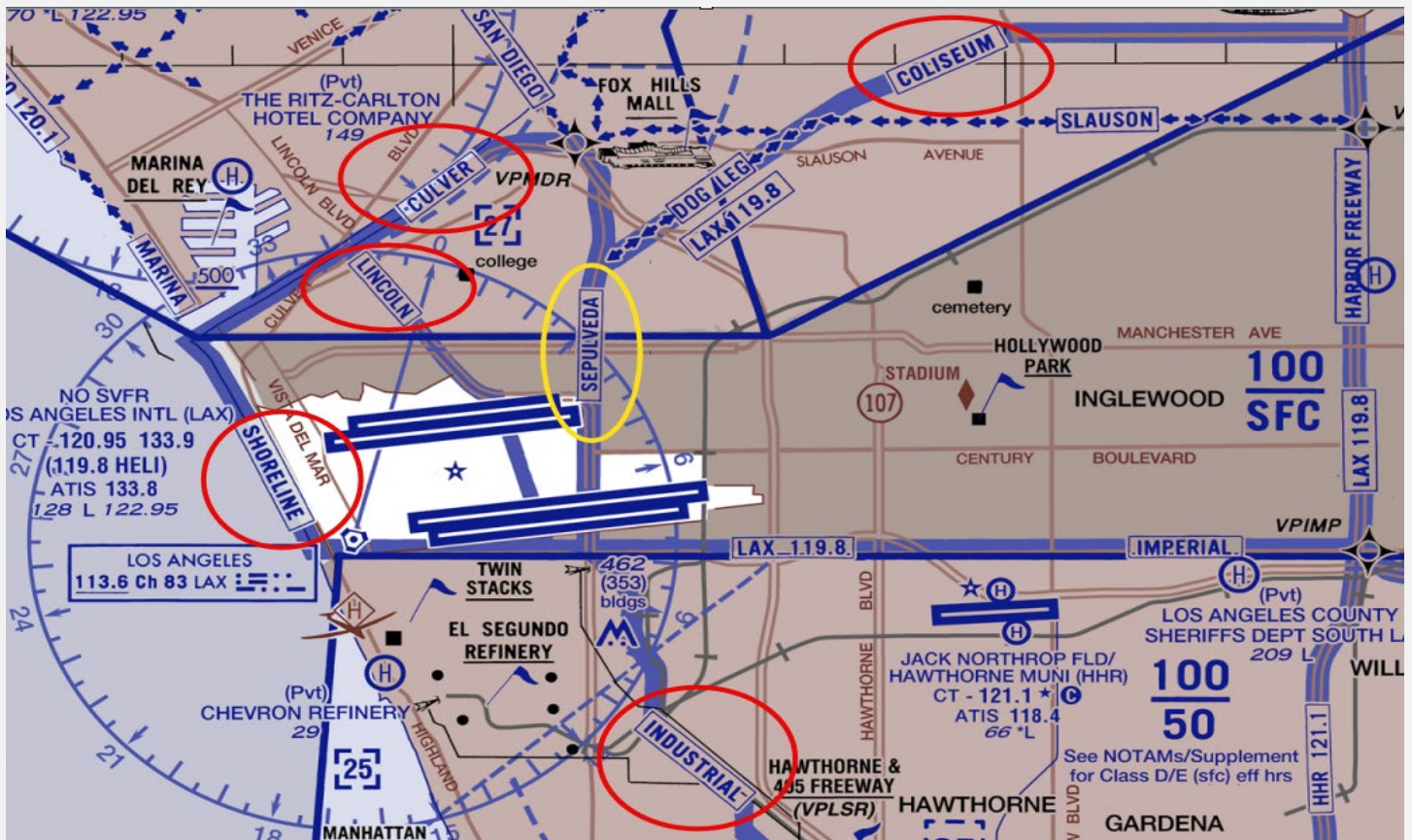


# Task Force Meeting

## “Los Angeles International Airport (LAX) Air Traffic Control Tower (ATCT) Proposed Elimination/Modification of VFR Helicopter Routes in the Vicinity of LAX Airport”

### Proposed Elimination/Modification of VFR

### Helicopter Routes in the Vicinity of LAX Airport”



Routes circled in red represent proposed removals and the one in yellow is a proposed change to the altitude (2500 feet or as assigned by ATC).

