

LGB HELICOPTER OPERATIONS

For informational purposes only.

Textual information derived from
LGB TWR/HELICOPTER OPERATORS
LETTER OF AGREEMENT
Dated September 1, 2016

HELICOPTER OPERATIONS

- 5. b. (8)
 - Pattern altitude is 500 msl. Climb to 300 msl prior to turning crosswind.

- 5. a. (2)
 - Shall not overfly the terminal building below 500 msl.

- 5. c.
 - Shall remain at or below 500 msl while within 1 ½ nm of the airport, otherwise at or below 700 msl. DIAGRAM

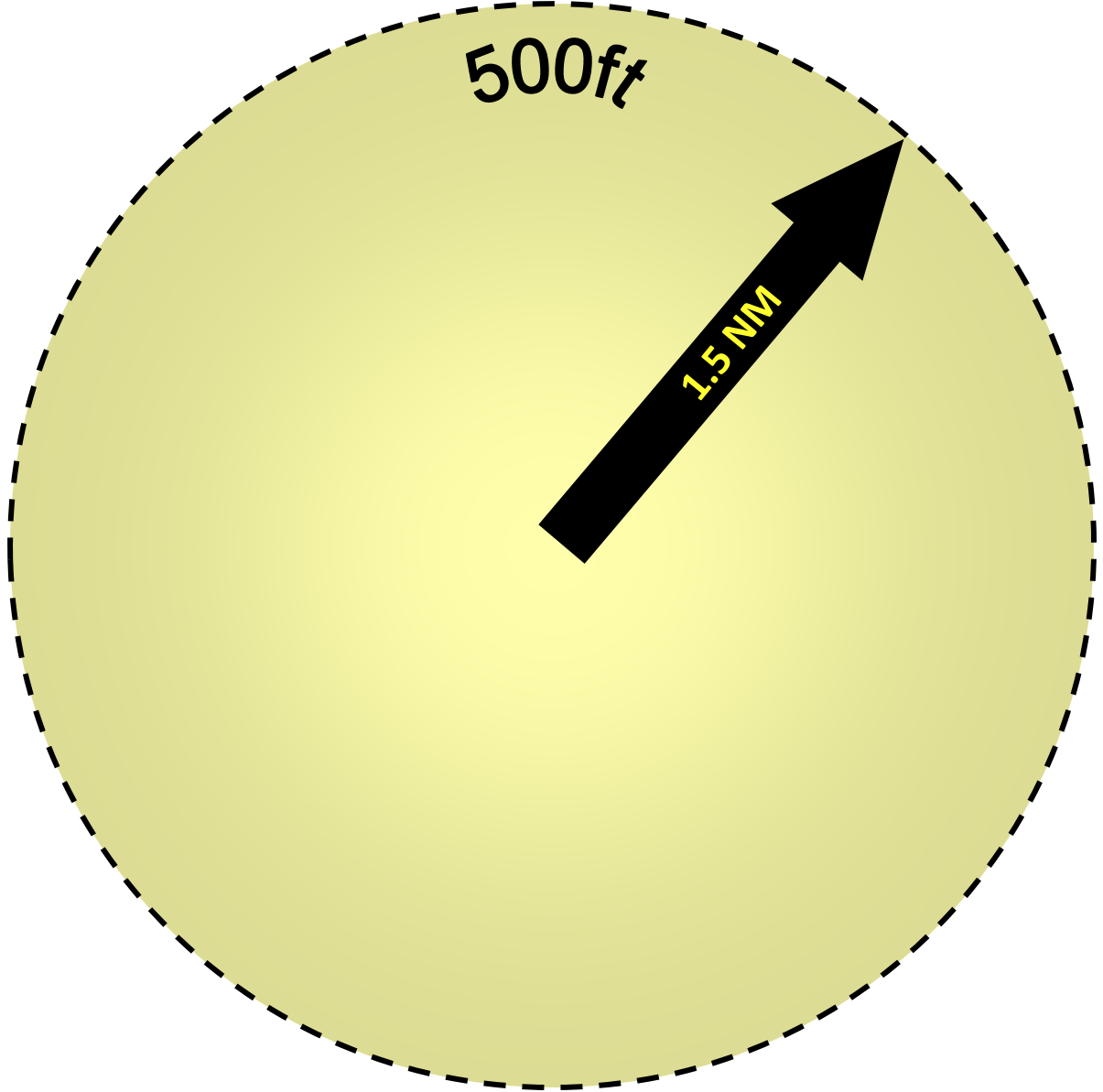
- 5. a. (1)
 - Shall cross all runways midfield at 500 msl unless otherwise requested and approved by TWR.

- 5. a. (4)
 - Operations that originate or terminate at ramp areas:
 - Remain clear of all taxiways
 - Take off and land in the same direction as fixed wing traffic during East or West traffic.

