

← HLNOS

LOS SANTOS SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

NORTH →



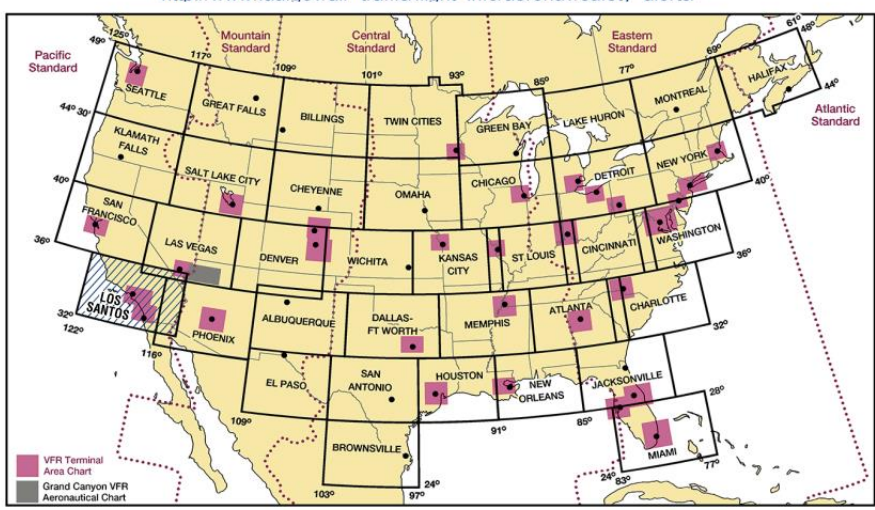
Federal Aviation Administration

TM

EFFECTIVE 0901Z **17 JUN 2021**
TO 0901Z **12 AUG 2021**

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace. Original GTA Sectional Chart made by Maksym Designs, modified and upscaled by pepi#0952.



FAA Product ID: TLOS



NSN 7641014100152



15120

NSA REF. NO. VFR TAC LOSSANTOS

LOS SANTOS LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private ("Pvt") - Non-public use having emergency or landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways greater than 8069 ft.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93

Special Air Traffic Rules & Airport Traffic Patterns.

Runways with Right Traffic Patterns (public use)

*RP Special conditions exist - see Supplement.

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.

☎ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

AFIS 135.2 - Automatic Flight Information Service (AK)

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 Supplement.

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.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215/AIM.)
- Class D Airspace
- Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface.

4500 MSL Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.



Class E Airspace low altitude RNAV 2 Routes are indicated by center line.



Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

*Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

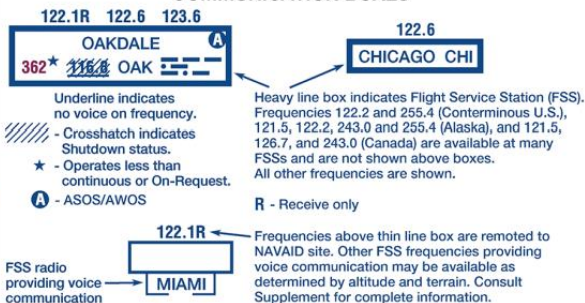
MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

MTR - Military Training Route

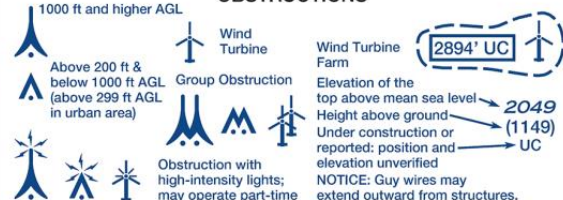
COMMUNICATION BOXES



RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- DME
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS



MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- STADIUM
- Intermitent TFR site (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- Space Launch Activity Area
- Isogonic Line (2020 VALUE)
- VPXYZ
- VFR Waypoints
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
 - Mountain Pass
 - Aerial Cable
 - 17823 (Elevation of Pass)
 - Lookout Tower
 - 618 (Elevation Base of Tower)
- Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

