

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KLAX

Terminal Charts For KLAX

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Los Angeles CA USA
IATA Code: LAX
Lat/Long: N33° 56.5' W118° 24.5'
Elevation: 128 ft

Airport Use: Public
Magnetic Variation: 12.3°E
Sectional Chart: Los Angeles

Fuel Types: Jet A
Oxygen Types: High Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1500 Z
Sunset: 0059 Z,

Runway Information

Runway: 06L
Length x Width: 8926 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 119 ft
Lighting: Edge, ALS, Centerline

Runway: 06R
Length x Width: 10285 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 115 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 331 ft

Runway: 07L
Length x Width: 12091 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 128 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07R
Length x Width: 11095 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 128 ft

Lighting: Edge, ALS, Centerline

Runway: 24L
Length x Width: 10285 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 123 ft
Lighting: Edge, ALS, Centerline

Runway: 24R
Length x Width: 8926 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 122 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25L
Length x Width: 11095 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 104 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R
Length x Width: 12091 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 104 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 957 ft

Communication Information

ATIS 135.65 Departure Service
ATIS 133.8 Arrival Service
Los Angeles Tower 120.95 Initial Contact
Los Angeles Tower 133.9 Initial Contact
Los Angeles Ground Control 121.4
Los Angeles Ground Control 121.75
Los Angeles Ground Control 121.65
Los Angeles Clearance Delivery 120.35
Socal Approach Control 124.3 Arrival Service
Socal Approach Control 128.5 (45°-89°) Arrival Service
Socal Approach Control 128.1 Arrival Service
Socal Approach Control 127.4 Arrival Service
Socal Approach Control 124.9 (90°-224°) Arrival Service
Socal Approach Control 124.5 (225°-44°) Arrival Service
Socal Approach Control 124.05 Arrival Service
Socal Approach Control 119.85 Arrival Service
Socal TCA 134.9
Socal Departure Control 124.3 (45°-224°) Departure Service
Socal Departure Control 125.2 (225°-44°) Departure Service
Los Angeles Intl Unicom 122.95
Los Angeles AIR Radio 898.4 Military
Los Angeles AIR Radio 898.0 Military
Los Angeles AIR Radio 569.2 Military
Los Angeles AIR Radio 312.0 Military

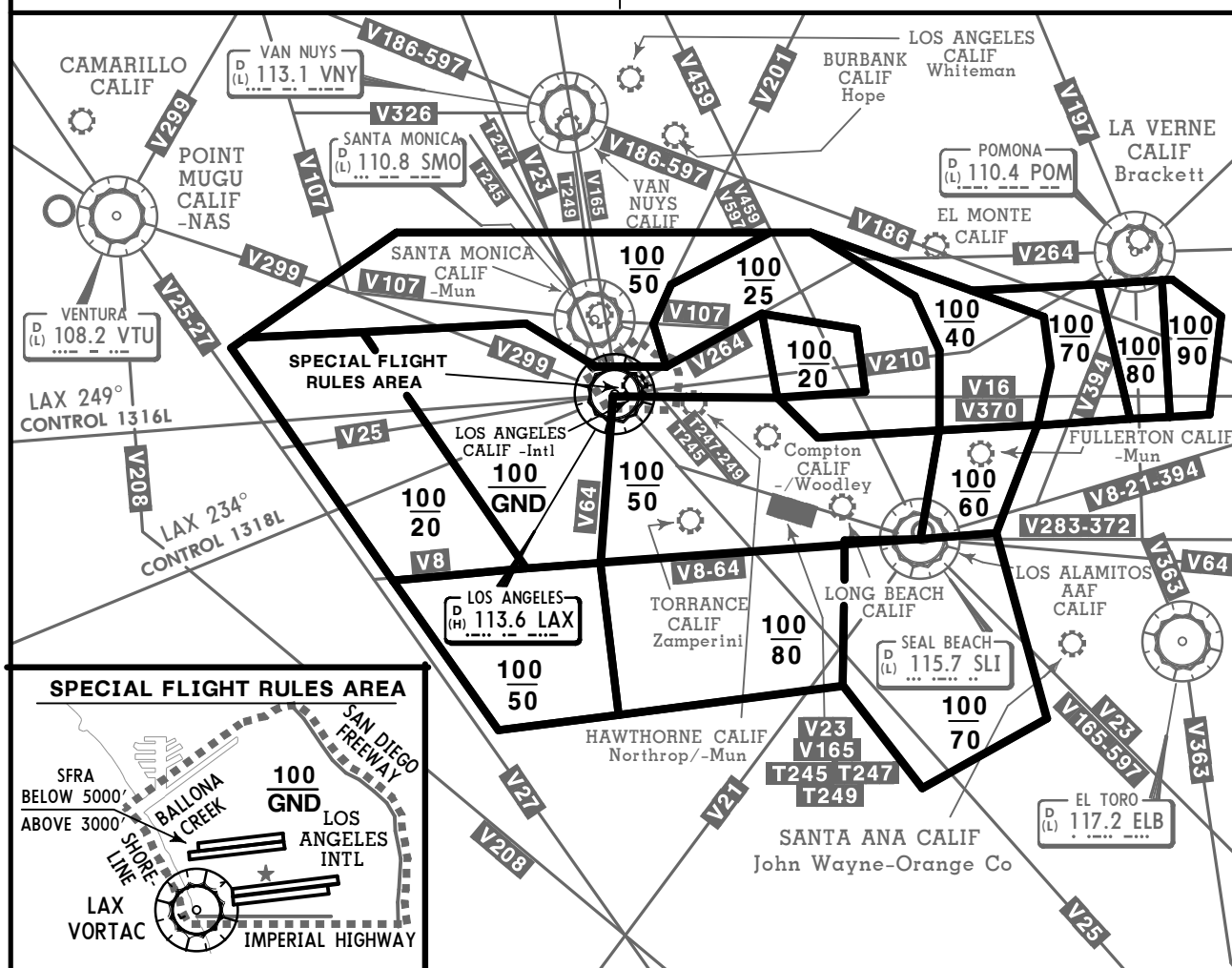
Copter Control Helicopter frequency 119.8

LOS ANGELES CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

Socal App 134.9

SPECIAL FLIGHT RULES AREA
Air-to-Air 128.55



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR FLIGHTS - Aircraft operating within the Los Angeles Class B airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS-

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.

SPECIAL FLIGHT RULES AREA-Within this area, VFR aircraft are allowed to transition over the Los Angeles Intl airport under specific conditions without obtaining an ATC clearance. Altitudes above 3000' and below 5000' MSL are reserved to accommodate SFRA operations.

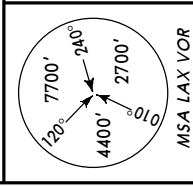
D-ATIS Arrival
133.8

Apt Elev
126'

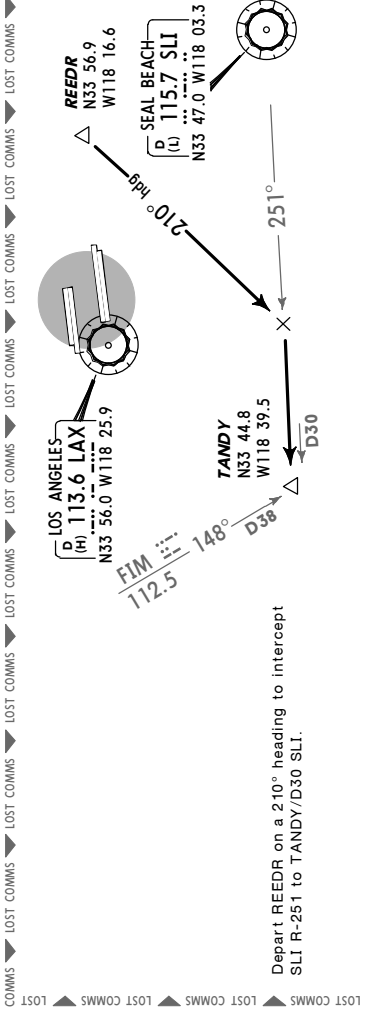
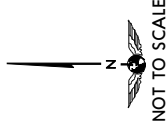
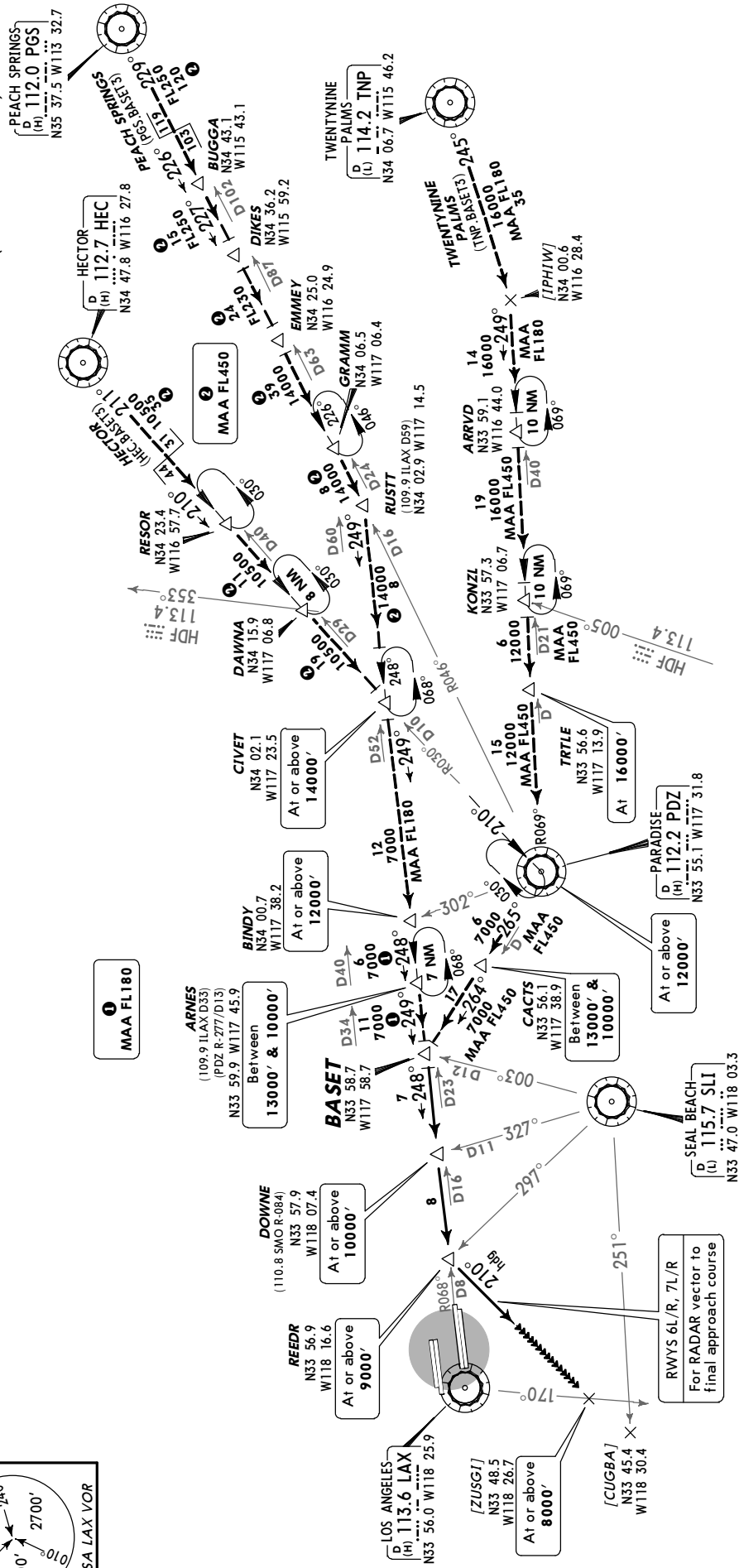
Alt Set: INCHES Trans level: FL180

Trans alt: 18000'

DME and RADAR required.



BASET THREE ARRIVAL
(BASET.BASET3)



ROUTING
From over BASET via LAX R-068 to REEDR, then via a 210° heading for RADAR vectors to final approach course for Rwy 6L/R or 7L/R.

D-ATIS
Arrival
133.8

Apt Elev
126'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RNAV 1.