## Describe Current System

### What is the current system and how is it operated?

(Provide detailed description of how the operation is conducted or applied today, particularly in relation to the proposed change.) Include relevant current data such as:

- Runway usage
- Approach, SID, STAR, Airway usage etc.
- Weather
- Traffic count
- Other important operational data necessary to describe the current state

### Message from Administrator Bryan Bedford



Federal Aviation  
Administration

July 10, 2025

Dear FAA Team,

Safety will remain our North Star. The tragic accident at DCA earlier this year was a painful reminder of the responsibility we all share. That must never happen again. My thoughts remain with the loved ones of those lost. We must never grow complacent—and we must always hold ourselves to the highest standards to keep our skies safe.

### FAA Statement on NTSB Recommendations for DCA

#### Addressing Safety Risk at Other Airports

The FAA is continuing its analysis of airports that have high volumes of mixed traffic. That includes an assessment of the eight cities where we have charted helicopter routes. These cities are Boston, New York, the Baltimore-Washington area, Detroit, Chicago, Dallas, Houston and Los Angeles, some of which have multiple airports. The FAA is also assessing the U.S. Gulf Coast, including offshore helicopter operations. The FAA will have corrective action plans for any risks that are identified.

### Statement from Sherry Avery on Airspace Safety

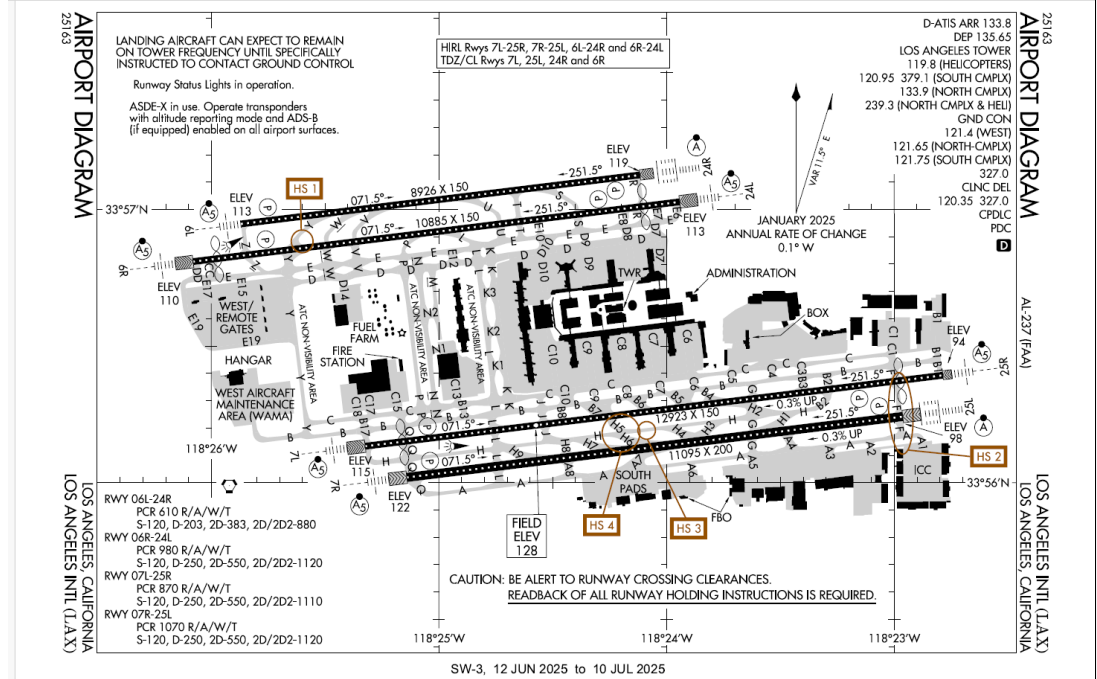
The accident at DCA between an airline and a helicopter made me realize that I needed to assess the risks associated with the helicopter routes at LAX. I've been the tower manager here for 26 years, and I worried about complacency setting in. So my union representative, my staff, and I discussed the published helicopter routes, as well as the Letters of Agreement with law enforcement. This entailed a great deal of discussion, but we ultimately agreed that changes needed to be made to significantly reduce risk in the system.

