

LONG BEACH AIRPORT TRAFFIC CONTROL TOWER
AND HELICOPTER OPERATORS

LETTER OF AGREEMENT

EFFECTIVE: June 15, 2019

SUBJECT: HELICOPTER OPERATIONS

1. **PURPOSE.** This agreement establishes procedures for helicopters operating within the Long Beach Class D Airspace.
2. **CANCELLATION.** This letter cancels the letter of agreement subject: Helicopter Operations dated September 1, 2016.
3. **SCOPE.** This agreement is for the sole use between Long Beach Airport Traffic Control Tower (LGB ATCT) and the signatories while operating in the Long Beach Class D Airspace.
4. **RESPONSIBILITIES.** All signatories shall ensure their pilots are familiar with and adhere to the procedures contained in this agreement. Nothing in this agreement shall be construed as approval to violate any Federal Aviation Regulations (FARs) or other regulations. Each pilot shall be responsible for advising LGB ATCT if a deviation from this agreement is necessary to comply with the FARs or other regulations.
5. **PROCEDURES.** All operations shall be conducted using the traffic patterns, areas, altitudes, routes, and procedures specified in this agreement.
 - a. **General.**
 - (1) Helicopters shall maintain 2-way radio communication at all times with the tower.
 - (2) Helicopter crossings:
When crossing Runway 26L, overfly taxiway Foxtrot 2 at 500 feet perpendicular to the runway, unless otherwise authorized by Long Beach ATC.

When crossing Runway 26R, overfly taxiway Kilo 2 perpendicular to the runway at 500 feet unless otherwise authorized by Long Beach ATC.

When crossing Runway 30, cross midfield over Taxiway Golf at 500 feet unless flying the traffic pattern.
 - (3) Helicopters shall not over-fly the terminal building below 500 feet MSL.

(4) Pilots must specifically request a clearance to "*REMAIN EAST OF RUNWAY 30.*" Solo student pilots are prohibited from requesting this operation.

(5) Helicopter operations that originate or terminate at ramp areas shall

(a) Remain clear of all taxiways

(b) Take off and land in the same direction as the fixed-wing traffic flow during East or West Traffic.

(6) When LGB ATCT is operating in a West Traffic (Runways 26L, 26R, and 30) or East Traffic (Runways 8L, 8R, and 12) configuration, helicopters operating in the airspace north of Runway 26L/8R shall use frequency 120.5. Helicopters operating in the airspace over Runway 26L/8R and south of it shall use frequency 119.4. These frequencies shall be used unless the ATIS states otherwise.

(7) No running landings or takeoffs with skid type helicopters on Runway 8L-26R and Runway 12-30.

b. Pads and Traffic Patterns.

(1) Pads and traffic patterns are depicted in Attachment 1.

(2) Pad assignments shall be on a "first come, first served basis."

(3) Pads 3, 4, and the north mooring site shall not be used simultaneously during west or east traffic configurations. Priority of service shall be determined on a "first come, first served" basis.

(4) Pad 3 is the preferred area for run-on landings during east or west traffic configurations. Only one helicopter is allowed on Pad 3 at one time.

(5) Pad 5 shall only be used for hover/lane work. Arrivals to and departures from Pad 5 shall climb or descend clear of all active runways

(6) Pad 5 and the south mooring site shall not be used simultaneously. Priority of service shall be determined on a "first come, first served" basis.

(7) Traffic patterns shall use a common downwind. Pattern altitude is 500 feet MSL. Climb to 300 feet MSI prior to turning crosswind, when feasible.

(8) During East or West Traffic, helicopters shall remain east of Cherry Ave., north of Taxiway Juliet, south of Taxiway Kilo and make the turn at Lakewood Blvd.

(9) When instructed to hold east or west of Runway 30/12, enter a left racetrack pattern, remaining clear of Runway 30/12 and between the appropriate parallel runways.

(10) 180 auto-rotations during simultaneous helicopter operations shall be made to any pad as long as the pads to the left are not in use during West Traffic and the pads to the right are not in use during East Traffic.

(11) Hover/lane work operations:

(a) Which require operations more than 50 feet from the assigned area must remain within the same lane and requires prior approval from LGB ATCT.

(b) Shall remain at least 400 feet laterally from all active runways.

(12) Helicopters are prohibited from crossing a runway unless explicitly authorized or receive a landing clearance (either Cleared to land/Landing will be at your own risk).

In the event a helicopter crosswind or downwind in the traffic pattern with intentions to depart the pattern via a route of flight that crosses a runway does not receive a landing clearance or other authorization to cross a runway, the helicopter shall hold at the closest helicopter holding point (i.e. a helicopter west of Runway 30/12 will hold west of Runway 30/12 or a helicopter east of Runway 30/12 will hold east of Runway 30/12)

c. Inbound and Outbound Routes. Helicopters shall remain at or below 500 feet MSL within 1½ mile of the airport, otherwise at or below 700 feet MSL.

(1) Standard routes to be used during West or East Traffic configuration, unless otherwise approved by ATC.

(a) Downey – Via Downey Ave. north of the airport.

(b) Redondo – Via Redondo Ave. south of the airport.

(c) East Wardlow -- Via Wardlow Rd. east of the airport

(d) West Wardlow -- Via Wardlow Rd. west of the airport.

(2) The following alternate routes may be used on a case-by-case basis traffic conditions permitting.

(a) South Lakewood -- Via Lakewood Blvd. south to the traffic circle, then south to the shoreline.