3. RADAR required.

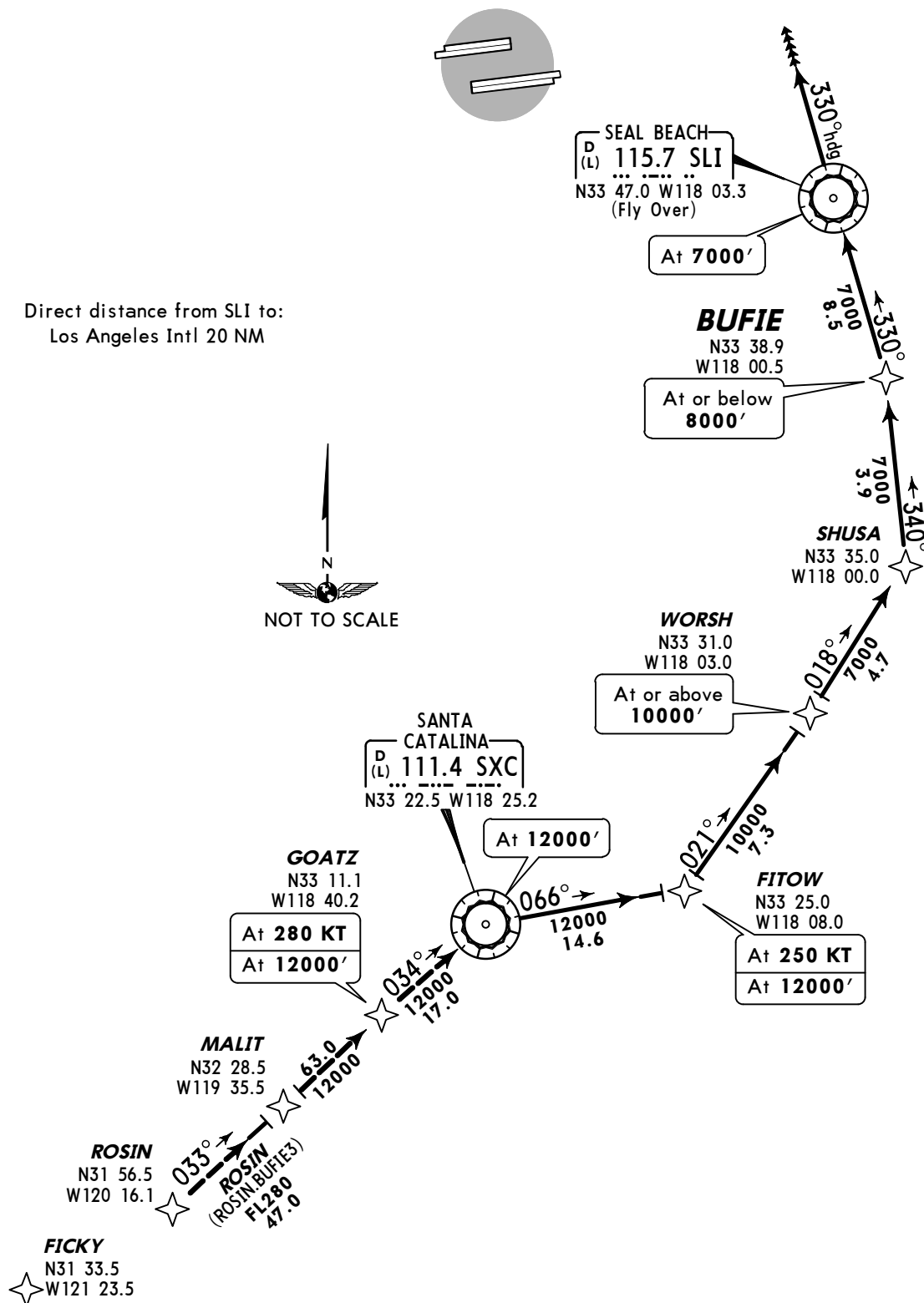
4. RADAR required for non-GPS equipped aircraft.

5. For Turbojets only.

6. Rwy 24L/R or 25L/R EXPECT RADAR vectors to final approach course.

BUFIE THREE RNAV ARRIVAL (BUFIE.BUFIE3)

Direct distance from SLI to:
Los Angeles Intl 20 NM



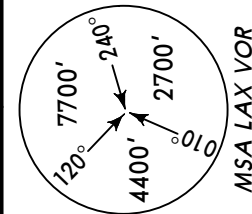
ROUTING

From SXC on track 066° to FITOW, then as depicted to SLI, then on heading 330°. EXPECT RADAR vectors to final approach course.

D-ATIS
Arrival
133.8

Apt Elev
126'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME required.
2. This arrival utilized for noise abatement between
0000 LT and 0630 LT.



MSA LAX VOR

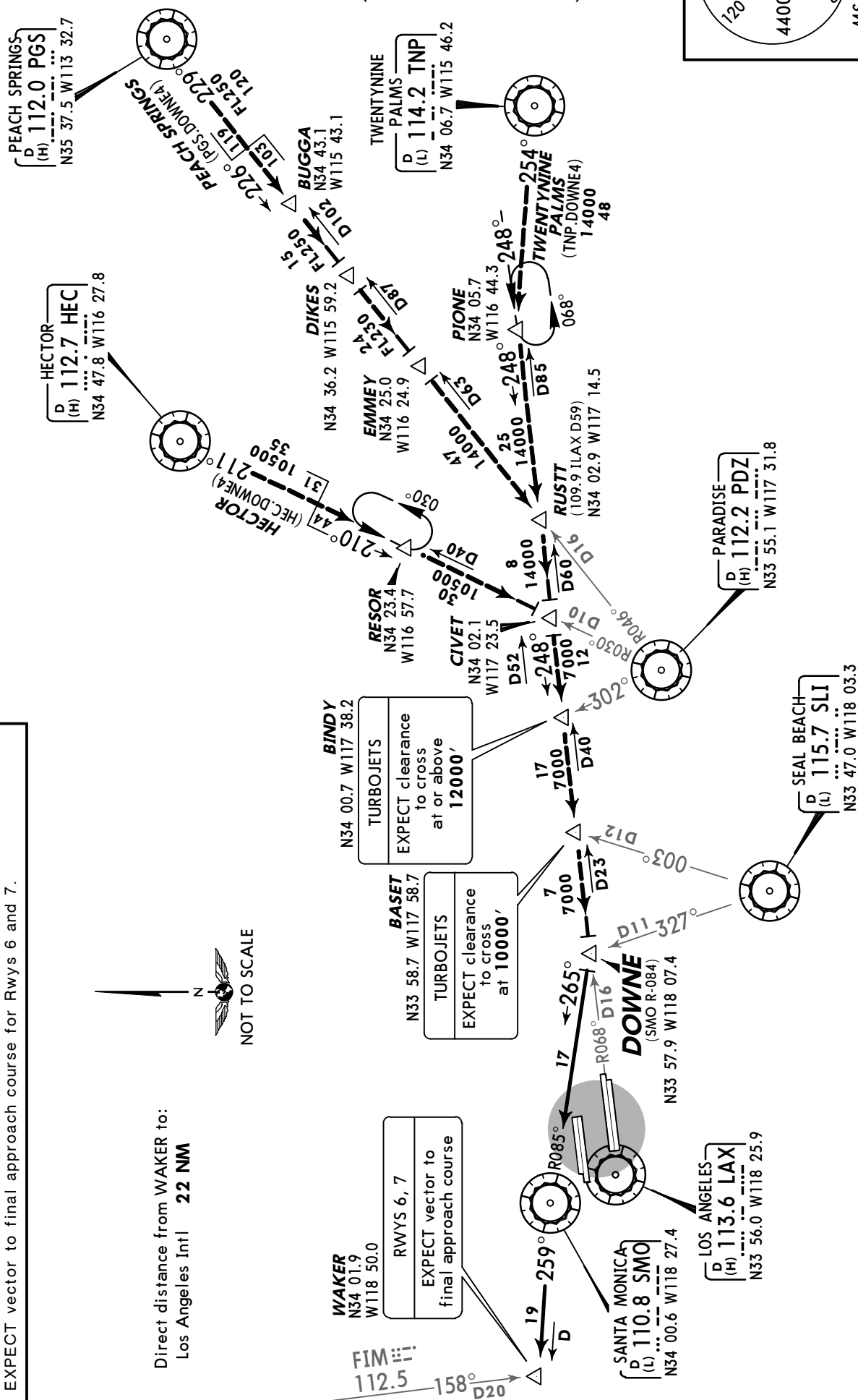
DOWNE FOUR ARRIVAL (DOWNE.DOWNE4)

ROUTING

From DOWNE via SMO R-085 to SMO, then via SMO R-259 to WAKER.
EXPECT vector to final approach course for Rwy 6 and 7.

Direct distance from WAKER to:
Los Angeles Intl **22 NM**

NOT TO SCALE



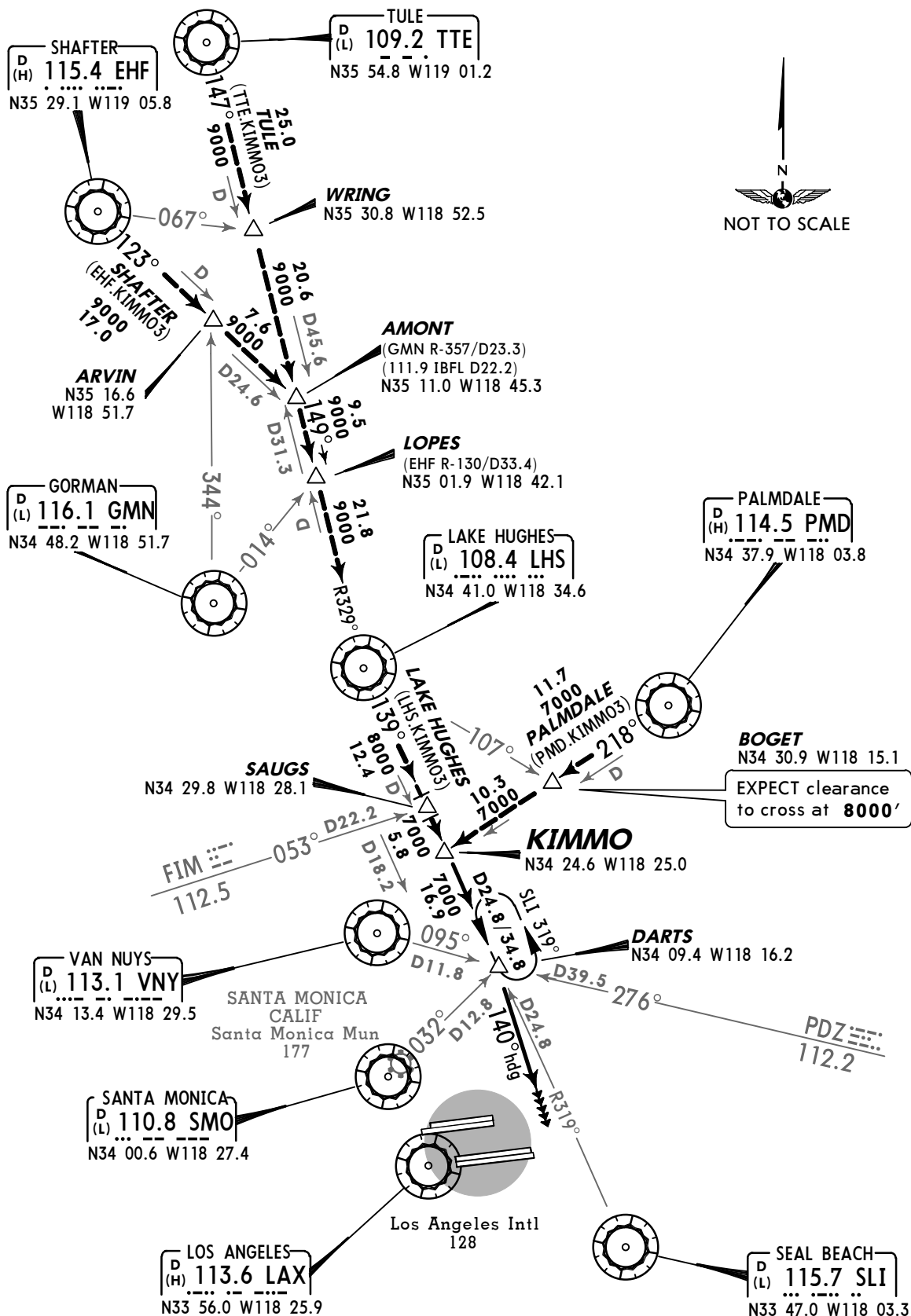
3. RADAR required. 4. For Turbojets only. 5. CEBAD Transition: For non-GPS equipped aircraft, LAX and GVO must be operational. 6. Rwy 24L/R, 25L/R: EXPECT RADAR vectors to the final approach course.

