



AIRCRAFT OPERATIONS

This Section covers restrictions on aircraft operational procedures and other activities in the Air Operations Areas (AOA).

1. Operation of Aircraft

- a.** All persons that navigate, land, service, maintain or repair aircraft at LAX, shall do so in conformity with Federal Aviation Administration (FAA), Transportation Security Administration (TSA), National Transportation Safety Board (NTSB) and State Department of Aeronautics Rules and Regulations, and the Rules and Regulations contained herein.
- b.** No person shall interfere or tamper with any aircraft at the Airport, or start the engine of such aircraft without the operator's consent; nor shall any employee of LAWA move or handle such aircraft, except in cases of emergency.
- c.** No person shall enter an aircraft without the consent of the owner or representative in-charge.

2. Aircraft Incident/Accident Reporting. The operator of any aircraft involved in an incident/accident causing personal injury or property damage shall, in addition to all other reports required to be made to other agencies, make a prompt and complete report concerning said incident/accident to the Executive Director through the LAX - Airport Operations Division (310) 646-4265.

3. Disabled Aircraft. Any owner, lessee, operator or other person having the control, or the right of control of any disabled aircraft on the Airport shall be responsible for the prompt removal and disposal thereof, and any and all parts thereof, subject, however, to any requirements or direction by the NTSB, the FAA, or the Executive Director that such removal or disposal be delayed pending an investigation of an accident. Any owner, lessee, operator or other person having control, or the right of control, of any aircraft does, by use of the Airport, agree and consent, notwithstanding any provision in any agreement, lease, permit or other instrument to the contrary, that the Executive Director may take any and all necessary action to effect the prompt removal or disposal of disabled aircraft that obstructs any part of the Airport utilized for aircraft operations; that any costs incurred by or on behalf of the Airport for any such removal or disposal of any aircraft shall be paid to the City; that any claim for compensation against the City of Los Angeles, the BOAC, and any of their officers, agents or employees, for any and all loss or damage sustained to any such disabled aircraft, or any part thereof, by reason of any such removal or disposal is waived, and that the owner, lessee, operator or other person having control, or the right of control, of said aircraft shall indemnify, hold harmless and defend the City of Los Angeles, the BOAC, and all of their officers, agent and employees, against



any and all liability for injury to or the death of any person or for any damage to any property arising out of such removal or disposal of said aircraft. (See **Appendix 03**).

4. **Right of Director to Control the Airfield.** The Executive Director, or his/her designee shall have the right at any time to close the Airport in its entirety or any portion thereof to air traffic, to delay or restrict any flight or other aircraft operation, to refuse takeoff permission to aircraft, and to deny the use of the Airport or any portion thereof to any specified class of aircraft or to any individual or group, when any such action is considered necessary and desirable to avoid endangering persons or property and to be consistent with the safe and proper operation of the Airport. In the event the Executive Director, or his/her designee determines the condition of the Airport or any part thereof to be unsafe for landings or takeoffs, a Notice to Airmen (NOTAM) shall be issued, or cause to be issued, closing any affected area, or the entire Airport.
5. **Starting or Running of Aircraft Engines**
 - a. No aircraft engine shall be started or run unless a licensed pilot or certified mechanic is attending the aircraft controls. Wheel blocks equipped with ropes or other suitable means of chocking the wheels of an aircraft to deter movement shall always be placed in front of the main landing wheels before starting the engine or engines, unless the aircraft is locked into position by functioning locking brakes.
 - b. All aircraft shall be started and run-up in locations, including leased premises, designated for such purposes by the Executive Director. Maintenance running of aircraft engines shall not be performed in the passenger ramp, apron, cargo and public parking areas.
 - c. Running an aircraft engine is prohibited unless reasonably necessary for the maintenance, testing or repair of such engine. The instruction of mechanics or pilots, the moving or the flight operation of such aircraft, and compliance with LAX Noise Abatement procedures must be adhered to.
 - d. Flights delayed at gates with engines running shall shut down engines.
 - e. The starting or operating of aircraft engines inside any hangar is prohibited.
 - f. No aircraft engine exhaust, 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. If it is impossible to taxi aircraft without compliance with the above, the engine or engines must be shut off and the aircraft towed.



