

# SoCal

<b>TOA</b>	<b>2-3</b>	Torrance
<b>002</b>	<b>4</b>	Baker
<b>0Q4</b>	<b>5</b>	Selma
<b>1Q1</b>	<b>6</b>	Eckert Field
<b>207</b>	<b>7</b>	Independence
<b>308</b>	<b>8</b>	Harris Ranch
<b>49X</b>	<b>9</b>	Chemehuevi Valley
<b>AJO</b>	<b>10</b>	Corona
<b>APV</b>	<b>11</b>	Apple Valley
<b>AVX</b>	<b>12</b>	Catalina
<b>BFL</b>	<b>13</b>	Meadows Field
<b>BLH</b>	<b>14</b>	Blythe
<b>BNG</b>	<b>15</b>	Banning
<b>BUR</b>	<b>16-17</b>	Burbank Bob Hope
<b>BWC</b>	<b>18</b>	Brawley Muni
<b>C80</b>	<b>19</b>	New Coalinga Muni
<b>CCB</b>	<b>20</b>	Cable (Upland)
<b>CLR</b>	<b>21</b>	Cliff Hatfield Memorial
<b>CMA</b>	<b>22</b>	Camarillo
<b>CNO</b>	<b>23-24</b>	Chino
<b>CPM</b>	<b>25</b>	Compton/Woodley
<b>CRQ</b>	<b>26</b>	McClellan-Palomar
<b>CXL</b>	<b>27</b>	Calexico
<b>D86</b>	<b>28</b>	Sequoia Field (Visalia)
<b>DAG</b>	<b>29</b>	Barstow-Daggett
<b>DLO</b>	<b>30</b>	Delano Muni
<b>E79</b>	<b>31</b>	Sierra Skypark
<b>EED</b>	<b>32</b>	Needles
<b>EMT</b>	<b>33</b>	El Monte
<b>F34</b>	<b>34</b>	Firebaugh
<b>F70</b>	<b>35</b>	French Valley
<b>FAT</b>	<b>36-37</b>	Fresno Yosemite Intl
<b>FCH</b>	<b>38</b>	Fresno Chandler Exec
<b>FUL</b>	<b>39</b>	Fullerton
<b>HHR</b>	<b>40-41</b>	Northrop/Hawthorne
<b>HJO</b>	<b>42</b>	Hanford Muni
<b>HMT</b>	<b>43</b>	Hemet-Ryan
<b>IPL</b>	<b>44</b>	Imperial
<b>IYK</b>	<b>45</b>	Inyokern
<b>IZA</b>	<b>46</b>	Santa Ynez

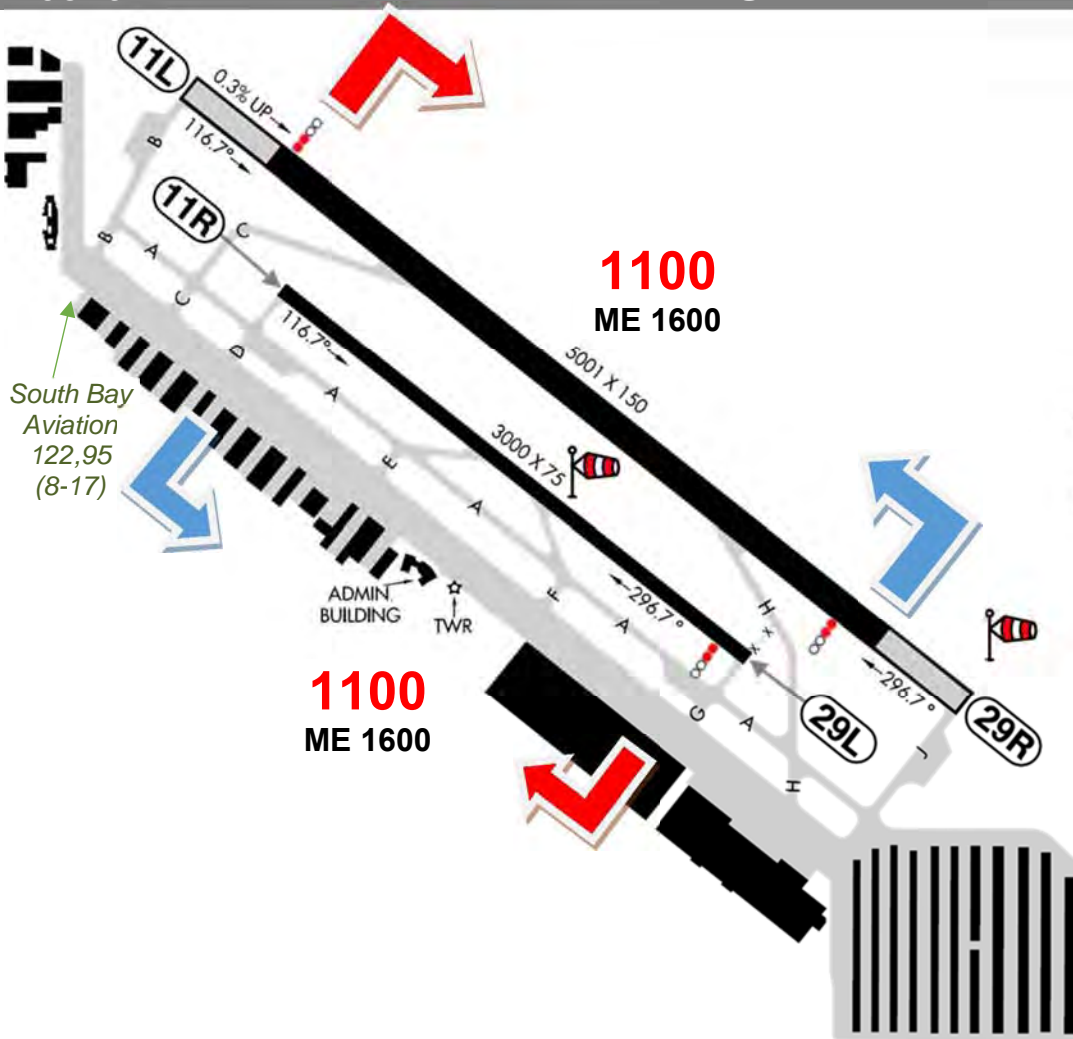
<b>KIC</b>	<b>47</b>	Mesa del Rey (King City)
<b>L00</b>	<b>48</b>	Rosamond Skypark
<b>L05</b>	<b>49</b>	Kern Valley
<b>HJO</b>	<b>42</b>	Hanford Muni
<b>HMT</b>	<b>43</b>	Hemet-Ryan
<b>L06</b>	<b>50</b>	Furnace Creek
<b>L08</b>	<b>51</b>	Borrego Valley
<b>L09</b>	<b>52</b>	Stovepipe Wells
<b>L17</b>	<b>53</b>	Taft-Kern County
<b>L18</b>	<b>54</b>	Fallbrook Airpark
<b>L19</b>	<b>55</b>	Wasco-Kern County
<b>L22</b>	<b>56</b>	Yucca Valley
<b>L26</b>	<b>57</b>	Hesperia
<b>L35</b>	<b>58</b>	Big Bear City
<b>L45</b>	<b>59</b>	Bakersfield Muni
<b>L52</b>	<b>60</b>	Oceano
<b>L54</b>	<b>61</b>	Agua Caliente Springs
<b>L61</b>	<b>62</b>	Shoshone
<b>L62</b>	<b>63</b>	Elk Hills-Buttonwillow
<b>L65</b>	<b>64</b>	Perris Valley
<b>L70</b>	<b>65</b>	Agua Dulce
<b>L71</b>	<b>66</b>	California City Muni
<b>L72</b>	<b>67</b>	Trona
<b>L73</b>	<b>68</b>	Poso-Kern County
<b>L77</b>	<b>69</b>	Chiriaco Summit
<b>L78</b>	<b>70</b>	Jacumba
<b>L88</b>	<b>71</b>	New Cuyama
<b>L90</b>	<b>72</b>	Ocotillo
<b>L94</b>	<b>73</b>	Mountain Valley
<b>LAX</b>	<b>74</b>	Los Angeles Intl
<b>LGB</b>	<b>75-76</b>	Long Beach
<b>LPC</b>	<b>77</b>	Lompoc
<b>MAE</b>	<b>78</b>	Madera Muni
<b>MHV</b>	<b>79-80</b>	Mojave Air & Space Port
<b>MIT</b>	<b>81</b>	Shafter-Minter Field
<b>MYF</b>	<b>82-83</b>	Montgomery
<b>O26</b>	<b>84</b>	Lone Pine/Death Valley
<b>O32</b>	<b>85</b>	Reedley Muni
<b>O42</b>	<b>86</b>	Woodlake
<b>OKB</b>	<b>87-88</b>	Oceanside

<b>ONT</b>	<b>89-90</b>	Ontario Intl
<b>OXR</b>	<b>91</b>	Oxnard
<b>POC</b>	<b>92-93</b>	Brackett Field
<b>PRB</b>	<b>94</b>	Paso Robles
<b>PSP</b>	<b>95</b>	Palm Springs Intl
<b>PTV</b>	<b>96</b>	Porterville Muni
<b>RAL</b>	<b>97-98</b>	Riverside
<b>REI</b>	<b>99</b>	Redlands
<b>RIR</b>	<b>100</b>	Flabob
<b>RNM</b>	<b>101</b>	Ramona
<b>SAN</b>	<b>102-103</b>	San Diego
<b>SAS</b>	<b>104</b>	Salton Sea
<b>SBA</b>	<b>105-106</b>	Santa Barbara Muni
<b>SBD</b>	<b>107</b>	San Bernadino
<b>SBP</b>	<b>108-109</b>	San Luis Obispo
<b>SDM</b>	<b>110-111</b>	Brown Field
<b>SEE</b>	<b>112-114</b>	Gillespie Field
<b>SMO</b>	<b>115-116</b>	Santa Monica
<b>SMX</b>	<b>117-118</b>	Santa Maria Pub./Hancock
<b>SNA</b>	<b>119-120</b>	John Wayne - Orange Co
<b>SZP</b>	<b>121-123</b>	Santa Paula
<b>TLR</b>	<b>124</b>	Mefford (Tulare)
<b>TNP</b>	<b>125</b>	Twentynine Palms
<b>TRM</b>	<b>126</b>	Jacqueline Cochran Regional
<b>TSP</b>	<b>127</b>	Tehachapi Muni
<b>UDD</b>	<b>128</b>	Bermuda Dunes
<b>VCV</b>	<b>129</b>	Victorville
<b>VIS</b>	<b>130</b>	Visalia Muni
<b>VNY</b>	<b>131-132</b>	Van Nuys
<b>WHP</b>	<b>133-134</b>	Whiteman
<b>WJF</b>	<b>135</b>	General Wm J 'Fox'
	<b>136</b>	LAX Mini Route
	<b>137</b>	LAX Special Flight Rules
	<b>138</b>	LAX VFR transition routes
	<b>139</b>	SAN VFR Corridor
	<b>140-141</b>	SOCAL Tec Routes
	<b>142</b>	Directory
	<b>143</b>	Area Map

103 ft

TOA

Torrance



South Bay Aviation  
122,95  
(8-17)

**1100**  
ME 1600

**1100**  
ME 1600

<b>ATIS</b>	<b>125,6</b>
<b>TWR</b>	<b>133,075<sup>N</sup></b> <b>124,0<sup>C S</sup></b> 7-20 LT
<b>GND</b>	<b>120,9</b>
<b>Socal</b>	<b>127,2<sup>N</sup></b> <b>124,3<sup>S</sup></b>
<b>ILS 29R</b>	<b>111,9<sup>D</sup></b>

Touch&Go only Mo-Fr 8-20 LT  
and Sa 10-17LT  
20-7 LT: Rwy 11R/29L closed  
22-7 LT (-8 we/hol): no T/O

ARR: avoid flying S  
of Rwy 11R/29L C/L (terrain)

ARR 11R: min. 1500 ft until  
shoreline  
ARR 11L/29R: from Mobil  
Refinery to midfield (Twr)

ARR 29L/R Straight-In,  
min. 1500 ft until Union 76  
Refinery and VASI



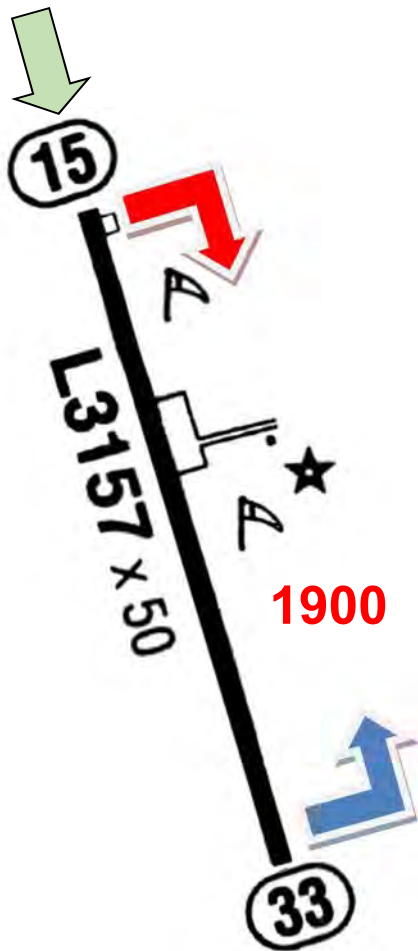
922 ft

002

Baker

CTAF 122,9\*

Mountain ½ NM W



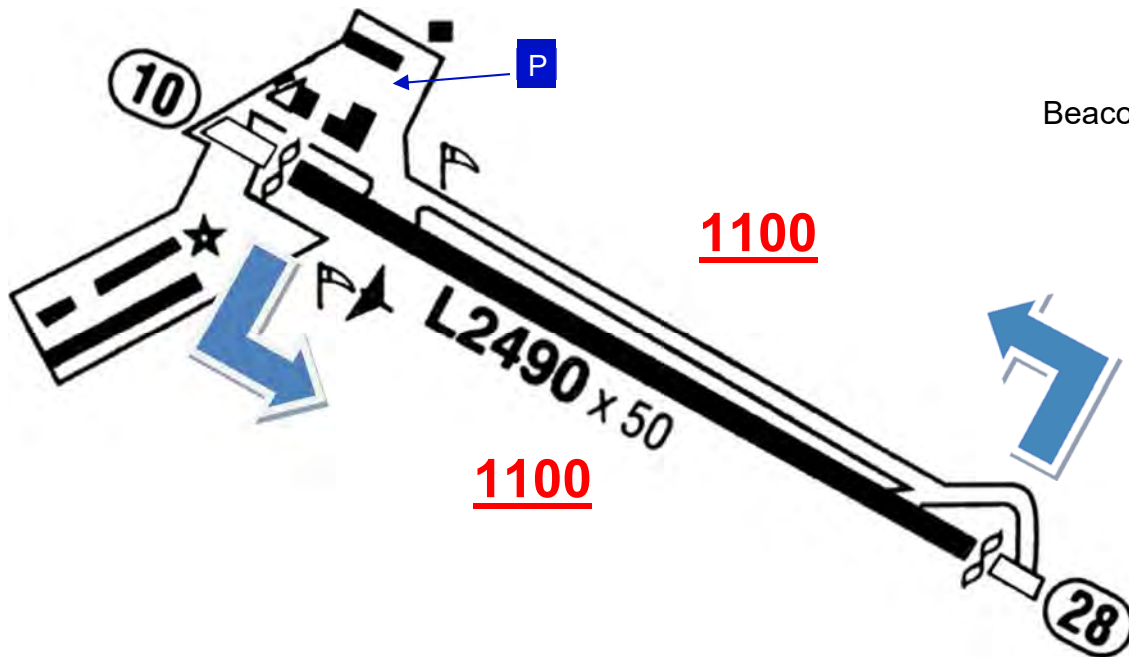
305 ft

0Q4

Selma

CTAF 122,8\*

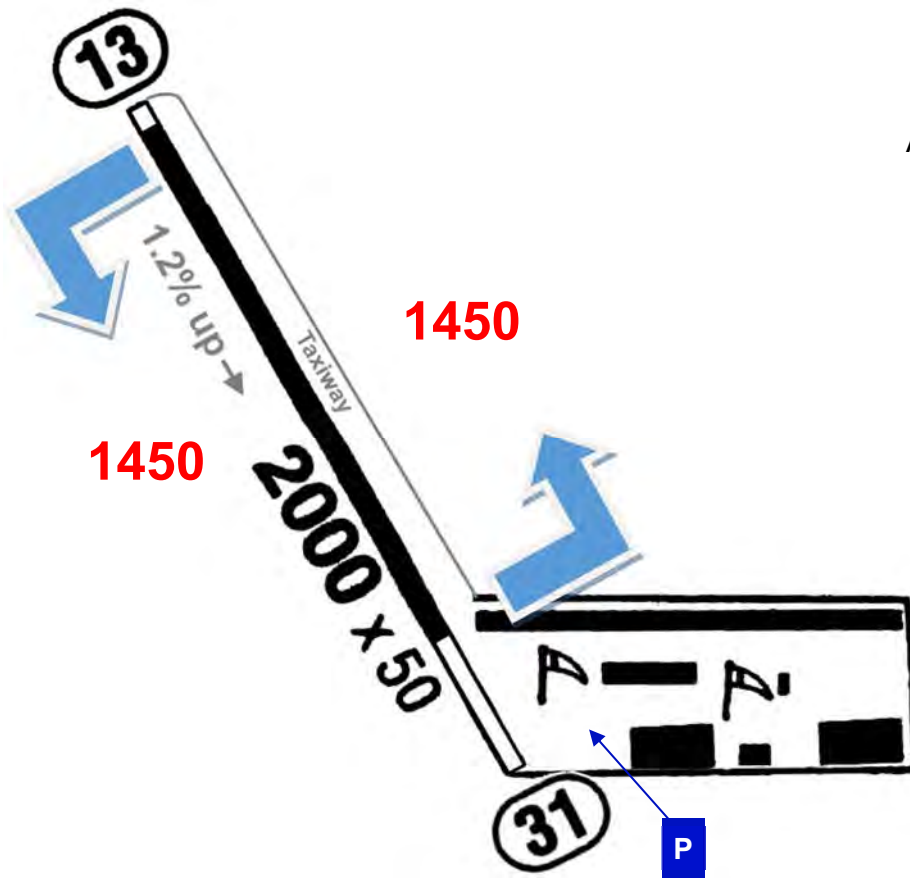
Beacon only Dusk-1 LT (OT PPR)



Night: A/P closed

Avoid homes on W downwind

DEP: Rwy-Hdg to 1.250 ft

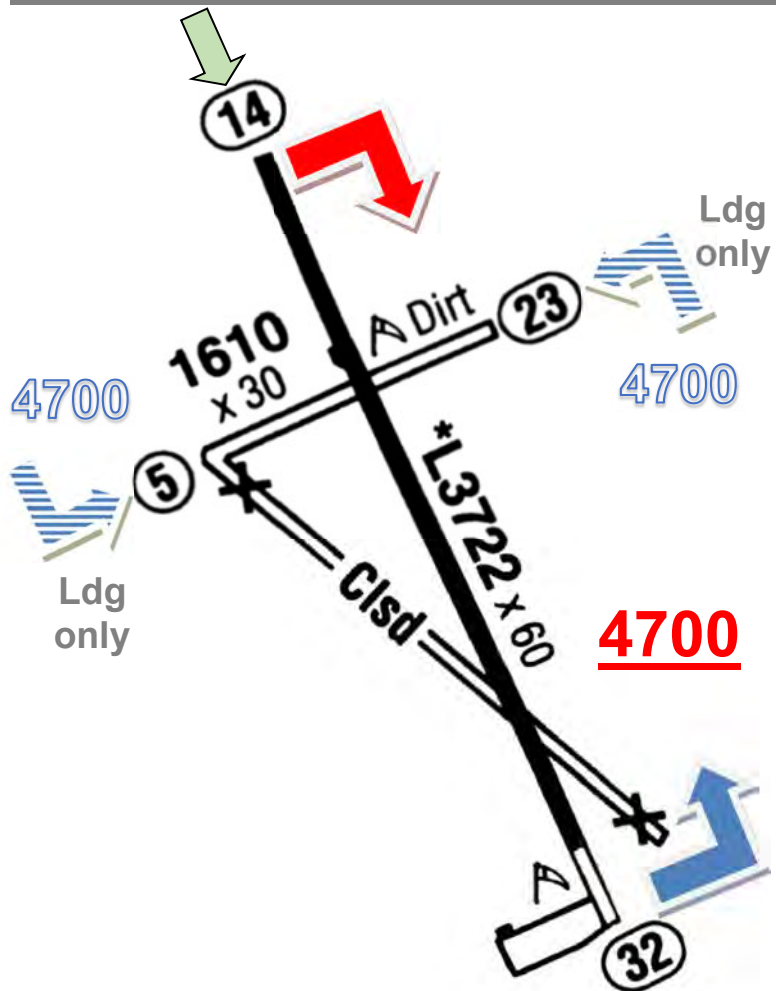


3908 ft

207

Independence  
CTAF 122,9\*

Rwy 5/23 only for Ldg during extreme X-wind



470 ft

308

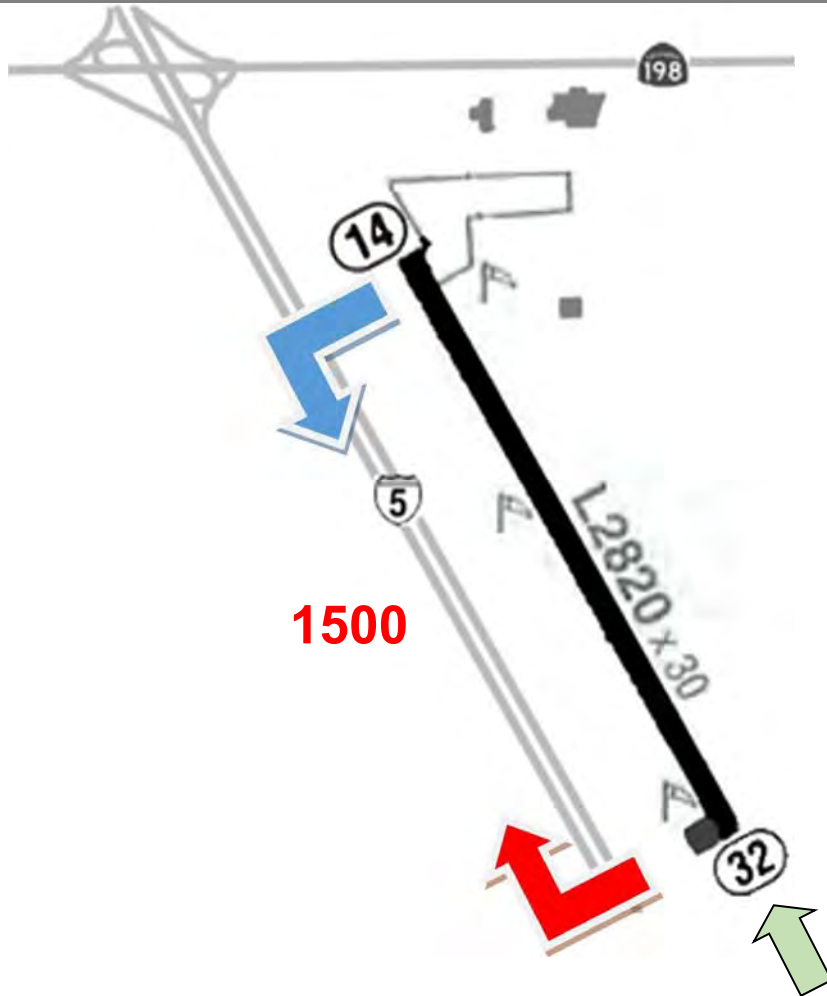
Harris Ranch

**CTAF 122,9**

6-19 LT

AWOS KC80: 119,275

**ARR: No straight-in or base entry**  
Rwy 32: No Run-up at Approach End



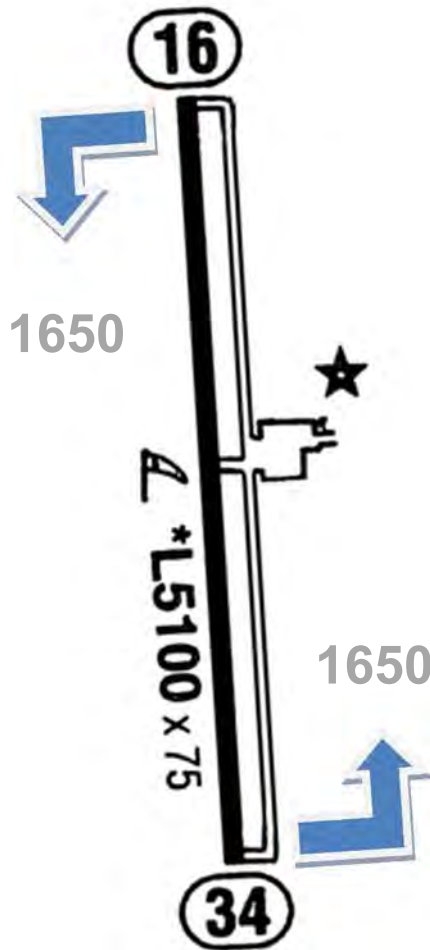


638 ft

49X

Chemehuevi Valley

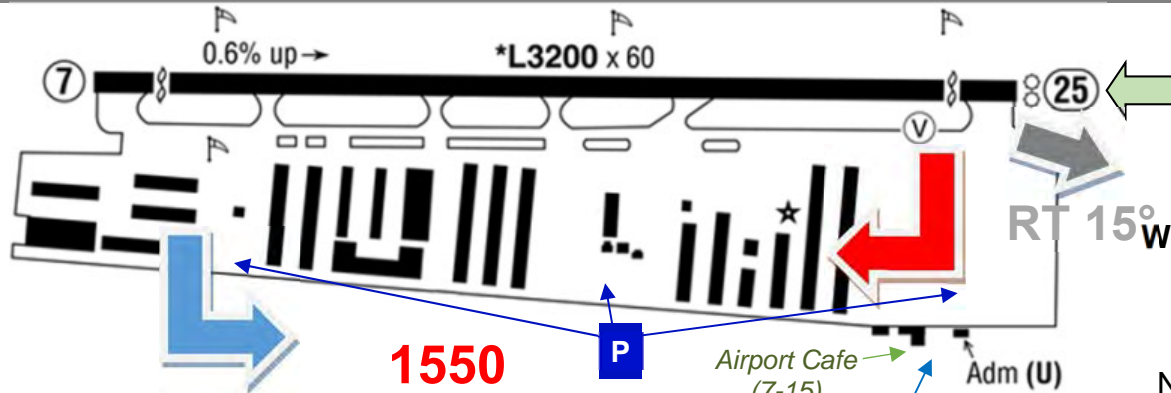
CTAF 122,9\*



533 ft

AJO

Corona



Awos 132,175

CTAF 122,7\*

Socal 135,4

ARR: No Straight-In  
WE, HOL: No Touch&Go

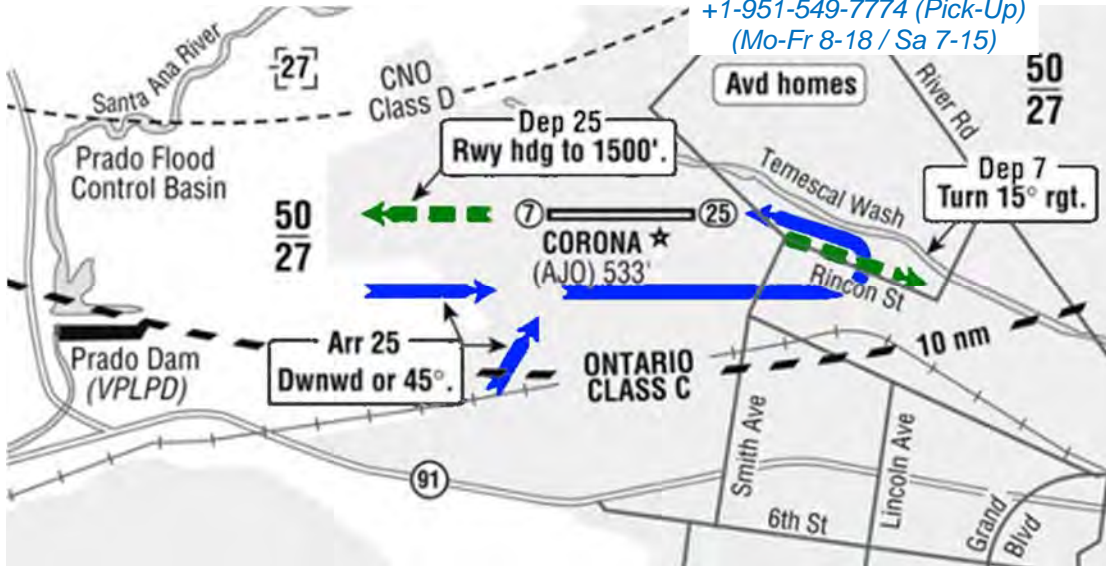
No intersection T/O

DEP: No turns to N

No X-wind turn < 1.200 ft

DEP 7: RT Hdg 085°, follow wash

DEP 25: Rwy-Hdg to 1500 ft



3062 ft

APV

Apple Valley

**CTAF 122,8\***

3 clicks: WX (4: radio check)

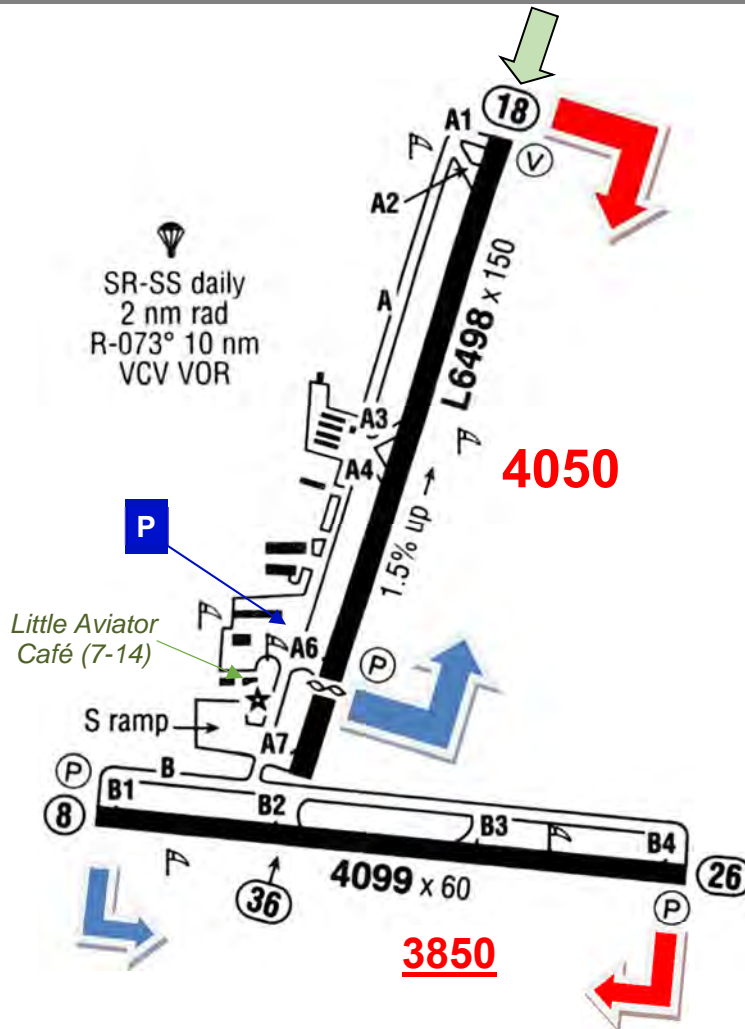
Joshua 124,55

**RNAV 18**

APP 36: cross Rwy 8/26

Night: Rwy 8/26 closed

Hills NE; E; W and N  
Aerobatic Training NE







400 ft

BLH

Blythe

ASOS 120,175

CTAF 122,8\*

LAX

128,15

RNAV 26

Parachute training NE

ARR 35: be established on final 2 NM out

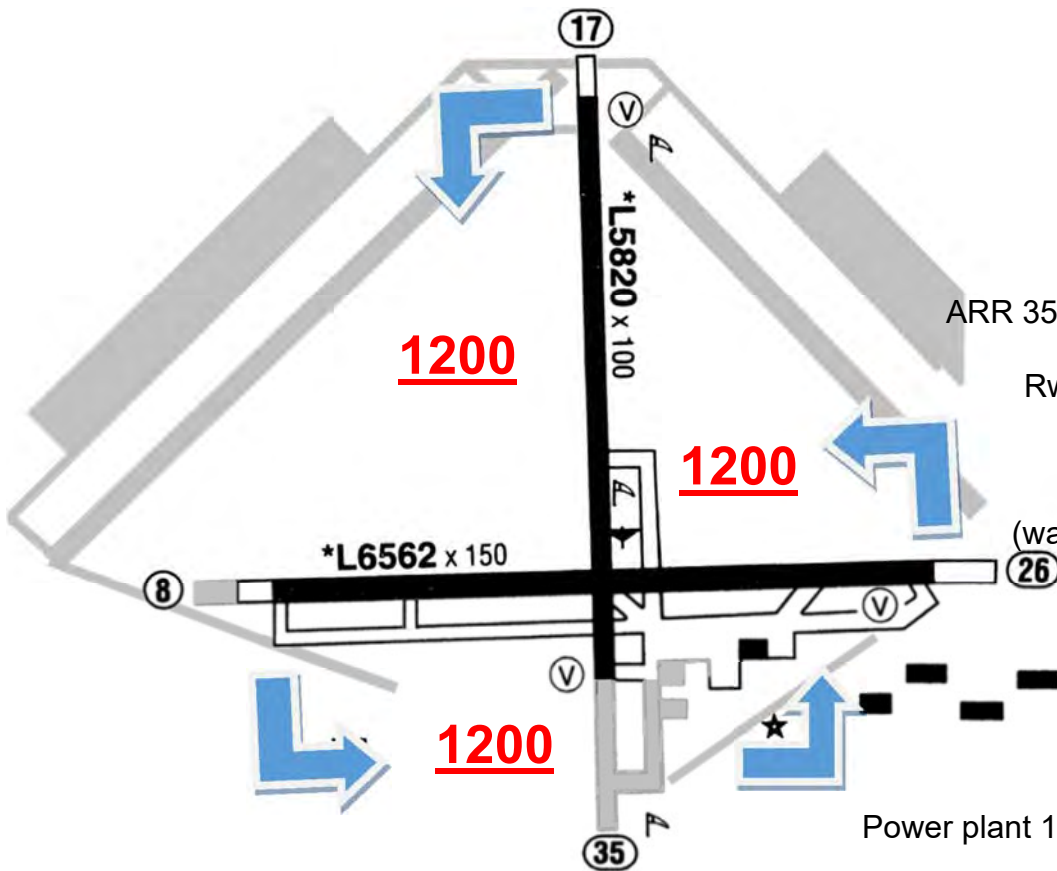
Rwy 26 / 35: use wide traffic pattern

Landing/Ramp Fee:

\$10 for single, \$15 for twin

(waived w/fuel purchase of ≥ 5 USG)

DEP 17: left turn asap



Power plant 1 NM E producing thermal plumes, avoid low altitude overflight

2222 ft

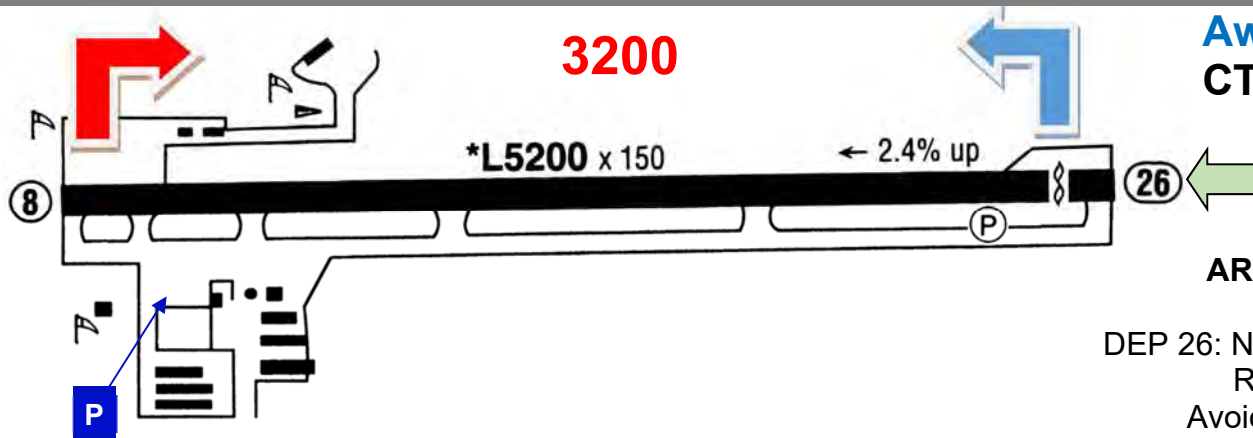
BNG

Banning

3200

Awos 134,625

CTAF 122,8\*



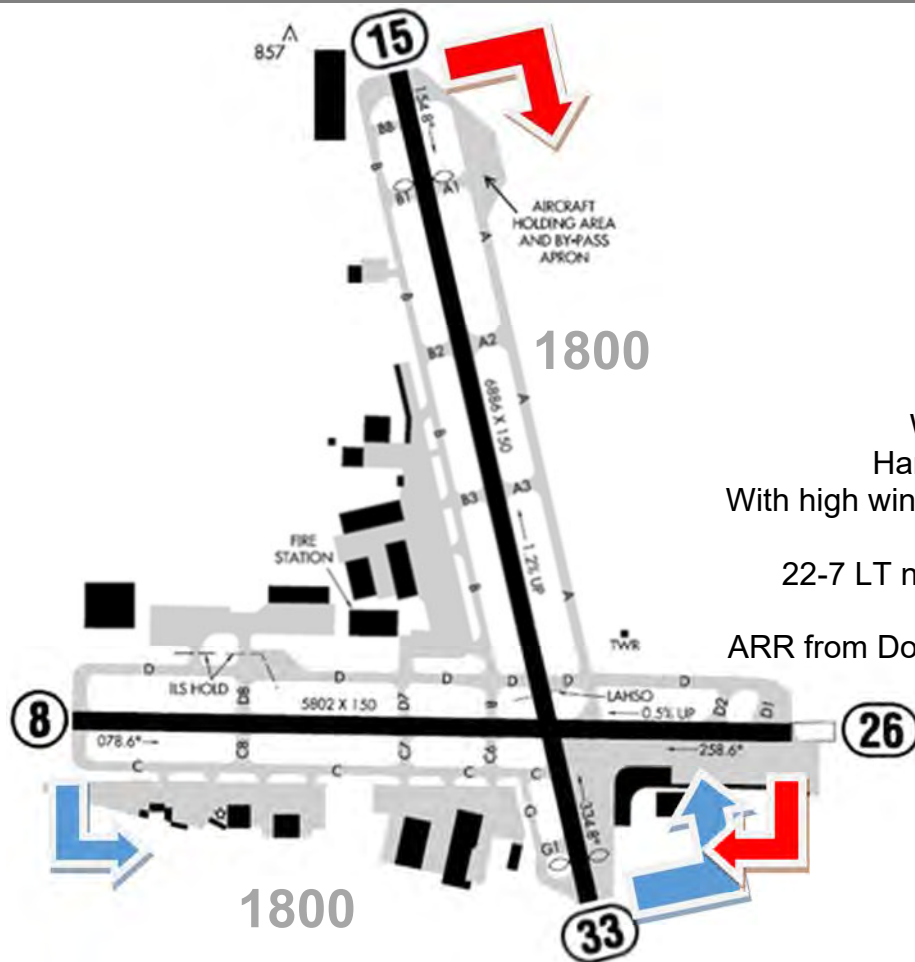
ARR: No Straight-In

DEP 26: No intersection T/O  
Rwy-Hdg to 2900 ft  
Avoid houses 4 NW W

778 ft

BUR

Burbank Bob Hope



<b>ATIS</b>	<b>134,5</b>
	<b>135,125</b>
<b>TWR</b>	<b>118,7</b>
<b>GND</b>	<b>123,9</b>
<b>DLV</b>	<b>118,0</b>
<b>Socal</b>	<b>120,4 N</b>
	<b>134,2 W</b>
<b>ILS 8</b>	<b>109,5</b>

Whiteman (WHP) 5 NM NW - TPA 1250 ft

Hang Glider Activity 5-10 NM N up to 6000 ft

With high winds from N+E expect Turb/Downdrafts/WS

Birds

22-7 LT no Flight training, practice App, Touch&Go

ARR: min. 3000 ft until advised

ARR from Dodger Stadium (<2500 ft) call TWR directly



# BUR Area



**Class-C VFR Dep**  
request route with Delivery

**to NE:**

**Mendenhall**  
direct Mendenhall Peak

**to E:**

**Rose Bowl**  
≤ 2500ft, maintain VFR

**to S+SW:**

**Mulholland**  
Proceed on Crs,  
≤ 2500 ft, maintain VFR

**to W+N,CMA,OXR**

**Golden State  
Dep**

Intercept, then follow W side  
of Golden St Fwy (I-5)

-128 ft

BWC

Brawley Muni

CTAF 122,9\*

LAX 128,6

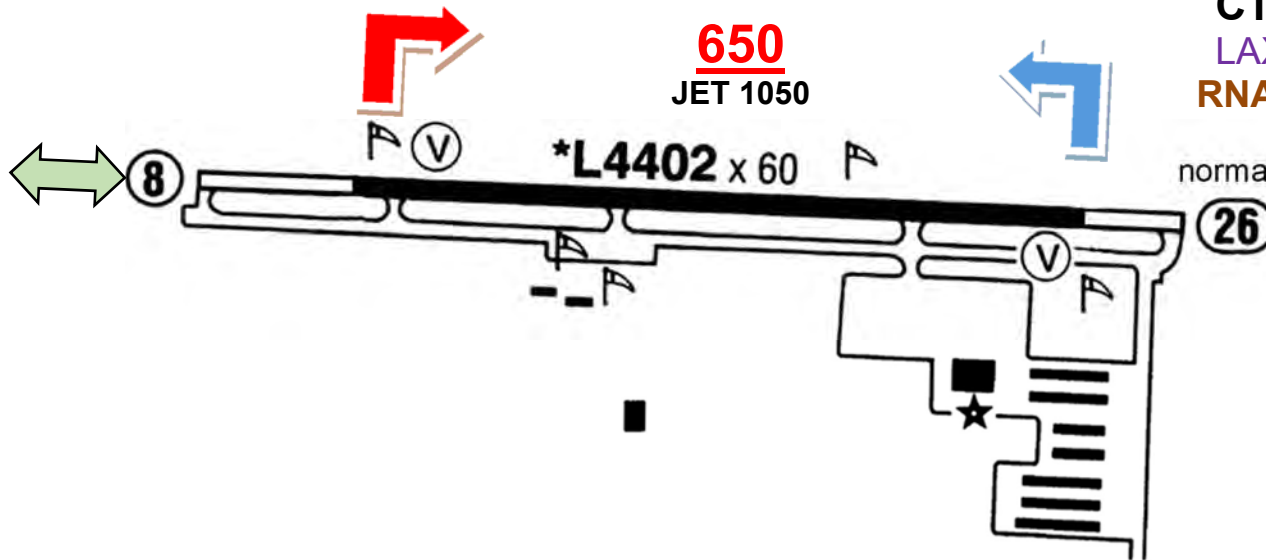
RNAV 26

normally Ldg 08, T/O 26

**650**

JET 1050

\*L4402 x 60



625 ft

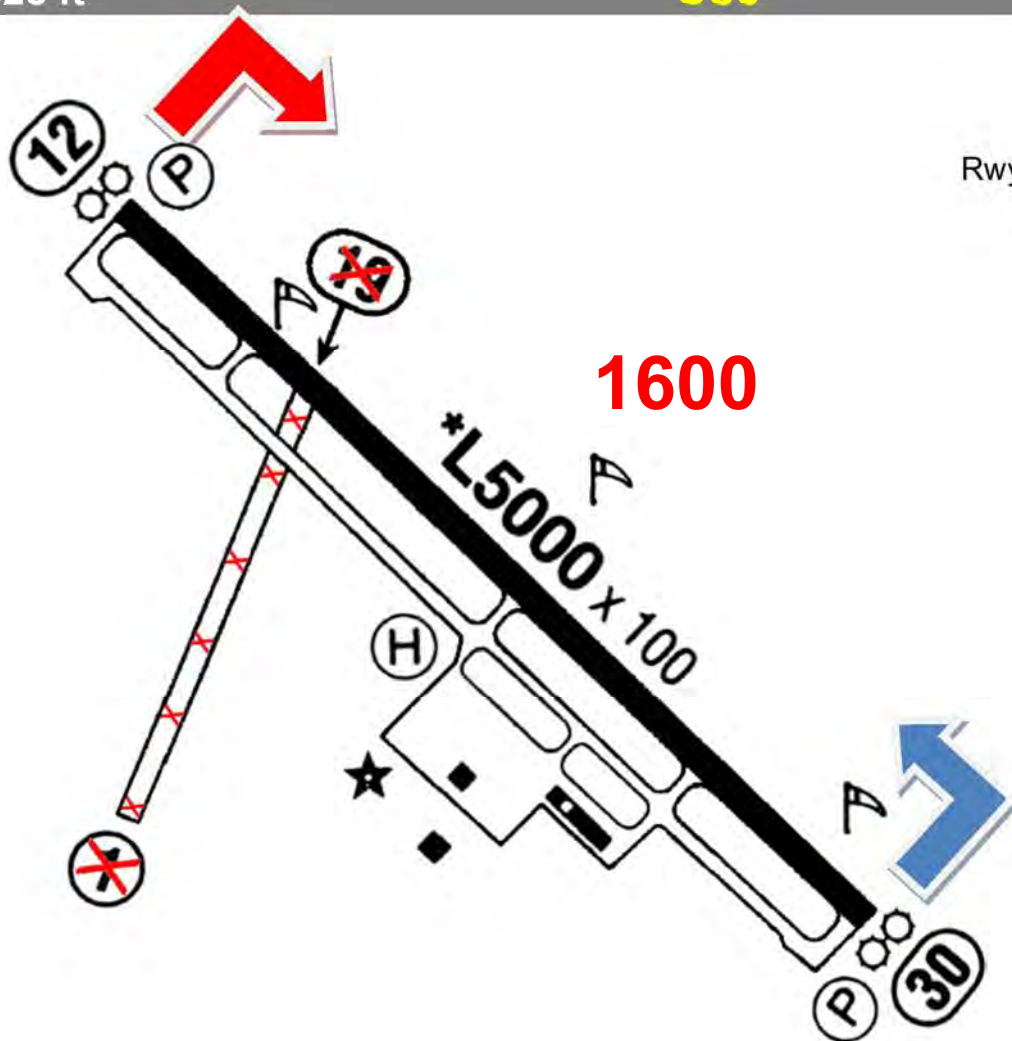
C80

New Coalinga Muni

Awos 119,275

CTAF 122,7\*

Rwy 01/19 closed - in poor condition



1444 ft

CCB

Cable (Upland)

Awos 119,525

CTAF 123,0\*

Socal 125,5

RNAV 6

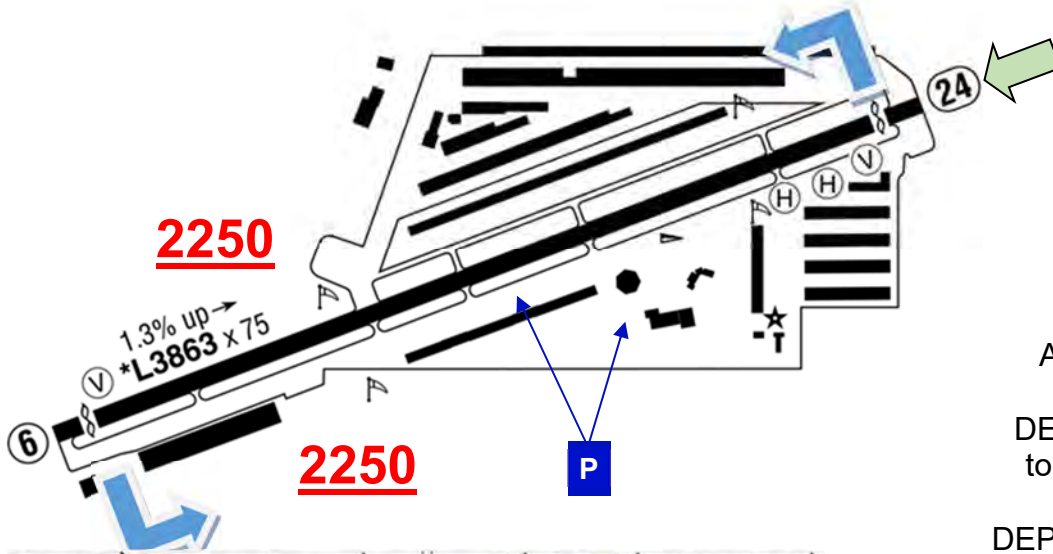
No straight-in  
Rwy 6: No Touch&Go

ARR 24 from N: left X-wind-entry  
ARR 24 from S: 45°-entry  
DEP: No right turn, no straight-out;  
to SE-E (< 2500 ft): call ONT Twr.