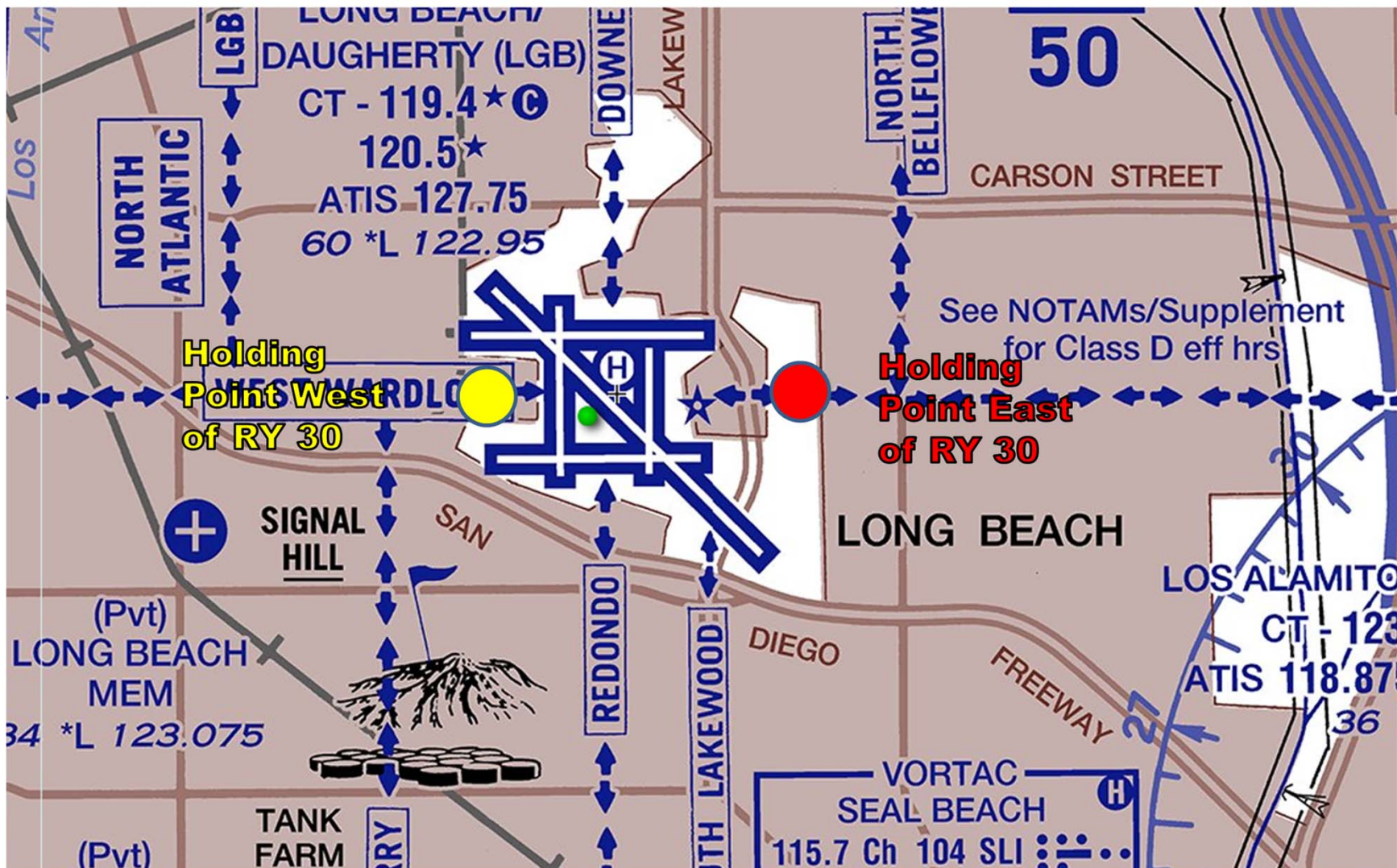
700ft

500ft

1.5 NM

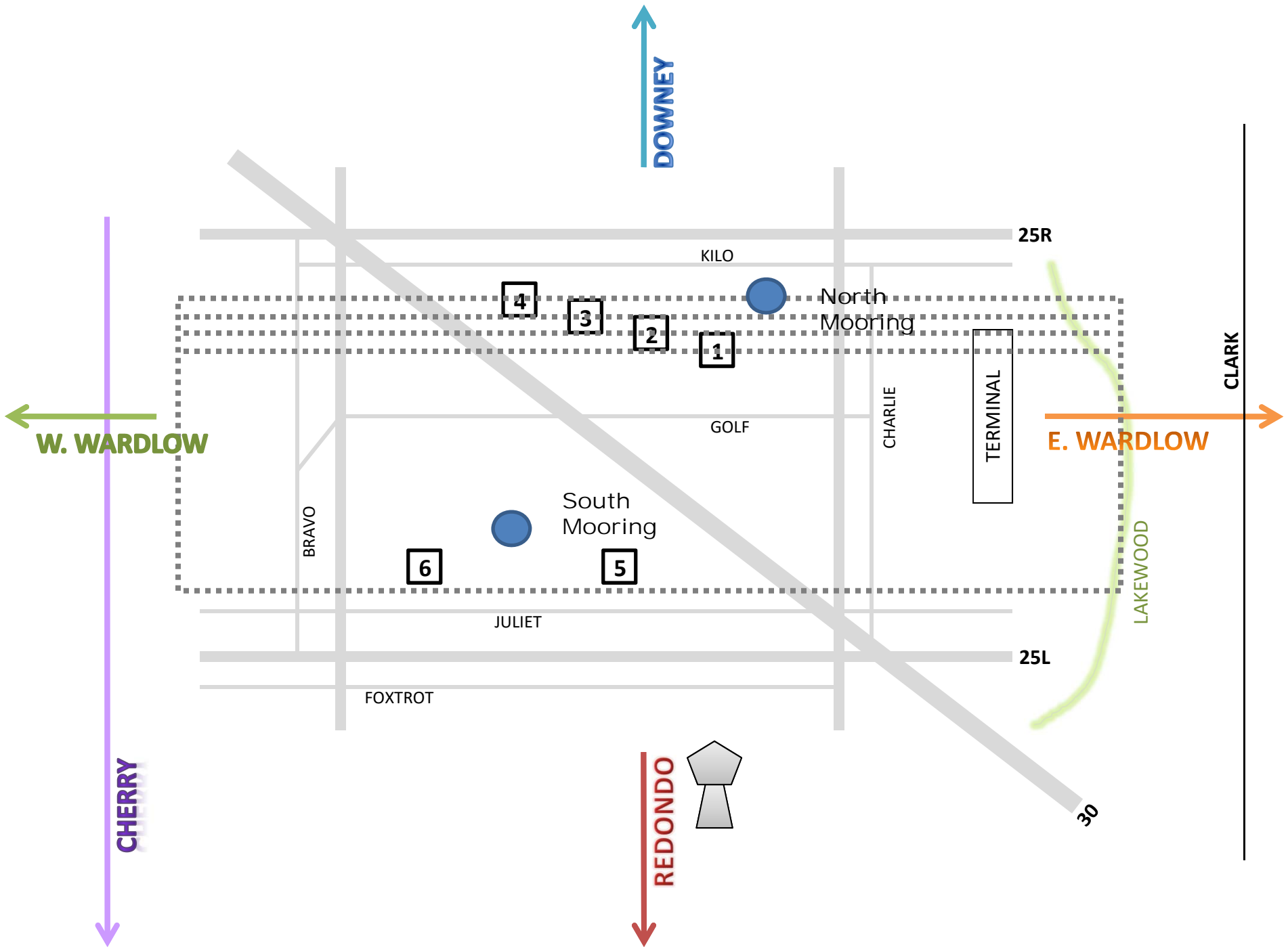


HELICOPTER HOLDING POINTS



HELICOPTER OPERATIONS

- 5. b. (4) ■ Pads 3, 4, and the north mooring site shall not be used simultaneously during West or East traffic.
- 5. b. (7) ■ Pads 5, 6, and the south mooring site shall not be used simultaneously.
- 5. b. (6) ■ Pads 5 and 6 shall only be used for hover/lane work.
- 5. b. (13) (b) ■ Hover/Lane work helicopters shall remain 400 feet laterally from all active runways.
- 5. a. (3) ■ Pilots must specifically request to “REMAIN EAST OF RUNWAY 30.” Solo student pilots are prohibited.
- 5. b. (12) ■ 180 Auto rotations shall be made to any pad as long as the pads to the **LEFT** are not in use (W TFC) or to the **RIGHT** (E TFC).



