I propsose that we replace the LAX SFRA with a VFR corridor identical to that in San Diego. Here are some of the current differences.

San Diego: A VFR corridor between 3,300' and 4,700'. Pilots are encouraged to remain to the right side of the corridor and at the appropriate altitude for the direction of flight.

Los Angeles: This is a SFRA through the Class B as opposed to a VFR corridor. Pilots are required to squawk 1201 prior to entering, and while transiting the SFRA. All pilots are to navigate on the Santa Monica 132 radial at the appropriate altitude for the direction of flight.

Since these airports are but 95 nm from each other, many pilots in California use both transitions, sometimes on the same flight. It makes sense to standardize them. Also, the same ATC facility, SoCal Approach, handles both areas. It would seem to make sense for ATC training and operations to have a standardized oveflight procedure for both LAX and SAN.

The SAN procedure is preferred because:

1. A squawk change to 1201 is not required (I suspect that ATC doesn't really pay any attention to this squawk).
2. Aircraft are not required to all navigate on the same radial (collision hazard) but instead can spread out within the corridor while remaining on the right side.
3. Class B is clearly defined as below 3,300' and above 4,700'.

Since the NPRM is for the purpose of changing the SFRA, now is the time to change it to a VFR corridor.

Thank you.