DEP 24 to SW: (< 2700 ft) via wash;  
turn prior Claremont Blvd, avoid colleges.

DEP 24 to N: via Left traffic pattern to  
Left X-wind

DEP 6: Rwy-Hdg beyond church, then  
to N: LT Hdg 010°  
to SW: via Left traffic pattern to  
Left X-wind (< 2700 ft) via wash



-182 ft

CLR

Cliff Hatfield Memorial

CTAF 122,9

LAX 128,6

RNAV 8

Parallel Twy closed

600

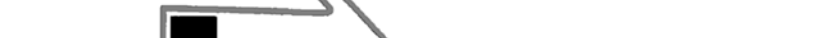
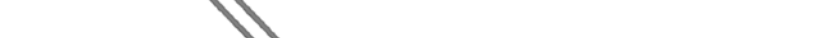
3425 x 50

8

26



A

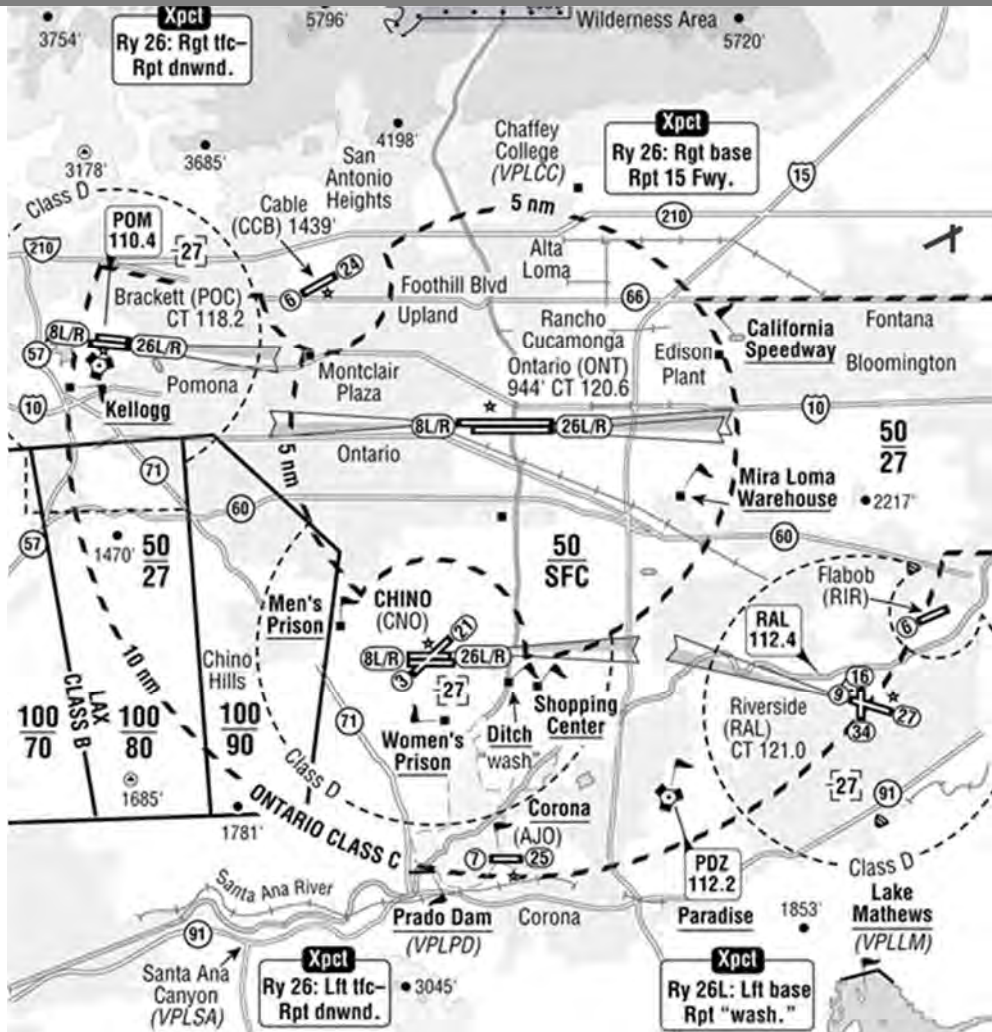








# CNO Area

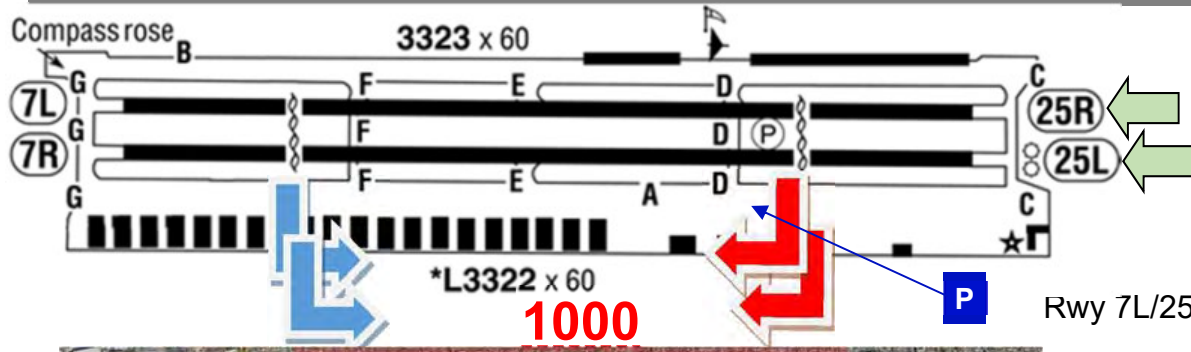




99 ft

CPM

Compton/Woodley



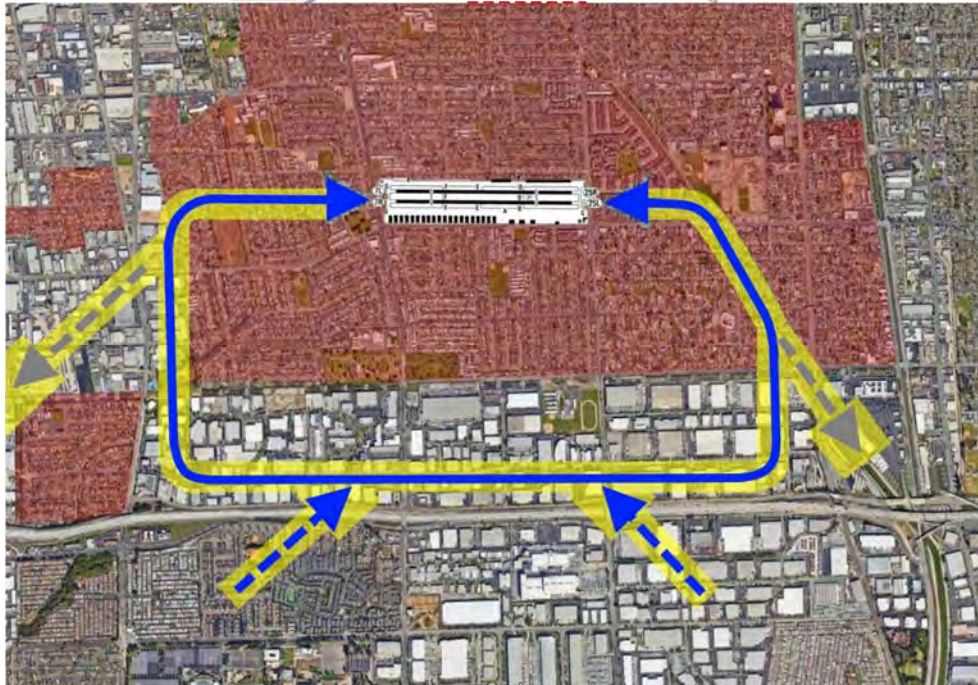
Awos 127,15

CTAF 123,05\*

7-20 LT

No Touch&Go  
avoid Straight-out

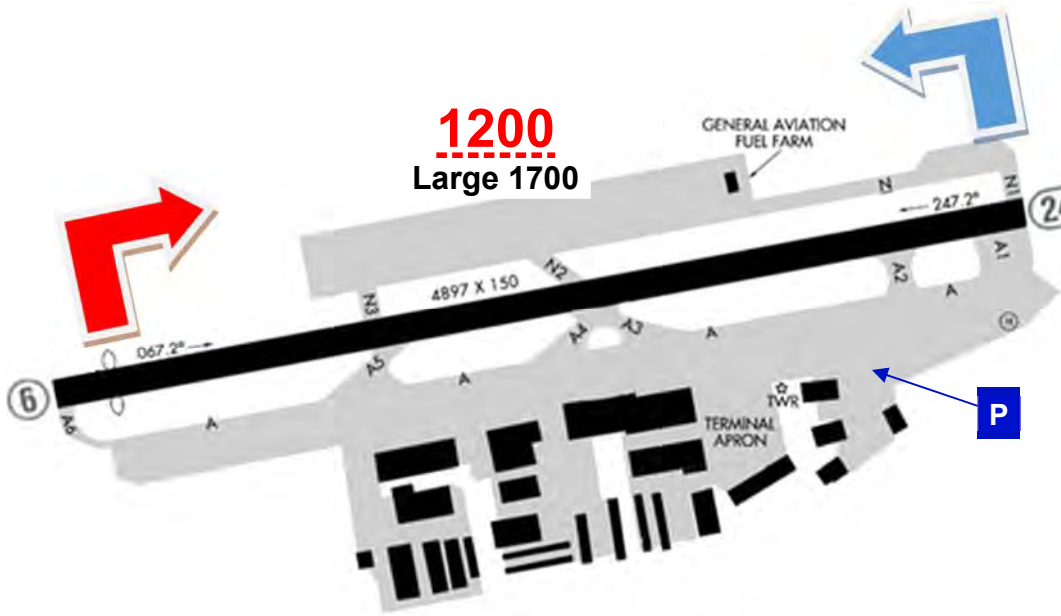
Rwy 7L/25R VFR only, closed night  
22-7 LT: no patternwork



331 ft

CRQ

McClellan-Palomar



**1200**  
Large 1700

<b>ATIS</b>	<b>120,15</b>
<b>TWR</b>	<b>118,6*<sup>C</sup></b> 7-22 LT
<b>GND</b>	<b>121,8</b>
<b>DLV</b>	<b>134,85</b>
<b>Socal</b>	<b>127,3</b>
<b>ILS 24</b>	<b>108,7<sup>D</sup></b>

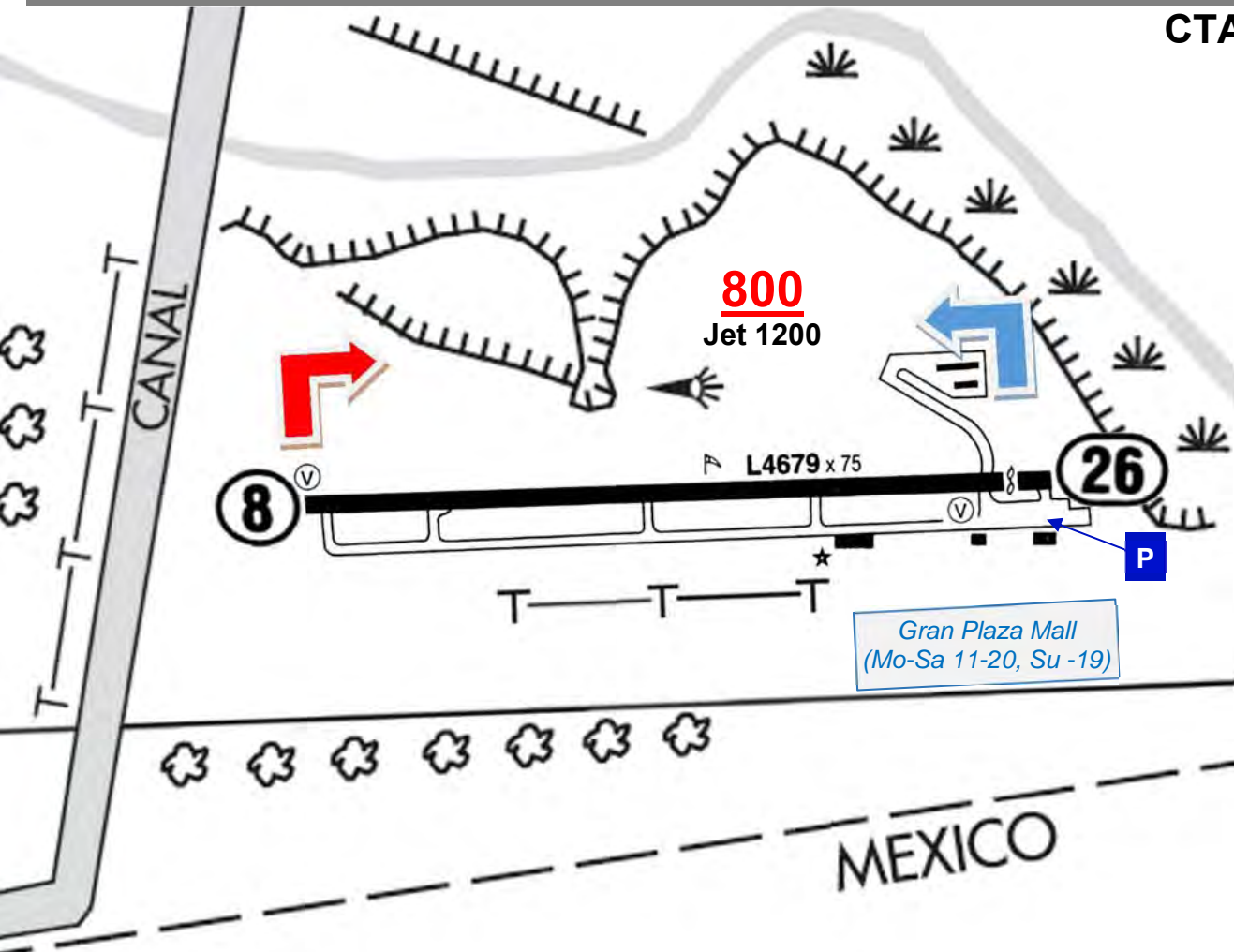
22-7 LT: avoid Touch&Go  
South VFR pattern closed  
Curfew 0-6 LT (Prop), 22-7 (Jet)

6 ft

CXL

Calexico Intl

CTAF 122,8



**800**  
Jet 1200

L4679 x 75

8

26

P

Gran Plaza Mall  
(Mo-Sa 11-20, Su -19)

MEXICO

CANAL

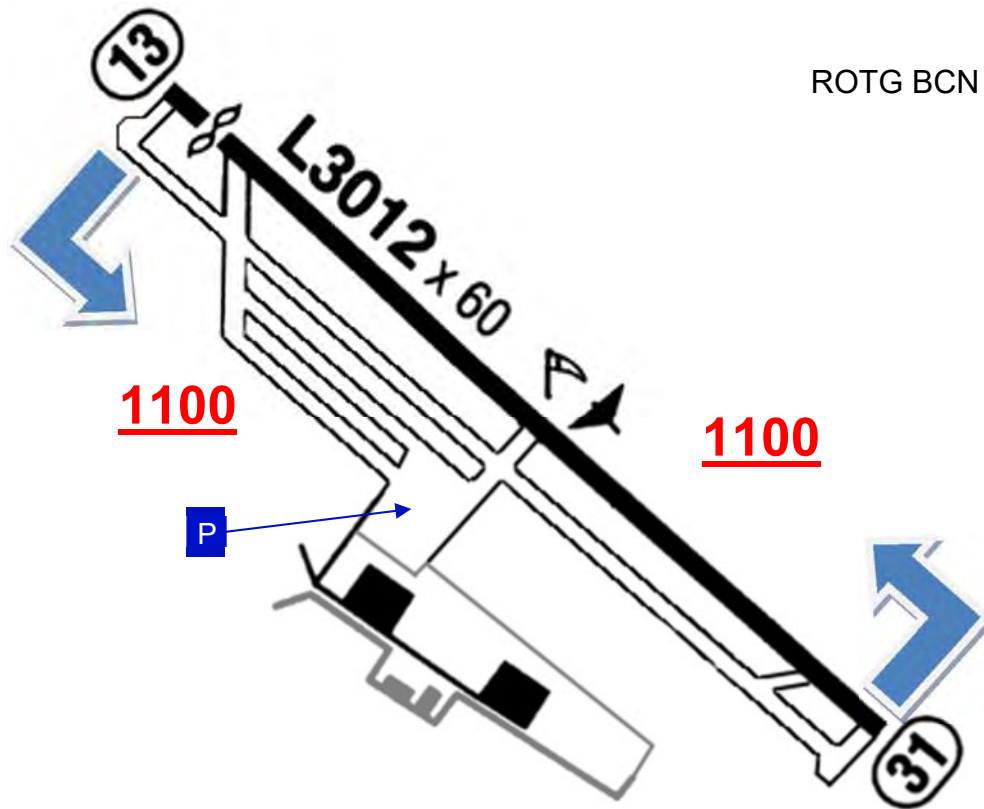
313 ft

D86

Sequoia Field (Visalia)

CTAF 122,9\*

ROTG BCN only Dusk-1 (OT PPR)



1930 ft

DAG

Barstow-Daggett

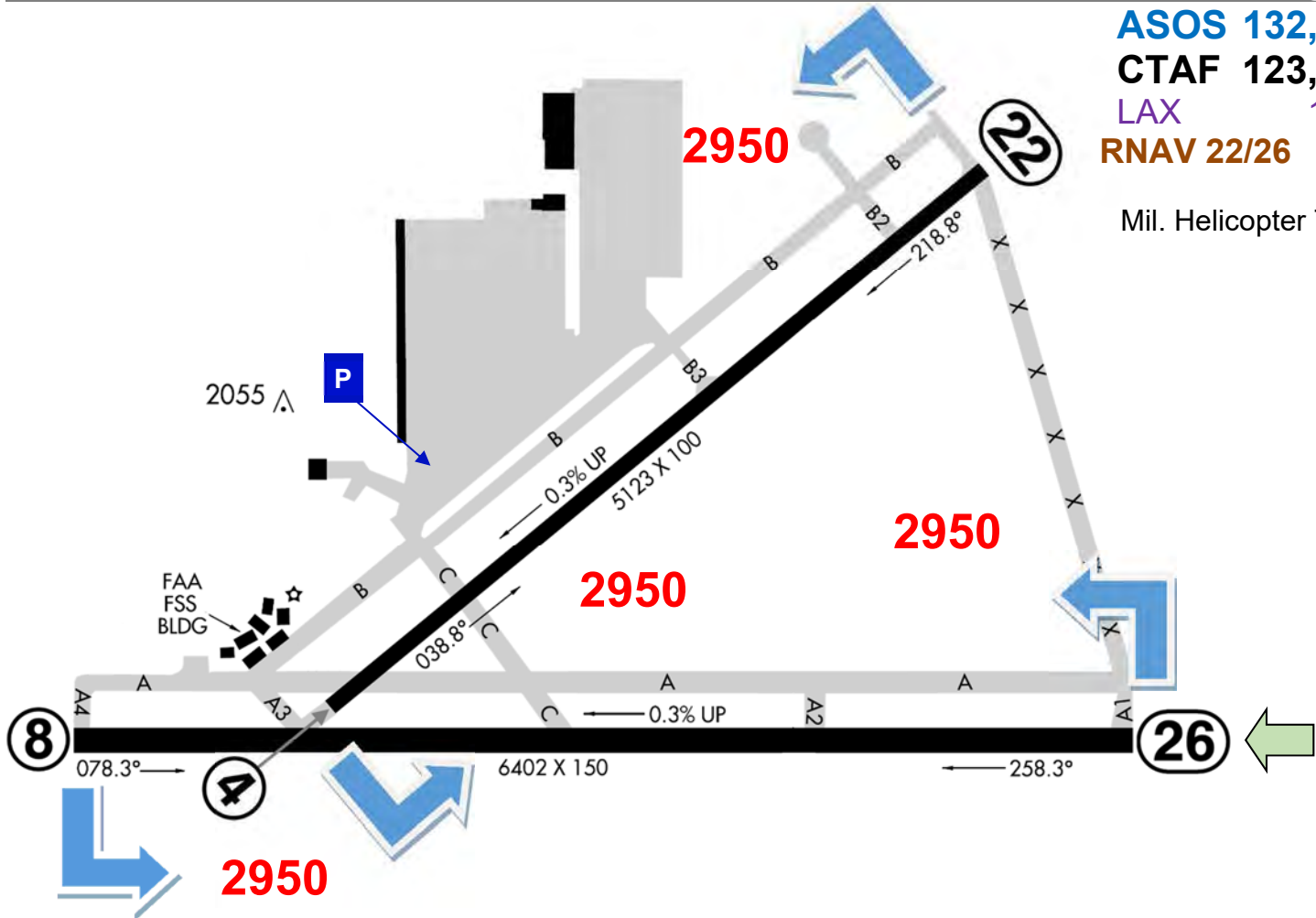
ASOS 132,175

CTAF 123,0\*

LAX 132,5

RNAV 22/26

Mil. Helicopter Traffic



2950

2950

2950

2950

8

4

22

26

078.3°

6402 X 150

258.3°

038.8°

0.3% UP

5123 X 100

218.8°

FAA  
FSS  
BLDG

2055

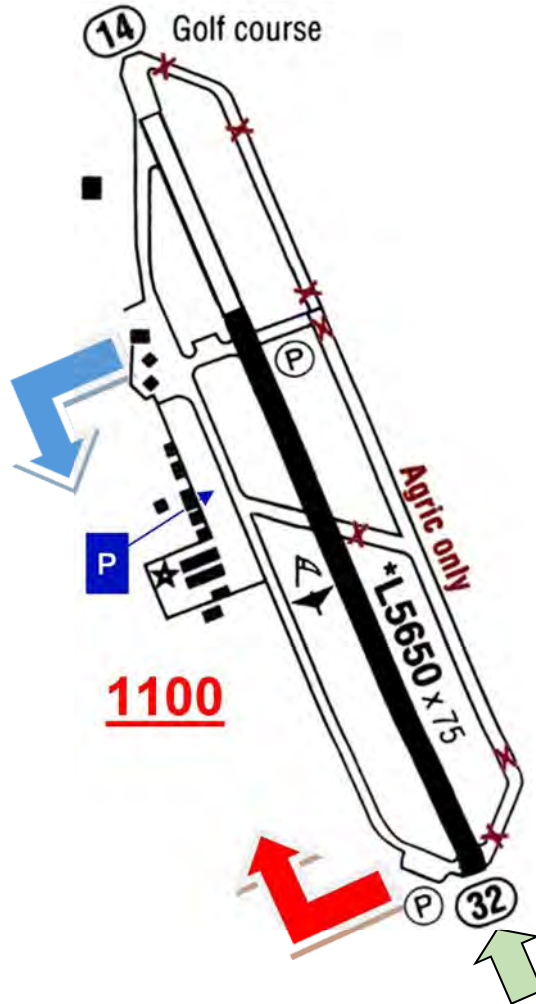
P

316 ft

DLO

Delano Muni

Awos 119,55  
CTAF 122,8\*  
Bakersfield 118,9  
GPS 32



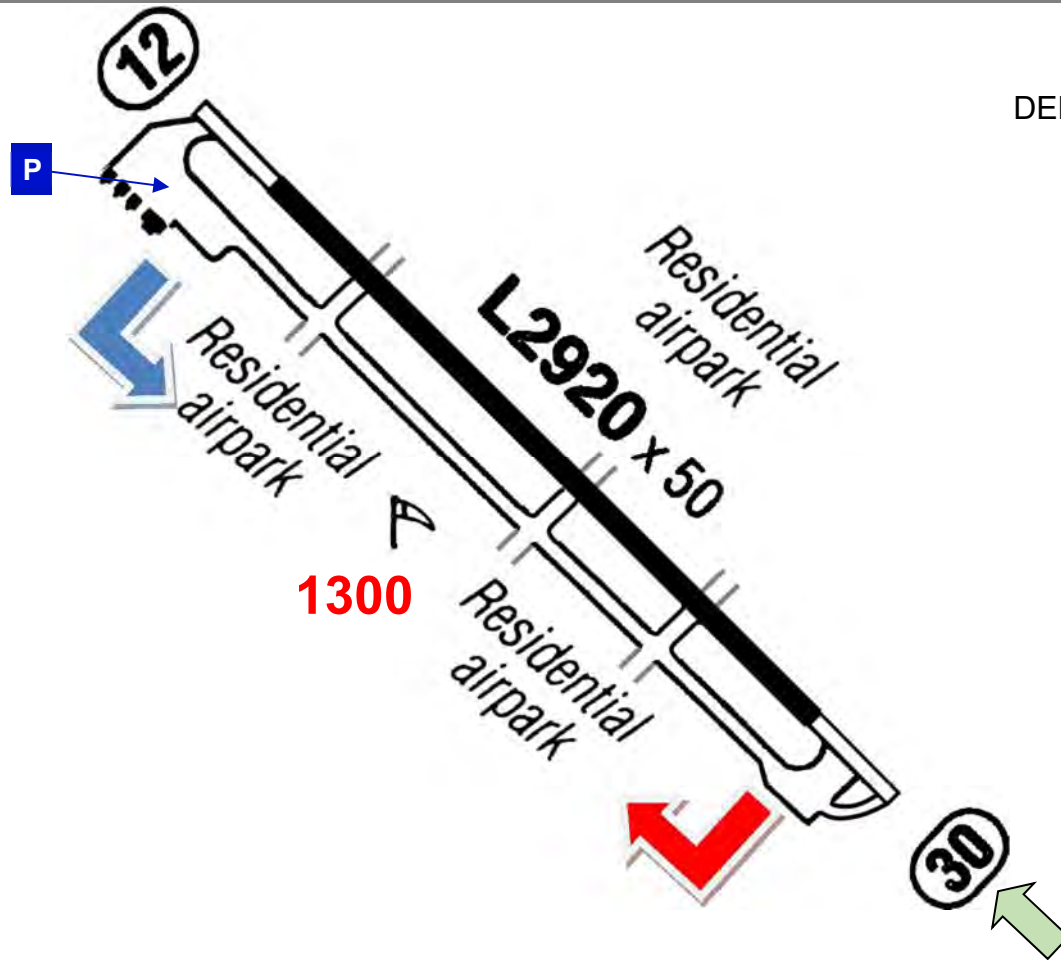


321 ft

E79

Sierra Skypark  
CTAF 122,9

DEP: Rwy-Hdg to 1300 ft



983 ft

EED

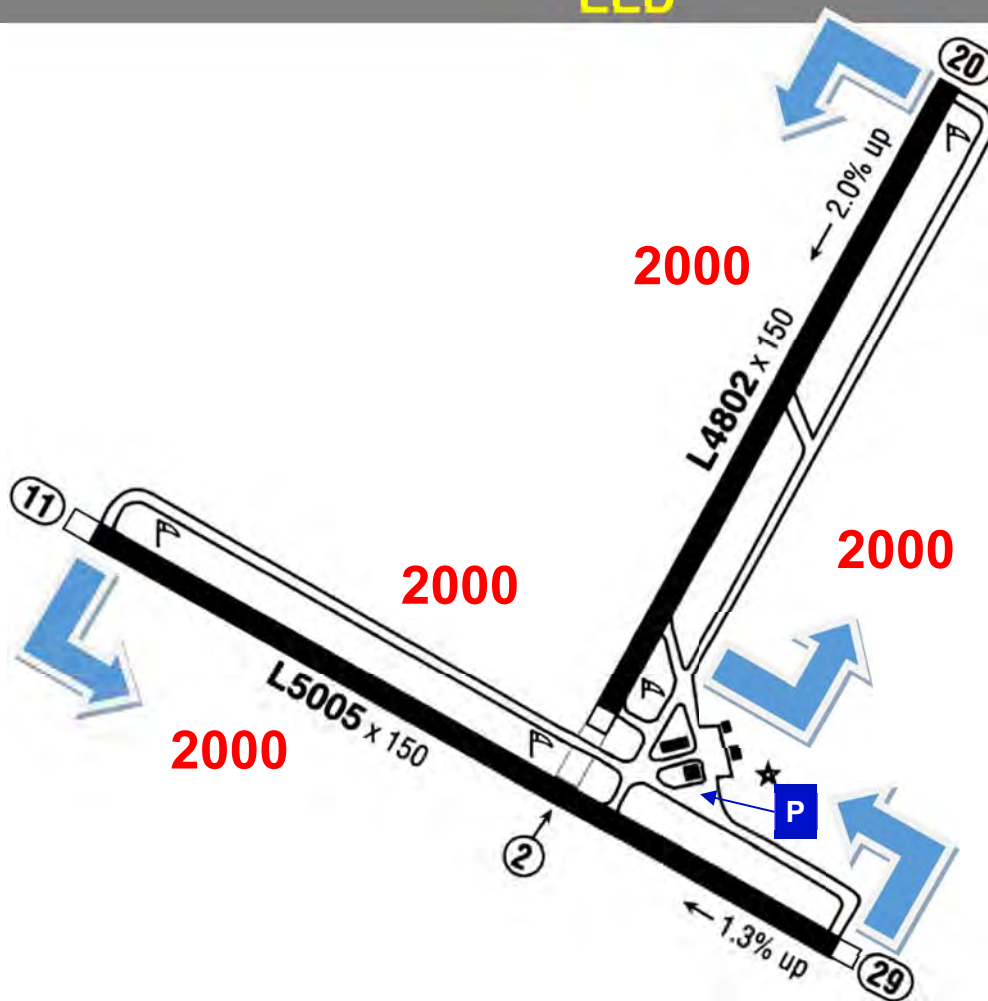
Needles

ASOS 128,325

CTAF 123,0\*

LAX 134,65

RNAV 29

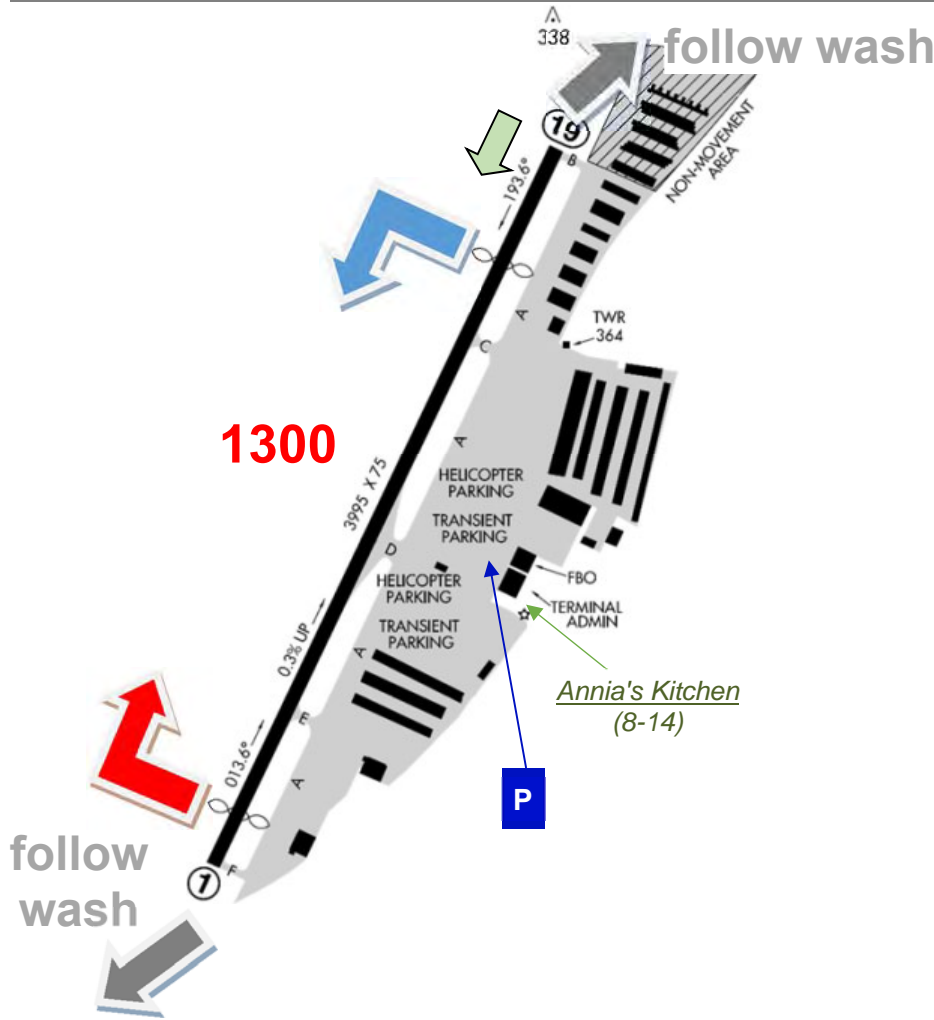




296 ft

EMT

El Monte



<b>ATIS</b>	<b>118,75</b>
<b>TWR</b>	<b>121,2*<sup>C</sup></b> 8-20 LT
<b>GND</b>	<b>125,9</b>
<b>Socal</b>	<b>125,5</b>

No Touch&Go when TWR closed  
 ARR 1: follow wash  
 Base Rwy 1: follow I-10, then wash  
 DEP: follow wash to 1300'

157 ft

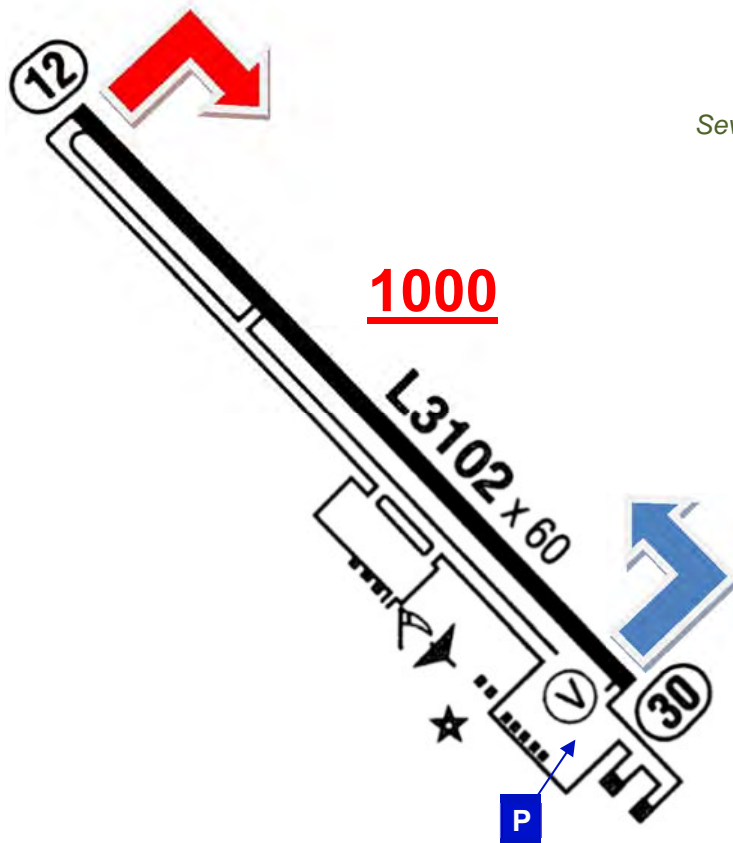
F34

Firebaugh

CTAF 122,9\*

Norcal 120,95

*Several Restaurants 500 m E of A/P*



1370 ft

F70

French Valley

Awos 119,025

CTAF 122,8\*

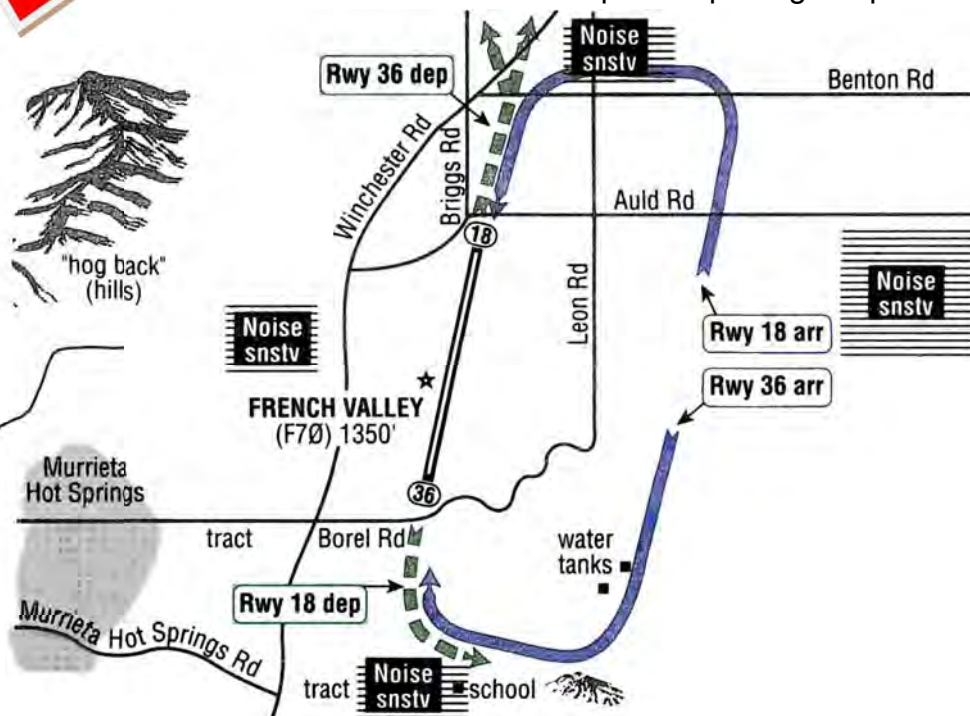
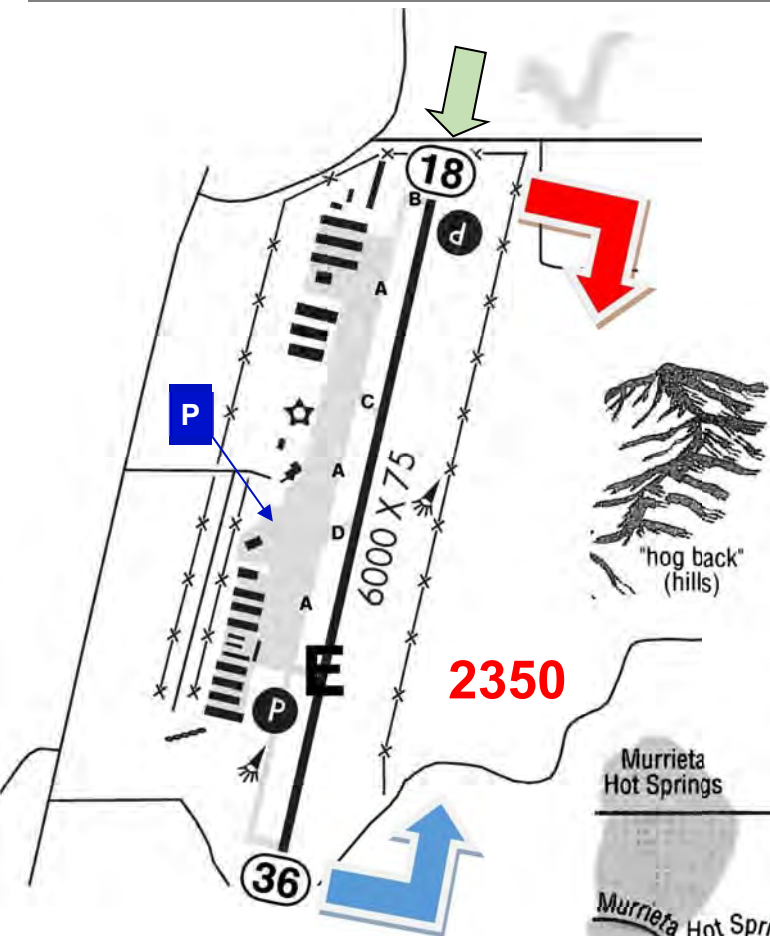
6-18 LT

