



Air-to-Air Communications within the Los Angeles Basin

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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, 122.8, 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 122.8 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 122.8 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.