- g. Aircraft engines shall not be operated during refueling or defueling operations; or, during a fuel spill unless otherwise approved by the Los Angeles Fire Department.

6. Run-Up of Aircraft Engines.

- a. Operators unable to perform run-ups on approved leasehold run-up pads, must obtain approval and instructions from the Airport Operations Center (310) 646-4265, prior to conducting such activity on any non-leased areas of the Airport.
- b. 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 by the Executive Director, or his/her designee, as provided below:
 - (1) The engine(s) will be run in a sound suppression unit that will reduce the sound level at the Airport perimeter to 8phdb or less above the ambient background level in surrounding residential areas at the time the run-up is conducted.
 - (2) A single engine will not be operated to exceed idle power at each leasehold area. If more than one engine is to be checked, each engine must be checked separately.
 - (3) Auxiliary power units are only operated for maintenance and preflight checks.
- c. Idle engine checks and auxiliary power units are to be operated at the minimum time required to accomplish the necessary maintenance or preflight check.
- d. 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:

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



2000	67 dB
4000	65 dB
8000	59 dB

7. Taxiing or Moving Aircraft on Operations Areas

a. Definitions:

Long Tow – A tow more than 1000 feet and to a destination other than the origin. Personnel conducting long tows shall have successfully completed the ASMP class and hold an ASM Icon on their LAX Security Identification Badge.

Aircraft Surface Movement Program (ASMP) – A program instituted to provide aircraft operators the additional knowledge base to properly move aircraft at Los Angeles International Airport. Once a participant has completed the program, an Aircraft Surface Movement Icon will be placed on the LAX Security Identification Badge indicating the completion of the ASMP.

Aircraft Surface Movement Icon – An icon placed on the LAX Security Identification Badge indicating the completion of the ASMP.

(1) The ASMP consists of the following segments:

- (a) Company Training –** As specified by Paragraph “h” of this sub-section, it is the tenants’ responsibility to ensure that all personnel have been trained and been given an orientation program of all aircraft movement areas.
- (b) Review Segment –** Participants should review and be familiar with the material contained in the ASMP Study Guide prior to attending the classroom segment.
- (c) Classroom Segment –** A two and one half-hour classroom segment will consist of lecture and review of material contained in the study guide.
- (d) Examination Segment –** A thirty-question multiple-choice test, covering material taken from the study guide. Successful completion will require a minimum passing score of 90 percent.



- (e)** Certification Segment – Upon successful completion of the program, the applicant will be given a signed ASM stamp on the back of Page 2 of their LAX Security Badge Application. Upon completing and meeting all other requirements of the LAX Security Badge Application the applicant can be rebadged with the Aircraft Surface Movement Icon.

Recurrent Training

Attendance and successful completion of an ASMP class will be required every 24 months.

Any questions about the ASMP should be directed to LAX - Airport Operations at (310) 646-4265

- b.** An escort provided by LAX Airport Operations (310) 646-4265 is required when any aircraft is taxied, towed, or otherwise moved across any runway, when a non-flight crewmember is attending the controls.
- c.** Any non-flight crew members who taxies, tows, or otherwise moves an aircraft on the Air Operations Area and meets the criteria of the long tow will be required to successfully complete the ASMP prior to undertaking such task.
- d.** Whenever any aircraft is being taxied, towed, or otherwise moved on the apron, ramp or airfield, there shall be a person attending the controls of the aircraft who shall monitor the designated FAA ATC Tower frequency. 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 escort.
- e.** 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.
- f.** 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 and authorized by the Airport Operations Center (310) 646-4265.
- g.** No aircraft shall be towed, or otherwise moved on any apron, ramp or aircraft movement area without a certified mechanic attending the controls and the aircraft braking system unless it is being towed by specialized equipment.
- h.** All personnel taxiing or moving aircraft on the AOA shall be thoroughly familiar with the locations of all taxiways and runways. It shall be the



tenant's responsibility to insure that all personnel have been trained in the proper methods and procedures for operation of aircraft, tow tractor, and other required equipment, airfield and visual aids familiarization, proper VHF radio operating procedures and given an orientation program of all aircraft movement/parking areas. **See Drawing No. 1.**

