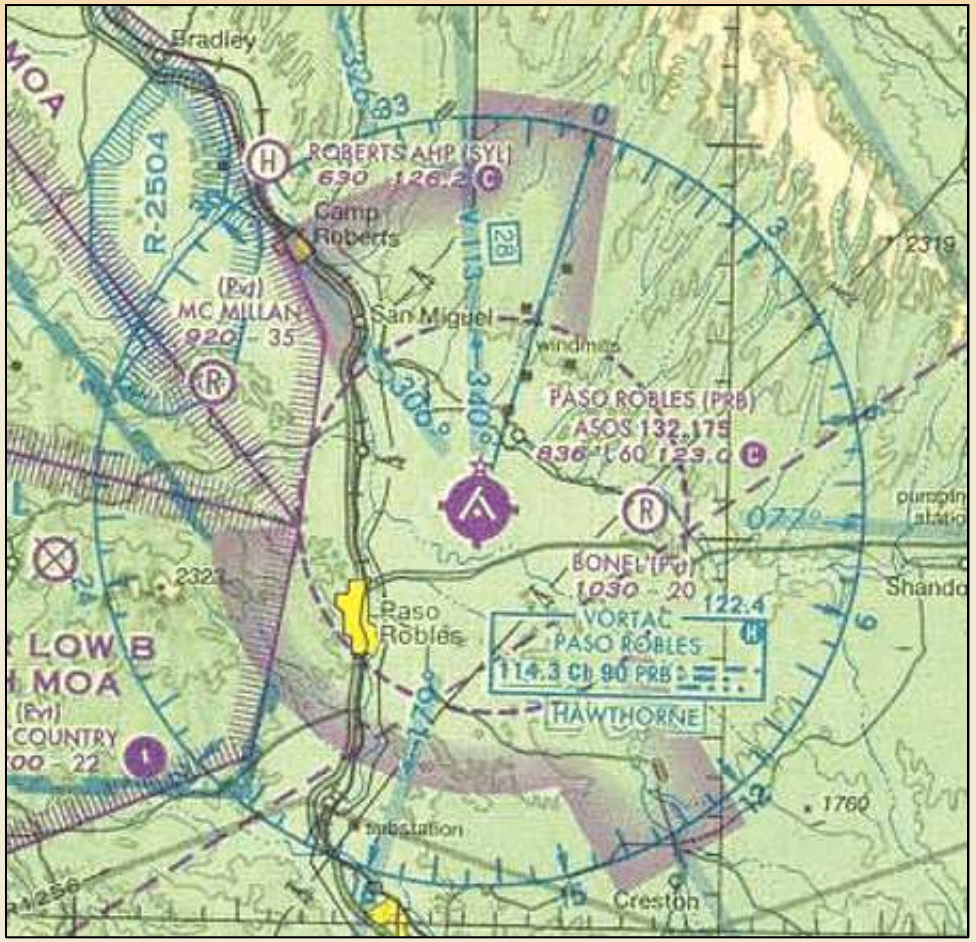
Aeronautical Charts

- Terminal Radar Service Areas (TRSA)



