

## **4. Aircraft Operations**

### **4.1. Operation of Aircraft**

**4.1.1.** All persons who navigate, land, service, maintain, or repair aircraft shall do so in conformity with Federal Aviation Administration (FAA), Transportation Security Administration (TSA), National Transportation Safety Board (NTSB), and California Department of Transportation (CA DOT) Rules and Regulations, and the Rules and Regulations contained herein.

**4.1.2.** No person shall interfere or tamper with any aircraft.

**4.1.3.** No person shall enter an aircraft without the consent of the owner or representative in-charge.

**4.1.4.** No person shall start the engine of any aircraft without the owner's/operator's

**4.1.5.** Helicopter Operating Procedures

The following conditions apply only to helicopter operators with a valid Operating Agreement with LAWA and a signed Letter of Agreement.

- a. All operators conducting helicopter operations at LAX shall carry a current LAX Helicopter Route Chart and shall comply with FAA ATC Tower requirements and procedures pertaining to helicopter routes and altitudes within the Los Angeles Class B airspace and with the procedures set forth herein.
- b. Helicopter operators both arriving and departing shall utilize the flight routes designated by the FAA for Visual Flight Rules (VFR) and Special Visual Flight Rules (SVFR).
- c. During SVFR operations, helicopter operators are requested to utilize the southerly industrial route when arriving or departing the airport unless specifically instructed otherwise by FAA ATC Tower.
- d. While using FAA approved flight routes, helicopter operators shall also maintain an altitude of 2,000 feet, weather, traffic, and safety permitting.
- e. Helicopter operators shall use noise abatement approach and departure flight techniques.
- f. Helicopter operators shall avoid nighttime (2200-0700) operations except in extreme emergency cases.
- g. Helicopter training operations are prohibited (touch-and-go, stop-and-go, and low approach) except for FAA certification flights.
- h. Helicopter operators shall provide a LAWA identification symbol, prescribed and used in LAX servicing, affixed on each of the rotorcraft and readily visible from the ground.
- i. Prior to issuance of a helicopter operating agreement, operators shall develop, implement, and file with the BOAC a "Fly Neighborly Program" that emphasizes noise abatement and community compatibility through actions in the following areas:
  - 1) Pilot Awareness
  - 2) Pilot Training and Flight Operations Planning
  - 3) Noise Abatement Techniques

- 4) Sensitivity to Community Concerns
- 5) Public Information/Helicopter Identification
- 6) VFR/SVFR Approach and Departure Routes
- 7) Hours of Operations

- j. Helicopter aircraft shall operate under the direction of the FAA ATC Tower at all times while operating within regulatory airspace.
- k. Helicopters shall have braking devices and/or rotor mooring tie-downs applied to the rotor blades.
- l. Helicopters shall not be taxied, towed, or otherwise moved with rotors turning unless there is a clear area of at least 25 feet in all directions from the outer tips of the rotor blades.
- m. No helicopter shall be left running unless a certified helicopter pilot or a certified mechanic is at the controls.

**4.1.6.** Fly Neighborly Programs shall be kept current and shall be re-filed with the BOAC whenever revised.

**4.1.7.** All helicopter operating agreements shall be issued for a period not longer than five years and shall be reviewed annually by the General Manager. The General Manager shall submit a compliance report to the BOAC.

#### **4.2. Air Traffic Rules**

**4.2.1.** Motorless or ultralight aircraft are not permitted to land or to take off.

**4.2.2.** No touch and go landings are permitted.

**4.2.3.** No formation takeoffs and landings are permitted. Exceptions may be approved by the General Manager or designee on a case-by-case basis.

**4.2.4.** No person shall land on, fly the approach to, or takeoff from any runway during the time that said runway is closed, except in cases of emergency.

**4.2.5.** No person shall land or takeoff or attempt to land or takeoff any aircraft from any runway, which is at the time being used by another aircraft, except in cases of emergency and as directed by the FAA Air Traffic Control (ATC) Tower.

**4.2.6.** Landing aircraft shall exit the runway as safely and promptly as possible.

#### **4.3. Training Flights and Student Pilots**

**4.3.1.** No aircraft shall land, takeoff, or taxi while under the control of a student pilot.

**4.3.2.** Except for familiarization or training flights conducted by tenant air carriers, no training flights shall be conducted.