PATTERN

DOWNNEY

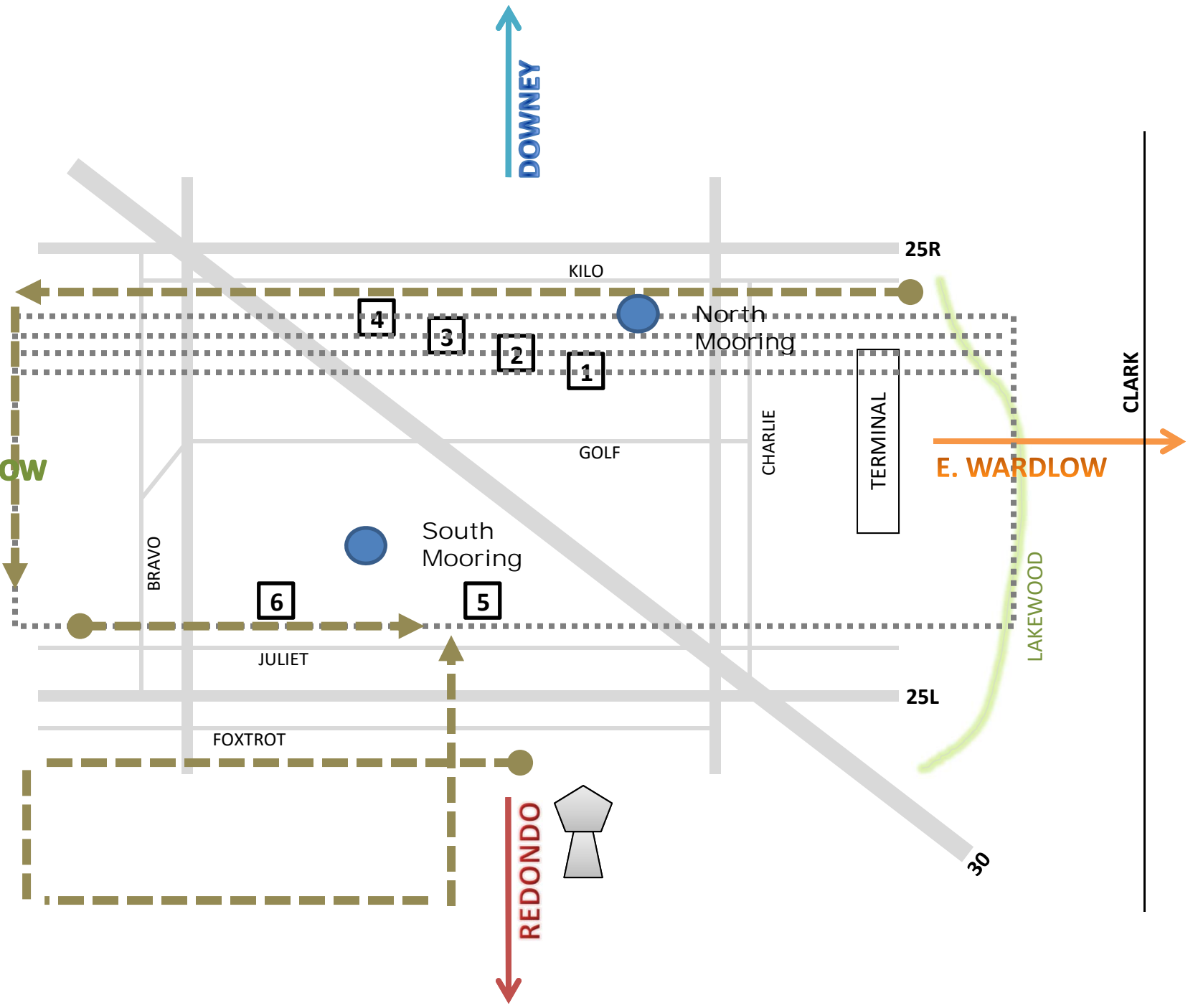
W. WARDLOW

CHERRY

REDONDO

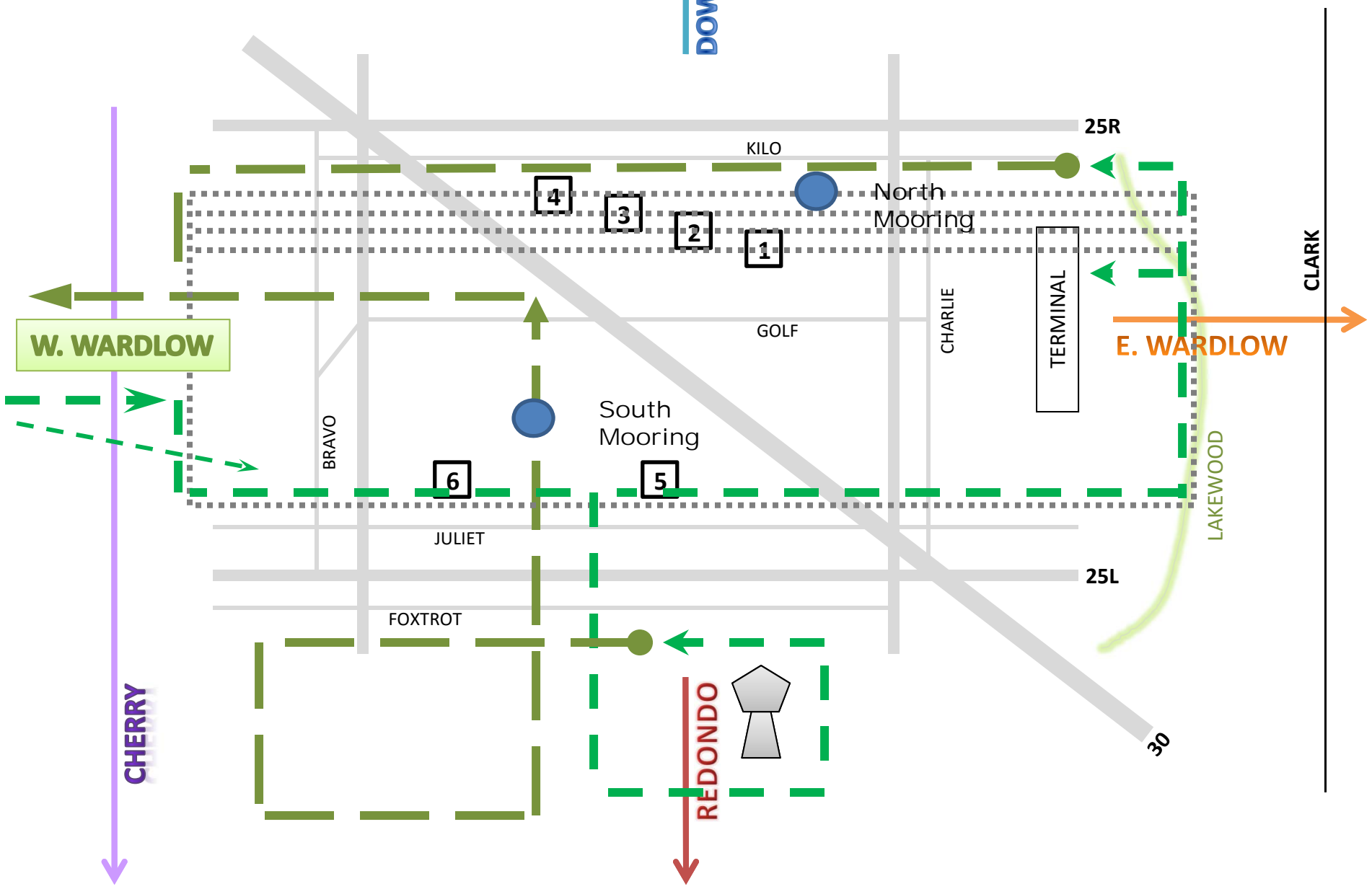
E. WARDLOW

CLARK



WEST WARDLOW

DOWNNEY



W. WARDLOW

TERMINAL

E. WARDLOW

CLARK

CHERRY

REDONDO

LAKWOOD

25R

25L

30

KILO

GOLF

JULIET

FOXTROT

BRAVO

CHARLIE

South Mooring

North Mooring

4

3

2

1