Controlled Airspace

- **Everything Else**

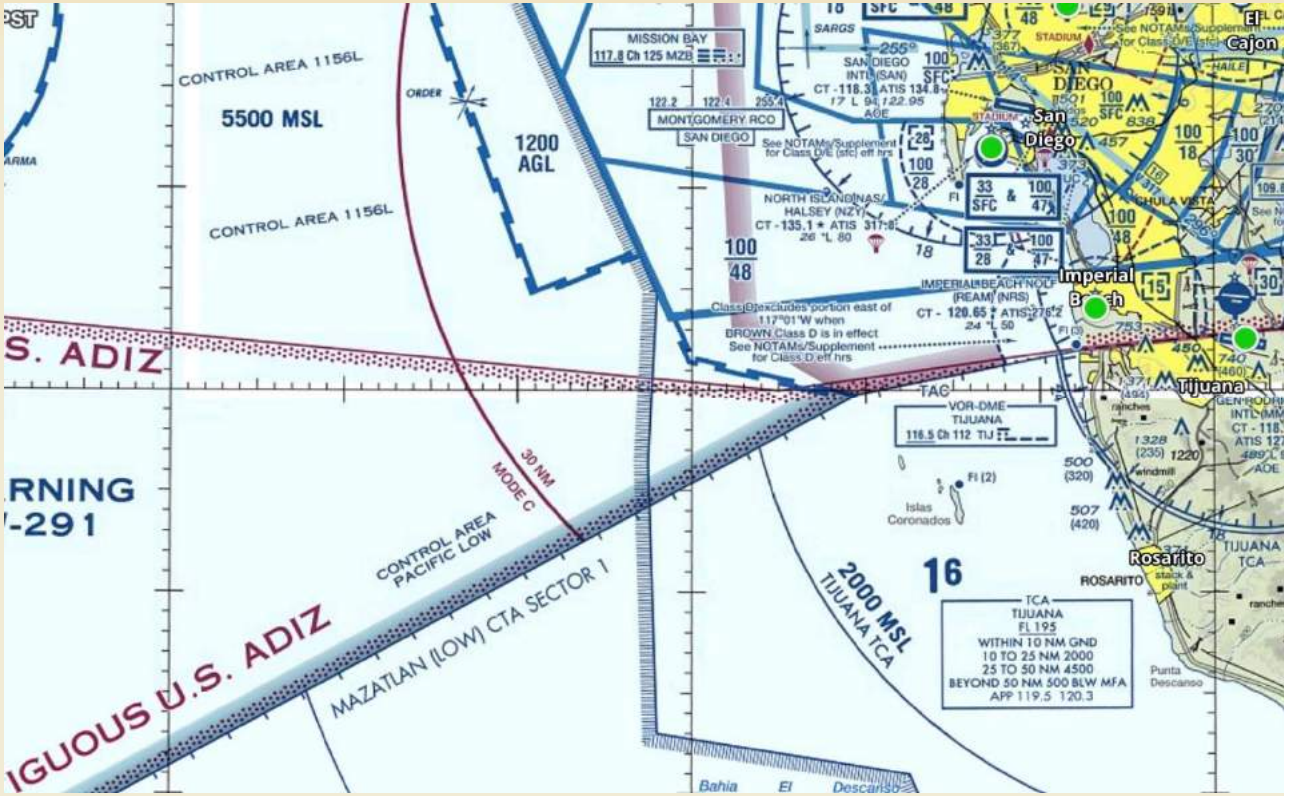


- Starts at surface
- 18,000’ top
- PRB
- Weather
  ASOS/AWOS

Controlled Airspace

- **Everything Else**

- Floor 1200’ AGL or greater
- 18,000’ top
- Abuts Class G airspace



Controlled Airspace

E

- **Everything Else**

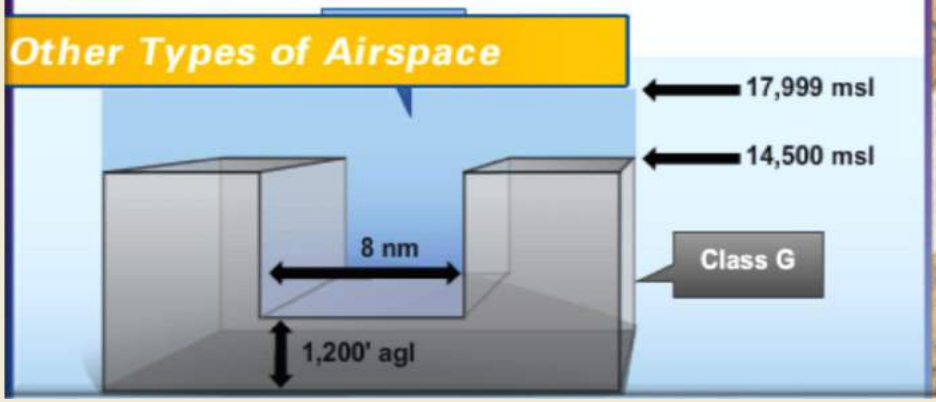
- Floor 700’ AGL
- 18,000’ top
- IZA

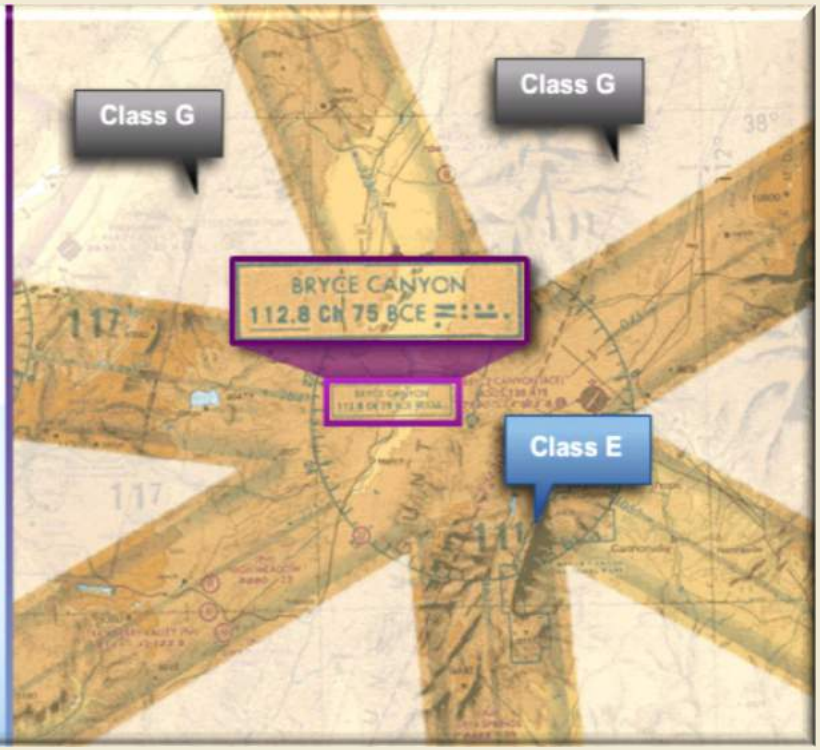
E

Controlled Airspace

Class E Federal Airways

More commonly known as Victor Airways, these "highways in the sky" connect VOR to VOR. They are protected by Class E airspace from 1,200 agl up to 17,999 msl, 4 nm from either side of the airway centerline.





G

Uncontrolled Airspace

- The Airspace in which ATC has no authority or responsibility to control air traffic, but remember there are VFR weather minimums which apply.

