



MSFS SHAKEDOWN

VFR Pilot's Guide

NEW TO VATSIM?

Welcome! We're glad you're here. Here are a couple important tips for new pilots.

1

WAIT FOR YOUR TURN ON FREQUENCY

Frequencies can get very busy. It is crucial that everyone waits their turn before talking on the radio. When your push-to-talk is pressed, you will not be able to hear anyone else (this means you may be talking over someone but not even know it). One tip to ensure you don't talk over another aircraft or ATC is to wait for a pilot to read back a clearance or instruction before you transmit. Additionally, when it is busy, if you have a less-urgent request you should wait for ATC to handle other aircraft with higher priority.

2

LET ATC KNOW YOU ARE A NEW PILOT

When making your initial radio call for clearance, please let your controller know that you are new to the network. You can also place "new pilot" in your flight plan remarks.

3

DON'T BE AFRAID TO ASK QUESTIONS

Is an ATC clearance or instruction confusing or unclear? Please ask for clarification. Our controllers are here to help you. If the frequency is busy, wait for your turn and ask your question.

TIPS FOR VFR PILOTS

1

HAVE CHARTS AVAILABLE

You should make sure to bring along a Terminal Area Chart (TAC) to navigate the highly complex Southern California airspace. We recommend [skyvector.com](https://www.skyvector.com) for all the charts you'll need.

2

FLIGHT FOLLOWING IS STRONGLY ENCOURAGED

We recommend all VFR pilots request flight following, especially within the vicinity of our major airports. ATC will be able to help you stay aware of other traffic nearby and navigate the complex airspace.

3

CLOSED TRAFFIC PROHIBITED AT LAX

Closed traffic will not be allowed at LAX during the event. If you are looking to do closed traffic you should fly to one of our other airports: SNA, BUR, PSP, SBA, LGB, MYF, and ONT.

GENERAL REQUIREMENTS

1

SQUAWK MODE C BEFORE CALLING FOR TAXI

Transponders in MSFS 2020 may not have this capability built in. Use the “Mode C” button on vPilot to activate it.

2

SQUAWK MODE C WITHIN 30 NM OF CLASS BRAVO AIRPORTS

Within 30 miles of LAX or SAN/NKX airports, VFR pilot’s must operate their transponders with Mode C. Transponders in MSFS 2020 may not have this capability built in. Use the “Mode C” button on vPilot to activate it.

3

REMAIN OUTSIDE BRAVO AIRSPACE

VFR aircraft should not enter Bravo airspace until receiving a specific clearance from ATC. This applies at LAX and SAN airports.

4

ENTRY REQUIREMENTS FOR CHARLIE/DELTA AIRSPACE

Ensure you establish two-way communication with ATC prior to entering class Charlie/Delta airspace under VFR. This applies to arriving aircraft and aircraft requesting to transition the airspace. Some airports will be covered “top-down” by approach controllers and will not have their own tower controllers online. If you are unsure of which controller to contact, call up any approach controller and they will tell you the correct frequency to contact.