RNAV 18

March App 133,5

GCA avail 7-23 LT

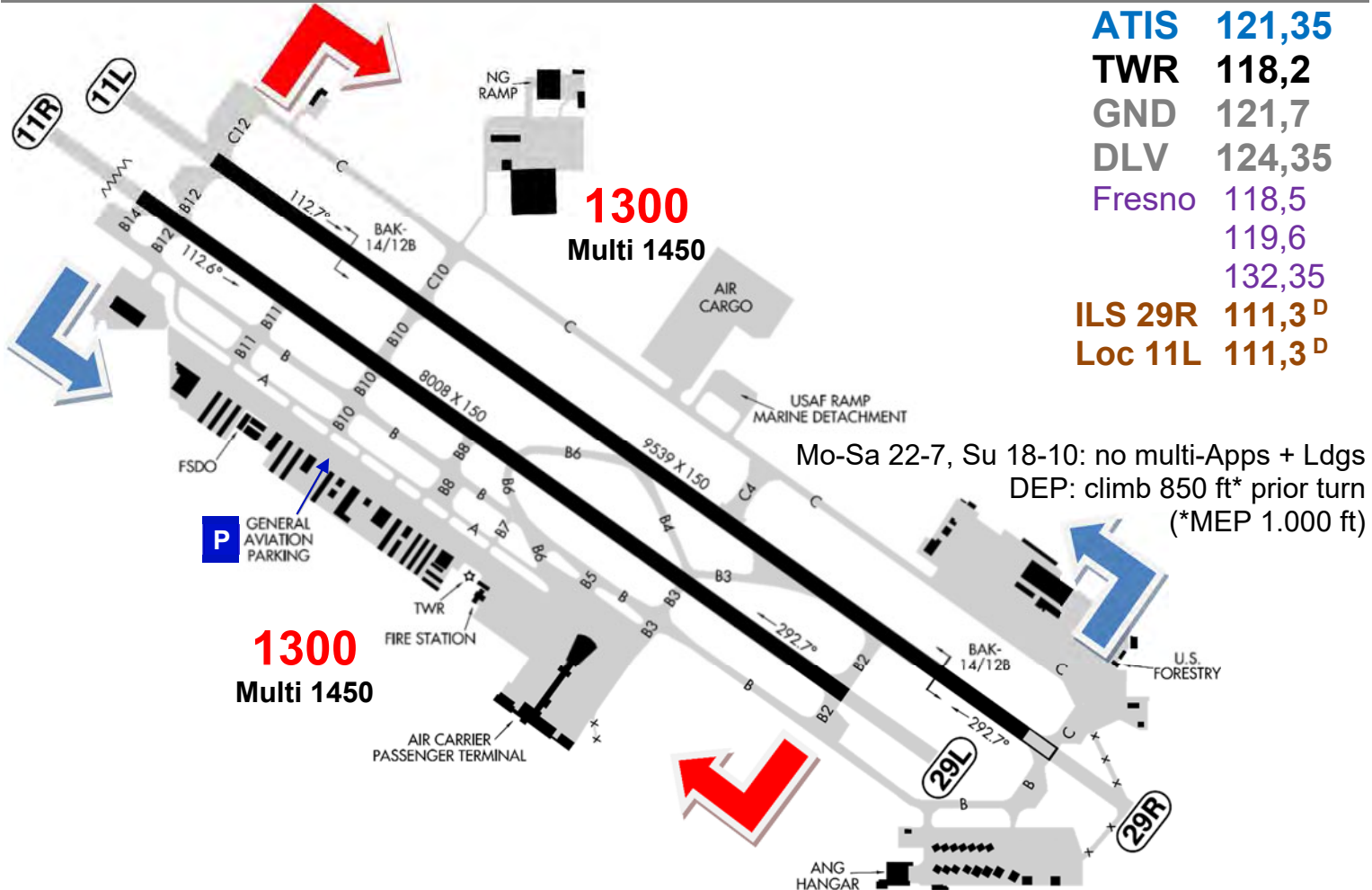
DEP: best rate to 2350 ft prior departing the pattern



336 ft

FAT

Fresno Yosemite Intl



**1300**

**Multi 1450**

**1300**

**Multi 1450**

**ATIS 121,35**

**TWR 118,2**

**GND 121,7**

**DLV 124,35**

**Fresno 118,5**

**119,6**

**132,35**

**ILS 29R 111,3<sup>D</sup>**

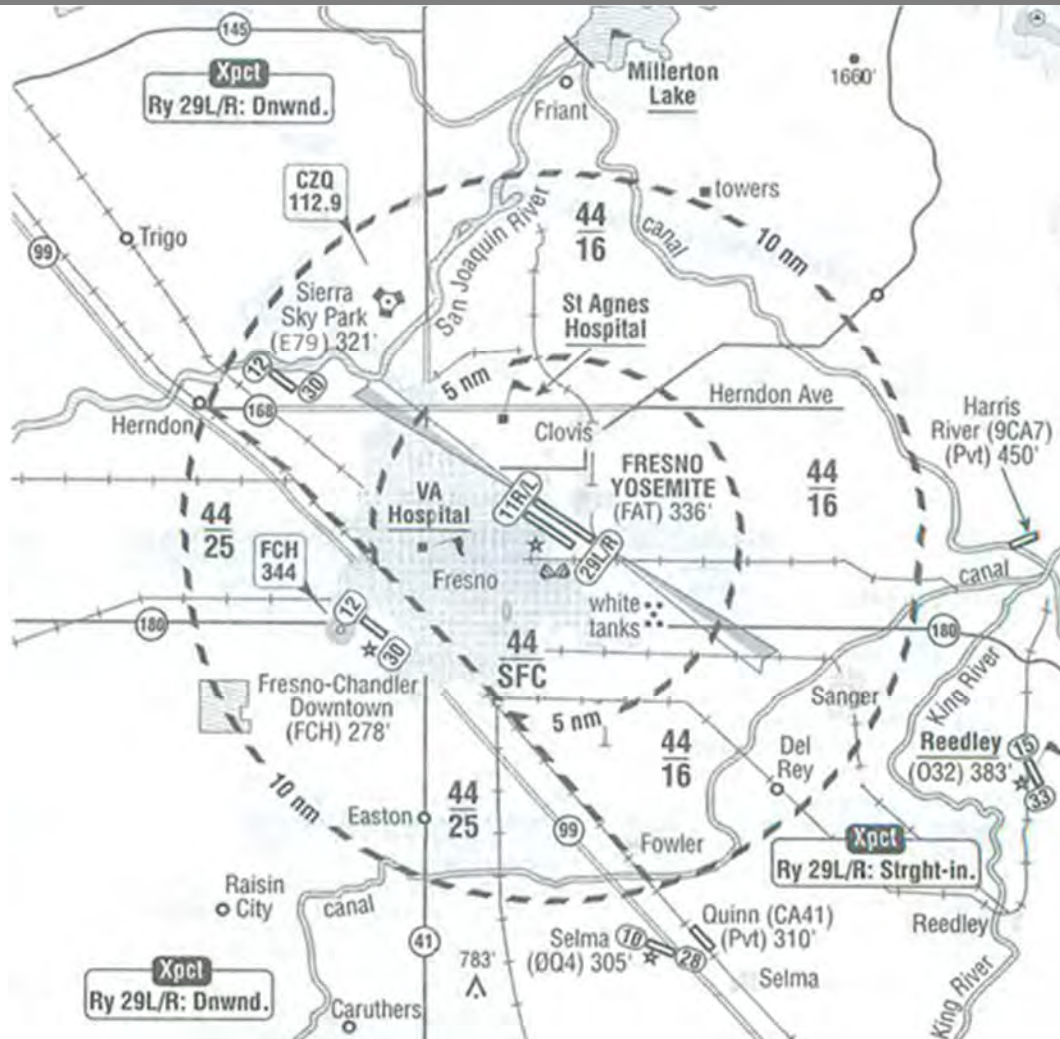
**Loc 11L 111,3<sup>D</sup>**

Mo-Sa 22-7, Su 18-10: no multi-Apps + Ldgs

DEP: climb 850 ft\* prior turn

(\*MEP 1.000 ft)

# FAT Area



280 ft

FCH

Fresno Chandler Exec

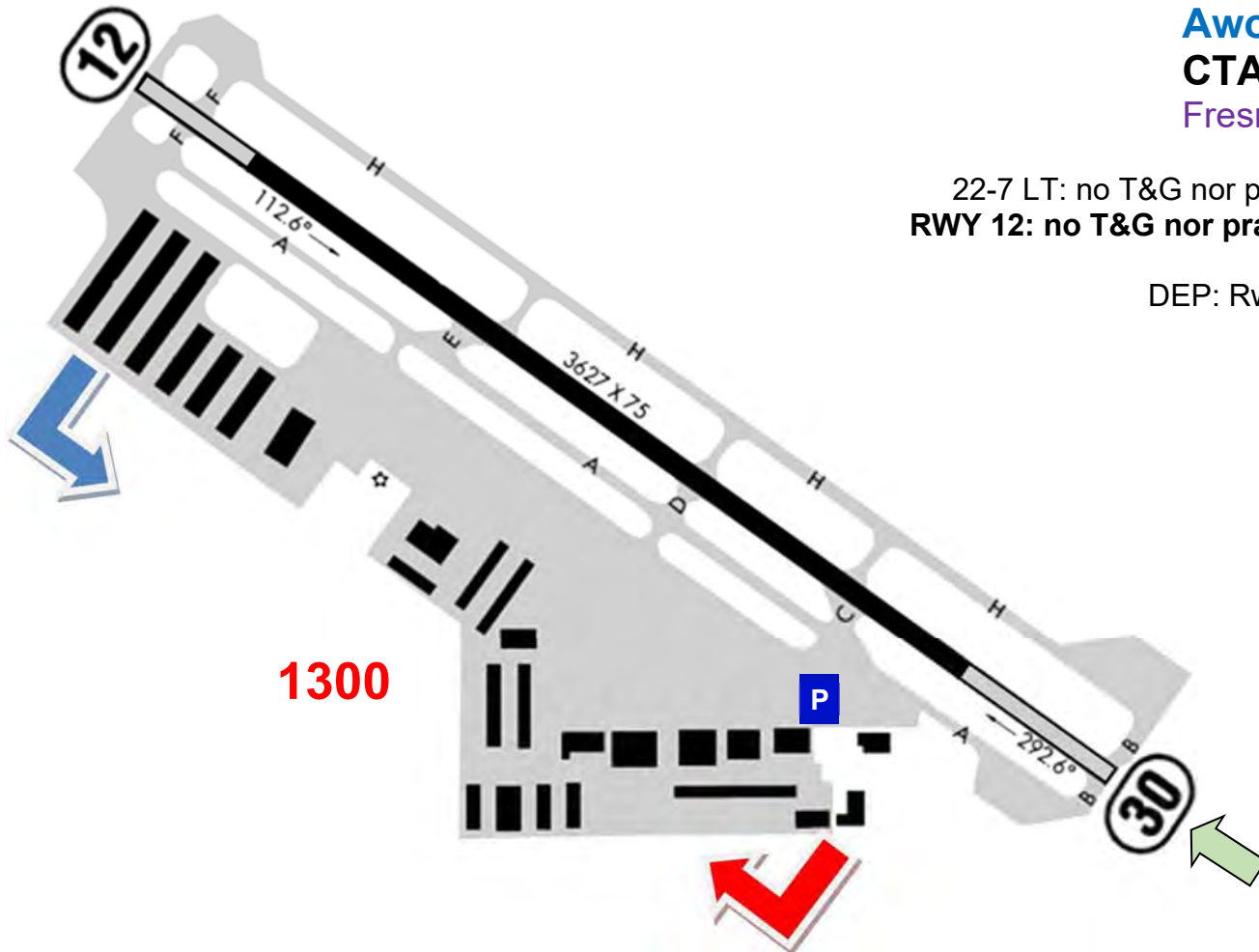
Awos 135,225

CTAF 123,0\*

Fresno 119,0<sup>DLV</sup>

22-7 LT: no T&G nor practice landings  
RWY 12: no T&G nor practice landings

DEP: Rwy-Hdg to 800 ft





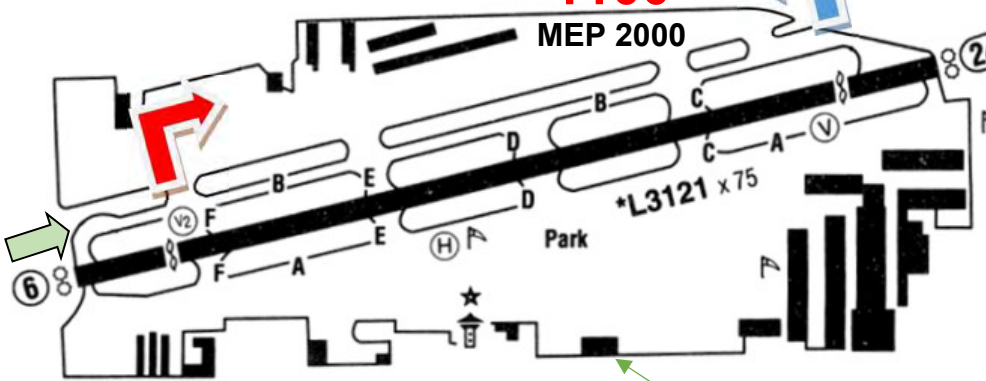
96 ft

FUL

Fullerton

1100

MEP 2000



*Wings Cafe  
(Mo-Th 8-14  
Fr-Su 7-14)*

ATIS 125,05

TWR 119,1\*<sup>C</sup>

7-21 LT

GND 121,8

Loc 24 108,9<sup>D</sup>

follow  
railroad

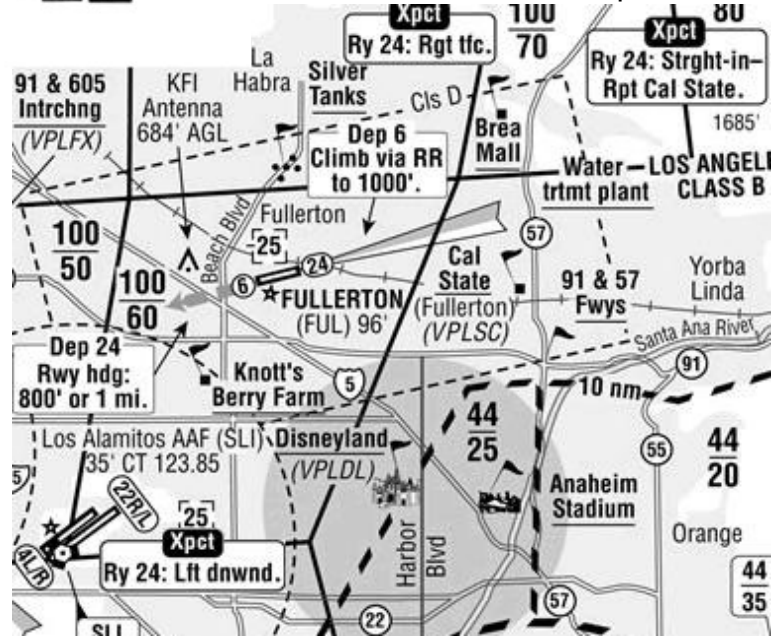
No Touch&Go

No intersection departures

if TWR closed: only downwind-entry

DEP 6: No turns prior 1000 ft

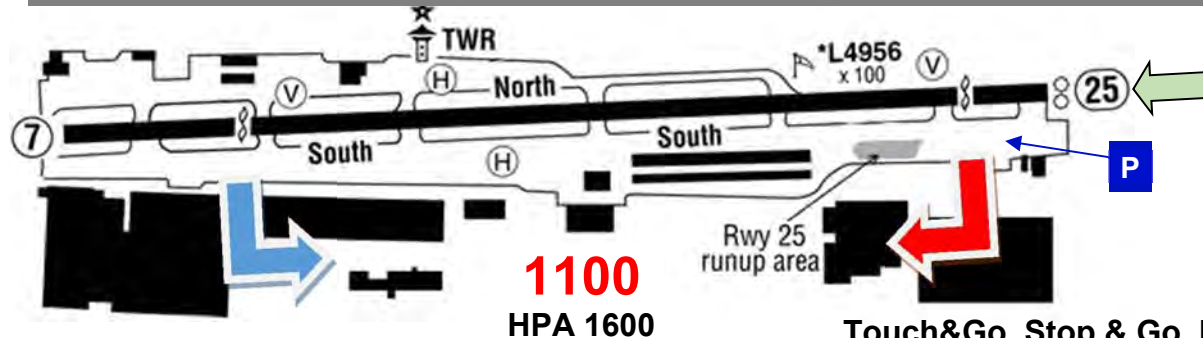
DEP 24: No turns prior 700 ft



66 ft

HHR

Northrop/Hawthorne



<b>ATIS</b>	<b>118,4</b>
<b>TWR</b>	<b>121,1*<sup>C</sup></b> 6-20 LT
<b>GND</b>	<b>125,1</b>
<b>Socal</b>	<b>124,3</b>
<b>Loc 25</b>	<b>109,1</b>

**Touch&Go, Stop & Go, Low App only 10-17 LT**

No Taxi-Back 22-8 LT (Sat/Sun -10 LT)

ARR: King Harbor to Alondra Park (≥1500 ft, cross 405-Fwy ≥ 2500 ft), 1100 ft prior downwind

Rwy 7: expect to fly E for 45°-entry

ARR from Special Flight Rules/Mini-Route: enter downwind, or via Alondra Park.

ARR 25 Straight-in: Harbor Fwy ≥1500 ft, stay S of 105-Fwy (1)

ARR 25 from S: E of 110-Fwy, ≥1500 ft until final (2)

ARR 7: No straight-in; from S: 45°-entry; from E direct downwind (cross 110-Fwy ≥1500 ft)

DEP: No intrsxn T/O, no straight-out

DEP to N: climb in pattern ("box dep.") to Special Flight Rules/Mini-Route

DEP 25: Rwy-Hdg to 500 ft or Mall ¼ NM W, then LT Hdg 165° (Hawthorne Blvd)

Downwind departure: Rwy-Hdg to 1500 ft or E-boundary of A/P (4)

W: min. 2500 ft, RT Hdg 210° (5)

S or E: turn downwind, exit on a 45°, E: follow 91-Fwy (stay S of CPM)

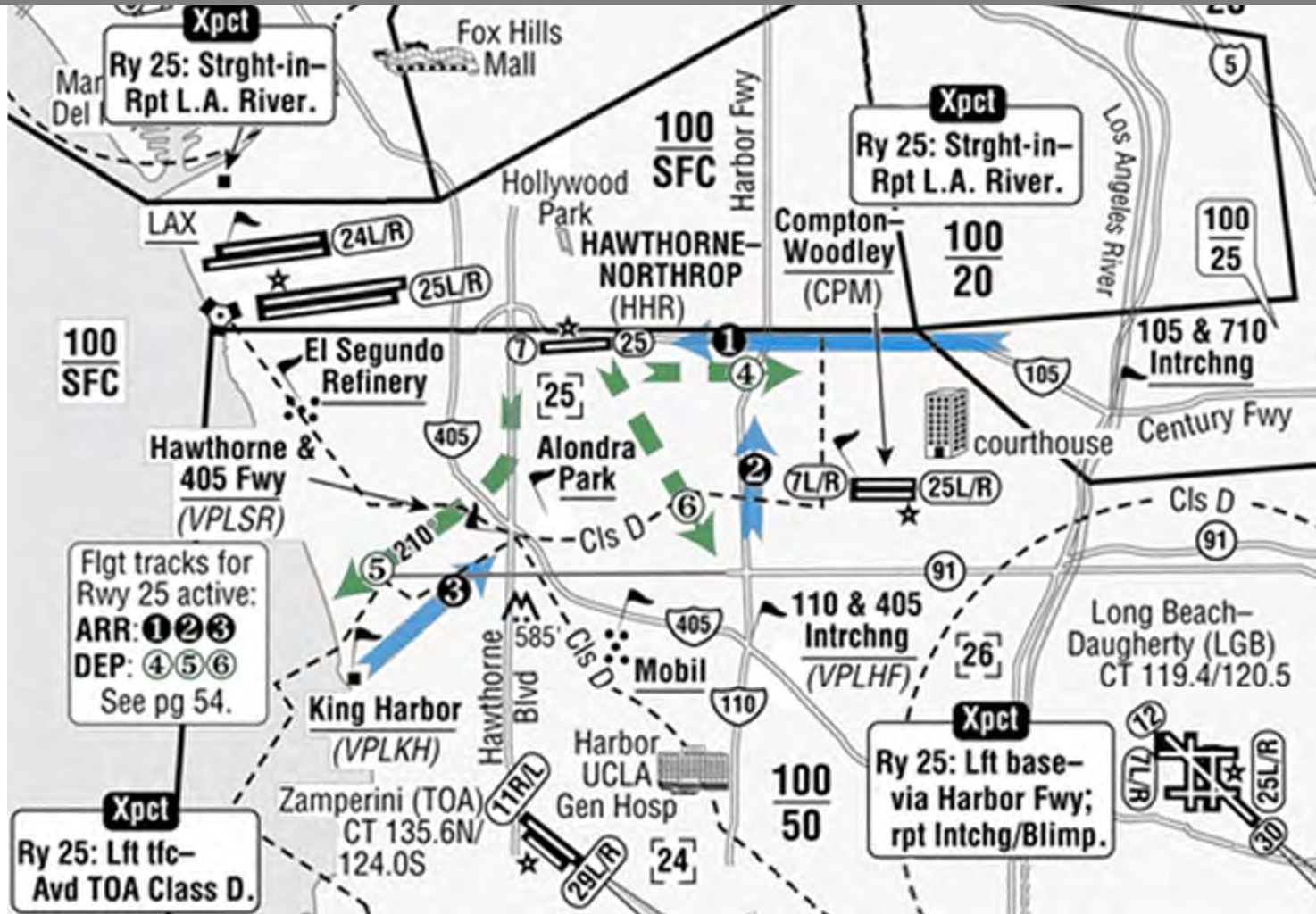
DEP 7: Overfly industrial area E; at 600 ft & over golf course RT Hdg 120° & dep SE

Avoid homes SW corner of golf course. Watch for traffic tracking 110-Fwy at 1500 ft

Downwind departure: climb to 1500



# HHR Area



240 ft

HJO

Hanford Muni

ASOS 134,75

CTAF 122,8\*

Fresno 123,9<sup>DLV</sup>

RNAV 32



Avoid school 1 NM N and city

DEP 32: after Hwy 198 turn 90° right  
No left turn

1512 ft

HMT

Hemet-Ryan

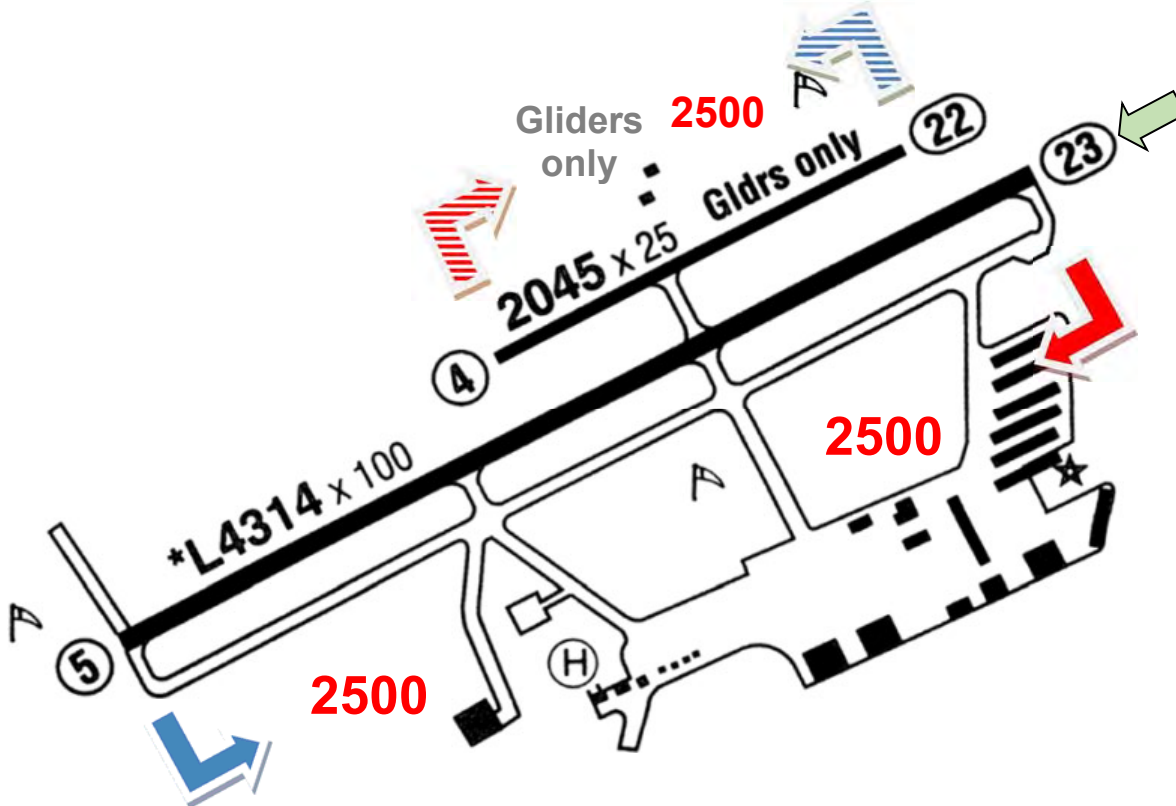
AWOS 118,375

CTAF 123,0\*

March 133,5

Socal 134,0

RNAV 5



Air Tanker Activity May-Nov: perform four 90°-Clearing-Turns on Downwind abeam Midpoint

-54 ft

IPL

Imperial

ASOS 132,175

CTAF 122,7\*

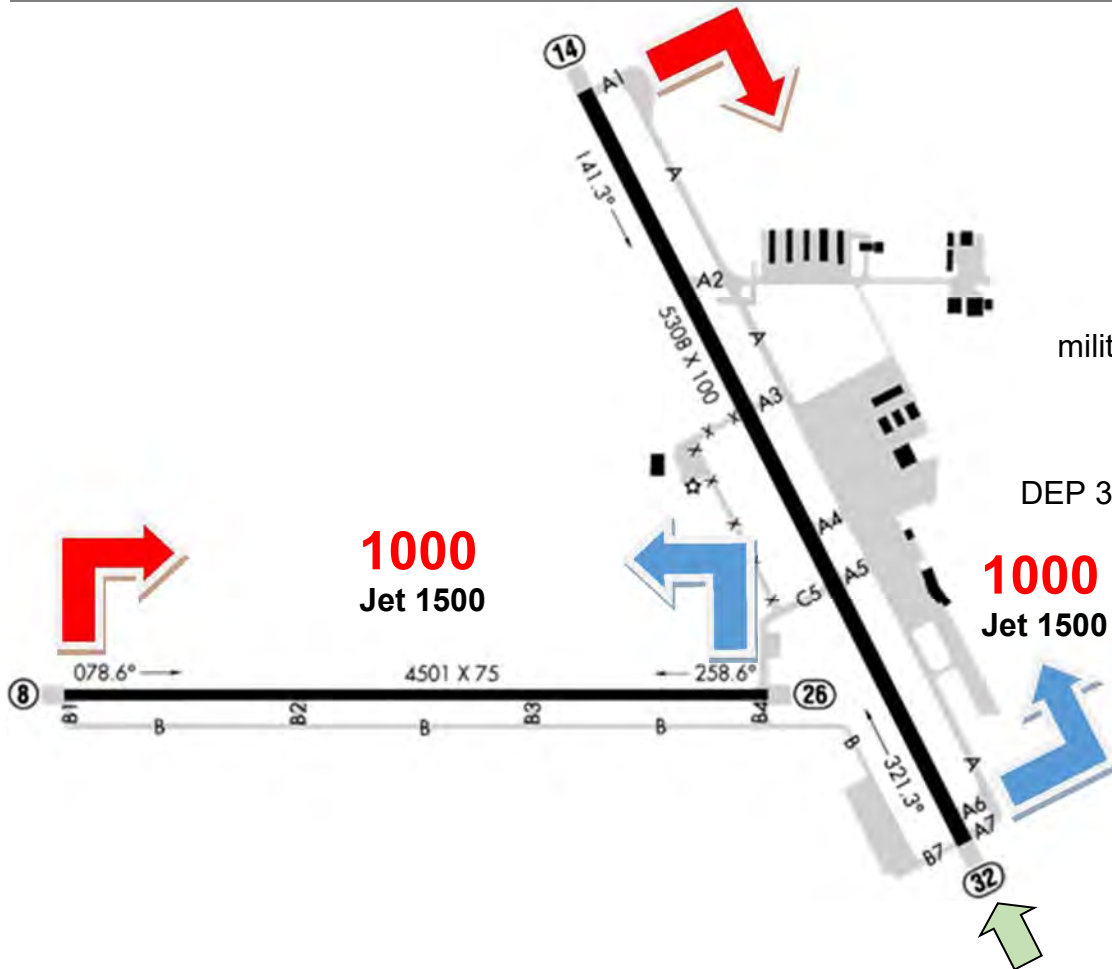
LAX 128,6

Noise sensitive area NE  
Landing fee during night?

EI Centro NAF (TWR 119,1):  
military traffic: avoid 2500-3500 ft

DEP 26: immediate rgt turn  
stay below 1000 ft

DEP 32: Rwy-Hdg 1.5 NM prior turn



2457 ft

IYK

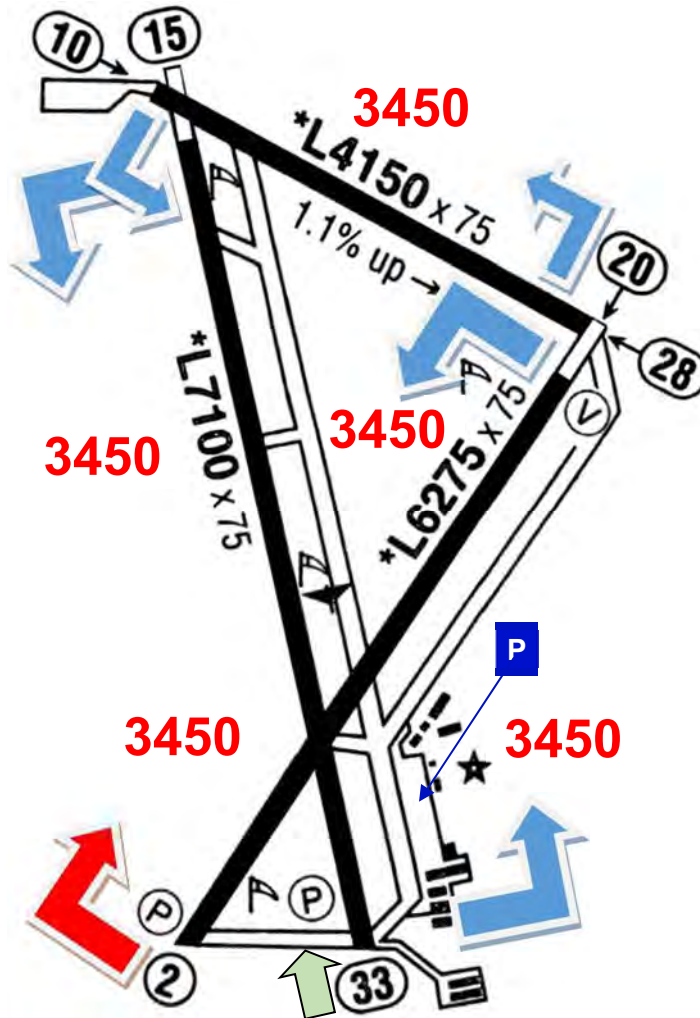
Inyokern

**CTAF 122,8\***

3 clicks: WX (4: radio check)

Joshua 133,65

**RNAV 2**



674 ft

IZA

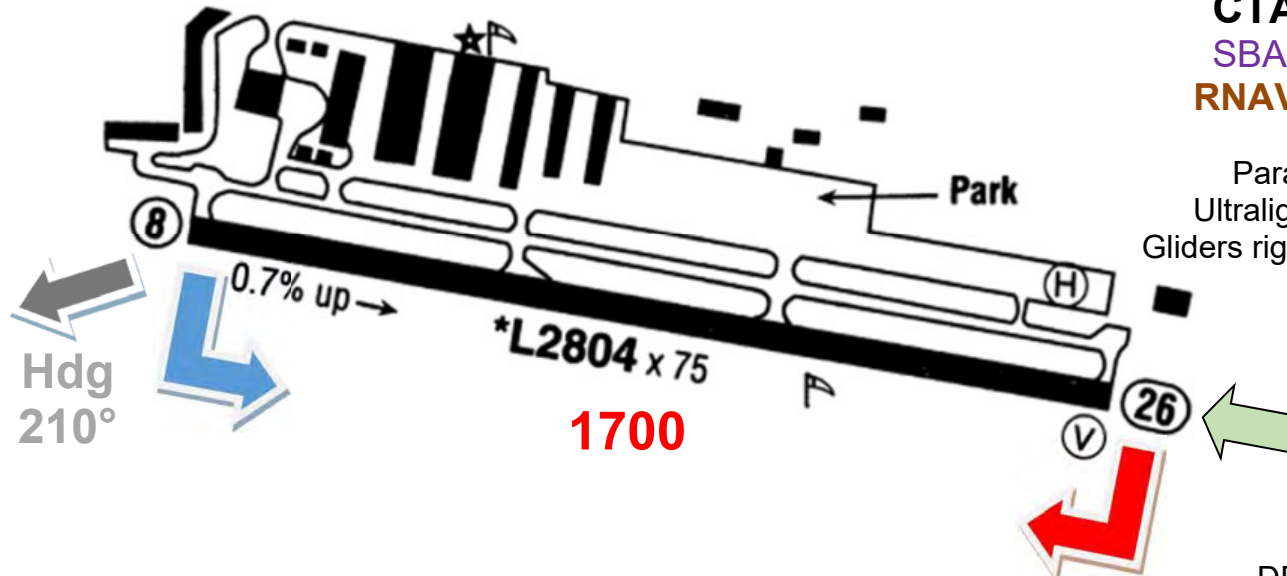
Santa Ynez

AWOS 118,075

CTAF 122,8

SBA 124,15

RNAV 8



Parachute Jumping.  
Ultralight ops S of Rwy  
Gliders right traffic Rwy 26

DEP: No right turn  
DEP 26: recommend Hdg 210° at AP perimeter (safety permitting)  
No straight-out



374 ft

KIC

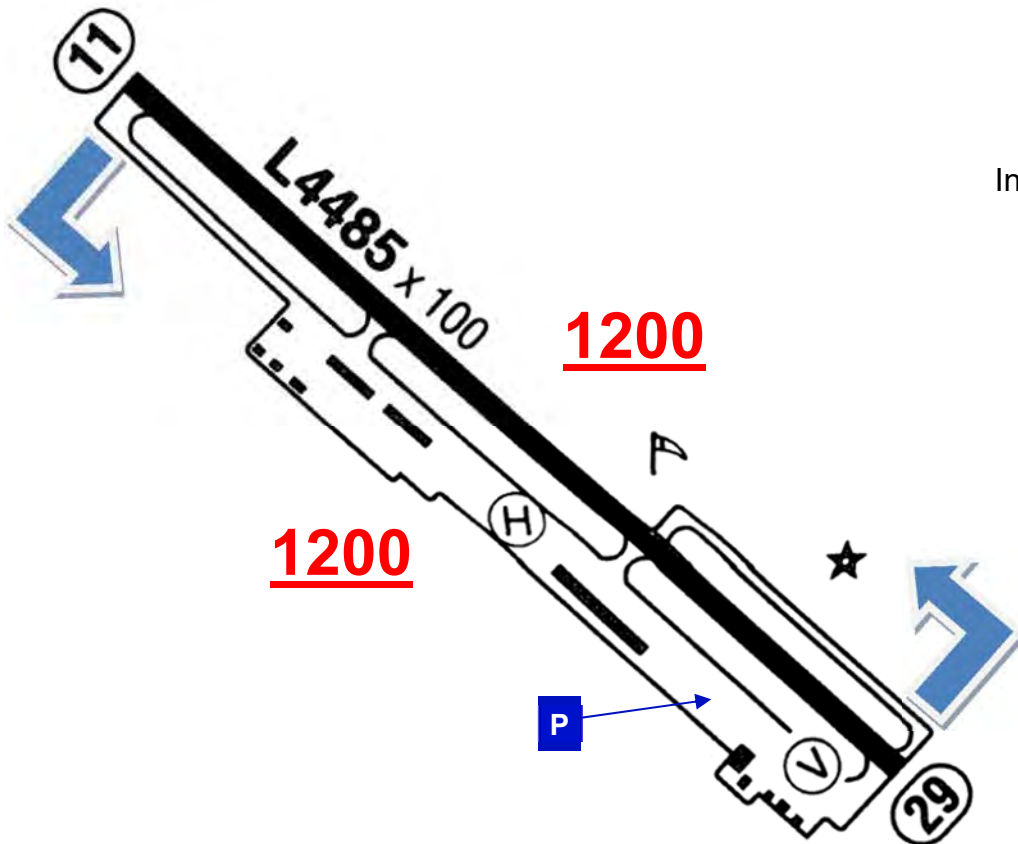
Mesa del Rey (King City)

**AWOS 120,8**

1,5 NM SW @ 09CA

**CTAF 122,9**

Intensive Aerobatic in Vicinity



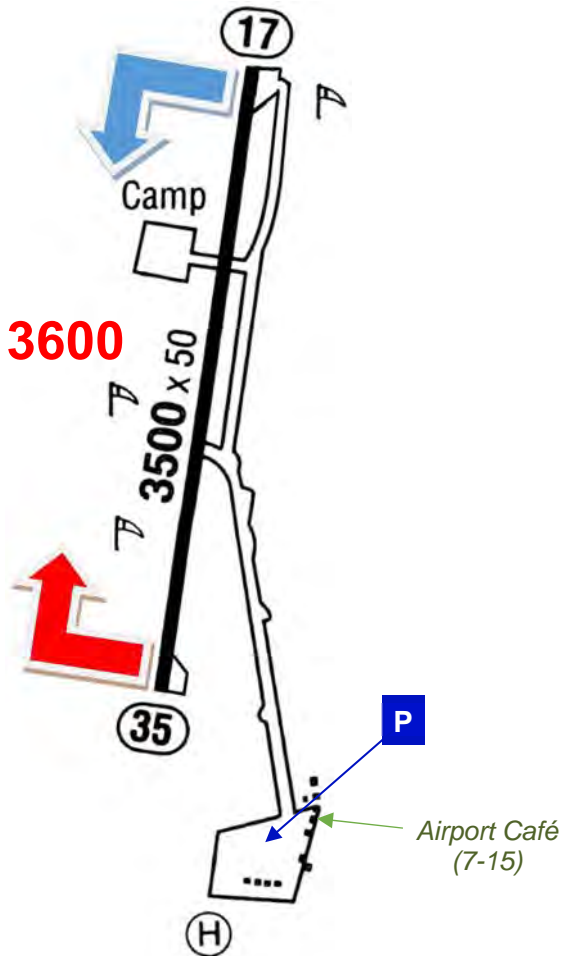


2614 ft

L05

Kern Valley  
CTAF 122,8

Night: A/P closed



-210 ft

L06

Furnace Creek

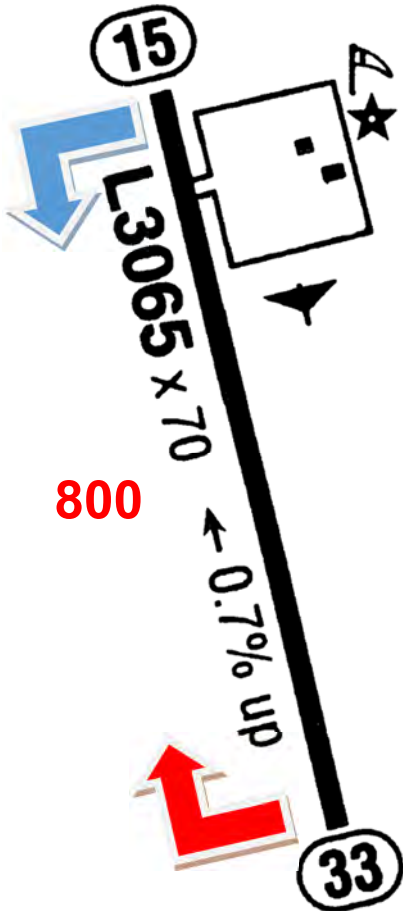
CTAF 122,9

Night: A/P closed

Noise sensitive area E, avoid overflight  
Min. 2000 ft over Death Valley

Rwy pavement heaving, extremely rough,  
potential for damage to A/C  
Stay on Paved Area! (extremely soft dirt adjacent)  
No tiedown ropes or chains

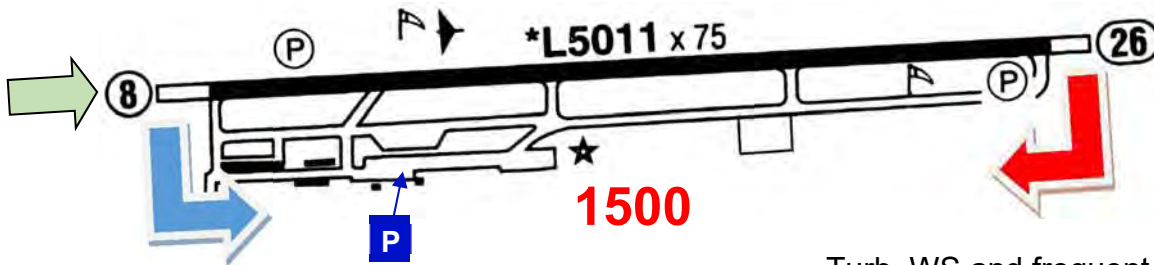
Park Hdqrts



520 ft

L08

Borrego Valley



Awos 126,575

CTAF 122,8\*

LAX 128,6

RNAV 26

Coyotes, Birds

Turb, WS and frequent changes in wind direction

Avoid school 1 NM W

Aerobatics N of A/P (SR-SS) SFC-5000 ft

25 ft

L09

Stovepipe Wells

CTAF 122,9

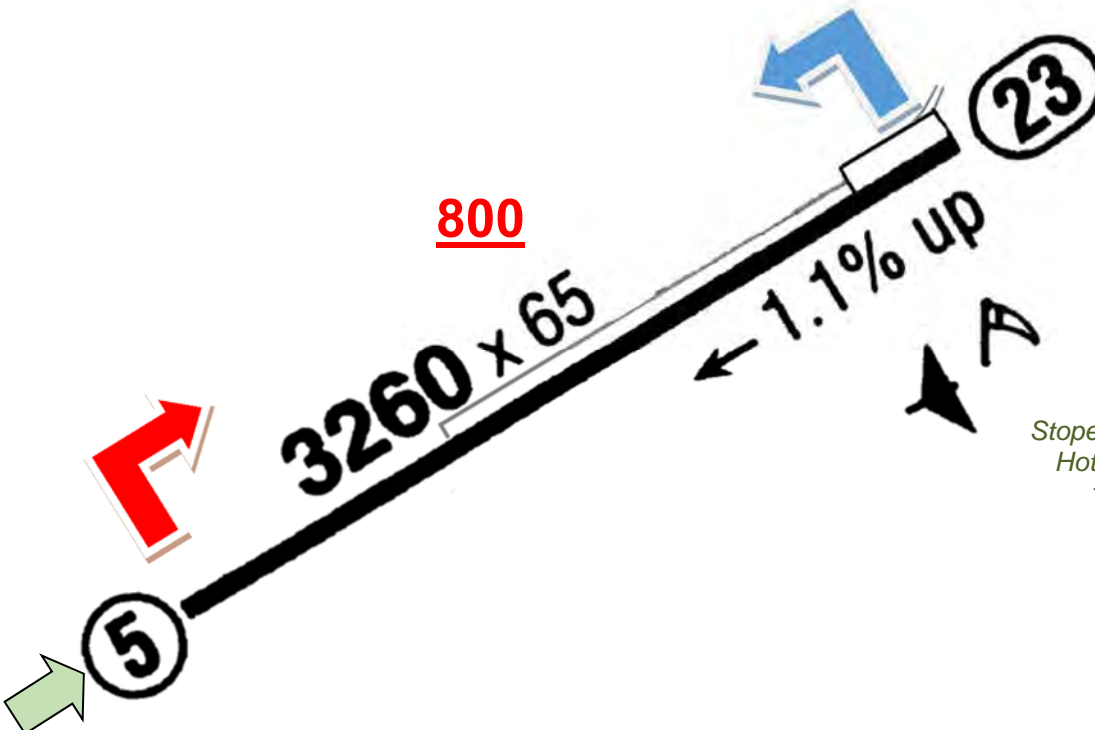
MOA

Ultralghts

Caution: extreme heat Jul-Aug

Min. 2000 ft over Death Valley

Avoid developed area



*Stoveville Wells Village  
Hotel & Restaurant  
1 NM away E*

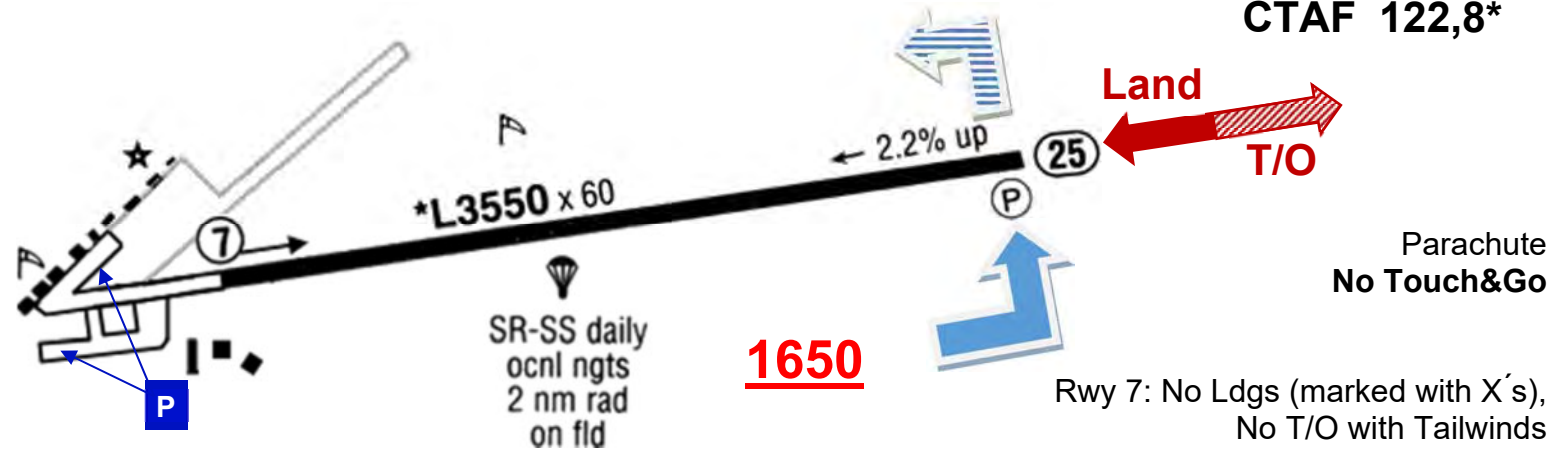


858 ft

L17

Taft-Kern County

CTAF 122,8\*



1650

Parachute  
No Touch&Go

Rwy 7: No Ldgs (marked with X's),  
No T/O with Tailwinds

Rwy 7/25 has a dry streambed NE End  
be Alert to Lgtd Cranes within 5 NM ( $\leq$  200 ft)