To preclude what happened at DCA, we needed to remove or modify some charted routes. The most obvious hazard is the Shoreline Route, where in west traffic, helicopters cross all four runways within  $\frac{1}{4}$  mile of the shoreline, at or below 150 feet. It's been rationalized over the years that the sand dunes at the west end of the runways create a natural barrier from wake turbulence, but all it takes is one time when one of the continual heavy jet departures is lower than normal or where there's wind shear activity. We saw the scrutiny of the Army helicopter's altitude at DCA.

That area, along with the Sepulveda Route at 1500 feet are my biggest vulnerabilities. My manager has entrusted me to ensure that LAX operations minimize risk. We're here today to discuss my proposed changes to greatly enhance safety.

Los Angeles International Airport (LAX) is a Core 30 facility, operated 24 hours, 365 days a year within the Los Angeles Class B airspace complex. It is owned and operated by the Los Angeles World Airports (LAWA). LAX Class B and Class D airspace abuts SMO ATCT Class D to the North and HHR ATCT Class D to the Southeast.

### LAX Airport Diagram



**Runway Usage:** Approx. 95% West Traffic Configuration (Active Runways 24L/24R/25L/25R)

**Helicopter Operations:** Approx. 25 operations per day

#### **Airport Operations:**

- 619,257 operations for CY2019
- 379,634 operations for CY2020
- 506,769 operations for CY2021
- 556,913 operations for CY2022
- 575,097 operations for CY2023
- 581,779 operations for CY2024
- 236,578 operations for CY2025 (through July 9, 2025)

#### **Weather:**

Southern California coastal climate, predominantly VMC (approx. 80% VFR), occasional marine layer/IFR periods.





## **Descriptions of Los Angeles VFR Helicopter Routes**

### INDUSTRIAL:

Southbound: Crossing 105 Freeway at 1500' MSL, offset east to join the MTA Green Line west side of the tracks. Descend along the west side of Green Line to at or above 900' MSL. Once passing the Redondo Green Line Station, offset to join the 405 Freeway southbound.

Northbound: Abeam the MTA Green Line Station at Redondo Beach at or above 900' MSL, offset west of the tracks and follow the Green Line while climbing to 1500' MSL. Prior to reaching the 105 Freeway, offset west to join Sepulveda Blvd.

COLISEUM: Begins abeam the Coliseum at the HARBOR route, proceed along Vernon then direct to join SEPULVEDA route.

LINCOLN: From Lincoln Blvd and Ballona Creek follow Lincoln Blvd to the northern boundary of LAX. Cross mid-field fly over Tom Bradley INTL Terminal to Imperial Highway at 1500' MSL or as assigned by ATC.

CULVER: From I-405 and Slauson west to the Lincoln and Culver Blvd intersection. Then west along the Marina Freeway to the Marina Del Rey Harbor inlet

SEPULVEDA (SEPULVEDA, I-405, SLAUSON AVE): From the Sepulveda and Imperial Highway intersection, north along Sepulveda to I-405 to Slauson at 2500' or as assigned by ATC.

SHORELINE: Connects CULVER route to IMPERIAL route along the shoreline, remain offshore within 1/4 mile of the shoreline at or below 150' MSL.

