

**LOS ANGELES TAC**  
VFR TERMINAL AREA CHART SCALE 1:250,000



**Federal Aviation Administration**

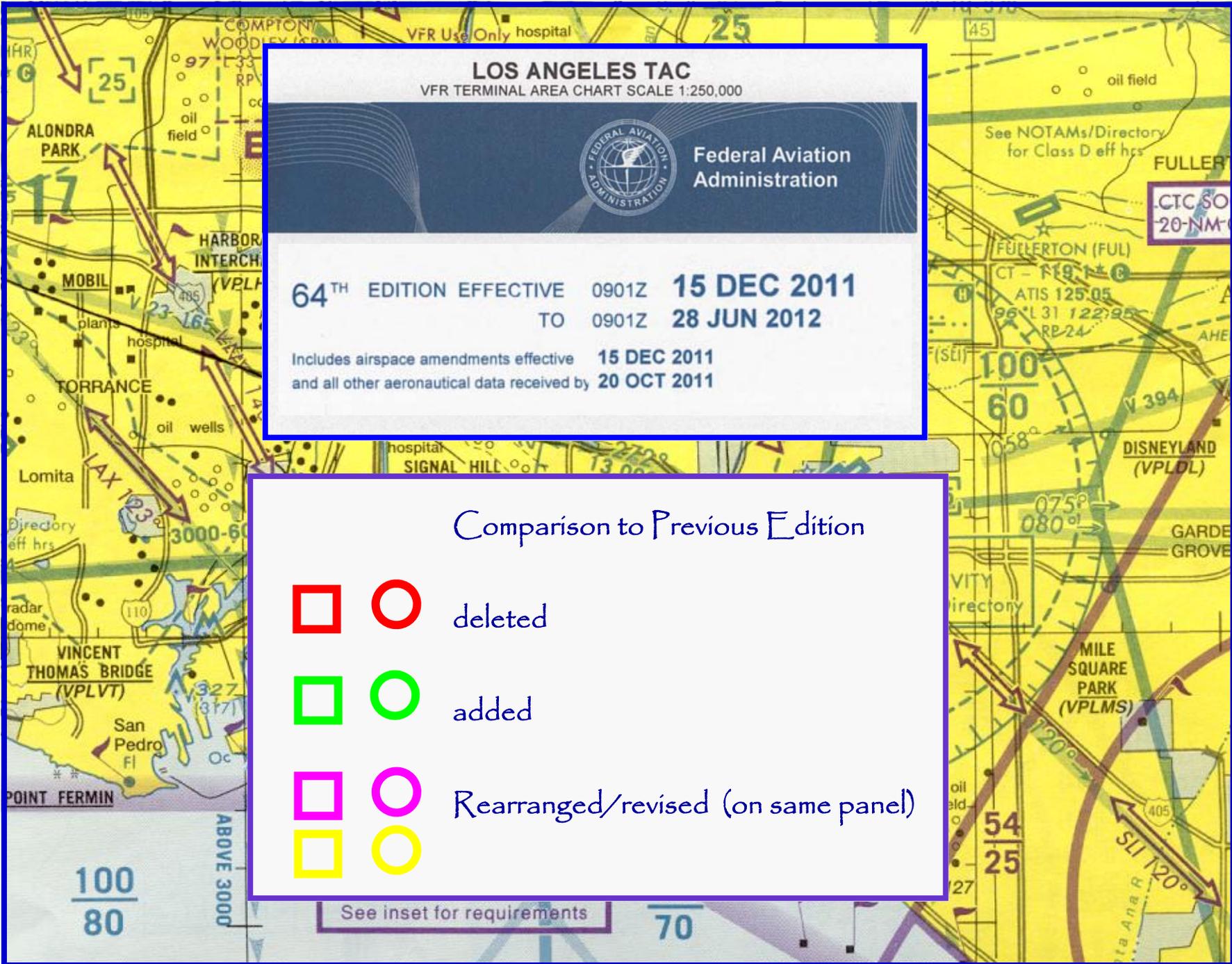
**64<sup>TH</sup> EDITION EFFECTIVE 0901Z 15 DEC 2011**  
**TO 0901Z 28 JUN 2012**

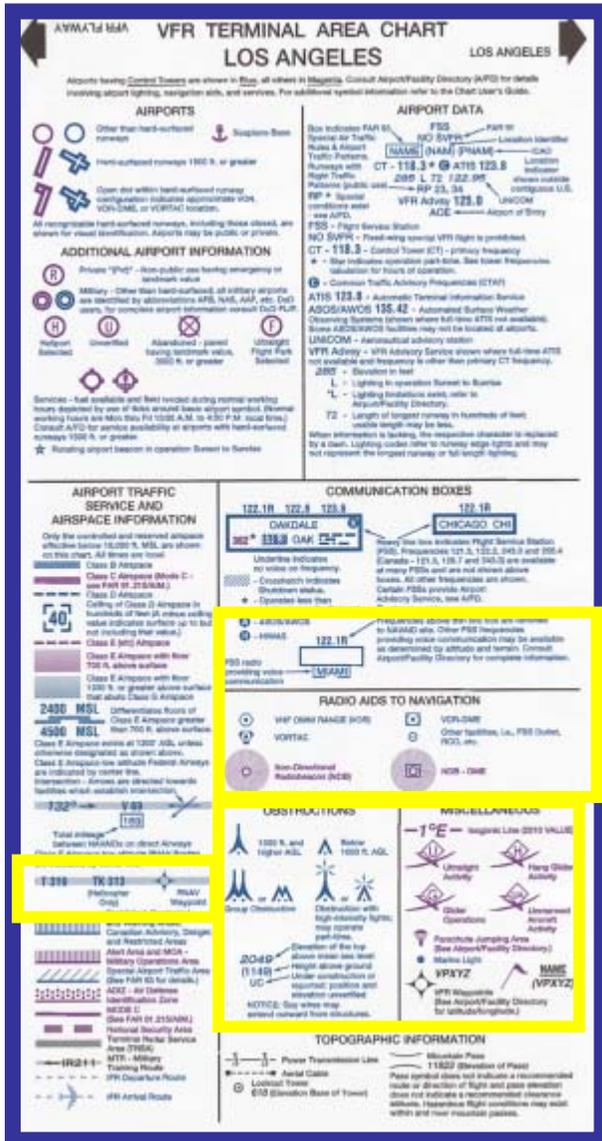
Includes airspace amendments effective **15 DEC 2011**  
and all other aeronautical data received by **20 OCT 2011**

Comparison to Previous Edition

		deleted
		added
		Rearranged/ revised (on same panel)
		