708 ft

L18

Fallbrook Airpark

**Awos 118,425**

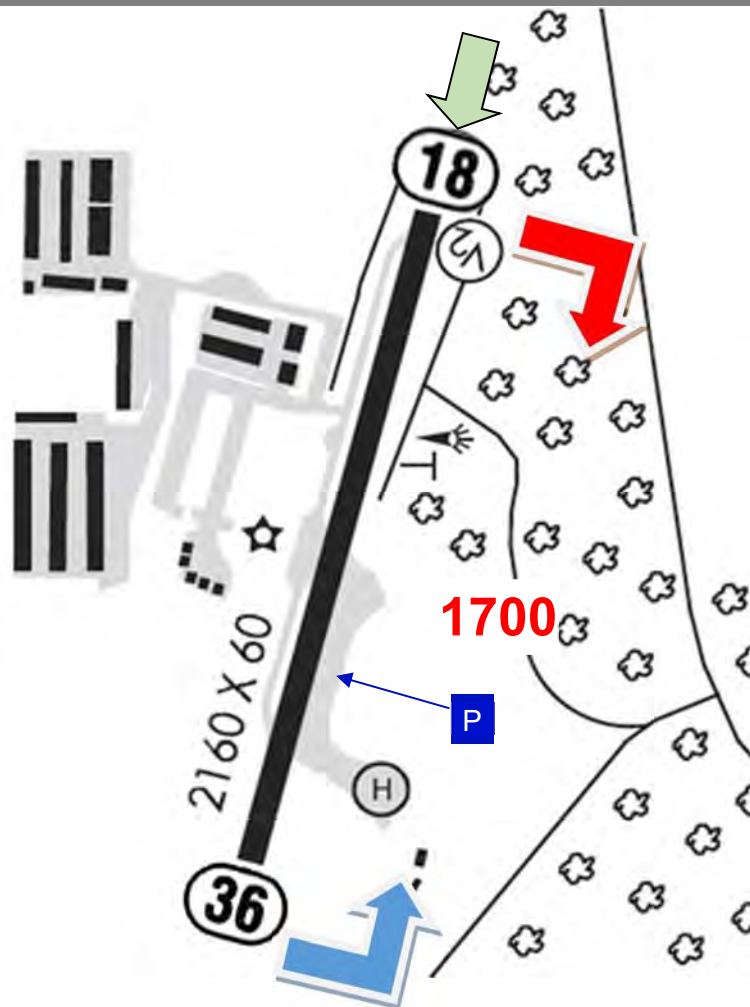
**CTAF 123,05\***

Mo-Fr 9-15 LT

3 clicks: AP info/WX

**Socal 127,3**

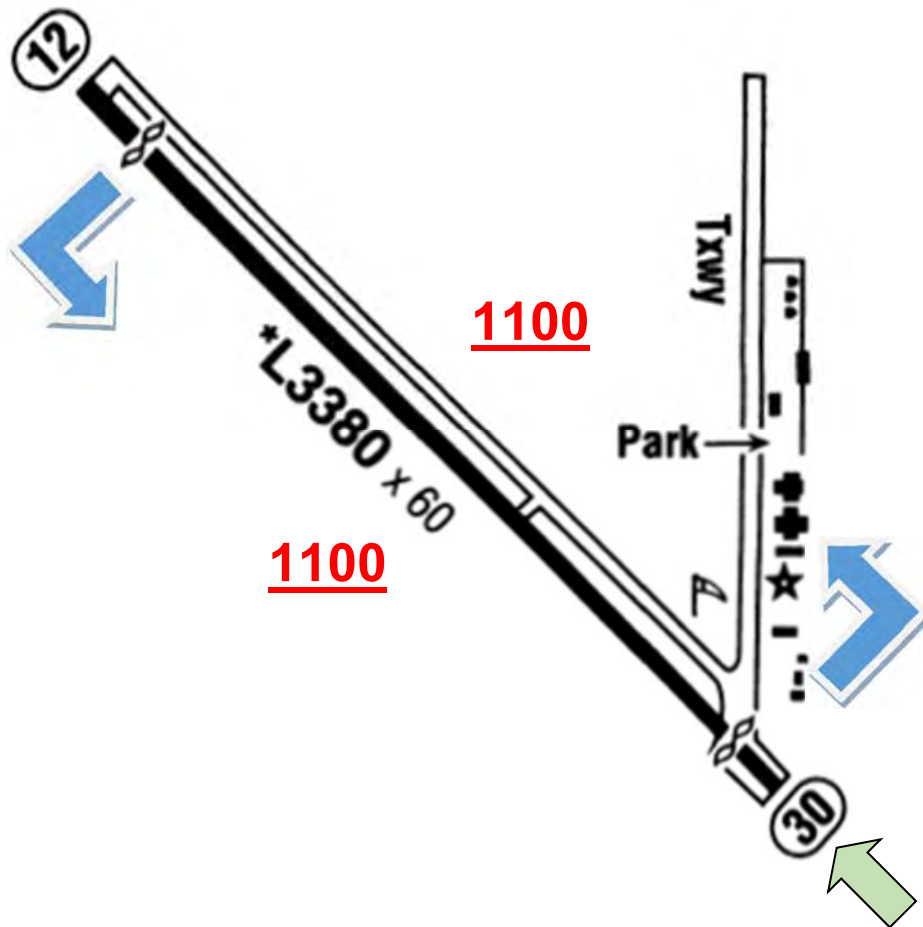
**GPS 18**



ARR 18: 4° VASIS  
Extend downwind to allow for 1/3 NM final  
Fly downwind E of high school  
ARR 34: turn base over water tank SE

Drop-off at both Rwy ends

DEP: Climb straight 1200 ft  
DEP 18: ... then turn X-wind abeam water tank  
(1 NM ESE of Rwy)



3224 ft

L22

Yucca Valley

CTAF 123,0\*

24

\*L4363 x 60

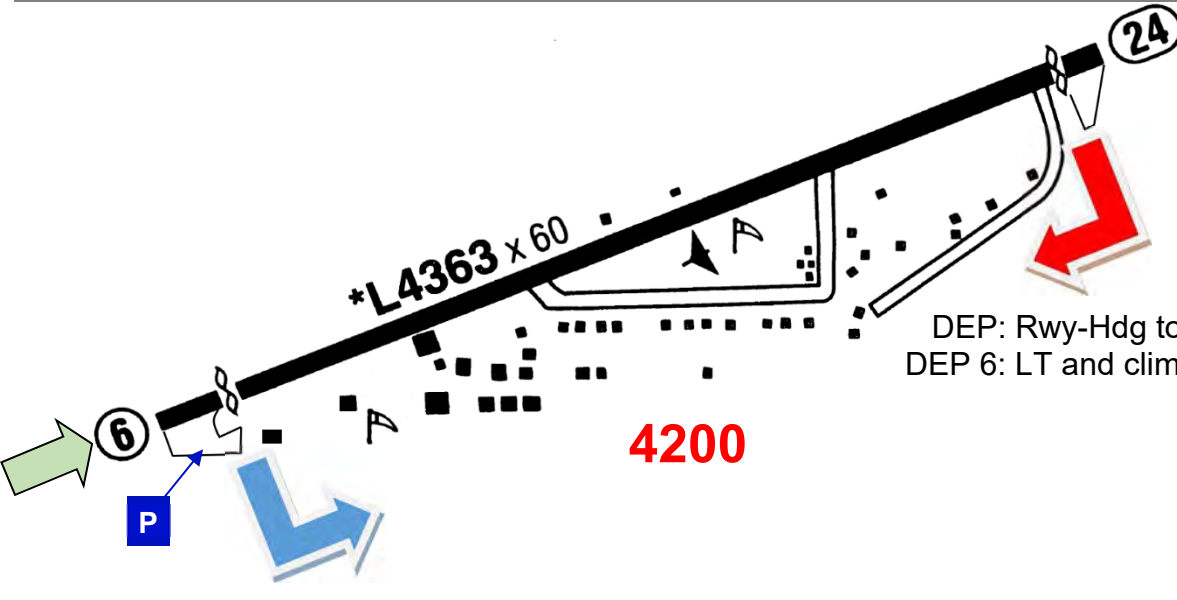
Avoid Ops 22-07 LT

DEP: Rwy-Hdg to 3700 ft prior X-wind turn  
DEP 6: LT and climb out over drainage ditch

4200

6

P



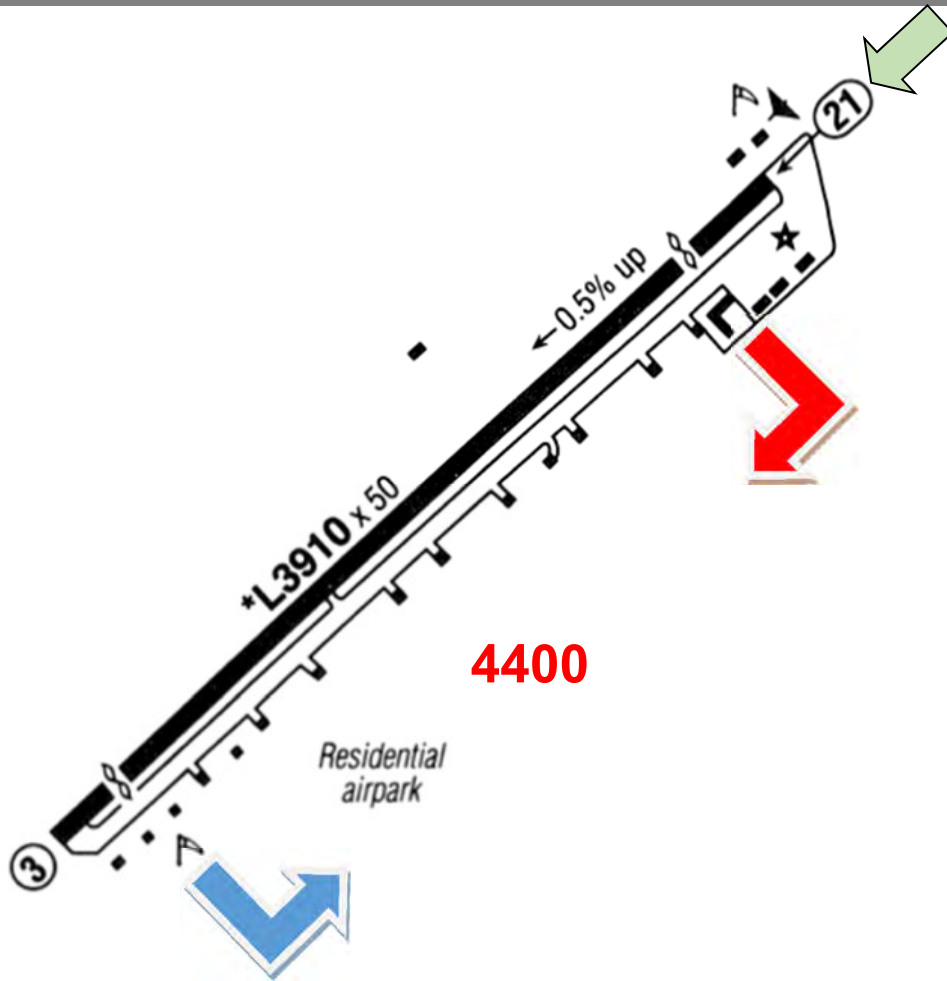
3390 ft

L26

Hesperia

CTAF 123,0\*

Rwy 21: WS with S-wind  $\geq 15$  kts



6752 ft

L35

Big Bear City

Awos 135,925

CTAF 122,725\*

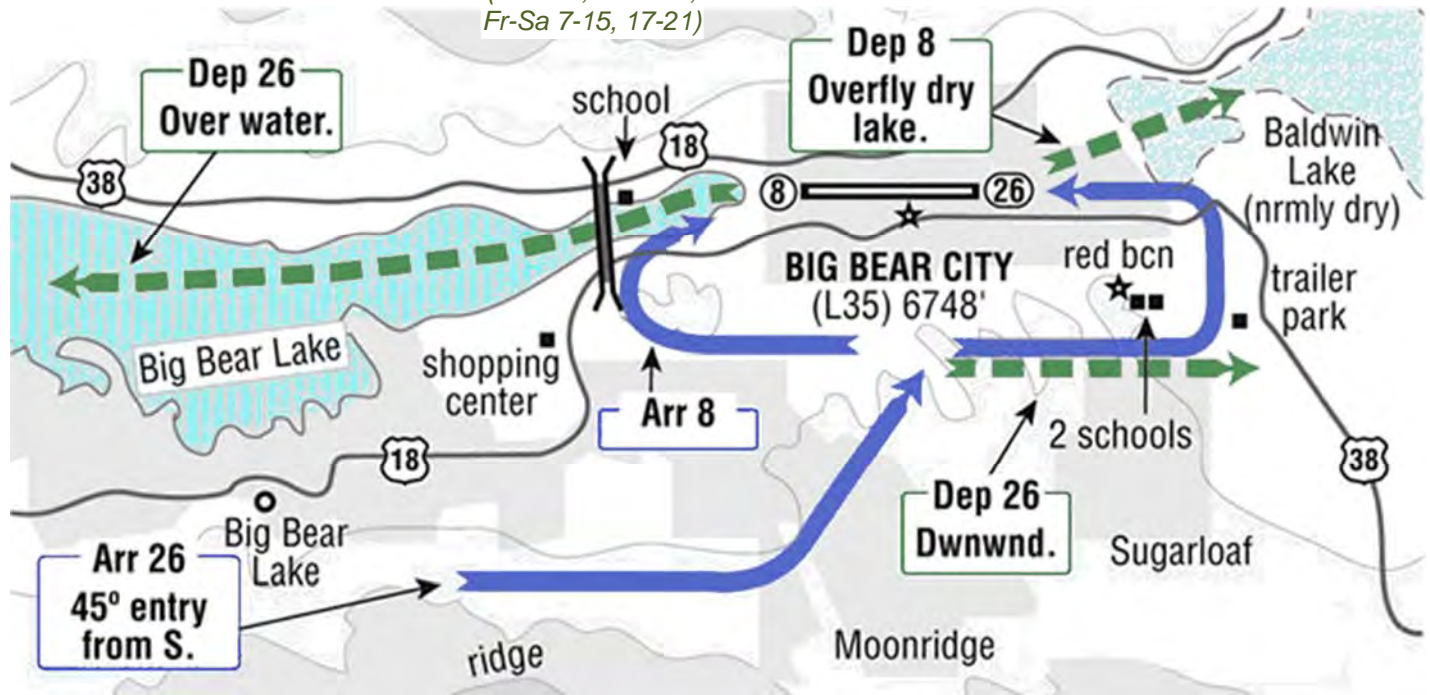
7-18 LT

LAX 126,35

RNAV 26

ARR from W: 9500ft  
avoid schools!

DEP: turn 10° left, Climb 7500 ft prior turn





378 ft

L45

Bakersfield Muni

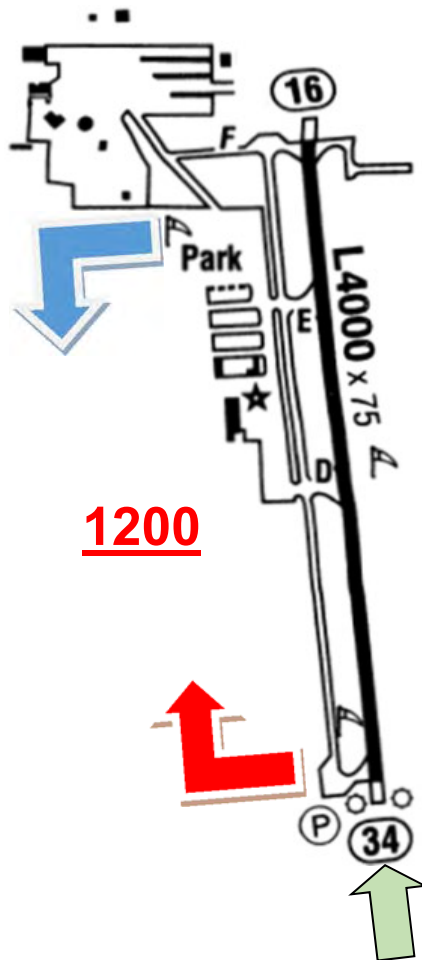
CTAF 122,8\*

Bakersfield

126,45

RNAV 34

DEP: turn 20° left



1200

14 ft

L52

Oceano

**Awos 118,375**

**CTAF 122,7\***

Ultralight, Parachute Jumping, Birds

Kites along beach ½ NM W

Unsurfaced areas soft and unusable.

Taxilanes very narrow near buildings and parked A/C

Extremely noise sensitive - no training, avoid homes

DEP 29: Rwy-Hdg until shoreline

*Rock-n-Roll Diner*

*5 min walk NNE*

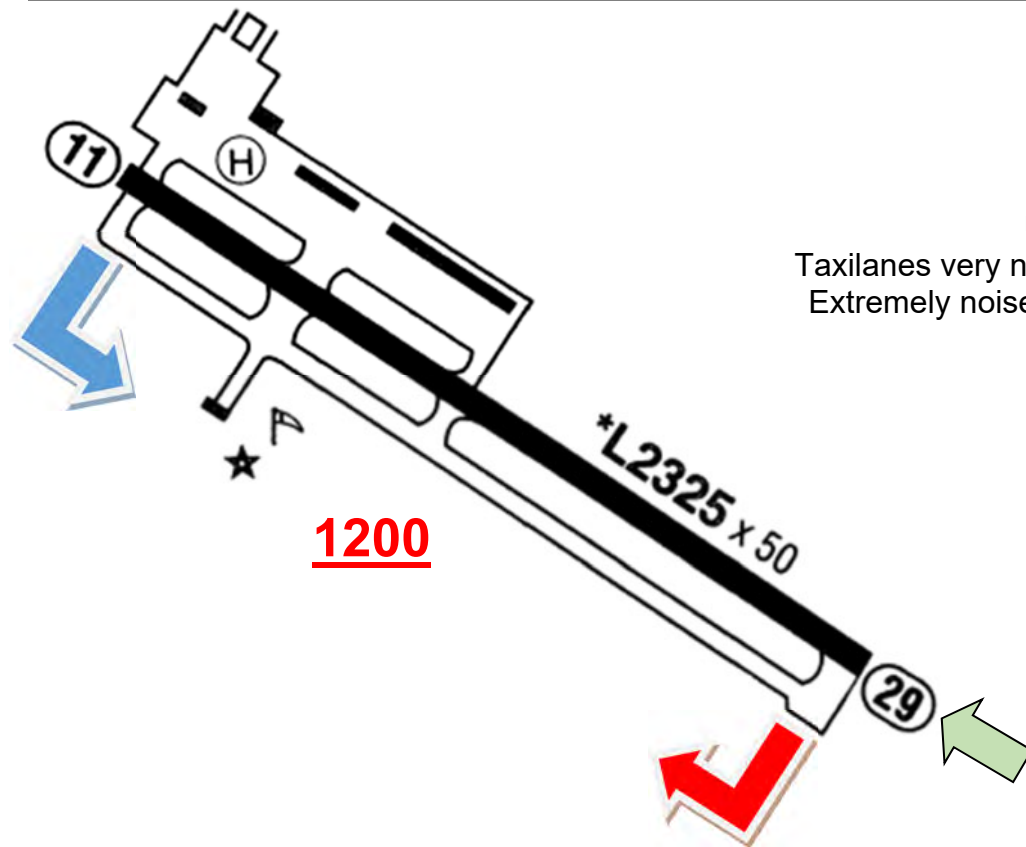
*(Su-Th 8-20, Fr-Sa 8-20:30)*

*Old Juan's Cantina*

*6 min walk N*

*(Mo-Th 10:30-20:30,*

*Fr-Sa 11:30-21, Su 10-20:30)*



**1200**

1220 ft

L54

Agua Caliente Springs

CTAF 122,9

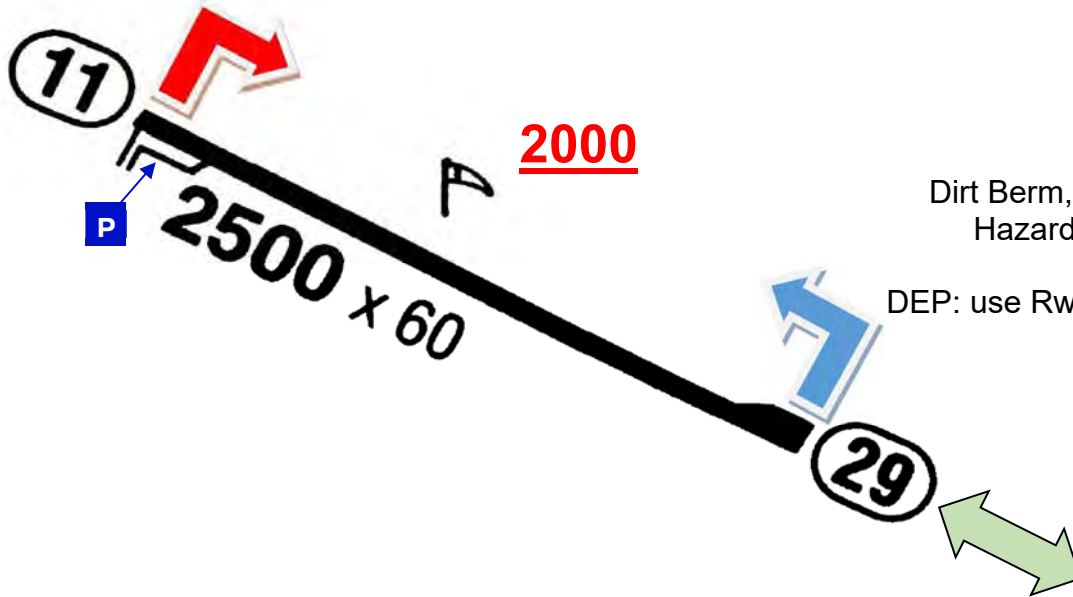
Night: A/P closed

Mountains S & W

Dirt Berm, Ditch, Sand both sides of Rwy

Hazardous during RA or Flash Floods

DEP: use Rwy 11 due hill ½ NM W (1680 ft)



Crowbar Café & Saloon  
(8-21:30, N-bound 5 min. walk)

CTAF 122,9



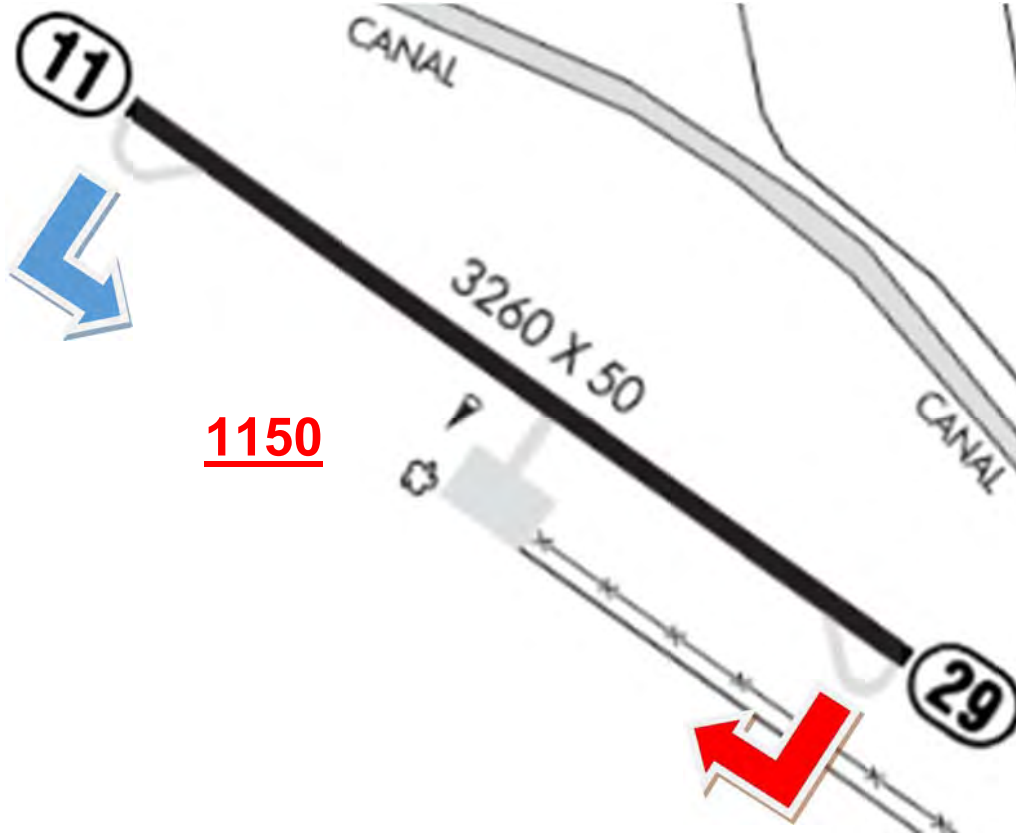
326 ft

L62

Elk Hills-Buttonwillow

CTAF 122,9

Night: A/P closed  
RC models to 800 ft



1150

1413 ft

L65

Perris Valley

CTAF 122,775

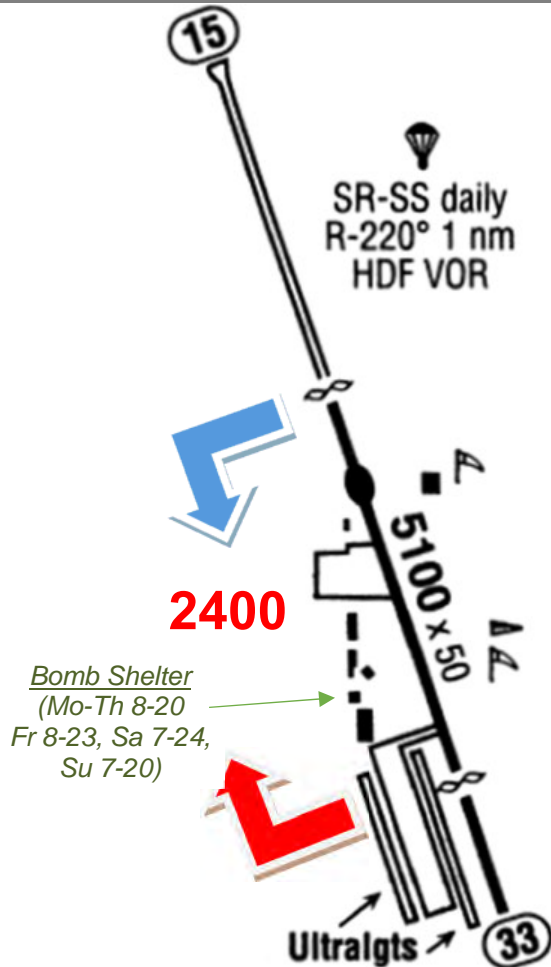
Parachuting + Ultralight

Do not overfly city, A/P and avoid airspace E of A/P

**No Touch&Go**

DEP: back-taxi on Rwy

Do not use service road



2660 ft

L70

Agua Dulce

CTAF 122,8

8-18 LT

5 clicks: WX

**No Touch&Go**  
Night: A/P closed

min. 1000 ft over school 1 NM SW of Rwy  
min. 2000 ft over homes NE of Rwy

DEP 22: RT by 10° to avoid school and climb to 3200 ft

3650

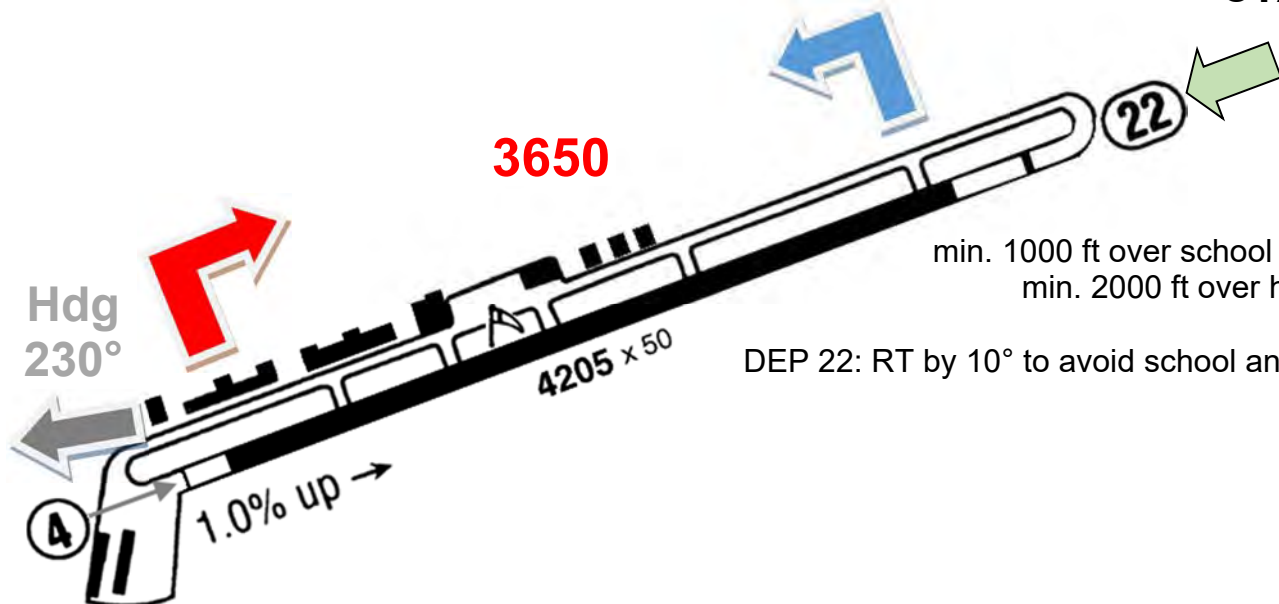
4205 x 50

Hdg  
230°

1.0% up →

A

22





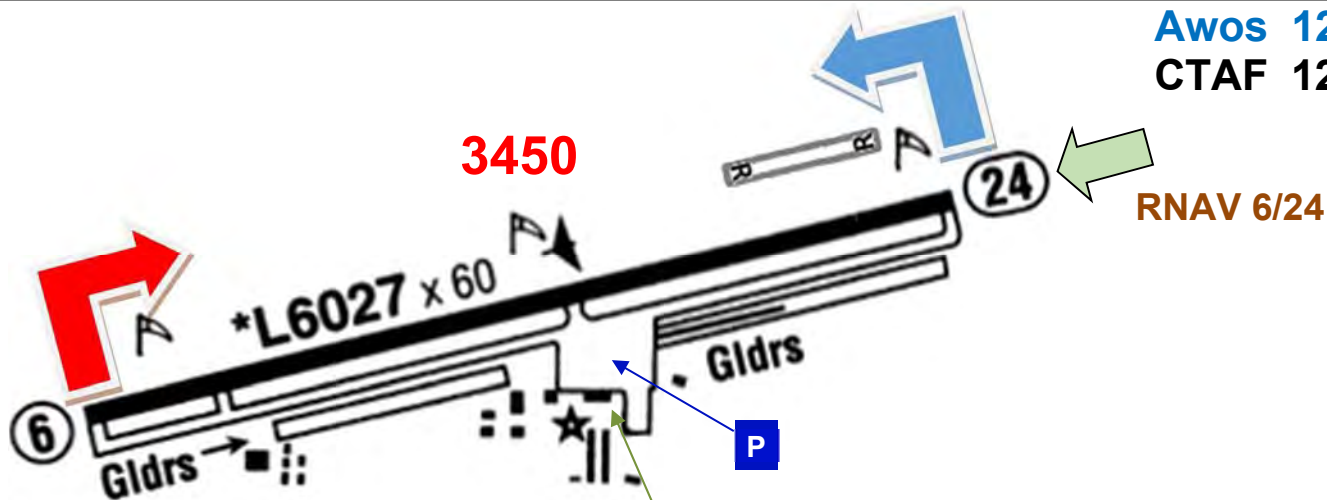
2454 ft

L71

California City Muni

Awos 120,875

CTAF 122,7\*



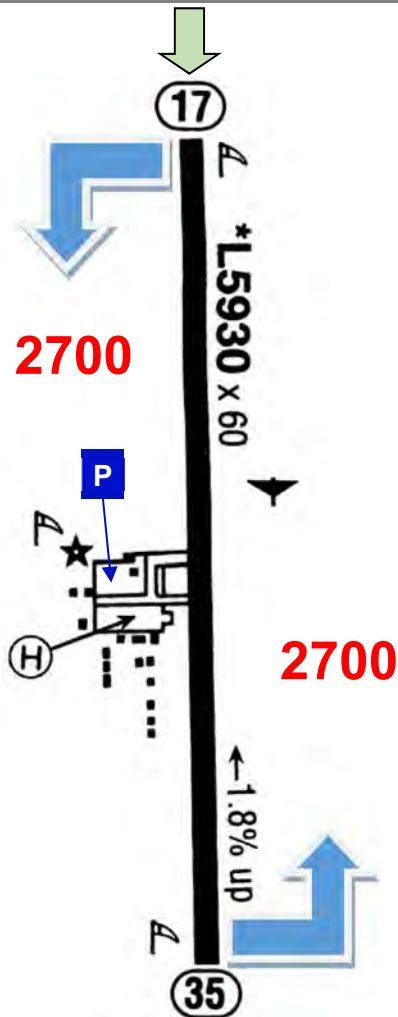
Foxy's Landing  
(Tu/Th 7-15, Fr-Sa 7-19, Su 7-14)

1718 ft

L72

Trona

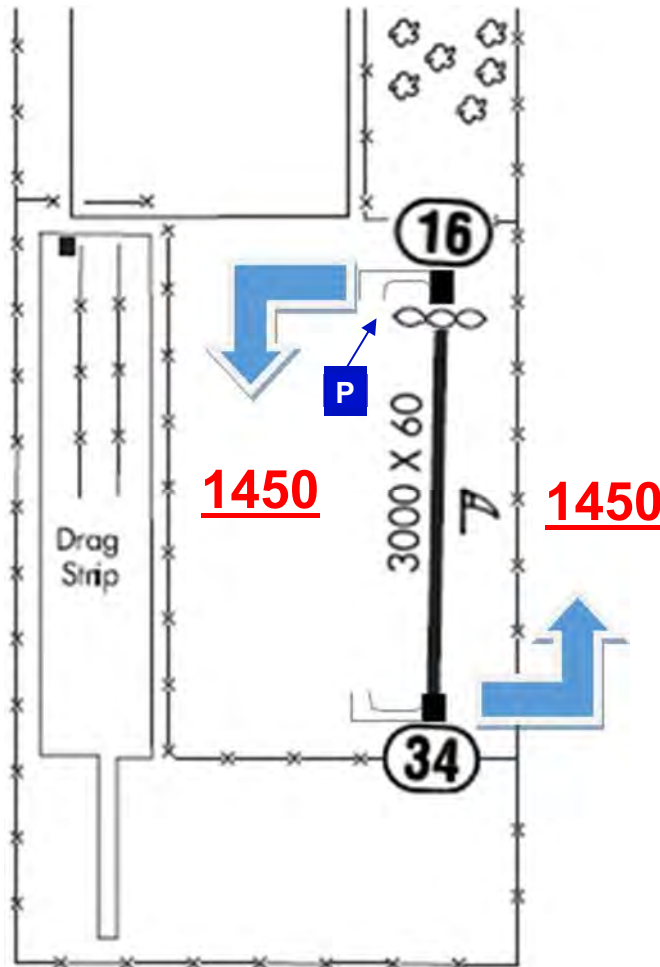
CTAF 122,9\*



**CTAF 122,9**

Night: A/P closed

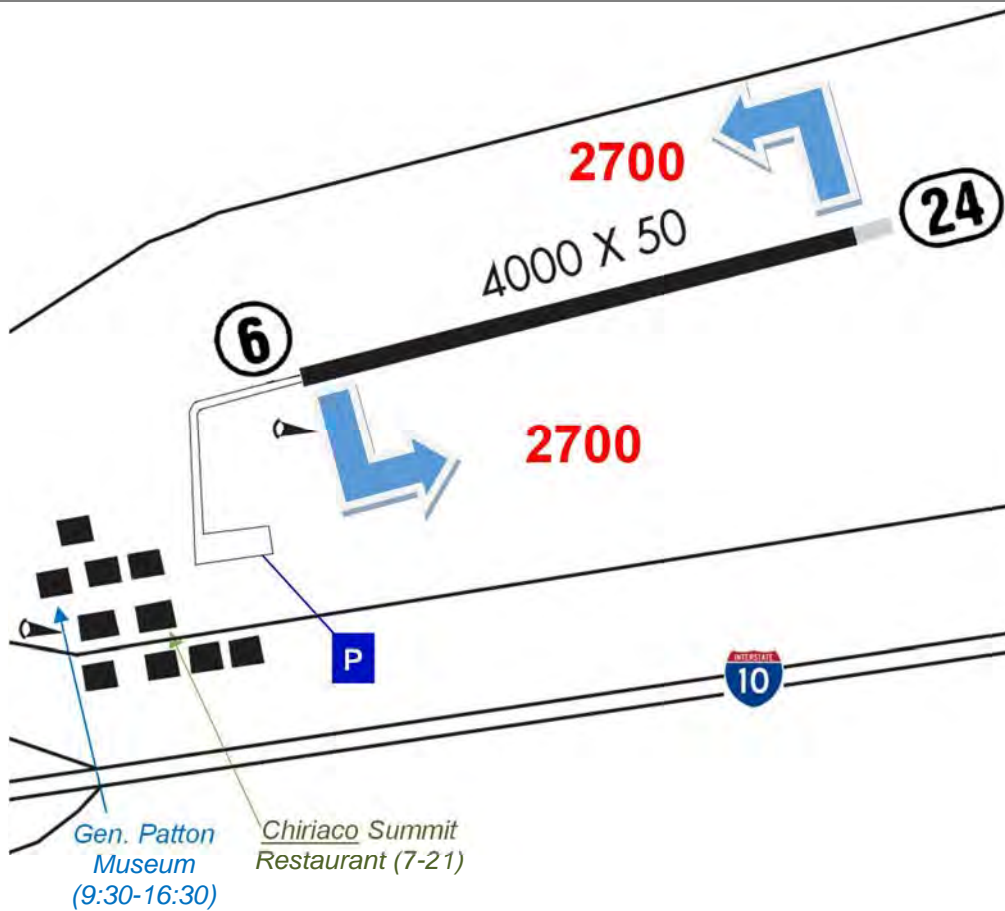
Apron rough and deteriorating



1711 ft

L77

Chiriaco Summit  
CTAF 122,9



2844 ft

L78

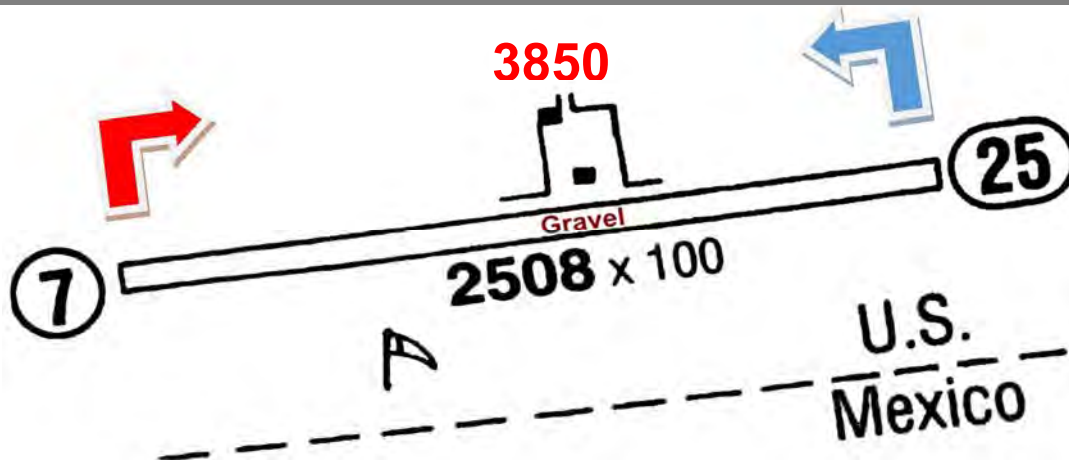
Jacumba

CTAF 122,9

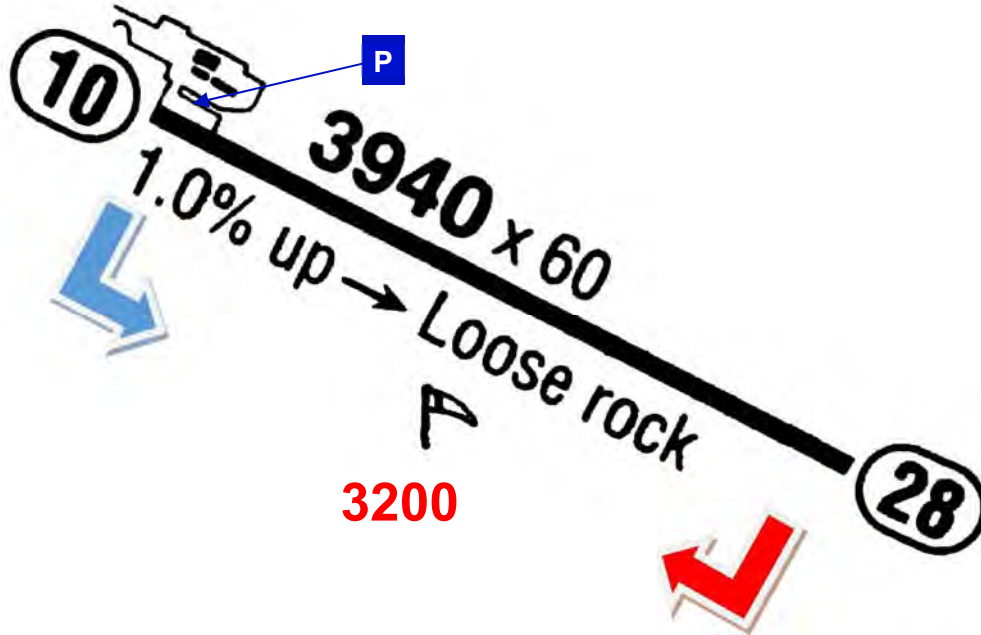
Night: A/P closed

Ultralights,  
Hang-gliders NW

Avoid homes 1/2 NM W



Cuyama Buckhorn  
½ NM N  
(Mo-Th 10-14,  
Fr-So 8-20)