- Surface to 14,500’ MSL
- SZP, LØ5

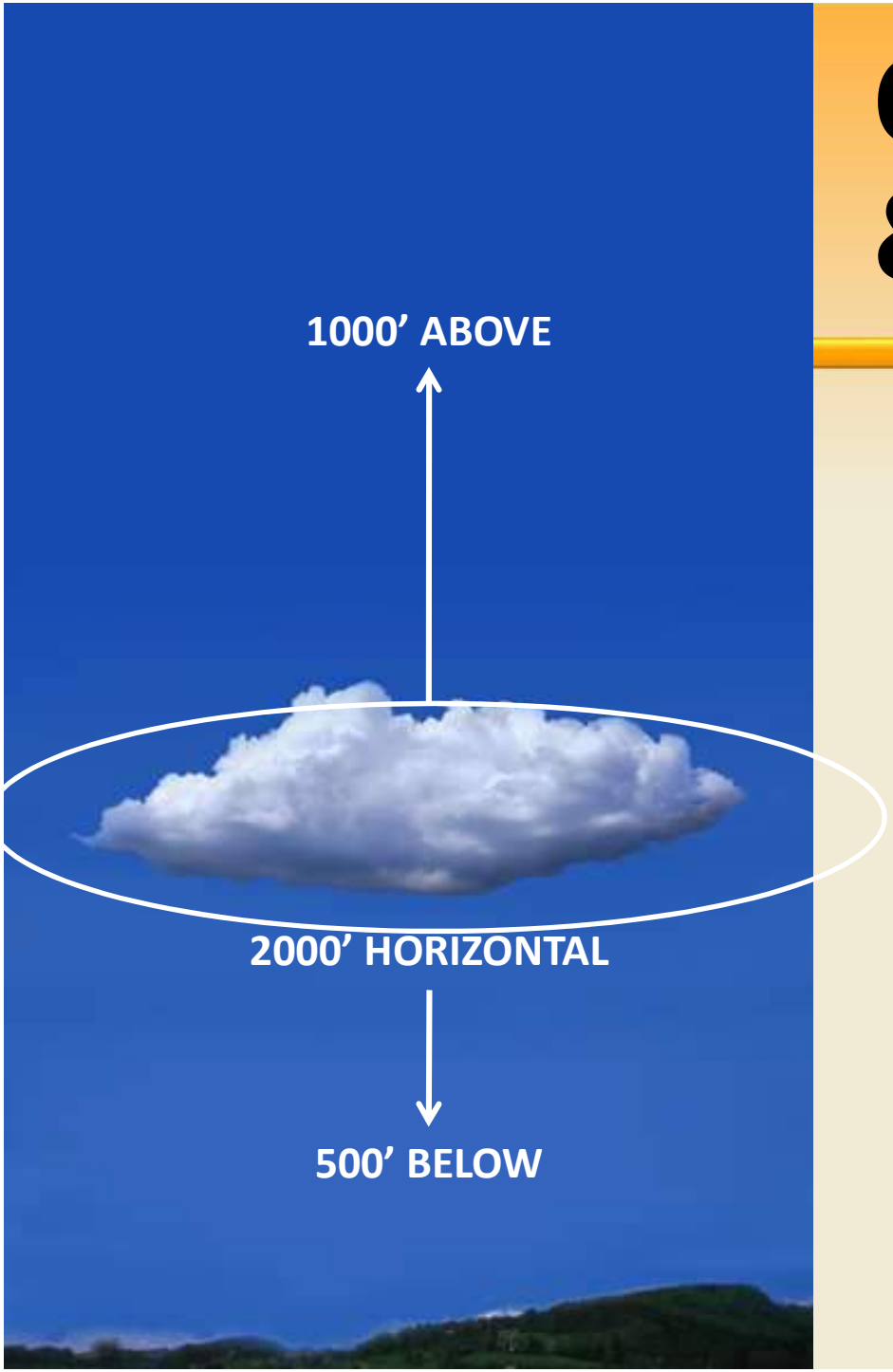
Cloud Clearance and Visibility Requirements

Why ?

- Visual Flight Rules (VFR) or Instrument Flight Rules (IFR)
- IFR if less then 3 miles visibility and or 1,000’ Ceiling in controlled airspace to the surface associated with an airport
- IFR Traffic Separation

Cloud Clearance & Visibility

- **Class B**
  - 3 miles visibility
  - Clear of clouds



Cloud Clearance & Visibility

- **Class C, D & E**
  - 3 miles visibility
  - 1000’ above
  - 500’ below
  - 2000’ horizontal

Cloud Clearance & Visibility

- **Class G - Day**
- Below 1200’ AGL
  - 1 mile visibility
  - Clear of clouds
- Above 1200’ AGL
  - 1 mile visibility
  - 1000’ above
  - 500’ below
  - 2000’ horizontal

- **Class G - Night**
  - 3 miles visibility
  - 1000’ above
  - 500’ below
  - 2000’ horizontal

EXCEPTION: Sport Pilots, or pilots operating under Sport Pilot Rules, <u>Cannot Fly at Night</u> OR with <u>Visibility < 3 miles</u> and <u>ALWAYS Within Sight of the Ground</u>.

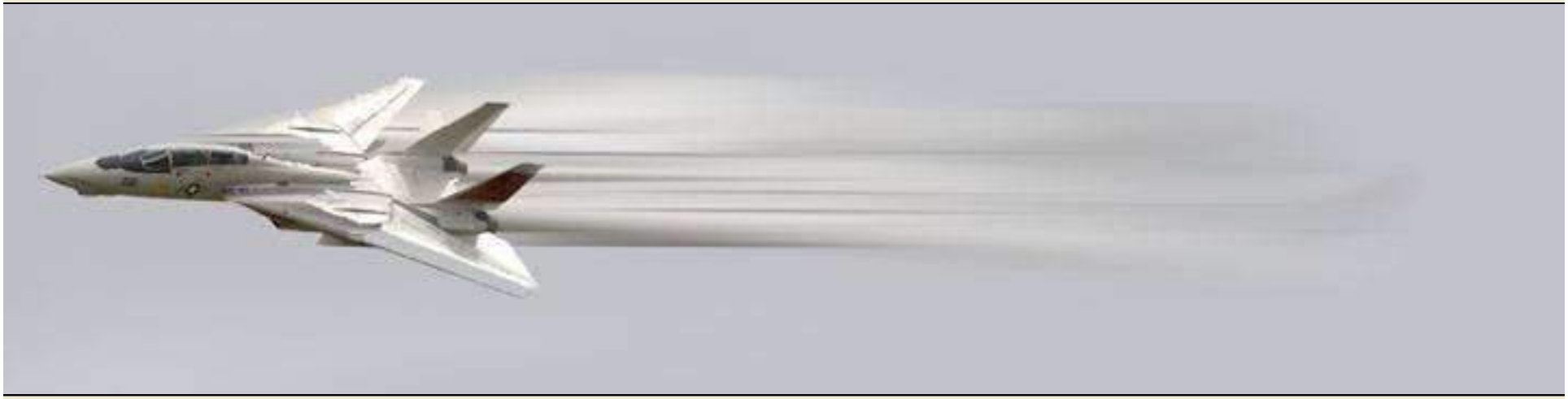
Cloud Clearance & Visibility

- 10,000’ MSL and above
  - 5 miles visibility
  - 1000’ above
  - 1000’ below
  - 1 mile horizontal