#### **4.4. [Rescinded]**

**4.5. Taxiing or Moving Aircraft**

- 4.5.1.** Any non-flight crew member who taxis, tows, or otherwise moves an aircraft on the Aircraft Movement Area (AMA) a distance of more than 1,500 feet (long tow) must be appropriately trained by their company, successfully complete the LAWA Aircraft Surface Movement (ASM) Training course, and hold an ASM icon on their LAX Security Identification Badge.

**NOTE:** See [LAWA Official Site | Airfield Classes](#) for additional information.

- 4.5.2.** [Rescinded]

- 4.5.3.** Whenever an aircraft is being taxied/towed across, or onto, a runway by a non-flight crew member:

- a. The aircraft must be escorted by LAX Airport Operations
- b. If the aircraft is under tow, the tow driver must have at least three months long tow experience or conduct at least 30 aircraft long tows (unless receiving training by an authorized company trainer).

- 4.5.4.** Whenever an aircraft is being taxied, towed, or otherwise moved on the apron, ramp or airfield, there shall be a person in the aircraft or tow vehicle to communicate on or monitor the designated FAA ATC Tower or Ramp Tower frequency.

- 4.5.5.** Aircraft shall not be taxied, towed, or otherwise moved on any part of the operational areas until specifically cleared to do so by the FAA ATC Tower or Ramp Tower.

- 4.5.6.** In the event of radio equipment failure, the FAA ATC Tower may use an Aldis Lamp for communication, or dispatch an LAX Airport Operations representative to provide an escort.

- 4.5.7.** No aircraft shall be taxied, towed, or otherwise moved on any non-operational area unless specifically cleared to do so by the FAA ATC Tower or Ramp Tower and authorized by the ARCC (424) 646-5292.

- 4.5.8.** All aircraft being taxied, towed, or otherwise moved on movement areas shall adhere to company policies, best practices, and procedures described in FAA Advisory Circular 00-65. No aircraft shall be towed or otherwise moved on any aircraft movement area using a conventional tow vehicle without a trained and authorized person attending the controls and the aircraft braking system.

- 4.5.9.** No aircraft shall be taxied, towed, or otherwise moved on the airport in a careless or negligent manner or in disregard of the rights and safety of others or without due caution and circumspection, or in a manner which endangers persons or property, and at a speed that cannot ensure complete control at all times.

- 4.5.10.** No aircraft shall be taxied, towed, or otherwise moved on any airport surface except upon designated taxiways, ramps and aprons, unless otherwise restricted; and, without first ascertaining by visual inspection that it is safe to proceed without danger of collision with persons or property.

- 4.5.11. No aircraft shall be moved or towed on the airport except by a vehicle of a type recommended or approved for such purpose. Said vehicles are restricted to routes prescribed by the General Manager.
- 4.5.12. All aircraft towing vehicles which tow aircraft over 1,500 feet (long tow) in the AMA shall be able to maintain an average speed of at least 10 MPH.
- 4.5.13. All long tow operations shall follow the rules outlined in the Long Tow Program, (**Appendix 06 - [LAX Long Tow Program](#)**), which includes identification of approved towing vehicles.
- 4.5.14. Power-back operations are prohibited except by specific permission granted by the General Manager or designee.
- 4.5.15. No aircraft shall be taxied into or out of a hangar.
- 4.5.16. All aircraft being taxied or towed shall proceed with navigational lights illuminated during the hours between sunset and sunrise or during periods of low visibility.
- 4.5.17. All aircraft shall have taxi lights illuminated when taxiing during the hours between sunset and sunrise.
- 4.5.18. All aircraft taxiing or towing on the movement areas shall have its transponder, or the vehicle's transponder, on and squawk codes assigned by FAA ATC Tower.
- 4.5.19. Jet aircraft under power shall not execute 180 degree turns in position on aprons, ramps, and taxiways, except when authorized by LAX Airport Operations.
- 4.5.20. Aircraft that begin a turn into a parking position (gate) and come to a stop prior to being parked, must be stopped and towed into the gate.
- 4.5.21. A wing walker must be positioned near each wing whenever an aircraft is being pushed-out or towed-into a gate.
- 4.5.22. During tow operations aircraft logo lights (if equipped) shall be illuminated during the hours between sunset and sunrise or during periods of low visibility.