- i. 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 at a speed or in a manner which endangers persons or property.
 - j. 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.
 - k. Jet aircraft under power shall not execute 180° turns in position on Airport aprons, ramps and taxiways, except when authorized by LAX Airport Operations (310) 646-4265.
 - l. 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 Executive Director.
8. **Power-Back Operations.** Power-back operations are permitted upon written request to, and approval by, the Executive Director or his/her designee. Operators must assure applicable safety precautions are followed.
9. **Parking Responsibility.** When instructed by the Executive Director or his/her designee, the operator of any aircraft parked or stored at the Airport shall move said aircraft from the place where it is parked or stored. If the operator refuses to comply with such directions, the Executive Director may order such aircraft moved at the expense of the owner or operator, and without liability for the damage, which may result in the course of such moving.
10. **Taxiing Into or Out of Hangars.** No aircraft shall be taxied into or out of a hangar under its own power.
11. **Truck Fueling.** Truck fueling will not be permitted on terminal gates unless one or more of the following specific conditions exist:
- a. When the cost of aircraft fuel delivered into the wing of an aircraft is greater when using a hydrant system than when using trucks or airfield tankers.
 - b. When hydrant systems are not available or do not exist at a particular gate or parking position.



- c. When the hydrant system is not available for use by the carrier's fuel supplier because of the proprietary nature of the hydrant system, i.e., the owner of the system will not allow the delivery of the product into the system.
- d. Where fuel delivered from a hydrant system does not meet acceptable quality control standards.
- e. Written permission is required by the Airport Operations Manager prior to conducting any truck fueling operation at a terminal gate.

12. Aircraft Lighting during Low Visibility Periods

- a. Every aircraft parked on the ramp or apron shall have its navigational lights illuminated or its wingtips marked by delineation during the hours between sunset and sunrise and during low visibility periods, except in areas designated by the Executive Director, or in areas which are clearly illuminated during these hours.
- b. All aircraft being taxied, towed or otherwise moved on the ramp, apron or taxiways shall proceed with navigational lights illuminated or approved alternative lighting during the hours between sunset and sunrise and during periods of low visibility.

13. Taxiing Light Aircraft. Light and similar low silhouette aircraft shall have taxi lights illuminated when taxiing on the Airport.**14. Aircraft Repairs/Maintenance**

- a. All maintenance of aircraft or engines shall be made in areas designated for this purpose. Routine engine maintenance at passenger gates or public parking positions is prohibited. Minor adjustments and emergency repairs may be performed on aircraft at gate positions on the ramp when such repairs can be safely accomplished and in compliance with the following instructions:
 - (1) No inconvenience to other companies or personnel.
 - (2) All repairs must be completed within (30) minutes.
 - (3) Repairs/adjustments do not require complete engine cowling removal.
- b. No aircraft engine shall be run-up for test purposes at any gate position unless approved on a case-by-case basis by the Airport Operations



Center (310) 646-4265. Any aircraft being repaired at a gate position shall be moved immediately upon the request of the Executive Director, or his/her designee.

15. Parking of Aircraft

- a. Aircraft shall not be parked on the Airport, except in areas and in the manner designated by the Executive Director through the Airport Operations Manager. Parking at public parking facilities is directly controlled by the Airport through prior approval.

Please contact the following phone numbers at the Airport Operations Center for gate approval:

- ❖ Tom Bradley International Terminal, Terminal 3, Terminal 6, West Gates – (310) 646-6258.
- ❖ Imperial Cargo Complex, Imperial Terminal, South Pads, A-2 Ramp, B-1 Ramp and C-1 Ramp - (310) 646-7375.

- b. No person shall maneuver, park, or leave an aircraft standing on a ramp or apron area in such a way that any portion of said aircraft protrudes beyond the ramp or apron limit lines, unless previously authorized by the LAX Airport Operations Division.