EXCEPTION: Sport Pilots, or pilots operating under Sport Pilot Rules, <u>May Not Fly Over 10,000 ft</u> or <u>2000 ft AGL if terrain is above 10,000 feet</u>

Speed Limits

- **Above 10,000’**
  - No speed limit
- **Below 10,000’**
  - 250 knots
  - Under Class B, 200 knots
  - In Class C or D, 200 knots

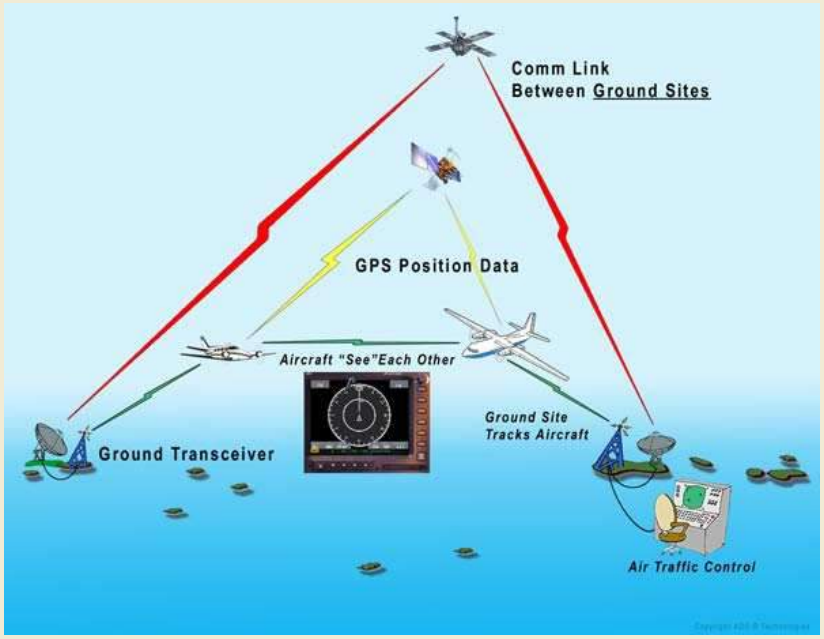


Equipment

- **Transponder**
  - 10,000’ and above
  - In or above Class C
  - 30NM Mode C
- **Radio**
  - Class B (clearance)
  - Class C and D (establish communications, must hear N-number)

Automatic Dependent Surveillance – Broadcast (ADS-B)

- Starting January 1, 2020, you must be equipped with ADS-B Out to fly in most controlled airspace.



Quiz: SZP

- Define airspace
  - Surface to 18,000’
- Cloud clearance?
- Requirements?
  - Transponder
  - Radio
- Speed limits?