#### **4.6. Operation of Aircraft Engines**

- 4.6.1. No aircraft engine shall be started or run unless a licensed pilot or certified mechanic is attending the controls.
- 4.6.2. Prior to starting the engine(s), wheel blocks or chocks to deter aircraft movement, shall always be in place, unless the aircraft is secured by functional brakes.
- 4.6.3. Running of aircraft engines at the gates is prohibited except when operationally necessary.
- 4.6.4. The starting or operating of aircraft engines inside any hangar is prohibited.
- 4.6.5. All aircraft run-ups shall only be conducted at designated locations with an appropriate jet blast fence, unless otherwise authorized by the General Manager or

designee (West Aircraft Maintenance Area (WAMA), United Hangar, and Taxilane D14).

- 4.6.6. Maintenance running of an aircraft engine at the gate is prohibited unless approved by the General Manager or designee and in compliance with the LAX noise abatement procedures. **See Section 13 - Noise Abatement.**
- 4.6.7. No aircraft engine exhaust, jet blast, and/or propeller wash shall be directed in such a manner as to cause injury, damage, or hazard to any person, structure, or property. Compliance may require engine(s) to be started, shut down and/or the aircraft to be towed.
- 4.6.8. No aircraft shall use excessive power when taxiing onto a gate.
- 4.6.9. [Rescinded]
- 4.6.10. Aircraft engines shall not be operated during refueling or defueling operations.
- 4.6.11. Cross-bleed starts must be approved by the General Manager or designee.
- 4.6.12. Installed Ground Power Units (GPU) shall be utilized whenever practicable.
- 4.6.13. Prior to conducting an engine run up at a designated blast fence the aircraft operator or their designee must conduct a FOD walk of the area behind the blast fence, and remove all FOD, to prevent the blasting of debris to other areas of the AOA.

#### **4.7. Maintenance/Engine Run-Up Restrictions**

See Section 13 - Noise Abatement for additional Rules and Regulations

- 4.7.1. Operators unable to perform run-ups on approved leasehold run-up pads must obtain approval and instructions from the ARCC (424) 646-5292 before conducting such activity.
- 4.7.2. The run-up of mounted aircraft engines for maintenance or test purposes on both leased and non-leased areas is prohibited between the hours of 2300-0600 unless waived on a case-by-case basis for urgent cause by the General Manager or designee upon receiving prior notification from Operators that the run-up is necessary.
- 4.7.3. Idle engine checks, run-ups and auxiliary power units shall be operated at minimum time required to accomplish the necessary maintenance or preflight check.

**NOTE:** See 13.8.3 for additional APU restrictions

- 4.7.4. Maintenance or test running of jet engines not mounted on an aircraft is prohibited unless performed in a test cell of adequate design. Said cell shall meet noise level criteria at a measurement distance of 250 feet from the center thereof, as follows:

<b><u>Octave Band Mid-Band Frequency, Hz</u></b>	<b><u>Sound Pressure Level dB re: 20 uPa</u></b>
31.5	86
63	82
125	77
250	73
500	71
1000	69
2000	67
4000	65
8000	59

**4.7.5.** Operators who violate the Maintenance/Engine Run-up restrictions described in this section are subject to the following penalties:

**4.7.6.** Any person

<b>Violation</b>	<b>Penalty</b>
First offense	Letter of Admonishment
Second offense within one year of first offense	Up to \$2,000 fine
Third offense within one year of first offense	Up to \$4,000 fine
Fourth and/or subsequent offense within one year of first offense	Up to \$8,000 fine

**4.7.7.** Any person who counsels, aids, assists, or abets any other person in the operation of any aircraft in violation of this section is also subject to the same penalties specified above.

**4.7.8.** Other conditions pertaining to maintenance/engine run-ups specified in [Ordinance No. 186390 LAX Maintenance Restriction Penalty](#) - **Appendix 07** shall be followed.