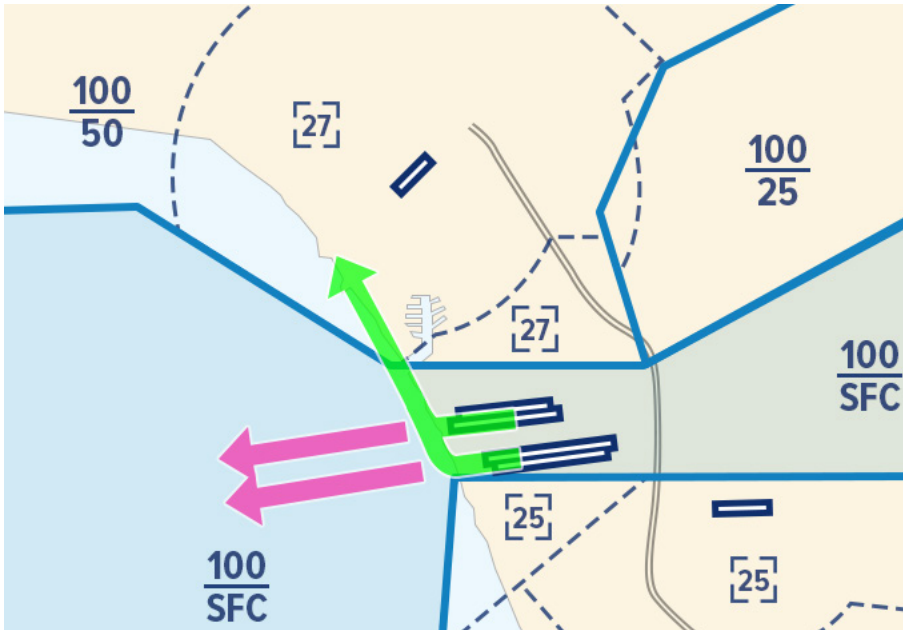
NAVIGATION



LAX STANDARD FIXED-WING VFR DEPARTURES (WEST OPS)

When LAX is in west operations, VFR departures can expect to receive the following instructions depending on direction of flight. ATC may assign alternate instructions. **Aircraft should contact clearance delivery before taxi.**

DEPARTING TO THE NORTH



Jets/Turboprops

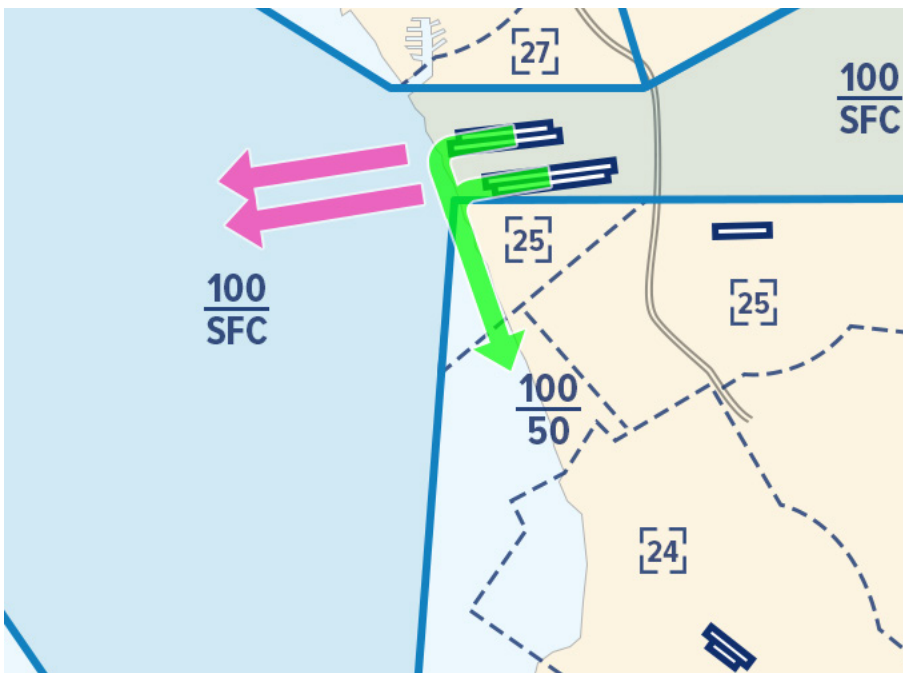
Fly runway heading for radar vectors, maintain VFR at or below 3000. Squawk assigned code.

Piston

Fly runway heading, turn right at the shoreline, exit and remain outside LA Bravo airspace. Squawk 1200.

Aircraft will be issued a frequency change before entering the SMO Delta airspace.

DEPARTING TO THE SOUTH



Jets/Turboprops

Fly runway heading for radar vectors, maintain VFR at or below 3000. Squawk assigned code.

Piston

Fly runway heading, turn left at the shoreline, exit and remain outside LA Bravo airspace. Squawk 1200.

Remain outside the HHR and TOA Delta airspace. Requests to transit the Delta airspace should be made with **LAX_S_DEP**.

