

KLGB • LONG BEACH, CALIFORNIA



**long beach**  
airport



# LONG BEACH AIRPORT HELICOPTER PILOT GUIDE

Volume III – 2022



### Airport Information

Identifier: LGB

Field elevation: 60 feet MSL

Coordinates: N 33°49.1' W 118°09.1'

Radio frequencies:

**ATIS: 127.75**

**Tower: 119.4 (CTAF), 120.5**

**Ground: 133.0**

### LGB Telephone Directory

ATIS	(562) 595-8564
FAA FSDO LGB	(562) 377-5400
Automated Weather	(562) 424-0572
FAA Control Tower	(562) 424-7128
Flight Service Station	(800) 992-7433

### Airport Administration

Admin. Office	(562) 570-2600
Operations/Noise	(562) 570-2635
Security – 24 hours	(562) 570-2640
Public Affairs	(562) 570-2678
Website	<a href="http://www.lgb.org">www.lgb.org</a>
Airport E-mail	<a href="mailto:lgbarpt@longbeach.gov">lgbarpt@longbeach.gov</a>

### Helicopter Support Services

Ross Aviation	(562) 490-6200	Freq. 129.375
Signature Flight Support	(562) 997-0700	Freq. 130.60

## General Procedures

Helicopters shall maintain 2-way radio communication at all times with the tower. 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).

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.

Helicopters shall not over fly the terminal building below 500 feet.

Pilots must specifically request a clearance to “remain east of Runway 30.” Solo student pilots are prohibited from requesting this operation.

Helicopter operations that originate or terminate at ramp areas shall:

1. Remain clear of all taxiways.
2. Take off and land in the same direction as the fixed-wing traffic flow during East or West Traffic.

When instructed to hold east or west of Runway 30 (west traffic configuration), enter a left racetrack pattern remaining clear of Runway 30 and between runways 26R and 26L. When instructed to hold east or west of Runway 12 (east traffic configuration), enter a right racetrack pattern remaining clear of Runway 12 and between 8L and 8R. West holding pattern should remain west of the old Boeing Hangar, east holding pattern should remain east of the Commercial Terminal complex.

180-degree 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 South or West Traffic and the pads to the right are not in use during East or North Traffic.

There are four standard routes unless otherwise approved by ATC: the Redondo to the South, Downey to the North, West Wardlow, and East Wardlow.

## Special VFR (SVFR) Procedures

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

Departing helicopters shall report reaching VFR conditions or exiting the Long Beach Class D airspace, whichever occurs first.

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

LGB Air Traffic Control Tower shall use the following reduced separation minima with those aircraft that are signatories to the LOA:

Between SVFR helicopters and an arriving or departing IFR aircraft:

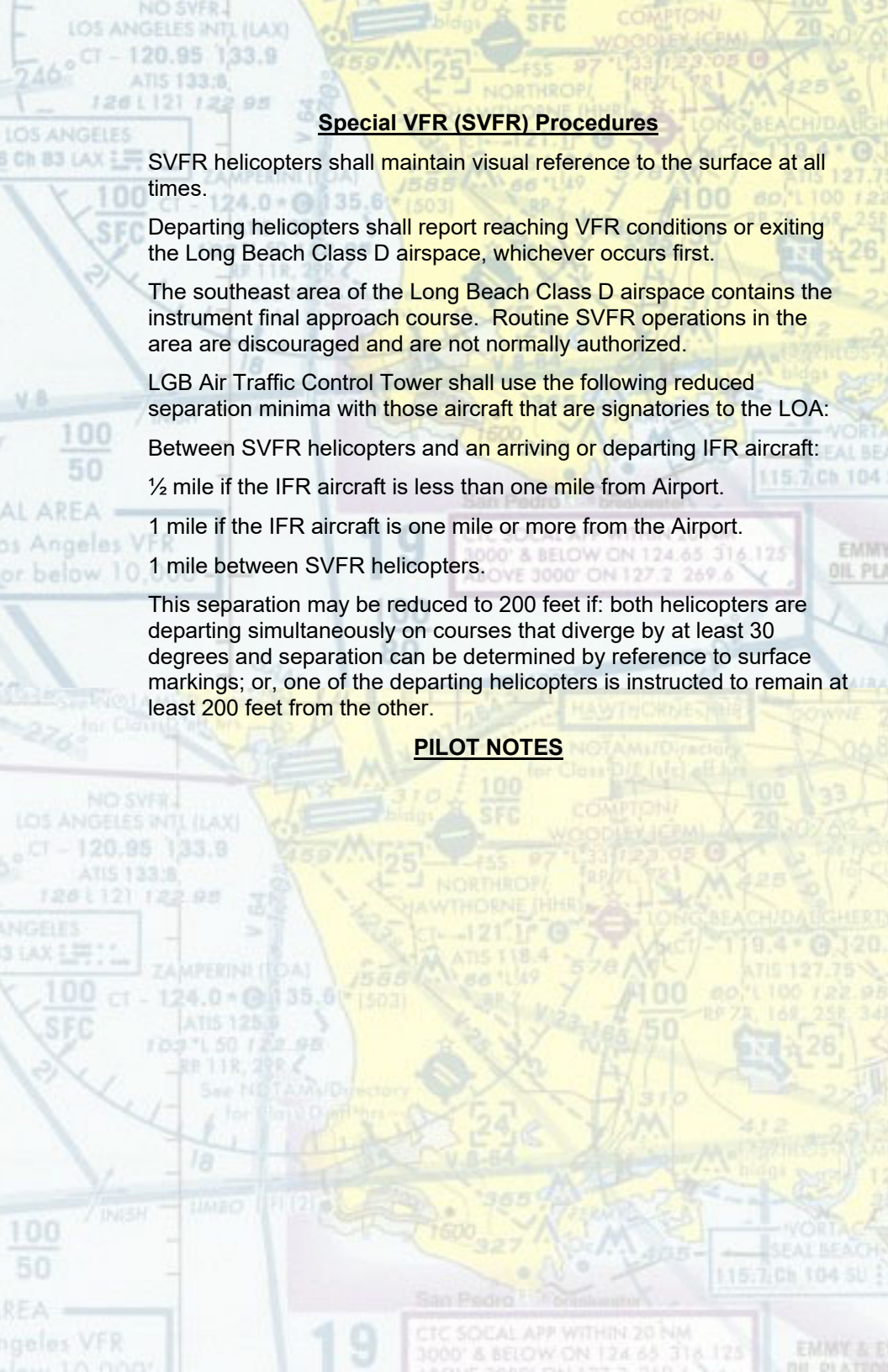
½ mile if the IFR aircraft is less than one mile from Airport.

1 mile if the IFR aircraft is one mile or more from the Airport.

1 mile between SVFR helicopters.

This separation may be reduced to 200 feet if: both helicopters are departing simultaneously on courses that diverge by at least 30 degrees and separation can be determined by reference to surface markings; or, one of the departing helicopters is instructed to remain at least 200 feet from the other.

## PILOT NOTES



When instructed to hold east or west of Runway 30 (west traffic configuration), enter a left racetrack pattern remaining clear of Runway 30 and between Runways 26R and 26L. When instructed to hold east or west of Runway 12 (east traffic configuration), enter a right racetrack pattern remaining clear of Runway 12 and between Runways 8L and 8R. West holding pattern should remain west of the old Boeing Hangar, East holding pattern should remain east of the Commercial Terminal complex.

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.

Helicopters shall not over-fly the terminal building below 500 feet MSL.

Hover/lane work, which requires operations more than 50 feet from the assigned area, must remain in the same lane and requires prior approval from LGB Air Traffic Control Tower. Operations shall remain at least 400 feet laterally from all active runways.

#### **Additional key information:**

- (1) 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.
- (2) Running landings and takeoffs are not authorized on Taxiway Golf.
- (3) No running landings or takeoffs by helicopters with skid type landing gear on Runways 08L-26R or 12-30. Rolling landings and takeoffs with helicopters with wheel-type landing gear are permitted.
- (4) Helicopter operators shall remain in two-way radio contact with ATC and shall not turn their radios down while on the pads.





## **Tips from the Tower**

The complex design of this Airport, combined with the diversity of traffic found almost nowhere else in the LA basin, makes this Airport unique and complicated to navigate. High vigilance is encouraged, and necessary to operate at this Airport.

### **I. Initial Contact**

1. Have the current ATIS.
2. State name of facility being called.
3. State full call sign.
4. On initial call-up, state: position, altitude (if airborne), that you have the ATIS, and your request.

### **II. Radio Procedures**

1. Listen to the frequency before you transmit.
2. Listen for a break. If the controller is talking to another aircraft, give that aircraft a chance to reply.
3. Think before keying your transmitter. Know what you want to say, where you want to go.
4. Keep the mic close to your lips and after pressing the mic button, a slight pause may be necessary to be sure the first word is transmitted.
5. When you release the button, wait a few seconds before calling again. The controller may be busy.
6. Be alert to the sounds or lack of sounds in your receiver. Check the volume, recheck your frequency, and make sure that your microphone is not stuck in the transmit position. This is called a "stuck mic." Watch your language. Everything is being taped.

