

# Helicopter Workshop

Airport Traffic Control Tower  
Thomas Gordon

# **Role of Airport Traffic Control**

- **Primary role of Air Traffic Control**
  - **Aircraft separation,**
  - **Prevent collisions,**
  - **Organize the flow of traffic, and**
  - **Provide information and other support services for pilots when able.**

# Airspace at-a-Glance



FL 600  
18,000 MSL

**Class A**  
"Above"

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14,500 MSL

**Class B**  
"Busiest"

**Class C**  
"Communicate"

**Class D**  
"Dialogue"

**Class E**  
"Everywhere Else"

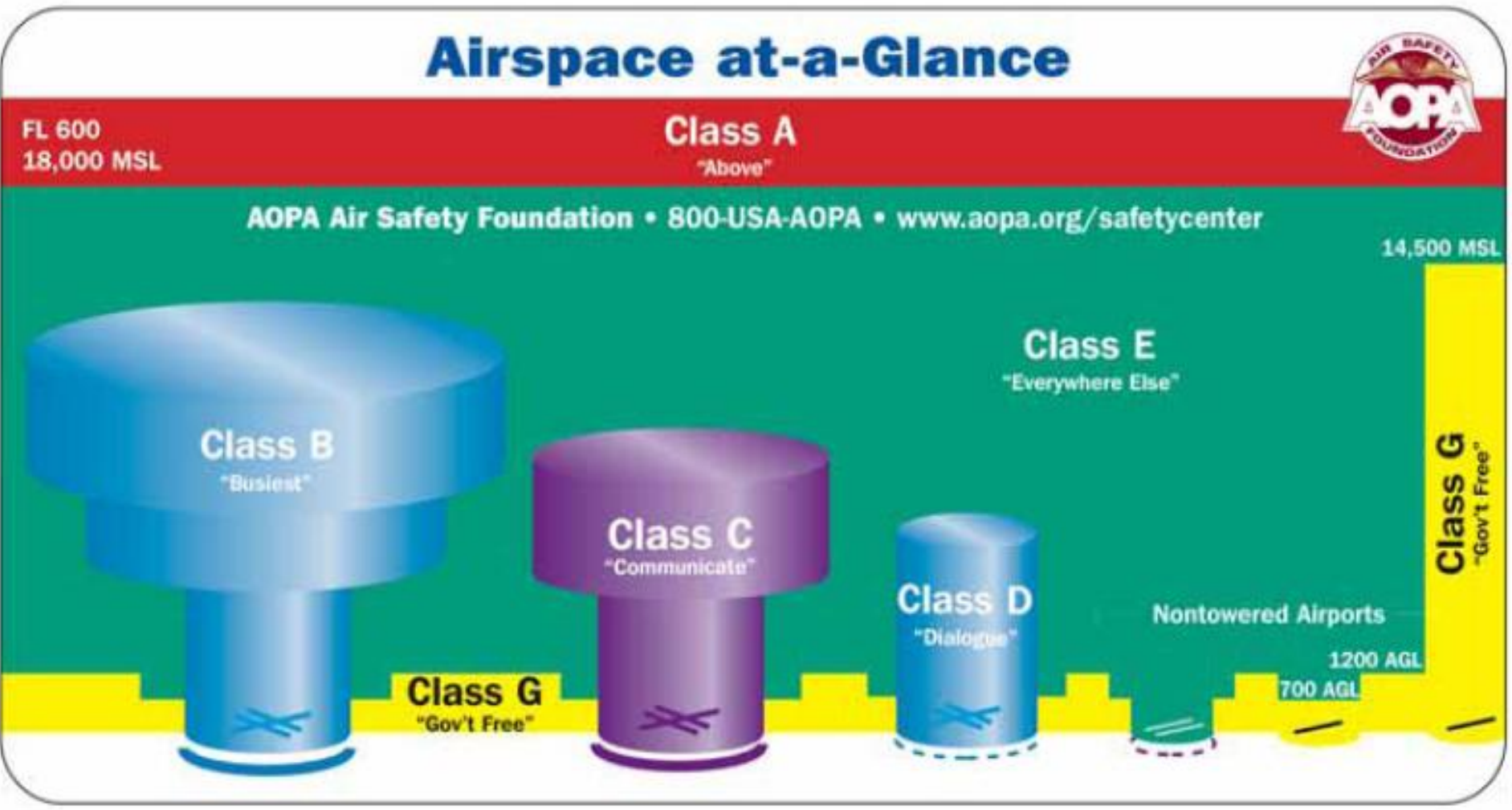
**Class G**  
"Gov't Free"

**Class G**  
"Gov't Free"

Nontowered Airports

1200 AGL

700 AGL



# Communication Requirements and Weather Minimums

Features	Class A	Class B	Class C	Class D	Class E	Class G
Entry Prerequisites	ATC Clearance	ATC Clearance	IFR: Clearance VFR: Radio Contact	IFR: Clearance VFR: Radio Contact	IFR: Clearance and Radio Contact	None
Minimum Pilot Qualifications	Instrument Rating	Private Cert./ Endorsed Student Cert.*	Student Cert.	Student Cert.	Student Cert.	Student Cert.
Two-way Radio Communication	Yes	Yes	Yes	Yes	IFR Only	No
VFR Min. Vis. Below 10,000 MSL	N/A	3 miles	3 miles	3 miles	3 miles	Day-1 mile Night-3 miles
VFR Min. Vis. 10,000 MSL and above	N/A	3 miles	3 miles	3 miles	5 miles	5 miles
VFR Cloud Clearance Below 10,000 MSL	N/A	Clear of clouds	500 below 1,000 above 2,000 horiz.	500 below 1,000 above 2,000 horiz.	500 below 1,000 above 2,000 horiz.	500 below 1,000 above 2,000 horiz.**
VFR Cloud Clearance 10,000 MSL and Above	N/A	Clear of clouds	500 below 1,000 above 2,000 horiz.	500 below 1,000 above 2,000 horiz.	1,000 below 1,000 above 1 mile horiz.	1,000 below 1,000 above 1 mile horiz.

\* Student pilot operations at some Class B airports are prohibited.

\*\* Day—1,200 AGL and below—Clear of Clouds

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# FAA Airspace System

- **FAA Airspace surrounding Santa Monica Airport**
  - **SMO Class D**
  - **VNY Class D**
  - **LAX Class B**
  - **BUR Class C**

# Federal Air Regulations

- **Sec. 91.119 (d)**

**Helicopters may be operated at less than the minimums, for fixed wing aircraft, if the operation is conducted without hazard to persons or property on the surface where the altitude will allow, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.**

# Arrivals

- **Fixed Wing vs. Helicopter Pattern Altitudes**
- **VFR vs. IFR Helicopter Operations**
- **Deviations**
- **270° turn to land vs. Vertical descent to the Runway**

# Helicopter Space Constraints

- City Helipad (2 Hour Limit)
- Atlantic Aviation
- Gunnell Properties (Tenants)



# Arrivals from the South

Business Park





**Business Park**

**Arrivals from the North**

# Departures

- **Standard Departures**
  - **Westerly vs. Easterly Departures**
- **Transition Helicopters Routes in our area**



# DEPARTURES



2000 ft  
500 m