



Statistical Update on LAX Aircraft Operations

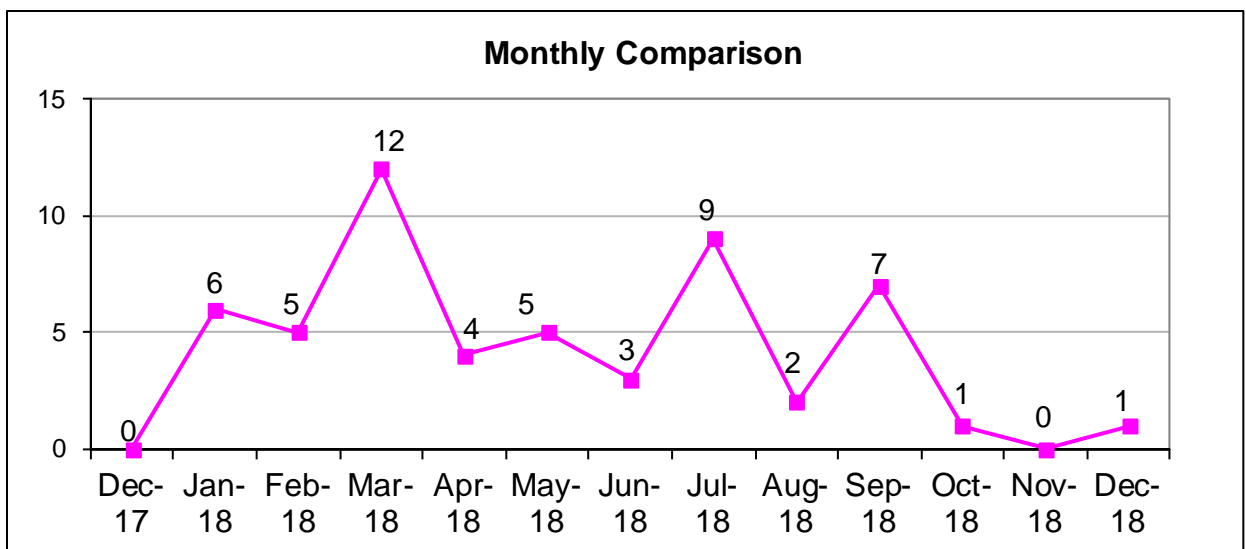
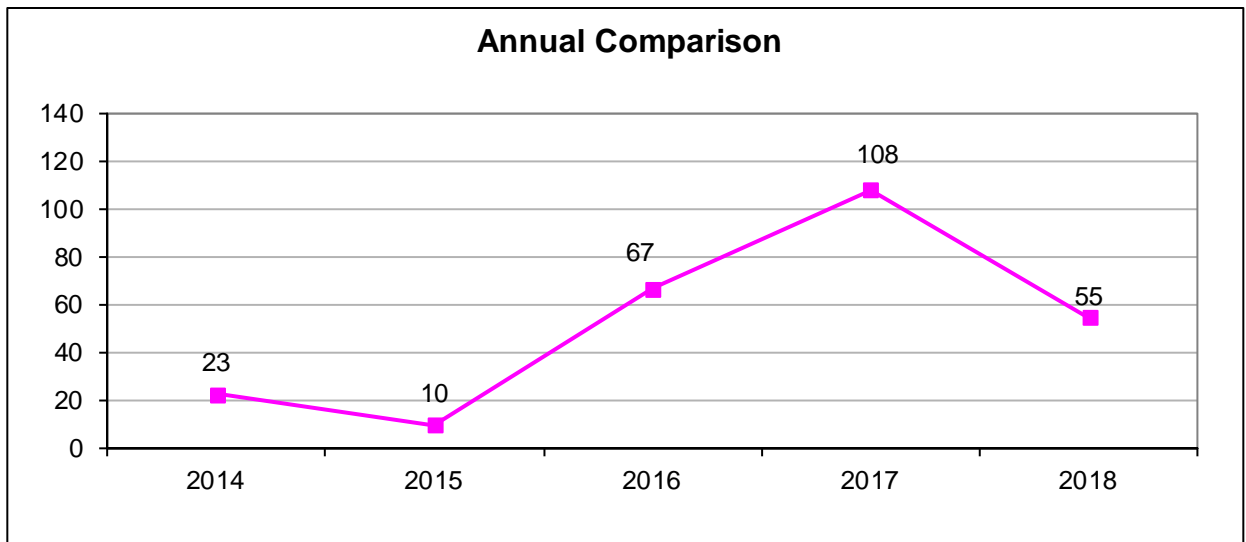
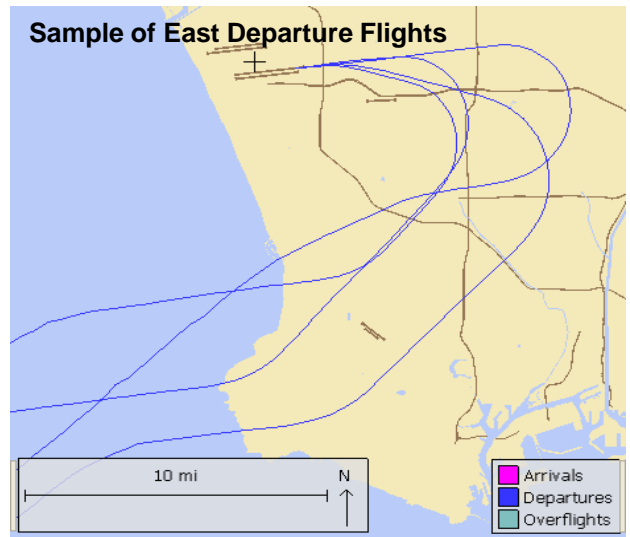
- East Departures
- Early Turns
- Go-arounds
- Palos Verdes Overflights