D-ATIS
Arrival
133.8

Apt Elev
See
Graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME required on TULE transition.
3. Procedure for non-turbojet aircraft only.

KIMMO THREE ARRIVAL (KIMMO.KIMMO3)



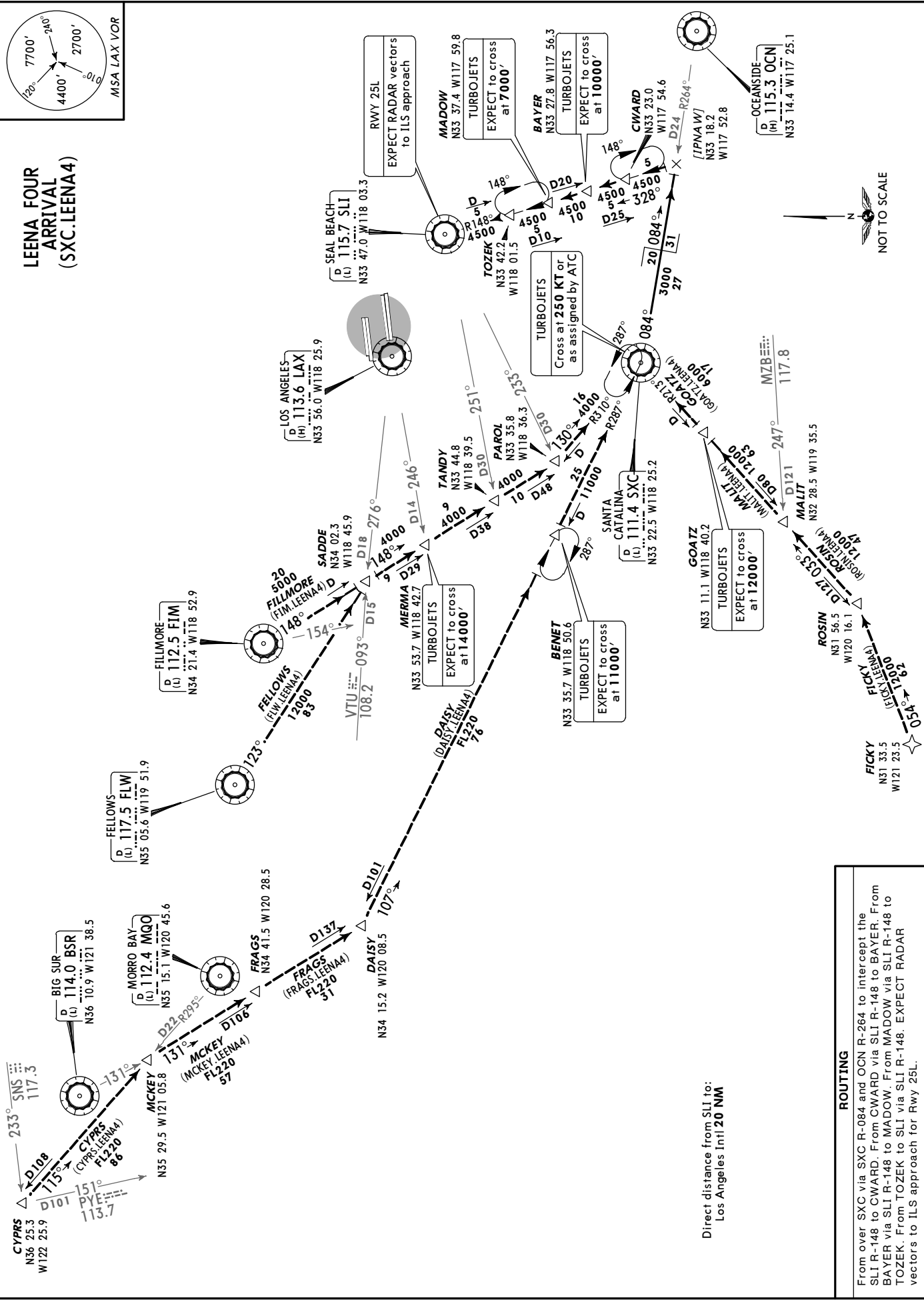
KLAX/LAX
LOS ANGELES INTL

JEPPesen
2 APR 10 10-2C Eff 8 Apr

LOS ANGELES
CALIF
STAR

D-ATIS Arrival	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'
133.8	126'			

1. DME required.
2. RADAR required.



CHANGES: Chart reindexed, TANDY coordinates, NUC removed.

© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

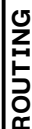
Direct distance from WAKER to:
Los Angeles Intl **22 NM**

ROUTING

From over FIM via FIM R-158 to WAKER.

For Rwy 6L/R, 7L/R: From WAKER, EXPECT vector to final approach course.

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

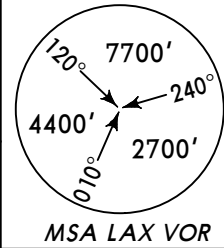


From over JLI via JLI R-263 and OCN R-083 to VISTA, then via OCN R-083 to CYNDE/D5 OCN, then via OCN R-083 to OCN. Then via OCN R-272 and VTU R-114 to SHILY. Then via SLI R-251 to DOYLE. Then via VTU R-129 to EXERT. Then via LAX R-246 to MERMA. EXPECT RADAR vectors to final approach course for Rlys 6 or 7.

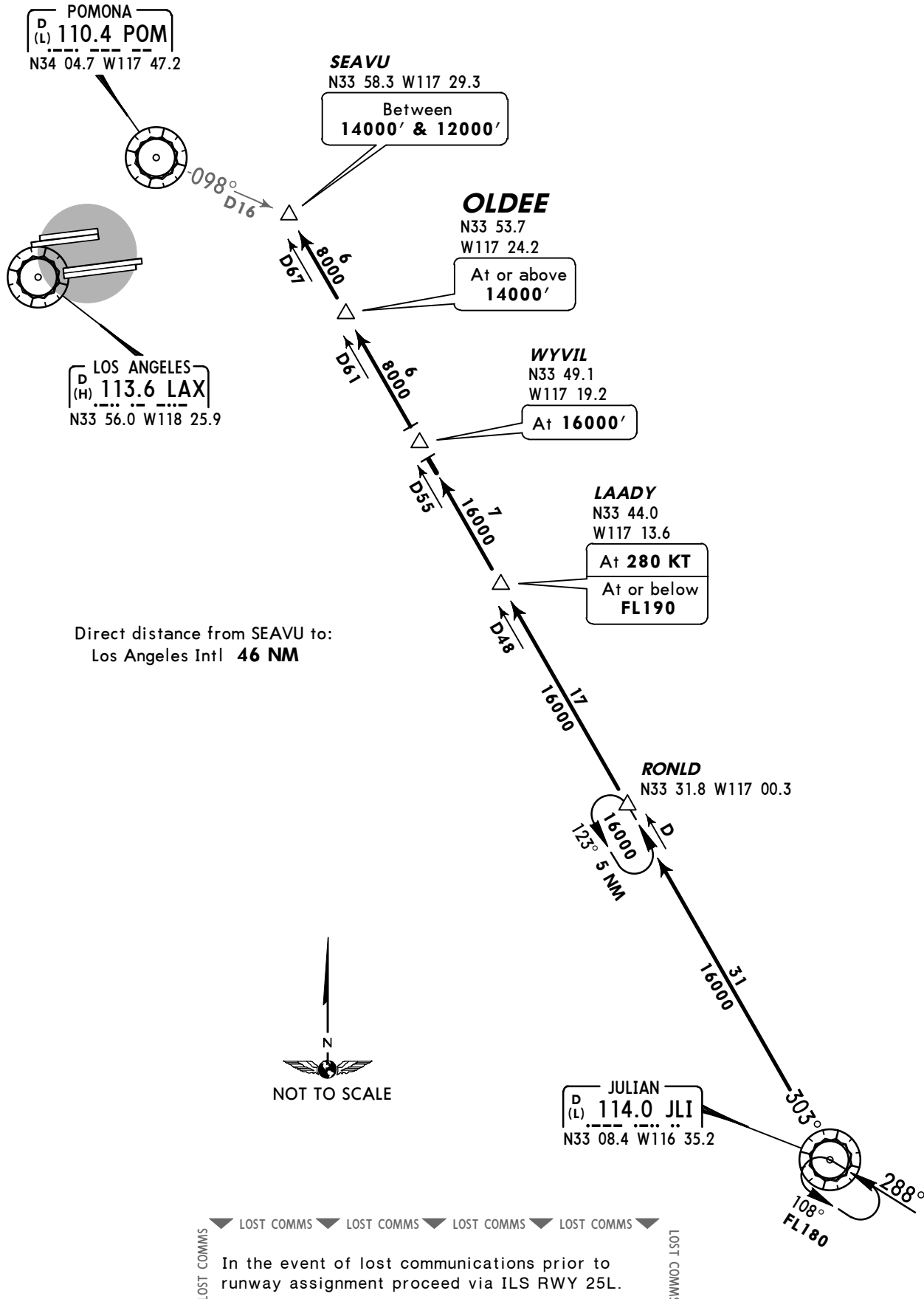
D-ATIS Arrival
133.8

Apt Elev
126'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. DME or RADAR required.
2. EXPECT runway assignment on initial contact with Southern California Tracon.



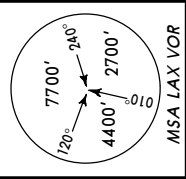
OLDEE ONE ARRIVAL (OLDEE.OLDEE1)



ROUTING

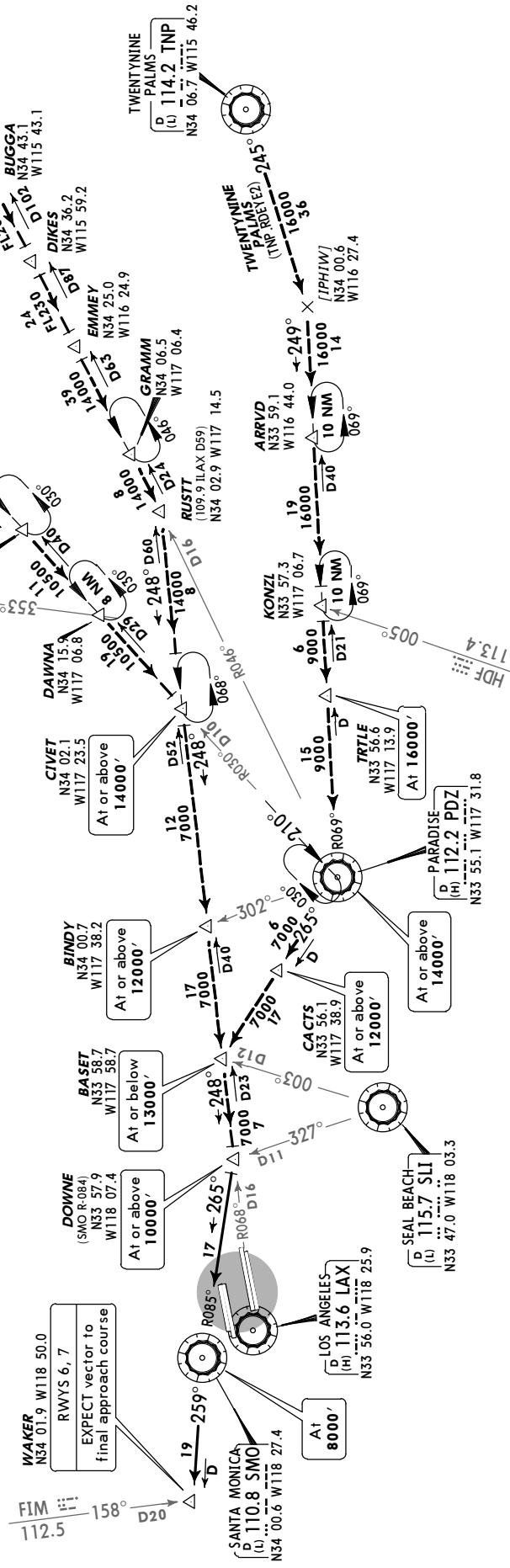
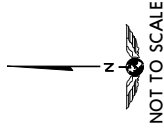
From JLI via JLI R-303 to WYVIL, then via JLI R-303 to SEAVU.