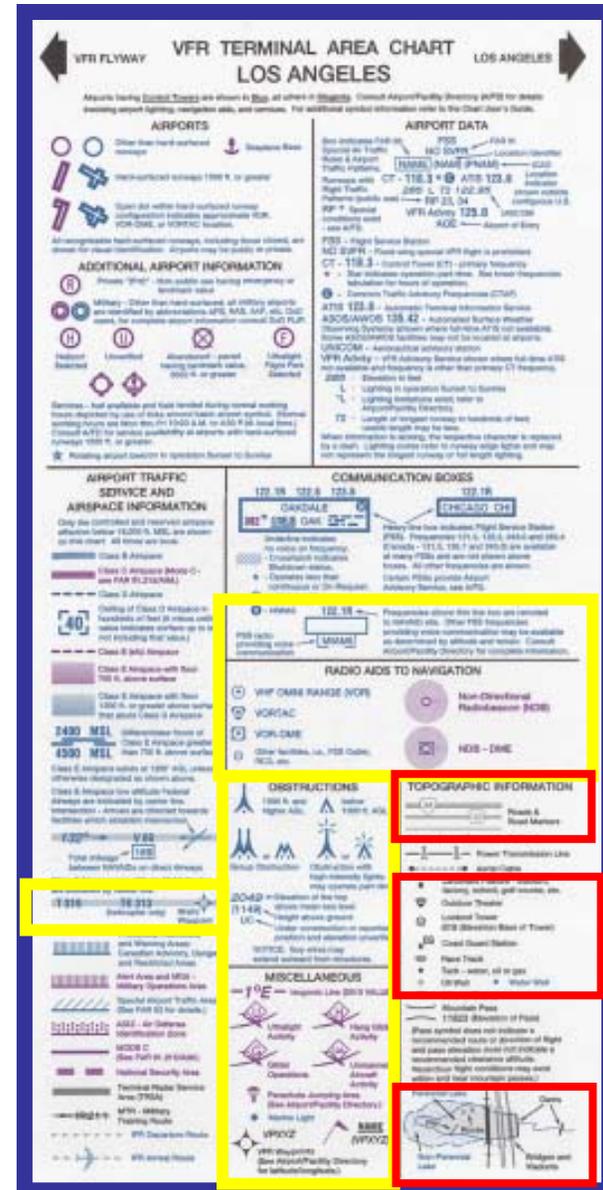
See inset for requirements





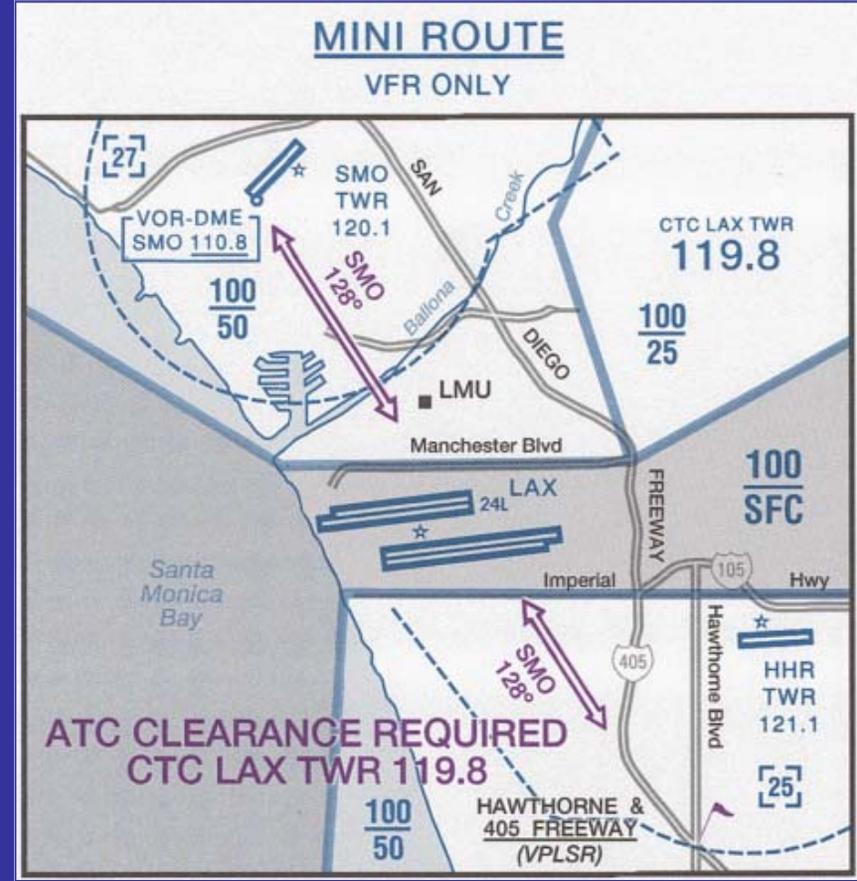
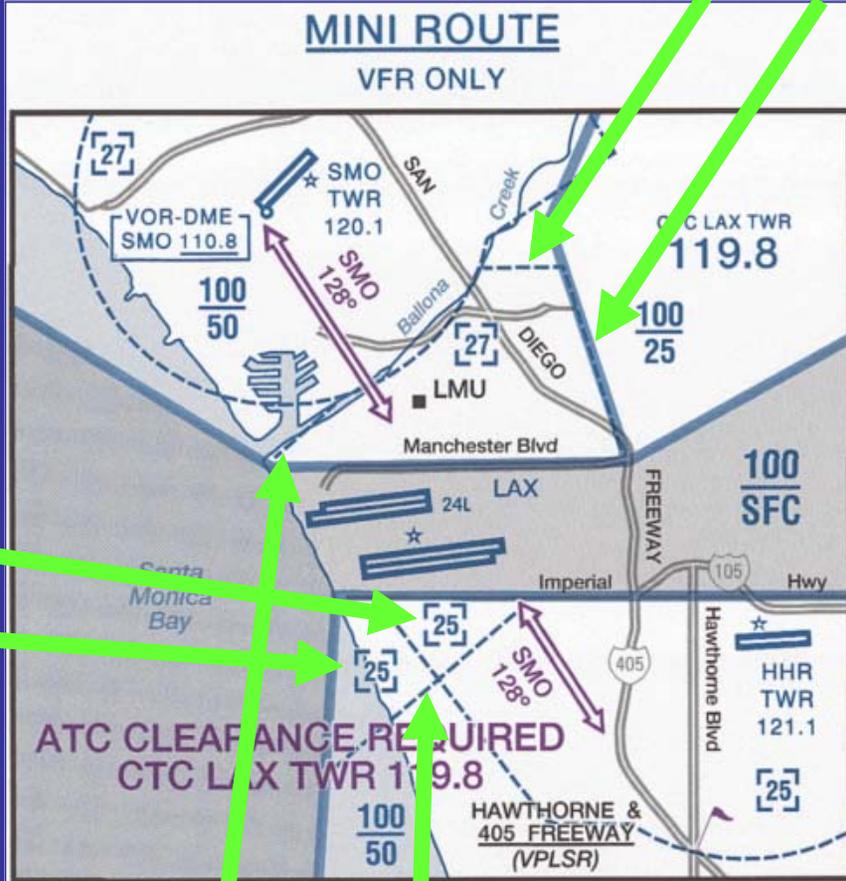
# LEGEND

