

VFR WAYPOINTS - TERMINAL CHARTS

by Al German

Effective July 15, 1999, new VFR waypoints are added to the terminal area charts for Los Angeles and San Diego to "promote safety and reduce deviations." Eventually these waypoints are expected to be included in the various GPS navigation receivers.

The FAA has issued a "Special Notice" to pilots highlighting the implementation of the VFR waypoint system. Since the notice and Letter to Airmen covers the method of designating the waypoints, there is no reason to repeat that basic information. An explanation of the reasoning behind selecting the specific waypoints follows.

The waypoints were selected by the Airspace Working Groups at Los Angeles and San Diego. The logic was twofold. First, select waypoints which will allow a pilot to navigate through the area while remaining clear of the Class B airspace. Second, waypoints were selected which will allow a pilot to navigate to a destination airport's normal reporting point making airport entry simple.

As a result, for the Los Angeles terminal chart, of the 31 waypoints, ten were specifically picked to navigate through the LA basin avoiding the Class B airspace. For example a flight from Palm Springs to Santa Barbara could navigate through the basin and remain clear of the Class B airspace enroute to Santa Barbara by the following route:

VVLBP, VVLSB, VVLWT (via Banning Pass, Santa Fe flood basin, Water Tank).

If the destination is in the San Joaquin valley, then from VVLSB navigate to VVLMM (Magic Mountain).

A flight from San Diego to Santa Barbara or up the coast could navigate by the

following route:

VVLDP, VVLQM, VVLSR, thence through the Special Flight Rules Area at 4500ft. (via Dana Point, Queen Mary, Hawthorne/405 Freeway).

If a higher altitude were desired to head northwest the pilot could request the existing Hollywood Park route through the Class B airspace from VVLPB (Dana Point). The note on the chart gives the procedure and SOCAL frequency. The remainder of the waypoints picked were destination airport reporting points. For example, for John Wayne airport VVLSP. VVLHP, or VVLMS are standard reporting points. (Signal Peak, Huntington Pier, Mile Square). Any of the waypoints could also be used to navigate around the basin as desired.

Although this should aid in navigation in the complex airspace, it is still strongly recommended that communication with ATC be used since communication is required to enter Class C airspace and there are several remaining in the LA basin.

The VFR routes formerly published by Jeppesen are no longer valid or available. However, the FAA's intent now is to provide the pilot with (GPS) waypoints for VFR navigation.