D-ATIS Arrival 133.8	Apt Elev 126'	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'
-------------------------	------------------	-----------------	--------------------	-------------------



REDEYE TWO ARRIVAL
(DOWNE.RDEYE2)

1. Arrival utilized for noise abatement between 0000 LT and 0630 LT.
2. DME required.



Direct distance from WAKER to:
Los Angeles Intl 22 NM

ROUTING

From over DOWNE via SMO R-085 to SMO, then via SMO R-259 to WAKER. EXPECT vector to final approach course for Rwy 6 and 7.

CHANGES: Chart reindexed, DOWNE coordinates and formation, DAVNA hold.

[illegible]

© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

D-ATIS Arrival
133.8

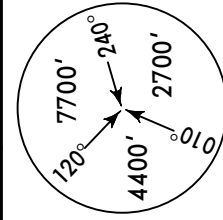
Apt Elev
126'

Alt Set: INCHES

Trans level: FL180 Trans alt: 18000'

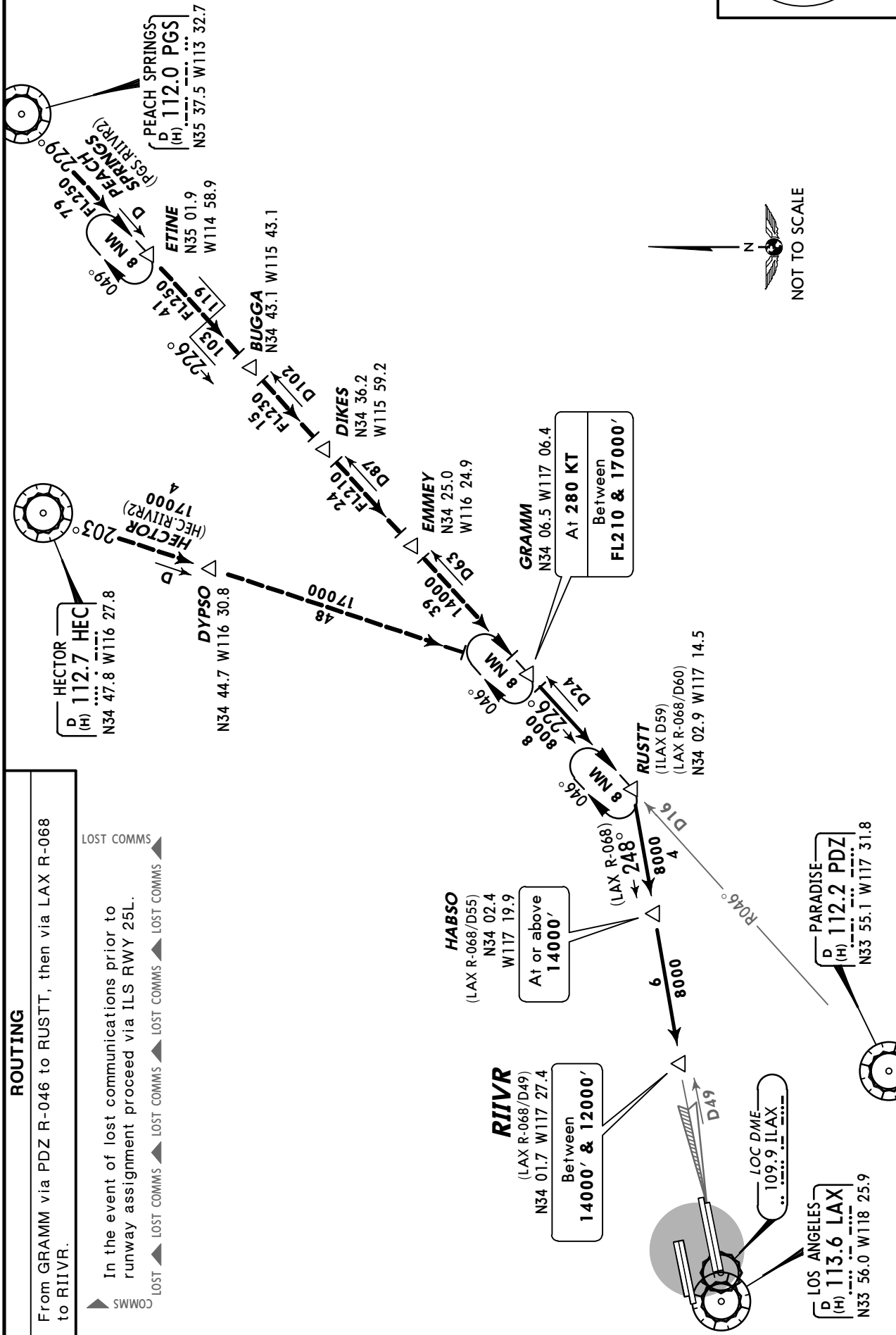
1. DME or RADAR required.

2. EXPECT runway assignment on initial contact with Southern California Tracon.



MSA LAX VOR

RIIVR TWO ARRIVAL (RIIVR.RIIVR2)



**Direct distance from SMO R-068/D9 to:
Los Angeles Intl 8 NM**

NOT TO SCALE

AVENAL
D (H) 117.1 AVE
N35 38.8 W119 58.7

SHAFTER
D (H) 115.4 EHF
N35 29.1 W119 05.8

PALMDALE
D (H) 114.5 PMD
N34 37.9 W118 03.8

SAN MARCUS
D (H) 114.9 RZS
N34 30.6 W119 46.3

FILLMORE
D (L) 112.5 FIM
N34 21.4 W118 52.9

VENTURA
D (L) 108.2 VTU
N34 06.9 W119 03.0

SANTA MONICA
D (L) 110.8 SMO
N34 00.6 W118 27.4

LOS ANGELES
D (H) 113.6 LAX
N33 56.0 W118 25.9

ELKEY
N32 41.0 W122 03.1

DINTY
N33 29.0 W122 35.0

SADDE
N34 02.3 W118 45.9

REYES
N34 39.5 W119 08.1

DERBB
N35 15.4 W119 38.5

SYMON
N34 09.9 W118 48.6

BAYST
N34 01.8 W118 39.8

TURBOJET
Cross at **280 KT** or
as assigned by ATC
EXPECT clearance to
cross at **12000'**

TURBOJET
EXPECT clearance to
cross at **10000'**

TURBOJET
Cross at **250 KT** or
as assigned by ATC
EXPECT clearance to
cross at **11000'**

TURBOJET
Cross at **250 KT** or
as assigned by ATC

EXPECT
vector to final
approach course

RWYS 24, 25

D9 SMO [JAVSI]
N34 01.7 W118 16.7

AVENAL
129° (AVE.SADDE6)
11000
D

SHAFTER
229°
11000
D

PALMDALE
251°
9500
40
D

SAN MARCUS
R233°
109°
6000
43
D

FILLMORE
R310°
22°
9000
D

VENTURA
R289°
R226°
5000
15
D

SANTA MONICA
136°
1081°
5000
5
D

LOS ANGELES
234°
113.6
D197

ELKEY
046°
6000
173
D

DINTY
053°
8000
D

SADDE
093°
5000
15
D

REYES
310°
060°
9000
D

DERBB
130°
63
31
D

SYMON
167°
9500
13
R347°
D

BAYST
136°
1081°
5000
5
D

SANTA MONICA
136°
1081°
5000
5
D

LOS ANGELES
234°
113.6
D197

ELKEY
046°
6000
173
D

DINTY
053°
8000
D

SADDE
093°
5000
15
D

REYES
310°
060°
9000
D

DERBB
130°
63
31
D

SYMON
167°
9500
13
R347°
D

BAYST
136°
1081°
5000
5
D

SANTA MONICA
136°
1081°
5000
5
D

LOS ANGELES
234°
113.6
D197

ELKEY
046°
6000
173
D

DINTY
053°
8000
D

SADDE
093°
5000
15
D

REYES
310°
060°
9000
D

DERBB
130°
63
31
D

SYMON
167°
9500
13
R347°
D

BAYST
136°
1081°
5000
5
D

SANTA MONICA
136°
1081°
5000
5
D

LOS ANGELES
234°
113.6
D197

ELKEY
046°
6000
173
D

DINTY
053°
8000
D

SADDE
093°
5000
15
D

REYES
310°
060°
9000
D

DERBB
130°
63
31
D

SYMON
167°
9500
13
R347°
D

BAYST
136°
1081°
5000
5
D

SANTA MONICA
136°
1081°
5000
5
D

LOS ANGELES
234°
113.6
D197

ELKEY
046°
6000
173
D

DINTY
053°
8000
D

SADDE
093°
5000
15
D

REYES
310°
060°
9000
D

DERBB
130°
63
31
D

SYMON
167°
9500
13
R347°
D

BAYST
136°
1081°
5000
5
D

SANTA MONICA
136°
1081°
5000
5
D

LOS ANGELES
234°
113.6
D197

ELKEY
046°
6000
173
D

DINTY
053°
8000
D

SADDE
093°
5000
15
D

REYES
310°
060°
9000
D

DERBB
130°
63
31
D

SYMON
167°
9500
13
R347°
D

BAYST
136°
1081°
5000
5
D

SANTA MONICA
136°
1081°
5000
5
D

LOS ANGELES
234°
113.6
D197

ELKEY
046°
6000
173
D

DINTY
053°
8000
D

SADDE
093°
5000
15
D

REYES
310°
060°
9000
D

DERBB
130°
63
31
D

SYMON
167°
9500
13
R347°
D

BAYST
136°
1081°
5000
5
D

SANTA MONICA
136°
1081°
5000
5
D

LOS ANGELES
234°
113.6
D197

ELKEY
046°
6000
173
D

DINTY
053°
8000
D

SADDE
093°
5000
15
D

REYES
310°
060°
9000
D

DERBB
130°
63
31
D

SYMON
167°
9500
13
R347°
D

BAYST
136°
1081°
5000
5
D

SANTA MONICA
136°
1081°
5000
5
D

LOS ANGELES
234°
113.6
D197

ELKEY
046°
6000
173
D

DINTY
053°
8000
D

SADDE
093°
5000
15
D

REYES
310°
060°
9000
D

DERBB
130°
63
31
D

SYMON
167°
9500
13
R347°
D

BAYST
136°
1081°
5000
5
D

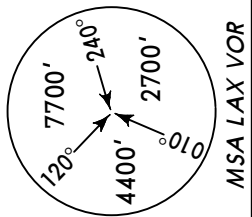
SANTA MONICA

From over SADDE via SMO R-261 to SMO. Then via SMO R-068 to D9 SMO.
For Rwy's 24 and 25: From D9 SMO EXPECT vector to final approach course for Los Angeles Intl airport.