January 9, 2019

LAX/Community Noise Roundtable

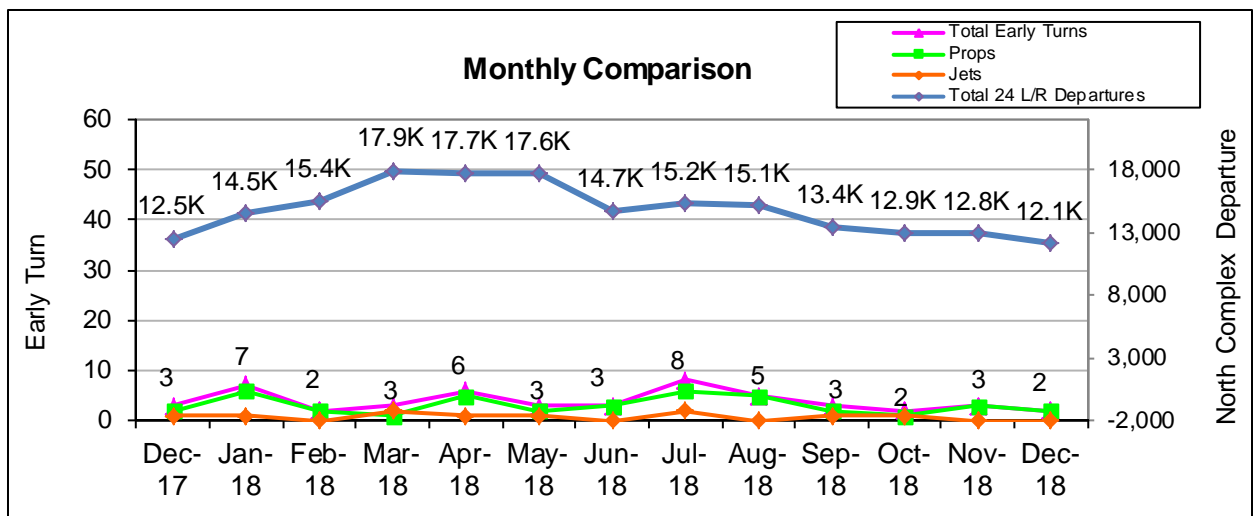
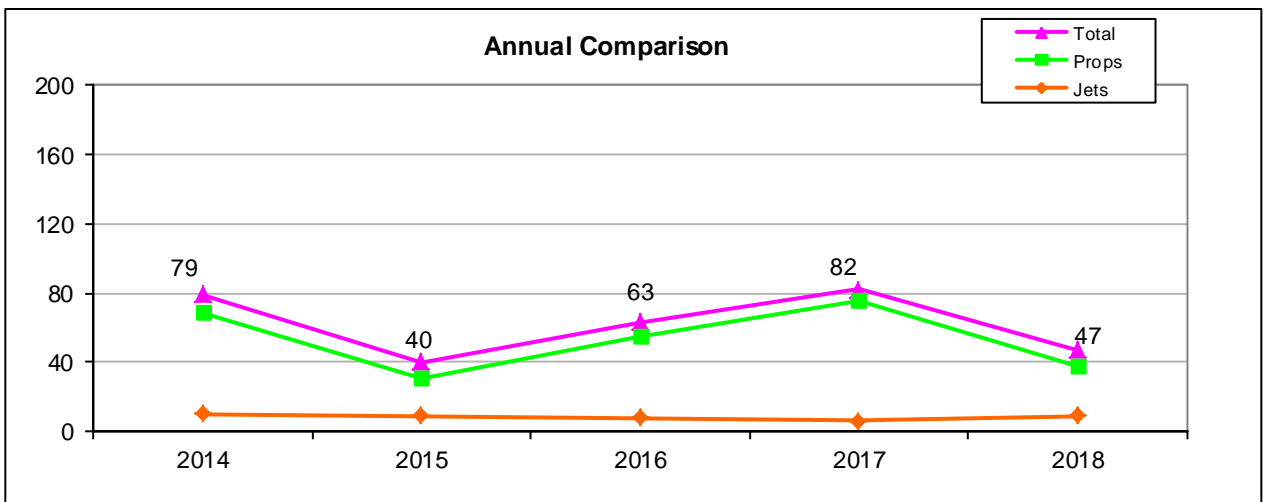
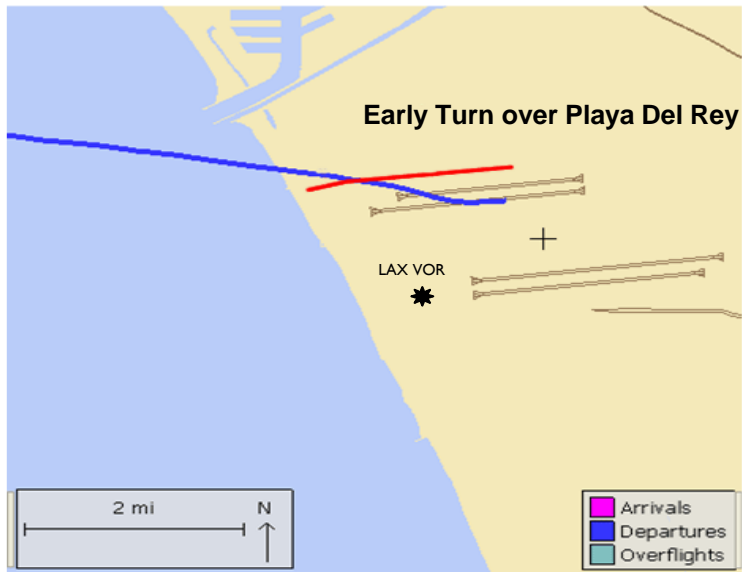
Non-Conforming East Departures Midnight to 6:30 AM

The graphs below show a summary of aircraft operations departing to the east while the airport is still conducting westerly departures between midnight and 6:30 a.m. These individual easterly departures usually occur when the pilot of a heavy aircraft (e.g. B747s) determines that the tail wind is too great for the weight of the aircraft and requests to depart east into the wind for aircraft safety.