1. Reformatting
2. More than half of the topographic symbols were deleted. (unintended consequences?)



Edition 64

Edition 63

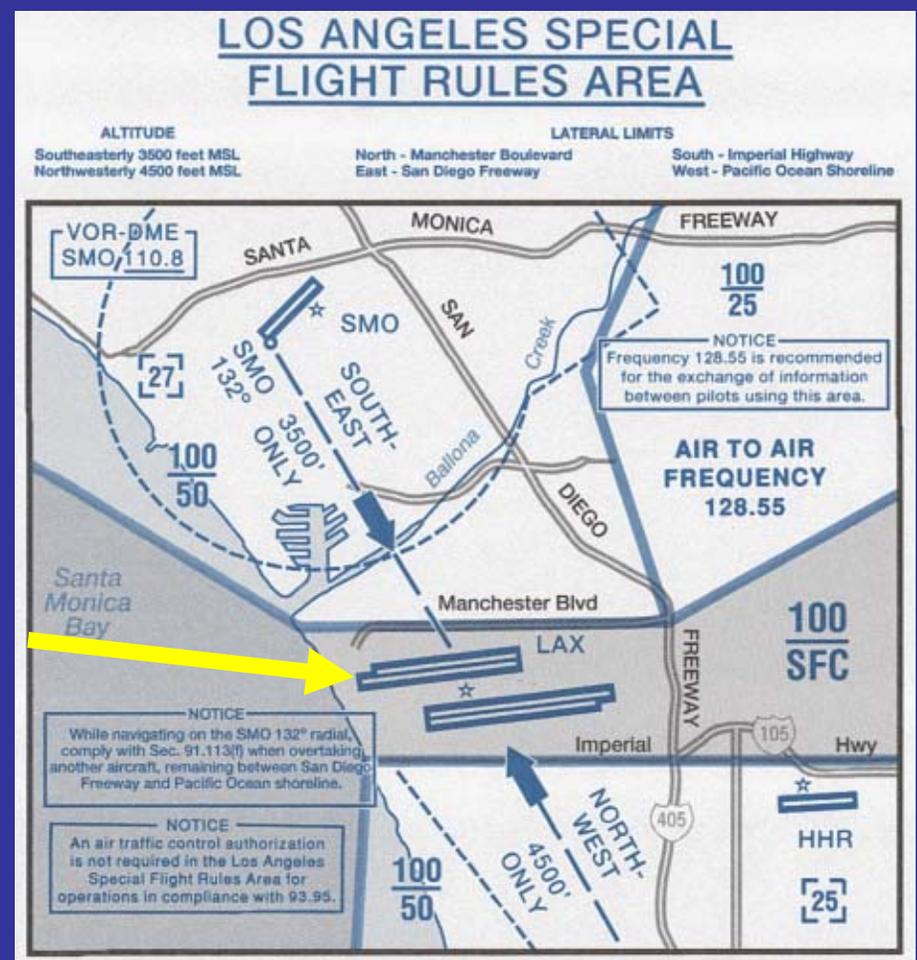
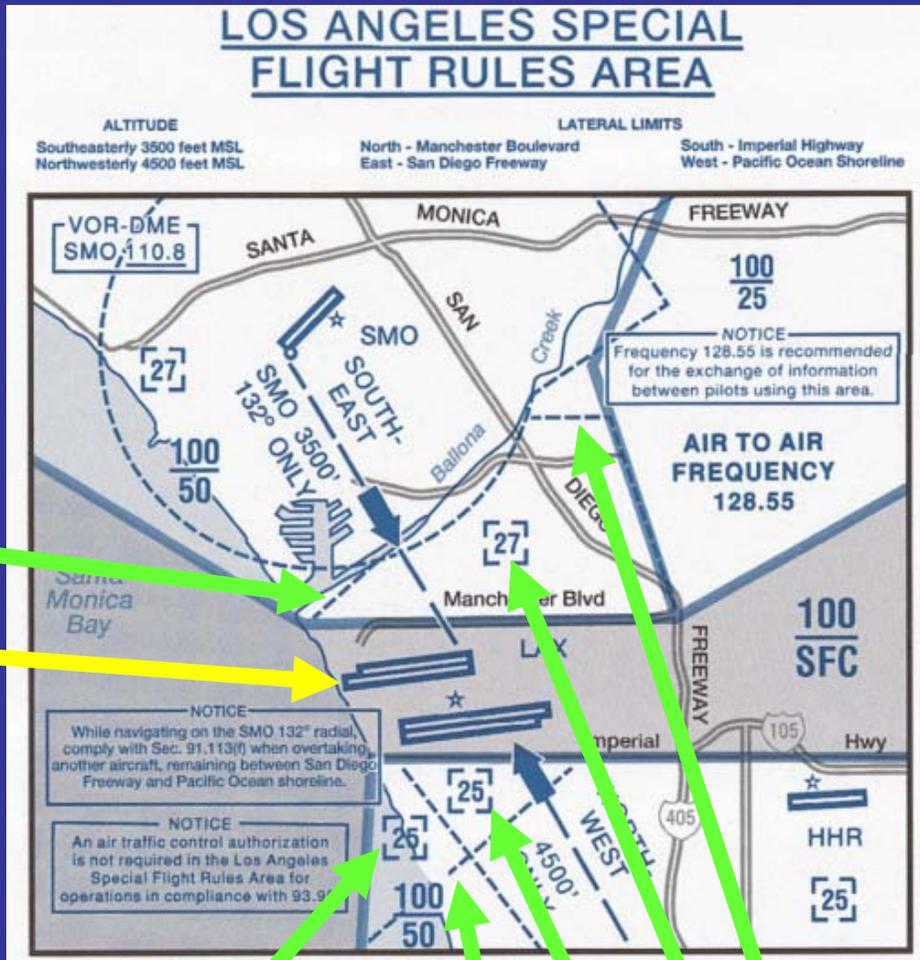


### LAClass B Transitions Panel – Mini Route

Added Class D Airspace around LAX

The boundary lines and ceiling altitudes of the D airspace are not correct.





LA Class B Transitions Panel – Special Flight Rules

1. Added Class D Airspace around LAX. The boundary lines and ceiling altitudes of the D airspace are confusing
2. North complex moved west, south complex moved east.



Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

**VFR TRANSITION ROUTE**  
(ATC CLEARANCE REQUIRED)  
ALTITUDE ASSIGNED BY ATC

**INTENSIVE FLIGHT TRAINING AREAS**

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

**VFR TRANSITION ROUTE**  
(ATC CLEARANCE REQUIRED)  
ALTITUDE ASSIGNED BY ATC

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

..... Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

**INTENSIVE FLIGHT TRAINING AREAS**

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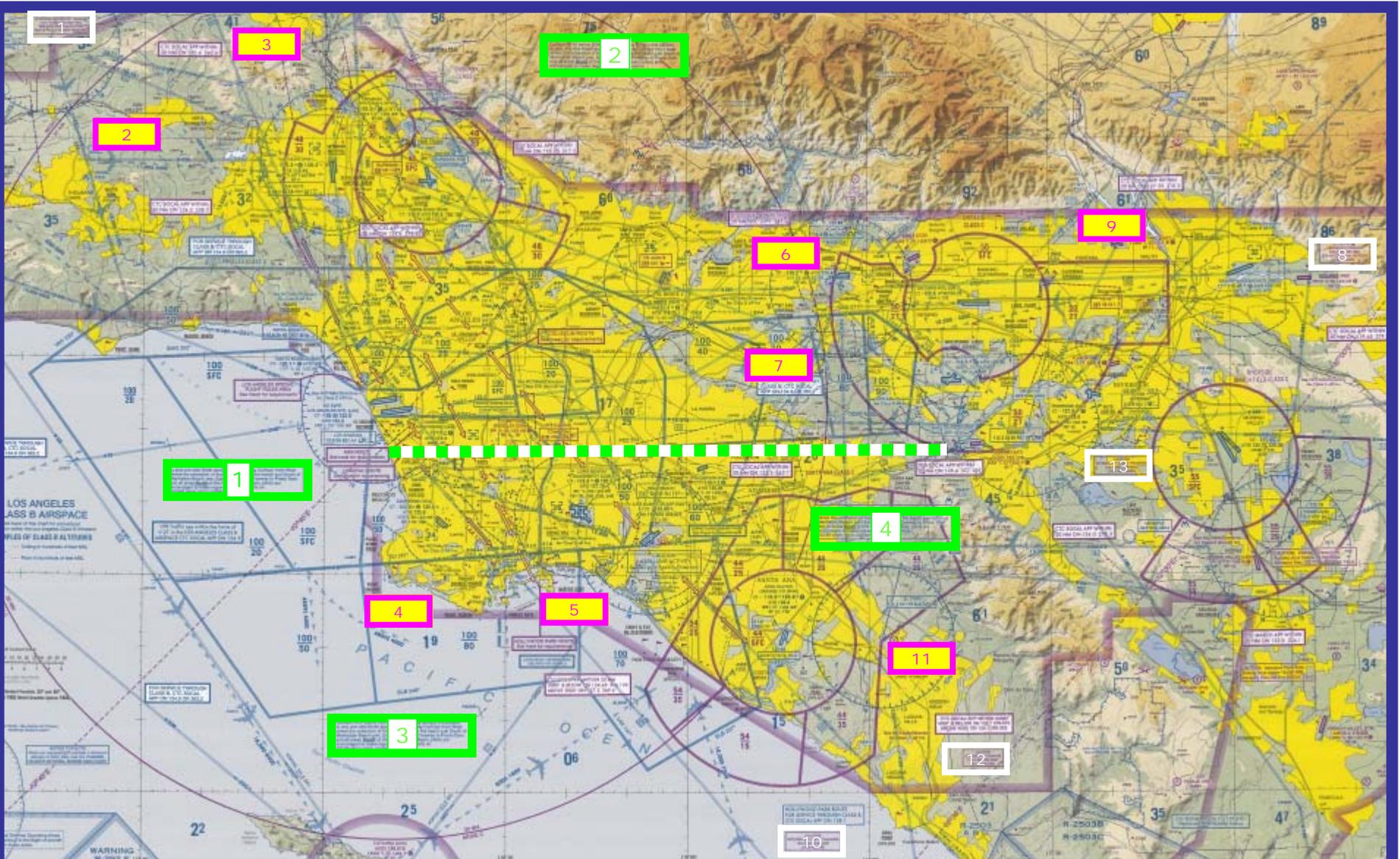
..... Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

**LOS ANGELES CLASS B AIRSPACE RADIAL/DME-AREA VORs**

	SMO	FIM	SLI	POM	VNY	SXC
1	279°/13	135°/18	286°/38	257°/46	220°/13	327°/46
2	252°/22	166°/22	272°/44	250°/55	220°/24	313°/44
3	251°/23	168°/23	271°/44	249°/56	220°/25	311°/44
4	209°/18	151°/35	256°/33	235°/49	188°/28	315°/29
5	178°/26	147°/49	231°/29	218°/49	171°/38	313°/15
6	252°/14	148°/23	276°/37	249°/48	208°/19	321°/41
7	180°/16	140°/40	251°/24	228°/42	170°/28	330°/23

Regulations regarding flights over charted national park services areas moved from nav side panel to flyways side of TAC chart.