18,000’ MSL

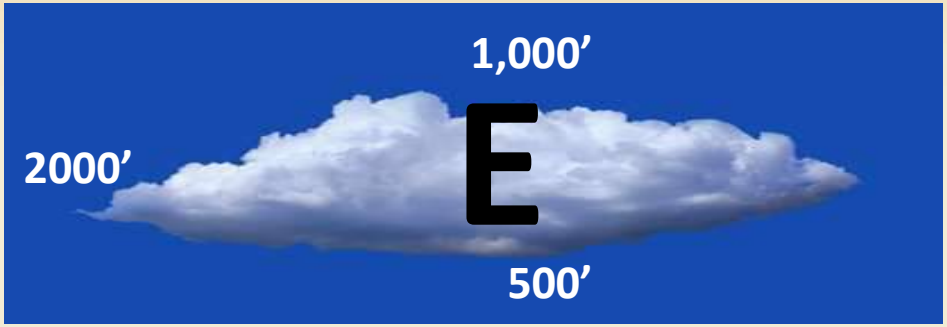
5 miles visibility

No speed restrictions

No radio
Yes transponder

10,000’ MSL

3 miles visibility



250 knots speed

No radio
No transponder

1200’ AGL

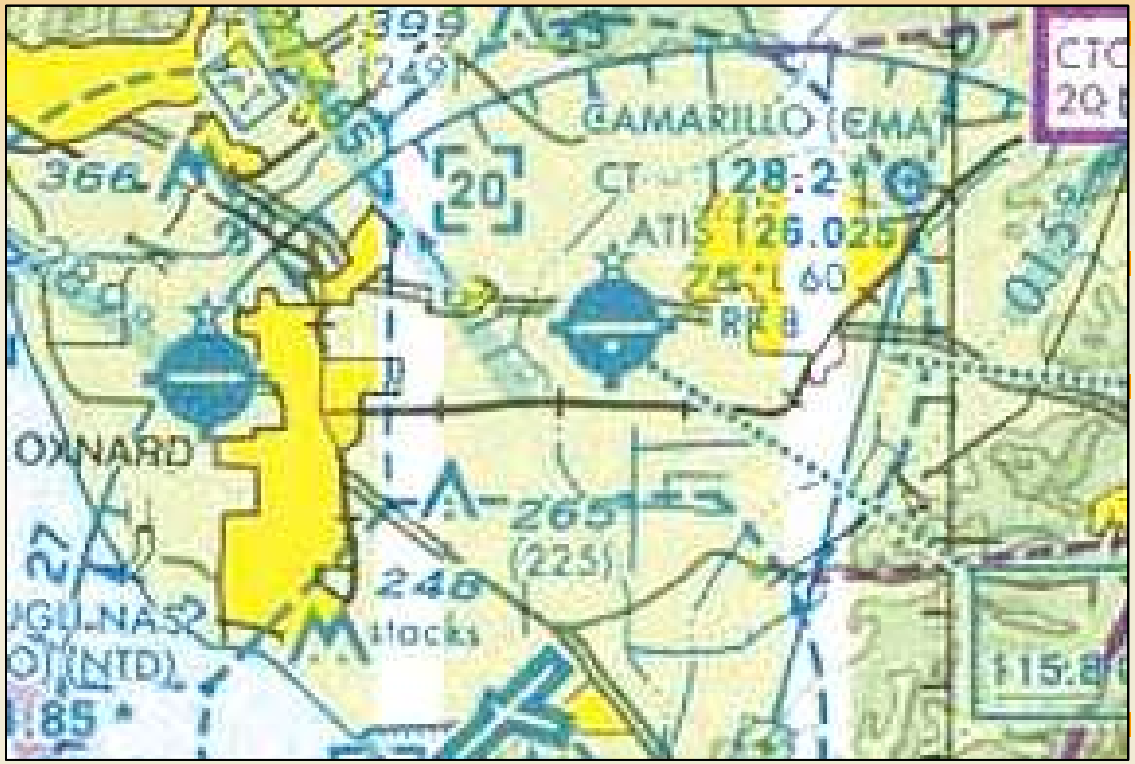
1 mile visibility

Clear of clouds

250 knots speed

No radio
No transponder

Quiz: CMA



Define airspace

- Surface to 18,000’

Cloud clearance?

Requirements?

- Transponder
- Radio

Speed limits?

18,000’ MSL

A - IFR

5 miles visibility

1 mile

1,000’

E

1,000’

No speed restrictions

No radio
Yes transponder

10,000’ MSL

3 miles visibility

2000’

1,000’

E

500’

250 knots speed

No radio
No transponder

2000’ MSL

3 miles visibility

2000’

1,000’

D

500’

200 knots speed

Yes radio
No transponder

Quiz: SBA


SANTA YNEZ (IZA)
SAN MARCUS
114.9 Ch 96 RZS
HAWTHORNE
CTC SANTA BARBARA APP
WITHIN 20 NM ON 125.4 397.9
EL CAPITAN
GAVIOTA
113.8 Ch 85 GVO
40
SFC
SANTA BARBARA
SANTA BARBARA (SBA)
CT - 119.7 ATIS 132.85
Carpinteria
SANTA BARBARA
CLASS C
CTC SANTA BARBARA APP
WITHIN 20 NM ON 120.55 321.4
See NOTAMs/Directory
for Class C eff hrs
GOLET
KWANG
DEANO
LOBER
CTC SANTA BARBARA APP
WITHIN 20 NM ON 125.4 397.9
SANTA BARBARA CLASS C
CTC SANTA BARBARA APP
WITHIN 20 NM ON 120.55 321.4
NOTICE TO PILOTS
Pilots are requested to maintain a minimum altitude of
OXNARD
CT - 134.95

18,000’ MSL

A - IFR

5 miles visibility

1,000’

1 mile

E

1,000’

No speed restrictions

No radio
Yes transponder

10,000’ MSL

3 miles visibility

1,000’

2000’

E

500’

250 knots speed

No radio
Yes transponder

4000’ MSL

3 miles visibility

1,000’

2000’

C

500’

200 knots speed

Yes radio
Yes transponder

Quiz: IZA

AGL
Los
Olivos
1008
(298) UC
SHEPHERD
660
Solvang
SANTA YNEZ (IZA)
RP 8
4229
(201)
2856
2320
refinery

18,000’ MSL

A - IFR

5 miles visibility

1 mile

1,000’

E

1,000’

No speed restrictions

No radio

Yes transponder

10,000’ MSL

3 miles visibility

2000’

1,000’

E

500’

250 knots speed

No radio

No transponder

700’ AGL

1 mile visibility

Clear of clouds

G

250 knots speed

No radio

No transponder

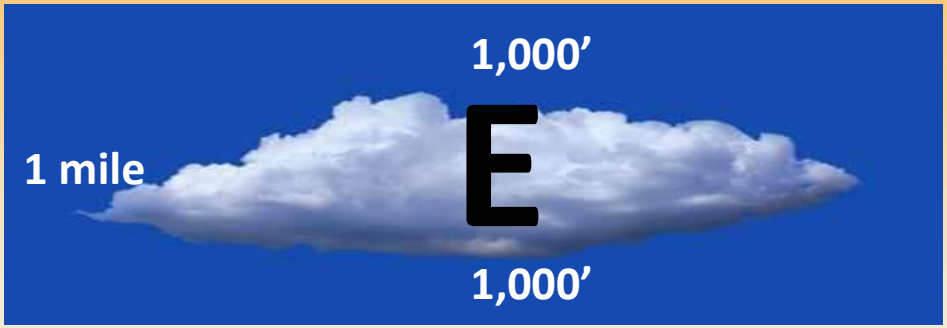
Quiz: PRB


Bradley
MOA
R-2504
ROBERTS AHP (SYL)
690 126.2 C
Camp
Roberts
(Pvt)
MC MILLAN
920 - 35
San Miguel
windmills
PASO ROBLES (PRB)
ASOS 132.175
836 L 60 123.0 C
077°
BONEL (Pvt)
1030 - 20
Raso
Robles
LOW B
MOA
COUNTRY
2323
2319
Shandon
122.4
VORTAC
PASO ROBLES
114.3 Ch 90 PRB
HAWTHORNE
1760
Creston