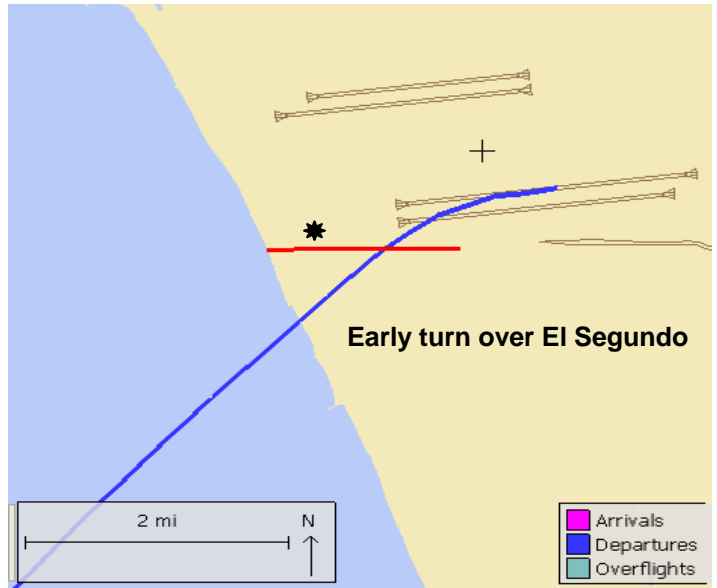
Early Turns to the North

An "early turn" occurs when an aircraft on a westerly departure from any of the four LAX runways initiates a turn prior to reaching the shoreline that results in the aircraft flying over the community to either the north or south of the airport. The graphs below show the number of early turns that flew over the community to the north of the airport.

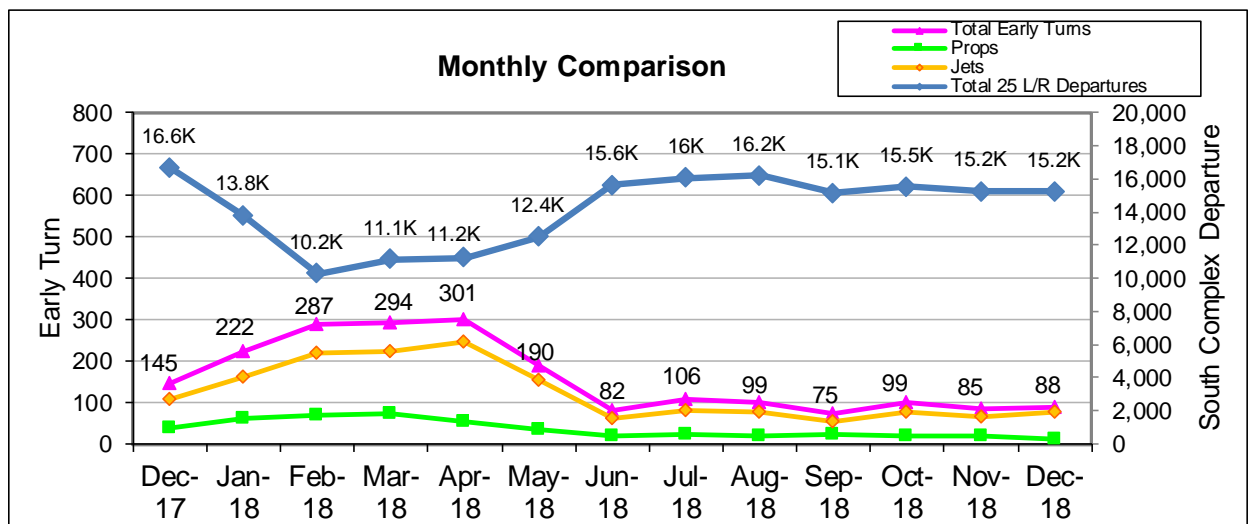
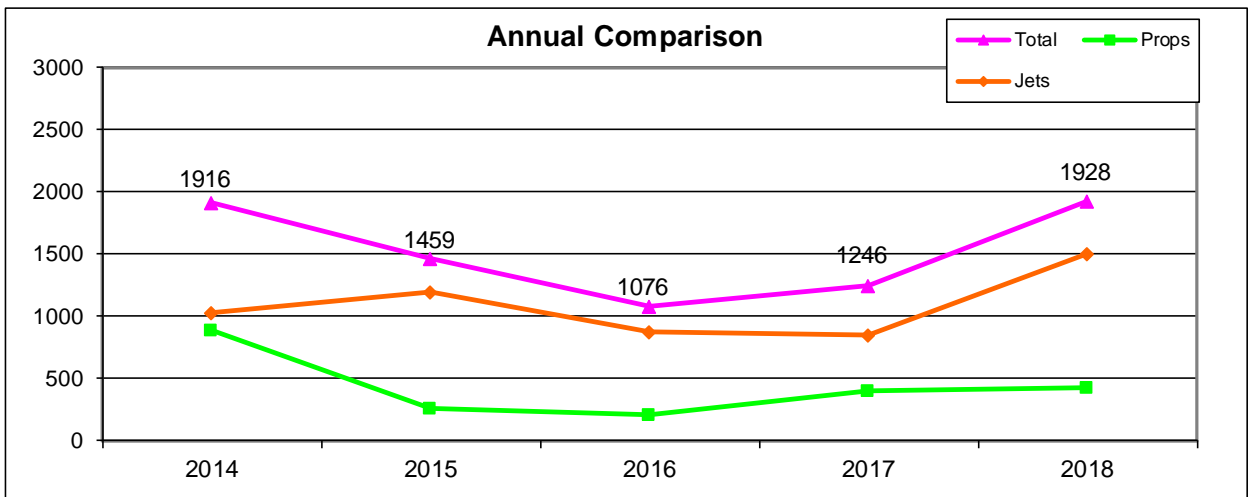


Early Turns to the South

The graphs below show the number of early turns that flew over the community to the south of the airport.