D-ATIS Arrival
133.8

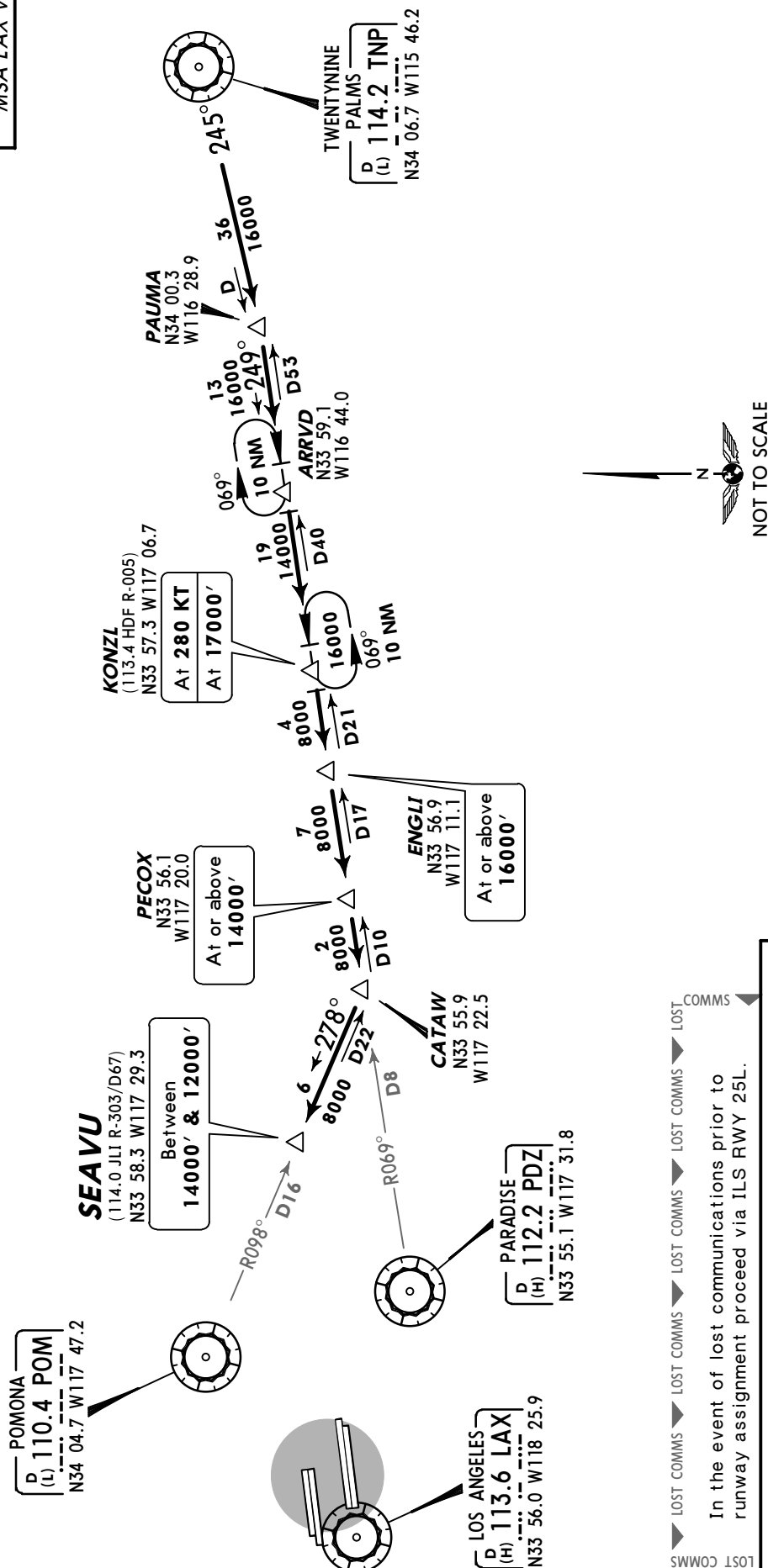
Apt Elev
126'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME or RADAR required.
2. EXPECT runway assignment on initial contact with Southern California Tracon.



SEAVU TWO ARRIVAL (SEAVU.SEAVU2)

Direct distance from SEAVU to:
Los Angeles Intl 46 NM

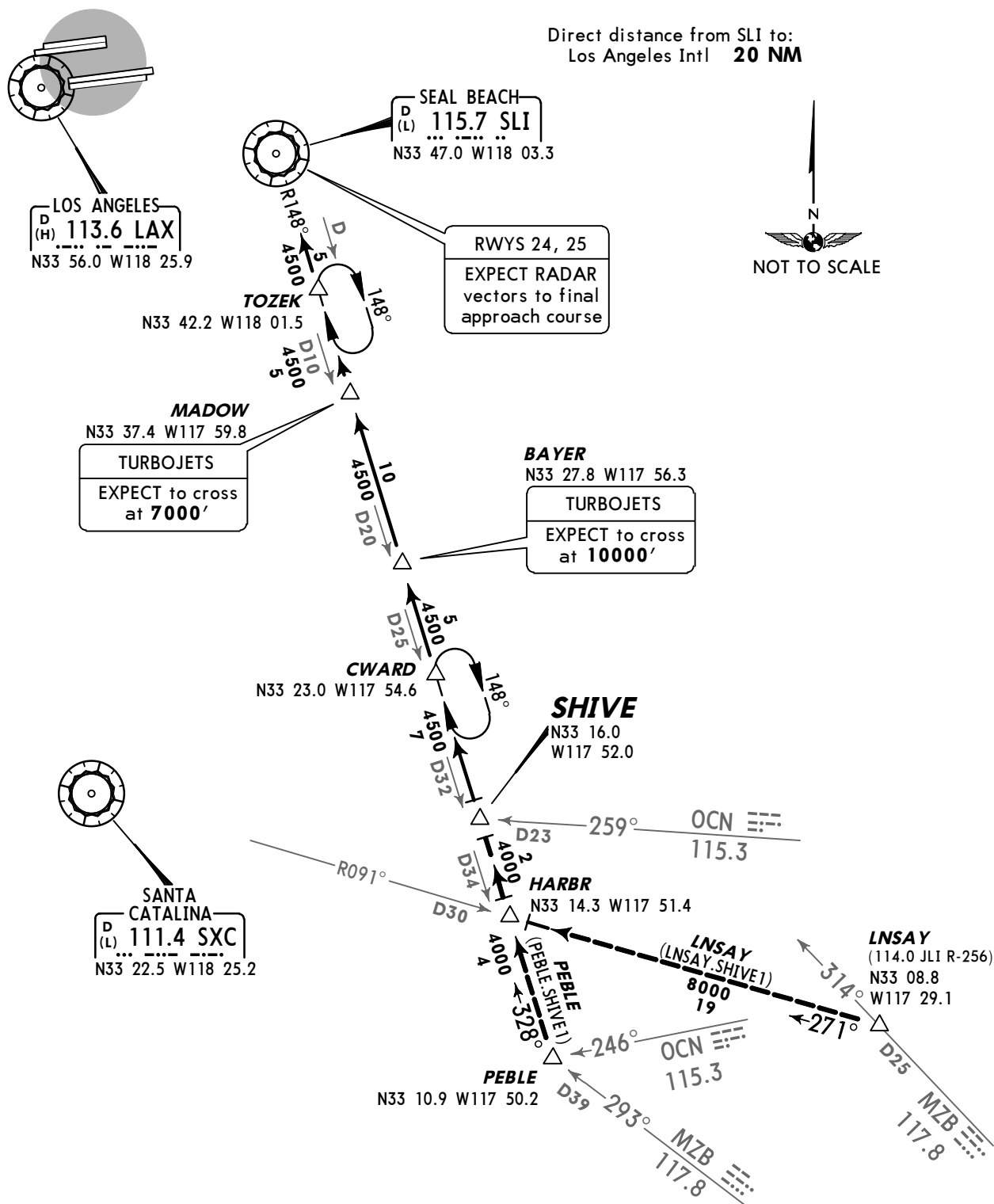


NOT TO SCALE

ROUTING

From TNP via TNP R-245 to PAUMA, then via PDZ R-069 to ARRVD, then via PDZ R-069 to KONZL, then via PDZ R-069 to CATAW, then via POM R-098 to SEAVU.

Direct distance from SLI to:
Los Angeles Intl **20 NM**



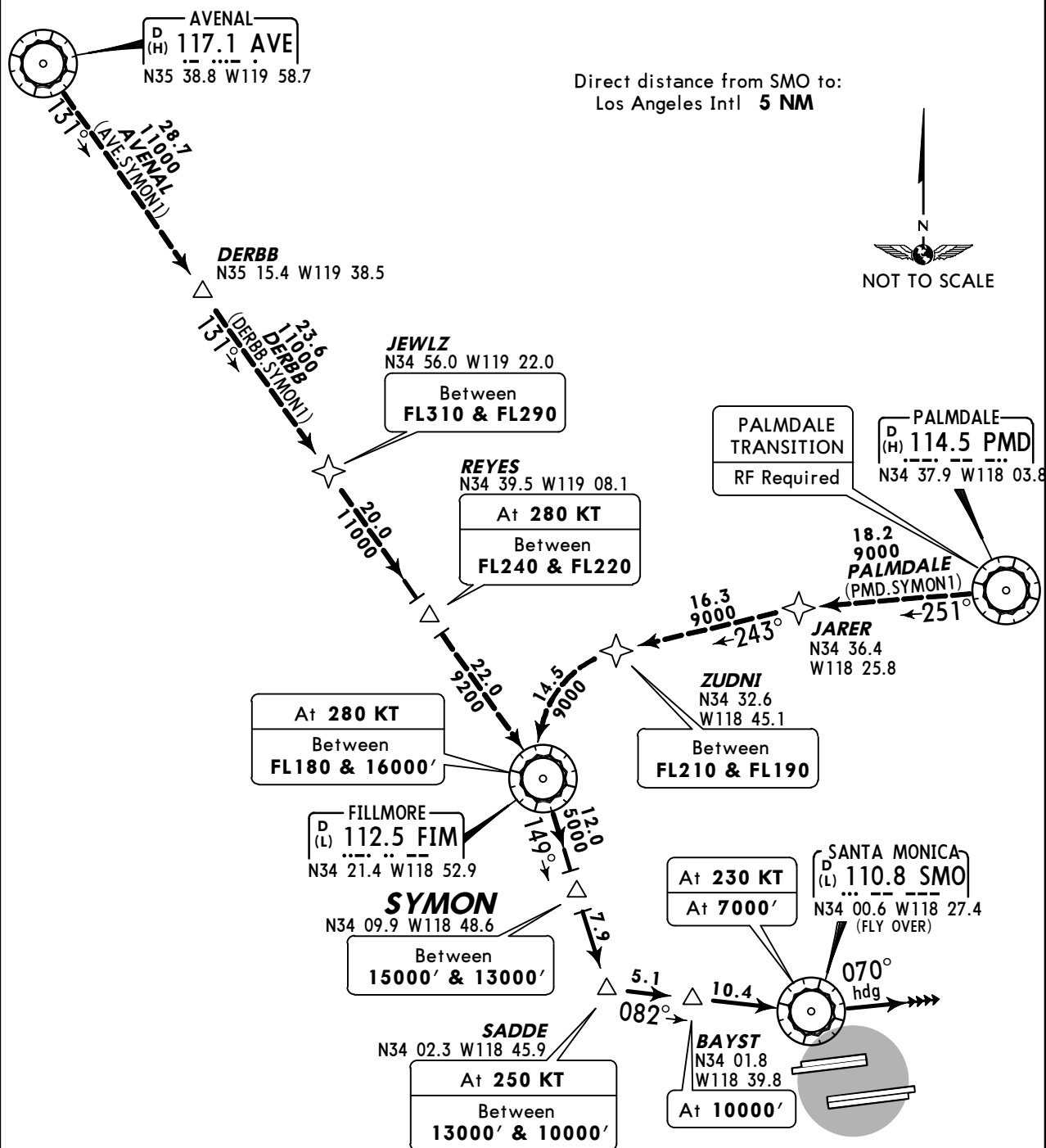
From SHIVE to CWARD via SLI R-148. From CWARD to BAYER via SLI R-148. From BAYER to MADOW via SLI R-148. From MADOW to TOZEK via SLI R-148. From TOZEK to SLI via SLI R-148. EXPECT RADAR vectors to final approach course for Rwy 24 or 25.

D-ATIS
Arrival
133.8

Apt Elev
126'

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNP 1.
3. RF leg required. 4. RADAR required for non-GPS equipped aircraft.
5. For Turbojets only. 6. Rwy 24L, 25L/R: EXPECT RADAR vectors to final approach course.

SYMON ONE RNAV ARRIVAL (SYMON.SYMON1)



ROUTING

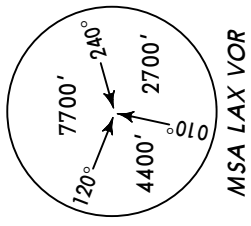
From SYMON on track 149° to SADDE, then on track 082° to BAYST, then on track 082° to SMO, then on 070° heading. EXPECT vectors to final approach course.

D-ATIS
Arrival
133.8

Apt Elev
126'

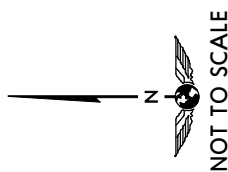
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME required.
2. RADAR required.



MSA LAX VOR

VISTA TWO ARRIVAL (VISTA.VISTA2)



Direct distance from SLI to:
Los Angeles Intl 20 NM

SEAL BEACH
D (L) 115.7 SLI
N33 47.0 W118 03.3

RWYS 24, 25
EXPECT RADAR
vectors to final
approach course

BAYER
N33 27.8 W117 56.3
TURBOJET
EXPECT to cross
at 10000'

MADOW
N33 37.4 W117 59.8
TURBOJET
EXPECT to cross
at 7000'

CYNDE
N33 13.7 W117 19.2
TURBOJET
EXPECT to cross
at 12000'

VISTA
N33 13.1 W117 14.1
TURBOJET
EXPECT to cross
at or below
FL240

JULIAN
D (L) 114.0 JLI
N33 08.4 W116 35.2

OCEANSIDE
D (H) 115.3 OCN
N33 14.4 W117 25.1

ROUTING

From VISTA to CYNDE via OCN R-083. From CYNDE to OCN via OCN R-083. From OCN to SHIVE via OCN R-259 and SLI R-148. From SHIVE to CWARD via SLI R-148. From CWARD to BAYER via SLI R-148. From BAYER to MADOW via SLI R-148. From MADOW to TOZEK via SLI R-148. From TOZEK to SLI via SLI R-148. EXPECT RADAR vectors to final approach course for Rws 24 or 25.