Air-to-Air Communications within the Los Angeles Basin

## Air-to-Air Communications within the Los Angeles Basin

### **Below 2000' when not in contact with ATC**

Below 2000' in the Los Angeles Basin, helicopter and fixed-wing operations are numerous. The frequency 123.025 has been dedicated for many years for air-to-air position reporting between pilots. As of Revision 64, a second frequency, 122.85, has been added. To determine the appropriate frequency for position reporting, the Los Angeles basin has been divided: the line is one mile north and parallel to the 91 freeway from the Prado Dam to the shoreline. At or below 2000' north of that line, the frequency 123.025 should be used to make regular position reports when not in contact with ATC. South of that line, the frequency 122.85 should be used.

Referring to the previous page, the four green rectangles have been added for the air-to-air communications when not in contact with ATC. The green rectangles labeled "1" and "2" state:

**"Caution: At or below 2000' when operating along a line parallel to and one mile North along the 91 freeway corridor from West where the extension of that line intersects the beach just South of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas North of this line in the LA Basin, pilots are encouraged to make regular position reports on 123.025 when not in contact with ATC."**

The green rectangles labeled "3" and "4" state:

**"Caution: At or below 2000' when operating along a line parallel to and one mile North along the 91 Freeway Corridor from West where the extension of that line intersects the beach just South of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas South of this line in the LA Basin, pilots are encouraged to make regular position reports on 122.85 when not in contact with ATC."**

### **Flight Training Areas**

Los Angeles VFR Terminal Area Chart Edition 64 also published changes to eight of the thirteen flight training areas, adding or modifying a frequency "at or below 2000" to coincide with the air-to-air position reporting frequencies. This enables the traffic below 2000' to transit flight training areas without switching frequencies.

The frequencies above 2000' to the ceiling of the flight training areas were unchanged.

## INTENSIVE FLIGHT TRAINING AREAS

CAUTION  
INTENSIVE FLIGHT TRAINING  
122.775 BELOW 4500'  
123.025 AT OR BELOW 2000'  
SIMI VALLEY

NAME	CEILING	FREQ	
1 SANTA PAULA	5500	122.775	
2 SIMI VALLEY	4500	122.775	
	AT OR BELOW 2000	123.025	
3 SANTA CLARITA	4500	122.775	To enhance safety in the vicinity of intensive flight training, frequencies are listed for air-to-air communications with other pilots using or transitioning the area.
	AT OR BELOW 2000	123.025	
4 PALOS VERDES	4500	121.95	
	AT OR BELOW 2000	122.85	
5 LONG BEACH	4500	121.95	The following guidelines are encouraged when utilizing these areas:
	AT OR BELOW 2000	122.85	
6 SANTA FE	4500	123.3	The flight does not require communications with or a clearance from Air Traffic Control.
	AT OR BELOW 2000	123.025	
7 LA HABRA	4000	123.3	All flights are to be conducted under visual flight rules and in compliance with FAR 91.155.
	AT OR BELOW 2000	123.025	
8 REDLANDS	7500	123.3	
9 CAJON PASS	4500	123.3	Pilots are encouraged to have a current Los Angeles Terminal Area Chart in the aircraft.
	AT OR BELOW 2000	123.025	
10 JOHN WAYNE	4500	123.5	
11 EL TORO	4500	123.5	Use of anticollision lights, aircraft position/navigation lights and landing lights is recommended.
	AT OR BELOW 2000	122.85	
12 BLOCKHOUSE	6000	123.5	Use of indicated VFR checkpoints is helpful to provide location information between pilots using these areas.
13 LAKE MATHEWS	4500	123.5	

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7 LA HABRA	4000	123.3
8 REDLANDS	7500	123.3
9 CAJON PASS	4500	123.3
10 JOHN WAYNE	4500	123.5
11 EL TORO	4500	123.5
12 BLOCKHOUSE	6000	123.5
13 LAKE MATHEWS	4500	123.5

To enhance safety in the vicinity of intensive flight training, frequencies are listed for air-to-air communications with other pilots using or transitioning the area.

The following guidelines are encouraged when utilizing these areas:

The flight does not require communications with or a clearance from Air Traffic Control.

All flights are to be conducted under visual flight rules and in compliance with FAR 91.155.

Pilots are encouraged to have a current Los Angeles Terminal Area Chart in the aircraft.

Use of anticollision lights, aircraft position/navigation lights and landing lights is recommended.

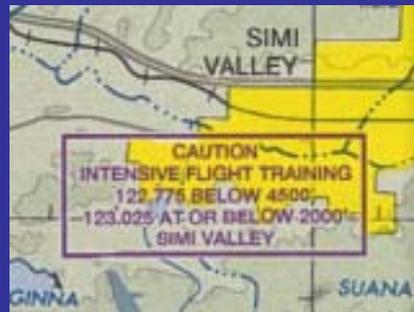
Use of indicated VFR checkpoints is helpful to provide location information between pilots using these areas.



In the northwest LA basin, the frequency at and below 2000' in the flight training areas for Simi Valley and Santa Clarita added: 123.025.



Edition 64

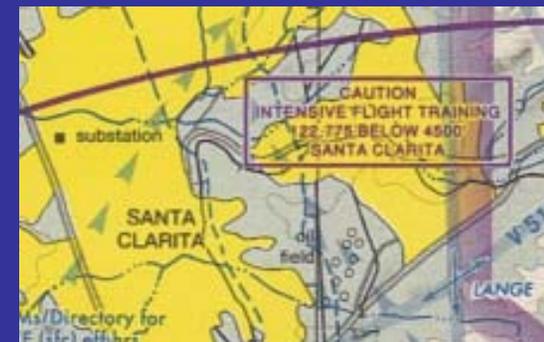


Simi Valley

Edition 63



Santa Clarita

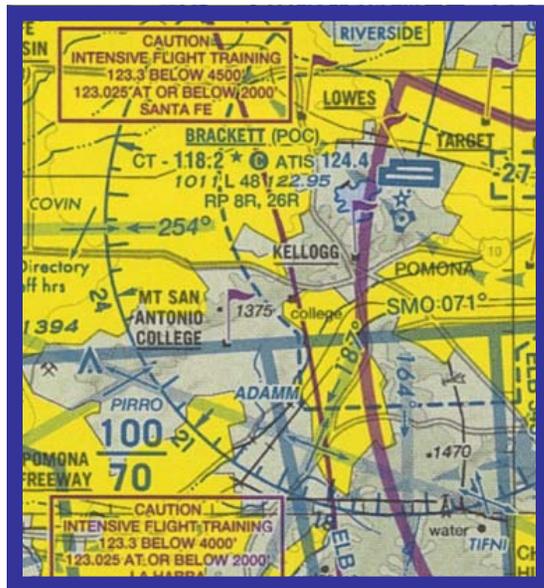


In the northeast LA basin, the frequency at and below 2000' in the flight training areas for Santa Fe, La Habra and Cajon Pass was added: 123.025.

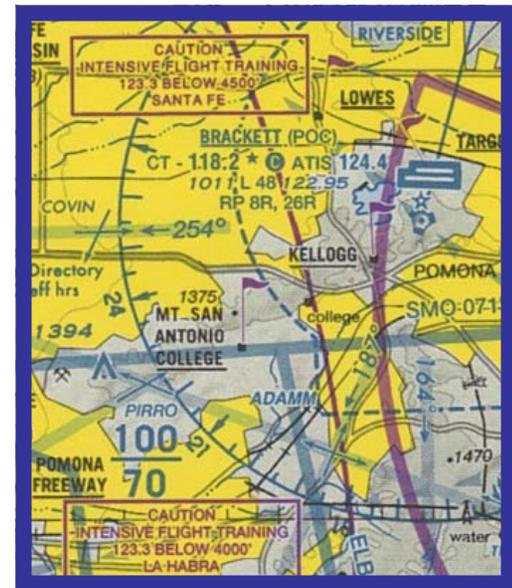


Edition 64

Edition 63



Santa Fe



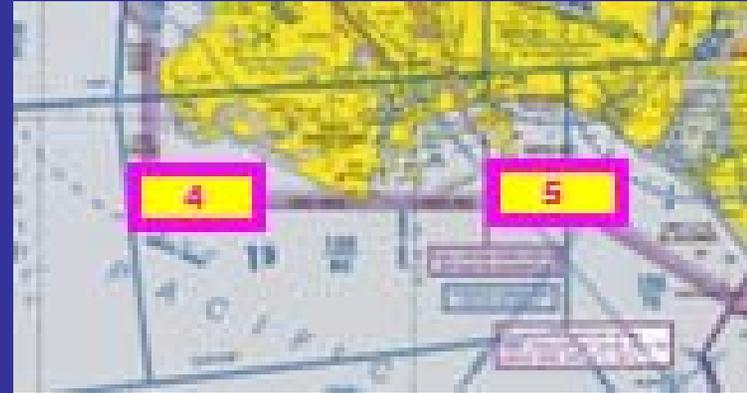
La Habra



Cajon Pass



In the southwest LA basin, the frequency at and below 2000' in the flight training areas for Palos Verdes and Long Beach was changed to 122.85.



