

Federal Aviation Administration, DOT

§ 93.95

Latitude 30°25'01" N., Longitude 86°22'26" W.; to
to
Latitude 30°19'46" N., Longitude 86°23'45" W.;
then 3 NM from and parallel to the shore-
line to Latitude 30°20'51" N.,
Longitude 86°38'50" W.; to Latitude 30°23'46"
N.,
Longitude 86°38'15" W.; to the beginning.

(3) The east section would include that airspace extending upward from the surface to but not including 8,500 feet MSL, bounded by a line beginning at:

Latitude 30°25'01" N., Longitude 86°22'26" W.;
to
Latitude 30°22'01" N., Longitude 86°08'00" W.;
to
Latitude 30°19'16" N., Longitude 85°56'00" W.;
to
Latitude 30°11'01" N., Longitude 85°56'00" W.;
then 3 NM from and parallel to the shore-
line to Latitude 30°19'46" N., Longitude
86°23'45" W.; to the beginning.

[Amdt. 93-70, 59 FR 46154, Sept. 6, 1994 as amended by Amdt. 93-82, 68 FR 9795, Feb. 28, 2003]

§ 93.83 Aircraft operations.

(a) *North-South Corridor*. Unless otherwise authorized by ATC (including the Eglin Radar Control Facility), no person may operate an aircraft in flight within the North-South Corridor designated in § 93.81(b)(1) unless—

(1) Before operating within the corridor, that person obtains a clearance from the Eglin Radar Control Facility or an appropriate FAA ATC facility; and

(2) That person maintains two-way radio communication with the Eglin Radar Control Facility or an appropriate FAA ATC facility while within the corridor.

(b) *East-West Corridor*. Unless otherwise authorized by ATC (including the Eglin Radar Control Facility), no person may operate an aircraft in flight within the East-West Corridor designated in § 93.81(b)(2) unless—

(1) Before operating within the corridor, that person establishes two-way radio communications with Eglin Radar Control Facility or an appropriate FAA ATC facility and receives an ATC advisory concerning operations being conducted therein; and

(2) That person maintains two-way radio communications with the Eglin Radar Control Facility or an appro-

priate FAA ATC facility while within the corridor.

[Amdt. 93-70, 59 FR 46155, Sept. 6, 1994]

Subpart G—Special Flight Rules in the Vicinity of Los Angeles International Airport

SOURCE: Doc. No. FAA-2002-14149, 68 FR 41214, July 10, 2003, unless otherwise noted.

§ 93.91 Applicability.

This subpart prescribes special air traffic rules for aircraft conducting VFR operations in the Los Angeles, California Special Flight Rules Area.

§ 93.93 Description of area.

The Los Angeles Special Flight Rules Area is designated as that part of Area A of the Los Angeles Class B airspace area at 3,500 feet above mean sea level (MSL) and at 4,500 feet MSL, beginning at Ballona Creek/Pacific Ocean (lat. 33°57'42" N, long. 118°27'23" W), then eastbound along Manchester Blvd. to the intersection of Manchester/405 Freeway (lat. 33°57'42" N, long. 118°22'10" W), then southbound along the 405 Freeway to the intersection of the 405 Freeway/Imperial Highway (lat. 33°55'51" N, long. 118° 22'06" W), then westbound along Imperial Highway to the intersection of Imperial Highway/Pacific Ocean (lat. 33°55'51" N, long. 118°26'05" W), then northbound along the shoreline to the point of beginning.

§ 93.95 General operating procedures.

Unless otherwise authorized by the Administrator, no person may operate an aircraft in the airspace described in § 93.93 unless the operation is conducted in accordance with the following procedures:

(a) The flight must be conducted under VFR and only when operation may be conducted in compliance with § 91.155(a) of this chapter.

(b) The aircraft must be equipped as specified in § 91.215(b) of this chapter replying on code 1201 prior to entering and while operating in this area.

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

(d) The pilot shall operate on the Santa Monica very high frequency