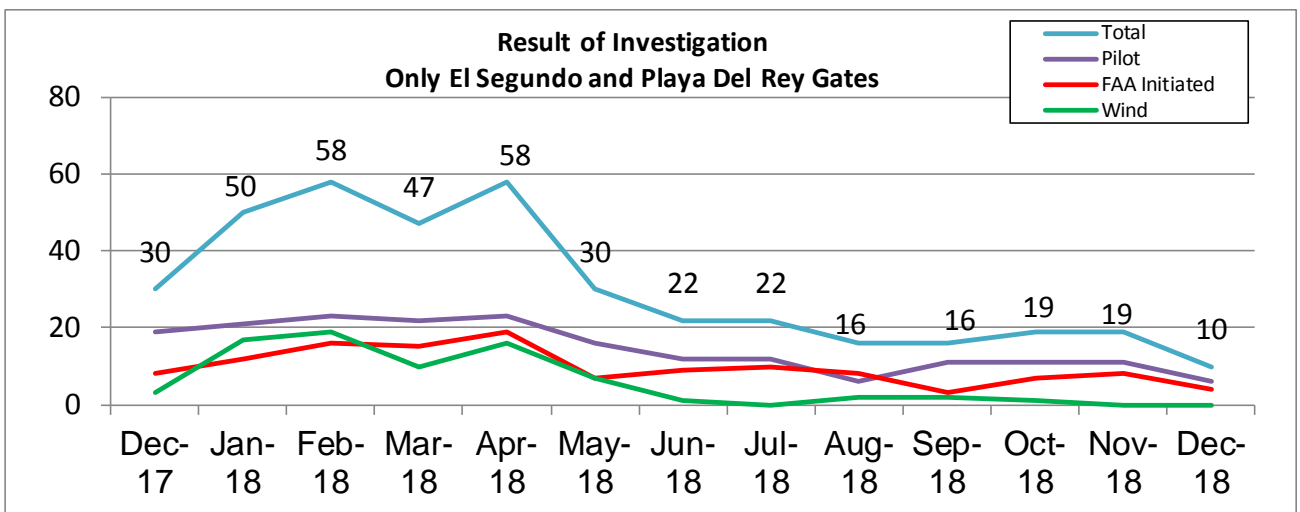
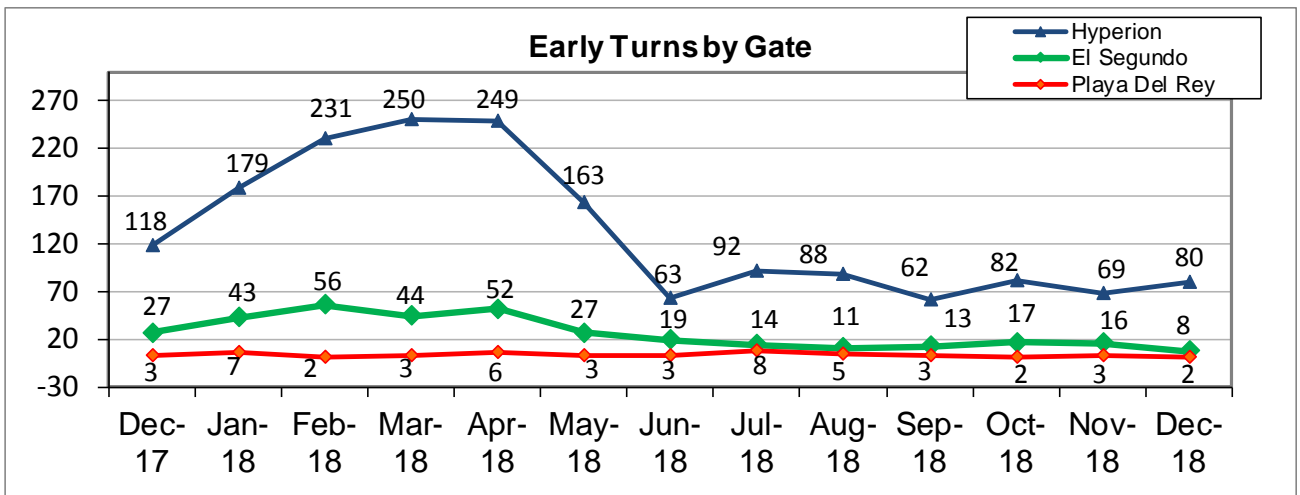
Note: The increase in early turns in 2018 is due to Rwy 25R closure on the south complex for reconstruction that occurred from January 2018 to May 2018.