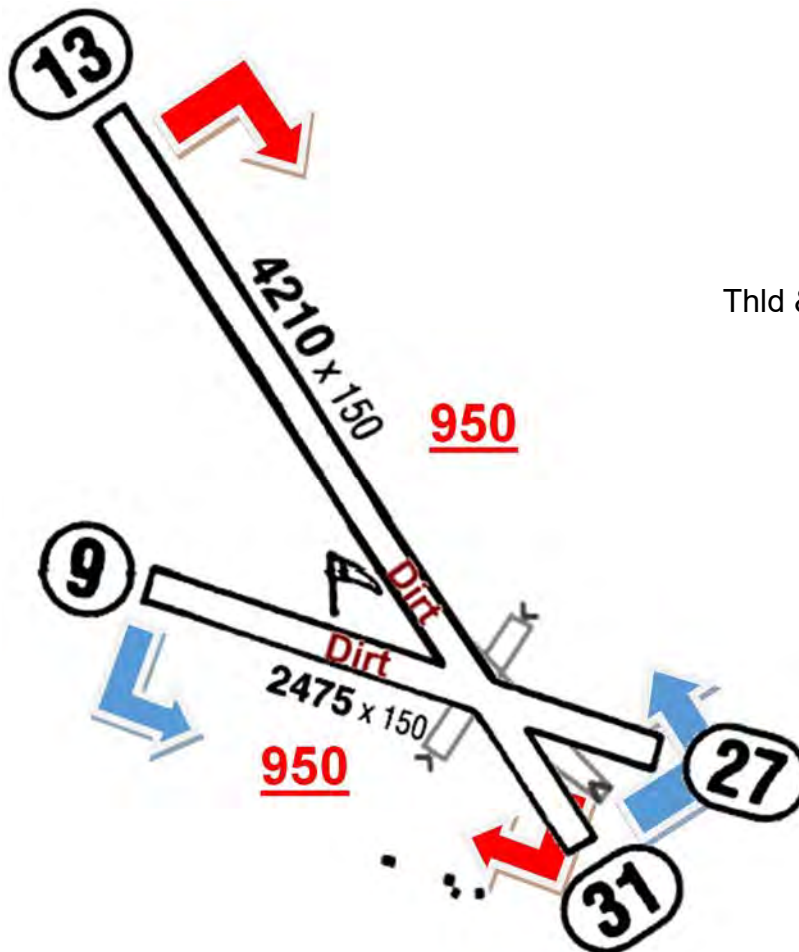


# CTAF 122,9

Night: A/P closed  
when A/P wet: A/P closed

High Speed Mil. Tilt Rotor  
Ultralights NE of A/P

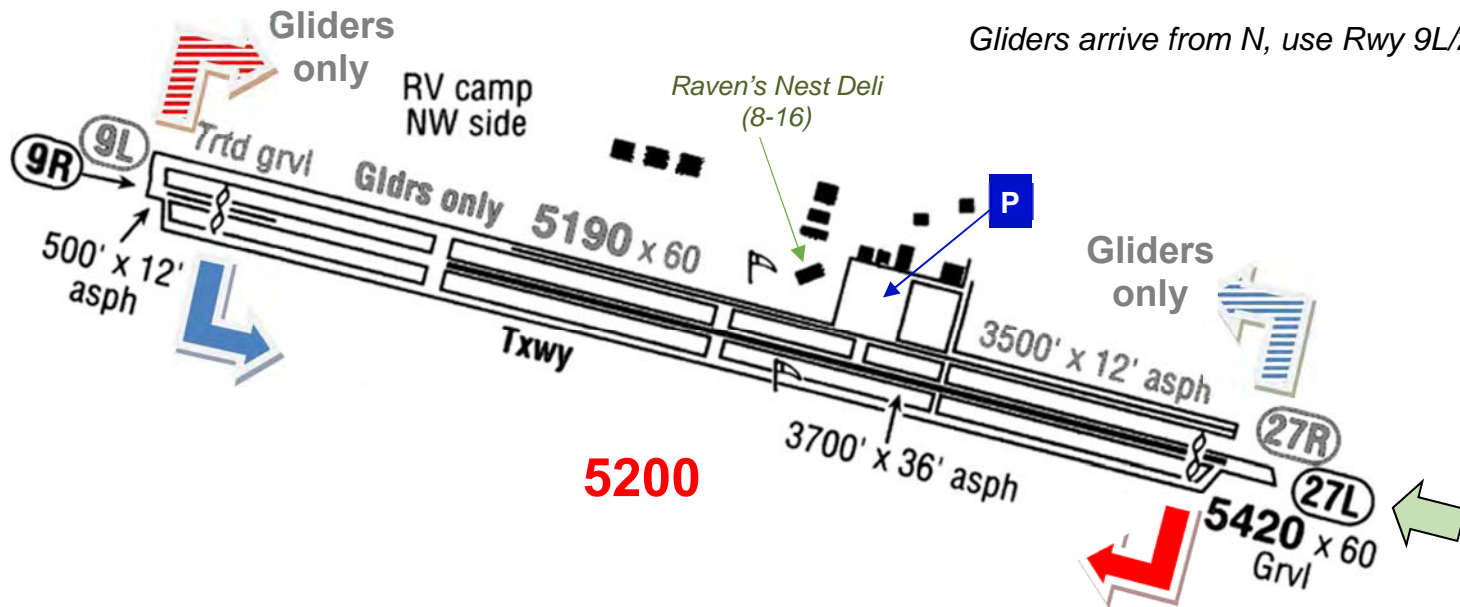
Thld & Rwy Intersections marked by  
white paving blocks





ARR: Powered A/C shall arrive from S - use Rwy 9R/27L  
Rwy 9L/27R: No THR marking, no Numbers, no C/L

Gliders arrive from N, use Rwy 9L/27R



128 ft

LAX

Los Angeles Intl

ATIS 133,8 Arr

135,65 Dep

TWR 133,9 N

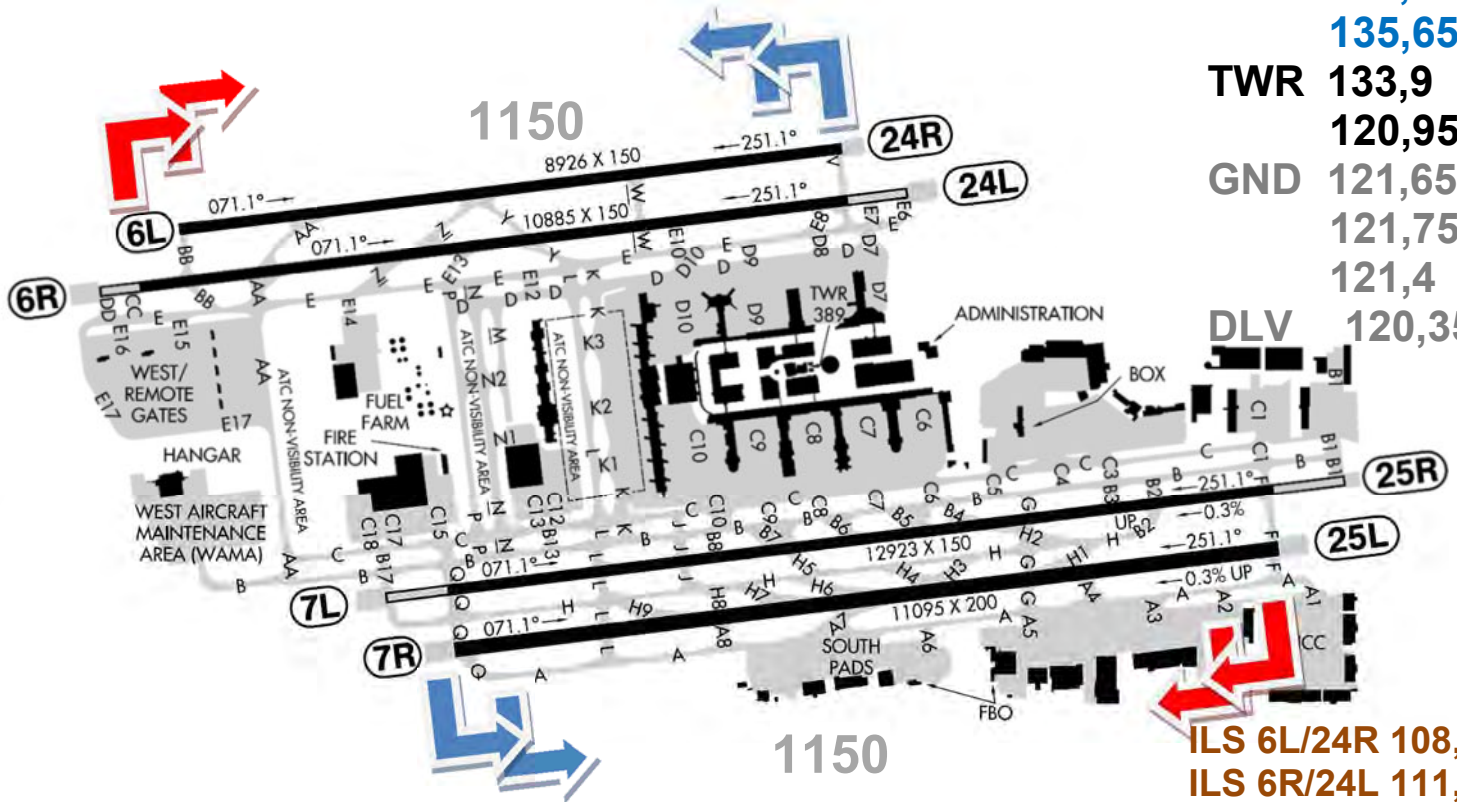
120,95 S

GND 121,65 N

121,75 S

121,4 W

DLV 120,35



ILS 6L/24R 108,5

ILS 6R/24L 111,7

ILS 7L/25R 111,1

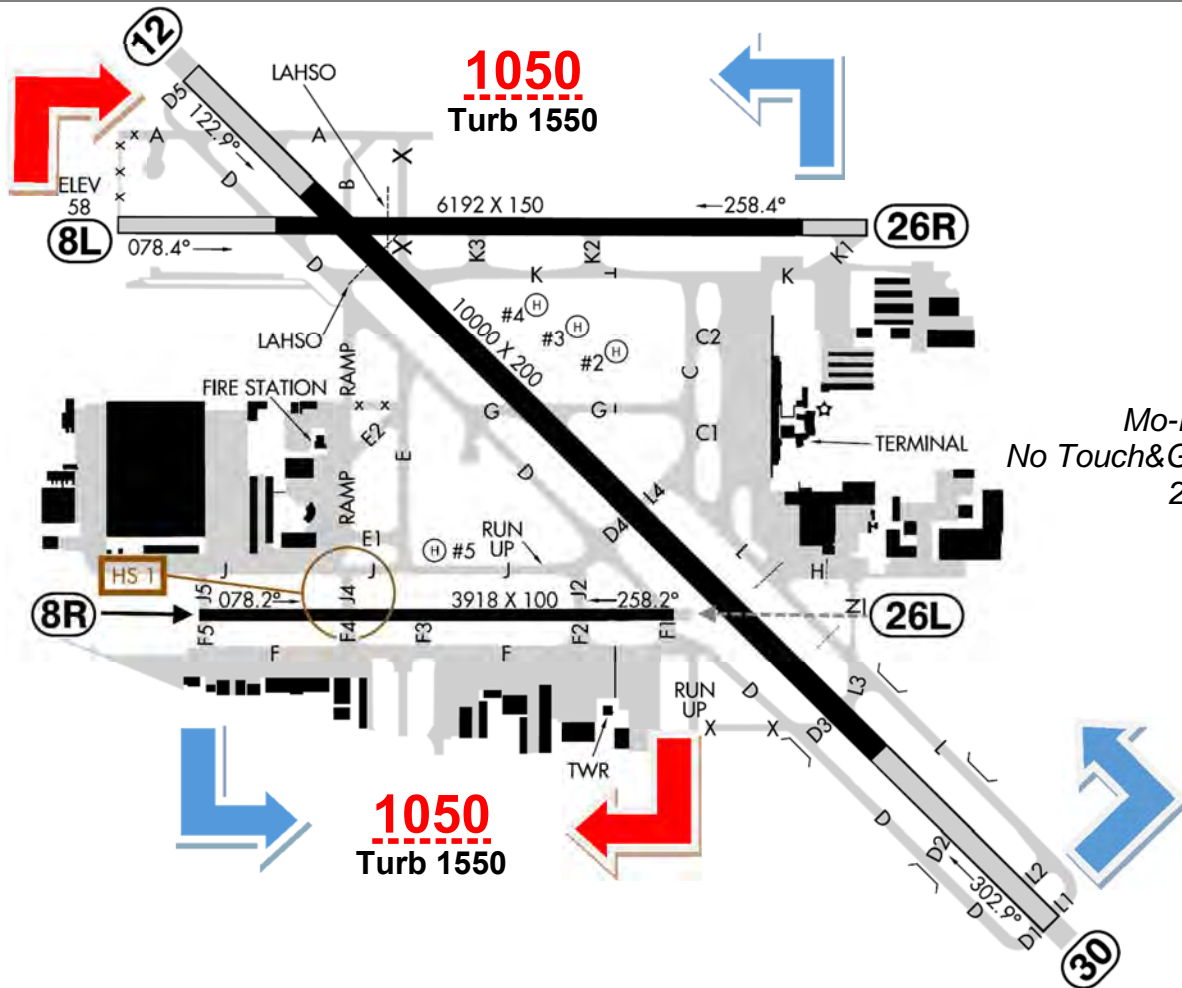
ILS 7R/25L 109,9

No Touch&Go, Practice Instrument App. - Landing Fees

60 ft

LGB

Long Beach



**ATIS 127,75**

**TWR 119,4\*<sup>C</sup>**

6:15-23:45 LT

**Rwy30 120,5**

**GND 133,0**

**DLV 118,15**

**ILS 30 110,3**

*Mo-Fr 19-7, Sa-Su 15-8 LT:  
 No Touch&Go, Stop & Go, Low App  
 22-7 LT: only Rwy 12/30  
 no intersection T/O  
 (Rwys 8/26 closed)*

# LGB Area



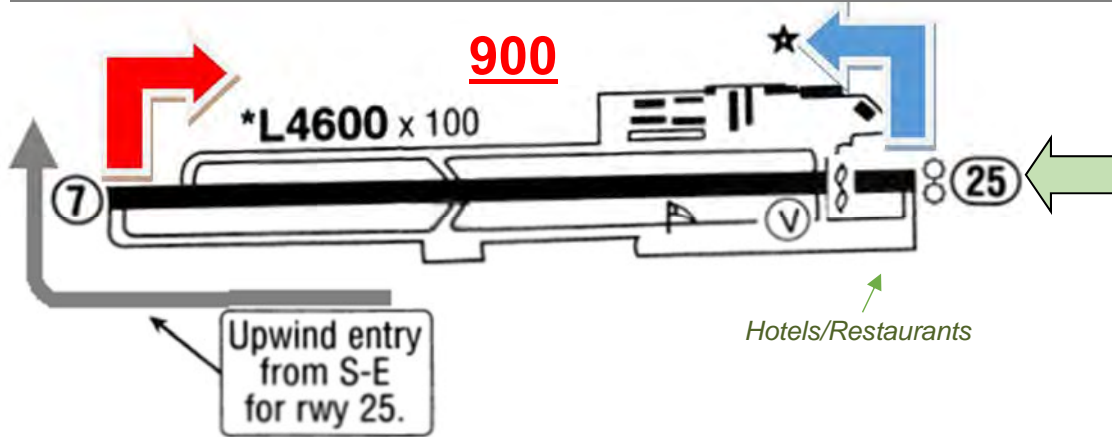
**ARR from N:**  
follow San Gabriel river

**ARR from NE-E (FUL)**  
Call Los Alamitos Twr  
for Class D clnc  
expect "maintain 2000 ft,  
call LGB Twr prior  
Los Al. race track"  
then "straight-in or  
R downwind 25R,  
report 605-Fwy"

88 ft

LPC

Lompoc



**Awos** 133,875  
**CTAF** 122,7\*  
**SBA** 124,15  
**RNAV 25**

Deer  
 Ultralight, Sky Diving Fr-Su  
 Gliders. RC models

Avoid prison W-NW

ARR 25 from S-E: enter right upwind,  
 then right X-wind to downwind  
 ARR 25 from N-W: 45°-entry

ARR 7: enter N downwind midfield

DEP 25: downwind dep or exit downwind on a 45°  
 DEP 7: Rwy-Hdg to 1000 ft

255 ft

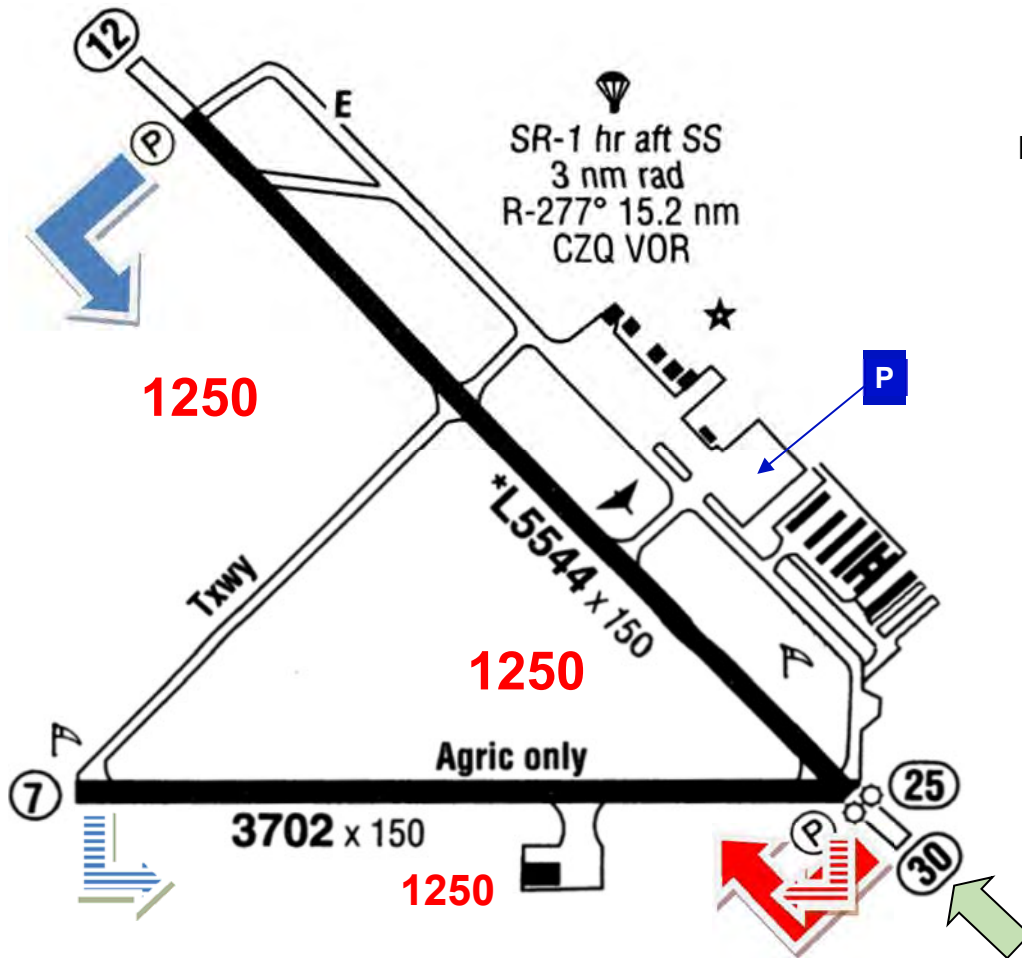
MAE

Madera Muni

ASOS 134,725

CTAF 122,8\*

RWY 7/25 Agriculture Use Only



2801 ft

MHV

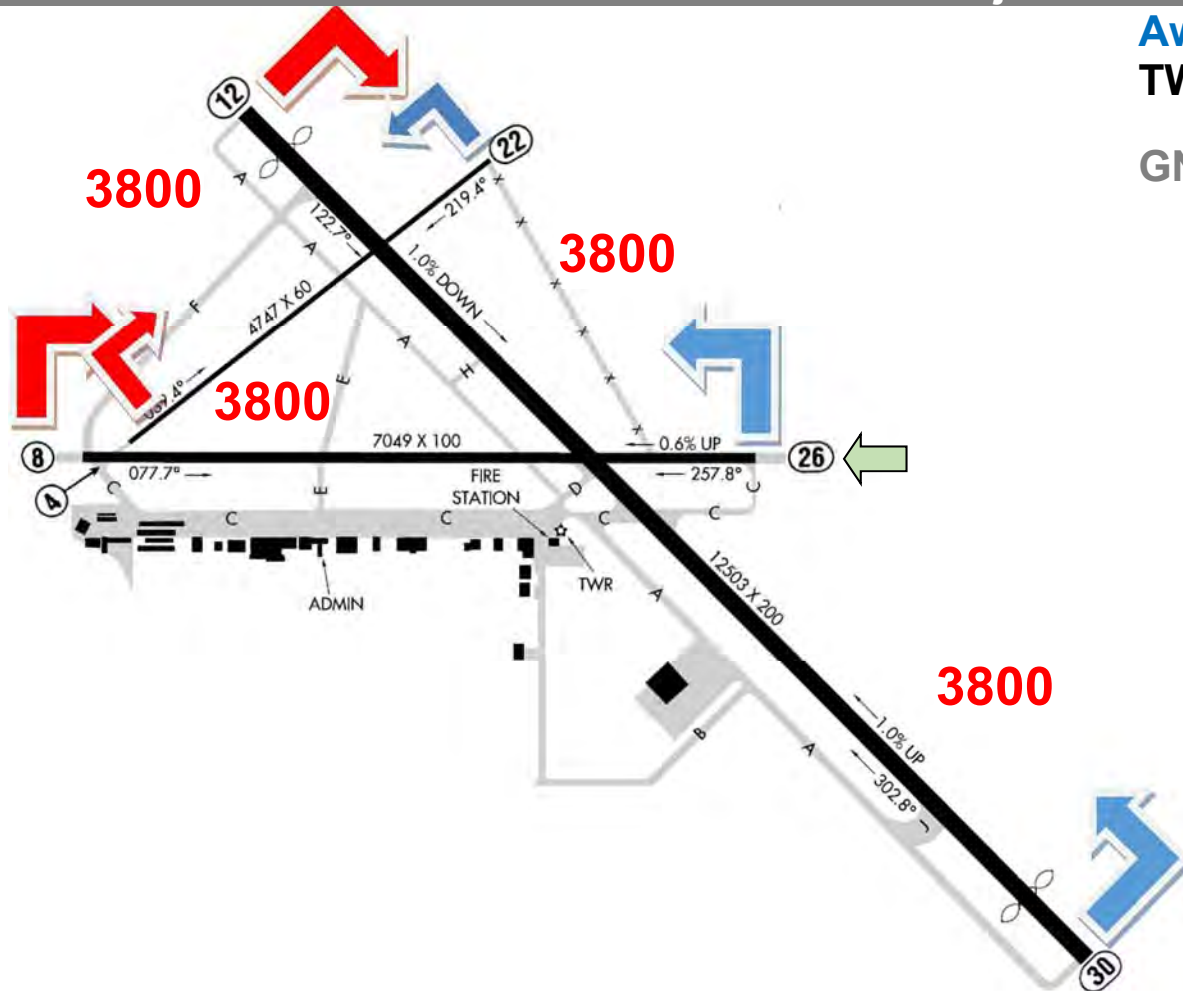
Mojave Air and Space Port

Awos 132,225

TWR 127,6\*<sup>C</sup>

Mo-Fr 7-17 LT

GND 123,9







425 ft

MIT

Shafter-Minter Field

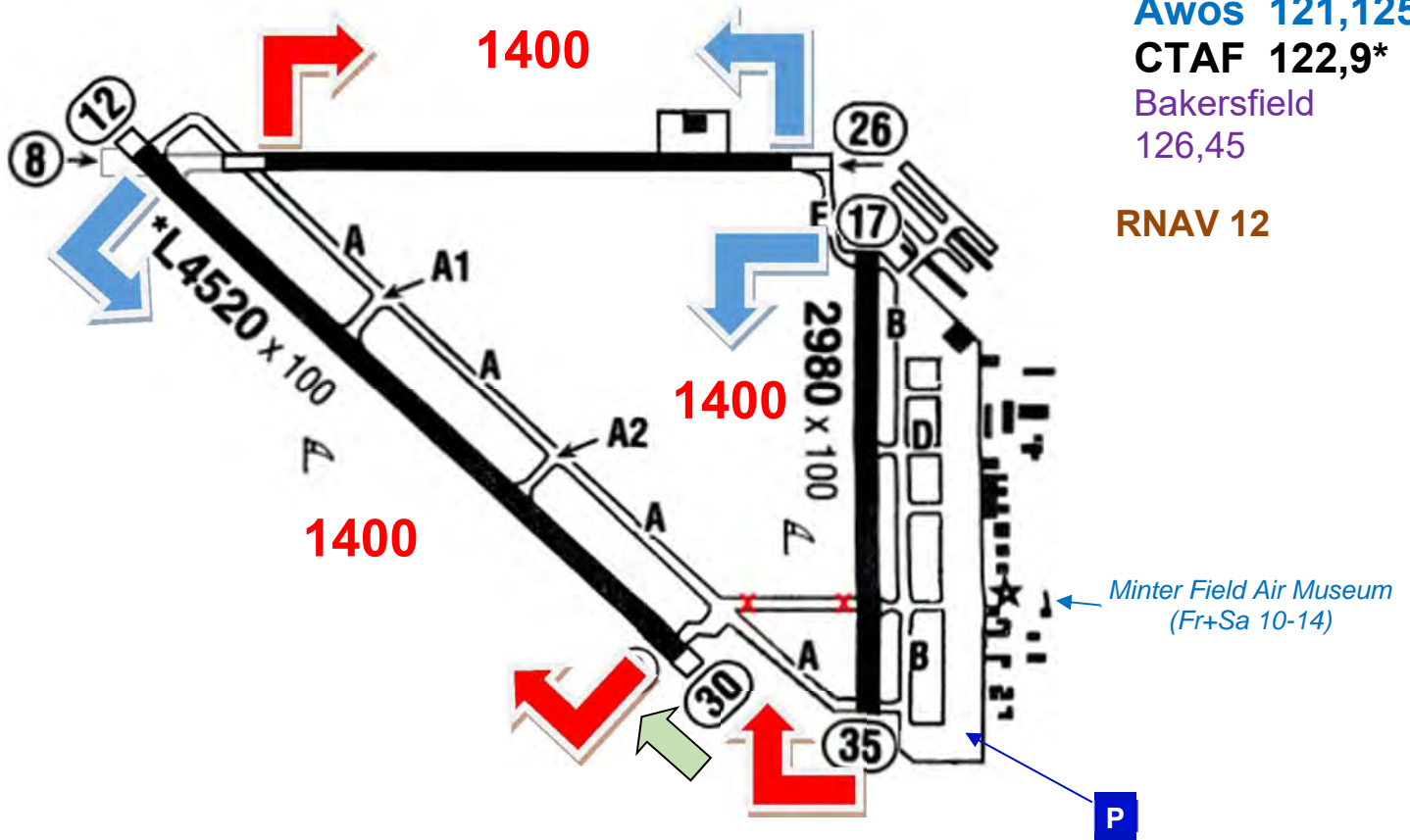
Awos 121,125

CTAF 122,9\*

Bakersfield

126,45

RNAV 12



427 ft

# MYF

# Montgomery

**ATIS 126,9**

**TWR 119,2\*<sup>C</sup>**  
6-21 LT

**GND 118,225**

**ILS 28R 111,7<sup>D</sup>**

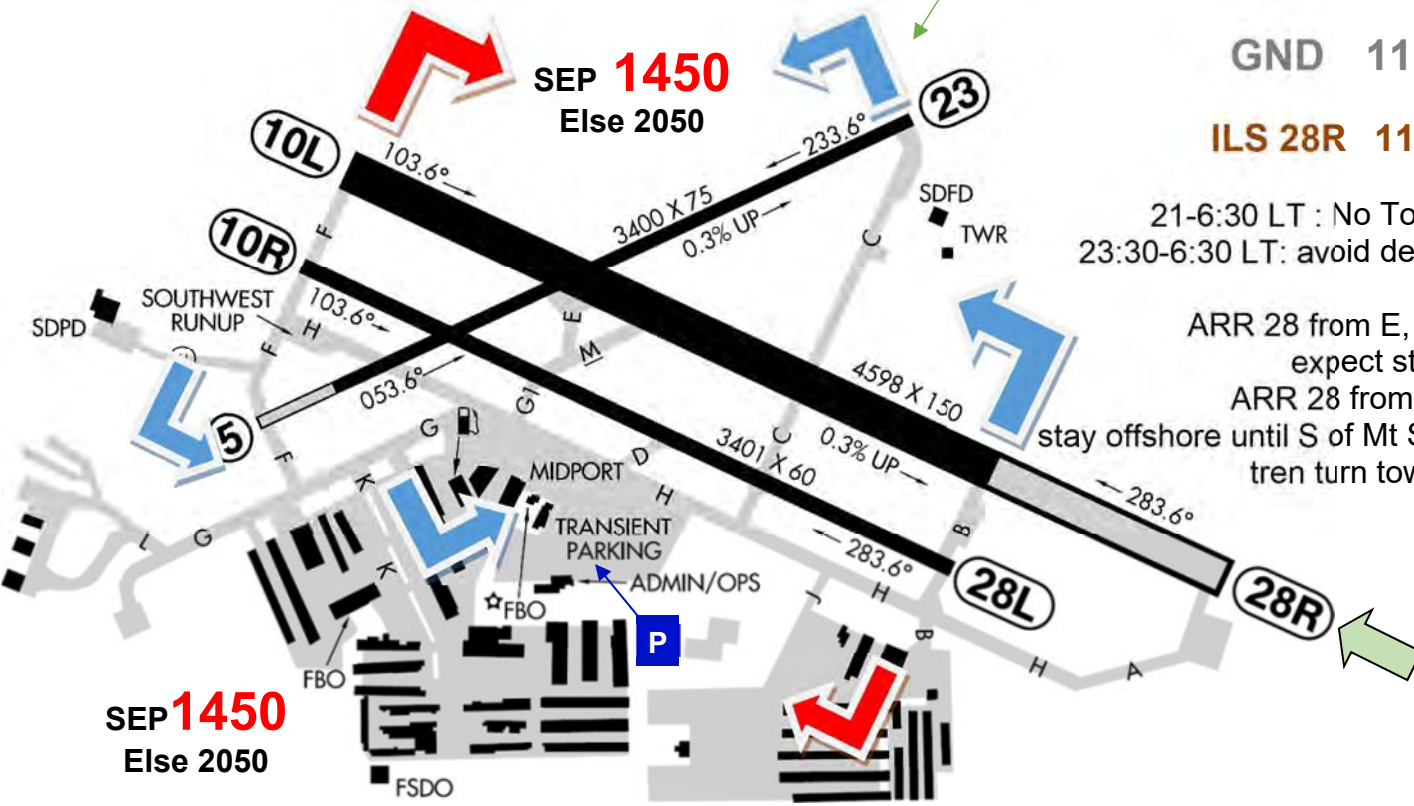
21-6:30 LT : No Touch&Go  
23:30-6:30 LT: avoid departures

ARR 28 from E, NE, SE:  
expect straight-in  
ARR 28 from W, NW:  
stay offshore until S of Mt Soledad,  
then turn toward A/P

94<sup>th</sup> Aero Squadron Café  
We-Th 16-20, Fr-Sa 16-21,  
Su 9-14:30

**SEP 1450**  
Else 2050

**SEP 1450**  
Else 2050



SDPD

SOUTHWEST RUNUP

10L

10R

23

28L

28R

FSDO

MIDPORT

TRANSIENT PARKING

ADMIN/OPS

FBO

FBO

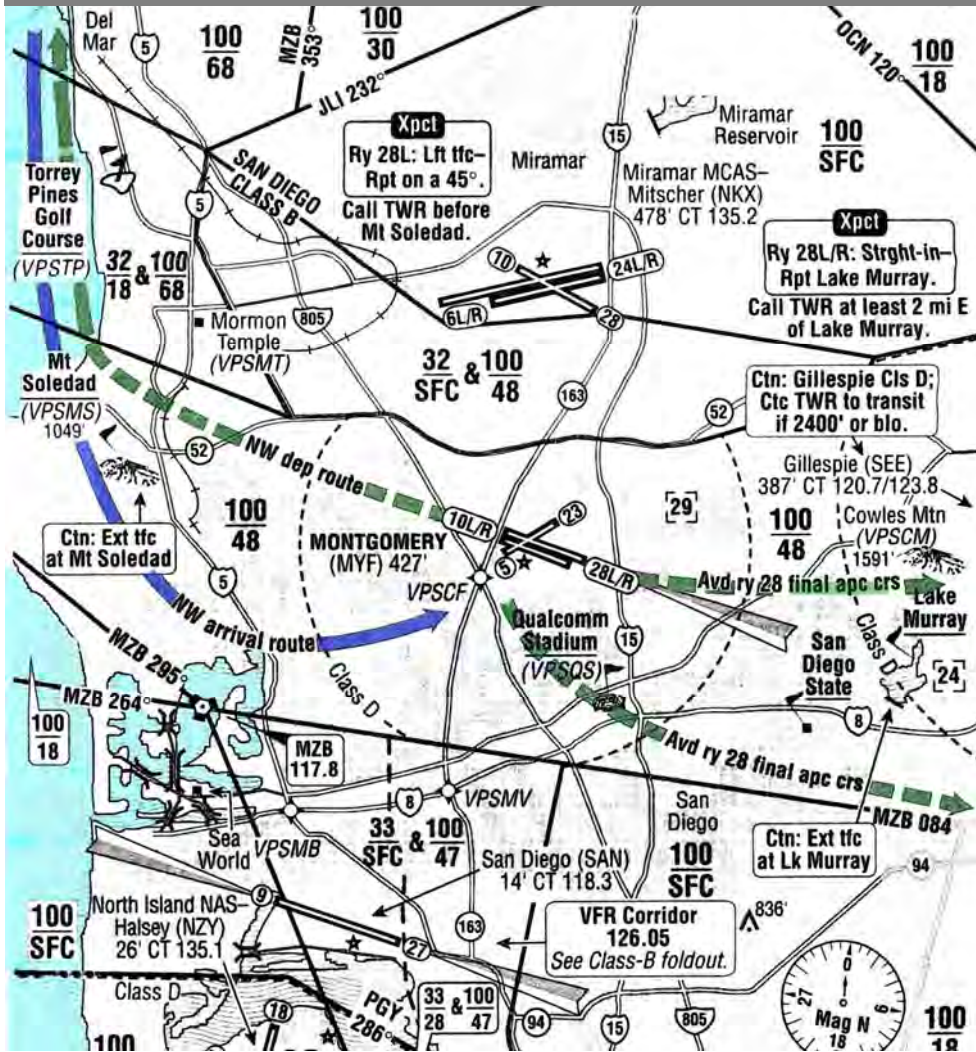
P

SDFD

TWR



# MYF Area



**DEP 10L/R to E/NE:**  
Rwy-Hdg until I-15

**DEP 10L/R to W/NW:**  
prior reaching I-15 turn  
L or R X-wind (as advised)  
then direct gap N Mt Soledad,  
passing shore turn on course

**DEP 28L/R to W/NW:**  
Rwy-Hdg to 1200 ft (MEP 2000 ft),  
then direct gap N Mt Soledad,  
passing shore turn on course

**DEP 28L to S/E:**  
Rwy-Hdg to 1200 ft (MEP 2000 ft),  
then turn X-wind

**DEP 28R to E/N:**  
Rwy-Hdg until I-805,  
then turn right X-wind

3710 ft

O26

Lone Pine/Death Valley

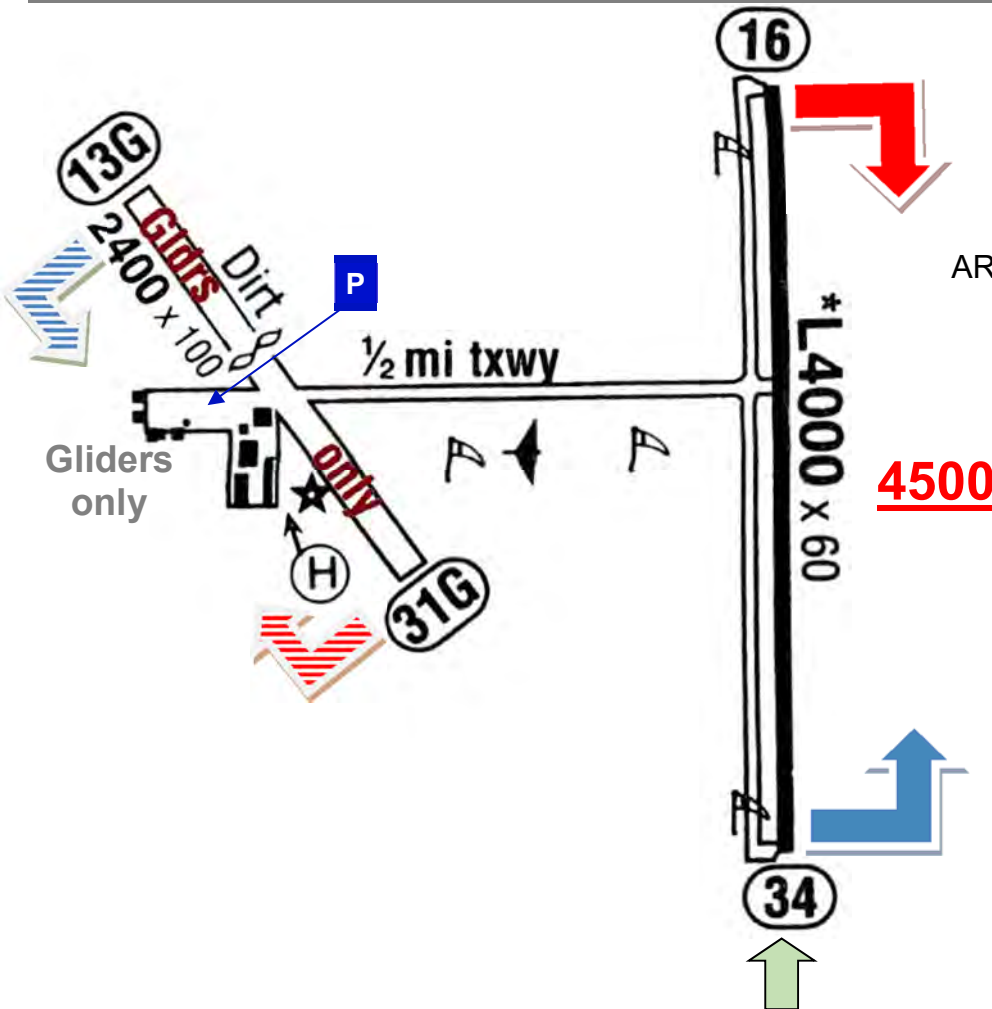
Awos 118,25

CTAF 122,8\*

A/P-Beacon u/s

Avoid town of Lone Pine (NW)  
ARR 15: Windshear with SE-Wind  $\geq 15$  kts

Rwy 13/31: Gliders only (other: PPR)



386 ft

O32

Reedley Muni

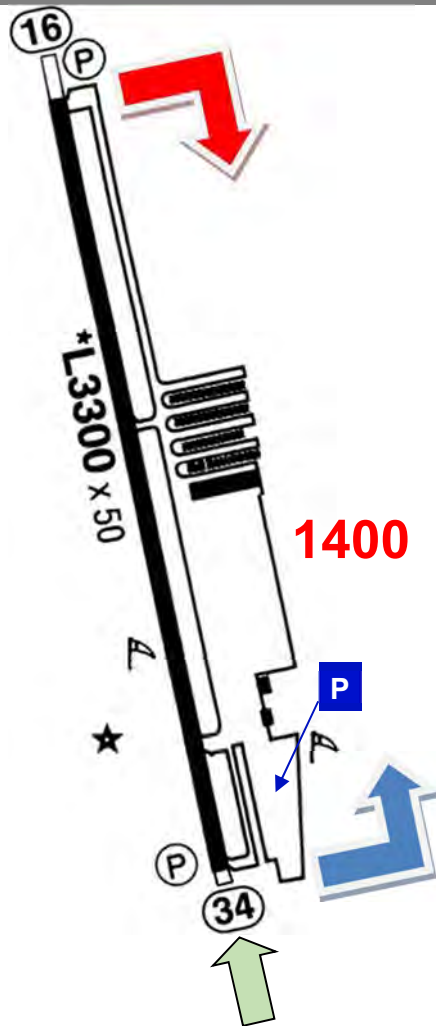
Awos 120,175

CTAF 122,7\*

Fresno 132,35

DEP: Rwy-Hdg min. 1/2 NM

Avoid school S

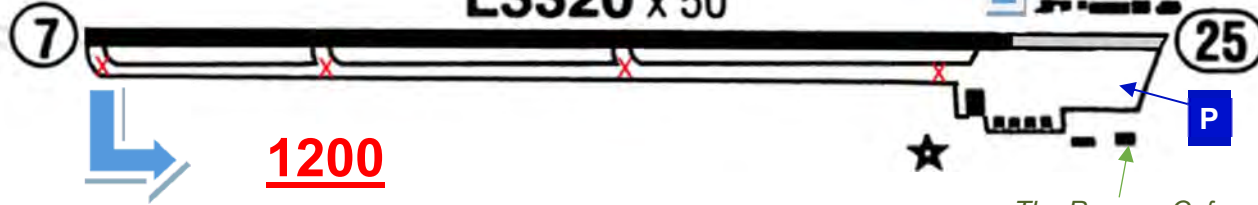


425 ft

O42

Woodlake

CTAF 122,9



Night: A/P closed

*The Runway Cafe*  
(We-Th 7-13,  
Fr-Su 7-14)



28 ft

OKB

Oceanside

ASOS 127,8

CTAF 122,725\*

10-18 LT

Socal 127,3

GPS 7/25

Mountain W, NW, SW

Caution: Military Class D N very close!