Edition 64



Palos Verdes

Edition 63

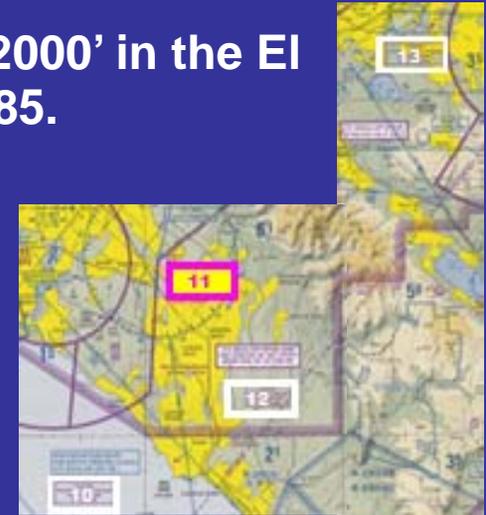


Long Beach

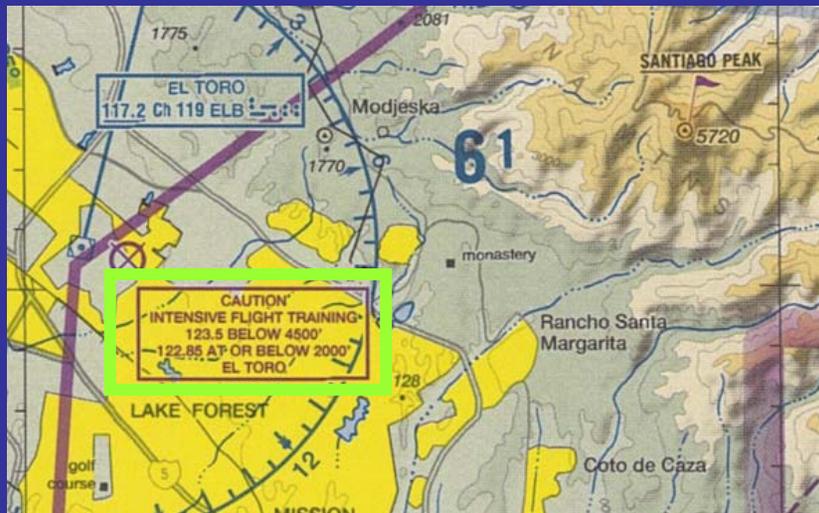


Additionally, the breakwater in Long Beach Harbor was adjusted to make more visible.

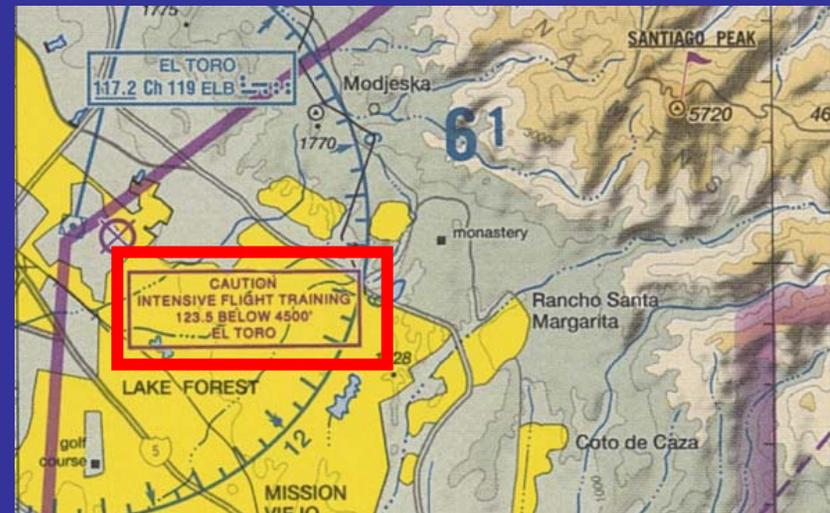
In the south east LA basin, the frequency at and below 2000' in the El Toro flight training area was changed to 122.85.



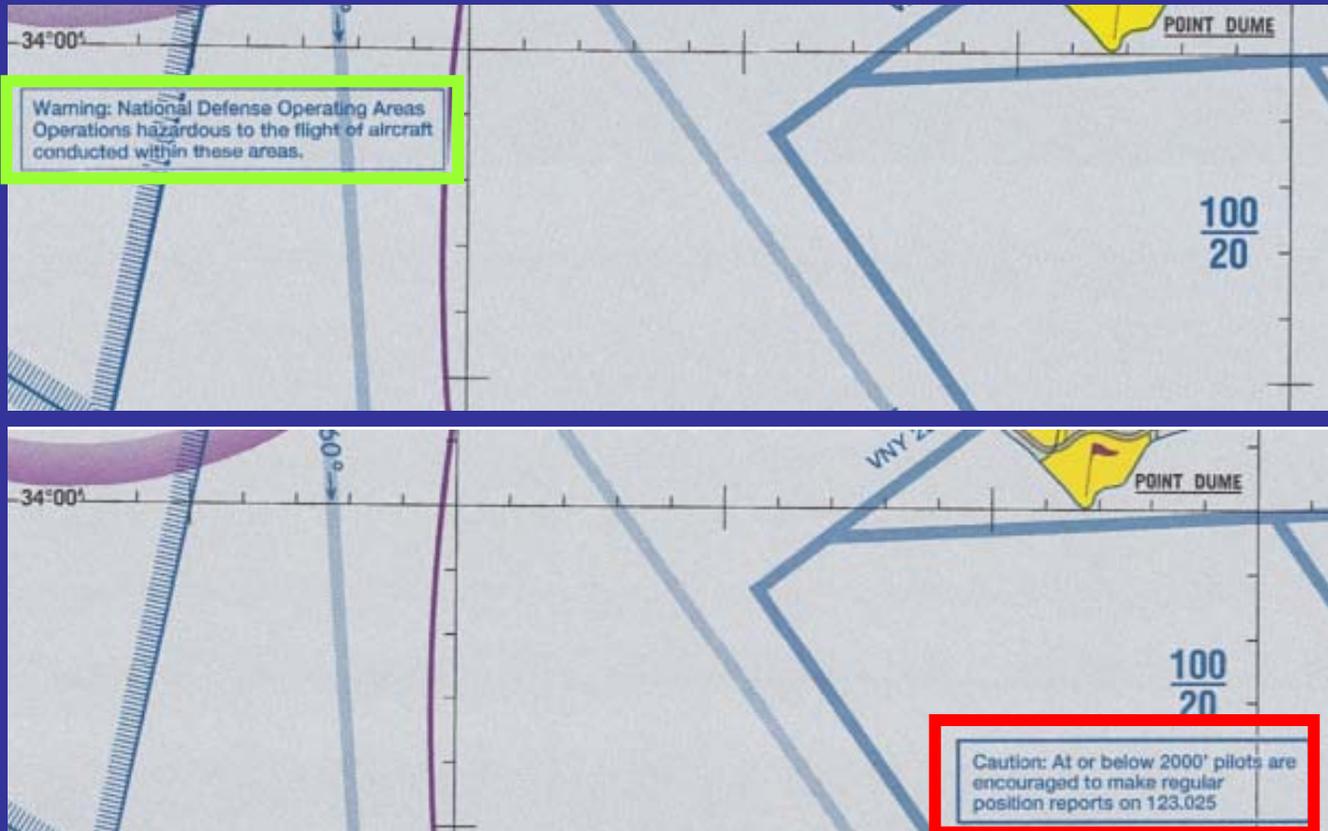
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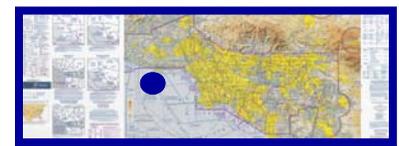
Edition 63



Edition 64  
Added notation:  
“Warning:  
National  
Defense  
Operating  
Areas  
Operations  
hazardous to the  
flight of aircraft  
conducted within  
these areas.”