## **Existing LAX ATCT SOP Helicopter Routes**

**8-2-2. HELICOPTER ROUTES.** Utilize the following helicopter routes and assign these altitudes to the maximum extent possible:

a. Industrial Route: Sepulveda Blvd. south to Imperial Hwy (1500 ft or 2500 ft). Offset east to join the MTA Green Line south to Redondo Beach Boulevard (900 ft).

**West traffic.**

**Note:** Ensure that helicopters on the Industrial Route are separated from LAX arrivals, especially those arrivals conducting a Visual Approach to Runways 24R/L.

**Note:** Helicopters on the Industrial Route may be assigned 2500 ft.

**Note:** Helicopters must not overfly another aircraft.

b. Imperial Route: Shoreline eastbound along Imperial Hwy (500 ft), to Sepulveda Blvd, continuing east to the Harbor Fwy (900 ft). **West traffic.** Hand off the data tag to HHR.

c. Sepulveda Route North: Sepulveda Blvd and Imperial Highway intersection, north along Sepulveda to the San Diego Fwy to Slauson (1500 ft or 2500 ft). **West traffic.**

**Note:** Ensure that helicopters on the Sepulveda Route are separated from LAX arrivals, especially those arrivals conducting a Visual Approach to Runways 24R/L.

**Note:** Helicopters on the Sepulveda Route may be assigned 2500 ft.

**Note:** Helicopters must not overfly another aircraft.

d. Shoreline Route: Along the shoreline from Ballona Creek to the Twin Stacks (150 ft). **West traffic.**

e. Harbor Route: North or south along the Harbor Fwy (west traffic—900 ft; east traffic—500 ft). Hand off the data tag to HHR and issue a frequency change crossing Century Blvd.

**Note:** Ensure that helicopters on the Harbor Route are separated from LAX arrivals, especially those arrivals conducting a Visual Approach to Runways 24R/L and Runways 25L/R.

f. Lincoln Route South: From Lincoln Blvd and Ballona Creek, follow Lincoln Blvd to the northern boundary of LAX. Cross the LAX runways midfield and fly over the Tom Bradley International Terminal (remain west of the control tower) to Imperial Hwy at 1500 ft or 2500 ft. Any altitude on the Lincoln Route must be coordinated with LC1/LC2.

**East traffic.**

**Note:** Helicopters must not overfly another aircraft.

g. All other routes, operations, and non-standard altitudes must be coordinated on an individual basis as applicable.

## Proposed LAX ATCT SOP Helicopter Routes

**8-2-2. HELICOPTER ROUTES.** Utilize the following helicopter routes and assign these altitudes to the maximum extent possible:

a. Imperial Route: Shoreline eastbound along Imperial Hwy (500 ft), to Sepulveda Blvd, continuing east to the Harbor Fwy (900 ft). **West traffic.** Hand off the data tag to HHR.

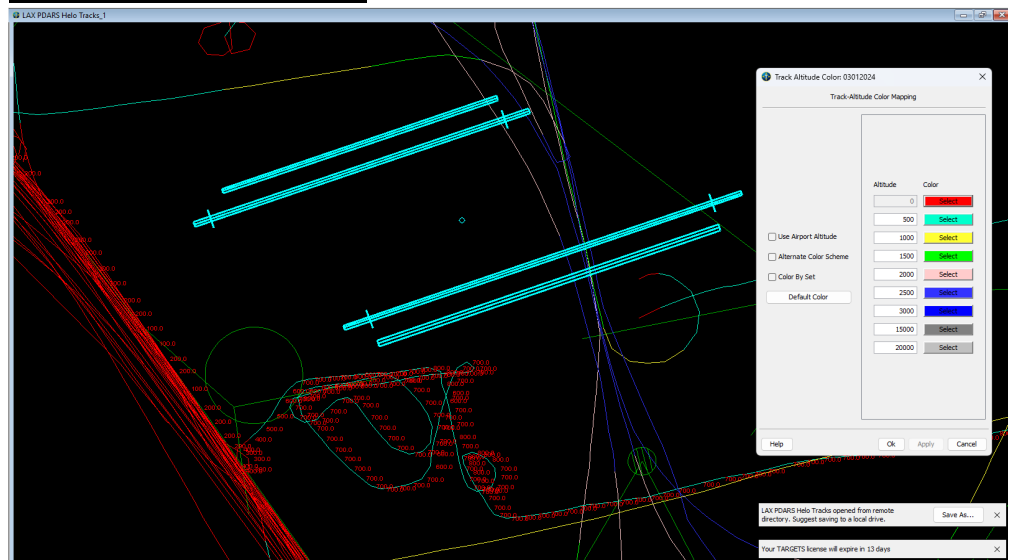
b. Sepulveda Route North: Sepulveda Blvd and Imperial Highway intersection, north along Sepulveda to the San Diego Fwy to Slauson (2500 ft). **West traffic.**