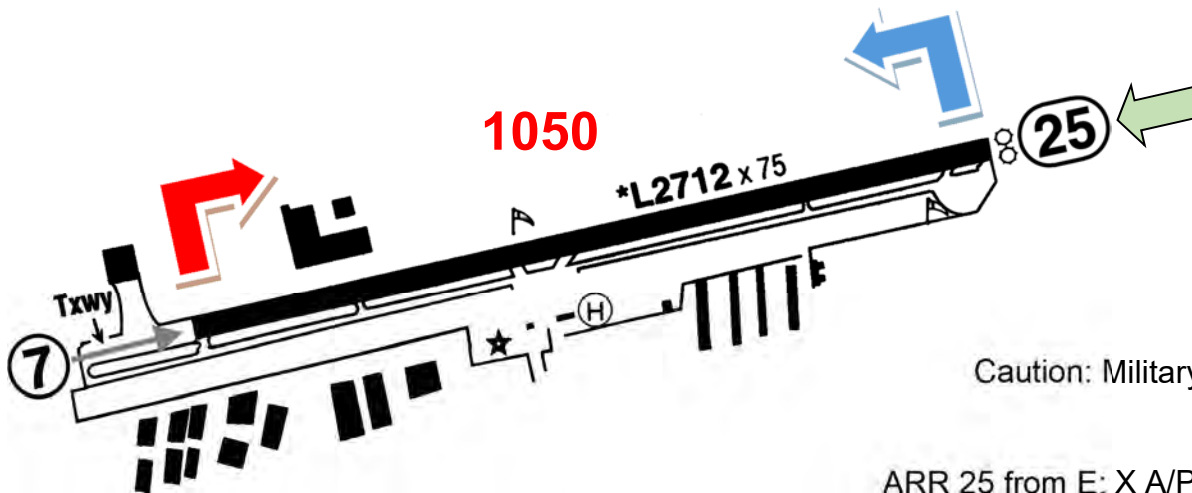
**No straight-In**

ARR 25 from E: X A/P SW-bound at 2.000 ft, continue to shoreline, then descend to 1050 ft when at TPA direct water tower (for 45°-entry)

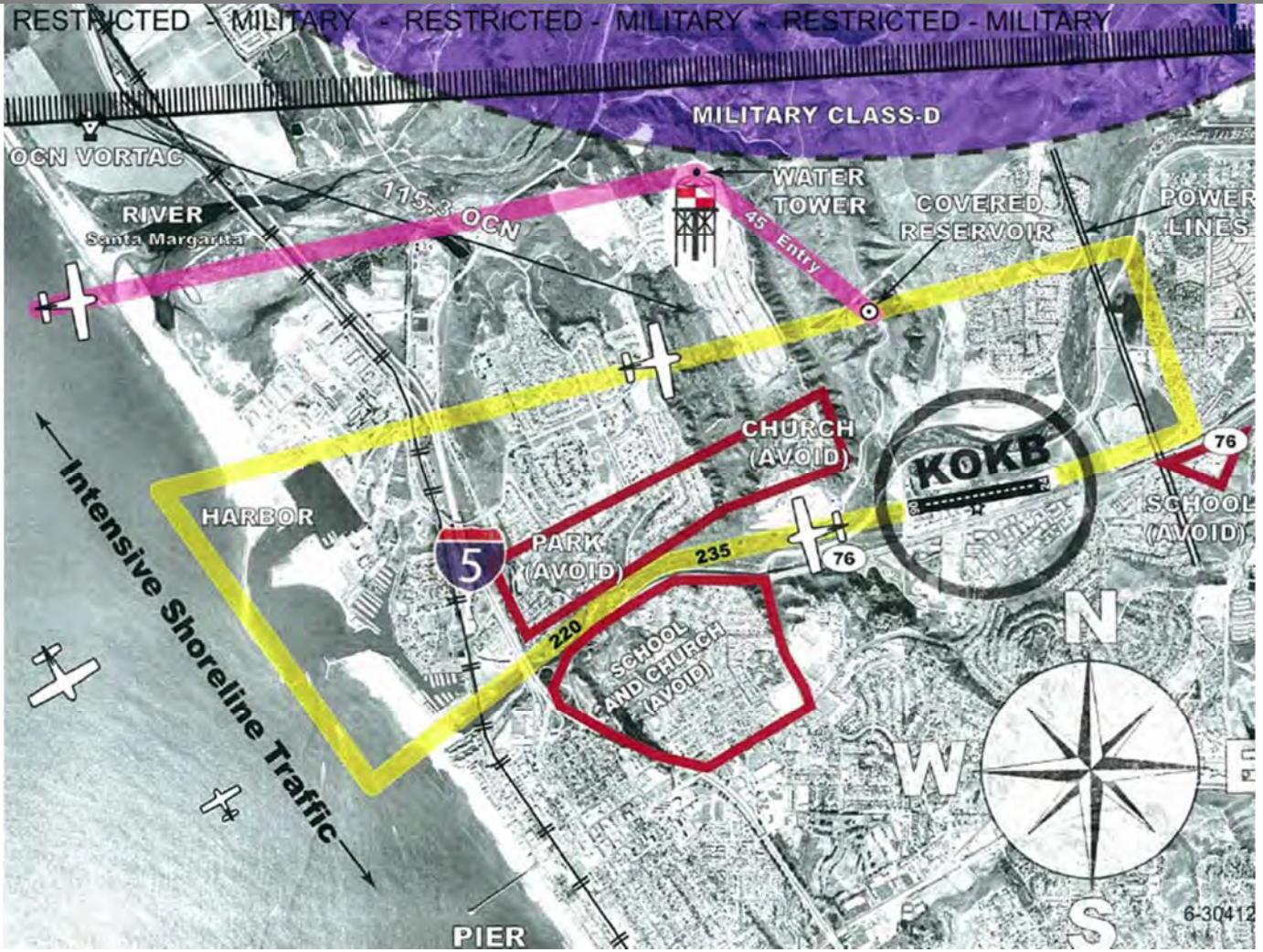
ARR 25 from W: cross shore at river just S of OCN VOR, then direct water tower (for 45°-entry)

DEP 7: turn left to avoid school and homes E of A/P, follow river

DEP 25: Follow River (keep Hwy under left wind), no turns prior coast



# OKB Area



944 ft

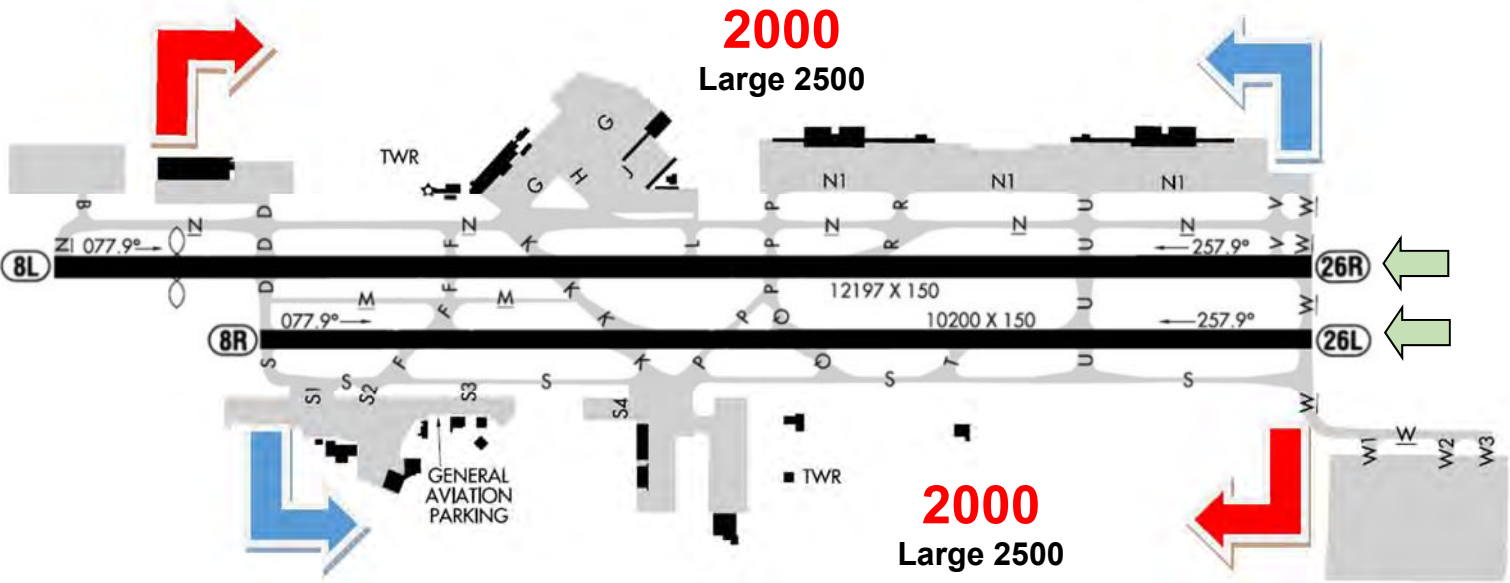
ONT

Ontario Intl

ATIS	124,25
TWR	120,6
GND	121,9
ILS 8L	109,7
ILS 26L	111,35 <sup>D</sup>
ILS 26R	109,7 <sup>D</sup>

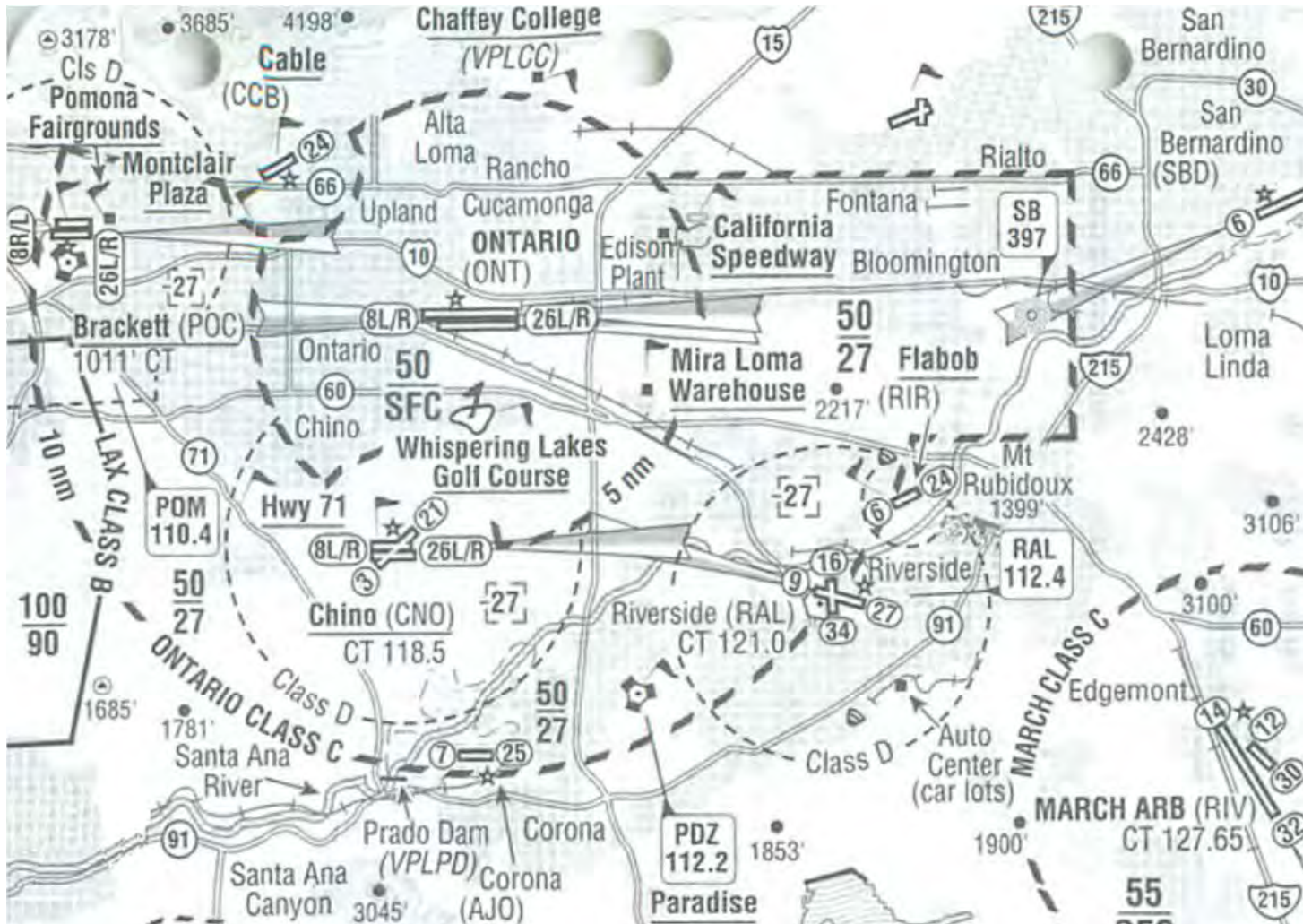
**2000**  
Large 2500

**2000**  
Large 2500





# ONT Area



45 ft

OXR

Oxnard

1050 MEP 1450



ATIS 118,05

TWR 134,950\*<sup>C</sup>

7-21 LT

GND 121,9

ILS 25 108,7

No Touch&Go 23-6

ARR: Stay high over homes;  
use low-power

Opposite IFR traffic possible

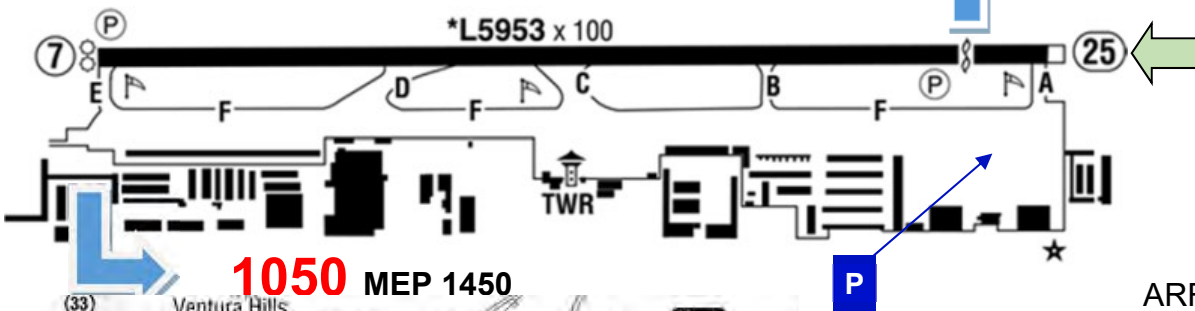
ARR 25: Straight-in: min. 2100 ft over CMA,  
stay high over city prior final app.

GND: Do not park at Terminal

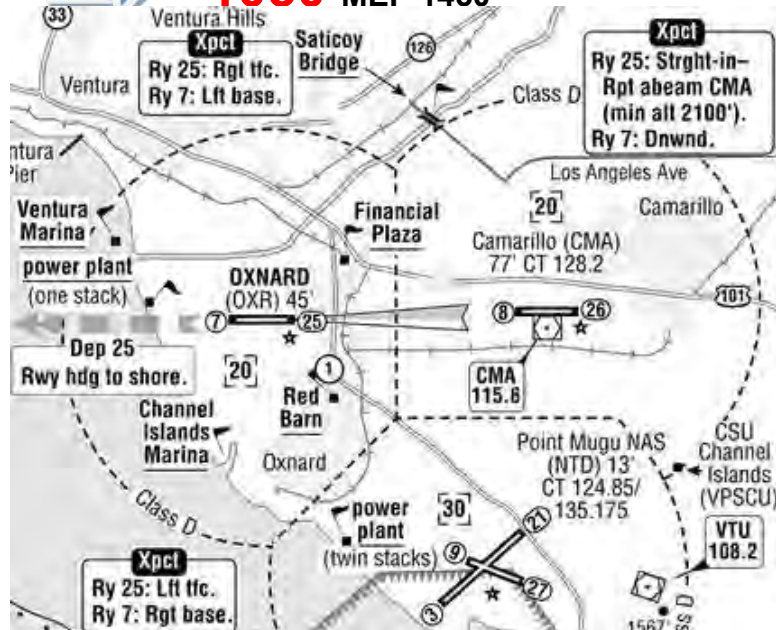
DEP 25: Rwy-Hdg to shore;  
piston A/C may turn left > 750 ft and  
prior canal 1½ NM W

DEP 7: No T/O from twy C,  
climb at V<sub>y</sub> to 750 ft

*Rental cars available*



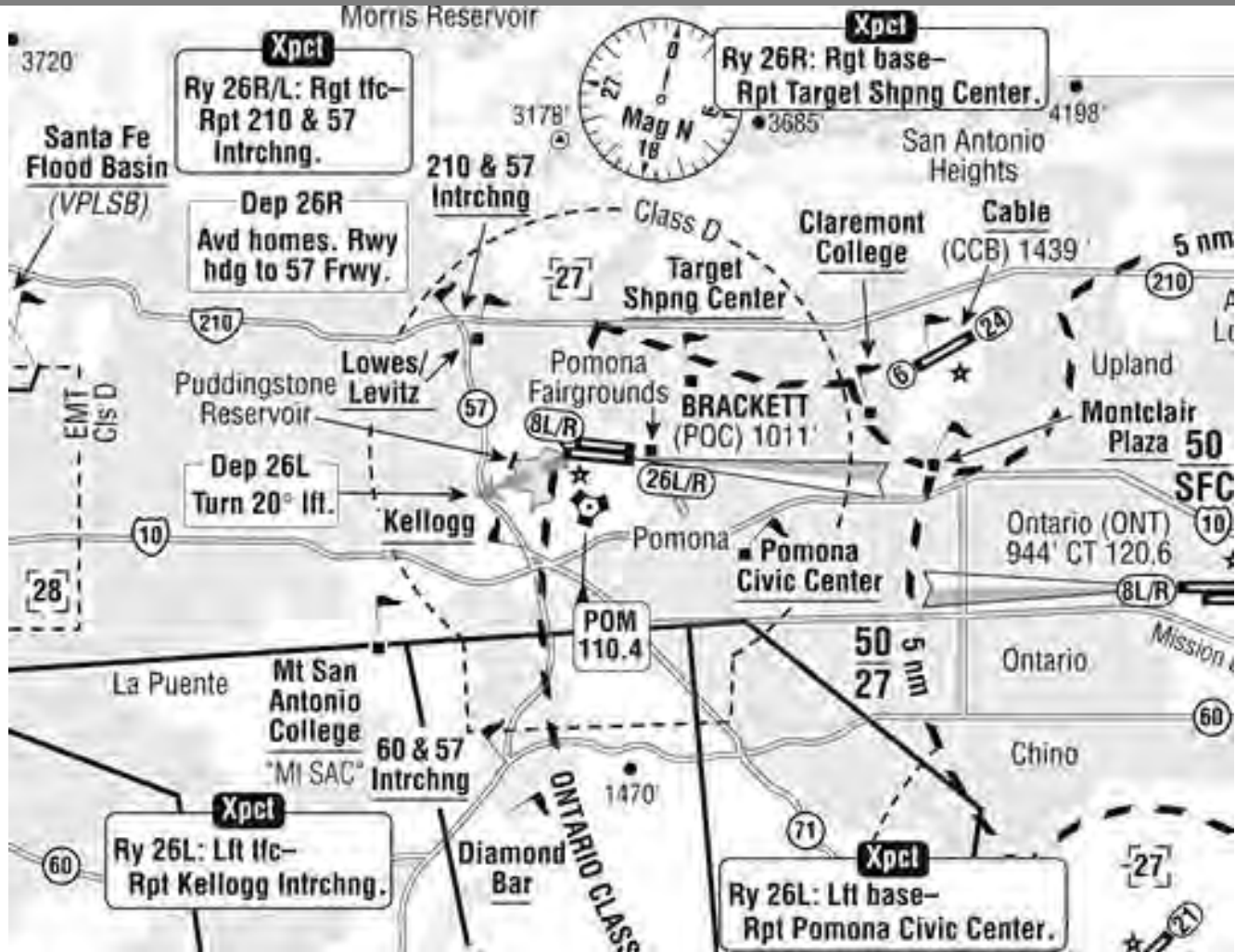
1050 MEP 1450







# POC Area



839 ft

PRB

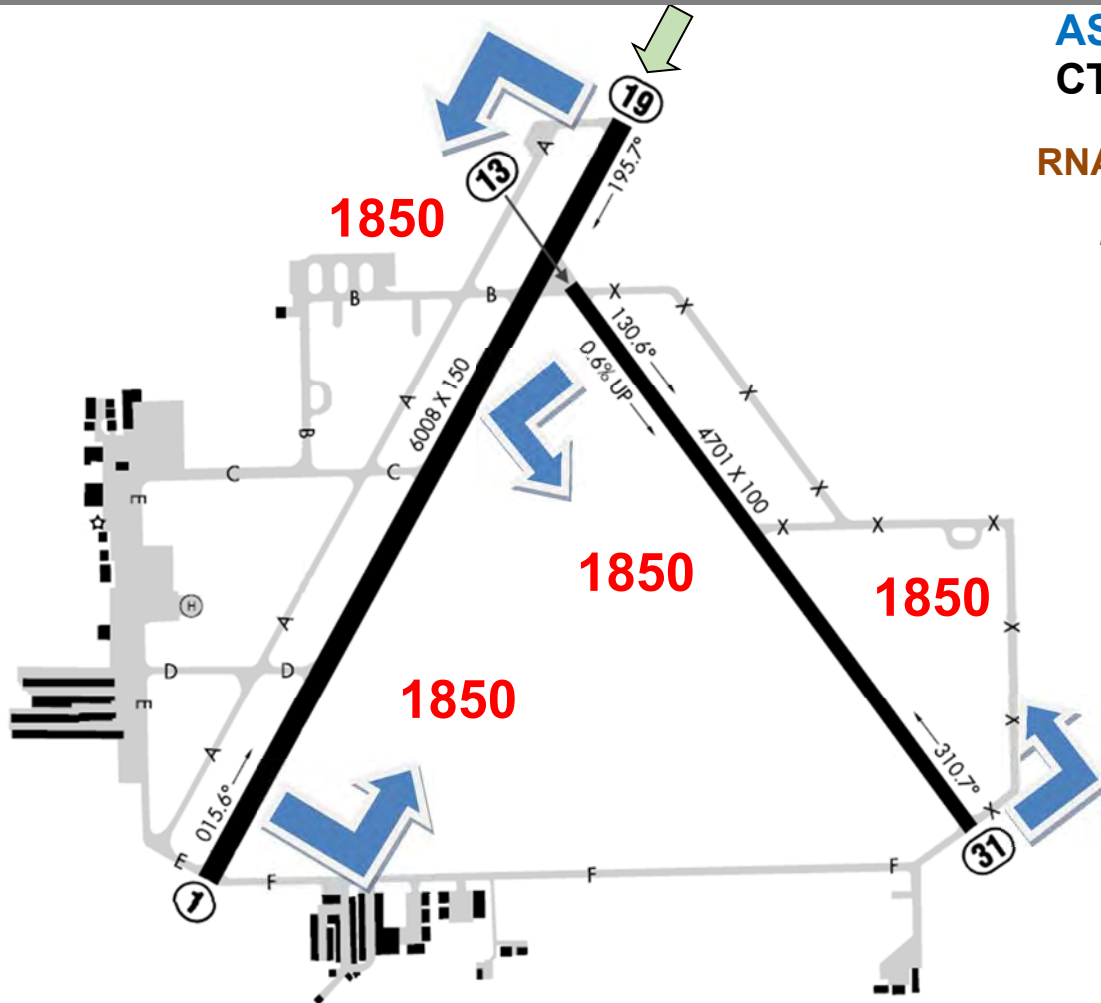
Paso Robles

ASOS 120,125

CTAF 123,0\*

RNAV 19/31

*FBO with courtesy car*





476 ft

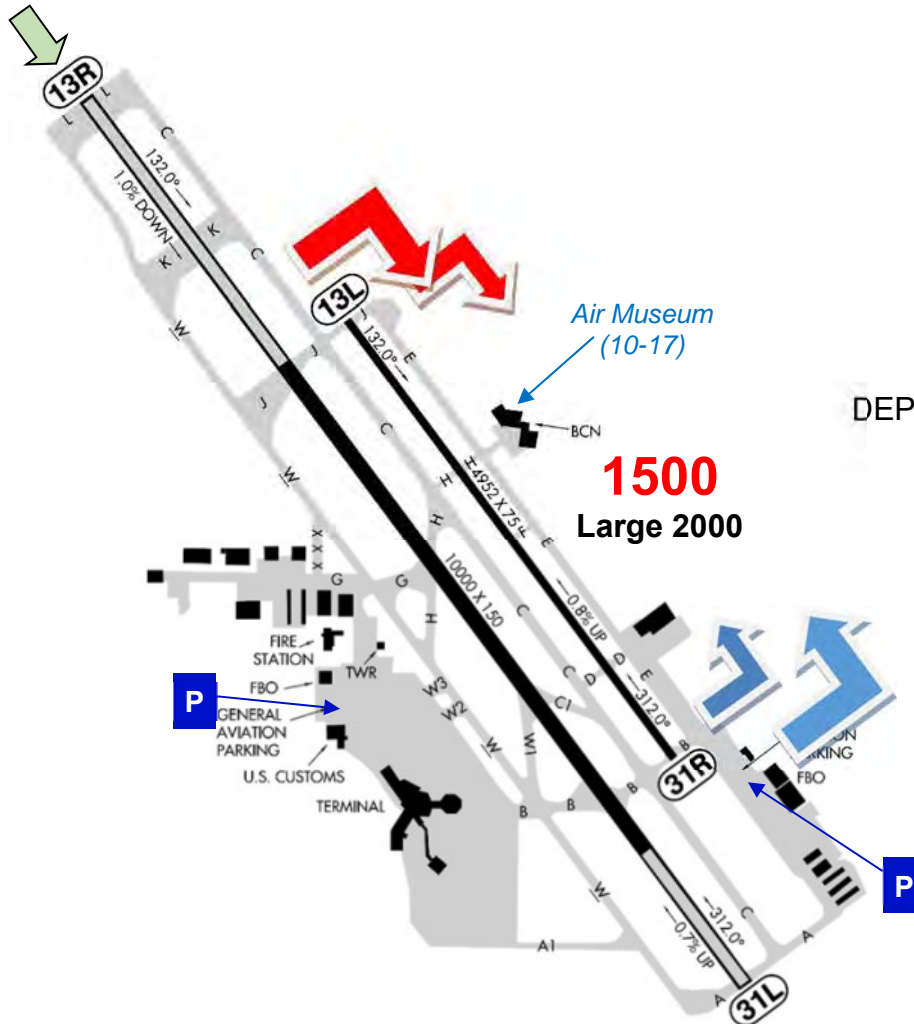
PSP

Palm Springs Intl

**ATIS 124,65**  
**TWR 119,7\*<sup>C</sup>**  
6-23 LT  
**GND 121,9**  
**DLV 128,35**  
**Socal 126,7**

**RNAV 13R/31L**

DEP: advise Twr of Ldg destination



443 ft

PTV

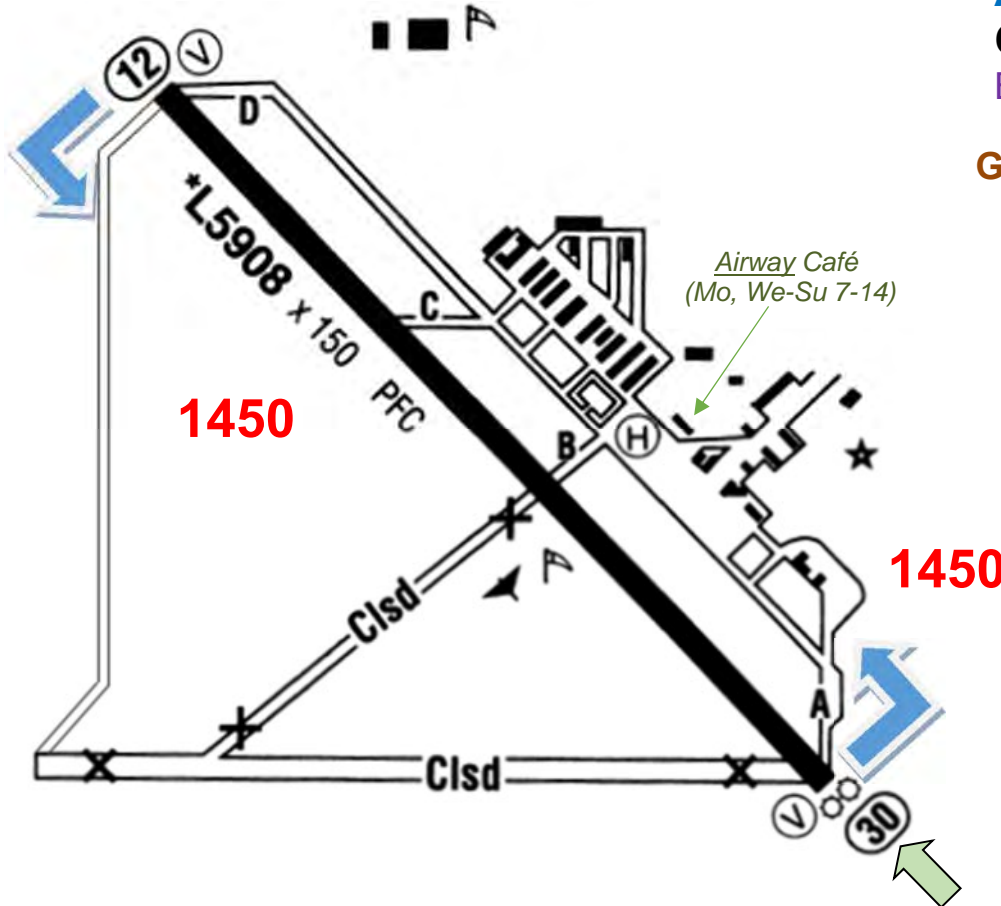
Porterville Muni

Awos 134,625

CTAF 122,8\*

Bakersville 120,5

GPS 12/30



819 ft

RAL

Riverside

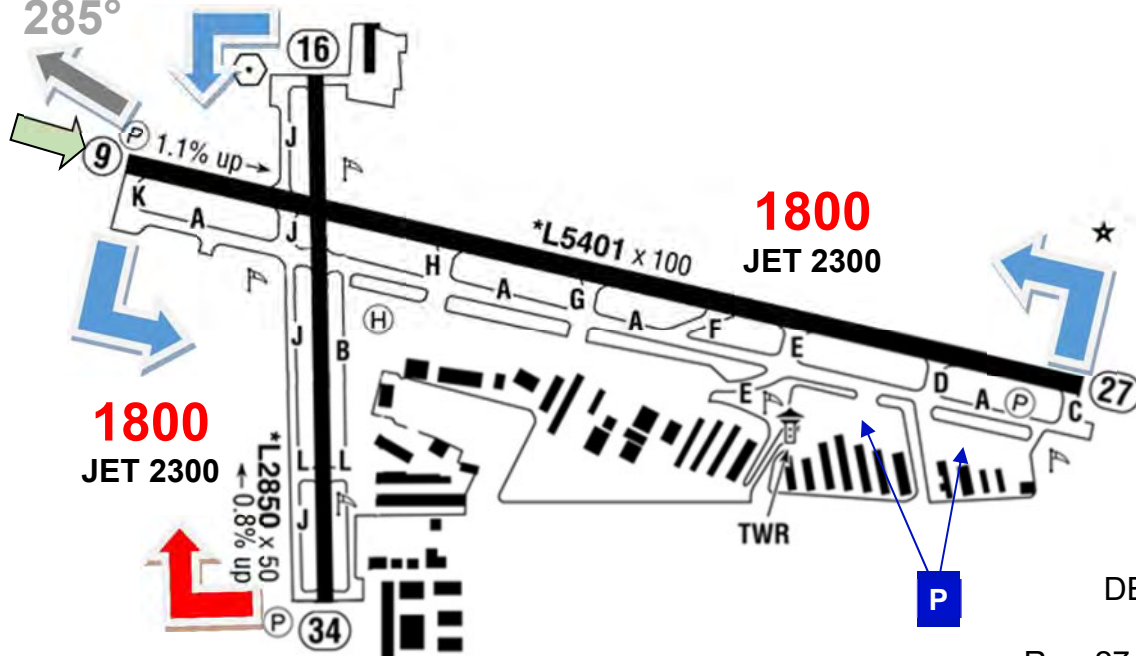
Hdg  
285°

ATIS 128,8

TWR 121,0\*  
7-20 LT

GND 124,12

ILS 9 110,9

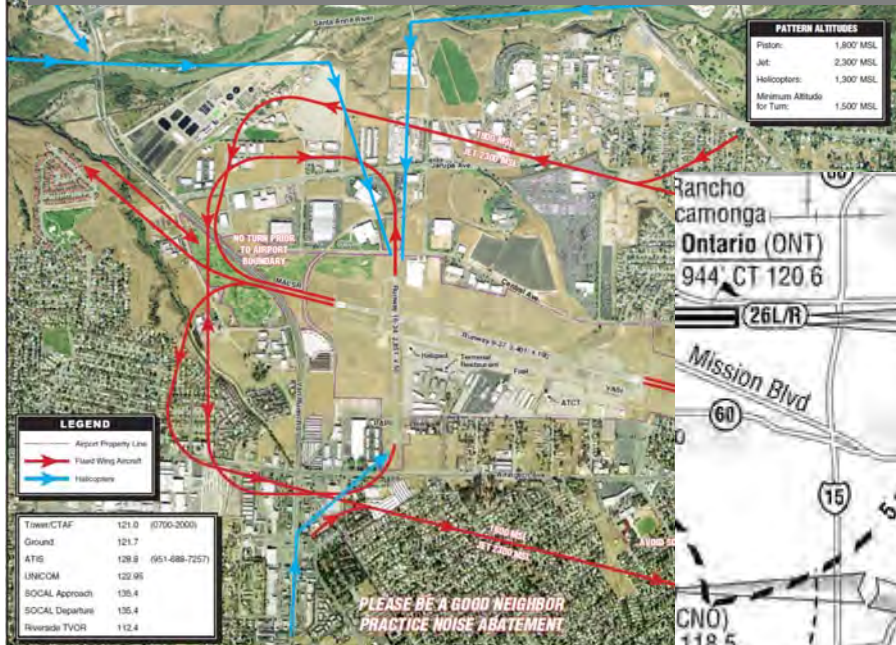


DEP 9: Rwy-Hdg to 1500 ft

Rwy 27: Run-Up Hdg 270 or 360

DEP 27: RT 15° to 1500 ft, climb over river

# RAL Area





1574 ft

REI

Redlands

CTAF 123,05\*

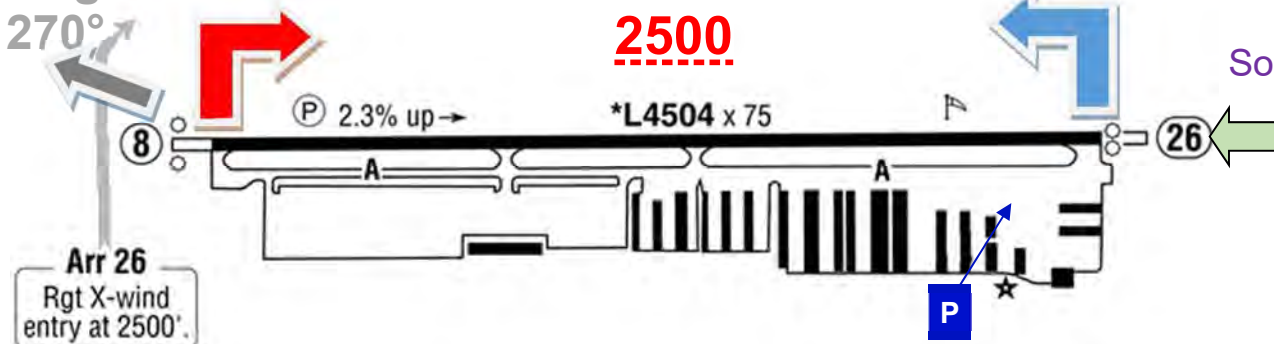
8-17 LT

Socal 127,0

Hdg

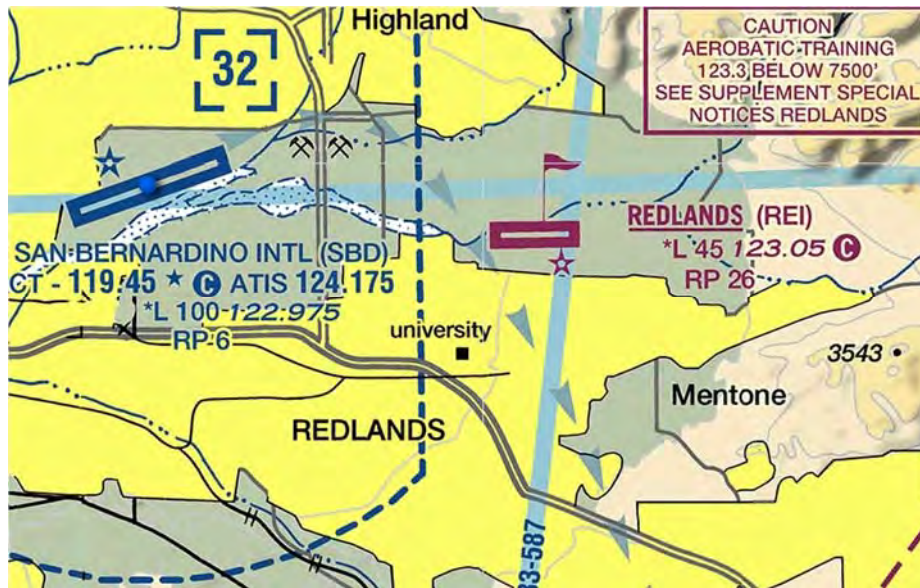
270°

2500



ARR 26 from E-S: via Right X-wind at 2500 ft to right traffic pattern  
 Night: Rwy 08 recommended

DEP 26: RT by 10°, avoid SBD CIs D or  
 call SBD Twr 119.45 to transit  
 min 2000 ft prior turning south





1395 ft

RNM

Ramona

**2400**  
Multi 2900

P

Classic Rotors Museum  
(Tu-Fr 10-16, Sa -18)

**ATIS 132,025**  
**TWR 119,875\*<sup>C</sup>**  
8-20 LT

**GND 121,65**  
**Socal 127,3** Dep  
**132,2** App

9

088.2°



**2400**  
Multi 2900

5001 X 150 (H)

FBO



268.2°

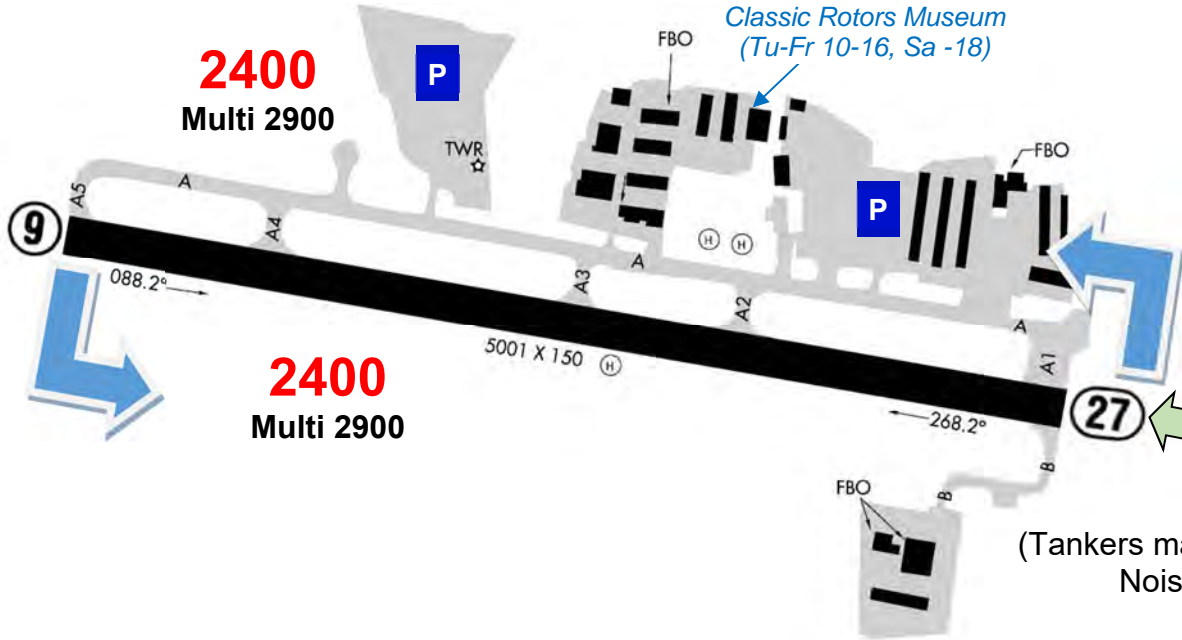
27



**RNAV 9**

Birds, Coyote  
Air Tankers May-Nov  
(Tankers may use Non-Std Pattern)  
Noise Sensitive Area NE-SE

DEP: Rwy-Hdg to 2000 ft







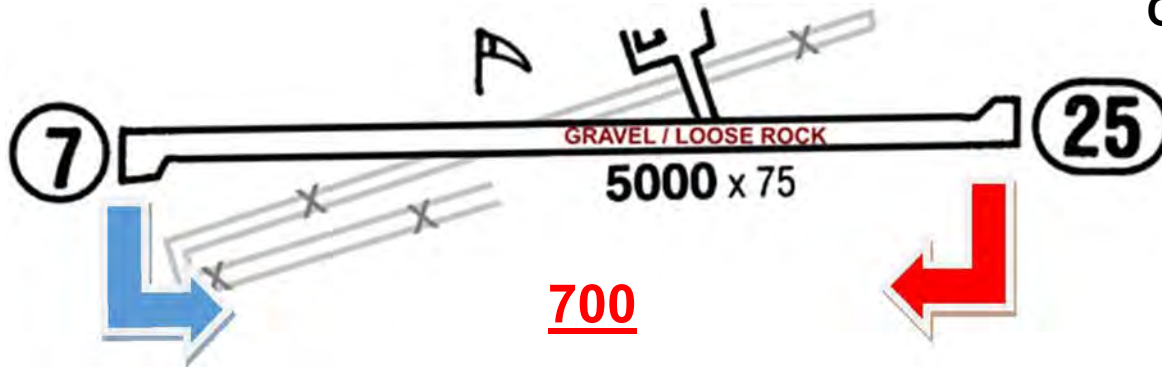


-84 ft

SAS

Salton Sea

CTAF 122,9



White THLD BARS are only markings on Rwy

13 ft

SBA

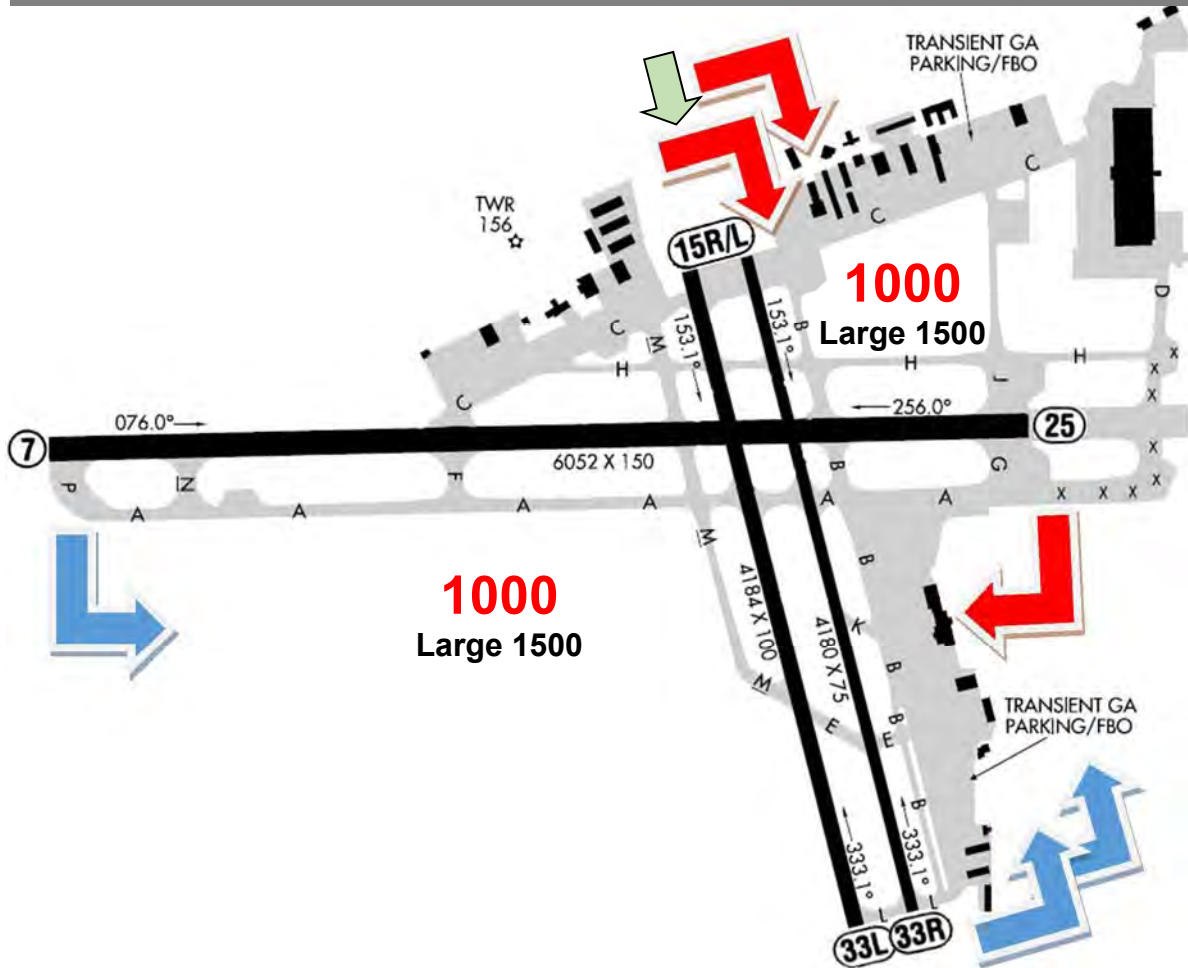
Santa Barbara Muni

TWR 119,7\*<sup>C</sup>  
6-23 LT

GND 121,7

ILS 7 110,3

Rwy 15L/33R day only



**1000**  
Large 1500

**1000**  
Large 1500

*High Sierra Bar &  
Grill  
(next to Signature)*





1159 ft

SBD

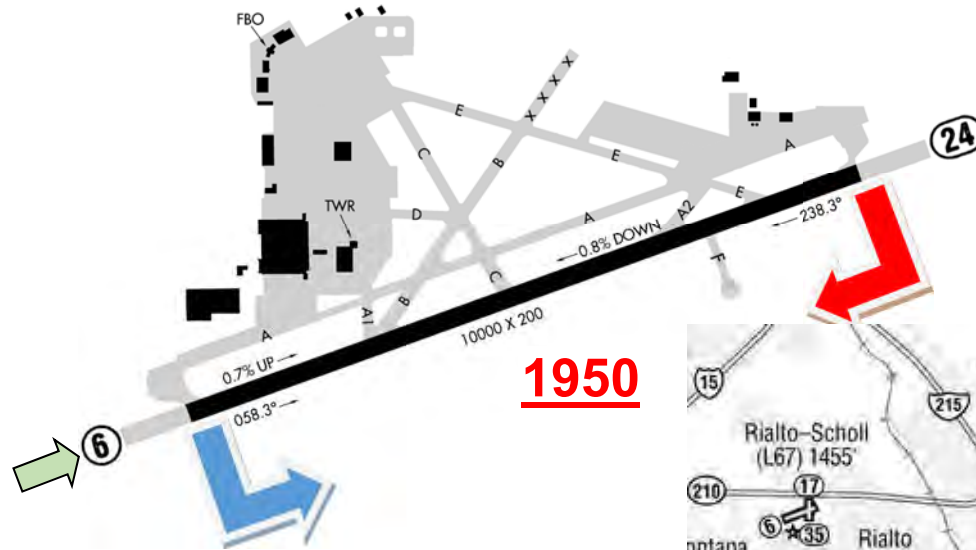
San Bernadino

ATIS 124,175

TWR 119,45\*  
7-21 LT

GND 121,8  
No Ops 23-6 LT

ILS 6 109,3



1950



212 ft

SBP

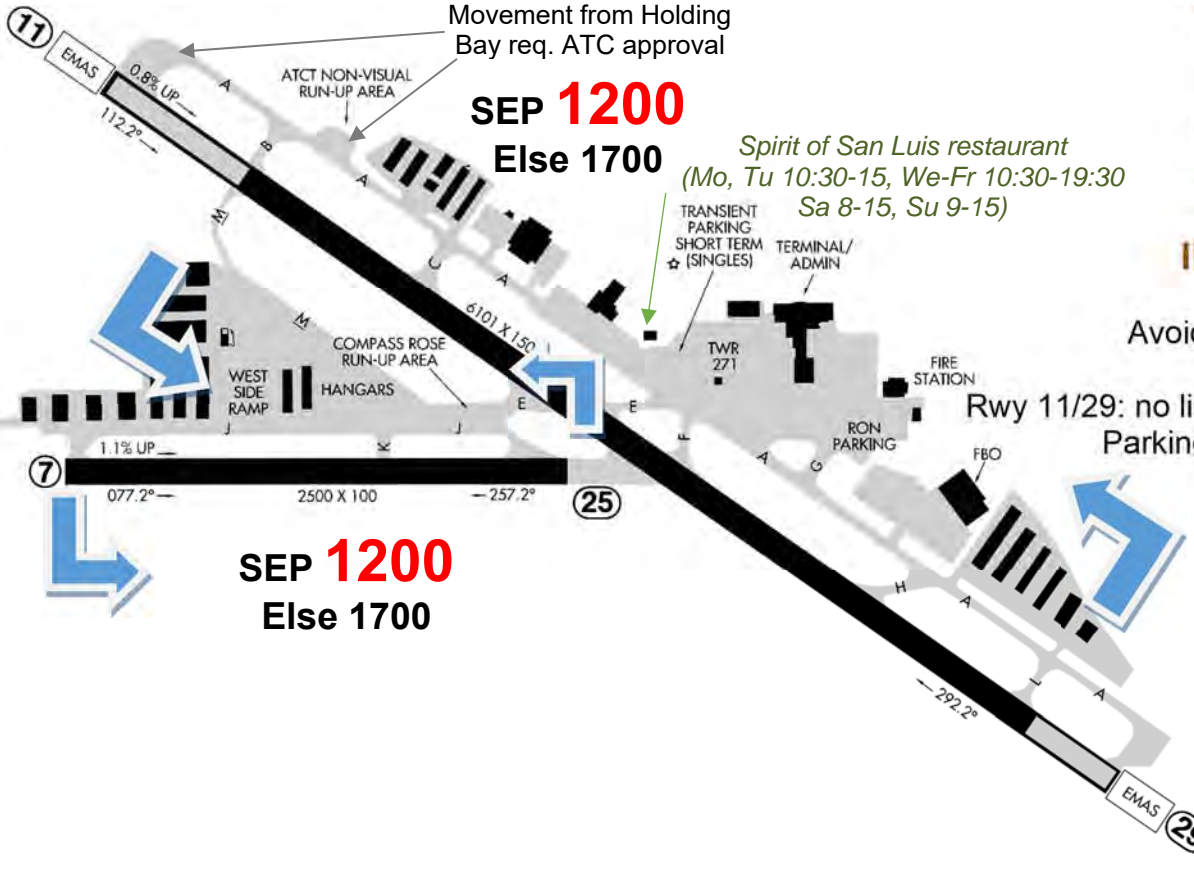
San Luis Obispo

**ATIS** 120,6  
**TWR** 124,0\*<sup>C</sup>  
 6-22 LT

**GND** 121,6  
**SBA** 127,725

**ILS 11** 109,7

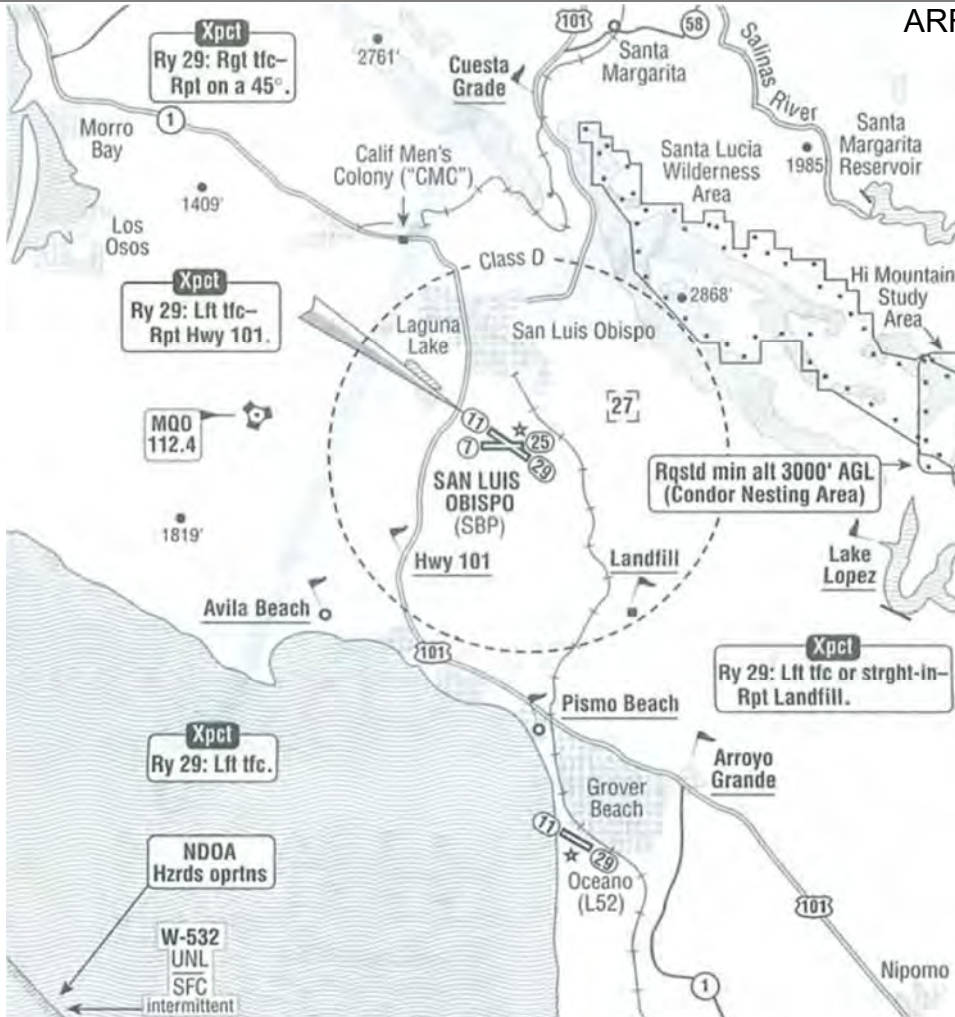
Avoid city, homes, schools  
 Birds during Winter  
 Rwy 11/29: no line of sight betw. ends  
 Parking > 2 hrs contact FBO