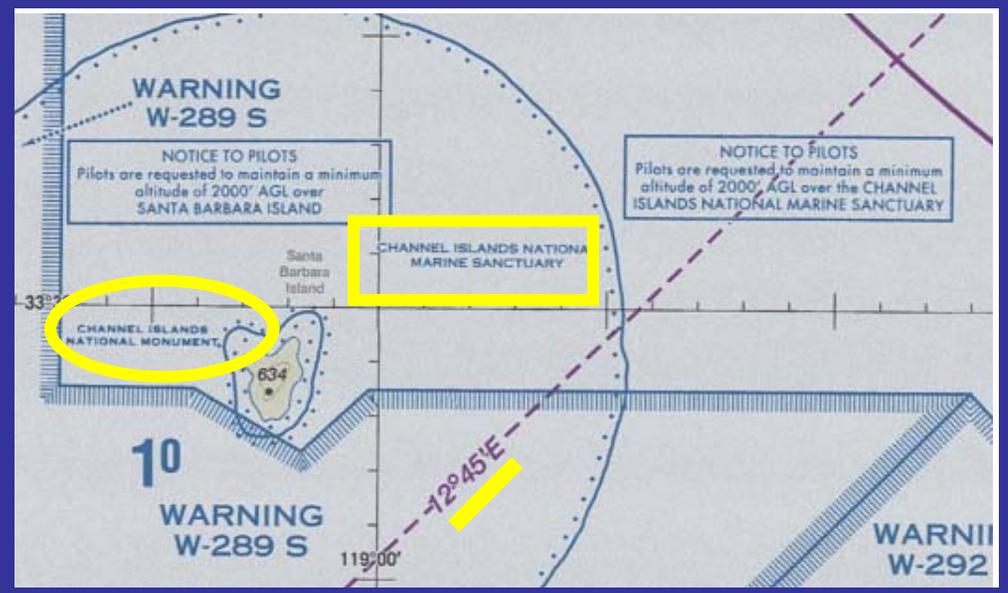
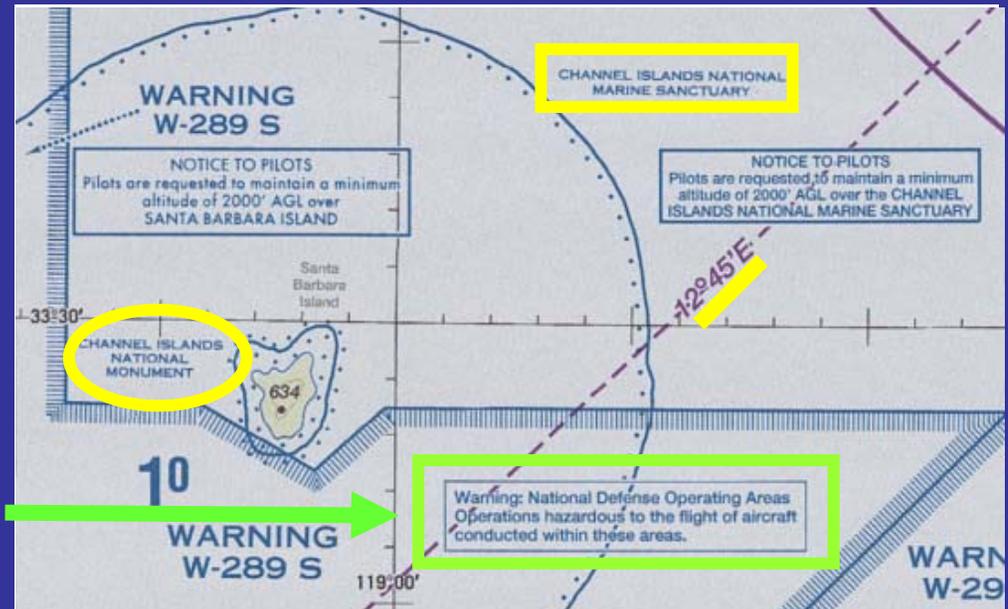


Edition 63



Edition 64

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Operating Areas  
Operations  
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Edition  
63

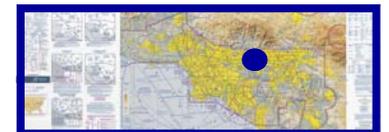


Edition 64

Edition 63

Added Burbank NDB

Changed multiple obstructions to single obstructions



# Edition 64

# Edition 63



Added: "See NOTAMs Directory for Class D eff hrs" was added for LAX Class D airspace

Caution: At or below 2000' when operating along a line parallel to and one mile North along the 91 Freeway Corridor from West where the extension of that line intersects the beach just South of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas **North** of this line in the LA Basin, pilots are encouraged to make regular position reports on 123.025 when not in contact with ATC.



Edition 64

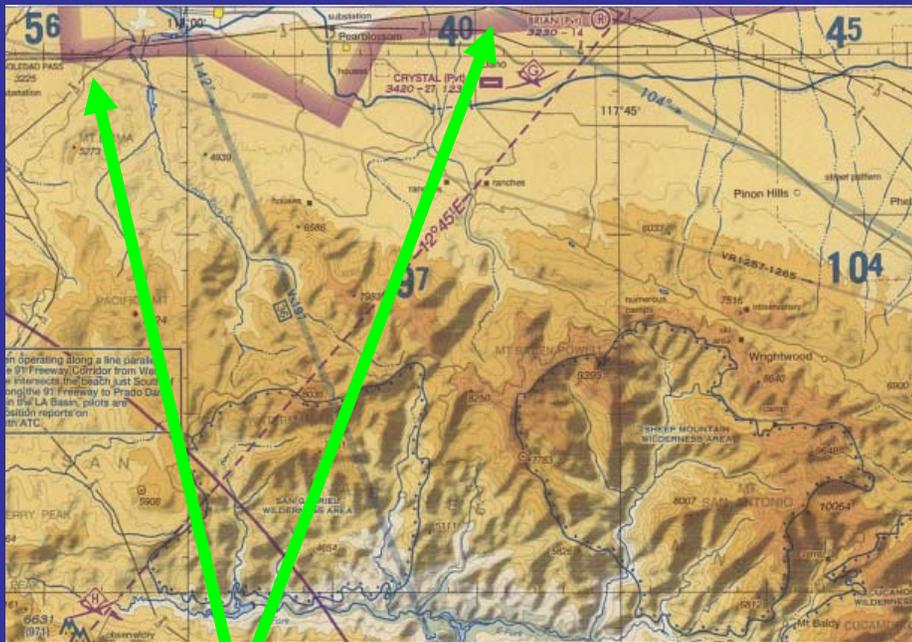
Added Class D  
Airspace around LAX.  
The boundary lines and  
ceiling altitudes of the D  
airspace are confusing.



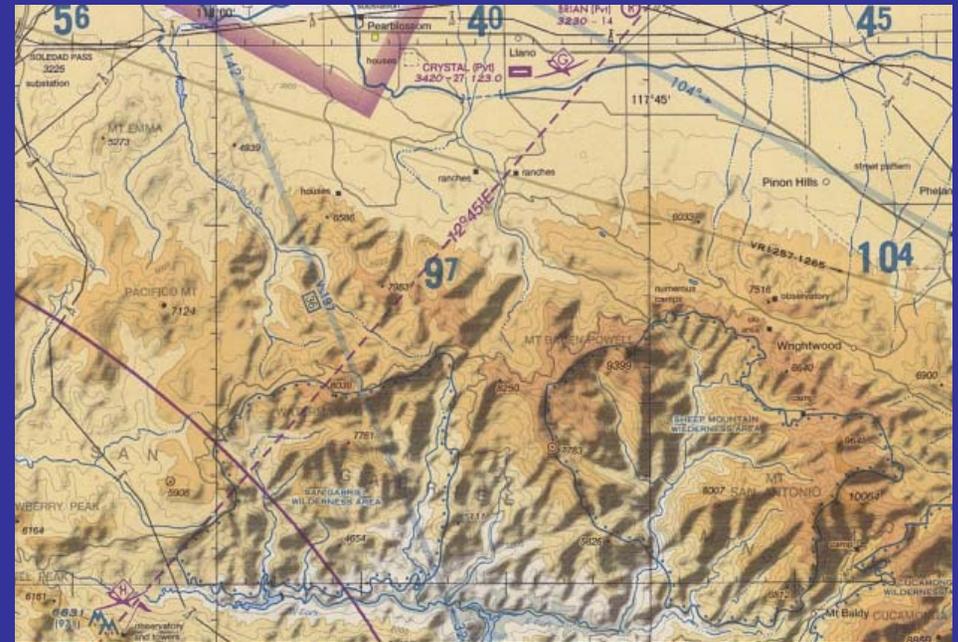
LAX VORTAC  
symbol removed



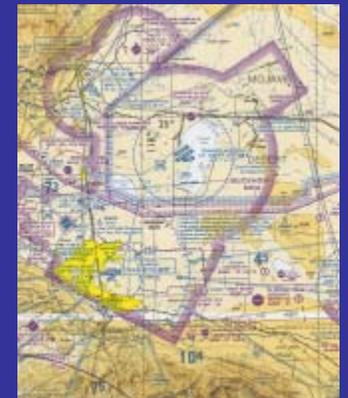
Edition  
63



**Additions to Palmdale  
700' agl airspace ...**



**... as shown on LA  
sectional edition 90 vs  
edition 89; extending  
more toward the south  
and east. Note the white  
line signifying TAC  
overlap.**