A - IFR

18,000’ MSL

5 miles visibility

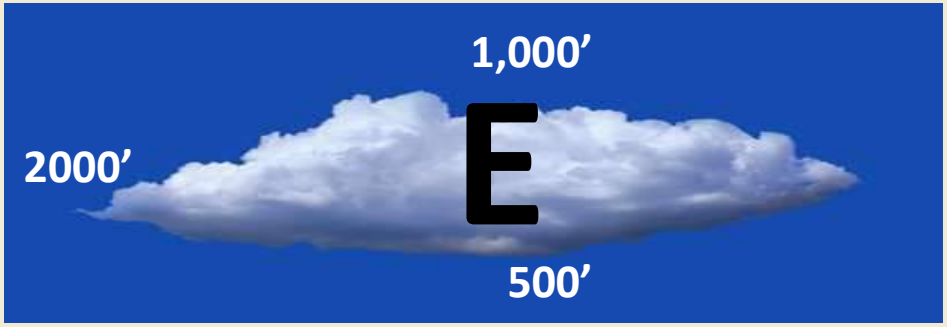


No speed restrictions

No radio
Yes transponder

10,000’ MSL

3 miles visibility

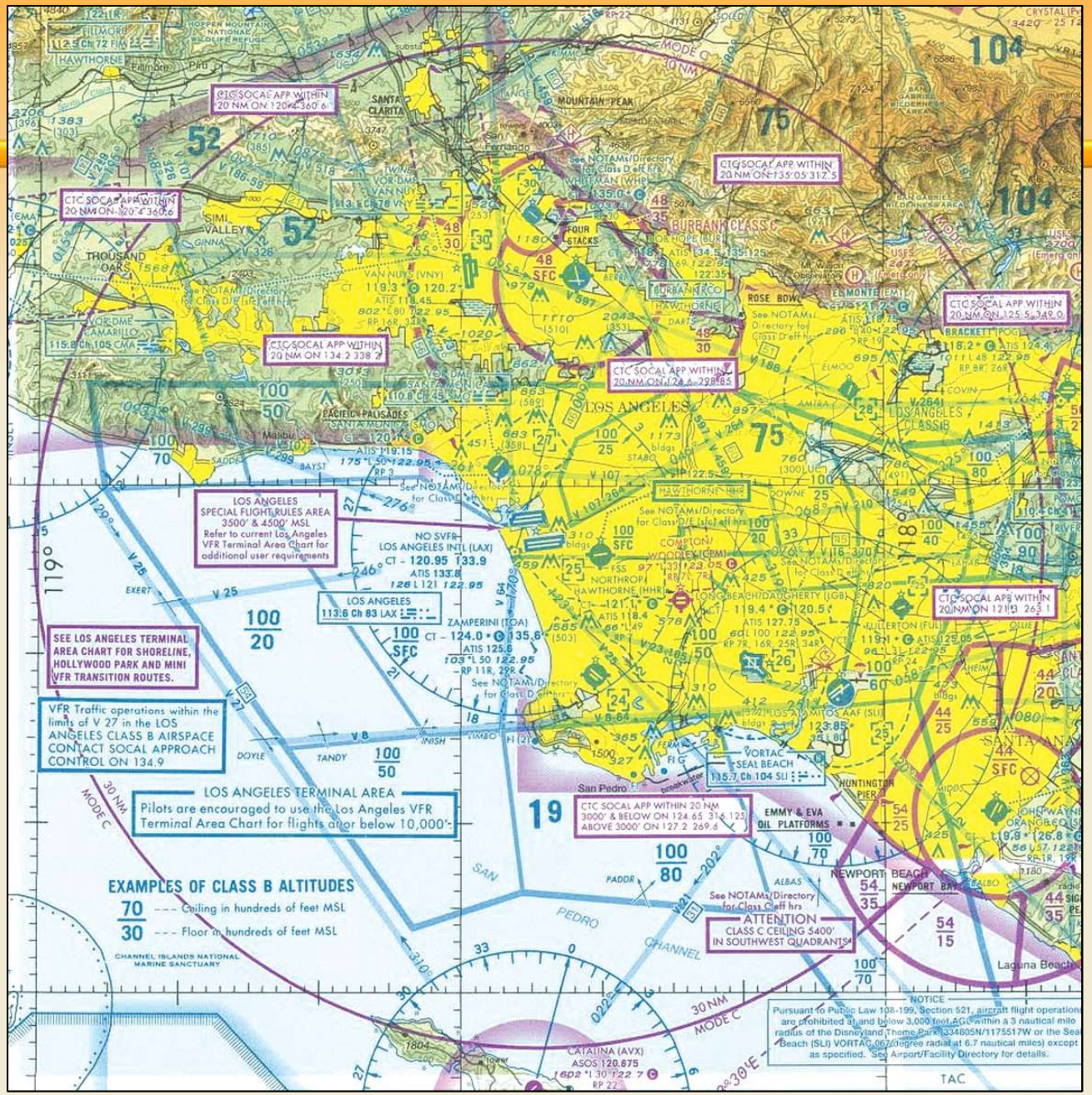


250 knots speed

No radio
No transponder

Quiz:

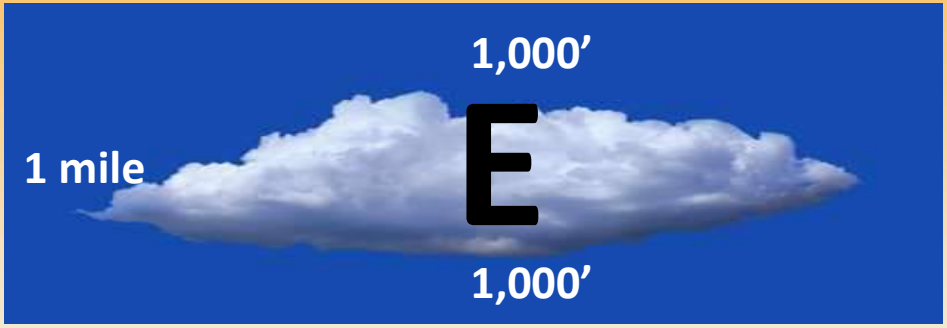
LAX


LOS ANGELES
SPECIAL FLIGHT RULES AREA
3500' & 4500' MSL
Refer to current Los Angeles VFR Terminal Area Chart for additional user requirements
NO SVFR
LOS ANGELES INTL (LAX)
CT - 120.95 133.9
ATIS 133.8
LOS ANGELES
113.6 Ch 83 LAX
ZAMPERINI (TOA)
CT - 124.0 135.8
ATIS 125.6
SEE LOS ANGELES TERMINAL AREA CHART FOR SHORELINE, HOLLYWOOD PARK AND MINI VFR TRANSITION ROUTES.
VFR Traffic operations within the limits of V 27 in the LOS ANGELES CLASS B AIRSPACE CONTACT SOCAL APPROACH CONTROL ON 134.9
LOS ANGELES TERMINAL AREA
Pilots are encouraged to use the Los Angeles VFR Terminal Area Chart for flights at or below 10,000'.
EXAMPLES OF CLASS B ALTITUDES
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL
CHANNEL ISLANDS NATIONAL MARINE SANCTUARY
CTC SOCAL APP WITHIN 20 NM ON 120.4 360.6
CTC SOCAL APP WITHIN 20 NM ON 134.2 338.7
CTC SOCAL APP WITHIN 20 NM ON 124.6 295.85
CTC SOCAL APP WITHIN 20 NM ON 135.05 312.5
CTC SOCAL APP WITHIN 20 NM ON 125.5 349.9
CTC SOCAL APP WITHIN 20 NM ON 121.3 263.1
CTC SOCAL APP WITHIN 20 NM 3000' & BELOW ON 124.65 316.125 ABOVE 3000' ON 127.2 269.6
VORTAC SEAL BEACH 115.7 Ch 104 SLI
EMMY & EVA OIL PLATFORMS
ATTENTION CLASS C CEILING 5400' IN SOUTHWEST QUADRANTS*
NOTICE
Pursuant to Public Law 108-199, Section 521, aircraft flight operations are prohibited at and below 3,000 feet AGL within a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W or the Seal Beach (SLI) VORTAC 067 degree radial at 6.7 nautical miles) except as specified. See Airport/Facility Directory for details.
CATALINA (AVX)
ASOS 120.875
SANTA CLARITA
MOUNTAIN PEAK
SIMI VALLEY
THOUSAND OAKS
BURBANK CLASS C
LOS ANGELES
LOS ANGELES CLASS B
HAWTHORNE
COMPTON/WOODLEY (CPM)
LONG BEACH/DAUGHERTY (LGB)
FULLERTON (FUL)
SAN PEDRO
NEWPORT BEACH
Laguna Beach
TAC

