

Effective Monday, January 8th, Runway 7R-25L will close for reconstruction for approximately 8 months. As a result of the construction, the Air Traffic Control Tower has made changes to the local pilot procedures to ensure safety while maximizing efficient operations. Please review the following changes to pilot procedures for :



There will be temporary closures of taxiway and run-up areas during the runway construction project. Please pay attention to the diagram and study the dates and areas affected by those temporary closures.

If you have any questions regarding changes to pilot procedures/mitigations during the Runway 25L construction please contact LGB ATCT Support Specialist Ramin Panahi at (562) 424-7128 ext. 223 or via e-mail at ramin.panahi@faa.gov

You may also contact Long Beach Airport Operations for additional information and/or assistance at (562) 570-2638 or via e-mail at lgboptions@longbeach.gov

- During periods of high traffic intensity, ATC will slow traffic to accommodate runway capacity. Some examples of ATC action are: (1) deny pattern work, (2) delay issuing takeoff clearances (hold aircraft on ground until arriving aircraft land), (3) restrict access to the Long Beach Class Delta (issues instruction to remain outside of Long Beach Class Delta Surface area), (4) limit the number of aircraft in the traffic pattern (5) and stop practice approaches.
- Land and Hold Short (LAHSO) operations will be used to the greatest extent possible. Pilots are reminded that a read-back of the LAHSO instruction is required with the aircraft call sign and landing clearance. Adhering to this requirement on initial response to ATC landing clearance will keep radio congestion to a minimum and reduce unneeded go-arounds.
EXAMPLE:
TWR: Cessna 12345 RY 25R cleared to land, hold short of RY 30 for landing traffic.
Pilot: Cessna 345 cleared to land RY 25R.
TWR: Cessna 345 Read back hold short instructions.
Pilot: Cessna 345 cleared to land RY 25R and hold short of RY 30.
- In the event of a RY 25R go-around due to landing/departing traffic on RY 30, aircraft on RY 25R can expect ATC instruction to turn right prior to RY 30 intersection and merge with traffic on right downwind RY 25R.
- Clearance Delivery – 118.15 will query all VFR departures for your direction of flight. This will be used to reduce radio congestion on Tower frequencies.

West Traffic Procedures

- Tower - 119.4 controls the airspace South of Taxiway Kilo, at and below 1500 ft.
- Tower - 120.5 controls the airspace North of Taxiway Kilo, and above 1500 ft., South of Taxiway Kilo.
- Opposite Direction Departures will be solicited when winds allow departures on RY 12 at intersections Kilo, Golf, or Juliet. This will be offered, traffic-permitting, for VFR departures to the South thru West.
- All piston-powered aircraft parked west of old RY 34L can expect to depart RY 25R, taxi via Bravo, Kilo Hold short of Delta.
- All other aircraft parked west of RY 30 can expect to depart RY 30 at D3 or RY 30 full-length. Piston aircraft can expect run-up at the current RY 25L at D run-up. After Run-up is complete, expect taxi via Delta or Echo to Taxiway Delta then to assigned departure point.
- Aircraft landing RY 25R and parking west of RY 30 advise ATC and request long landing on RY 25R prior to turning base.

For overall operational efficiency ATC prefers long landing in the bullet point listed above, however there will be many times that the request will be denied and aircraft instructed to LAHSO of RY 30 due to traffic on RY 30.

- All aircraft inbound from the south can expect crossing the airport midfield at or above 2000 for right traffic RY 25R. Tower frequency 120.5.

East Traffic Procedures

- All piston-powered aircraft parked west of RY 30 and departing RY 7L at D, expect run-up as follows:
 - All aircraft parked west of old RY 34L and south of RY 7R expect run-up on Foxtrot, west of F3.
 - All other aircraft run-up on the closed RY 34L between Delta and Golf.
- All piston-powered aircraft parked east of RY 30 and departing RY 7L at K3 expect run-up at RY 25R run-up area.
- All aircraft parked west of RY 12 and south of RY 25L/7R and departing RY 12 at Juliet, expect run-up in existing RY 25L at D run-up. If aircraft are parked north of RY 25L (i.e. Ross or ESCAP), run-up can be completed at J2 between Juliet and Delta.
- All fixed wing arrivals contact Tower 120.5.
- RY 7L southbound departures can expect left 270 departure, crossing the airport midfield at or above 1500 ft. or 2000 ft. Tower frequency 120.5
- RY 7L southbound arrivals can expect right base over the 710 FWY, or crossing the airport midfield at or above 2000 ft. for left traffic RY 7L. Tower frequency 120.5.