SOCAL Departure (R) **124.3**

CATALINA FIVE DEPARTURE (SXC5.SXC) (VECTOR) (RWYS 6 and 7)

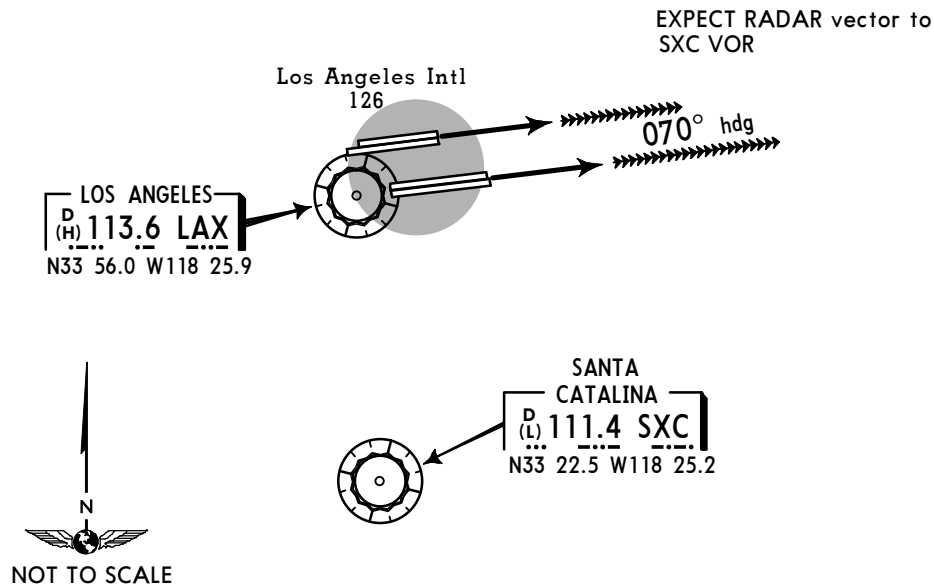
THIS IS A RADAR VECTOR DEPARTURE TO SXC VOR.

All aircraft EXPECT further clearance to filed altitude three minutes after departure.

TAKE-OFF

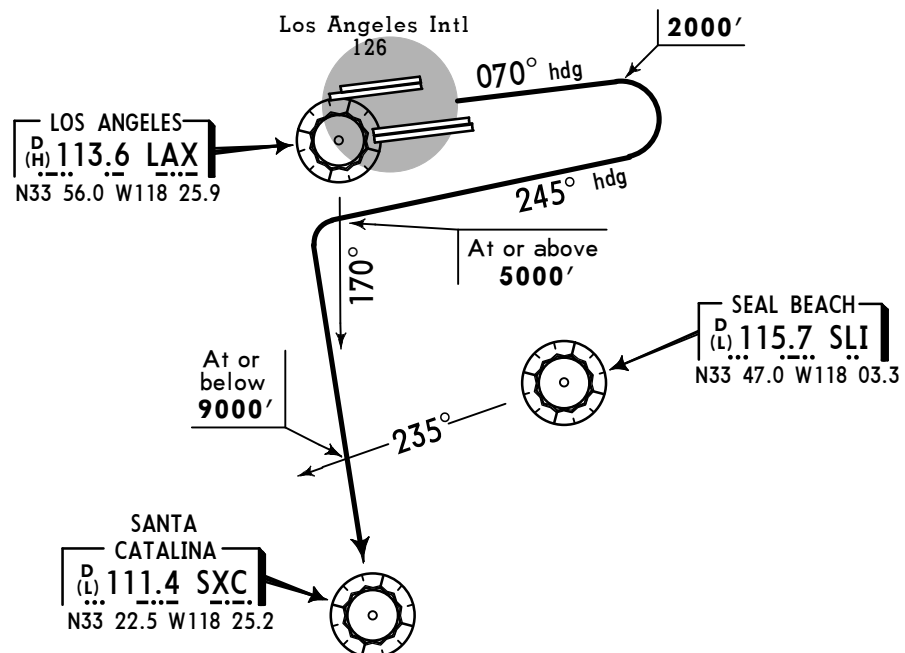
Rwys 6 and 7: Climb via a 070° heading for vector to SXC VOR. Then via (assigned route).

Direct distance from Los Angeles Intl to:
SXC VOR **34 NM**



LOST COMMUNICATIONS PROCEDURE ONLY

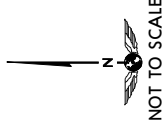
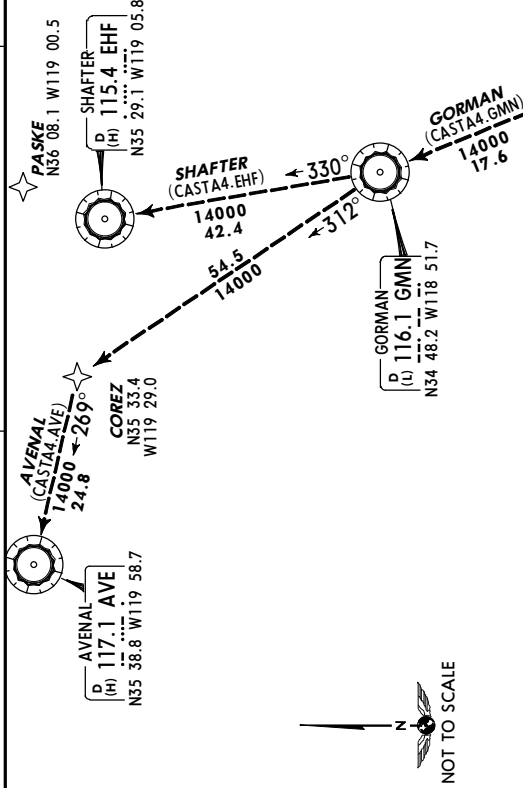
Rwys 6 and 7: If not in contact with Departure Control after reaching 2000', turn RIGHT to a 245° heading. Cross LAX R-170 at or above 5000', then turn LEFT proceed direct SXC VOR. Cross SLI R-235 at or below 9000'. Thence via (assigned route).



SOCAL Departure (R) 125.2	Apt Elev 128'	Trans alt: 18000' Trans level: FL180	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Restricted to turbojet aircraft only.	5. Some departures may be RADAR vectored to AJAYE, OROSZ, SILEX or TWINE. 6. Use the VENTURA departure during the time periods of 2100-0700 local in lieu of the CASTA departure. 7. For non-GPS equipped aircraft: PMD DME must be operational for SHAFTER Transition, and EHF DME must be operational for AVENAL Transition.
---------------------------------	------------------	---	---	---

**CASTA FOUR RNAV DEPARTURE
(CASTA4.CASTA)**

**SPEED: MAINTAIN AT OR BELOW
250 KT UNLESS OTHERWISE
DIRECTED BY ATC**



OBSTACLES

Rwy 24L: Bush 957' from DER, 600' LEFT of centerline, 29' AGL/148' MSL. Multiple light poles beginning 274' from DER, 425' LEFT of centerline, up to 12' AGL/120' MSL. Antenna on pole 1358' from DER, 287' RIGHT of centerline, 25' AGL/144' MSL. Bush 240' from DER, 508' RIGHT of centerline, 10' AGL/116' MSL. Light pole 296' from DER, 322' RIGHT of centerline, 8' AGL/116' MSL.

Rwy 24R: Obstacle light on glideslope 213' from DER, 400' LEFT of centerline, 34' AGL/151' MSL.

This SID requires take-off minimums (Rwy standard minimums, refer to airport chart):
Rwys 6L/R, 7L/R: Not authorized-ATC.
Rwys 24L/R, 25L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1800'.

Grnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB

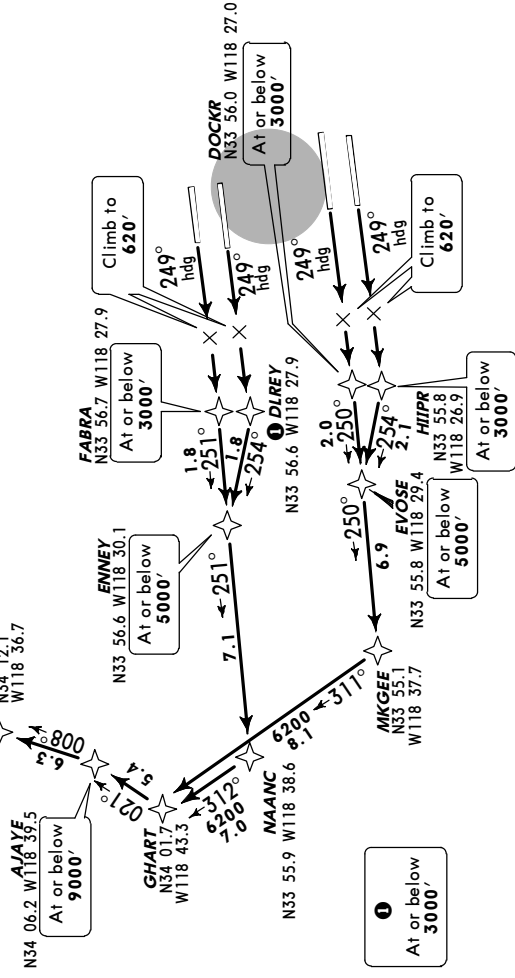
Item	Survey	Remarks
24L		Climb heading 249° to 620', then direct to cross DLREY at or below 3000', then on track 254° to cross ENNEY at or below 5000', then via depicted route to CASTA.
24R		Climb heading 249° to 620', then direct to cross FABRA at or below 3000', then on track 251° to cross ENNEY at or below 5000', then via depicted route to CASTA.
25L		Climb heading 249° to 620', then direct to cross HIIPR at or below 3000', then on track 254° to cross EVOSE at or below 5000', then via depicted route to CASTA.
25R		Climb heading 249° to 620', then direct to cross DOCKR at or below 3000', then on track 250° to cross EVOSE at or below 5000', then via depicted route to CASTA.

ROUTING

From CASTA via transition EXPECT further clearance to filed altitude 3 minutes after departure.

CHANGES: Crossing restrictions renumbered

Direct distance from Los Angeles Intl
(Rwy 24L) to: DIREY 3 NM
(Rwy 24R) to: FABRA 3 NM
(Rwy 25L) to: HIIPR 2 NM
(Rwy 25R) to: DOCKR 2 NM