6

5

EAST WARDLOW

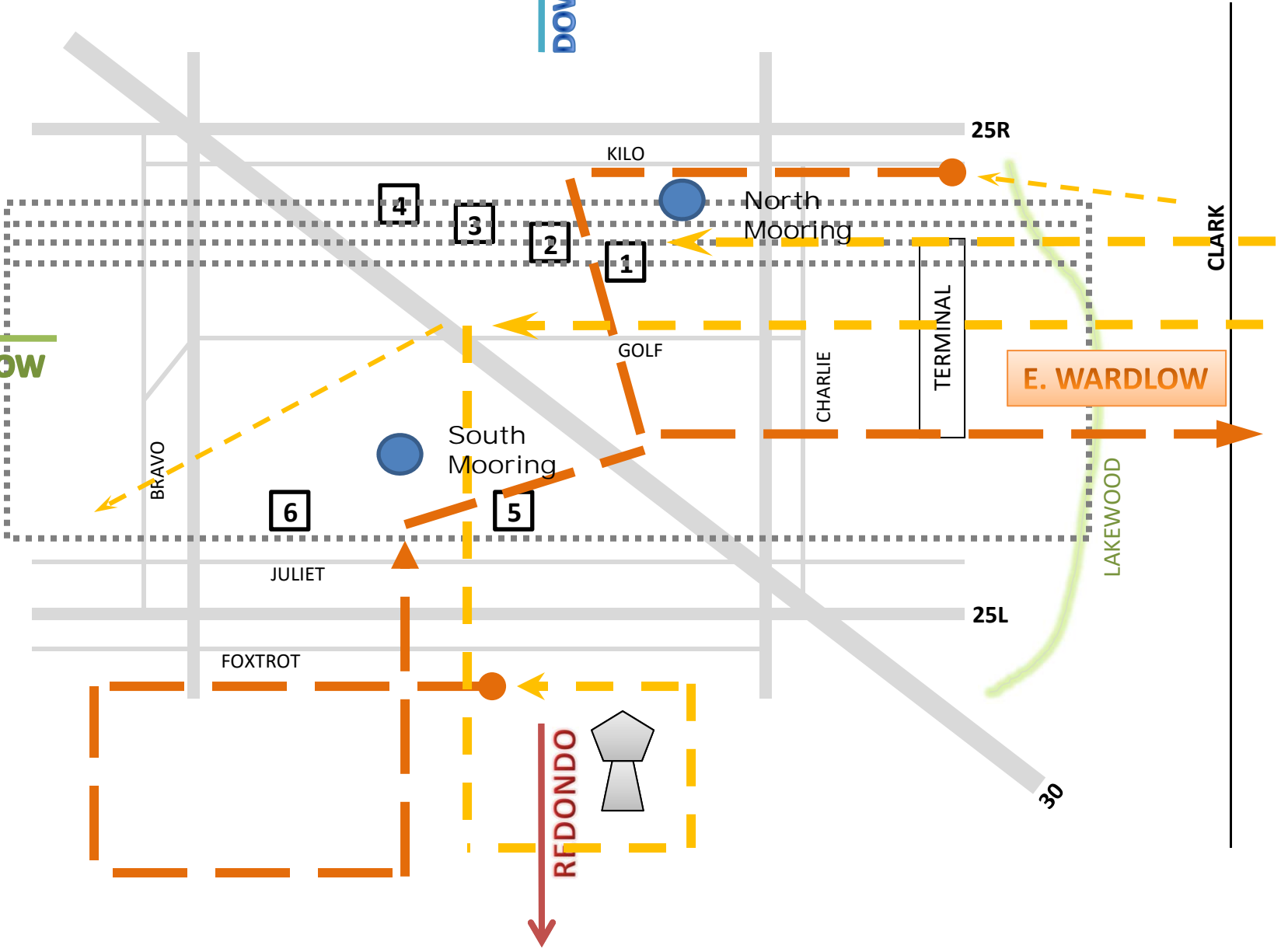
↑
DOWNEY

←
W. WARDLOW

E. WARDLOW →

↓
CHERRY

↓
REDONDO

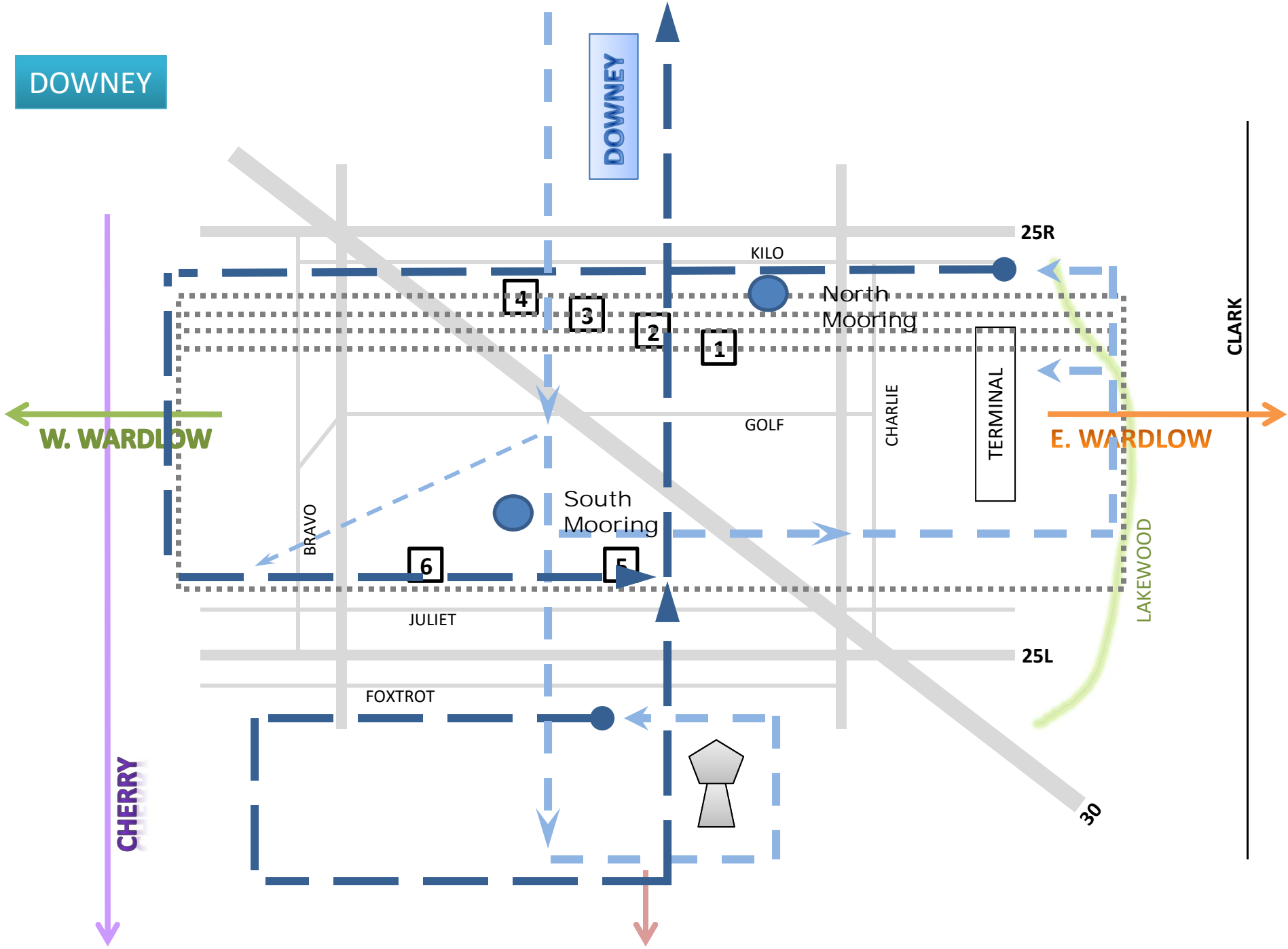


DOWNEY

DOWNEY

W. WARDLOW

CHERRY



CLARK

E. WARDLOW

LAKEWOOD

25R

25L

30

KILO

North Mooring

GOLF

CHARLIE

TERMINAL

South Mooring

JULIET

FOXTROT

BRAVO

4

3

2

1

6