A - IFR

18,000’ MSL

5 miles visibility



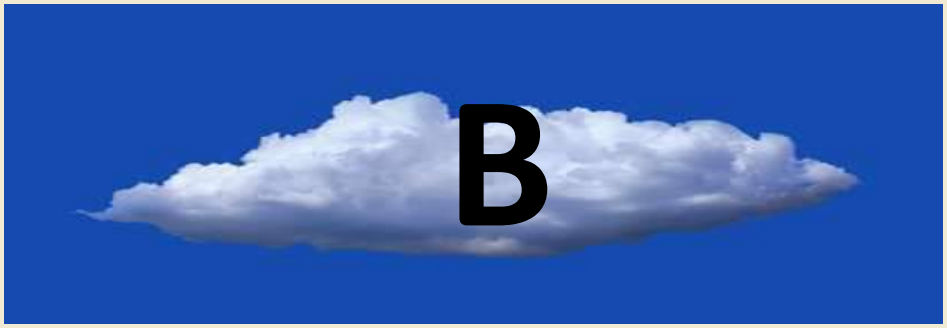
No speed restrictions

No radio
Yes transponder

10,000’ MSL

3 miles visibility

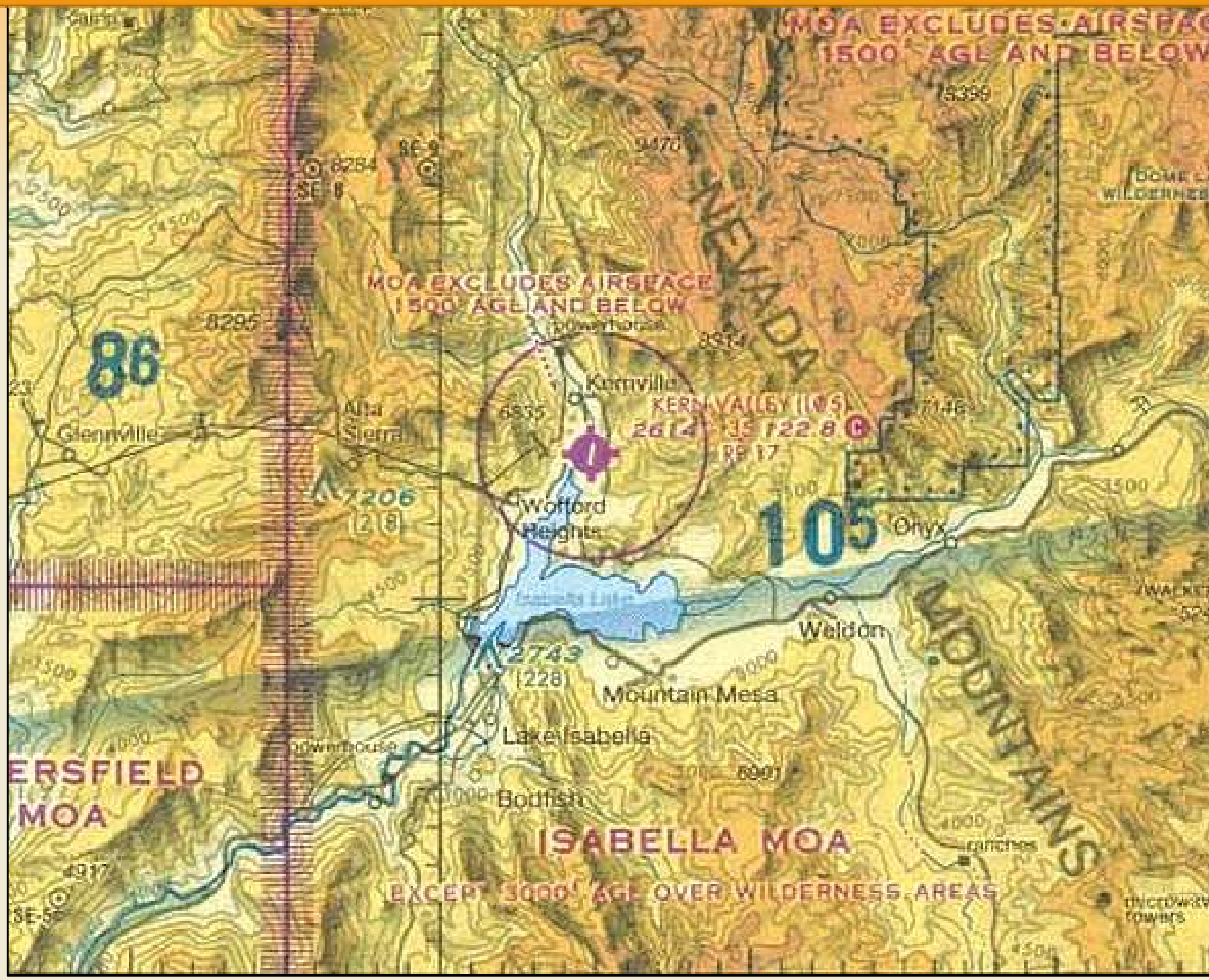
Clear of Clouds



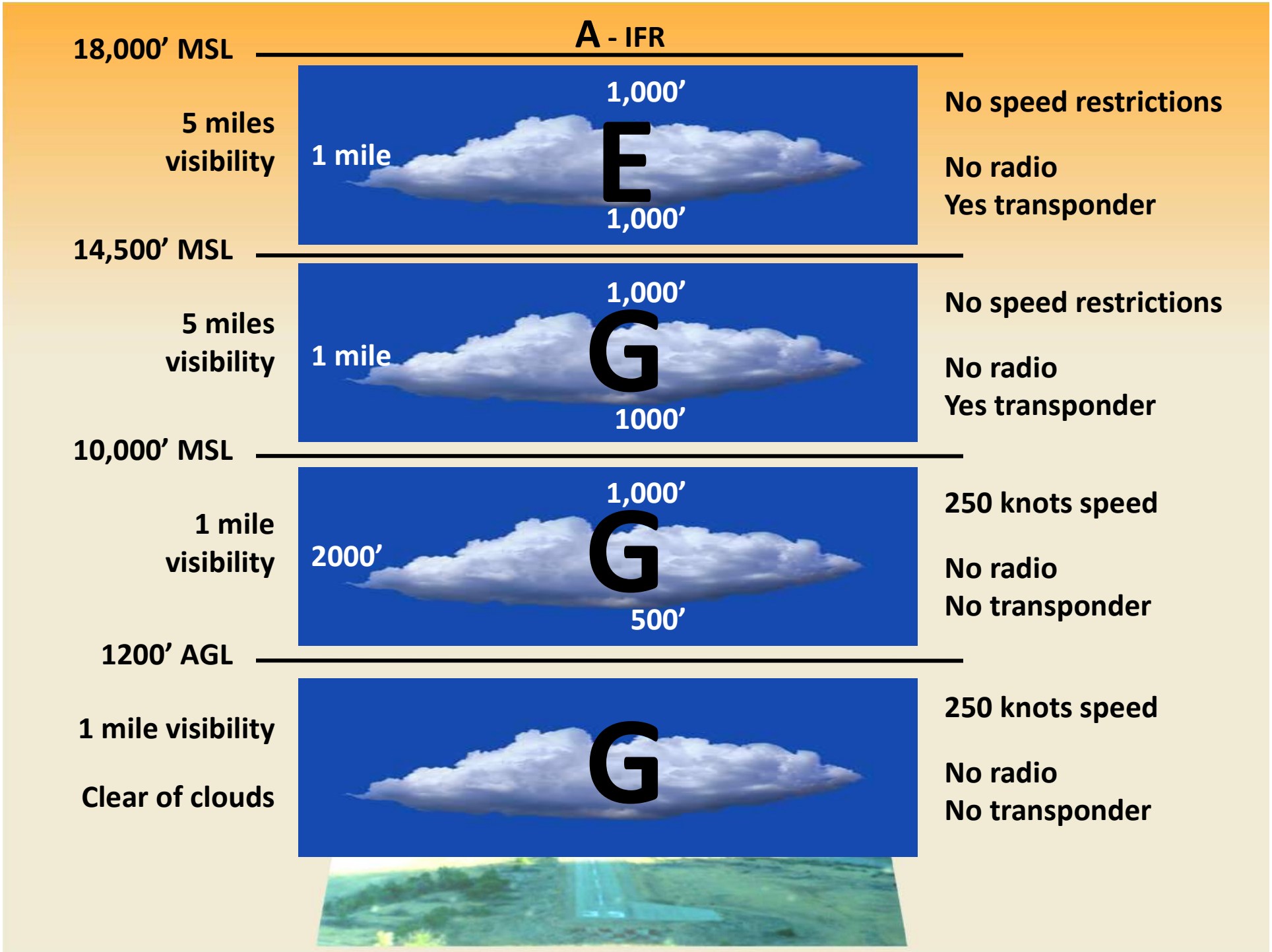
250 knots speed

Yes radio
Yes transponder

Quiz: LØ5



MOA EXCLUDES AIRSPACE
1500' AGL AND BELOW
NEVADA
Kernville
KERN VALLEY (LØ5)
2614 *35 122.8
RP 17
Wofford Heights
Glennville
Alta Sierra
Onyx
Weldon
Mountain Mesa
Lake Isabella
Bodfish
ISABELLA MOA
EXCEPT 3000' AGL OVER WILDERNESS AREAS
MOUNTAINS
ERSFIELD
MOA


18,000’ MSL
A - IFR
5 miles visibility
1 mile
1,000’
E
1,000’
No speed restrictions
No radio
Yes transponder
14,500’ MSL
5 miles visibility
1 mile
1,000’
G
1000’
No speed restrictions
No radio
Yes transponder
10,000’ MSL
1 mile visibility
2000’
1,000’
G
500’
250 knots speed
No radio
No transponder
1200’ AGL
1 mile visibility
Clear of clouds
G
250 knots speed
No radio
No transponder

Regardless if you are in controlled or uncontrolled airspace it is the responsibility of the pilot-in-command to see and avoid other aircraft.

Emergency Maneuver Training Scholarship

In Memory of Vicki Cruse

www.cpaviation.com