**Note:** Ensure that helicopters on the Sepulveda Route are separated from LAX arrivals, especially those arrivals conducting a Visual Approach to Runways 24R/L.

c. Harbor Route: North or south along the Harbor Fwy (west traffic—900 ft; east traffic—500 ft). Hand off the data tag to HHR and issue a frequency change crossing Century Blvd.

**Note:** Ensure that helicopters on the Harbor Route are separated from LAX arrivals, especially those arrivals conducting a Visual Approach to Runways 24R/L and Runways 25L/R.

## PDARS Helicopter Tracks



- [-] LAX PDARS Helo Tracks\_1
  - [-] Airports (1)
  - [-] Airspace (1)
  - [-] Runways (8)
  - [-] Track Data (4)
    - [-] 03012024 (10)
      - N7PA
      - N744HS
      - N721BB
      - N18B
      - N821JP
      - N703MR
      - N999NR
      - N744HS
      - NSKR
      - N721BB
    - [-] 05052024 (3)
      - PD10
      - TV7
      - TV4
    - [-] 08112024 (14)
      - N504GK
      - N865PB
      - N893P
      - PD3
      - N7530M
      - TV9
      - TV7
      - N376BT
      - N865PB
      - PD18
      - PD16
      - N30M
      - N865PB
      - TV4
    - [-] 10202024 (12)
      - N5551LA
      - N505HM
      - NK8FE07
      - N893P
      - N893P
      - PD18
      - N657K
      - GLT21
      - N460SA
      - N893P
      - TV7
      - N3119K
  - [-] Video Maps (2)



## **LAX ATCT – Helinet Aviation Services LOA**

Los Angeles International Airport Traffic Control Tower and Helinet Aviation Services, LLC.

### **LETTER OF AGREEMENT**

EFFECTIVE: December 1, 2017

SUBJECT: Helicopter Operations

**1. PURPOSE:** To establish procedures for the operation and control of helicopters in designated operating areas.

**2. SCOPE:** These procedures apply to Visual Flight Rules (VFR) and Special VFR (SVFR) operations in the Los Angeles Class Bravo and Class D Surface Areas.

**3. RESPONSIBILITIES:**

a. Helinet Aviation Services (Helinet) must ensure that pilots are familiar and comply with the procedures contained in this Letter of Agreement (LOA).

b. Pilots must advise Los Angeles International Airport Traffic Control Tower (LAX Tower) if a deviation from any part of this agreement is necessary to comply with Code of Federal Regulations (CFR) or other regulations.

**4. PROCEDURES:**

a. Pilots must:

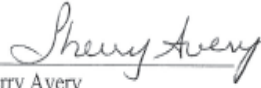
- 1) Contact LAX Tower on frequency 119.8 for clearance into the area(s).
- 2) Conduct operations utilizing routes specified in the Attachment.
- 3) Maintain visual contact with the surface when operating SVFR.

b. LAX Tower shall utilize the following reduced separation between a SVFR helicopter and an arriving or departing Instrument Flight Rule (IFR) aircraft from Los Angeles International Airport (LAX Airport):

- 1) One-half (1/2) Nautical Mile (NM) if the IFR aircraft is less than one (1) NM from LAX Airport.
- 2) One (1) NM if the IFR aircraft is one (1) NM or more from LAX Airport.