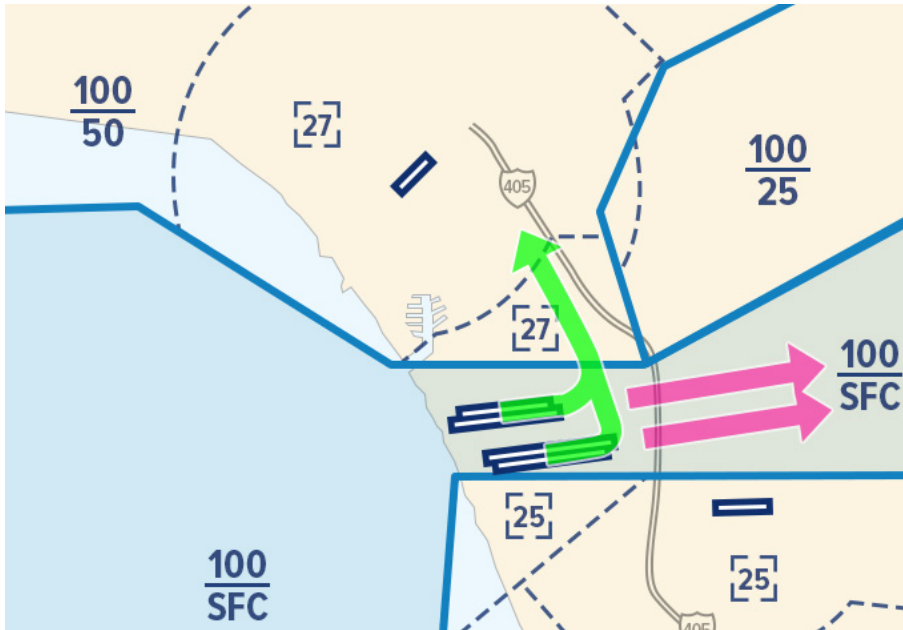
Flight Following for Piston Aircraft

NOTE: Piston engine aircraft (non-jet/non-turboprop) will be instructed to squawk 1200. Aircraft requesting flight following should contact the appropriate approach/departure controller with their request for flight following once clear of the Los Angeles Bravo airspace.

LAX STANDARD FIXED-WING VFR DEPARTURES (EAST OPS)

When LAX is in east operations, VFR departures can expect to receive the following instructions depending on direction of flight. ATC may assign alternate instructions. **Aircraft should contact clearance delivery before taxi.**

DEPARTING TO THE NORTH



Jets/Turboprops

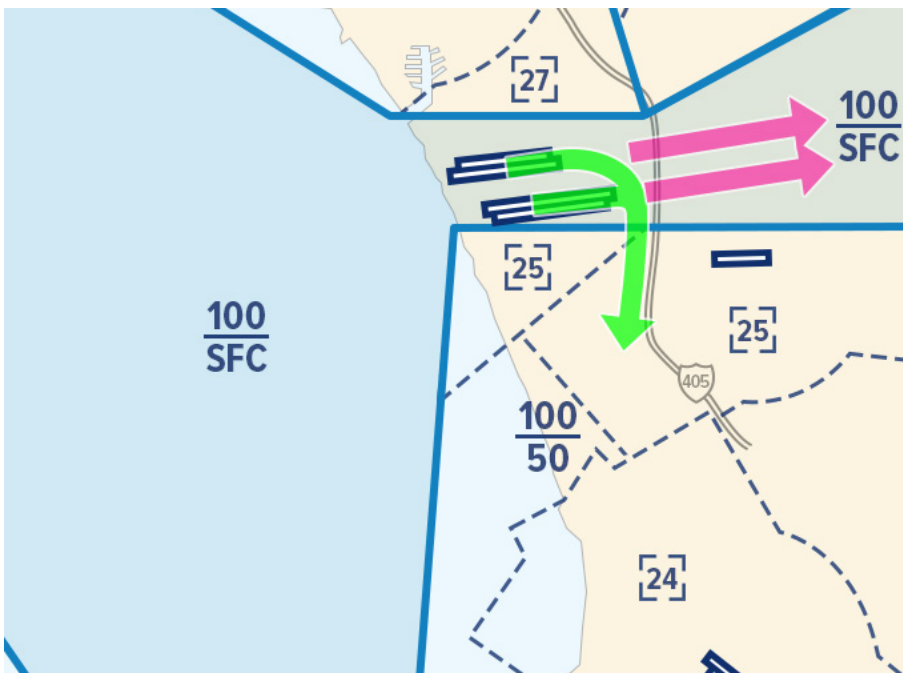
Fly runway heading for radar vectors, maintain VFR at or below 3000. Squawk assigned code.

Piston

Fly runway heading, turn left at the departure end of the runway. **Remain west of the 405 freeway.** Exit and remain outside LA Bravo airspace. Squawk 1200.

Aircraft will be issued a frequency change before entering the SMO Delta airspace.

DEPARTING TO THE SOUTH



Jets/Turboprops

Fly runway heading for radar vectors, maintain VFR at or below 3000. Squawk assigned code.

