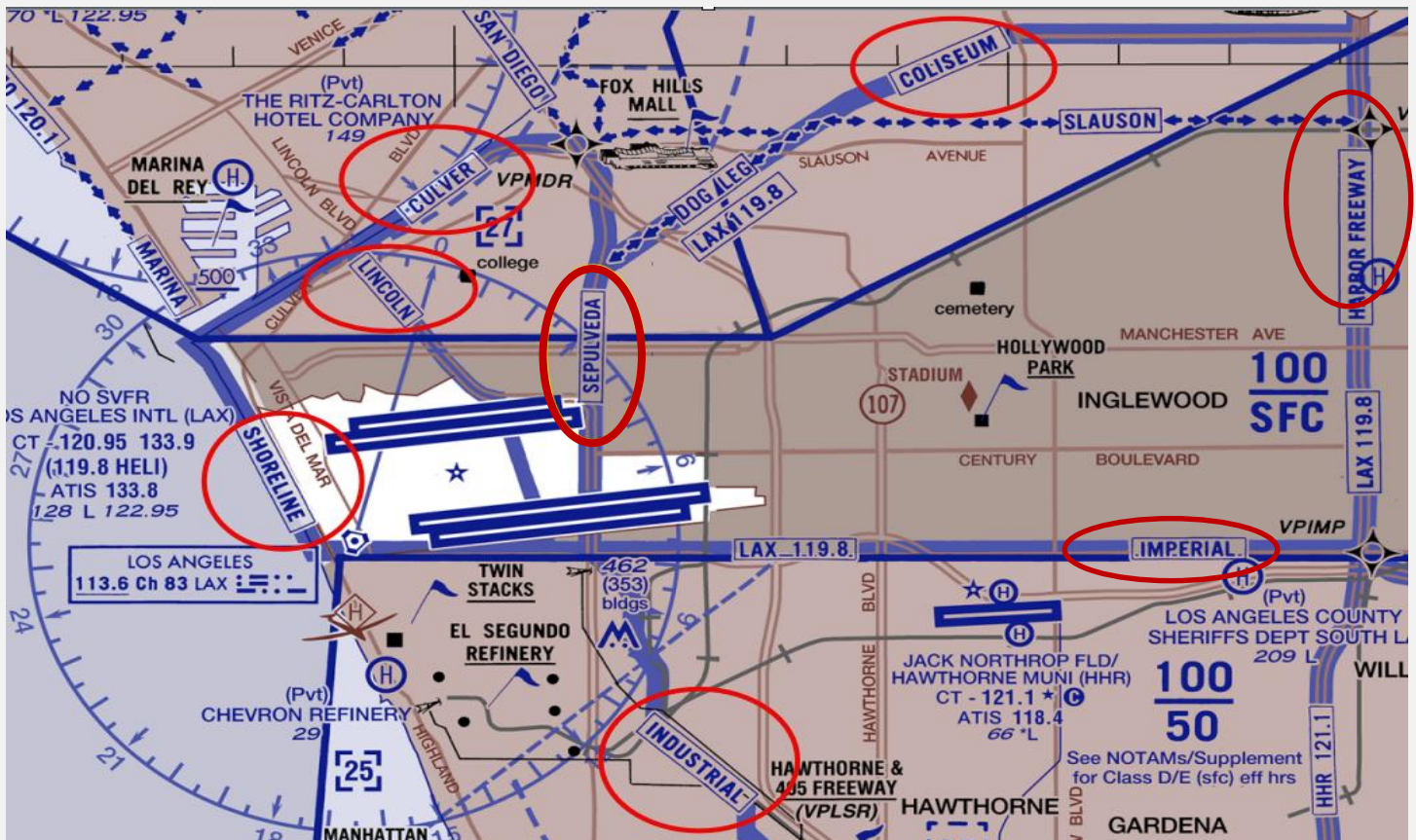


Helicopter Routes in the Vicinity of LAX Airport”



Routes circled in red represent proposed removals

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 airliner and a helicopter prompted me to reassess the risks associated with the helicopter routes at LAX. I've been the tower manager here for 27 years and am concerned about potential complacency. My union representative, staff, and I reviewed the published helicopter routes, as well as the Letters of Agreement with law enforcement. Following a great deal of discussion, we concluded that changes are required to significantly mitigate risk within the system.