#### **4.8. Aircraft Incident/Accident Reporting**

**4.8.1.** Any aircraft incident/accident causing personal injury shall make an immediate notification to the Airport Police Emergency Dispatch (424) 646-7911.

**NOTE:** This rule is in addition to all other reports required to be made to other agencies.

**4.8.2.** The operator of any aircraft involved in an accident/incident, regardless of ownership or severity, shall make an immediate notification to ARCC (424) 646-5292.

**4.9. Disabled Aircraft Recovery Operations (DARO)**

- 4.9.1.** Aircraft owners, agents, or pilots shall be responsible for the immediate removal of the disabled aircraft, its parts, and any associated clean-up unless required by proper officials to delay such action pending an investigation.
- 4.9.2.** Failure to remove the disabled aircraft and its parts immediately upon demand will result in the General Manager or designee removing the disabled aircraft and parts at the expense of the aircraft owners, agents, or pilots. Additional fees may apply pursuant to BOAC Resolution 24833, Section 4.
- 4.9.3.** Aircraft owners, agents, or pilots (by use of this Airport), agree that any costs incurred by Los Angeles World Airports (LAWA) for any such removal or disposal of any aircraft shall be paid to the City.
- 4.9.4.** LAWA, the City of Los Angeles, the Board of Airport Commissioners (BOAC), and any of their officers, agents, or employees shall be held harmless for any and all loss or damage sustained to any such disabled aircraft.
- 4.9.5.** As part of the Air Carrier Operating Permit (ACOP), all airlines shall have a DARO Plan on file with Airport Operations.
- 4.9.6.** Any changes to any airlines' DARO Plan shall be submitted to Airport Operations immediately.

**NOTE:** See **Appendix 08 - [DARO and Emergency Contact Information Form](#)**.

**4.10. Aircraft Parking**

- 4.10.1.** Aircraft shall be parked in designated areas only and in the manner mandated by the General Manager or designee. Aircraft parking requires prior approval from the General Manager or designee.
- 4.10.2.** No aircraft shall be parked on a ramp or apron area in such a way that any portion protrudes beyond the ramp or apron limit lines, unless previously authorized by the General Manager or designee.
- 4.10.3.** When instructed by the General Manager or designee, the operator of any aircraft parked or stored shall move said aircraft. If the operator refuses to comply, the General Manager or designee may order removal of the aircraft at the expense of the owner or operator, and without liability for the damage which may result.
- 4.10.4.** Every aircraft parked on the ramp or apron during the hours between sunset and sunrise or during low visibility periods must be delineated, i.e., reflective cones, navigational lights, or other conspicuous methods, except in areas which are clearly illuminated during these hours.
- 4.10.5.** General aviation, private, business or corporate aircraft shall not enter or use terminal area gates or public parking positions. Such aircraft shall use fixed-base operator (FBO) facilities for overnight parking and services. Exceptions to this may be granted on a case-by-case, space available basis, and only when the request is initiated by the FBO who cannot fully accommodate these aircraft.



- 4.10.6.** Requests for a public parking position for a general aviation, private, business, or corporate aircraft must comply with the following instructions:
- a. Contact the ARCC (424) 646-5292.
  - b. Approvals may be granted for up to 3 days.
  - c. All servicing associated with the aircraft/flight, i.e., passenger loading or unloading, fueling, and catering shall be performed only on the FBO leasehold.
  - d. The FBO shall be responsible for the aircraft parking fees.
- 4.10.7.** When parked all aircraft must be adequately chocked to prevent inadvertent movement.
- 4.10.8.** The use of wooden chocks is prohibited.
- 4.10.9.** Mandatory Use of Airport Provided Devices (TBIT/MSD)
- a. Visual Docking Guidance System (VDGS) shall be used when available.
  - b. For every arrival using a VDGS, a designated person shall remain within proximity of the VDGS control panel in the event the Emergency Stop button requires activation.
  - c. When available, Pre-Conditioned Air (PC Air) and ground power shall be connected and activated within five minutes of the aircraft wheels being chocked.
  - d. Pre-conditioned air and ground power shall not be disconnected any earlier than:
    - 1) 15 minutes prior to the scheduled departure time for ADG III aircraft.
    - 2) 25 minutes prior to the scheduled departure time for ADG IV/V aircraft.
    - 3) 45 minutes prior to the scheduled departure time for ADG VI aircraft.