Early Turn Breakdown

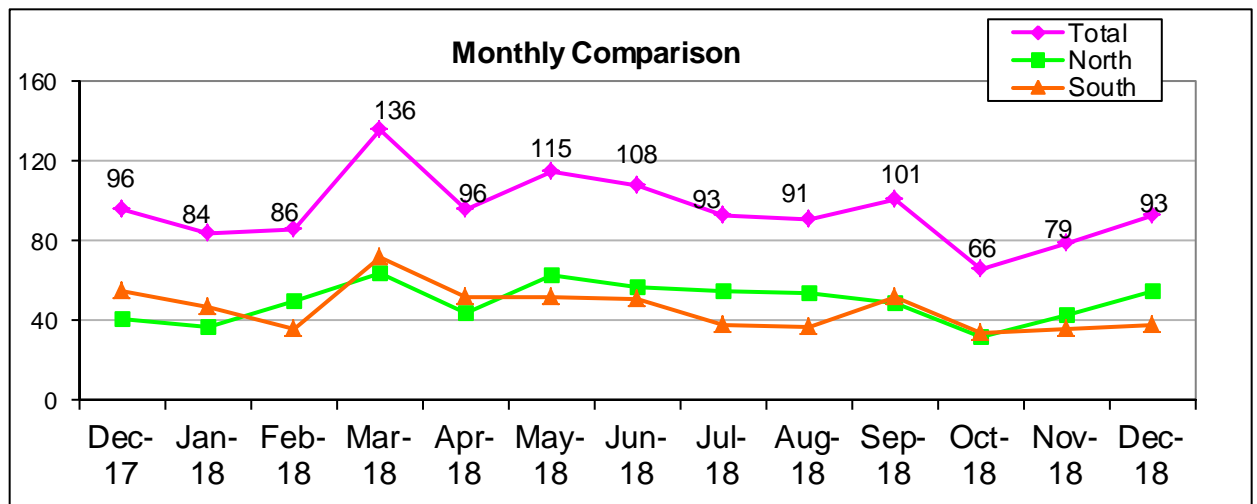
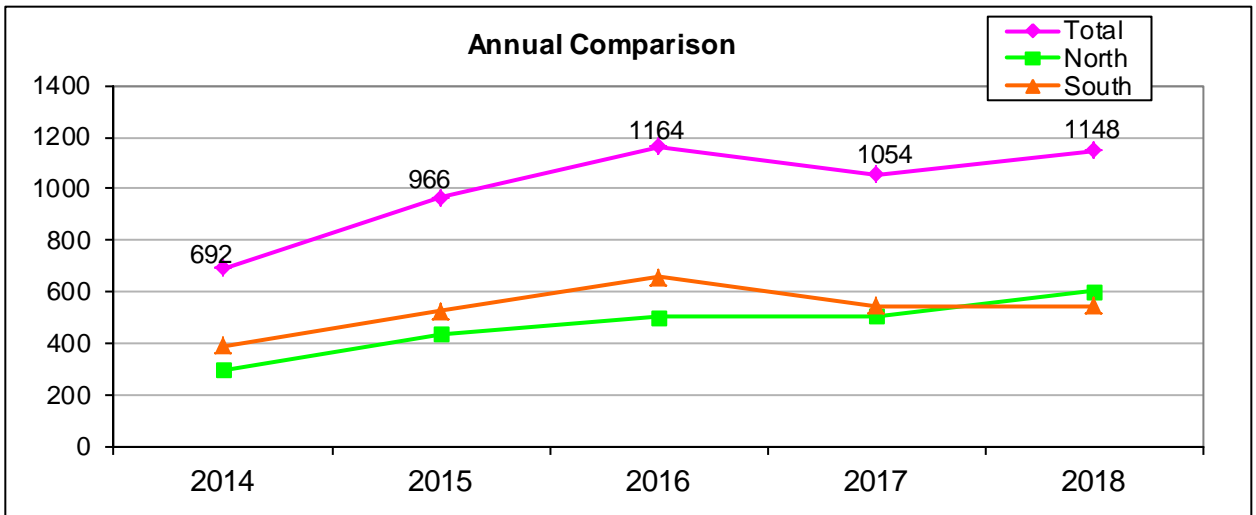
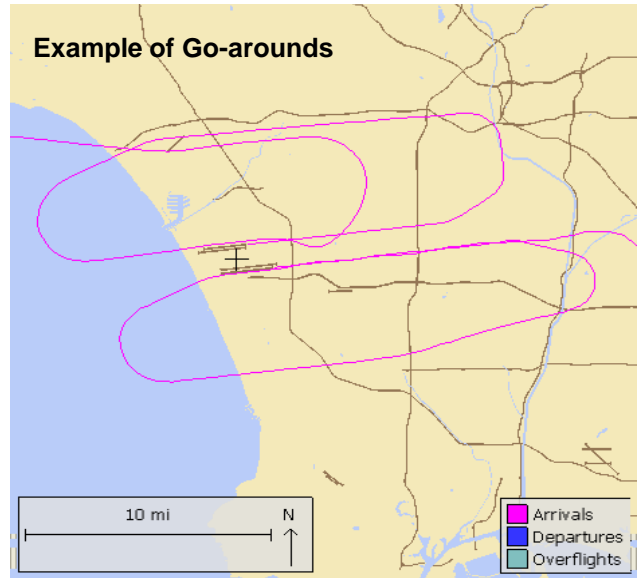
The graphs below show the breakdown of early turns by gate and the results of early turn investigation.

Note: Rwy 25R was closed for reconstruction from January 2018 to May 2018, which required more aircraft to depart on Rwy 25L on the south complex, contributing to the increase in early turns during that timeframe.