Piston

Fly runway heading, turn right at the departure end of the runway. **Remain west of the 405 freeway.** Exit and remain outside LA Bravo airspace. Squawk 1200.

Aircraft will be issued a frequency change before entering the HHR Delta airspace.

Flight Following for Piston Aircraft

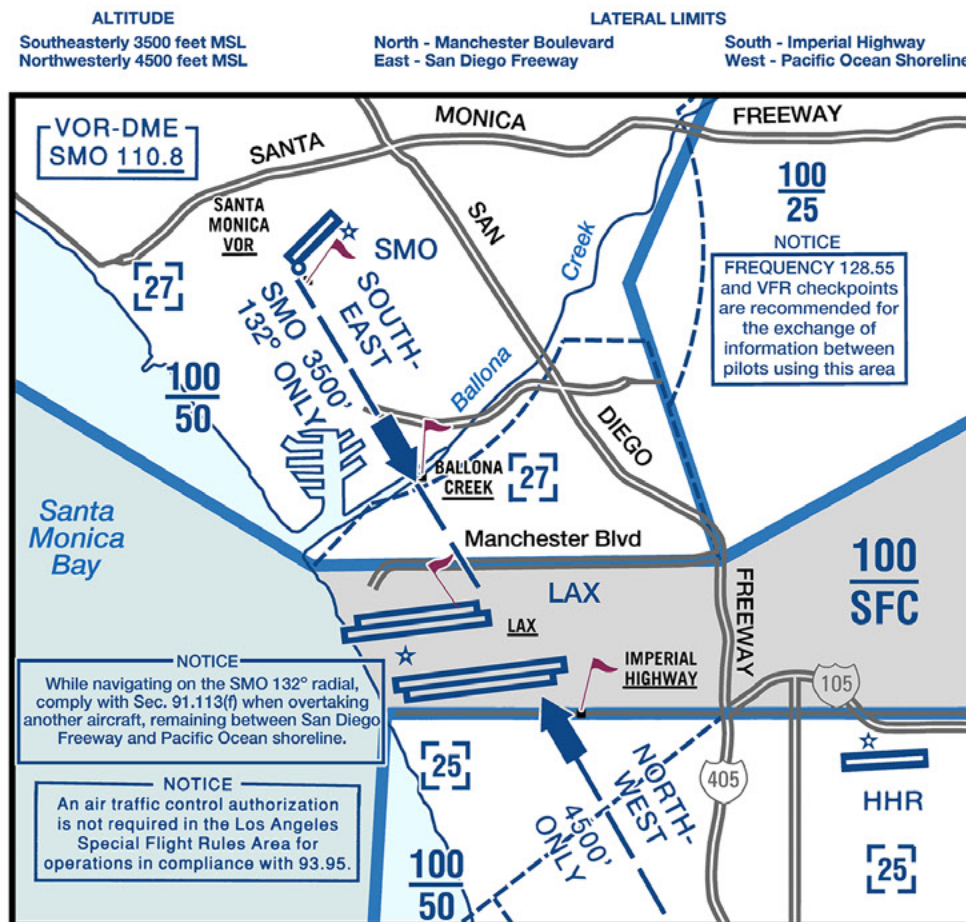
NOTE: Piston engine aircraft (non-jet/non-turboprop) will be instructed to squawk 1200. Aircraft requesting flight following should contact the appropriate approach/departure controller with their request for flight following once clear of the Los Angeles Bravo airspace.

LAX BRAVO AIRSPACE TRANSITIONS

There are multiple transitions through the LAX Bravo airspace. These are charted on the TAC and also included on the following pages for your convenience.

NOTE: No ATC Clearance is required for the SFRA. Read the requirements below and squawk 1201 at all times in the SFRA.

LOS ANGELES SPECIAL FLIGHT RULES AREA



The following rules shall be adhered to when utilizing the LOS ANGELES SPECIAL FLIGHT RULES AREA:

The flight must be conducted under VFR and only when operation may be conducted in compliance with Sec. 91.155.

The aircraft must be equipped as specified in Sec. 91.215 replying on code 1201 prior to entering and while operating in this area.

The pilot shall have a current Los Angeles Terminal Area Chart in the aircraft.

The pilot shall operate on the Santa Monica very high frequency omni-directional radio range (VOR) 132° radial.