5

REDONDO

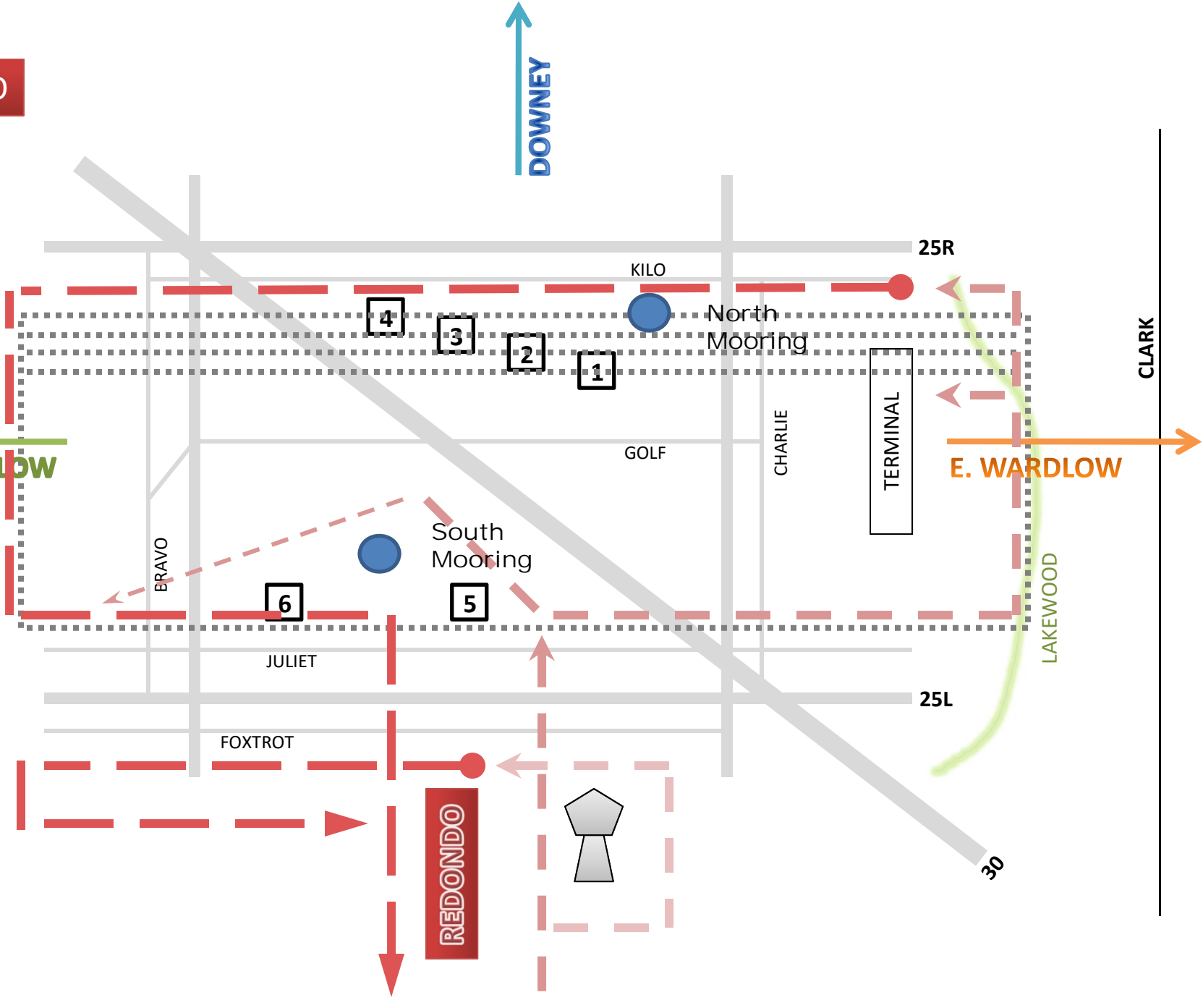
DOWNEY

W. WARDLOW

E. WARDLOW

CHERRY

CLARK



REDONDO

30

25R

25L

KILO

North Mooring

GOLF

CHARLIE

TERMINAL

LAKWOOD

South Mooring

JULIET

FOXTROT

BRAVO

CHERRY

↑
DOWNEY

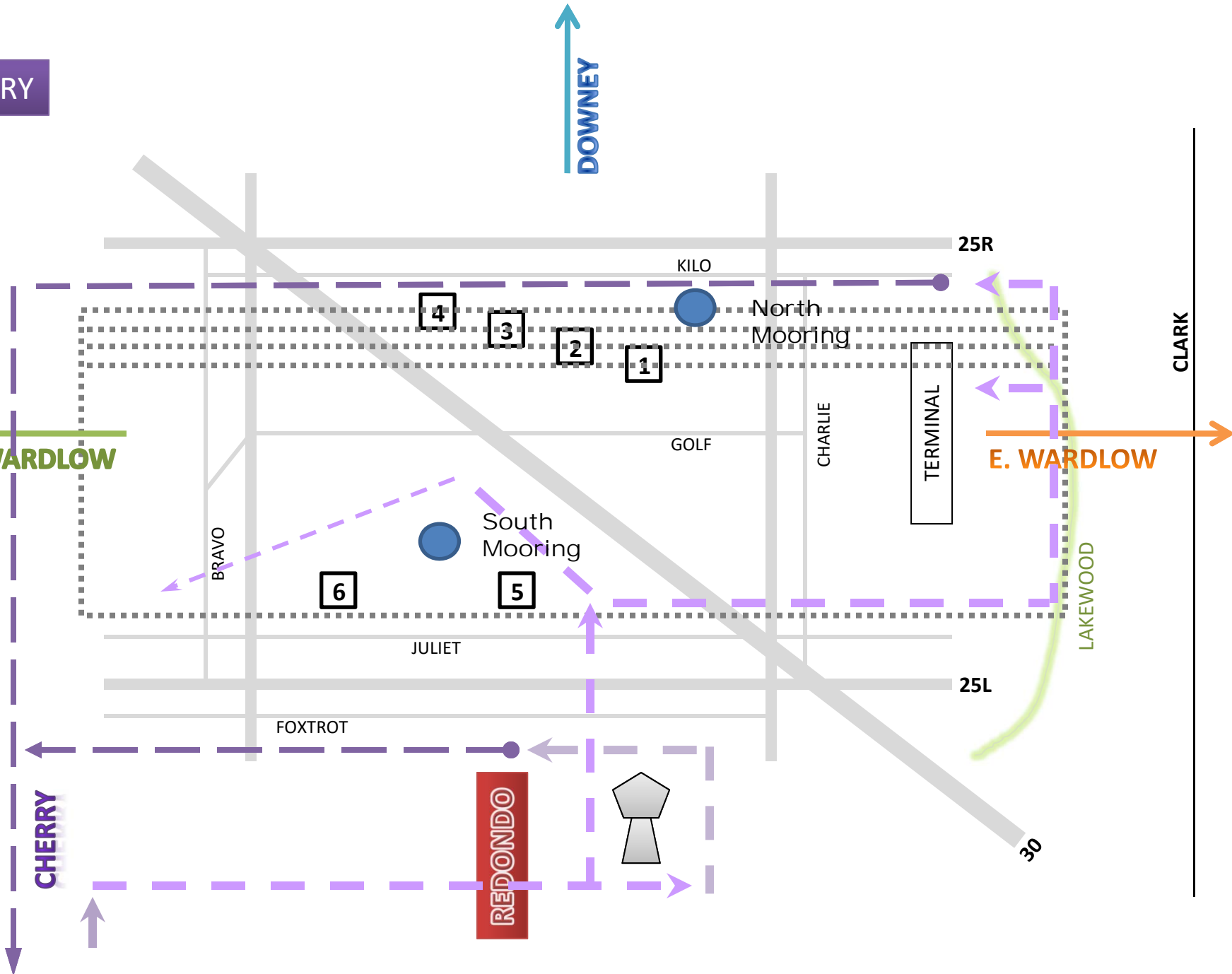
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W. WARDLOW