Los Angeles International Airport Traffic Control Tower and Helinet Aviation Services, LLC.

5. ATTACHMENT: VFR and SVFR Helicopter Routes



Sherry Avery  
Air Traffic Manager  
Los Angeles Tower



Al Sousa  
Director, Operations  
Helinet Aviation Services, LLC.

Los Angeles International Airport Traffic Control Tower and Helinet Aviation Services, LLC.

## ATTACHMENT

### VFR and SVFR Helicopter Routes

1. Imperial Route: Sepulveda Boulevard south to Imperial Highway (1500 feet MSL), then east to the Harbor Freeway (900 feet MSL). West traffic only.
2. Industrial Route: Sepulveda Boulevard south to Imperial Highway, east to Nash Street, then direct to the Artesia Freeway (1500 feet MSL).
3. Marina Route: Sepulveda Boulevard north to the Marina Freeway (1500 feet MSL), then west along the Marina Freeway and Ballona Creek (1000 feet MSL).
4. Sepulveda Route: Sepulveda Boulevard north to the San Diego Freeway (1500 feet MSL).
5. Shoreline Route: Along the shoreline (150 feet MSL) then between Taxiways Echo and Charlie (300 feet MSL). West traffic only.
6. Wedge: Shoreline Route to Ballona Creek, then contact Southern California TRACON on frequency 125.2 (surface to 500 feet MSL). West traffic and VFR only.

*NOTE-LAX Tower may assign a different altitude depending on traffic and/or weather.*

**What is the current safety baseline?**

(Safety baseline is a description of current system safety reflecting existing conditions.)

Safety baseline description should include, as appropriate\*:

- Relevant MOR data
- QC Reviews (OSAs, SSRs, TMRs, CERs)
- Accident/Incident reports
- Runway Incursion data
- RAE, CEDAR, Daily Log, ATSAP or other known/reportable data

\* Available within the past 24 months. Attach if necessary.

[Summarize any known MORs, incursions, complaints, and ATSAP reports as applicable. If no data available, state: "No reportable events identified in the past 24 months specific to these routes."]

**No reportable events identified in the past 24 months specific to these routes.**

## Describe the Proposed Change

A thorough, complete and correct description of the change proposal is necessary to conduct a safety analysis. The information provided will assist in the preparation of the SRM documents.

<b>Describe Proposed Change</b>	
<b>What is the proposed change?</b>  Provide detailed description of what the specific NAS change is. Include, as appropriate: <ul style="list-style-type: none"><li>• The purpose/rationale for the change.</li><li>• Who will be impacted or responsible?</li><li>• The impacts during/after the change</li><li>• What is the start/end or implementation date(s)?</li><li>• What are the procedures/orders etc. that manage the change?</li><li>• What is the environment in which the change will operate?</li></ul>	<p><b>To increase safety, reduce risk in the system, and eliminate seldom utilized procedures, the following helicopter routes will be unavailable as of the {insert <i>month, day, year</i>} charting date:</b></p> <ul style="list-style-type: none"><li>• <b>Shoreline Route</b></li><li>• <b>Industrial Route</b></li><li>• <b>Coliseum Route</b></li><li>• <b>Lincoln Route</b></li><li>• <b>Culver Route</b></li></ul> <p><b>Proposed Amended Route –</b></p> <ul style="list-style-type: none"><li>• <b>Sepulveda Route – The Letter to Airmen was posted with the change but was subsequently cancelled.</b></li></ul> <p><b>Impacted Stakeholders:</b></p> <ul style="list-style-type: none"><li>- <b>LAX ATCT</b></li><li>- <b>HHR ATCT</b></li><li>- <b>SMO ATCT</b></li><li>- <b>SCT</b></li><li>- <b>LAWA</b></li><li>- <b>Helicopter operators</b></li><li>- <b>LAX FBOs</b></li></ul> <p><b>Impact:</b></p> <ul style="list-style-type: none"><li>- <b>An increase in greater operational safety in the airspace surrounding LAX Airport</b></li></ul> <p><b>Managing Orders/Procedures:</b> <b>FAA Orders JO 7400.11, JO 7110.65, JO 7210.3, LAX ATCT SOP and LOAs.</b></p>