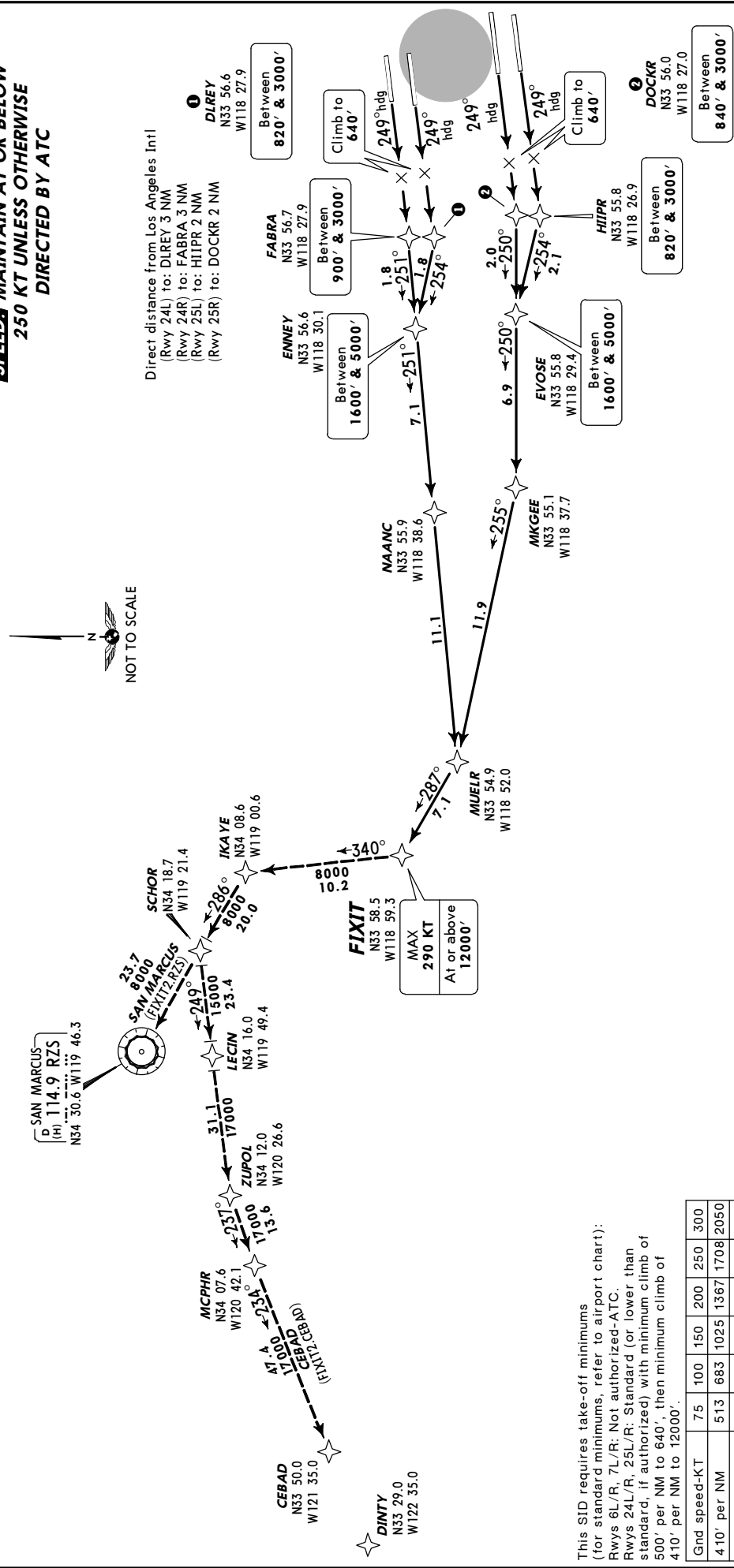


SOCAL Departure (R) 125.2	Apt Elev 128'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Turbojets only.
---------------------------------	------------------	---	---	--------------------

FIXIT TWO RNAV DEPARTURE
(FIXIT2.FIXIT)

SPEED

MAINTAIN AT OR BELOW
250 KT UNLESS OTHERWISE
DIRECTED BY ATC



RWY	INITIAL CLIMB
24L	Climb heading 249° to 640', then direct to cross DUREY between 820' and 3000', then on track 254° to cross ENNEY between 1600' and 5000', then on depicted route to cross FIXIT at or above 12000', at or below 290 KT.
24R	Climb heading 249° to 640', then direct to cross FABRA between 900' and 3000', then on track 251° to cross ENNEY between 1600' and 5000', then on depicted route to cross FIXIT at or above 12000', at or below 290 KT.
25L	Climb heading 249° to 640', then direct to cross HIIPR between 820' and 3000', then on track 254° to cross EVOSE between 1600' and 5000', then on depicted route to cross FIXIT at or above 12000', at or below 290 KT.
25R	Climb heading 249° to 640', then direct to cross DOCKR between 840' and 3000', then on track 250° to cross EVOSE between 1600' and 5000', then on depicted route to cross FIXIT at or above 12000', at or below 290 KT.
ROUTING	
From FIXIT on transition. EXPECT filed altitude three minutes after departure.	

OBSTACLES
Rwy 24L: Bush 956' from DER, 600' LEFT of centerline, 40' AGL/148' MSL. Light poles beginning 273' from DER, 425' LEFT of centerline, up to 10' AGL/120' MSL. Antenna on pole 1357' from DER, 286' RIGHT of centerline, 36' AGL/144' MSL. Light poles and bushes beginning 239' from DER, 321' RIGHT of centerline, 8' AGL/116' MSL.
Rwy 24R: Obstacle light on glideslope 212' from DER, 399' LEFT of centerline, 39' AGL/151' MSL.
Rwy 25L: Tree and pole beginning 2366' from DER, 764' LEFT of centerline, 80 AGL/197' MSL. Transmission towers beginning 2800' from DER, 928' LEFT of centerline, up to 71' AGL/192' MSL. Bush 133' from DER, 397' LEFT of centerline, 4' AGL/123' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6L/R, 7L/R: Not authorized-ATC.
Rwys 24L/R, 25L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 640', then minimum climb of 410' per NM to 12000'.

Gnd speed-KT	75	100	150	200	250	300
410' per NM	513	683	1025	1367	1708	2050
500' per NM	625	833	1250	1667	2083	2500

CHATY TWO DEPARTURE (CHATY2.CHATY) (PILOT NAV)

(NON-TURBOJET AIRCRAFT ONLY)
(RWYS 6L/R and 7L/R) (DME REQUIRED)

**CHATY TWO DEPARTURE (CHATY2.CHATY)
(PILOT NAV)(NON-TURBOJET AIRCRAFT ONLY)
(RWYS 6L/R and 7L/R) (DME REQUIRED)**

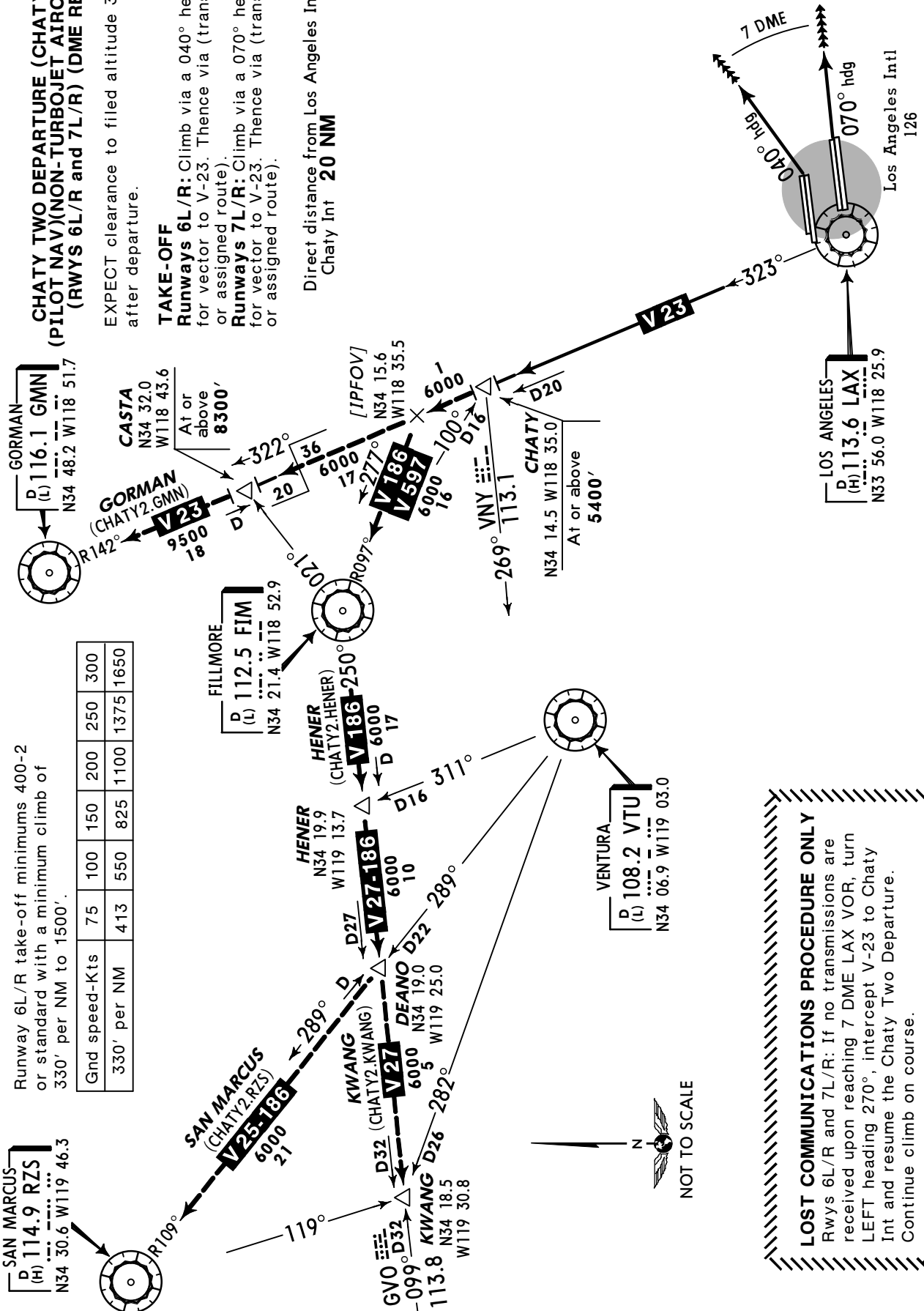
EXPECT clearance to filed altitude 3 minutes
after departure.

TAKE-OFF

Runways 6L/R: Climb via a 040° heading
for vector to V-23. Thence via (transition
or assigned route).

Runways 7L/R: Climb via a 070° heading
for vector to V-23. Thence via (transition
or assigned route).

Direct distance from Los Angeles Intl to:
Chaty Int 20 NM



SOCAL
Departure (R)
125.2

Apt Elev
126'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**

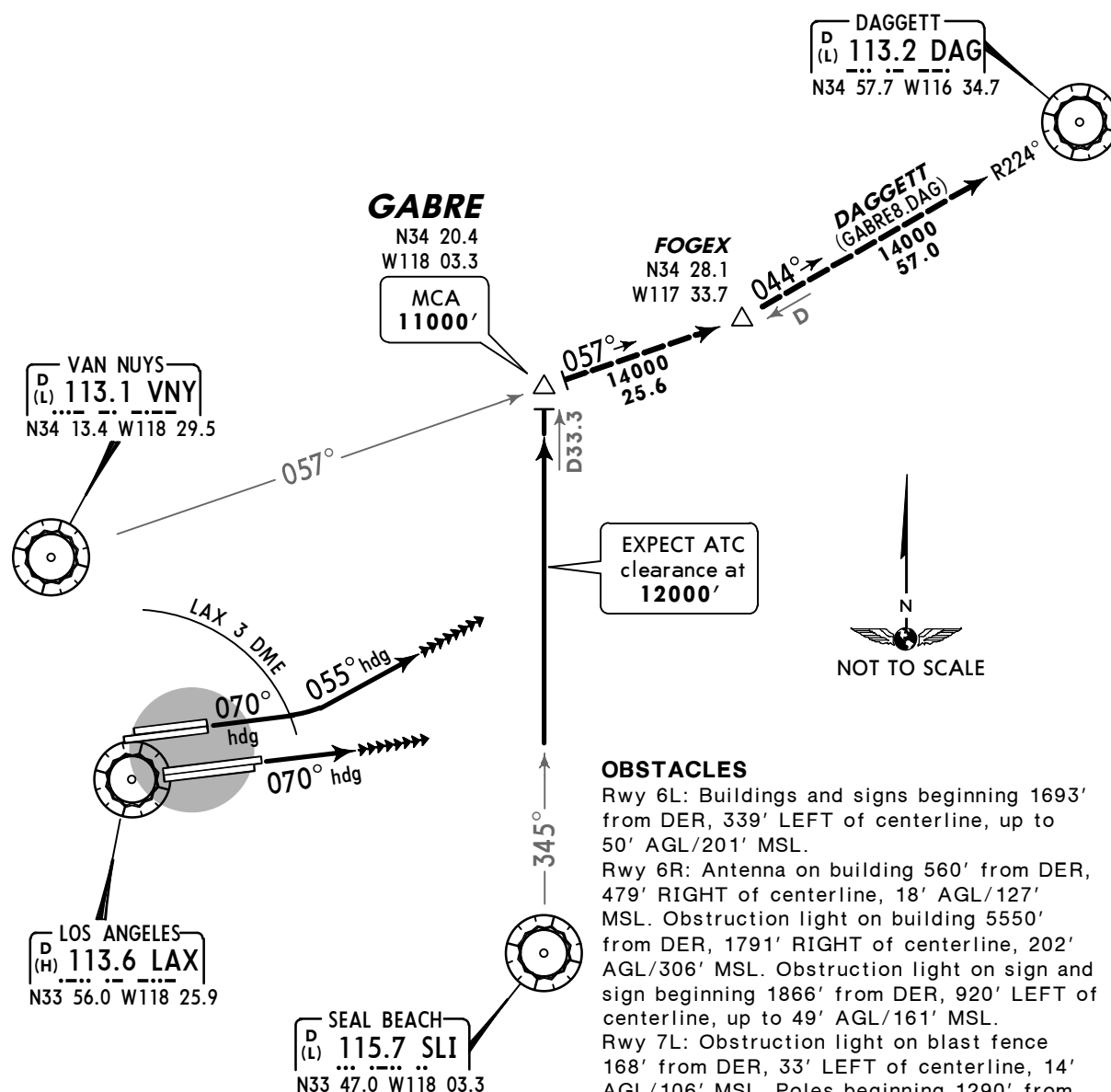
2. **DME required.**

3. EXPECT RADAR vectors to SLI R-345.

4. Rwy 24L/R, 25L/R: Not authorized - Air traffic.

GABRE EIGHT DEPARTURE (GABRE8.GABRE)

SPEED: MAINTAIN 250 KIAS UNTIL ADVISED BY ATC



Direct distance from Los Angeles Intl to:
GABRE 30 NM

This SID requires a minimum climb gradient of:
Rwys 6L/R, 7L/R: 397' per NM to 12000'.