### III. Helpful Suggestions

1. Keep the pattern in tight when visibility is poor.
2. When you receive a traffic call, look for the traffic and report it in sight ASAP (especially when being sequenced).
3. When inbound on an instrument approach, advise the tower of your type of landing on initial contact.
4. If you're lost, confused, or don't understand, tell us.

### West or East Traffic Configuration

When LGB ATCT is operating in West Traffic or East Traffic Configuration, unless ATIS states otherwise.

Radio frequencies: **ATIS 127.75**

Airspace north of Runway 26L-8R: **120.50**

Airspace over Runway 26L-8R and south: **119.40**

Routes used during a West or East Traffic Configuration, unless otherwise approved by ATC:

- Downey - via Downey Ave. north of the Airport.
- Redondo - via Redondo Ave. south of the Airport.
- East Wardlow - via Wardlow Rd. east of the Airport.
- West Wardlow - via Wardlow Rd. west of the Airport.

## Pads and Traffic Patterns

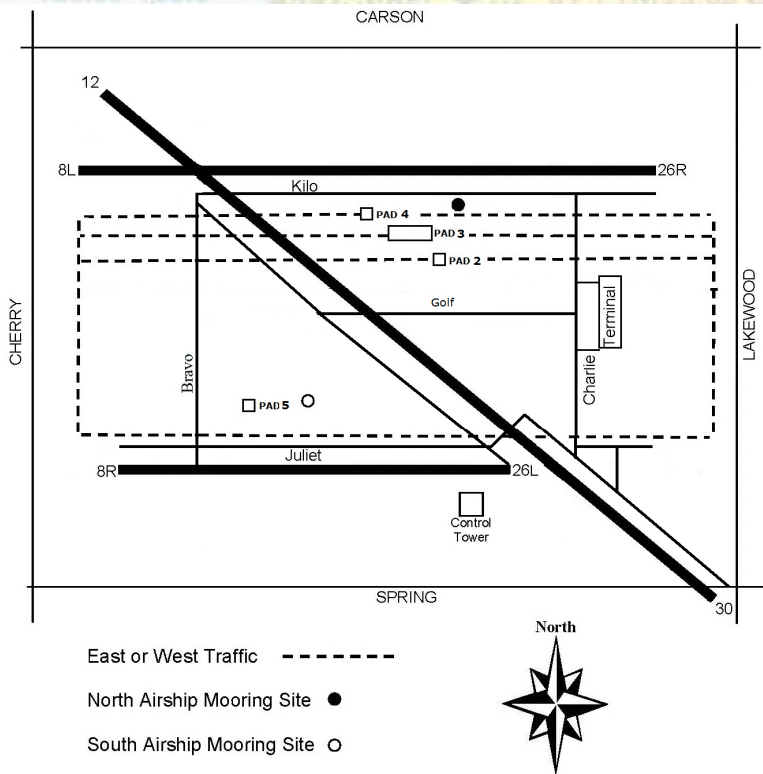


Diagram not to scale. Not for navigational use.

Pad assignments shall be on a “first-come, first-served basis.”

Pads 2, 3 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.

Pad 4 shall only be used for hover and lane work. Arrivals to and departures from Pad 4 shall climb or descend clear of all active runways. Pad 4 and the south mooring site shall not be used simultaneously. Priority of service shall be determined on a “first come, first served” basis.

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

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.



## Fly Neighborly and Noise Abatement

Try to stay on the published helicopter transition routes when arriving or departing the Airport.

Avoid flying over the terminal area of Long Beach Airport.

Stay within the traffic pattern guidelines unless safe flight or Air Traffic Control Tower directs otherwise.

Avoid flying over noise sensitive neighborhoods with repeated flyovers.

Avoid rapid, steep turns when possible.

Gradual and smooth control inputs result in reduced noise impact.

Avoid rotor blade slap whenever possible (recognize areas in flight and maneuvers that produce this acoustical signature, as the modulated sound attracts attention and complaints).

Larger helicopters should use Pad 4 to reduce noise at the Long Beach Airport terminal building.

Helicopters are subject to the same restrictions and noise violation enforcement as fixed wing aircraft when using the runways.