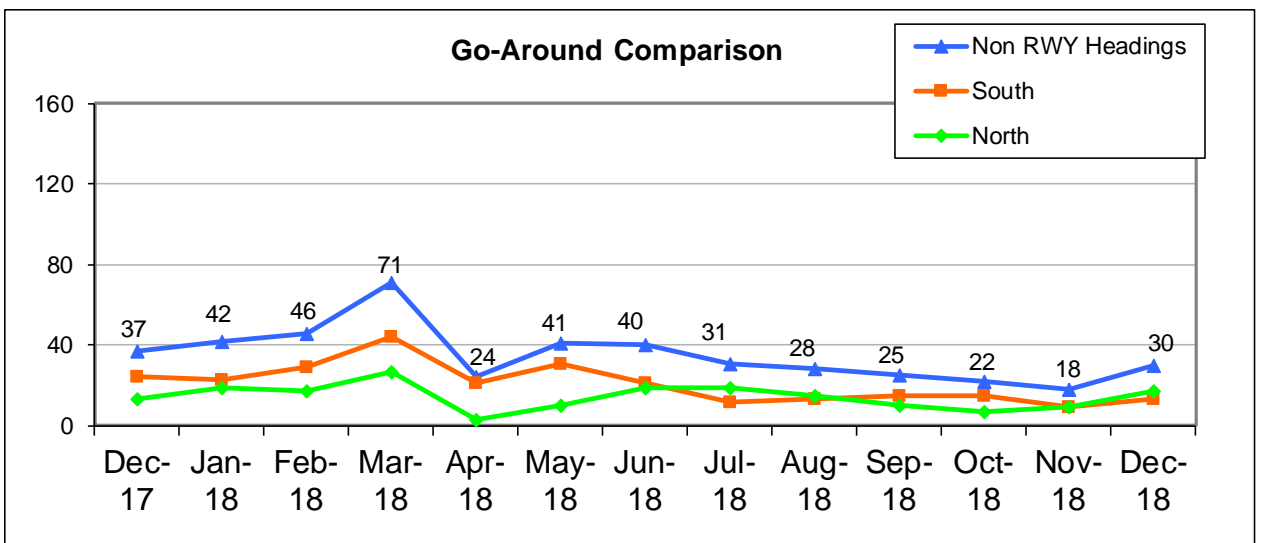
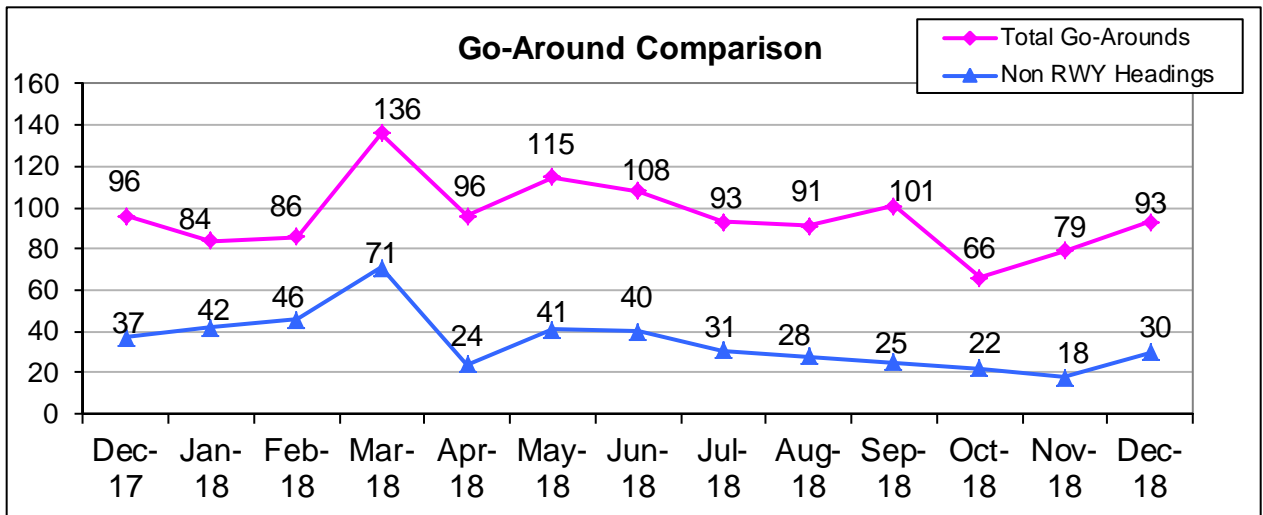
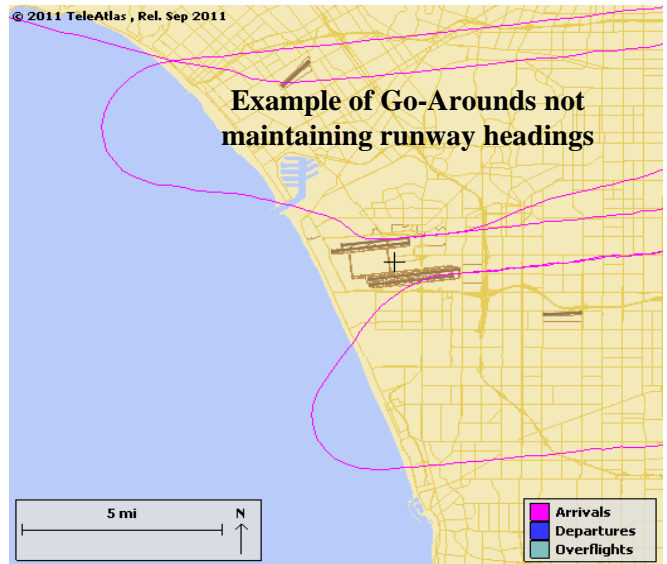
Go-Arounds

Go-arounds usually occur when aircraft are unable to land on their first attempt and would have to circle back around to rejoin the arrival route to land at LAX. The graphs below provide statistics for the number of go-arounds at LAX.



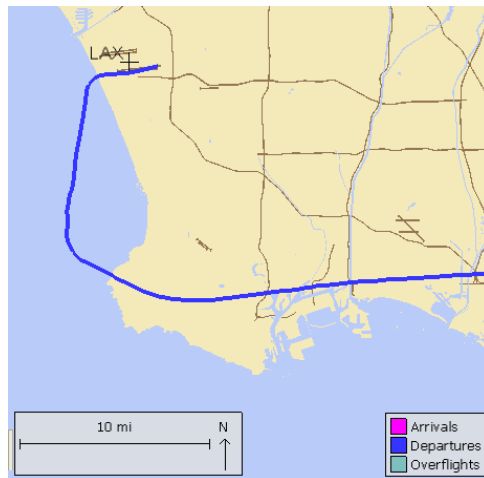
Go-Arounds – Not Maintaining RWY Headings

The graphs below provide statistics for the number of go-arounds that did not maintain runway headings and flew over communities to the north or south of LAX.