#### **4.11. Aircraft Repairs/Maintenance**

- 4.11.1.** All non-routine repair, maintenance, and overhaul work shall be performed at an approved maintenance facility unless authorized by the General Manager through the ARCC (424) 646-5292.
- 4.11.2.** Routine aircraft maintenance at public parking positions shall comply with the following conditions:
- a. Maintenance/repairs occurring between flight operations at terminal gates shall not exceed 60 minutes.
  - b. No displacement or delays are caused to other companies, personnel, or airport operations.
  - c. Maintenance/repairs requiring more than 4 hours to complete shall receive approval from the ARCC (424) 646-5292.
  - d. Aircraft fluids shall not make contact with the surface.
  - e. All evidence of maintenance activities shall be contained, maintained, removed, and/or cleaned immediately upon the completion of the work performed.
  - f. Major repairs such as complete engine replacement, flight control replacement, airframe repairs, etc. shall be conducted at an approved maintenance facility.
  - g. Repairs requiring engine run ups above idles shall be relocated to an approved maintenance facility and comply with the noise abatement policy.



- 4.11.3. Any aircraft operator found to be non-compliant with the requirements of Section 4.11.1 and 4.11.2 shall be required to cease activity or relocate to an approved maintenance facility.

**4.12. Aircraft Washing**

- 4.12.1. Aircraft shall not be wet washed at any public parking position.
- 4.12.2. Dry washing and polishing of an aircraft in a public parking space is allowed provided the ramp remains clean and free of debris.
- 4.12.3. All non-storm water discharge to the storm drains is forbidden. All wet washing shall be conducted in accordance with the best management practices (BMPs) of the Storm Water Pollution Prevention Plan. Contact the Environmental Services Division at (424) 646-6500 for further information.

**NOTE:** See Section 14 - Environmental. A list of BMPs is located in **Appendix 09 - [Best Management Practices](#)**.

**4.13. Passenger Enplaning and Deplaning**

- 4.13.1. All aircraft shall be loaded, unloaded, enplaned or deplaned in designated areas, unless otherwise permitted by the General Manager or designee.
- 4.13.2. All passengers shall be directed through designated routes to and from the terminal buildings.
- 4.13.3. Airline airport personnel shall be stationed to assist and to direct passengers during ground level enplaning and deplaning.
- 4.13.4. There shall be no enplaning or deplaning of passengers on the ramp when aircraft engines are operating.
- 4.13.5. No pedestrian traffic is allowed to cross any taxiway or terminal ramp between boarding areas.

**4.14. Charter and Itinerant Aircraft**

- 4.14.1. All scheduled airlines shall advise the General Manager through LAX Airfield Permits Unit (424) 646-5880, at least 48 hours in advance of any charter aircraft operation other than their own.
- 4.14.2. All non-permitted charter or itinerant air carrier and/or their ground handlers are required to notify the General Manager through LAX Airfield Permits Unit (424) 646-5880, as soon as possible in advance of any aircraft operation.
- 4.14.3. Access to the AOA is subject to prior approval by the General Manager or designee.
- 4.14.4. Charter Operations under escort shall ingress and egress only via authorized access posts or from their leaseholds.

- 4.14.5.** Charter and itinerant operators will be responsible to ensure that non-screened charter passengers are not allowed to intermingle with screened passengers.

**NOTE:** See Section 15 - Airfield Operating Permits and Fees Paragraph 15.2 Single Use Operating Certificate.

**4.15. Fees**

- 4.15.1.** The payment of rentals, fees, and charges relating to the use of Airport premises and facilities shall be made before takeoff.
- 4.15.2.** In lieu of such payments, the pilot or owner of the aircraft shall make satisfactory credit arrangements with the General Manager through LAX Airfield Permits Unit (424) 646-5880.

**4.16. Compliance**

- 4.16.1.** The General Manager has the authority to deny the use of the Airport to any aircraft or pilot violating LAWA or FAA Regulations regardless of where the infraction occurred.