16. Washing of Aircraft. No aircraft shall be wet washed at any terminal gate or public parking position. Dry washing and polishing of aircraft at terminal gate positions and public parking is permitted provided the ramp remains clean and free of debris from this operation.

Note: All non-storm water discharge to the storm drains is forbidden. All wet washing should be conducted in accordance with the best management practices (BMPs) of the Storm Water Pollution Prevention Plan. Contact the Environmental Management Division at (310) 646-3853 for further information.

A list of BMPs is located in **Appendix #02**.

17. Training Flights and Student Pilots

- a. No aircraft shall land, takeoff, or taxi on the Airport while the aircraft is under the control of a student pilot. No person shall conduct training flights while on the Airport.
- b. This section shall not apply to pilot transition, familiarization, or training flights conducted by tenant air carriers at the Airport.

18. Use of Unsafe Areas. No aircraft shall use any part of the airfield, apron, ramp, taxiway, runway or other areas considered temporarily unsafe for taxiing, landing or takeoff, or which is not available for use. The boundaries of such areas may be marked with barricades by day and high intensity red lights at night and low visibility periods, and an appropriate NOTAM issued.



- 19. Markings, Signs and Signals.** The pilot or other person engaged in the operation of any aircraft must, at all times, comply with any lawful order, signal, or instructions of the Executive Director, or his/her designee, except when subject to the direction or controller ground movement purposes of the FAA or other federal agency. When operation of such aircraft is controlled by lights, signs, signals, and markings, such lights, signs, signals, and markings shall be obeyed unless an authorized representative of the Executive Director directs otherwise.
- 20. Terminal Ramp and Gate Restrictions**
- a.** 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 fixed-based operator who cannot fully accommodate the request. Approvals may be granted for up to 3 days in duration. All servicing associated with the aircraft/flight, i.e. passenger loading or unloading, fueling, and catering, shall be performed on the FBO leasehold. The FBO shall be responsible for the aircraft parking fees. Contact LAX Airport Operations Center, (310) 646-7375 to initiate such requests.
 - b.** Tom Bradley International Terminal gates 101-123 and the West Gate parking areas may not be used without permission from the Executive Director through the Airport Operations Manager at (310) 417-0470.
 - c.** Terminal 3 and Terminal 6 gates may not be used without permission from the Executive Director through the Airport Operations Manager at (310) 417-0470.
- 21. Passenger Enplaning and Deplaning.** All aircraft shall be loaded or unloaded and passengers enplaned or deplaned in designated areas, unless otherwise permitted by the Executive Director.
- a.** All passengers shall be directed through designated routes to and from the terminal buildings.
 - b.** Airline personnel shall be stationed to assist and direct passengers during ground level enplaning and deplaning.
 - c.** There shall be no enplaning or deplaning of passengers on the ramp when aircraft engines are operating.



- d. No pedestrian traffic is allowed to cross any taxiway or terminal ramp between boarding areas.

22. Helicopter Operations

- a. Helicopter aircraft arriving and departing the Airport shall operate under the direction of the FAA ATC Tower at all times while operating within five nautical miles of the Airport. All helicopter operations shall operate in compliance with the Los Angeles Helicopter Operating Policy. No helicopter may land or takeoff from the Airport unless it is equipped with VHF radio to maintain communications with the FAA ATC Tower.
- b. Helicopters shall have braking devices and/or rotor mooring tie-downs applied to the rotor blades. 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 rotor blades.
- c. No helicopter shall be left running unless a certificated helicopter pilot or, at the discretion of the Executive Director, or his/her designee, a certificated mechanic is at the controls.

23. Heliport

- a. The heliport (H3) located at 401 World Way South, atop Parking Structure #4, consists of one landing and takeoff pad (weight restriction 15,000 pounds) and four parking positions. Elevation of the heliport is 152 feet MSL. Standard operating procedures for the heliport will be as follows:
 - (1) Passengers must be escorted at all times.
 - (2) Helicopters with engines running must have a pilot at the controls.
 - (3) Overnight or extended parking will not be permitted on the heliport.
 - (4) Fueling is not permitted.
 - (5) The four perimeter stairways may be used to exit the heliport; however, the doors must be kept closed at all times when not in use to prevent unauthorized entry.
 - (6) The vehicle ramp gates must be closed and locked or staffed at all times to prevent unauthorized entry. Vehicles are not authorized on the heliport without LAX Airport Operations approval.