**Continued →**

## Palmdale airspace (continued)

As explained in the AF/D SW, 25 AUG 2011 to 20 OCT 2011 Bulletin for Los Angeles:

Revise PALMDALE, CA Class D: That airspace extending upward from the surface to and including 5,000 feet MSL within a 4.3-mile radius of Palmdale Regional Airport/USAF Plant 42. This Class D Airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

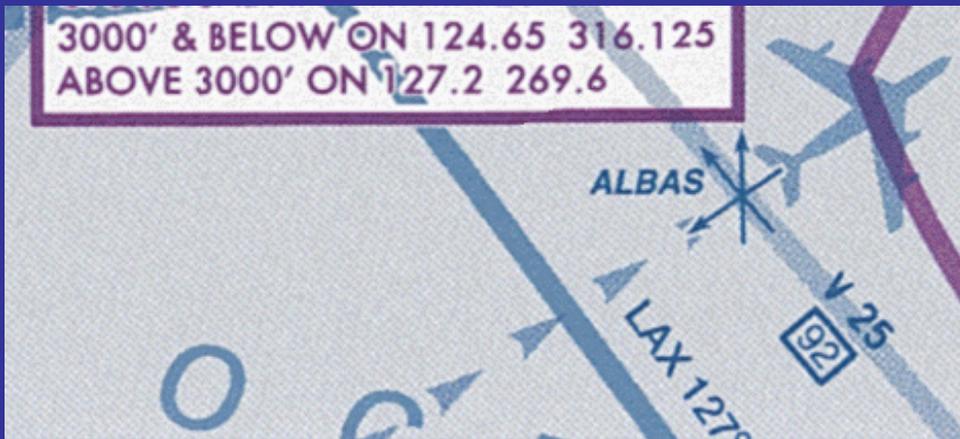
Revise PALMDALE, CA Class E: That airspace extending upward from the surface within 2.6 miles each side of the ILS localizer east course, extending from the 4.3-mile radius of Palmdale Regional Airport/USAF Plant 42 to 6.5 miles east of the LOM, and within 1.8 miles south of and parallel to the Palmdale VORTAC 099° radial extending from the 4.3-mile radius of the airport to 7 miles east of the VORTAC. This Class E Airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Revise PALMDALE, CA Class E: That airspace extending upward from 700 feet above the surface within 1.8 miles south and 6.1 miles north of the Palmdale VORTAC 298° radial extending from the VORTAC to 15.6 miles northwest, and within 1.8 miles each side of the 310° bearing from the Gen. William J. Fox Airfield extending from a 4-mile radius of Gen. William J. Fox Airfield to 9.1 miles northwest of the Airfield, and within 5.2 miles south and 10.4 miles north of the Palmdale VORTAC 298° and 118° radials extending from 9.6 miles northwest to 11.3 miles southeast of the VORTAC, and within 8 miles south and 4 miles north of the 086° bearing from Palmdale Regional Airport/USAF Plant 42 extending 21.7 miles east of Palmdale Regional Airport/USAF Plant 42. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 35°36'30"N, 118°45'03"W; to 35°44'00"N, 117°53'03"W; to 36°7'00"N, 117°53'03"W; to 36°07'00"N, 117°35'03"W; to 35°47'46"N, 116°55'23"W; to 35°21'36"N, 116°55'23"W; to 35°34'30"N, 116°29'43"W; to 35°34'30"N, 116°23'33"W; to 35°28'35"N, 116°18'48"W; to 35°21'30"N, 116°13'03"W; to 34°43'00"N, 116°13'03"W; thence west along 34°43'00"N, to the southeast boundary of V-21, thence along the southeast boundary of V-21 to 34°30'00"N, thence west along 34°30'00"N, to 118°20'03"W; thence north along 118°20'03"W, to the south boundary of V-137, thence west along the south boundary of V-137 to 118°45'03"W; thence to the point of beginning.

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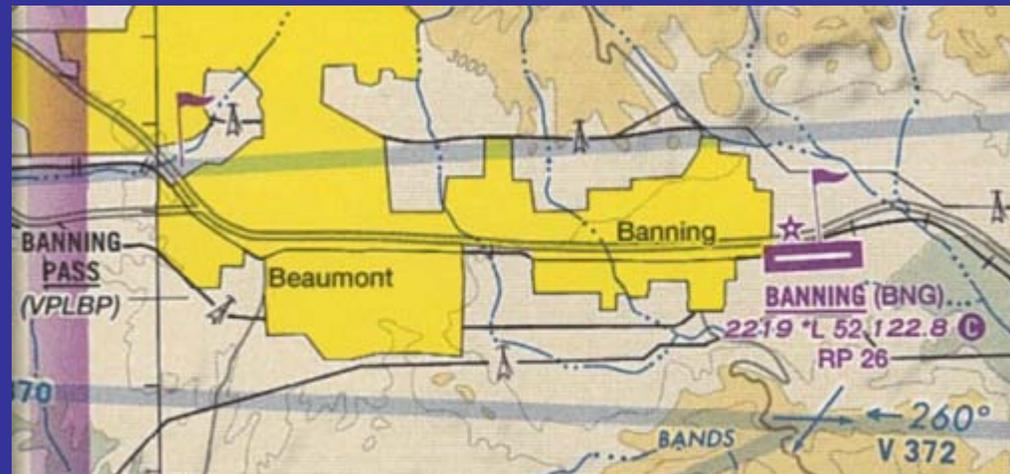
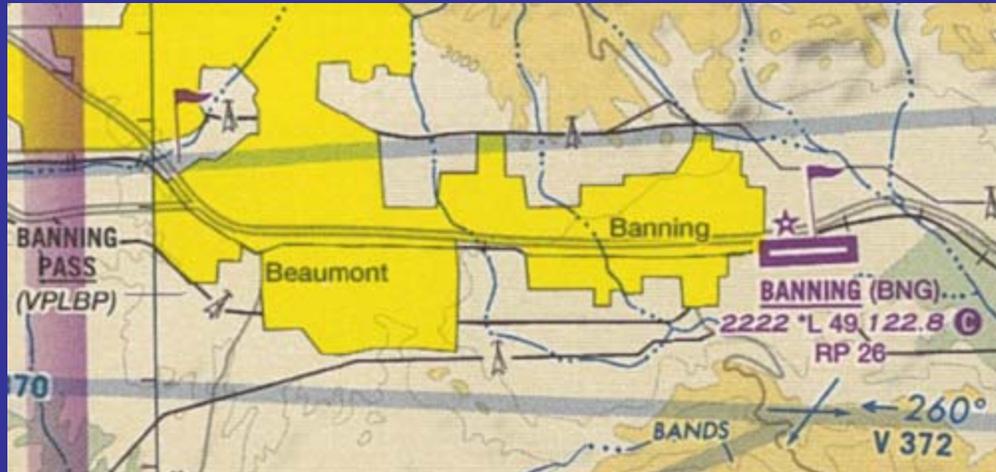
### 3 radials now define ALBAS



Banning runway shortened from 5200 to 4900,

raises field elevation from 2219' to 2222'