To preclude incidents similar to what occurred at DCA, the apparent solution is to remove the charted routes. The most prominent hazard is the Shoreline Route,

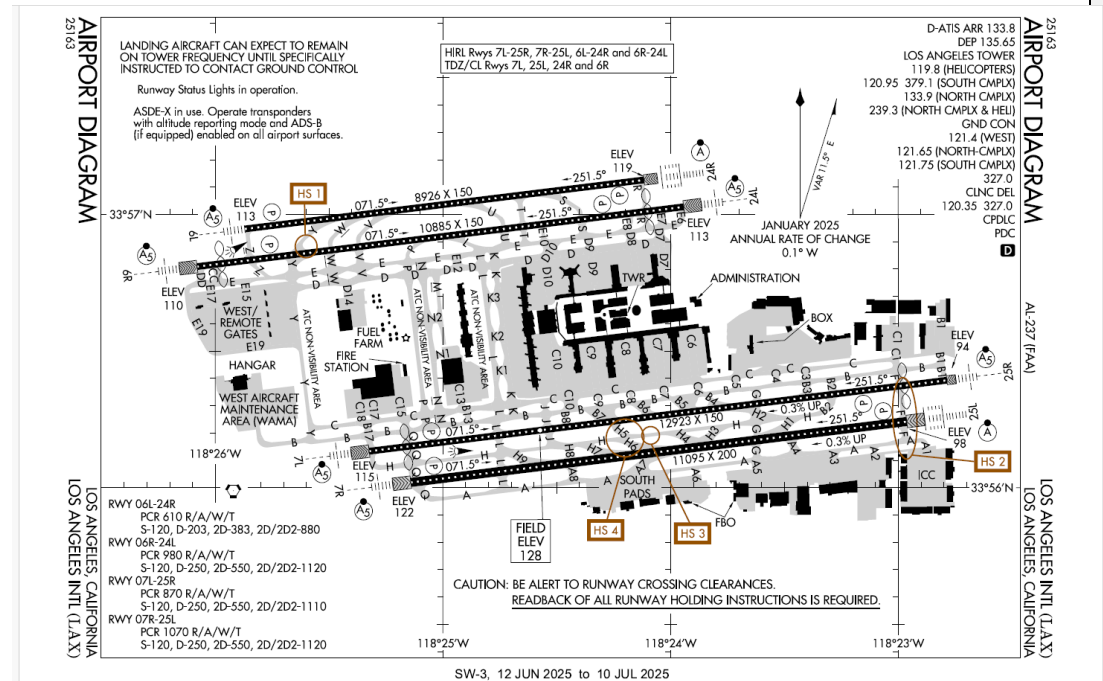
during west traffic, helicopters frequently cross all four runways within ¼ mile of the shoreline, at or below 150 feet.

Existing rationale presumes that the sand dunes at the west end of the runways create a natural barrier from wake turbulence but doesn't account for extenuating circumstances such as successive heavy jet (or Super) departures with shallower climb gradients than normal or the presence of wind shear. Consider the intense scrutiny surrounding the Army helicopter's altitude deviation at DCA subsequent to the resultant consequences.

The Sepulveda Route at 2500 feet conflicts with missed approaches on Runways 24R and 25L, and the Harbor Route places helicopters in close proximity to final approaches and is a significant vulnerability. The remaining routes either introduce risk into the system or are no longer used and should be eliminated. We're here today to discuss my proposed changes that will 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 FCT Class D to the Southeast.

LAX Airport Diagram



Runway Usage: Approx. 95% West Traffic Configuration (active runways 24L/24R/25L/25R)

Helicopter Operations: Approx. 30-40 operations per day

Airport Operations:

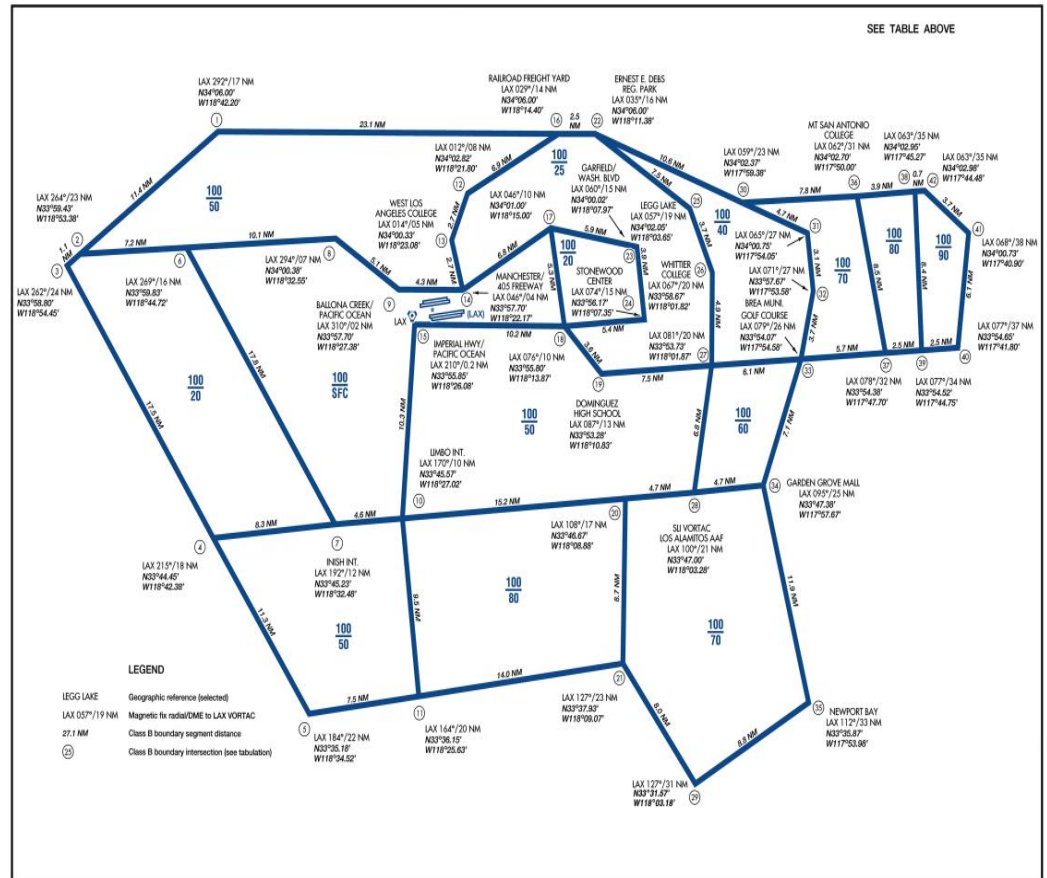
619,257 operations for CY2019
 379,634 operations for CY2020
 506,769 operations for CY2021
 556,913 operations for CY2022
 575,097 operations for CY2023
 581,779 operations for CY2024
 593,542 operations for CY2025
 282,336 operations for CY2026 (through August)

Weather:

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

Los Angeles B Airspace 1/2

LOS ANGELES CLASS B AIRSPACE



This is a VFR Terminal Area Chart (TAC) for the Los Angeles area. It shows the Santa Monica Bay, Los Angeles International Airport (LAX), and surrounding cities like Century City, Hollywood, and Pasadena. The chart includes various flight paths, altitudes, and navigational aids.

Key Features:

- Los Angeles Special Flight Rules Area:** A red box indicates the "LOS ANGELES SPECIAL FLIGHT RULES AREA" and refers to the current Los Angeles VFR Terminal Area Chart for additional user requirements.
- Altitudes:** Various altitudes are marked throughout the chart, including "100 50 AT OR BELOW 4500", "100 20", "100 25", "100 30", "100 40", "100 50", "100 60", "100 70", "100 80", "100 90", "100 100", "100 110", "100 120", "100 130", "100 140", "100 150", "100 160", "100 170", "100 180", "100 190", "100 200", "100 210", "100 220", "100 230", "100 240", "100 250", "100 260", "100 270", "100 280", "100 290", "100 300", "100 310", "100 320", "100 330", "100 340", "100 350", "100 360", "100 370", "100 380", "100 390", "100 400", "100 410", "100 420", "100 430", "100 440", "100 450", "100 460", "100 470", "100 480", "100 490", "100 500", "100 510", "100 520", "100 530", "100 540", "100 550", "100 560", "100 570", "100 580", "100 590", "100 600", "100 610", "100 620", "100 630", "100 640", "100 650", "100 660", "100 670", "100 680", "100 690", "100 700", "100 710", "100 720", "100 730", "100 740", "100 750", "100 760", "100 770", "100 780", "100 790", "100 800", "100 810", "100 820", "100 830", "100 840", "100 850", "100 860", "100 870", "100 880", "100 890", "100 900", "100 910", "100 920", "100 930", "100 940", "100 950", "100 960", "100 970", "100 980", "100 990", "100 1000", "100 1010", "100 1020", "100 1030", "100 1040", "100 1050", "100 1060", "100 1070", "100 1080", "100 1090", "100 1100", "100 1110", "100 1120", "100 1130", "100 1140", "100 1150", "100 1160", "100 1170", "100 1180", "100 1190", "100 1200", "100 1210", "100 1220", "100 1230", "100 1240", "100 1250", "100 1260", "100 1270", "100 1280", "100 1290", "100 1300", "100 1310", "100 1320", "100 1330", "100 1340", "100 1350", "100 1360", "100 1370", "100 1380", "100 1390", "100 1400", "100 1410", "100 1420", "100 1430", "100 1440", "100 1450", "100 1460", "100 1470", "100 1480", "100 1490", "100 1500", "100 1510", "100 1520", "100 1530", "100 1540", "100 1550", "100 1560", "100 1570", "100 1580", "100 1590", "100 1600", "100 1610", "100 1620", "100 1630", "100 1640", "100 1650", "100 1660", "100 1670", "100 1680", "100 1690", "100 1700", "100 1710", "100 1720", "100 1730", "100 1740", "100 1750", "100 1760", "100 1770", "100 1780", "100 1790", "100 1800", "100 1810", "100 1820", "100 1830", "100 1840", "100 1850", "100 1860", "100 1870", "100 1880", "100 1890", "100 1900", "100 1910", "100 1920", "100 1930", "100 1940", "100 1950", "100 1960", "100 1970", "100 1980", "100 1990", "100 2000", "100 2010", "100 2020", "100 2030", "100 2040", "100 2050", "100 2060", "100 2070", "100 2080", "100 2090", "100 2100", "100 2110", "100 2120", "100 2130", "100 2140", "100 2150", "100 2160", "100 2170", "100 2180", "100 2190", "100 2200", "100 2210", "100 2220", "100 2230", "100 2240", "100 2250", "100 2260", "100 2270", "100 2280", "100 2290", "100 2300", "100 2310", "100 2320", "100 2330", "100 2340", "100 2350", "100 2360", "100 2370", "100 2380", "100 2390", "100 2400", "100 2410", "100 2420", "100 2430", "100 2440", "100 2450", "100 2460", "100 2470", "100 2480", "100 2490", "100 2500", "100 2510", "100 2520", "100 2530", "100 2540", "100 2550", "100 2560", "100 2570", "100 2580", "100 2590", "100 2600", "100 2610", "100 2620", "100 2630", "100 2640", "100 2650", "100 2660", "100 2670", "100 2680", "100 2690", "100 2700", "100 2710", "100 2720", "100 2730", "100 2740", "100 2750", "100 2760", "100 2770", "100 2780", "100 2790", "100 2800", "100 2810", "100 2820", "100 2830", "100 2840", "100 2850", "100 2860", "100 2870", "100 2880", "100 2890", "100 2900", "100 2910", "100 2920", "100 2930", "100 2940", "100 2950", "100 2960", "100 2970", "100 2980", "100 2990", "100 3000", "100 3010", "100 3020", "100 3030", "100 3040", "100 3050", "100 3060", "100 3070", "100 3080", "100 3090", "100 3100", "100 3110", "100 3120", "100 3130", "100 3140", "100 3150", "100 3160", "100 3170", "100 3180", "100 3190", "100 3200", "100 3210", "100 3220", "100 3230", "100 3240", "100 3250", "100 3260", "100 3270", "100 3280", "100 3290", "100 3300", "100 3310", "100 3320", "100 3330", "100 3340", "100 3350", "100 3360", "100 3370", "100 3380", "100 3390", "100 3400", "100 3410", "100 3420", "100 3430", "100 3440", "100 3450", "100 3460", "100 3470", "100 3480", "100 3490", "100 3500", "100 3510", "100 3520", "100 3530", "100 3540", "100 3550", "100 3560", "100 3570", "100 3580", "100 3590", "100 3600", "100 3610", "100 3620", "100 3630", "100 3640", "100 3650", "100 3660", "100 3670", "100 3680", "100 3690", "100 3700", "100 3710", "100 3720", "100 3730", "100 3740", "100 3750", "100 3760", "100 3770", "100 3780", "100 3790", "100 3800", "100 3810", "100 3820", "100 3830", "100 3840", "100 3850", "100 3860", "100 3870", "100 3880", "100 3890", "100 3900", "100 3910", "100 3920", "100 3930", "100 3940", "100 3950", "100 3960", "100 3970", "100 39