**Are there potential or probable issues associated with this NAS change?**

Include, as appropriate:

- Description of issue
- Rationale
- Empirical evidence
- Supporting data
- Potential mitigations

**Potential Issues: N/A**

**Mitigation:**

**- Outreach to operators before effective date**

**Los Angeles International Airport (LAX) "Proposed Elimination/Modification of VFR Helicopter Routes in the Vicinity of LAX Airport" Task Force – July 29, 2025 - 09:00 to 11:00.**

**LAX AIR TRAFFIC GROUP**

Sherry Avery	ATM	<a href="mailto:Sherry.Avery@faa.gov">Sherry.Avery@faa.gov</a>
Michael Flores	NATCA Facility Rep	<a href="mailto:Flores.natcalax@gmail.com">Flores.natcalax@gmail.com</a>
Jeremy Smith	Operations Manager	<a href="mailto:Jeremy.Smith@faa.gov">Jeremy.Smith@faa.gov</a>
Jamel Melville	TWLA1-LAX	<a href="mailto:Jamel.Melville@faa.gov">Jamel.Melville@faa.gov</a>
TBD	NATCA	
Nicholas Lodovici	TWLA1-LAX	<a href="mailto:Nicholas.G.Lodovici@faa.gov">Nicholas.G.Lodovici@faa.gov</a>

**LAX TECH OPS**

Joe Hajeid	LAX Group Project Manager	<a href="mailto:Joe.Hajeid@faa.gov">Joe.Hajeid@faa.gov</a>
Mike Crafts	LAX Radar Supervisor	<a href="mailto:Mike.Crafts@faa.gov">Mike.Crafts@faa.gov</a>

**SCT AIR TRAFFIC GROUP**

Dale Ralph	SCT ATM	<a href="mailto:Dale.E.Ralph@faa.gov">Dale.E.Ralph@faa.gov</a>
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**SMO AIR TRAFFIC GROUP**

Karim Watson	SMO ATM	<a href="mailto:Karim.A.Watson@faa.gov">Karim.A.Watson@faa.gov</a>
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**HHR AIR TRAFFIC GROUP**

Gary Avery	HHR ATM	<a href="mailto:Gary.ctr.Avery@faa.gov">Gary.ctr.Avery@faa.gov</a>
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**FAA WESTERN-PACIFIC REGION**

Raquel Girvin	Regional Administrator	<a href="mailto:Raquel.Girvin@faa.gov">Raquel.Girvin@faa.gov</a>
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**FAA RUNWAY SAFETY**

Joe Santoro	Runway Safety	<a href="mailto:Joe.Santoro@faa.gov">Joe.Santoro@faa.gov</a>
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**FAA AIRPORTS**

Faviola Garcia	FAA Airports	<a href="mailto:Faviola.Garcia@faa.gov">Faviola.Garcia@faa.gov</a>
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**FAA FSDO**

John A Blanco	FAA FSDO	<a href="mailto:John.A.Blanco@faa.gov">John.A.Blanco@faa.gov</a>
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**LAWA**

Cary Buchanan	Airport Manager-Airside	<a href="mailto:CBuchanan@lawa.org">CBuchanan@lawa.org</a>
Corey Schultheis	Assistant Airside Manager	<a href="mailto:CSchultheis@lawa.org">CSchultheis@lawa.org</a>