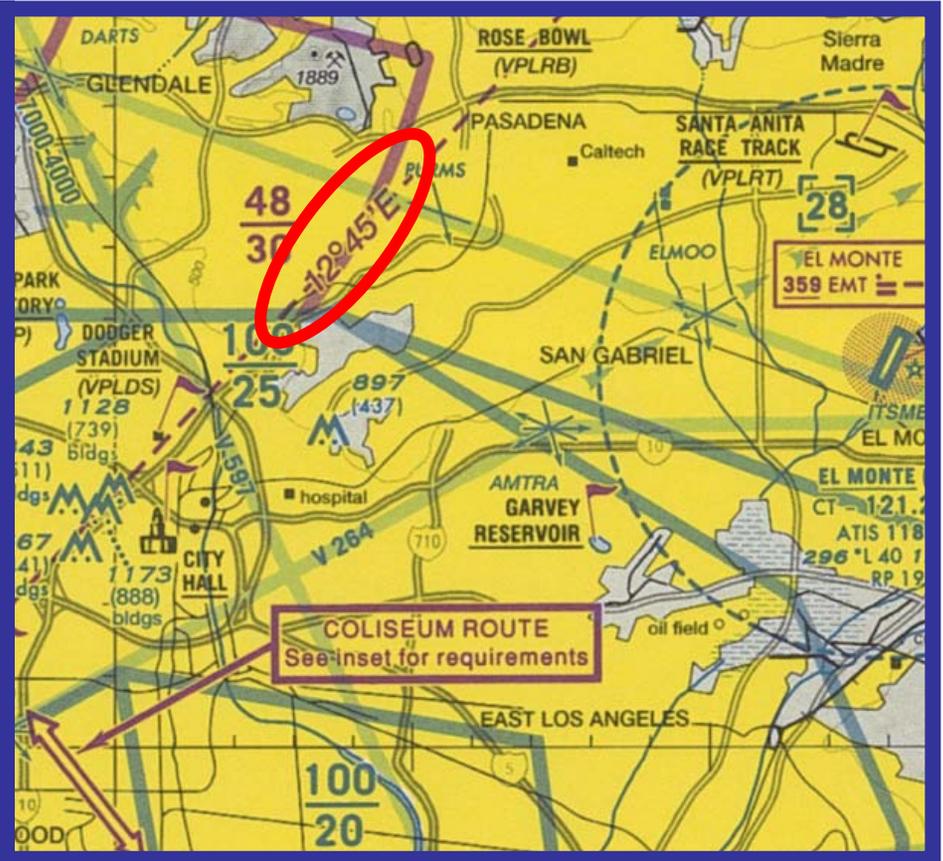
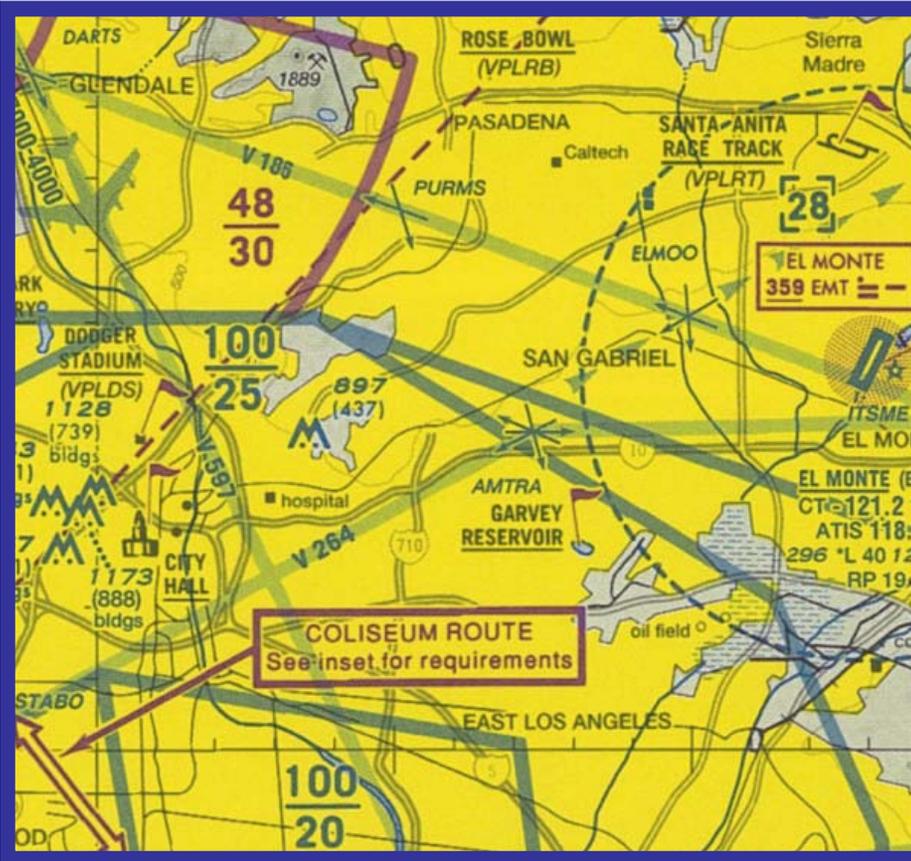
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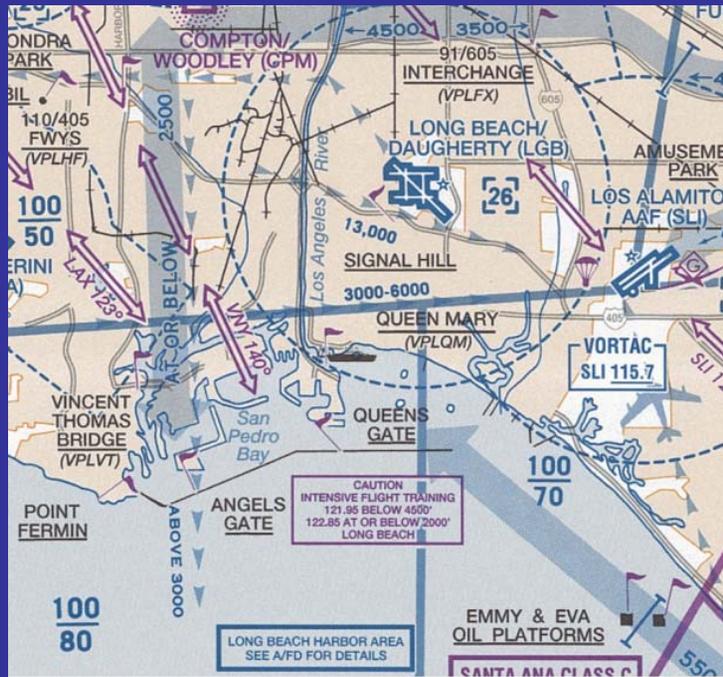
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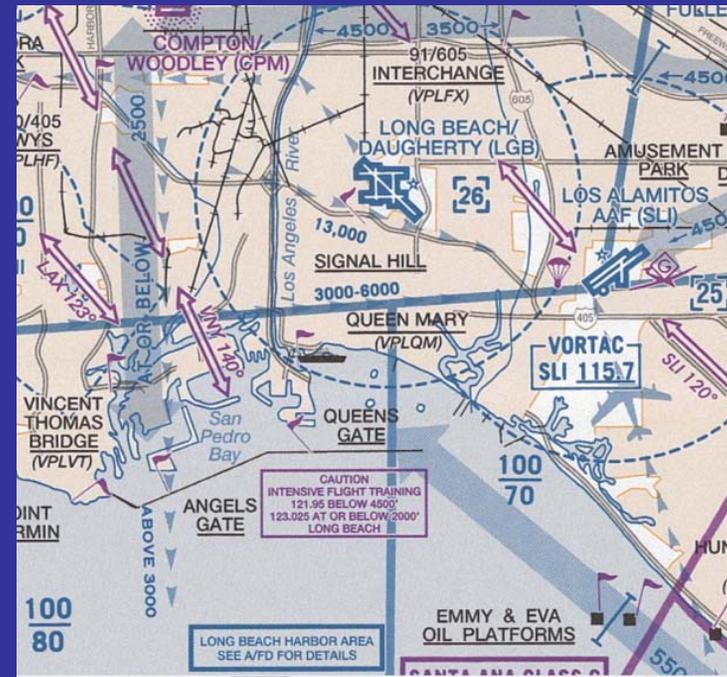


Isogonic line reference deleted.

Edition 64



Edition 63



On flyways side of TAC, flight training area frequency for Long Beach changed but breakwater remains depicted as a solid line.



The

End