CONTROL TOWER FREQUENCIES ON LOS SANTOS SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

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

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BOB HOPE	CONTINUOUS	118.7 254.3 132.325 (HEU)	123.9 348.6	134.5 135.125 (ARR VIA FIM/PMD VORTAC ONLY)	
BRACKETT FLD	0700-2100	118.2 (RWY 08R/26L) 133.3 (RWY 08L/26R)	125.0	124.4	
BROWN FLD MUNI	0800-2000	128.25 225.4	124.4	132.35	
CAMARILLO	0700-2100	128.2 269.4	121.8	126.025	
CAMP PENDLETON MCAS (MUNN FLD)	0800-2400 MON-THUR 0800-1700 FRI CLSD HOL	128.775 340.2	134.675 360.2	285.45	ASR/PAR
CHINA LAKE NAWS (ARMITAGE FLD)	0730-2230 MON-FRI 1500-1600 SUN CLSD ALTN FRI OPN 0730-1230 & 1500- 1600 1ST WORK NON-HOL FRI OF MONTH SAT-SUN PPR	120.15 340.2	360.2	322.375	
CHINO	0700-2100	118.5	121.6	125.85	
EDWARDS AFB	0600-2200 MON-FRI 0600-1400 SAT CLSD HOL	120.7 318.1	121.8 225.4	127.425 269.9	

LOS SANTOS CLASS B AIRSPACE

See back of this chart for procedural
information within the Chicago Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

- 70** --- Ceiling in hundreds of feet MSL
- 30** --- Floor in hundreds of feet MSL

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

NOTE: REFER TO CURRENT MEXICAN
CHARTS AND FLIGHT INFORMATION
PUBLICATIONS FOR INFORMATION
WITHIN MEXICAN AIRSPACE

NOTE: DOD USERS, REFER TO CURRENT DOD
(NGA) FLIGHT INFORMATION PUBLICATIONS FOR
INFORMATION OUTSIDE OF U.S. AIRSPACE

AIRSPACE CLASSIFICATION/OPERATIONAL REQUIREMENTS
MAY DIFFER BETWEEN MEXICO AND UNITED STATES
(DOD USERS, SEE DOD AREA PLANNING AP/1)

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

— ATTENTION —

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet

125

— REPORTING CHART ERRORS —

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at <http://faa.gov/go/ais> prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database

LOS SANTOS VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPAON	N42°04.66' / W087°51.82'
VPBNG	N42°16.04' / W088°07.86'
VPFTS	N42°12.78' / W087°48.22'
VPRAN	N42°05.05' / W087°55.99'

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
 - (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or;
 - (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Las Vegas Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

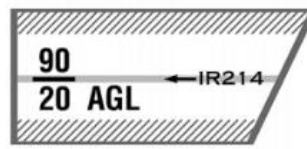
1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

FOR PROCUREMENT:
Contact an Authorized FAA Chart Sales Agent.
Visit our website <http://aeronav.faa.gov> and
click on "Chart Agent Locator."
For digital products, visit <http://faacharts.faa.gov>.