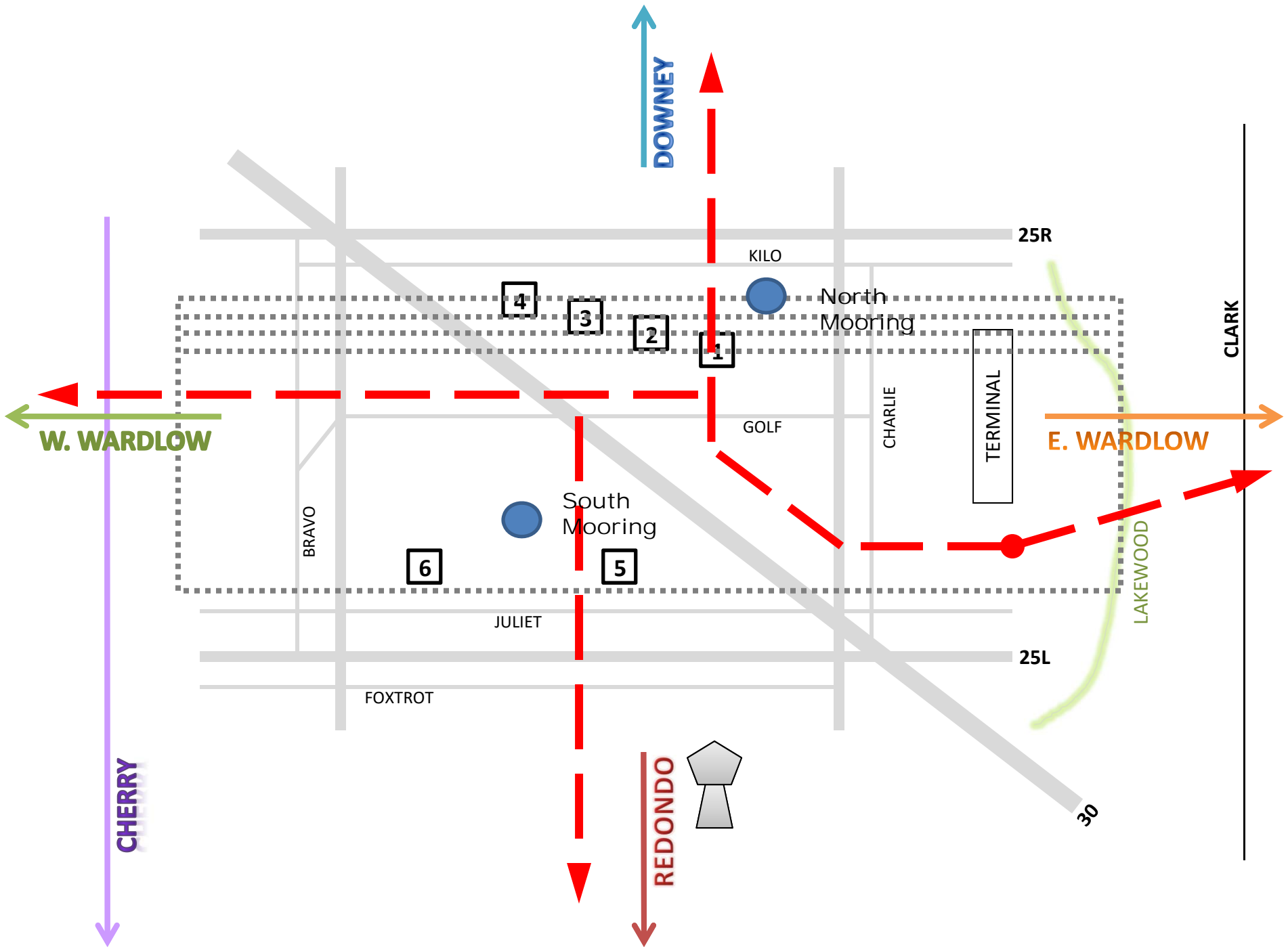
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E. WARDLOW