Aircraft navigating in a southeasterly direction shall be in level flight at 3500 feet MSL.

Aircraft navigating in a northwesterly direction shall be in level flight at 4500 feet MSL.

Indicated airspeed shall not exceed 140 knots.

Anti-collision lights and aircraft position/navigation lights shall be on. Use of landing lights is recommended.

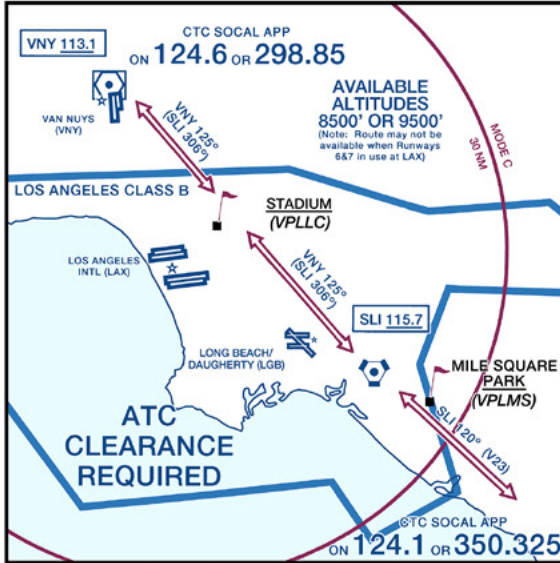
TURBOJET AIRCRAFT ARE PROHIBITED FROM VFR OPERATIONS IN THIS AREA.

LAX BRAVO AIRSPACE TRANSITIONS

NOTE: The charted frequencies may not be in use during the event. Aircraft north of LAX should contact BUR_APP or SCT_APP for their clearance. Aircraft south of LAX should contact SNA_APP, LAX_DEP, or SCT_APP for their clearance.

COLISEUM ROUTE

VFR ONLY



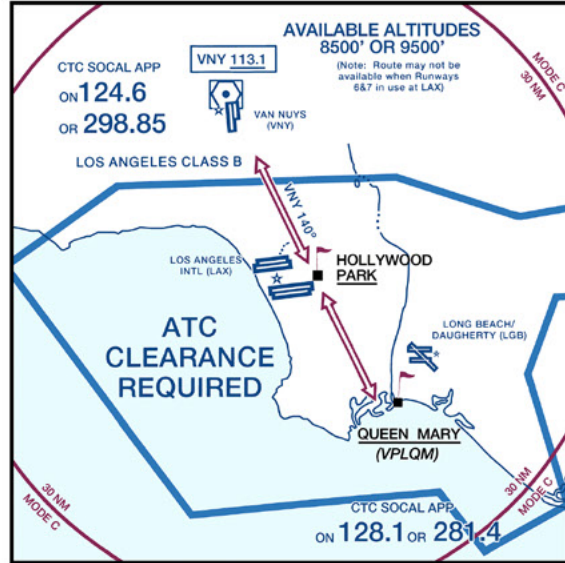
REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

REMAIN OUTSIDE BRAVO AIRSPACE UNTIL RECEIVING BRAVO CLEARANCE

COLISEUM ROUTE NORTHBOUND: Enter the Los Angeles Class B established on V23 (Seal Beach 120 radial) and proceed to Seal Beach VOR, then proceed on the Van Nuys 125 radial until exiting Class B. Maintain altitude as assigned by ATC.
COLISEUM ROUTE SOUTHBOUND: Enter the Los Angeles Class B established on the Van Nuys 125 radial and proceed to Seal Beach VOR, then proceed on V23 (Seal Beach 120 radial) until exiting Class B. Maintain altitude as assigned by ATC.

HOLLYWOOD PARK ROUTE

VFR ONLY



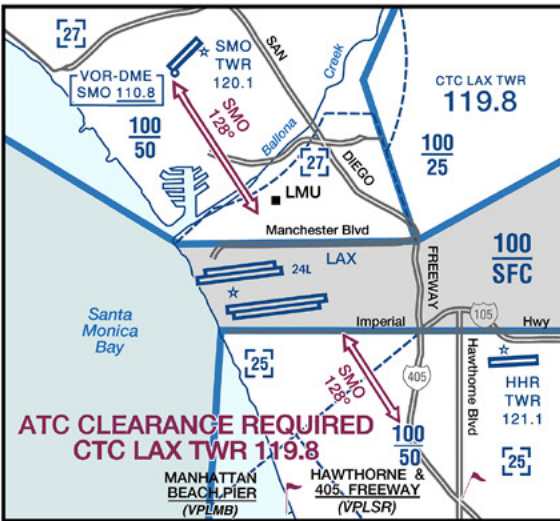
REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