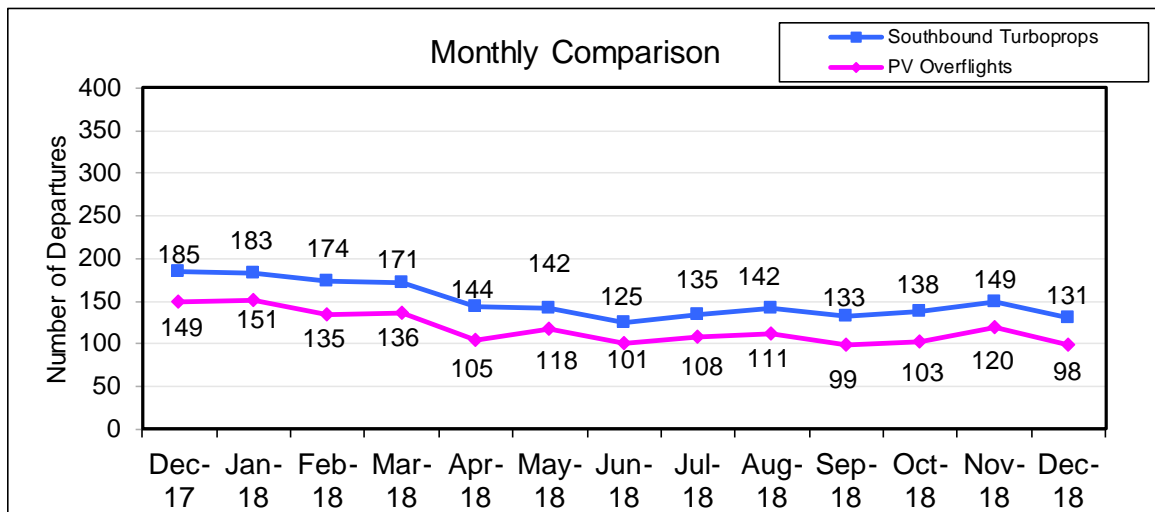
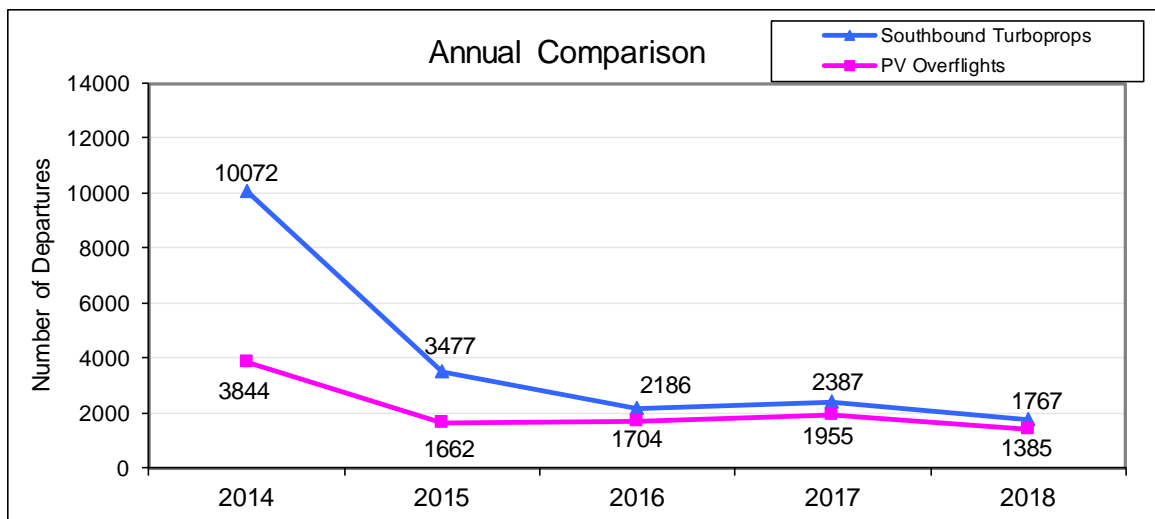


The graphs below show statistics of southbound turboprop aircraft that depart from LAX and fly over the Palos Verdes Peninsula, following an established FAA departure route.