**SEP 1200**  
 Else 1700

**SEP 1200**  
 Else 1700

# SBP Area



ARR: 45°-entry to upwind 1/3 of active Rwy  
Maintain TPA on downwind  
Stay at or above VASI  
TCH 50 ft

ARR 29: avoid school on left base

DEP 11: No midfield T/O  
Rwy-Hdg to 1200 ft + A/P boundary  
No right turn until beyond school

DEP 29: No left turn prior Rwy end  
N/W/S: Rwy-Hdg to Hwy 101, then  
N: turn N

W: keep N of homes W  
S: turn left before homes W  
E: to tank farm,  
turn right prior water tank on ridge  
clear homes before turn E



526 ft

SDM

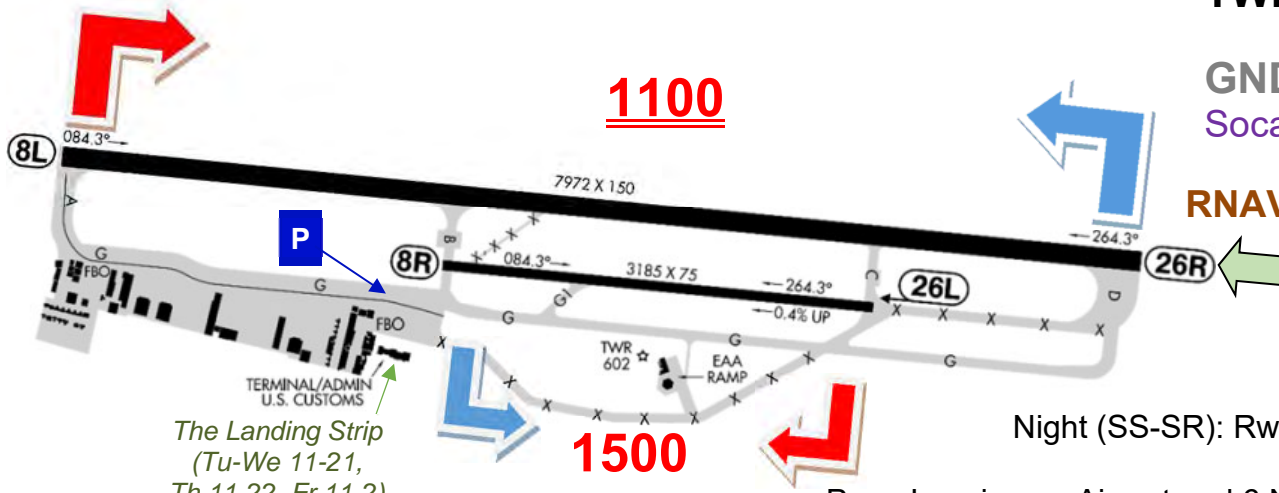
Brown Field

ATIS 132,35

TWR 128,25\*<sup>C</sup>  
126,5\* 8-20 LT

GND 124,4<sup>DLV</sup>

Socal 125,15



1100

RNAV 8L

*The Landing Strip*  
(Tu-We 11-21,  
Th 11-22, Fr 11-2)

1500

Night (SS-SR): Rwy 8R/26L closed

Para Jumping on Airport and 6 NM E (Otay Mtn)

Avoid Pio Pico Energy Center < 2000 ft (3 NM E)  
Noise Sensitive Areas 1 NM W, 1/2 NM NW, 2 NM N

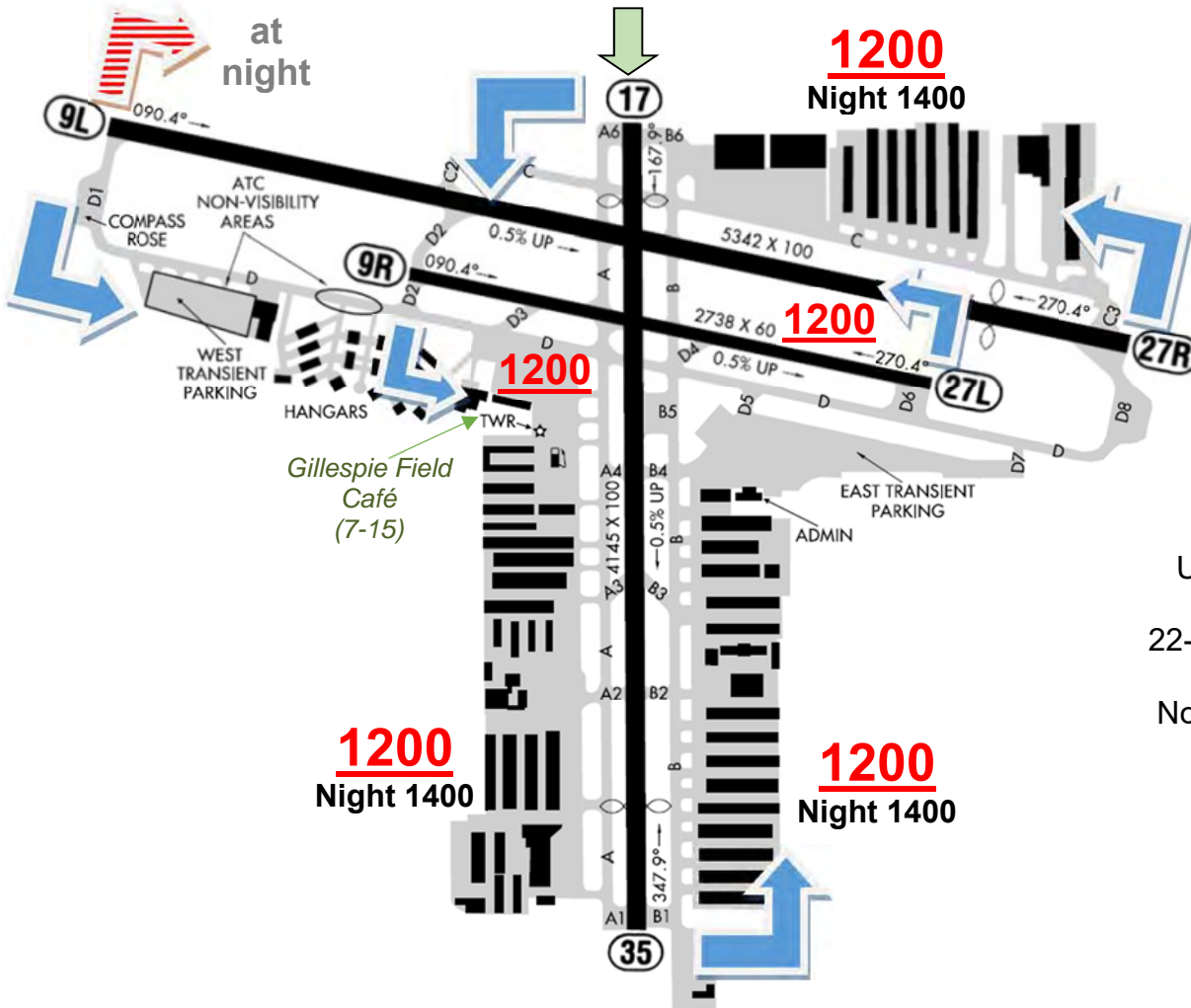
DEP 8L: Caution due rising Terrain (6 NM E) up to 3566 ft



212 ft

SEE

Gillespie Field



at night

1200  
Night 1400

1200

1200

1200  
Night 1400

1200  
Night 1400

**ATIS** 125,45  
**TWR** 120,7\*<sup>C</sup>  
 7-21 LT  
**123,8 S**  
**GND** 121,7  
**DLV** 125,1  
**Socal** 124,35

**RNAV 9L/17**  
**Loc27R** 110,5

Coyotes, birds

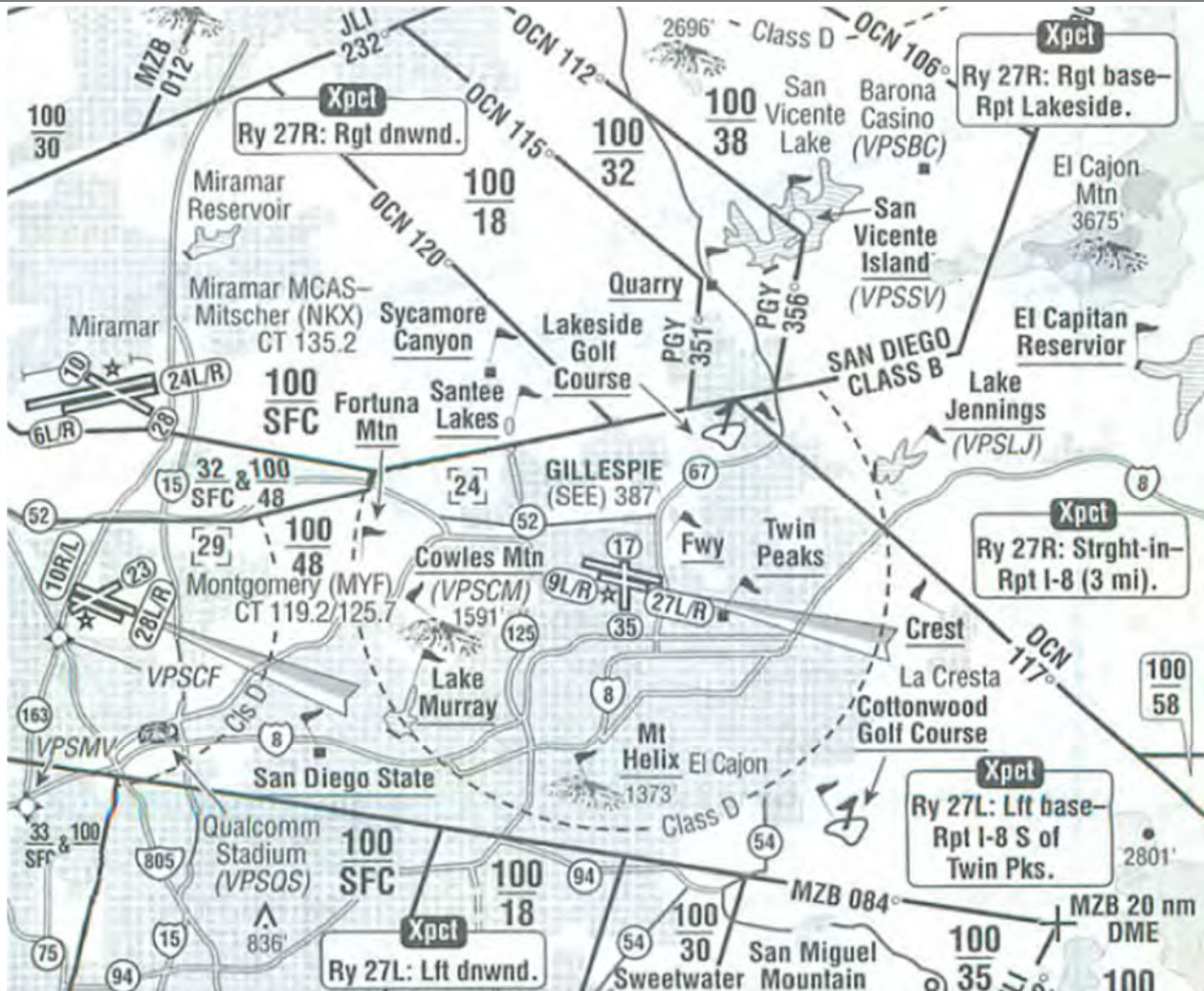
Use Loc 27R due terrain!

22-07 LT: avoid Touch&Go  
 Low App < 1200 ft PPR  
 No simulated Eng.-failures  
 over residential areas

Night (SS-SR):  
 Rwy 9R/27L closed



# SEE Area



# SEE Rwy 09R/27L Pattern

Turn after Fanita Drive → X-wind over Hwy 125 → downwind over FIRST VALLEY  
(Try to reach 1400 ft prior downwind)





177 ft

# SMO

Santa Monica

**ATIS 119,15**  
**TWR 120,1\*<sup>C</sup>**  
 7-21 LT  
**GND 121,9**  
**Noise 122.85**  
 normal office hrs

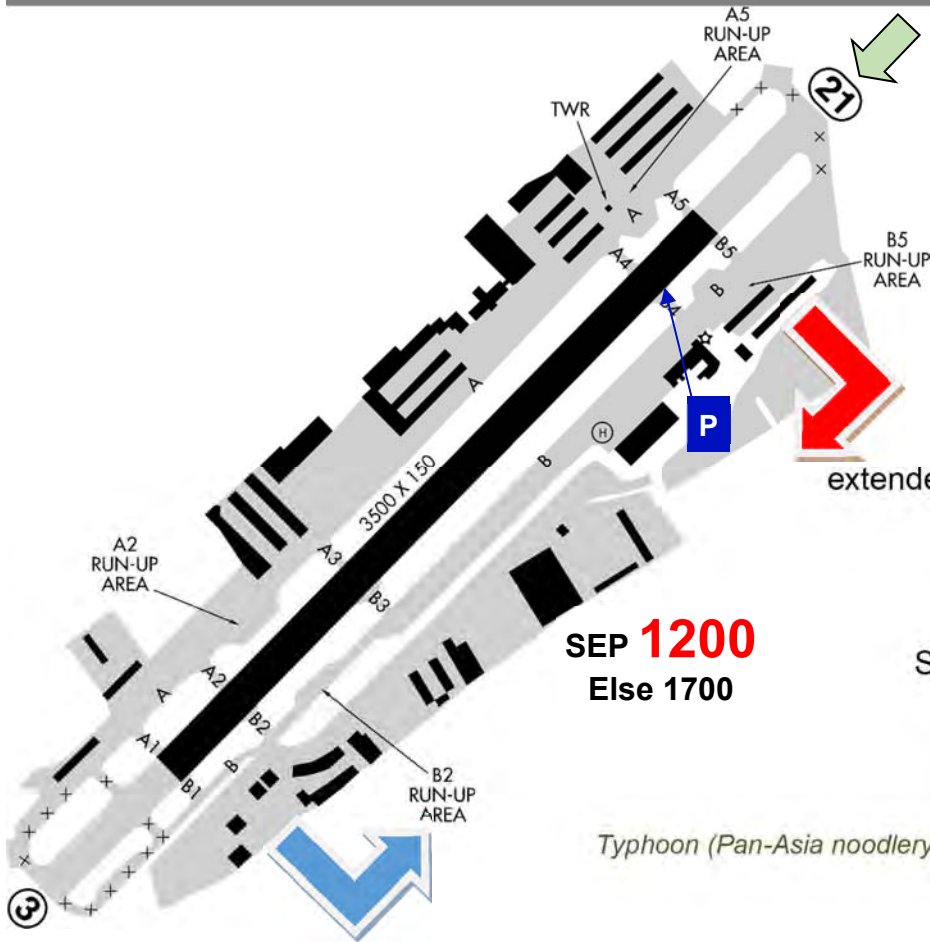
No T/O 23-7 LT (-8 we/hol)  
 Touch&Go, Low Apch only Mo-Fr 7-SS

Homes near Rwy-ends: avoid  
 extended High Power Settings on Run-Up or Dep

No Intersection Dep

Max Noise Limit 95.0 DBA  
 Single Event Noise Exposure Level (Senel)  
 recorded 1500 ft on extended centerline

**Landing fee: \$5.48 per 1,000 lbs MTWO**



**SEP 1200**  
 Else 1700

*Typhoon (Pan-Asia noodlery)*

# SMO Area



DEP 21 VFR: left 10° at Rwy end,  
then right Hdg 225° to  
overfly golf course (W of A/P)  
turn crosswind ≥ 800 ft and Lincoln Blvd  
(1 NM W)

DEP to N: No Right Turns prior Shoreline

DEP 3: No Turns prior 405 Fwy (1 NM E)



261 ft

SMX Santa Maria Pub./Cpt G A Hancock

ATIS 121,15

TWR 118,3\*<sup>C</sup>  
6-20 LT

GND 121,9

ILS 12 108,9<sup>D</sup>

**1250**  
Jet 1750

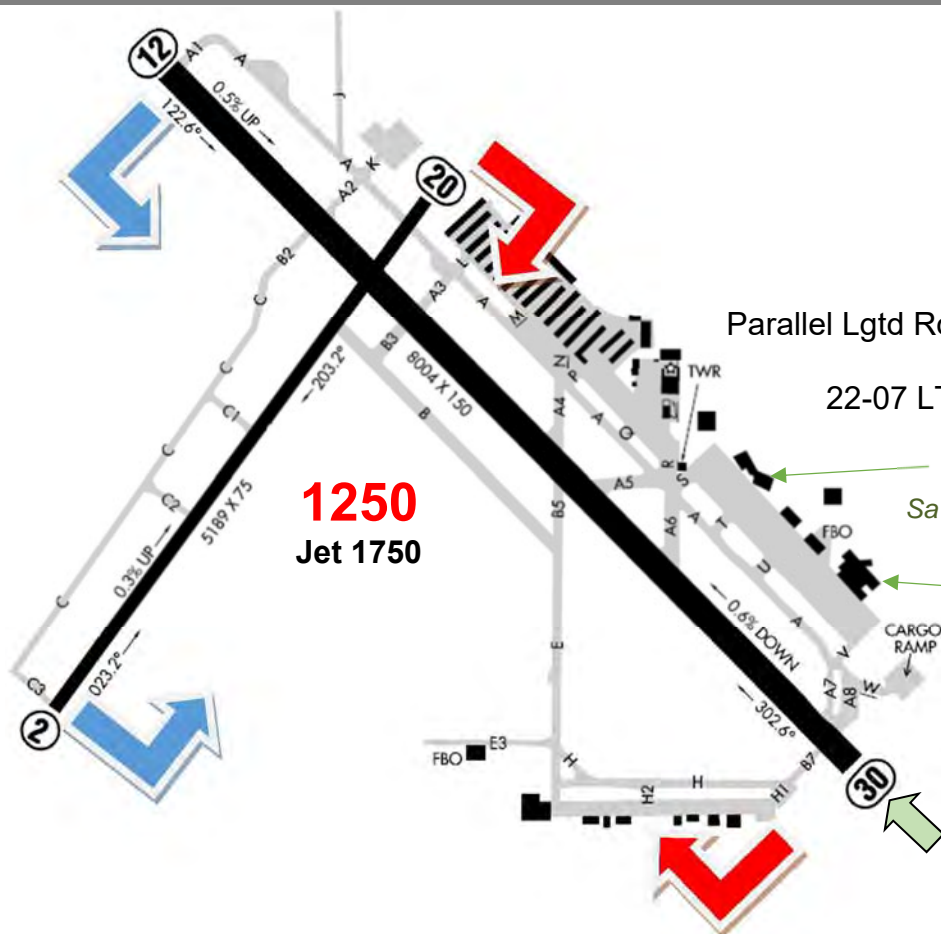
Parallel Lgtd Road Less Than ¼ NW NW of Rwy 12/30

Birds

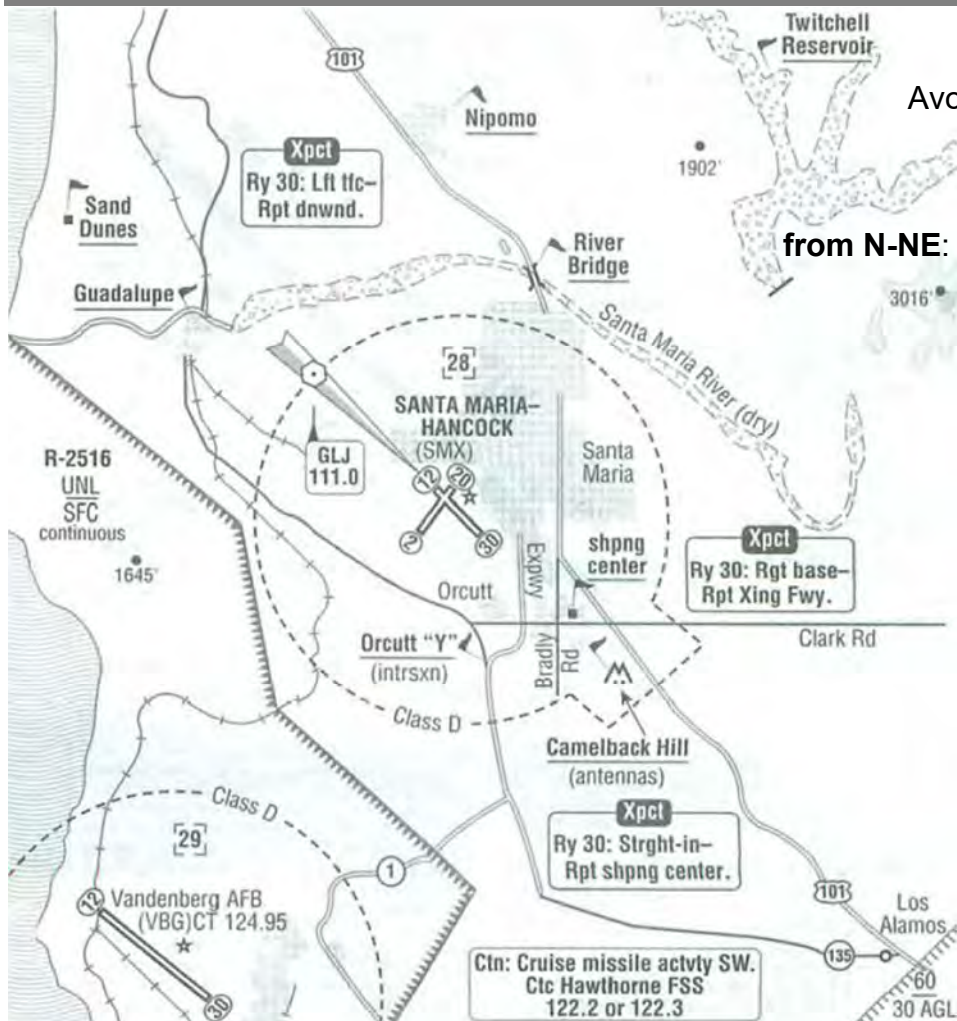
22-07 LT No Practice Ldgs/Apps, no Touch&Go

*Pepper Garcia's*  
(We-Fr 11-20:30  
Sa 11-19:30, Su 8-19:30)

*Radisson Hotel*



# SMX Area



Avoid hi RPM before Orcutt Expwy on Final

**from N-NE:** Cross Hwy 101 at or abv 1500 to rgt tfc.

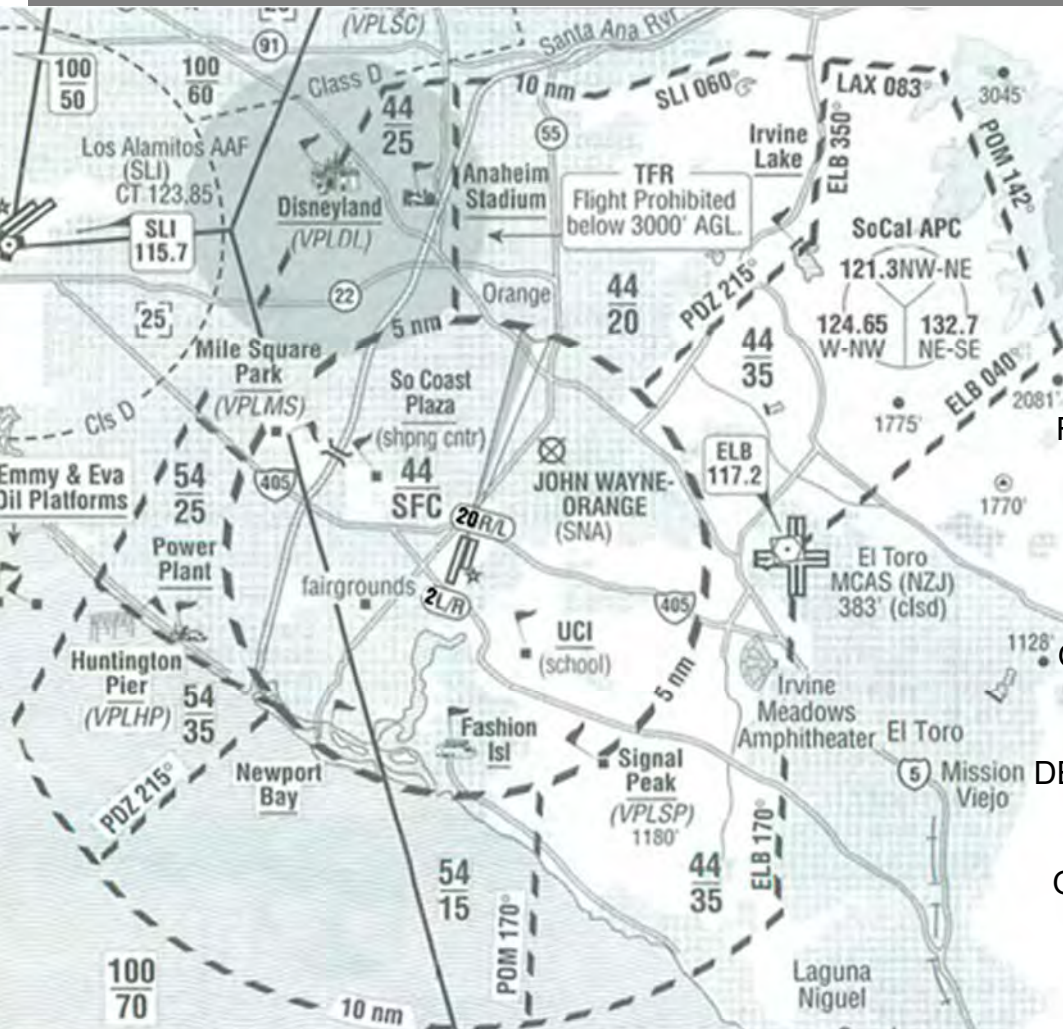
**from SE:** Straight-in; min. 1500 ft to Bradley Rd, then on or above VASI

**from S:** min. 1300 ft to Clark Rd.

**DEP 30:**  
to N turn slightly right to stay E of LOC  
to NE-S: Min. 1800 ft over city and noise-sensitive areas S-SE



# SNA Area



## ARR

call SoCal APC at least 10 mi out.  
Xpct to proceed to, & call Twr at:  
from N: Mile Square  
from W: Huntington 'Pier'  
from SE: Signal Peak

## DEP

### Class-C VFR Dep

req. route with DEL  
For service limited to surface area:  
Add "local," (e.g. "Mesa, local")

### DEP 2

DEP 02R: turn 15° right at Fwy  
Newport (OCN, MZB): RT 150°  
Mesa (SLI, LAX, SBA): LT 240°  
Orange (POM, PDZ, V-8): LT 330°  
El Toro (Eastbound): RT 080°

### DEP 20

DEP 20L: turn 15° left at end of Rwy  
Newport (OCN, MZB): LT 150°  
Mesa (SLI, LAX, SBA): RT 220°  
Orange (POM, PDZ, V-8): RT 330°  
El Toro (Eastbound): LT 080°



248 ft

SZP

Santa Paula

CTAF 122,9

Flight 126 Cafe  
(7-14)  
Hangar Bar  
(We-Fr 16-21  
Sa 14-21/Su14-19)

850

Night: A/P closed  
Avoid trailer park SW; min. 1500 over city  
**No Straight-in, No 45°-entries, no overhead App**  
Aerobatics 3-18 NM E of A/P ≤ 5500 ft (Monitor 122,775)

**ARR 4 from SW, W, NW:** upwind over city at 1500 ft,  
turn crosswind at/beyond Santa Paula Creek, then...

**ARR 04 from S, SW, E, NW, N:** extended R downwind  
report power lines (3.5 NM), then ...  
descend to pattern Alt  
report R downwind, right base (E of trailers) and final

**ARR 22 from S, SW, W, NW:** left downwind  
report Saticoy bridge (6.25 NM SW)  
report junkyard (3 NM SW), then...

**ARR 22 from the SE, E, NE, N:**  
report upwind over city (at 1500 ft)  
report left crosswind at Peck Rd  
(1.5 NM W, W of sewer farm), then  
descend to pattern Alt.,  
report downwind over golf course

**DEP:** min. 1500 ft prior turning N  
**DEP 22:** turn 10° left (to avoid trailers)



# SZP Arrival Rwy 4

RIGHT CROSSWIND, RWY 4, SZP

FILLMORE & PRACTICE AREA FOR  
RIGHT DOWNWIND, RWY 4

RT UPWIND RUNWAY 4 -- 1500 MSL  
PLEASE FLY QUIETLY

RT CROSSWIND  
TRANSITION TO 850 MSL  
PATTERN ALTITUDE

RT DOWNWIND, RWY 4  
850 MSL

WIRES ON TOWERS 100' AGL  
3-1/2 MI. EAST ACROSS VALLEY

SANTA PAULA CREEK

WIRES & POLES 60' AGL  
AT 12th ST BRIDGE

12th ST. BRIDGE

WIRES & POLES  
35' AGL AT END  
OF RUNWAY 4

HELIPAD:  
HELOS APPROACH AND DEPART LOW-LEVEL  
FROM THE SOUTH. AVOID THE FLOW OF  
FIXED-WING TRAFFIC. DO NOT CROSS RUNWAY.

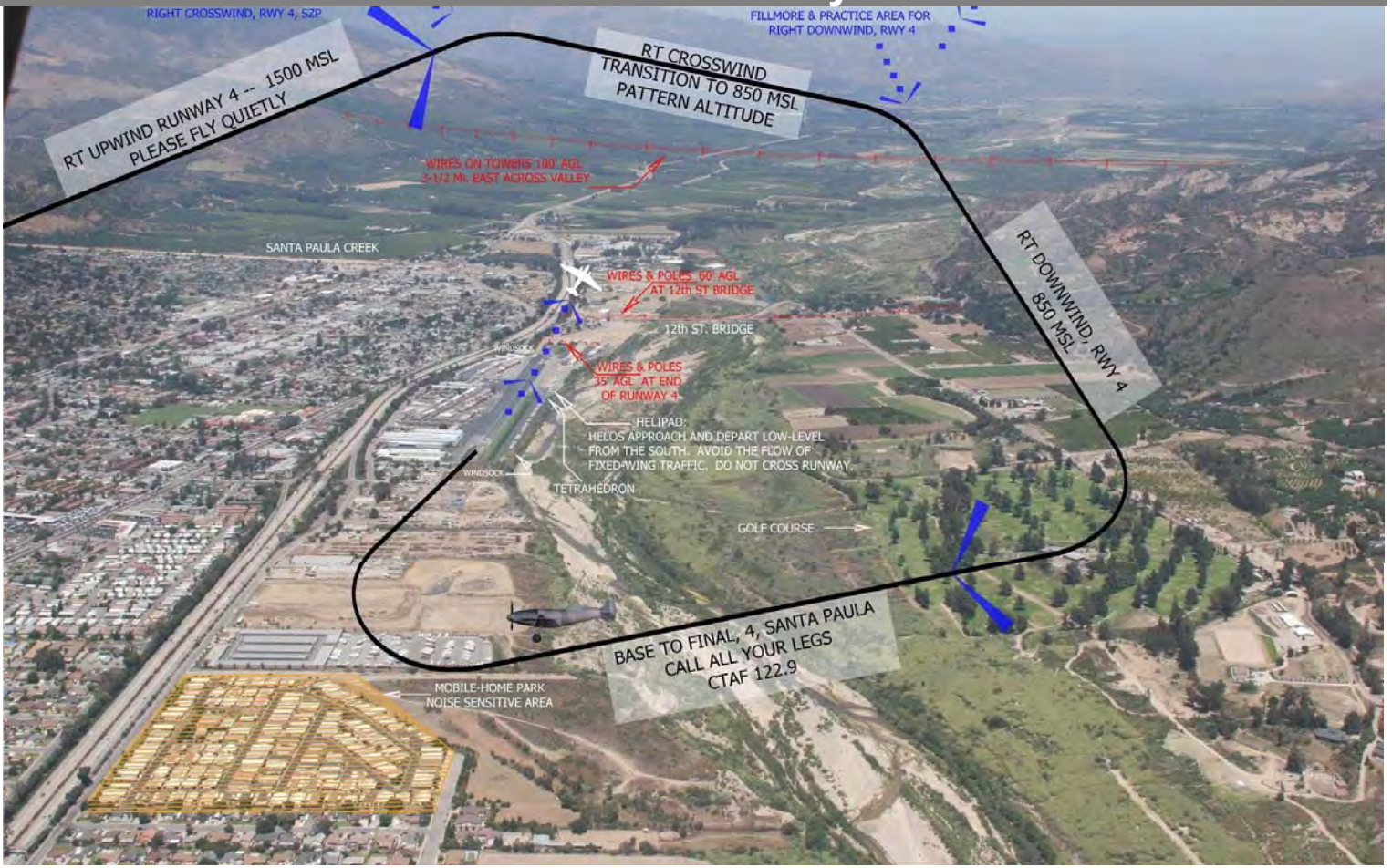
WIRESOCK

TETRAHEDRON

GOLF COURSE

BASE TO FINAL, 4, SANTA PAULA  
CALL ALL YOUR LEGS  
CTAF 122.9

MOBILE-HOME PARK  
NOISE SENSITIVE AREA





# SZP Arrival Rwy 22

AIRCRAFT INBOUND FROM SATICOY BRIDGE JOINING LEFT TRAFFIC FOR RUNWAY 22

SATICOY BRIDGE  
6-1/4 MI. SW  
WIRES 80-500' AGL OVER RIVERBED 3 MI. SSW

JUNK YARD  
3 MI. SW

WIRES: MULTI 35-120' AGL OVER RIVERBED 1-1/2 MI.

CROSSWIND AT PECK RD.  
TRANSITION TO 850 MSL  
PATTERN ALTITUDE

PECK ROAD

MOBILE HOME PARK  
NOISE SENSITIVE AREA

GOLF COURSE

DEPARTING TRAFFIC:  
AVOID OVER-FLYING MOBILE-HOME PARK 1/2 MI. SW;  
AND USE CAUTION: INBOUND TRAFFIC ENTERING LONG DOWNWIND FROM SATICOY BRIDGE AREA -- 6-1/4 MI. SW  
HELO NOTE BELOW:

HELIPAD:  
HELOS APPROACH AND DEPART LOW-LEVEL FROM THE SOUTH; AVOID THE FLOW OF FIXED WING TRAFFIC -- DO NOT CROSS RUNWAY

WIRES 35' AT RUNWAY

12th St. BRIDGE

WIRES: 30-60' AGL AT BRIDGE

LEFT DOWNWIND  
RWY 22 -- 850 MSL

UPWIND: 1500 MSL Min.  
QUIET OVER THE CITY

BASE TO FINAL, 22 SANTA PAULA  
CALL ALL YOUR LEGS  
CTAF 122.9

PLEASE STAY AWARE & FLY SAFELY.