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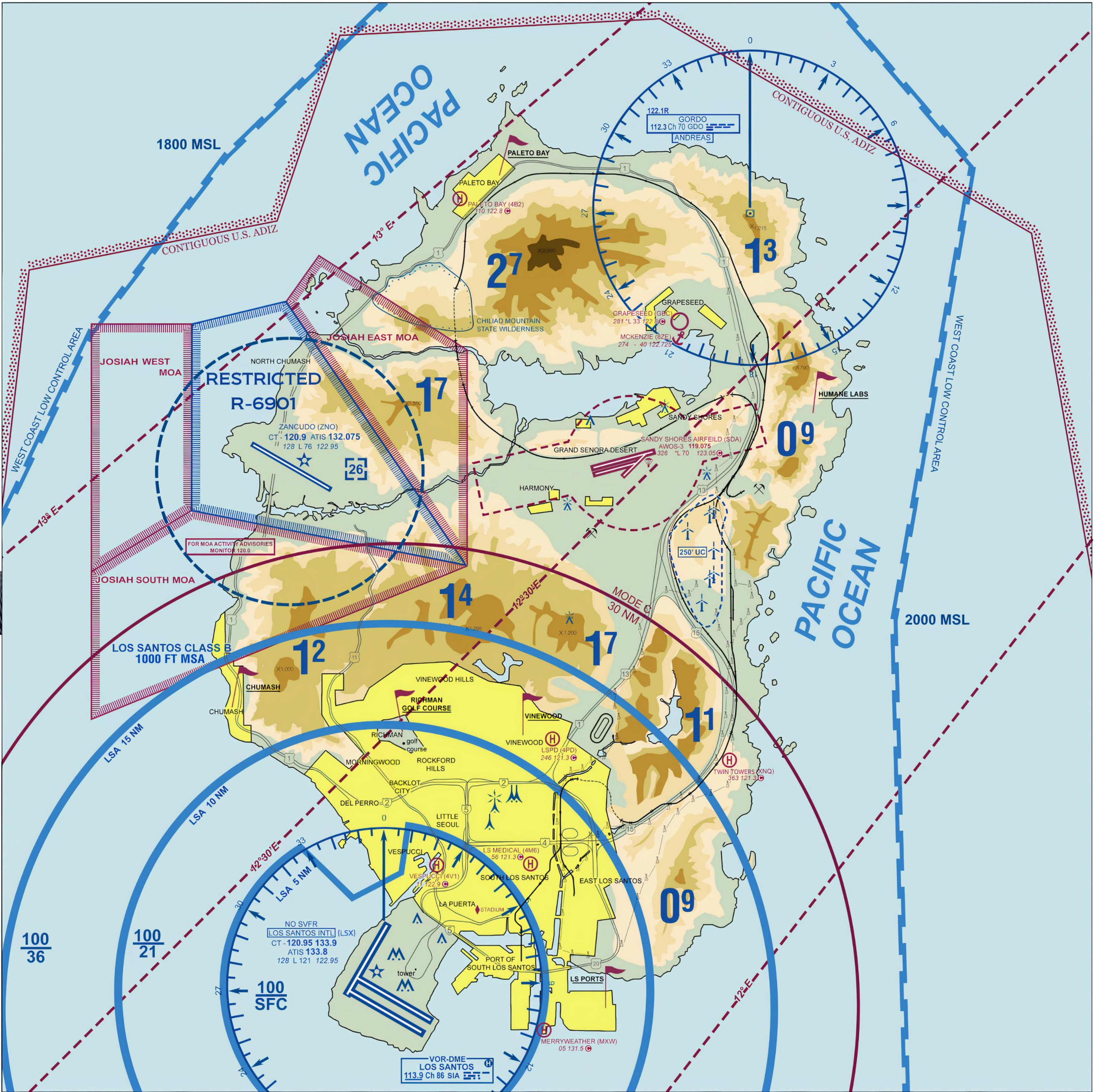
— Ceiling of MTR in hundreds of feet MSL
— Floor of MTR in hundreds of feet AGL



CAUTION: This chart is primarily designed for VFR navigational purposes
and does not purport to indicate the presence of all power transmission
and telecommunication lines, terrain or obstacles which may be encountered
below reasonable and safe altitudes.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening
watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all
aviators to know and understand their responsibilities if intercepted. Review "AIM"
section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets
intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will
pay strict attention, contact air traffic control immediately on the local frequency or
on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals.
Be advised that non-compliance may result in the use of force.

14,500 feet MSL. At and above this altitude all airspace is
within Class E Airspace, excluding the airspace less than 1600
feet above the terrain and certain special use airspace areas.



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36

100
21

100
SFC

VOR-DME
LOS SANTOS
113.9 Ch 86 SIA