CLARK

↑
CHERRY

REDONDO





DOWNEY

25R

KILO

North Mooring

4

3

2

1

TERMINAL

GOLF

CHARLIE

E. WARDLOW

South Mooring

6

5

JULIET

25L

FOXTROT

LAKEWOOD

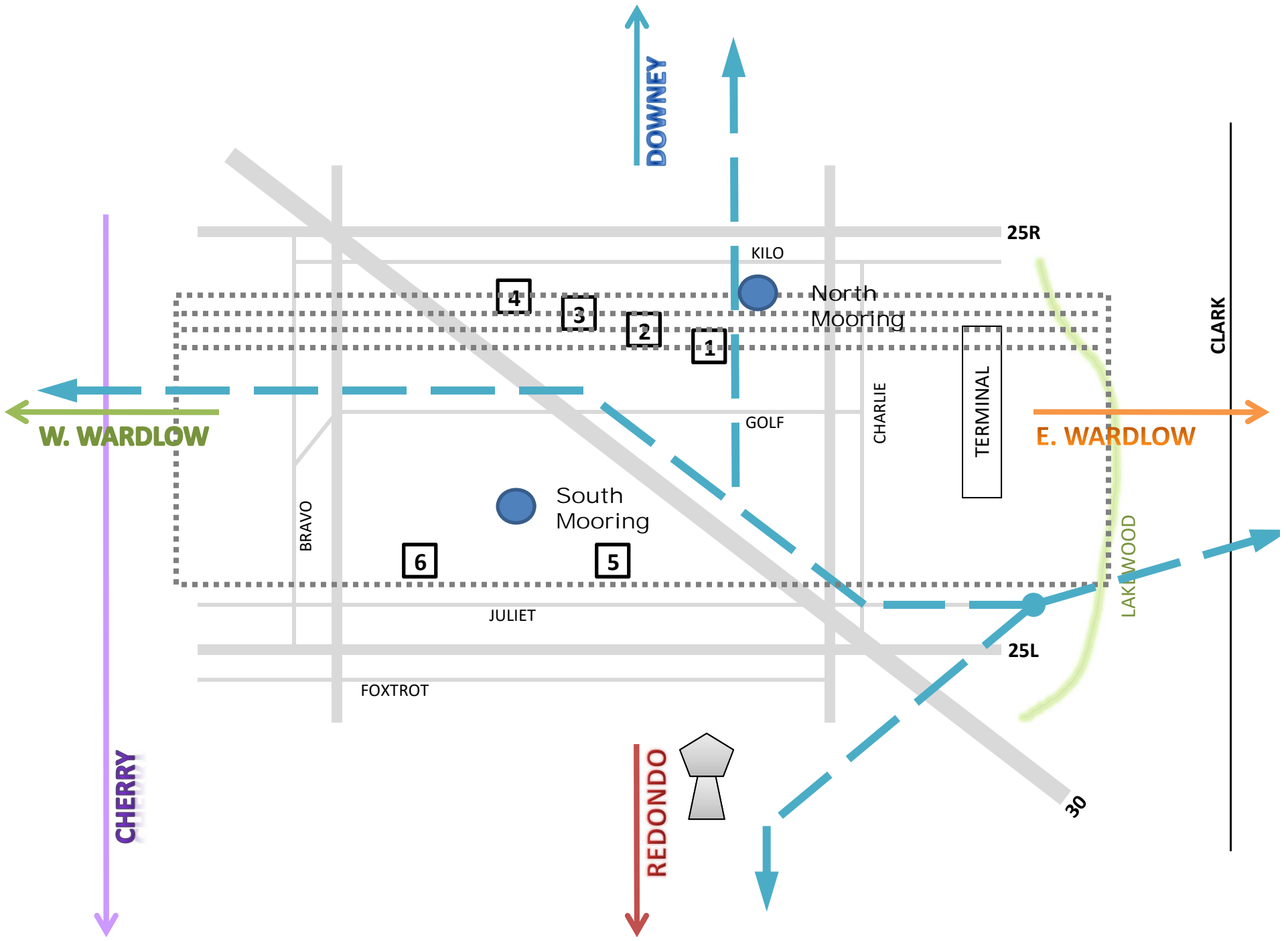
CLARK

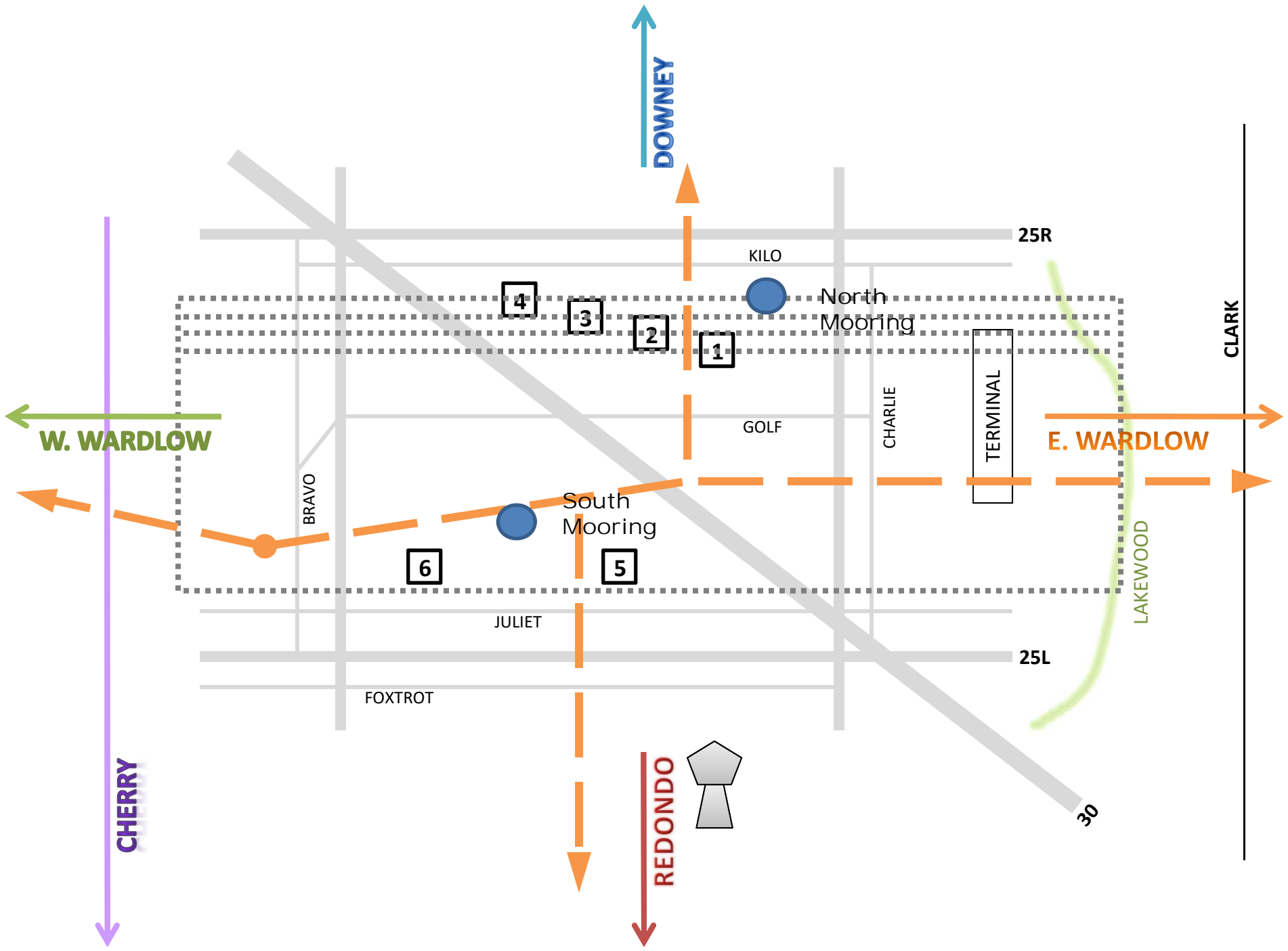
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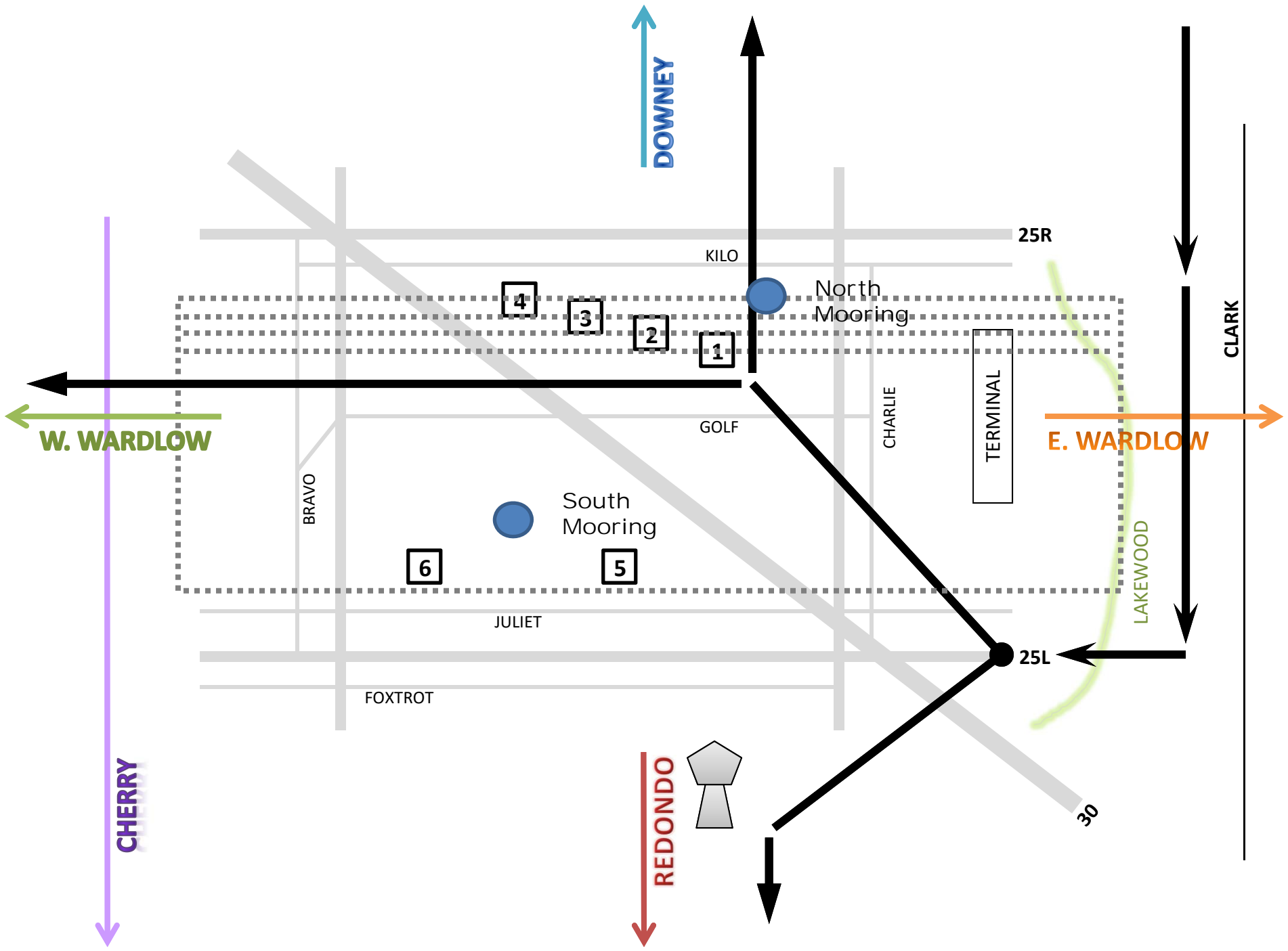
REDONDO