Los Angeles Helicopter Route Chart VFR Helicopter Route descriptions:

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 Redonda 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 at 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 the 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. The west along the Marina Freeway to the Marina Del Ray 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 ¼ mile of the shoreline at or below 150' MSL.

IMPERIAL:

From SHORELINE to San Gabriel (I-605) Imperial Blvd interchange. At or below 500' MSL or assigned by ATC from SHORELINE to SEPULVEDA. At or below 900' MSL from Imperial Blvd and Harbor Freeway (I-110) interchange to Imperial Blvd and San Gabriel (I-605) interchange.

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.

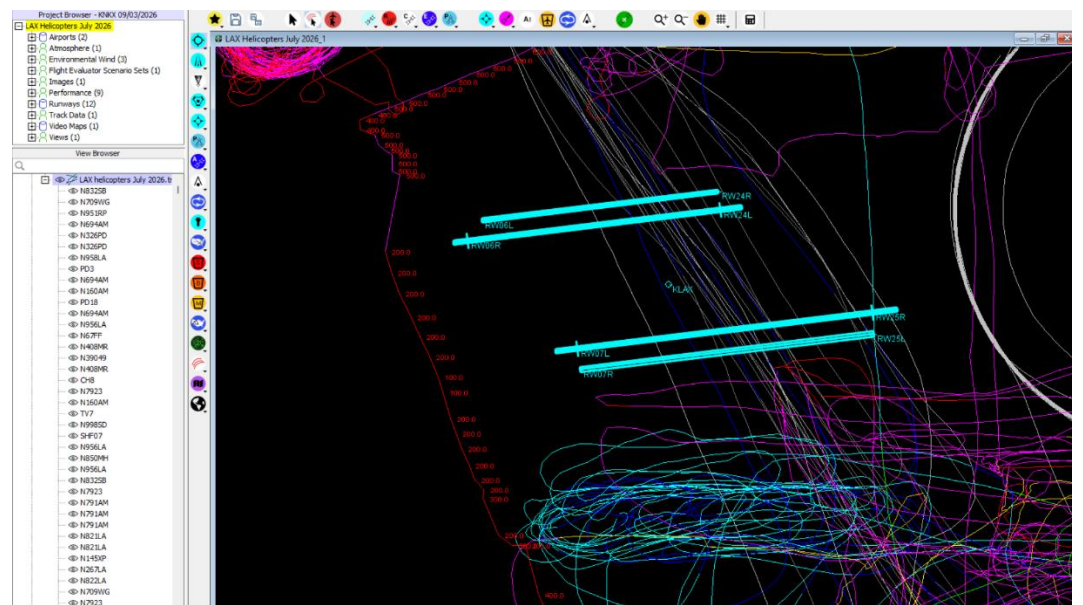
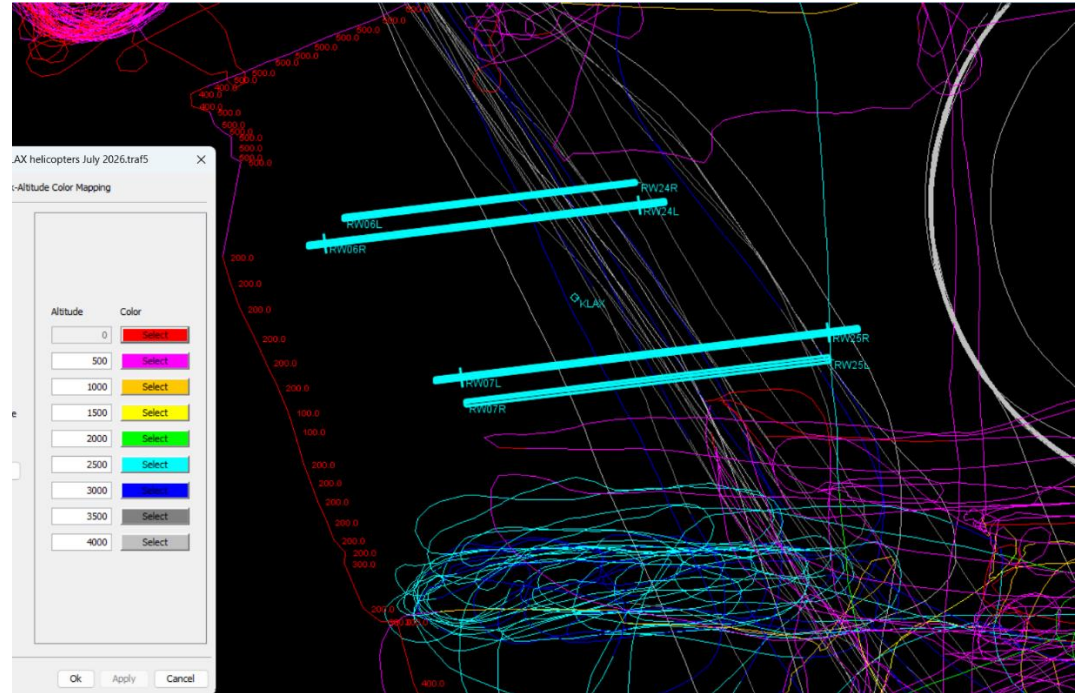
Note: Ensure that helicopters on the Harbor Route are separated from LAX arrivals, especially those arrivals conducting a Visual Approach to Runways 24R/L and Runways 25L/R.