**24. Air Traffic Rules**

- a. No motorless aircraft shall land or takeoff from the Airport.
- b. No ultralight aircraft shall land or takeoff from the Airport.
- c. Formation takeoffs and landing are not permitted at the Airport. Exceptions may be approved by the Executive Director, or his/her designee on a case-by-case basis.
- d. Jet-assisted or any other type of assisted takeoffs shall not be made at the Airport without first obtaining permission of the Executive Director and notifying the FAA ATC Tower in advance.
- e. Touch and go landings are not permitted at the Airport.
- f. No person shall land on or takeoff from any runway during the time that said runway is closed to operations by order of the Executive Director, except in cases of emergency.
- g. 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 ATC Tower.
- h. Taxiways shall not be used for takeoffs and landings of aircraft without the permission of the Executive Director.
- i. Aircraft landing at the Airport shall make the landing runway or touchdown area available to others by exiting as promptly as possible.
- j. No aircraft having an actual gross weight (including passenger, cargo, fuel, equipment, etc.) in excess of the maximum gross weight for such aircraft shall land, takeoff or taxi at the Airport without permission of the Executive Director.

25. Intersection Departures. Intersection departures will be used only when it improves the overall efficiency of aircraft traffic flow. The only intersections designated for intersection departures are Taxiways "E8" and "F" in a west flow. All other intersections are at the discretion of the FAA ATC Tower.

26. Intoxicants and Drugs. As provided under FAR Part 91.11 and California State Law, no pilot or other member of the flight crew of an aircraft in operation on the Airport or any person attending or assisting in any aircraft operation on the Airport shall be under the influence of intoxicating liquor or drugs, nor shall any person under the influence of intoxicating liquor or drugs be permitted to board



any aircraft, except a medical patient under care. The Executive Director at his sole discretion may deny boarding to any person violating this section.

27. Charter and Itinerant Aircraft

- a. All scheduled airlines are required to advise the Executive Director through LAX Airfield Permits (310) 215-5464, 48-hours in advance of any charter aircraft operation other than their own.
- b. All non-scheduled charter or itinerant air carrier and/or their ground handler are required to notify the Executive Director through Airfield Permits (310) 215-5464, as soon as possible in advance of any aircraft operation. (Note: See Section 8 (Airport Operating Permits) Paragraph 2, Single Use Operating Certificate, on Page 8-1).
- c. Access to the Air Operations Area is subject to prior approval by the LAX Airport Operations Duty Superintendent at 646-4265.
- d. Charter Operations under escort may ingress and egress via LAX authorized access posts or their leaseholds for access to the Air Operations Area (AOA).
- e. Operations shall adhere to the escort procedures as outlined in Section 4 (Motor Vehicles Operations) Paragraph 12, Sub-section c & d.
- f. Charter and itinerant operators will be responsible to ensure that non-screened charter passengers are not allowed to intermingle with screened passengers.

28. Fees. The payment of rentals, fees, and charges relating to the use of Airport premises and facilities shall be made before takeoff. In lieu of such payments, the pilot or owner of aircraft shall make satisfactory credit arrangements with the Executive Director through Airfield Permits (310) 215-5464.

29. Compliance. The Executive Director shall have authority to deny the use of the Airport to any aircraft or pilot violating LAWA or FAA Regulations, whether at such Airport or elsewhere.

30. Painting Guidelines on Ramps and Taxiways. No surface painting or marking of the taxiway, ramp or gate areas is allowed without approval of the Executive Director through the Airport Operations Managers. Taxiways or taxilanes must be painted yellow. Lead-in lines connected to the taxiway/taxilane centerline must be yellow. Aircraft lead-in lines passing the aircraft wing clearance line to the nose stop position may be painted white.