CHERRY

W. WARDLOW







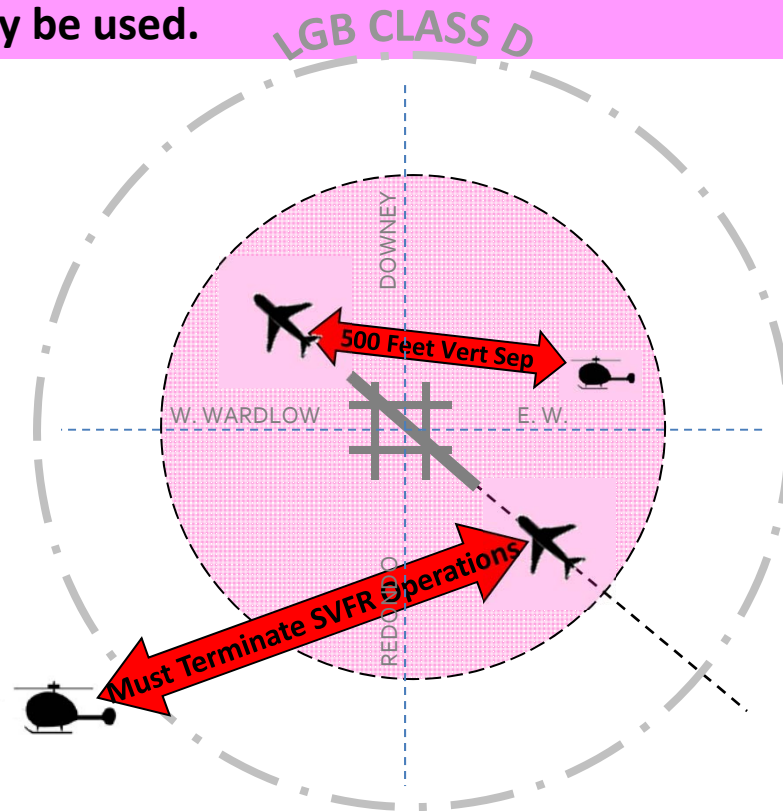
HELICOPTER SPECIAL VFR

- 5. d. (1) ■ Shall maintain visual reference with the surface.
- 5. d. (2) ■ Departing helicopters **shall report** reaching VFR conditions or exiting the Long Beach Class D Airspace, whichever occurs first.
- 5. d. (3) ■ Routine SVFR operations in the southeast corner of the Long Beach Class D Airspace are discouraged and are not normally authorized.

HELICOPTER vs AIRCRAFT - SPECIAL VFR MINIMA

5. d. (4) (a)

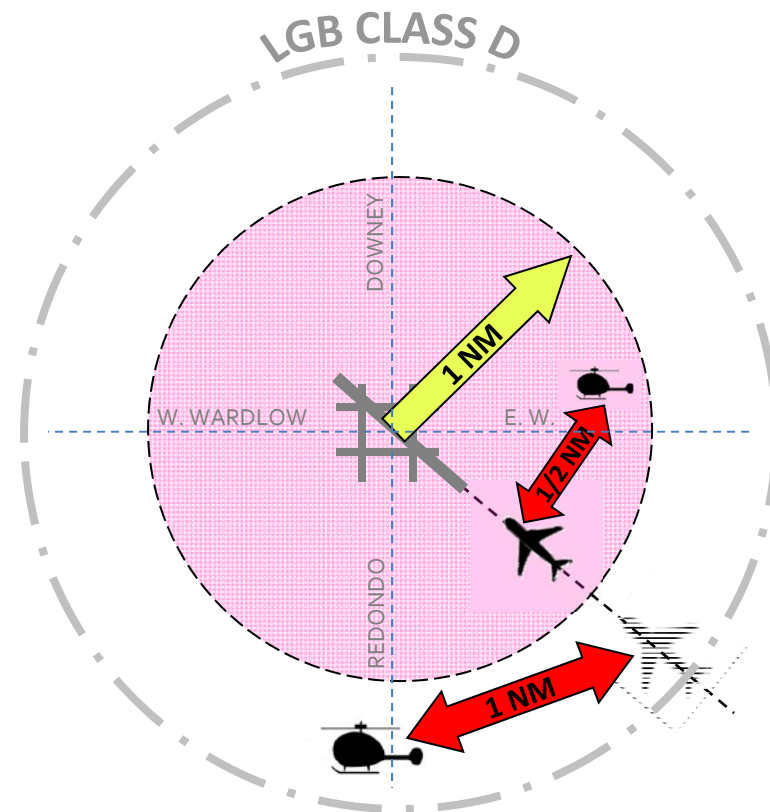
- Between SVFR helicopters NOT signatory to helicopter LOA and arriving or departing IFR aircraft:
 - If the IFR aircraft is at the outer marker suspend all SVFR operations.
 - If the IFR aircraft is not a arrival 500 feet vertical separation may be used.



HELICOPTER vs AIRCRAFT - SPECIAL VFR MINIMA

5. d. (4) (a)

- Between SVFR helicopters signatory to helicopter LOA and arriving or departing IFR aircraft:
 - If the IFR aircraft is 1 NM or more from the airport – 1 mile
 - If the IFR aircraft is less than 1 NM from the airport – ½ mile



HELICOPTER vs HELICOPTER SPECIAL VFR MINIMA

5. d. (4) (b)

- 1 mile between SVFR helicopters