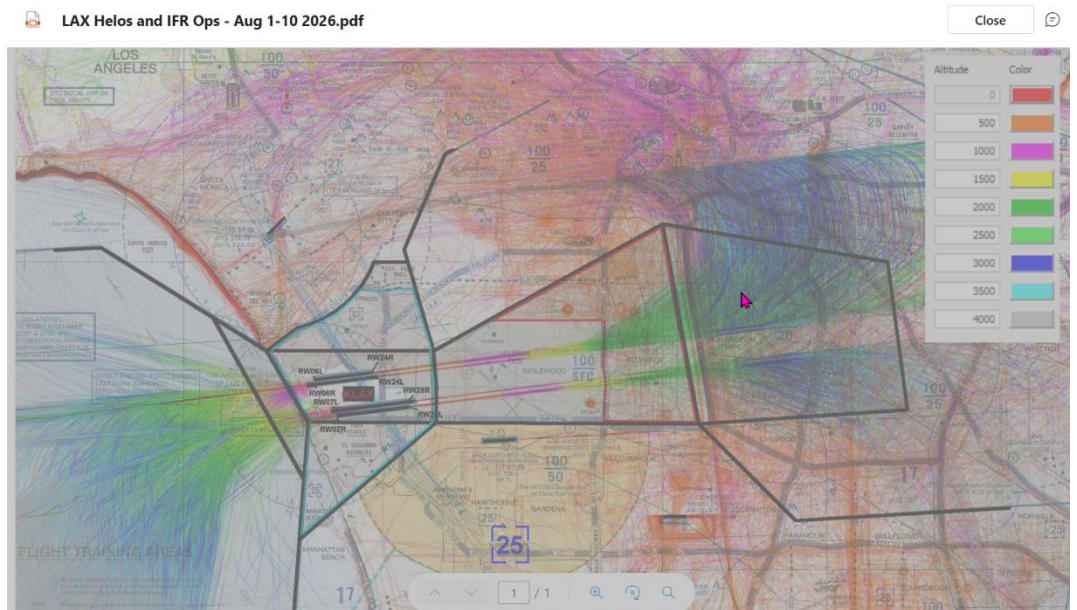
f. Lincoln Route South: From Lincoln Blvd and Ballona Creek, follow Lincoln Blvd to the northern boundary of LAX. Cross the LAX runways midfield and fly over the Tom Bradley International Terminal (remain west of the control tower) to Imperial Hwy at 1500 ft or 2500 ft. Any altitude on the Lincoln Route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