265 ft

TLR

Mefford (Tulare)

Awos 120,0

CTAF 122,7\*

**RNAV 13**

*Mexican food right across the highway*



1888 ft

TNP

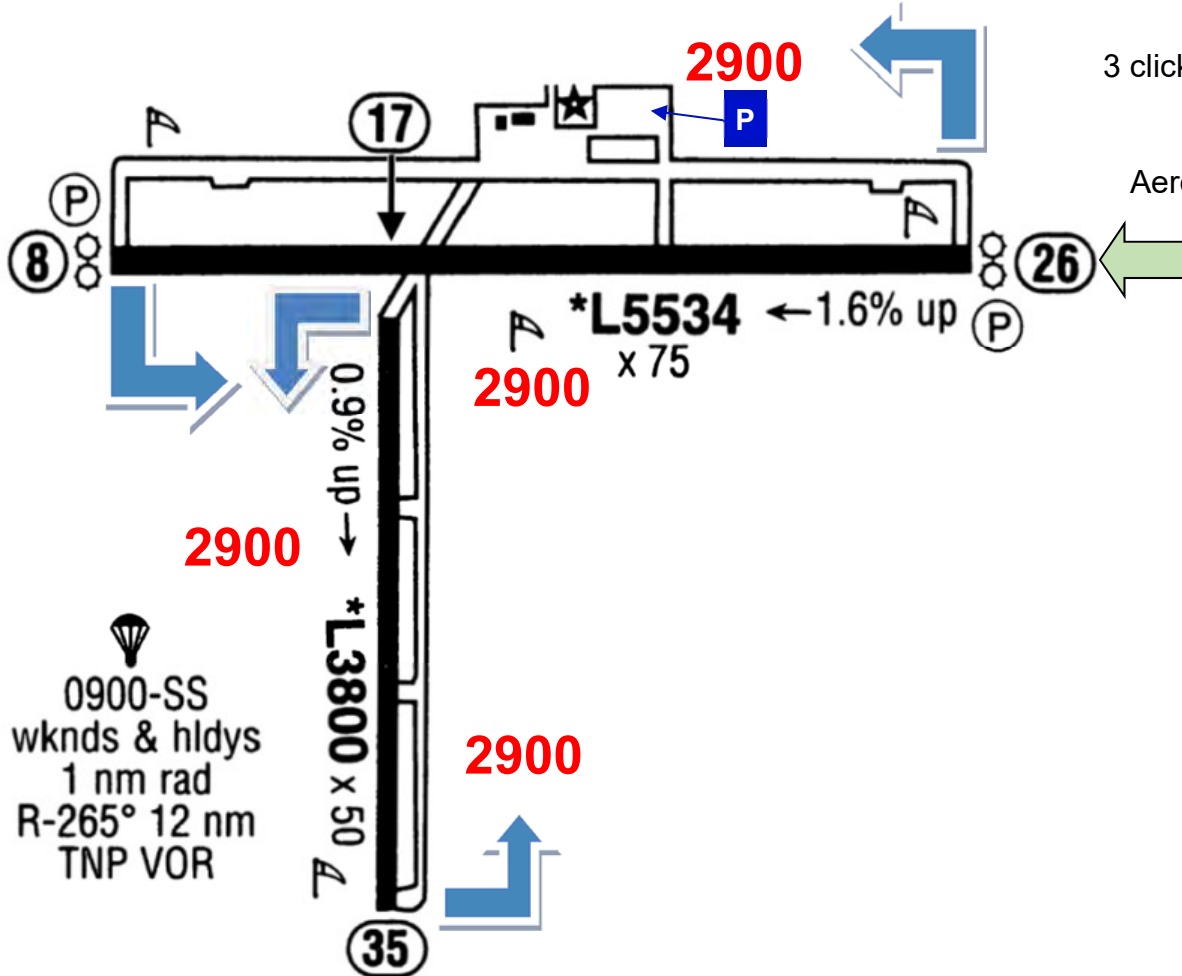
Twentynine Palms

CTAF 122,8\*

3 clicks: WX (4: radio check)

RNAV 26

Aerobatics S of Rwy 17/35



  
 0900-SS  
 wknds & hldys  
 1 nm rad  
 R-265° 12 nm  
 TNP VOR

-115 ft

# TRM Jacqueline Cochran Rgnl 'Thermal'

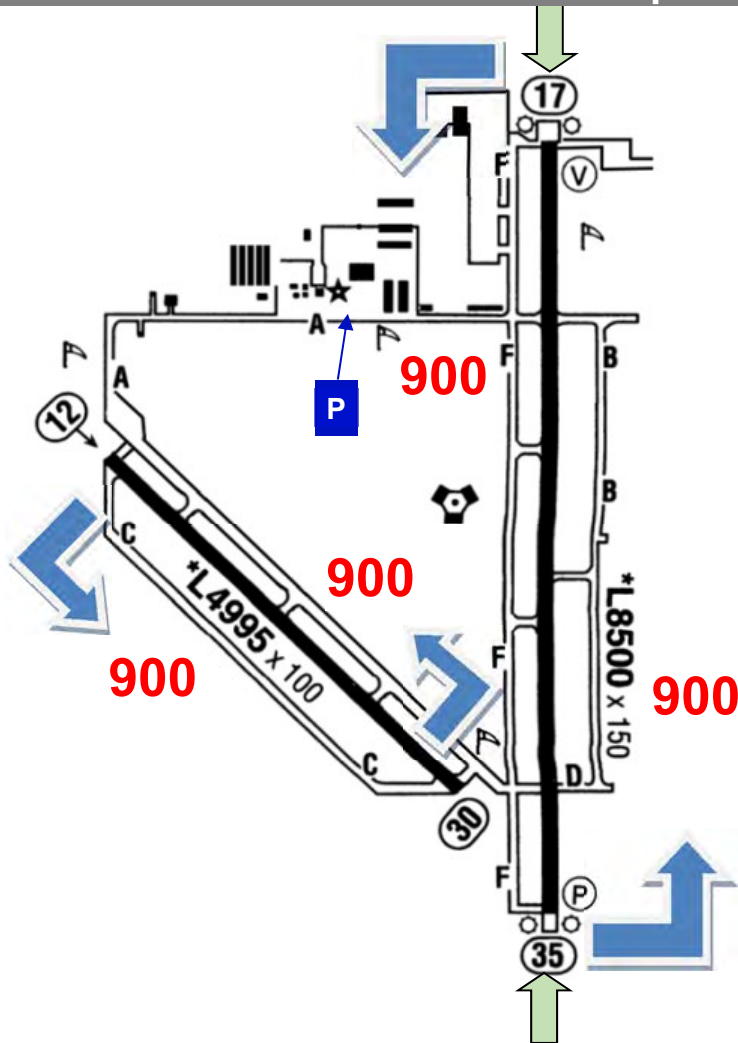
ASOS 118,325

CTAF 123,0\*

DLV 120,225

Socal 135,275

RNAV 30/35



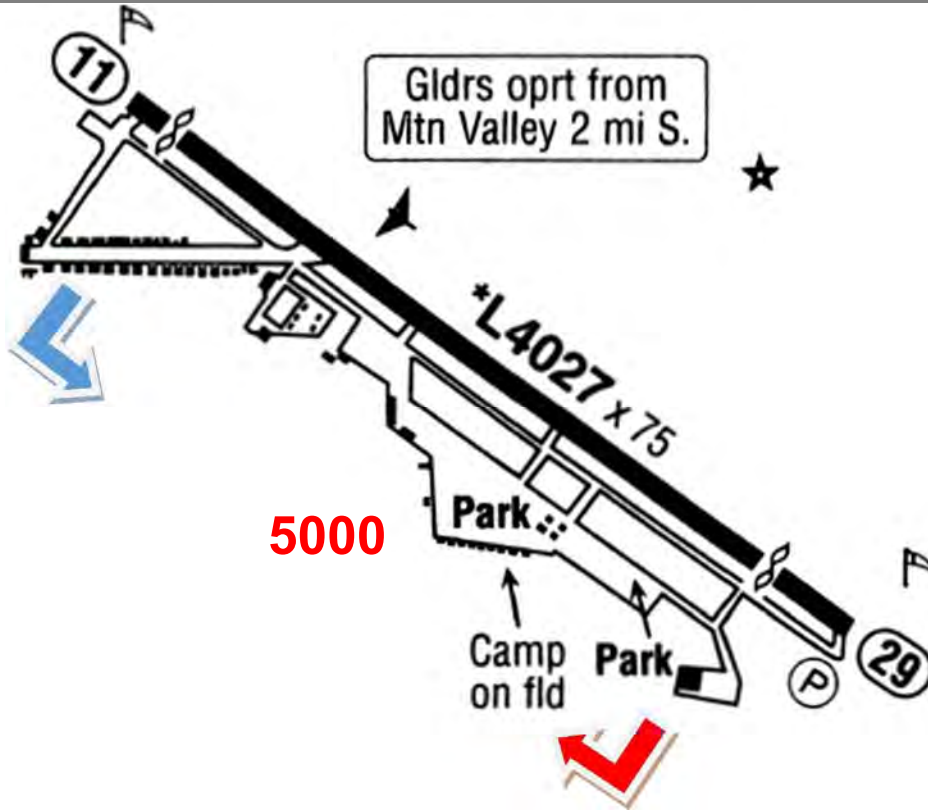
4001 ft

TSP

Tehachapi Muni

Awos 120,025

CTAF 123,0\*



73 ft

UDD

Bermuda Dunes

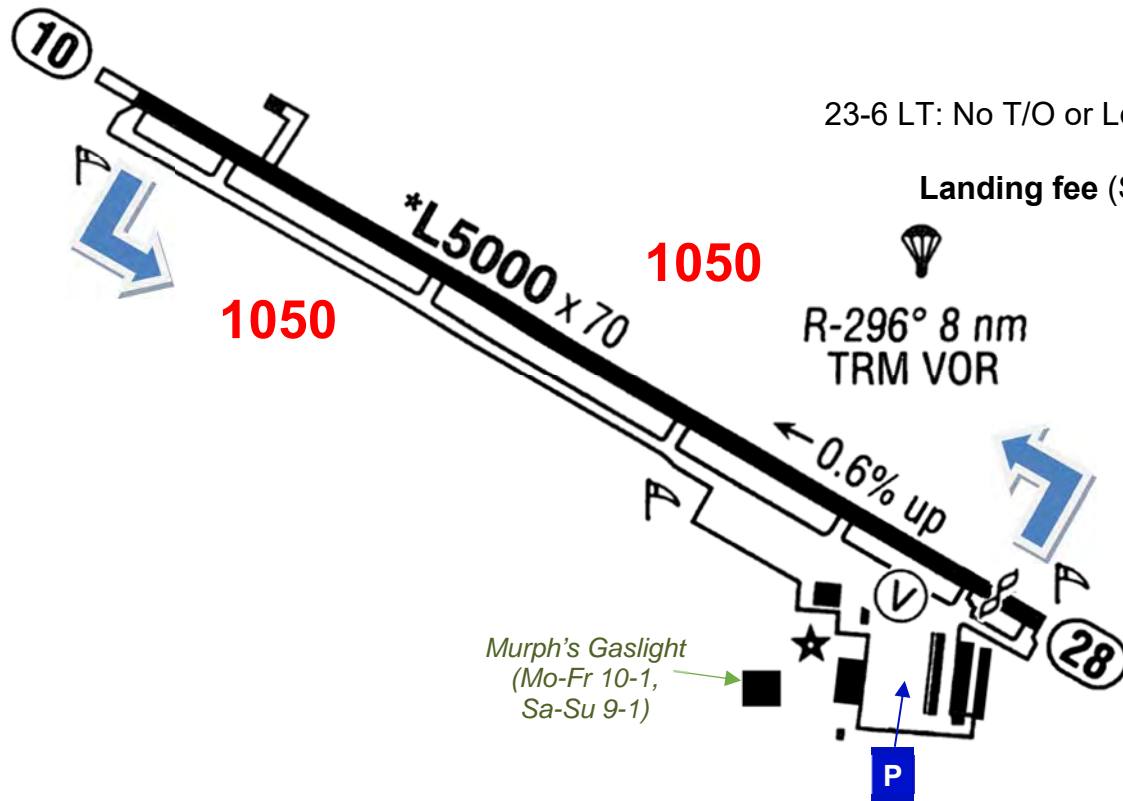
CTAF 122,8\*

Socal 135,275

RNAV 10/28

23-6 LT: No T/O or Ldg for Turbine powered A/C

Landing fee (SEP: 5 USD, MEP 25 USD)





2885 ft

# VCV

Victorville

ATIS 135,475

TWR 118,35\*<sup>C</sup>  
6-20 LT

GND 124,45

Joshua 124,55

ILS 17 108,75

Avoid Overflight of Silver Lakes 10 NM N



295 ft

VIS

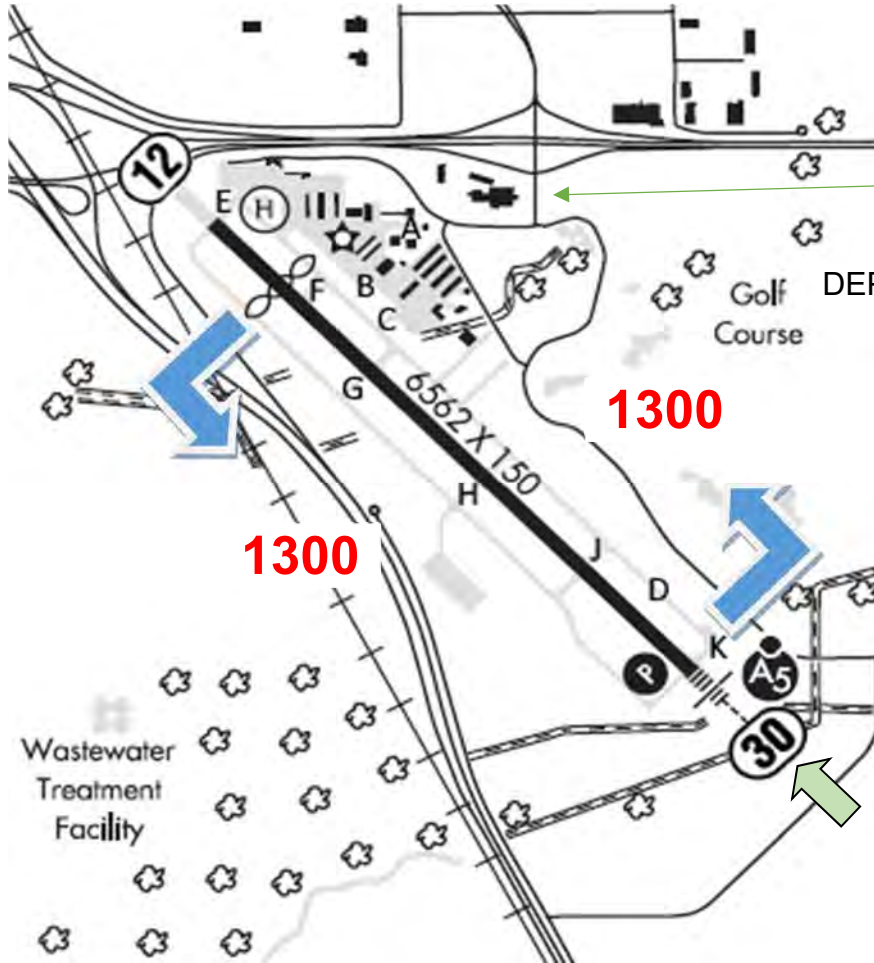
Visalia Muni

Awos 119,925

CTAF 123,05\*

Fresno 118,5 DLV

ILS 30 108,5



Hotels and Restaurants

Golf Course

Wastewater Treatment Facility

DEP 12: No Downwind Turns until reaching TPA

1300

1300

30

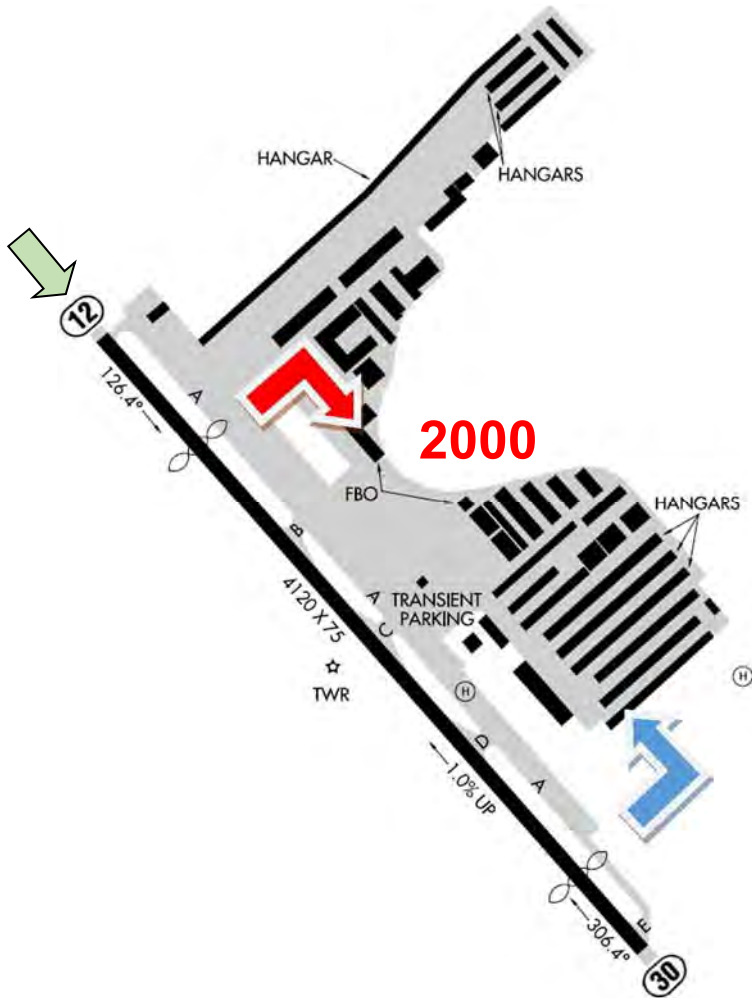




1003 ft

WHP

Whiteman



ATIS 132,1

TWR 135,0<sup>C</sup>  
8-20 LT

GND 125,0

Socal 120,4

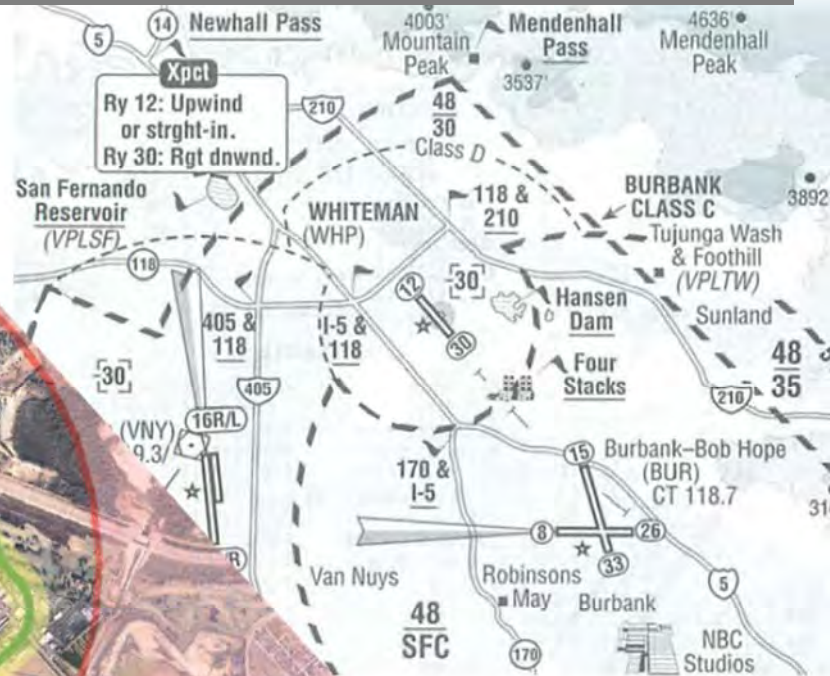
RNAV 12

Birds, Powerlines, Helicopters, Banner-towing  
No line of sight between Rwy ends  
DEP: No intersection T/O

DEP 12: turn X-wind before Four Stacks  
(to avoid BUR Class C)



# WHP Area





2351 ft

WJF

General Wm J 'Fox'

ATIS 126,3

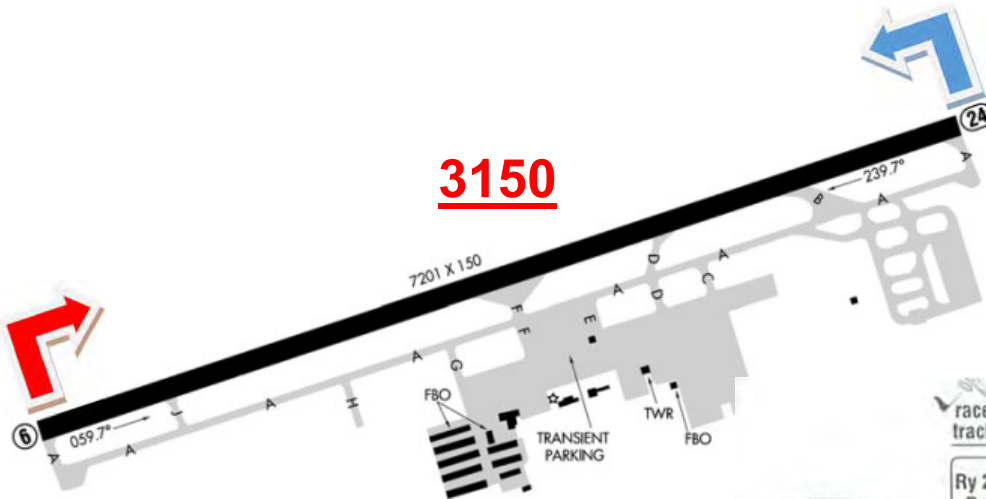
TWR 118,525 C  
7-21 LT

GND 121,7

Joshua 126,1

RNAV 6/24

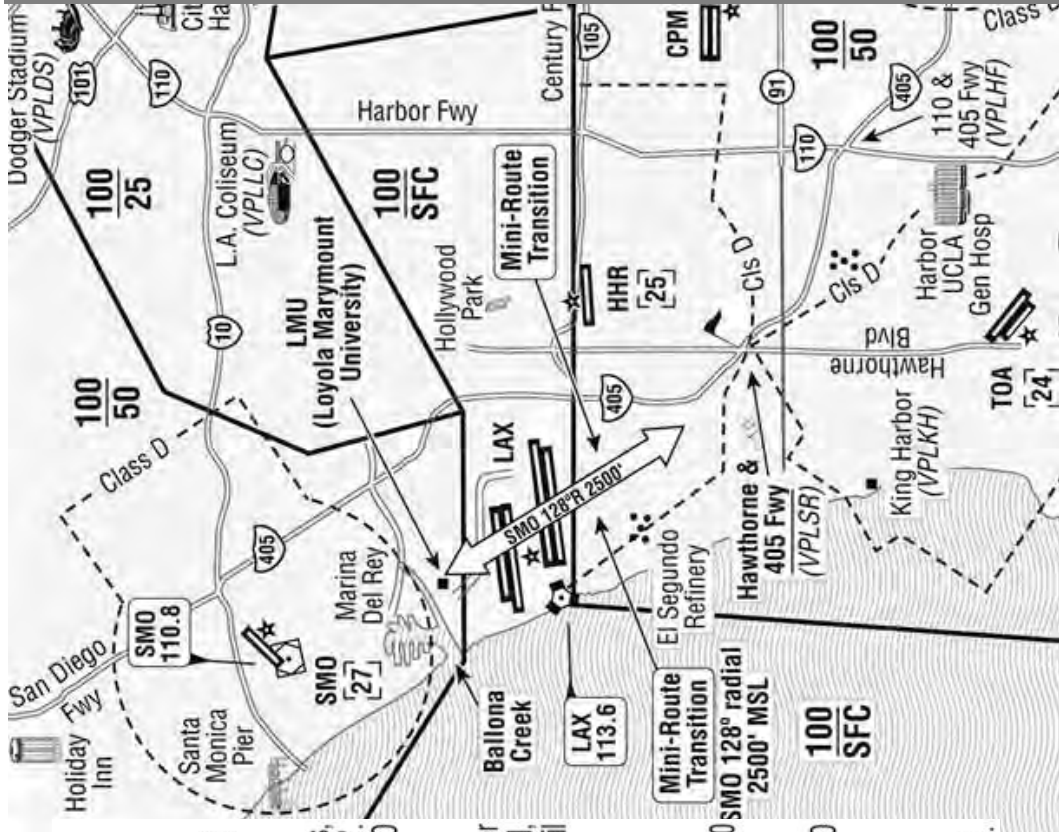
TURB, Strong winds: always tie down  
Birds SE, Firefighting A/C, Helicopters



**3150**



# LAX Mini Route



## Requirements:

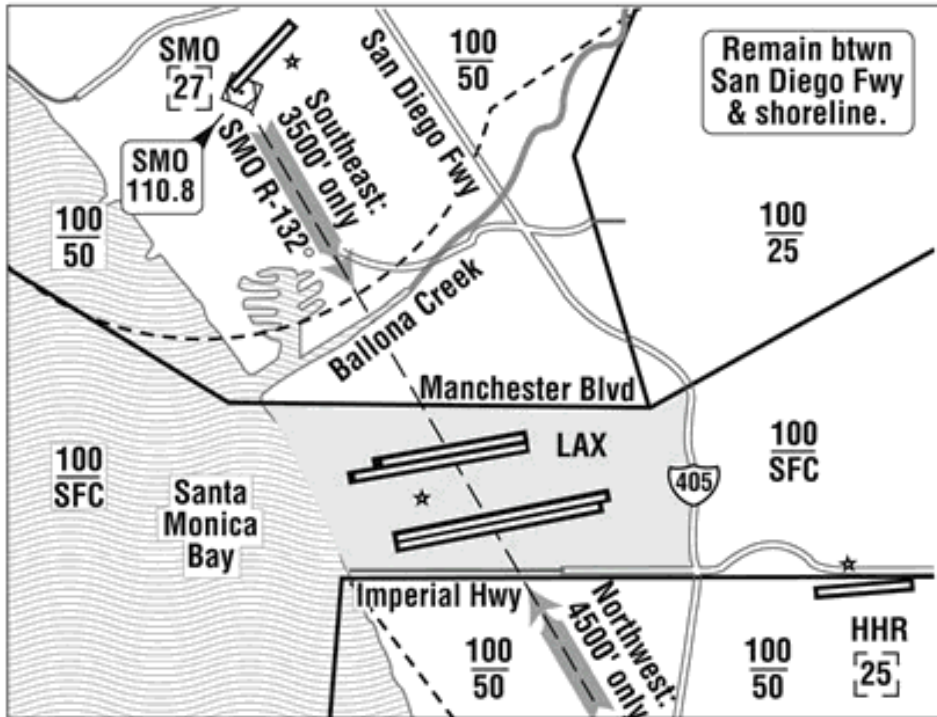
- A. Fixed-wing acft; no turbojets.
- B. **Weather:** LAX must have ceiling of at least 3000' & 3 miles' visibility. SMO & HHR must be VFR.
- C. **Route:** SMO 128° radial (Loyola Marymount to Hawthorne Blvd & the 405).

1. **Northbound:** Ctc Hawthorne Tower on 121.1 0600-2000; other times, LAX Tower on 119.8. Proceed to Hawthorne & 405 (VPLSR) at 2500'. When cleared, enter Bravo airspace established on and follow SMO 128° radial until exiting the Class B.
2. **Southbound:** Ctc Santa Monica Tower on 120.1 0700-2100; other times, LAX Tower on 119.8. Proceed to LMU at 2500'. When cleared, enter Bravo airspace established on and follow SMO 128° radial until exiting the Class B.
3. Adjust your transponder to the assigned code.
4. Navigate via the SMO 128° radial to cross the center of LAX at 2500 feet MSL.
5. On exiting LAX airspace, LAX Tower will release you to contact SMO or HHR Tower as appropriate:
  - Northbound:** SMO Tower at Loyola Marymount University (or as advised).
  - Southbound:** HHR Tower crossing Imperial Hwy (or as advised).

# LAX Special Flight Rules

## PILOT TO PILOT MONITOR 128.55

- A. No communications with ATC or clearance required.
- B. VFR only; comply with FAR 91.155 weather minimums for Class-B airspace.
- C. Turbojets prohibited.



## REQUIREMENTS

1. Los Angeles Terminal Area Chart (current) ON BOARD
2. Transponder with Mode C:  
**SQUAWK 1201** before entry and within area
3. Fly the Santa Monica VOR (SMO) 132° radial
4. Altitude Southeast bound—3500' MSL (magnetic course 132°)  
Northwest bound—4500' MSL (magnetic course 312°)

5. Speed limit: 140 knots IAS
6. Lights on: navigation (position) lights  
anticollision lights  
(landing light recommended too)

7. Frequency: 128.55 for pilot-to-pilot exchange of information.

**MAINTAIN VIGILANCE FOR OTHER TRAFFIC!**

Refer to  
Class-B  
graphic.

The SFRA  
is Class-B  
airspace.

## LAX low altitude VFR transition routes

**Mini route (2500 ft)** - Class B clearance required (available 24 hours)

- NW-bound: Clearance by Hawthorne Tower (121,1)\*

- SE-bound: Clearance Santa Monica Tower (120,1)\*

\*if closed LAX Twr (119,1)

Fly along SMO R128 from Hawthorne/405, Rwy 24L numbers and SMO *Departing Santa Monica in a climbing left turn directly to Loyola College (LMU) for entry into the Mini route at 2,500 feet is marginal. With takeoff clearance, an SMO tower local controller will normally request you fly to the shoreline and then make a right turn around to LMU to ensure you will be at 2,500 feet at LMU for crossing LAX.*

**Los Angeles Special Flight Rules Area (S: 3500 - N: 4500 ft)**

Clearance not required - Transponder **1201**

Position reports on 128,55 ("Los Angeles special flight rules area").

Fly along SMO R132.

*"LAX special flight rules area traffic, Cessna 1234, over LAX 4,500 feet."*

**Coastal (Shoreline) route** - ALT by ATC (5500-6500) - Class B clearance required

- NW-bound: 127,2 (SoCal) in the vicinity of Seal Beach VOR

- SE-bound: 134,2 (SoCal) in the vicinity of Van Nuys VOR

- 134,9 (SoCal) if departing from LGB, TOA, HHR or SMO

Procedure requires southbound users to enter Class B airspace abeam the Sepulveda Pass on the LAX 323 radial, proceed to LAX VOR and then fly south to Vincent Thomas Bridge (VPLVT) on LAX 123 radial.

Northbound users reverse the process.

## LAX high altitude VFR transition routes

may not be available when Rwy 6&7 are in use at LAX

**Coliseum route** - (8500 or 9500) - Class B clearance required

- NW-bound: be on V23 south of SLI (R120) then call 124,1 (SoCal).

- SE-bound: be on the VNY R125 before contacting 124,6 (SoCal).

After an ATC clearance and altitude is obtained, navigate via the Seal Beach 306 radial and Van Nuys 125 radial, depending on direction of flight, until clear of Class B airspace.

**Hollywood Park route** - (8500 or 9500)

Class B clearance required: call 134,9 (SoCal)

Fly via VNY R140 via Hollywood Park racetrack to Queen Mary (VPLQM)



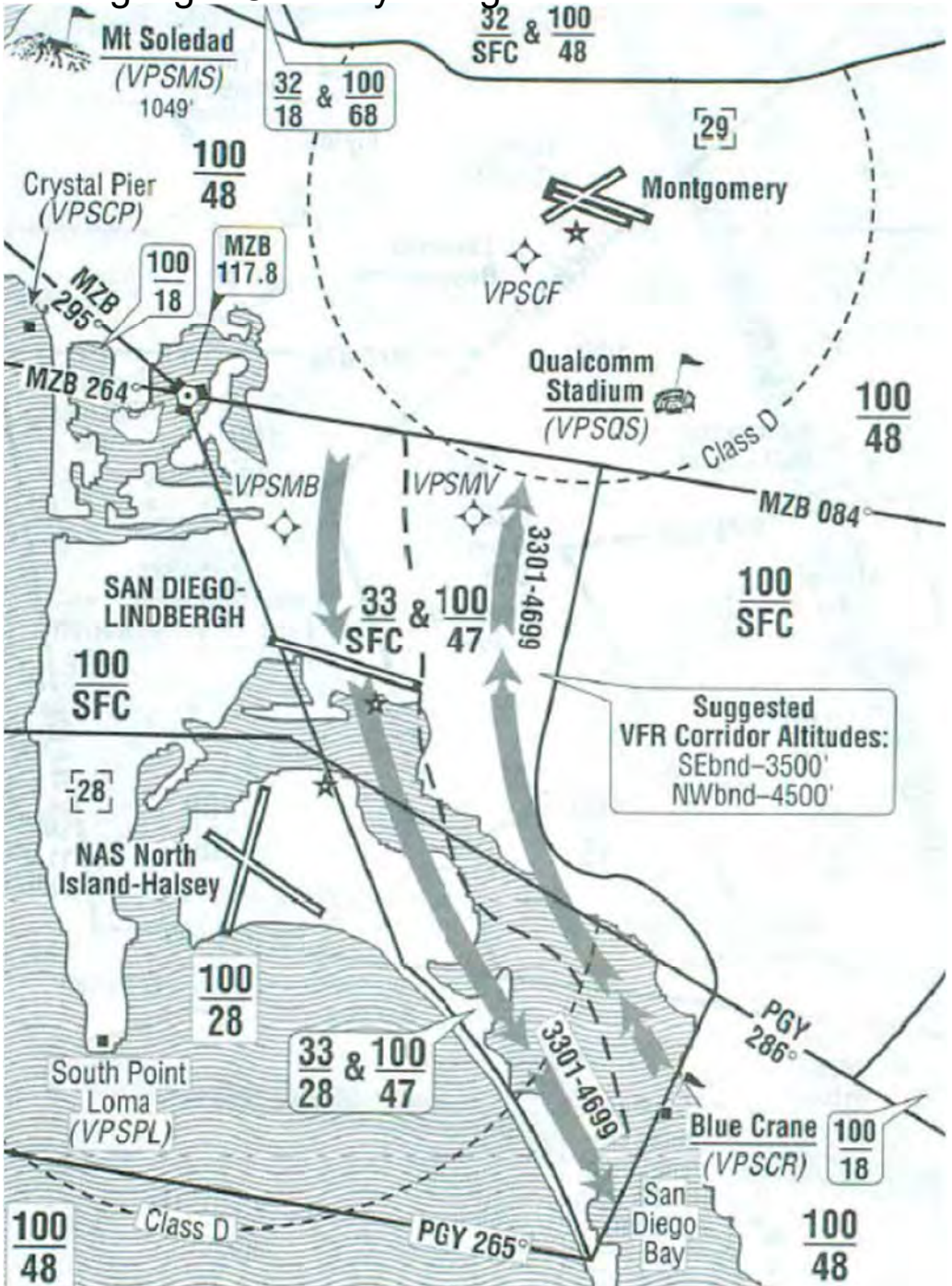
# SAN VFR Corridor

**CTAF 126,05**

**Altitude >3300 and < 4700 excl.**

**Landing Light ON**

**Fly on right side of corridor**



# SOCAL Tec Routes

Routes beginning/ending with an airway indicate that the airway overflies the airport or radar vector will be applied.

Ensure you file correct route for type of aircraft:

J - Jet aircraft

M - Turboprop aircraft ( $\geq 190$  kts)

P - Piston aircraft  $\Rightarrow 190$  kts

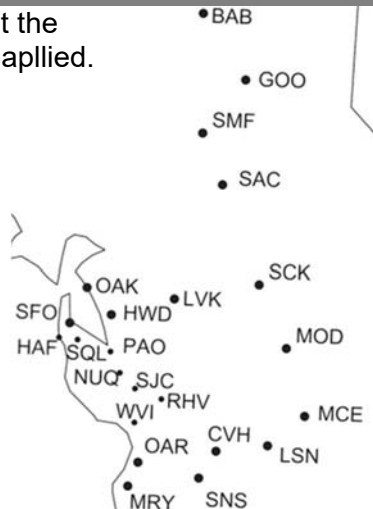
Q - Non-jet aircraft ( $< 189$  kts)

If airports not listed IFR flight may be planned to satellite airports in the proximity of major airports via the same routing.

Do not file coded route identifiers; file full route Rwy in use at SFO determines which route to file in Northern California.

SFO Ldg Rwys 28/1: SFOW

SFO Ldg Rwys 19/10, SFOE



TO:	RTE	DIR.	ROUTE	ALT.
<b>FROM: <u>SQL</u></b>				
CVH MRY OAR SNS WVI	SQL04	SFOW	OSI V25 SNS	JMPQ50
	SQL05	SFOE		JMPQ60
E16 NUQ PAO RHV SJC	SQL06		OSI SJC	JMPQ50
LSN MCE MER MOD F34	SQL01	SFOW	SJC V334 SUNOL MOD	JMP70Q50
LSN MCE MER MOD F34	SQL02	SFOE	OAK V244 ALTAM MOD	JMP70Q50
LVK SCK TCY C83 O20 O27 103				
LVK SCK TCY C83 O20 O27 103	SQL03	SFOE	OAK V244 ALTAM	JMPQ50
SAC SMF O88	SQL06	SFOW	OAK V6 SAC	Q50
	SQL08	SFOE	OAK V244 ALTAM V334 SAC	MPQ50
<b>FROM: <u>SQL SFO HAF</u></b>				
AUN BAB E36 GOO JAQ LHM MCC MHR MYV O61 OVE PVF RIU	SFO02	SFOE	OAK V244 ALTAM V392 SAC	MPQ50
	SFO11	SFOW	OAK V6 SAC	MPQ50
CVH MRY OAR SNS WVI	SFO13	SFOE	OSI V25 SNS	JMP50
<b>FROM: <u>SQL SFO</u></b>				
HAF	SFO09	SFOW	OSI JUMDA	J50MPQ40
	SFO14	SFOE	GOBBS	JMPQ40
<b>FROM: <u>HWD</u></b>				
NUQ PAO RHV E16	HWD12	SFOE	SUNOL SJC	JMPQ40
NUQ PAO RHV SJC E16	HWD07	SFOW		JMPQ50
SQL	HWD11	SFOW	OSI	JMPQ50
	HWD19	SFOE	SUNOL SJC	JMPQ50
<b>FROM: <u>LVK</u></b>				
NUQ PAO RHV SJC E16	LVK07		ALTAM V334 SJC	JMPQ60
SQL	LVK08		ALTAM V334 SUNOL DOCAL	JMPQ60
<b>FROM: <u>AUN BAB E36 GOO JAQ LHM MCC MHR MYV O61 OVE PVF RIU</u></b>				
NUQ PAO RHV SJC E16	MHR09		MOD BUSHY LICKE	Q50
SFO	MHR04	SFOW	THORN ALWAYS CEDES ARCHI	J150
<b>FROM: <u>F34 LSN MCE MER MOD</u></b>				
NUQ SJC PAO RHV E16	MOD10		BUSHY	Q60
SQL	MOD21		DOCAL	JMPQ60



<b>TO:</b>	<b>RTE</b>	<b>DIR.</b>	<b>ROUTE</b>	<b>ALT.</b>
<b>FROM: MRY CVH OAR SNS WVI</b>				
NUQ PAO RHV SJC E16	MRY07		SJC	JMPQ60
<b>SQL</b>	MRY17		DOCAL	MPQ60
<b>FROM: E16 NUQ PAO RHV</b>				
AUN BAB E36 GOO JAQ LHM MCC MHR MYV O61 OVE PVF RIU	NUQ01		SJC V334 SUNOL MOD LIN	MP70Q50
CCR DWA EDU O41 SUU VCB	NUQ02		SJC V334 SUNOL	JMPQ50
<b>FROM: NUQ PAO RHV E16</b>				
HAF	NUQ05	SFOW	OSI JUMDA	JMPQ50
LSN MCE MER MOD F34 LVK SCK TCY C83 1O3	NUQ10		SJC V334 SUNOL MOD	JMPQ50
SFO	NUQ07		SFO	JMPQ50
SJC NUQ PAO RHV E16	NUQ04		SJC	JMPQ40
<b>SQL</b>	NUQ08		DOCAL	JMPQ50
<b>FROM: OAK</b>				
NUQ PAO RHV E16	OAK07	SFOE	OAK SUNOL SJC	JMPQ40
NUQ PAO RHV SJC E16	OAK10	SFOW	EUGEN OSI	JMPQ50
<b>SQL</b>	OAK06	SFOW	EUGEN OSI	JMPQ50
	OAK19	SFOE	SUNOL SJC	MPQ50
<b>FROM: PAO RHV E16</b>				
HAF	PAO01	SFOE	GOBBS	JMPQ40
<b>FROM: SAC SMF O88</b>				
NUQ PAO RHV SJC <b>SQL</b> E16	SAC12		SAC MOVDD BUSHY	Q50
<b>FROM: SFO</b>				
CVH MRY OAR SNS WVI	SFO06	SFOW	EUGEN	J100MPQ50
	SFO17	SFOE	OSI V25 SNS	JMPQ50
SAC O88	SFO03	SFOW	ORRCA	J30
<b>FROM: SFO HAF</b>				
CVH MRY OAR SNS WVI	SFO10	SFOW	EUGEN	J100MPQ50
E16 NUQ PAO RHV SJC	SFO18	SFOW	OSI SJC	JMPQ50
	SFO19	SFOE	SJC	JMPQ30
LSN MCE MER MOD F34 LVK SCK TCY C83 O20 O27 1O3	SFO15		OAK V244 ALTAM MOD	MPQ50
	SFO07			
	SFO20	SFOE	OAK V244 ALTAM V392 SAC	MPQ50
SAC SMF O88	SFO04	SFOW	OAK V6 SAC	MPQ50
	SFO14	SFOE	GOBBS	JMPQ40
<b>FROM: NUQ PAO RHV E16</b>				
CVH MRY OAR SNS WVI	SJC22		SNS	JMPQ70
SAC SMF O88	SJC03		SJC V334 SAC	JMP70Q50
<b>FROM: SJC</b>				
SJC NUQ PAO RHV E16	SJC04		MOONY	JMPQ50
<b>SQL</b>	SJC20	SFOW	MOONY DOCAL	JMPQ40
	SJC21	SFOE	DOCAL	JMPQ50
<b>FROM: SJC NUQ PAO RHV E16</b>				
AUN BAB E36 GOO JAQ LHM MCC MHR MYV O61 OVE PVF RIU	SJC14		SUNOL LIN	MPQ50
CCR DWA EDU O41 SUU VCB	SJC73	SFOE	SJC V334 OAKKEY	JMPQ50
<b>FROM: SCK TCY C83 O27 1O3</b>				
NUQ PAO RHV SJC E16	SCK11		BUSHY	Q60
<b>SQL</b>	SCK02		BUSHY DOCAL	Q60

# SoCal

<b>TOA</b>	<b>2-3</b>	Torrance
<b>002</b>	<b>4</b>	Baker
<b>0Q4</b>	<b>5</b>	Selma
<b>1Q1</b>	<b>6</b>	Eckert Field
<b>207</b>	<b>7</b>	Independence
<b>308</b>	<b>8</b>	Harris Ranch
<b>49X</b>	<b>9</b>	Chemehuevi Valley
<b>AJO</b>	<b>10</b>	Corona
<b>APV</b>	<b>11</b>	Apple Valley
<b>AVX</b>	<b>12</b>	Catalina
<b>BFL</b>	<b>13</b>	Meadows Field
<b>BLH</b>	<b>14</b>	Blythe
<b>BNG</b>	<b>15</b>	Banning
<b>BUR</b>	<b>16-17</b>	Burbank Bob Hope
<b>BWC</b>	<b>18</b>	Brawley Muni
<b>C80</b>	<b>19</b>	New Coalinga Muni
<b>CCB</b>	<b>20</b>	Cable (Upland)
<b>CLR</b>	<b>21</b>	Cliff Hatfield Memorial
<b>CMA</b>	<b>22</b>	Camarillo
<b>CNO</b>	<b>23-24</b>	Chino
<b>CPM</b>	<b>25</b>	Compton/Woodley
<b>CRQ</b>	<b>26</b>	McClellan-Palomar
<b>CXL</b>	<b>27</b>	Calexico
<b>D86</b>	<b>28</b>	Sequoia Field (Visalia)
<b>DAG</b>	<b>29</b>	Barstow-Daggett
<b>DLO</b>	<b>30</b>	Delano Muni
<b>E79</b>	<b>31</b>	Sierra Skypark
<b>EED</b>	<b>32</b>	Needles
<b>EMT</b>	<b>33</b>	El Monte
<b>F34</b>	<b>34</b>	Firebaugh
<b>F70</b>	<b>35</b>	French Valley
<b>FAT</b>	<b>36-37</b>	Fresno Yosemite Intl
<b>FCH</b>	<b>38</b>	Fresno Chandler Exec
<b>FUL</b>	<b>39</b>	Fullerton
<b>HHR</b>	<b>40-41</b>	Northrop/Hawthorne
<b>HJO</b>	<b>42</b>	Hanford Muni
<b>HMT</b>	<b>43</b>	Hemet-Ryan
<b>IPL</b>	<b>44</b>	Imperial
<b>IYK</b>	<b>45</b>	Inyokern
<b>IZA</b>	<b>46</b>	Santa Ynez

<b>KIC</b>	<b>47</b>	Mesa del Rey (King City)
<b>L00</b>	<b>48</b>	Rosamond Skypark
<b>L05</b>	<b>49</b>	Kern Valley
<b>HJO</b>	<b>42</b>	Hanford Muni
<b>HMT</b>	<b>43</b>	Hemet-Ryan
<b>L06</b>	<b>50</b>	Furnace Creek
<b>L08</b>	<b>51</b>	Borrego Valley
<b>L09</b>	<b>52</b>	Stovepipe Wells
<b>L17</b>	<b>53</b>	Taft-Kern County
<b>L18</b>	<b>54</b>	Fallbrook Airpark
<b>L19</b>	<b>55</b>	Wasco-Kern County
<b>L22</b>	<b>56</b>	Yucca Valley
<b>L26</b>	<b>57</b>	Hesperia
<b>L35</b>	<b>58</b>	Big Bear City
<b>L45</b>	<b>59</b>	Bakersfield Muni
<b>L52</b>	<b>60</b>	Oceano
<b>L54</b>	<b>61</b>	Agua Caliente Springs
<b>L61</b>	<b>62</b>	Shoshone
<b>L62</b>	<b>63</b>	Elk Hills-Buttonwillow
<b>L65</b>	<b>64</b>	Perris Valley
<b>L70</b>	<b>65</b>	Agua Dulce
<b>L71</b>	<b>66</b>	California City Muni
<b>L72</b>	<b>67</b>	Trona
<b>L73</b>	<b>68</b>	Poso-Kern County
<b>L77</b>	<b>69</b>	Chiriaco Summit
<b>L78</b>	<b>70</b>	Jacumba
<b>L88</b>	<b>71</b>	New Cuyama
<b>L90</b>	<b>72</b>	Ocotillo
<b>L94</b>	<b>73</b>	Mountain Valley
<b>LAX</b>	<b>74</b>	Los Angeles Intl
<b>LGB</b>	<b>75-76</b>	Long Beach
<b>LPC</b>	<b>77</b>	Lompoc
<b>MAE</b>	<b>78</b>	Madera Muni
<b>MHV</b>	<b>79-80</b>	Mojave Air & Space Port
<b>MIT</b>	<b>81</b>	Shafter-Minter Field
<b>MYF</b>	<b>82-83</b>	Montgomery
<b>O26</b>	<b>84</b>	Lone Pine/Death Valley
<b>O32</b>	<b>85</b>	Reedley Muni
<b>O42</b>	<b>86</b>	Woodlake
<b>OKB</b>	<b>87-88</b>	Oceanside

<b>ONT</b>	<b>89-90</b>	Ontario Intl
<b>OXR</b>	<b>91</b>	Oxnard
<b>POC</b>	<b>92-93</b>	Brackett Field
<b>PRB</b>	<b>94</b>	Paso Robles
<b>PSP</b>	<b>95</b>	Palm Springs Intl
<b>PTV</b>	<b>96</b>	Porterville Muni
<b>RAL</b>	<b>97-98</b>	Riverside
<b>REI</b>	<b>99</b>	Redlands
<b>RIR</b>	<b>100</b>	Flabob
<b>RNM</b>	<b>101</b>	Ramona
<b>SAN</b>	<b>102-103</b>	San Diego
<b>SAS</b>	<b>104</b>	Salton Sea
<b>SBA</b>	<b>105-106</b>	Santa Barbara Muni
<b>SBD</b>	<b>107</b>	San Bernadino
<b>SBP</b>	<b>108-109</b>	San Luis Obispo
<b>SDM</b>	<b>110-111</b>	Brown Field
<b>SEE</b>	<b>112-114</b>	Gillespie Field
<b>SMO</b>	<b>115-116</b>	Santa Monica
<b>SMX</b>	<b>117-118</b>	Santa Maria Pub./Hancock
<b>SNA</b>	<b>119-120</b>	John Wayne - Orange Co
<b>SZP</b>	<b>121-123</b>	Santa Paula
<b>TLR</b>	<b>124</b>	Mefford (Tulare)
<b>TNP</b>	<b>125</b>	Twentynine Palms
<b>TRM</b>	<b>126</b>	Jacqueline Cochran Regional
<b>TSP</b>	<b>127</b>	Tehachapi Muni
<b>UDD</b>	<b>128</b>	Bermuda Dunes
<b>VCV</b>	<b>129</b>	Victorville
<b>VIS</b>	<b>130</b>	Visalia Muni
<b>VNY</b>	<b>131-132</b>	Van Nuys
<b>WHP</b>	<b>133-134</b>	Whiteman
<b>WJF</b>	<b>135</b>	General Wm J 'Fox'
	<b>136</b>	LAX Mini Route
	<b>137</b>	LAX Special Flight Rules
	<b>138</b>	LAX VFR transition routes
	<b>139</b>	SAN VFR Corridor
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