### **NOISE LIMITS**

<b>Time</b>	<b>Runways</b>	<b>Take-off dB SENEL*</b>	<b>Approach dB SENEL*</b>
<b>6-7 am</b>	<b>30/12</b>	<b>90.0</b>	<b>90.0</b>
<b>7 am - 10 pm</b>	<b>30/12</b>	<b>102.5</b>	<b>101.5</b>
	<b>26L</b>	<b>95.0</b>	<b>93.0</b>
	<b>8R</b>	<b>95.0</b>	<b>92.0</b>
	<b>26R</b>	<b>92.0</b>	<b>88.0</b>
	<b>8L</b>	<b>88.0</b>	<b>92.0</b>
<b>10-11 pm</b>	<b>30/12</b>	<b>90.0</b>	<b>90.0</b>
<b>11 pm - 6 am</b>	<b>30/12</b>	<b>79.0</b>	<b>79.0</b>

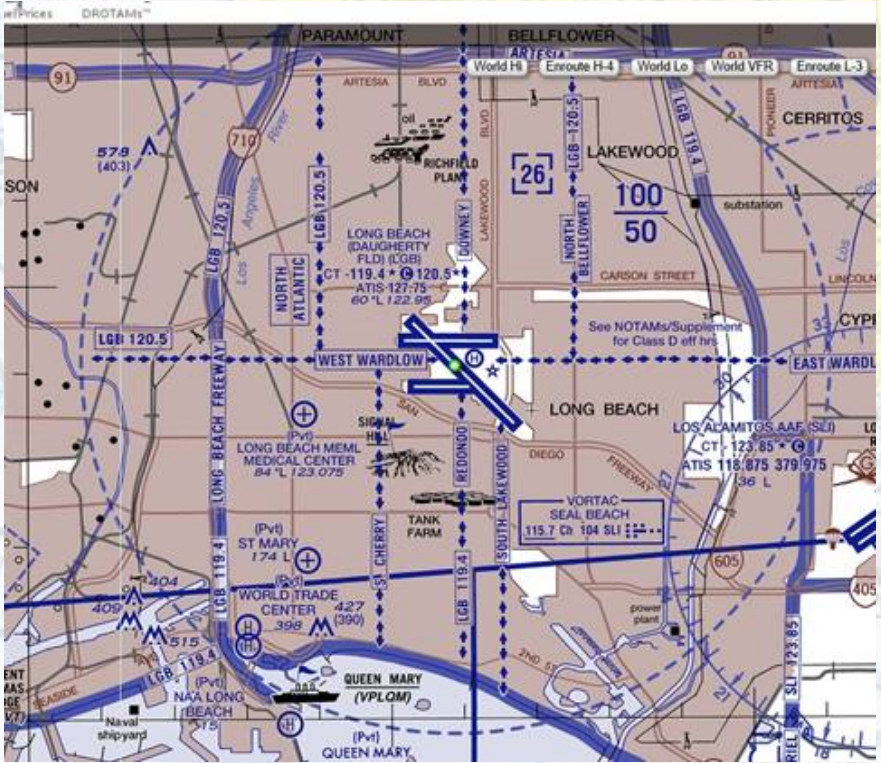
\*SENEL (Single Event Noise Exposure Level) is a sound measurement in which the magnitude (decibel level) and the duration of the noise are factored together logarithmically.

Use of 26R-8L for helicopter operations can result in a violation due to the noise produced by the helicopter and the speed traveling over the monitor. 26R-8L also has the lowest threshold levels of allowable noise of any runway at Long Beach.

Refer to the Helicopter Association International's Fly Neighborly program for additional information on how to minimize your specific helicopter's noise impact.

## Inbound and Outbound Routes

Helicopters shall remain at or below 500 feet MSL within 1/2 miles of the Airport, otherwise at or below 700 feet MSL for all helicopter routes.



NOT FOR NAVIGATIONAL USE.

REFER TO THE MOST CURRENT HELICOPTER ROUTE CHART.





The Long Beach Airport is one of the most diverse airports in the country, offering commercial passenger service, general aviation and two aircraft manufacturing centers. Long Beach ranks among the busiest general aviation airports in the world with more than 300,000 annual operations.

Located in the center of the City, there is no way for aircraft to arrive or depart the Airport without crossing over residential communities. This close proximity to neighborhoods and residents has elevated concerns about noise and related issues. To safeguard the quality of life of Long Beach citizens, the City of Long Beach adopted an Airport Noise Compatibility Ordinance, which is recognized as one of the strictest in the nation. Noise is monitored and measured continuously in the areas surrounding the Airport using the latest technology.

Tenants and users of the Airport are expected to adhere to the provisions of the City's Noise Compatibility Ordinance and utilize fly-quiet procedures at all times. As members of the helicopter community you can continue to enjoy the benefits of Long Beach Airport by flying neighborly and quietly.



4100 Donald Douglas Drive, Long Beach, CA 90808