PDARS Helicopter Tracks





KRWA NOUS2 GENOT RWA N JO 7110.801 GG ALRGNS 1/500/530 AMC-1 AMA-500 ACT-1 ALATFO XVM EFFECTIVE: 03/18/2026 1600Z SUBJECT: INTERIM HELICOPTER SEPARATION PROCEDURES THIS GENOT REVISES FAA ORDER JO 7110.65, AIR TRAFFIC CONTROL, PARAGRAPH 7-2-1 IN RESPONSE TO CONCERNS ABOUT HELICOPTER OR POWERED-LIFT AIRCRAFT TRANSITING ACROSS THE FLIGHT PATHS OF ARRIVING AND DEPARTING AIRCRAFT. VISUAL SEPARATION MUST CEASE BETWEEN HELICOPTER OR POWERED-LIFT AIRCRAFT CROSSING THE ARRIVAL OR DEPARTURE PATHS OF THESE AIRCRAFT. FAA ORDER JO 7110.65, AIR TRAFFIC CONTROL, PARAGRAPH 7-2-1 VISUAL SEPARATION IS CHANGED TO READ AS FOLLOWS:

7-2-1. VISUAL SEPARATION TITLE THROUGH REFERENCE – NO CHANGE
a. TERMINAL. EXCEPT FOR HELICOPTER OR POWERED-LIFT AIRCRAFT CROSSING THE FLIGHT PATH OF ARRIVING OR DEPARTING AIRCRAFT WITHIN CLASS B, CLASS C, OR TRSA AIRSPACE, VISUAL SEPARATION MAY BE APPLIED BETWEEN AIRCRAFT UP TO BUT NOT INCLUDING FL180, UNDER THE FOLLOWING CONDITIONS: NO FURTHER CHANGES TO PARAGRAPH THIS GENOT CANCELS ON DECEMBER 24, 2026.

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.

MOR on 5/21/25: TCAS RA—a helicopter at 500 feet was issued traffic on an inbound airliner and was maintaining visual separation. The airliner was issued traffic on the helicopter and responded that they were going around due to an RA.

MOR on 10/7/25: TCAS RA RY25L—an airliner received the RA on final due to a helicopter authorized to cross below both finals while in pursuit. There was appropriate separation.

MOR on 10/7/25: TCAS RA RY25L---an airliner received the RA on final when a helicopter was authorized to cross the airport overhead on the Sepulveda Route at 2500 feet. Traffic was issued, and the airliner reported it in sight but received the RA while in the middle of a missed approach from a prior RA related to a helicopter. There was appropriate separation.

MOR on 12/2/25: TCAS RA was received by an airliner on approach to RY24R on a 5.5-mile final at 2500. A helicopter had been restricted to “at or below 900” on the Harbor Route. There was appropriate separation.

MOR 1/31/26: TCAS RA was received by an airliner (A380) on a .65-mile final for RY24R and a helicopter 1.05 miles north of it and outside Class B. The aircraft executed a missed approach and said that it was caused by “something to the right of them.” There was no loss of separation.

MOR 2/3/26: A media helicopter requested to operate in Area 1, which is only authorized for law enforcement. It operated at the Harbor Freeway, and a B77W on final for RY25L overflew it by 800 feet---the required separation was 1000 feet.

MOR on 8/11/26: A law enforcement helicopter was cleared to operate in Bravo airspace, restricted to south of Century Blvd. and east of Main St. The pilot requested to operate west of Main St., but the request was denied. The helicopter then proceeded west of Main St.

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.

Describe Proposed Change	
What is the proposed change? Provide detailed description of what the specific NAS change is. Include, as appropriate: • The purpose/rationale for the change. • Who will be impacted or responsible? • The impacts during/after the change • What is the start/end or implementation date(s)? • What are the procedures/orders etc. that manage the change? • What is the environment in which the change will operate?	To increase safety, reduce risk in the system, and eliminate seldom utilized procedures, the following helicopter routes will be unavailable as of the October 29, 2026 charting date: • Shoreline Route • Industrial Route • Lincoln Route • Culver Route • Imperial Route • Coliseum Route • Harbor Route (the portion within Class B) Impacted Stakeholders: - LAX ATCT - HHR FCT - SMO ATCT - SCT - LAWA - Helicopter operators - LAX FBOs Impact: - An increase in greater operational safety in the airspace surrounding LAX Airport Managing Orders/Procedures: FAA Orders JO 7400.11, JO 7110.65, JO 7210.3, LAX ATCT SOP and LOAs.