**PILOT MILITARY/ATREP/STAKEHOLDERS**

Steve York		<a href="mailto:Steven.M.York@faa.gov">Steven.M.York@faa.gov</a>
Zachary Vojtech		<a href="mailto:Zachary.R.Vojtech@uscg.mil">Zachary.R.Vojtech@uscg.mil</a>
Daniel Free		<a href="mailto:Daniel.R.Free.mil@us.navy.mil">Daniel.R.Free.mil@us.navy.mil</a>
Eric Bonomi		<a href="mailto:Eric.J.Bonomi@uscg.mil">Eric.J.Bonomi@uscg.mil</a>
Ryan Ferrell		<a href="mailto:Ryan.Ferrell@usmc.mil">Ryan.Ferrell@usmc.mil</a>
Steven Sprigg		<a href="mailto:Steven.Sprigg@usmc.mil">Steven.Sprigg@usmc.mil</a>

**PILOT LAW ENFORCEMENT STAKEHOLDERS**

Michael E Vargas Machuca  
Kevin Gallagher  
Gary Tomatani

[MEVargas@lasd.org](mailto:MEVargas@lasd.org)  
[31809@lapd.online](mailto:31809@lapd.online)  
[GTomatani@cityofhawthorne.org](mailto:GTomatani@cityofhawthorne.org)

**PILOT COMMERCIAL/GA REP/STAKEHOLDERS**

Mike Jesch  
Ron Berinstein  
Chuck Street  
Larry Welk  
Jorge Gonzalez  
James Baker  
Peter Lowry  
Steven Spinello  
Theresa M  
Cade C  
Christian Archilla  
Rigoverto Gonzalez

[MCJesch@gmail.com](mailto:MCJesch@gmail.com)  
[RonBerinstein@hotmail.com](mailto:RonBerinstein@hotmail.com)  
[Chucks@verticalavi.org](mailto:Chucks@verticalavi.org)  
[Larry.Welk@angelcityair.com](mailto:Larry.Welk@angelcityair.com)  
[JGonzalez@helinet.com](mailto:JGonzalez@helinet.com)  
[James@flyrogue.com](mailto:James@flyrogue.com)  
[PL@group3aviation.com](mailto:PL@group3aviation.com)  
[Steven@skyports.net](mailto:Steven@skyports.net)  
[TheresaM@verticalavi.com](mailto:TheresaM@verticalavi.com)  
[CadeC@verticalavi.org](mailto:CadeC@verticalavi.org)  
[Cristian.Archila@atlanticaviation.com](mailto:Cristian.Archila@atlanticaviation.com)  
[Rigoverto.Gonzalez@signatureaviation.com](mailto:Rigoverto.Gonzalez@signatureaviation.com)

**WSA OPERATIONAL SUPPORT GROUP (OSG)**

Michael Martinez  
Candice Larson

[Michael.D.Martinez@faa.gov](mailto:Michael.D.Martinez@faa.gov)  
[Candice.Larson@faa.gov](mailto:Candice.Larson@faa.gov)

You are invited to participate in a Task Force meeting for the Proposed Elimination/Modification of Helicopter Routes Around LAX Airport to be held via Zoom on Tuesday, July 29, 2025, from 0900 to 1100 PDT.

The purpose of the meeting will be to discuss the proposed Elimination/Modification of Helicopter Routes Around LAX Airport.

The Task Force meeting is in accordance with FAA Handbook 7210.3EE and is being conducted by LAX Tower.

Agenda:

- Briefing on the current state operation and proposed changes
- Discussion with the stakeholders

FAA ZoomGov Meeting.

Optional ways to join are:

Click to Join:

<https://faavideo.zoomgov.com/j/16154286613?omn=1612240398>

- Passcode: 123456
- If prompted, accept the Zoom application as instructed.

Mobile Device:

- Download the 'Zoom Cloud Meetings' App.
- Select 'Join a Meeting' and enter Meeting ID: 161 5428 6613
- Passcode: 123456

Phone Audio Only:

- Call 1-888-924-3239 or 1-571-302-4908; enter Meeting ID: 161 5428 6613
- Passcode: 123456
- Unmute or mute yourself by pressing \*6.