REMAIN OUTSIDE BRAVO AIRSPACE UNTIL RECEIVING BRAVO CLEARANCE

HOLLYWOOD PARK ROUTE NORTH/SOUTHBOUND: Enter the Los Angeles Class B north/southbound established on and follow the Van Nuys 140 radial until exiting the Class B. Maintain altitude as assigned by ATC.
 Note: If VNY VOR is out of service navigate visually along a line between the Van Nuys airport, Hollywood Park and Queen Mary, or request radar vectors.

MINI ROUTE

VFR ONLY



REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

REMAIN OUTSIDE CLASS BRAVO AIRSPACE UNTIL RECEIVING CLEARANCE FROM LAX TOWER

Restrictions: Fixed-wing, non-turbo jet aircraft only. LAX must be in a west traffic or over-ocean configuration (generally midflight to 0630 LCL) and reporting a ceiling of at least 3500' and visibility of at least three miles. Northrop/Hawthorne and Santa Monica airports must be VFR.

Mini Route Northbound: (GPS routing: VPLSR direct SMO) During normal tower operating hours, 0600-2000 LCL, Northrop/Hawthorne Tower 121.1 will coordinate transitions through the Mini Route. After normal tower operating hours, contact LAX Tower 119.8. Proceed to Hawthorne and 405 Freeway (VPLSR) at 2500'. When cleared by LAX Tower, enter the Los Angeles Class B, established on the SMO 128° radial level at 2500', cross over the LAX Runway 24L numbers or as directed by ATC.

Mini Route Southbound: (GPS routing: SMO direct VPLSR) During normal tower operating hours, 0700-2100 LCL, Santa Monica Tower 120.1 will coordinate transitions through the Mini Route. After normal tower operating hours, contact LAX Tower 119.8. Proceed to Loyola Marymount University (LMU) at 2500'. When cleared by LAX Tower, enter the Los Angeles Class B, established on the SMO 128° radial level at 2500', cross over the LAX Runway 24L numbers or as directed by ATC.

MINI ROUTE: SMO and HHR Delta airspace will be assumed by LAX_DEP on 124.30. For mini route clearance, contact LAX_DEP prior to entering the class D airspace with your request.

COASTAL ROUTE

VFR ONLY



REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

REMAIN OUTSIDE BRAVO AIRSPACE UNTIL RECEIVING BRAVO CLEARANCE

COASTAL ROUTE NORTHBOUND: Enter the Los Angeles Class B northbound abeam the Vincent Thomas Bridge established on the Los Angeles 123 radial. After crossing the Los Angeles VOR, proceed outbound on the Los Angeles 323 radial until exiting the Los Angeles Class B near the Sepulveda Pass. Maintain altitude as assigned by ATC.

COASTAL ROUTE SOUTHBOUND: Enter the Los Angeles Class B southbound abeam the Sepulveda Pass established on the Los Angeles 323 radial. After crossing the Los Angeles VOR, proceed outbound on the Los Angeles 123 radial until exiting the Los Angeles Class B near the Vincent Thomas Bridge. Maintain altitude as assigned by ATC.

Note: Aircraft departing Long Beach, Torrance, Hawthorne, or Santa Monica airport, please contact So Cal Tracon 134.9 or 363.2 for clearance.

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

LAX VFR ARRIVALS

REMAIN OUTSIDE OF LA BRAVO AIRSPACE UNTIL GIVEN AN EXPLICIT CLEARANCE TO ENTER FROM ATC.

- Get the current ATIS for LAX.
- Advise ATC as early as possible of your intentions to land at LAX. Inbound VFR traffic may be delayed if there is a heavy amount of IFR traffic arriving at LAX. *If you are not in contact with ATC already, call BUR_APP/SCT_APP (north of LAX) or SNA_APP/SCT_APP (south of LAX).*
- Remain outside of LA Bravo airspace until specifically cleared to enter it.
- Expect ATC radar vectors to sequence you for a straight in approach at LAX.

THANKS FOR FLYING ZLA!