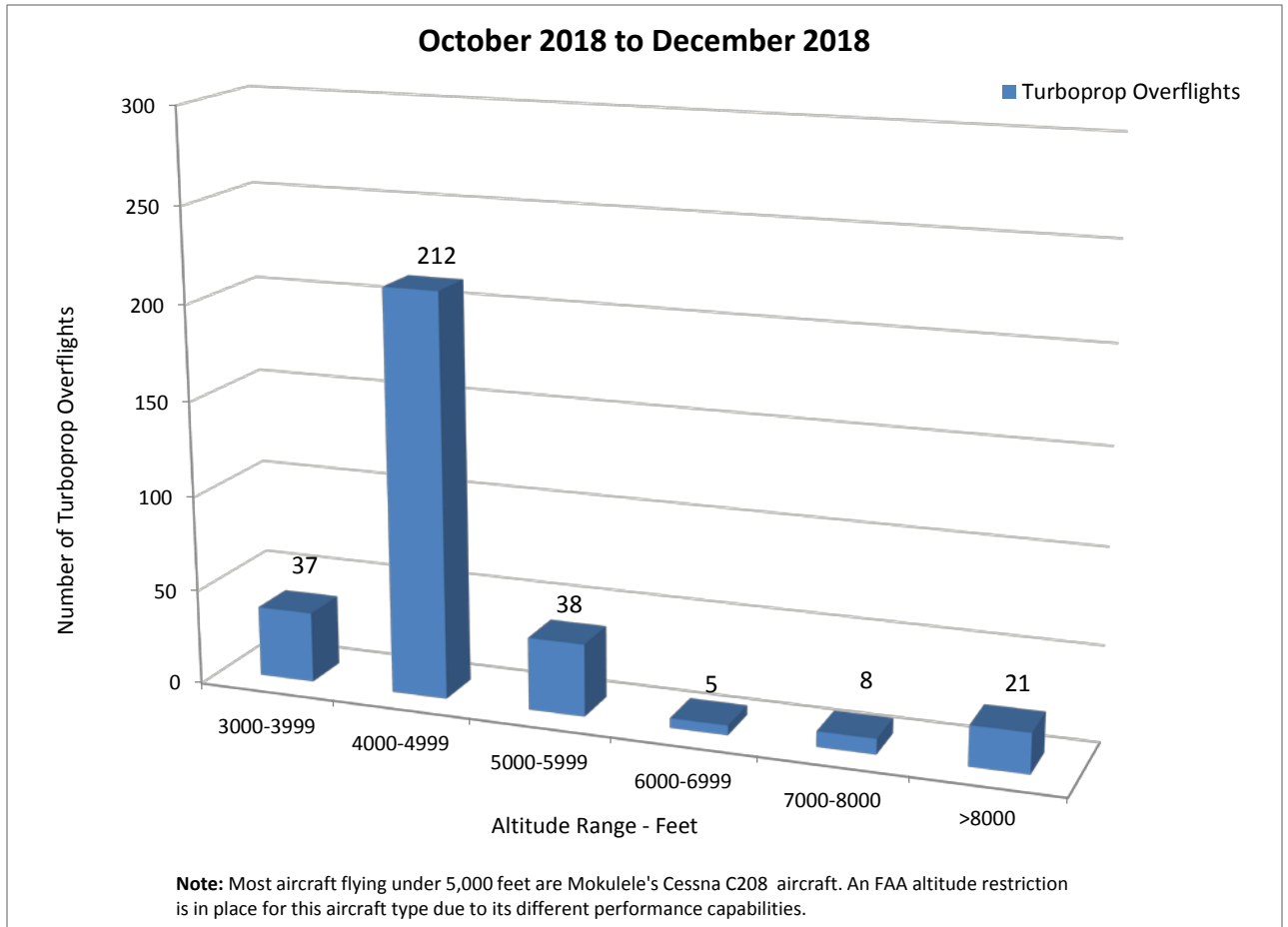
Sample Turboprop Departure Flight Track



Note: Note: Prior to SkyWest's fleet mix change (turboprop to jet aircraft) in early 2015, the number of southbound turboprop departures were about 800 per month, with around 300 aircraft flying over the PV Peninsula.



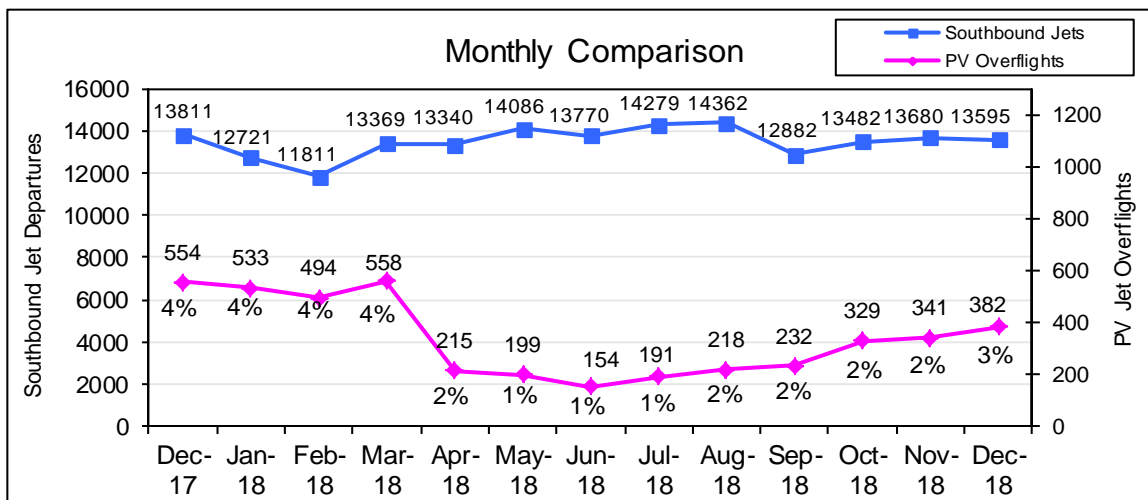
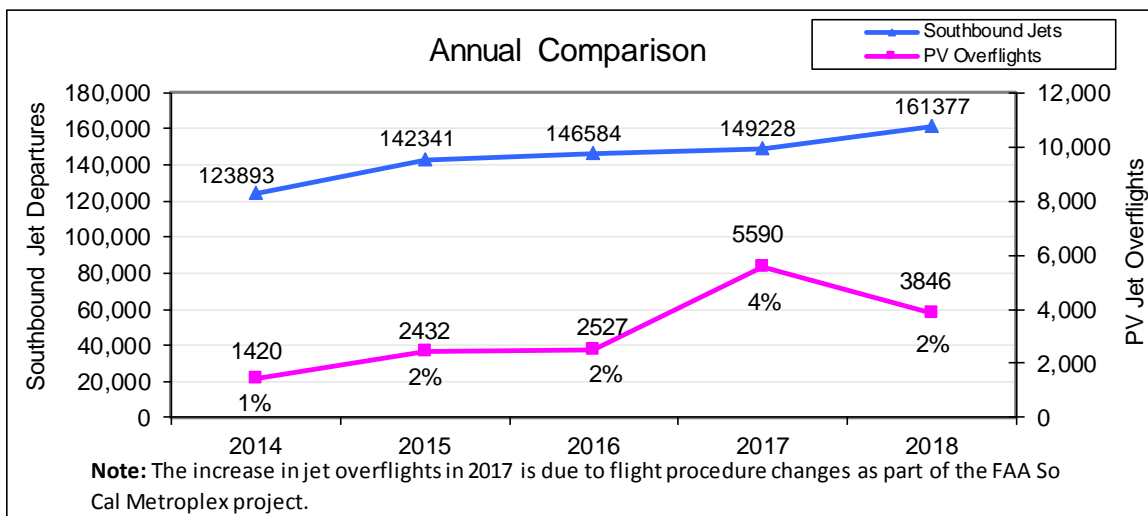
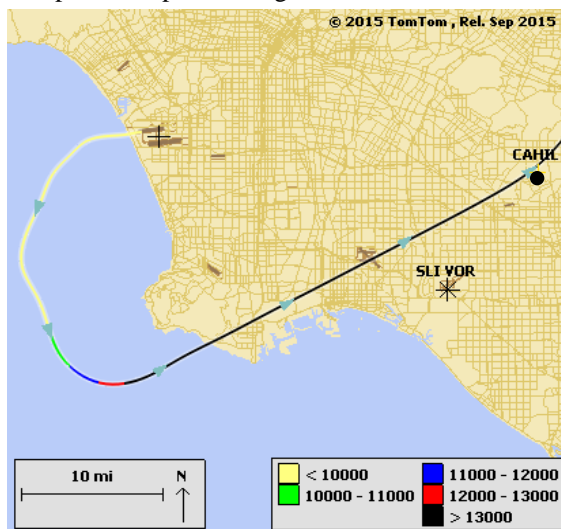
Turboprop Altitudes over PV Peninsula



Palos Verdes Peninsula – Jet Overflights

The graphs below show the total number of jets turning south upon departure from LAX and the number of those departures that fly over the Palos Verdes Peninsula.

Sample Jet Departure Flight Track Over PV Peninsula



Jet Altitudes over PV Peninsula