(b) South Cherry -- Via Cherry Ave. south of Wardlow Rd.

d. Special VFR (SVFR) Procedures.

(1) SVFR helicopters shall maintain visual reference to the surface at all times.

(2) Departing helicopters shall report reaching VFR conditions or exiting the Long Beach Class D Airspace, whichever occurs first.

(3) The southeast area of the Long Beach Class D Airspace contains the instrument final approach course. Routine SVFR operations in this area are discouraged and are not normally authorized.

(4) LGB ATCT shall use the following SVFR separation minima:

(a) Between SVFR helicopters and an arriving or departing IFR aircraft:

1 ½ mile. If the IFR aircraft is less than 1 mile from the airport.

2 1 mile. If the IFR aircraft is 1 mile or more from the airport.

(b) 1 mile between SVFR helicopters. This separation may be reduced to 200 feet if:

1 Both helicopters are departing simultaneously on courses that diverge by at least 30 degrees and.

2 Separation can be determined by reference to surface markings; or:

3 One of the departing helicopters is instructed to remain at least 200 feet from the other.

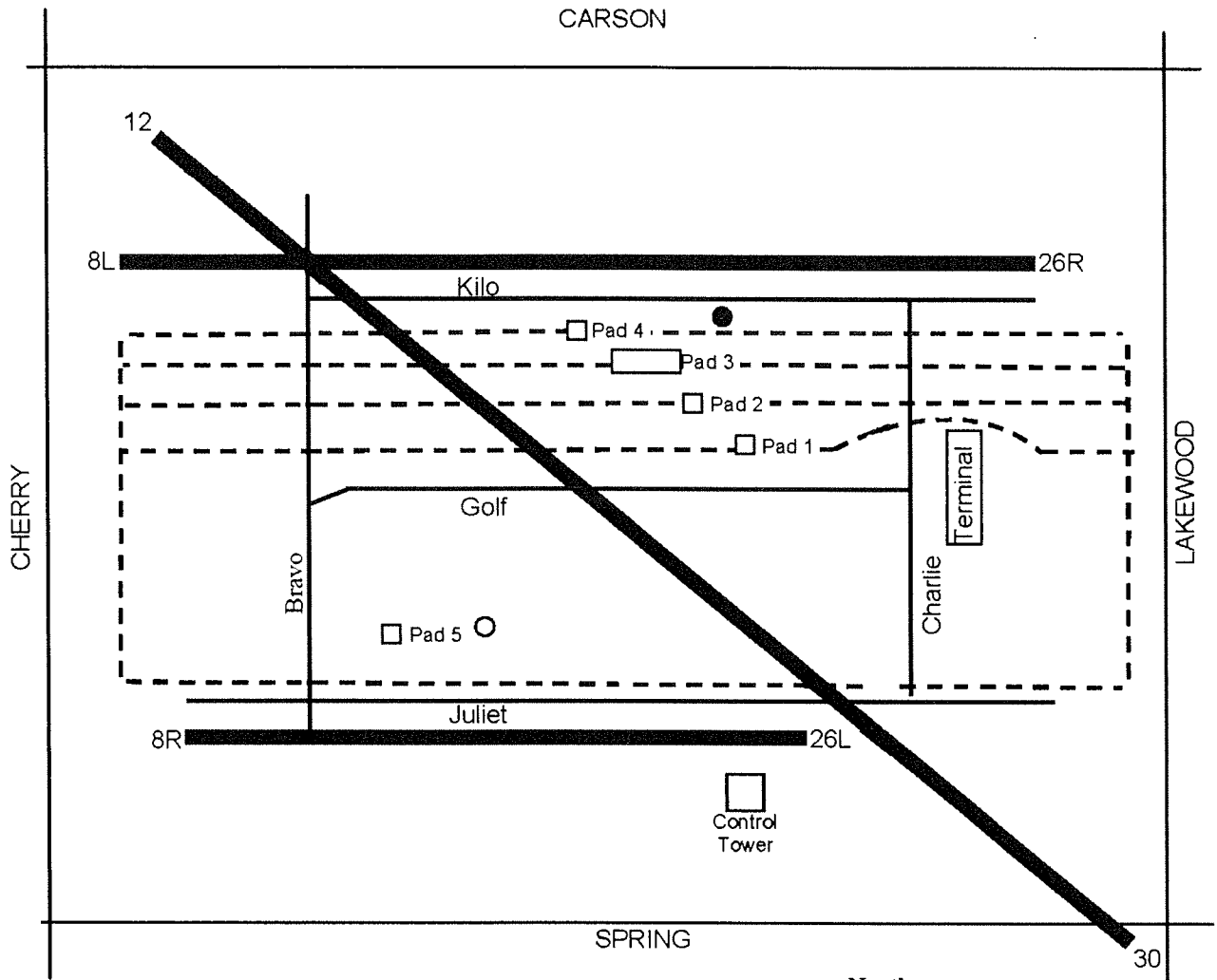
6. ATTACHMENTS.

- a. Attachment 1 – Pads and Traffic Patterns
- b. Attachment 2 – Inbound and Outbound Routes
- c. Attachment 3 – Signatory Page



Thomas Monahan
Air Traffic Manager
Long Beach ATCT

PADS AND TRAFFIC PATTERNS



East or West Traffic - - - - -

North Airship Mooring Site ●

South Airship Mooring Site ○



Diagram not to scale. Not for navigational use.

INBOUND AND OUTBOUND ROUTES