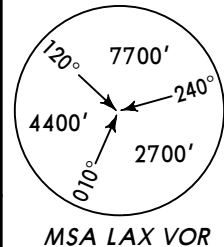
Gnd speed-KT	75	100	150	200	250	300
397' per NM	496	662	993	1323	1654	1985

RWY	INITIAL CLIMB
6L/R	Climb heading 070° until LAX 3 DME, then turn LEFT heading 055° for vector to SLI R-345.
7L/R	Climb heading 070° for vectors to SLI R-345.
ROUTING	
Via SLI R-345 to GABRE, then via transition or assigned route. EXPECT ATC clearance at 12000'.	

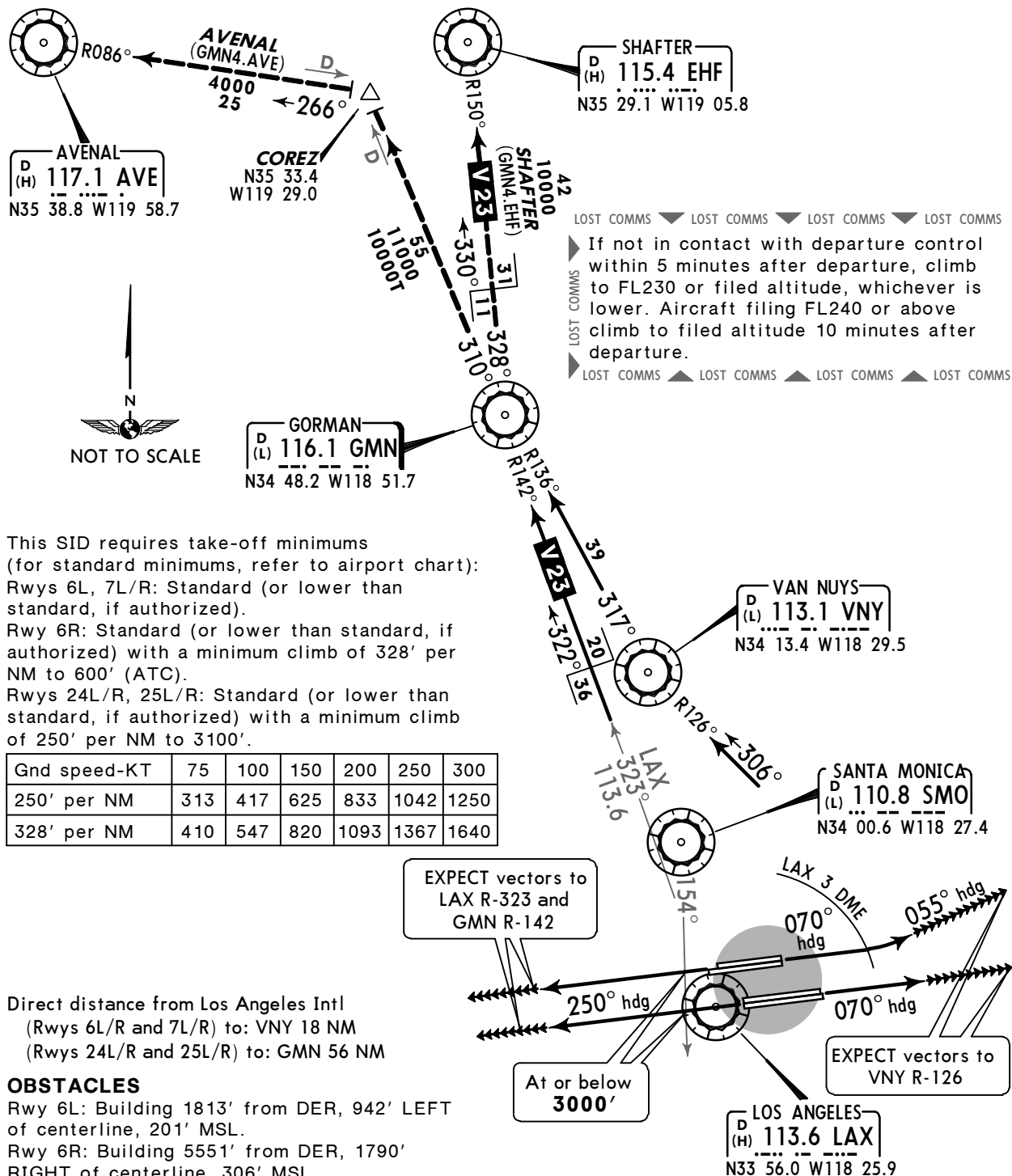
SOCAL
Departure (R)
125.2

Apt Elev
126'

- Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. **DME required** for Rwy 6L/R departures and AVENAL transition.
 3. Use the VENTURA departure during the time periods of 2100-0700 local in lieu of the GORMAN departure.



GORMAN FOUR DEPARTURE (GMN4.GMN)
~~SPEED~~ MAINTAIN AT OR BELOW 250 KT UNLESS OTHERWISE DIRECTED BY ATC



RWY	INITIAL CLIMB
6L/R	Climb via a 070° heading until LAX 3 DME, then turn LEFT to a 055° heading for vectors to join VNY R-126 to VNY. Then via VNY R-317 and GMN R-136 to GMN.
7L/R	Climb via a 070° heading for vectors to join VNY R-126 to VNY. Then via VNY R-317 and GMN R-136 to GMN.
24L/R 25L/R	Climb via a 250° heading to cross SMO R-154 at or below 3000', then via RADAR vectors to proceed via LAX R-323 and GMN R-142 to GMN.

ROUTING

Via transition or assigned route. All aircraft EXPECT further clearance to filed flight level three minutes after departure.

SOCAL Departure (R)

124.3

Apt Elev

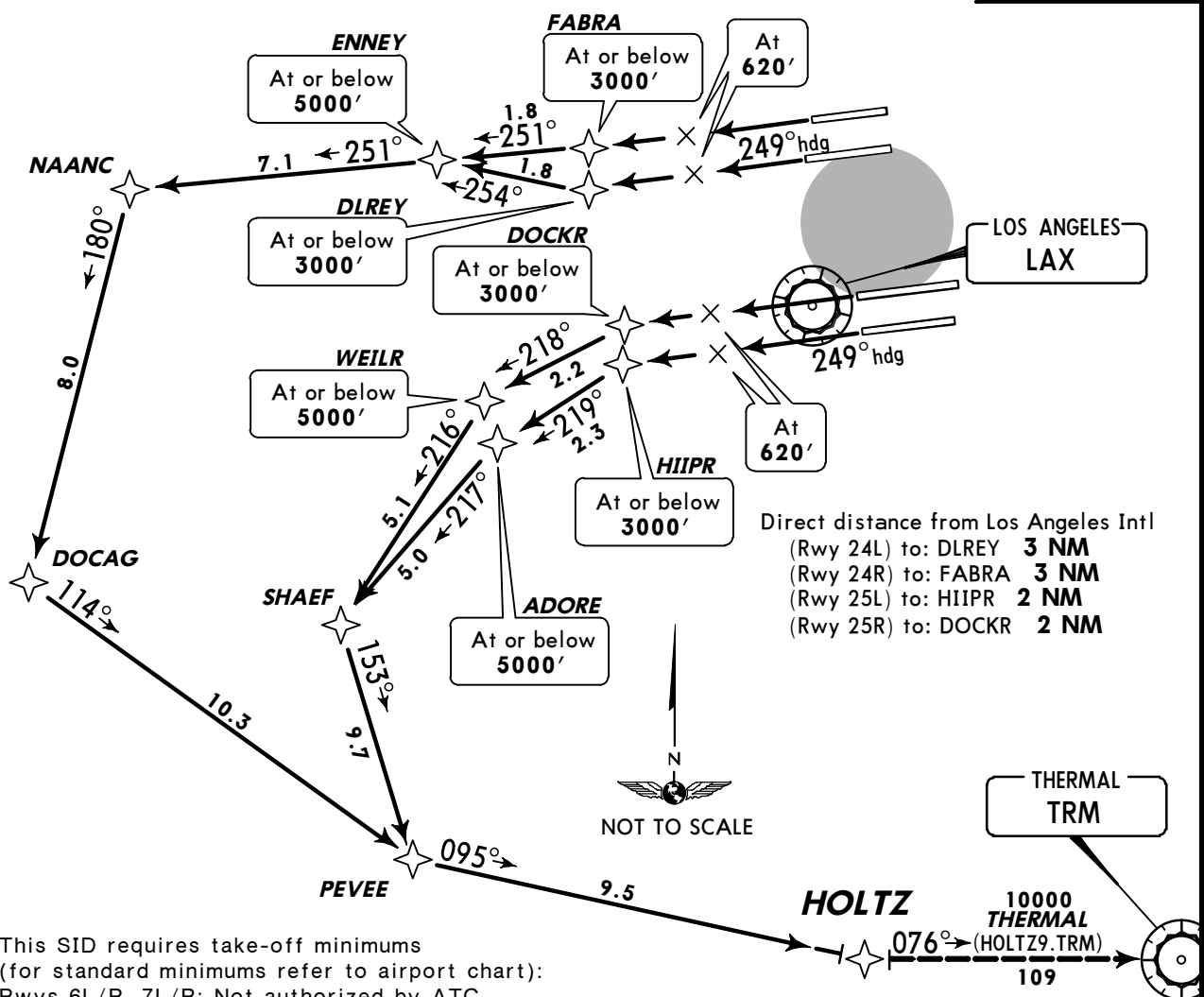
126'

Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU, or GPS required.
2. RADAR required. 3. RNAV 1.
4. For non-GPS equipped aircraft departing Rwy 25L/R, SLI must be operational.
5. Rwy 24L/R departures EXPECT RADAR vectors to PEVEE prior to NAANC.

MSA LAX VOR

HOLTZ NINE RNAV DEPARTURE (HOLTZ9.HOLTZ)



This SID requires take-off minimums (for standard minimums refer to airport chart):
 Rwy 6L/R, 7L/R: Not authorized by ATC.
 Rwy 24L/R, 25L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **620'**.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLE

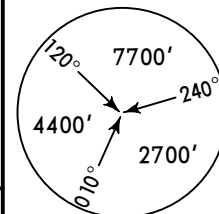
Rwy 24L: Bush 957' from DER, 601' LEFT of centerline, 29' AGL/148' MSL. Light pole 273' from DER, 547' LEFT of centerline, 12' AGL/120' MSL. Light pole 301' from DER, 425' LEFT of centerline, 10' AGL/118' MSL. Antenna on pole 1358' from DER, 287' RIGHT of centerline, 25' AGL/144' MSL. Bush 240' from

DER, 508' RIGHT of centerline, 10' AGL/116' MSL. Light pole 296' from DER, 321' RIGHT of centerline, 8' AGL/116' MSL.
 Rwy 24R: Obstacle lighting on glideslope 213' from DER, 400' LEFT of centerline, 34' AGL/151' MSL.
 Rwy 25L: Pole 2366' from DER, 765' LEFT of centerline, 55' AGL/184' MSL. T-L tower 2800' from DER, 993' LEFT of centerline, 82' AGL/192' MSL. Transmission tower 2856' from DER, 927' LEFT of centerline, 82' AGL/192' MSL. Tree 2379' from DER, 778' LEFT of centerline, 79' AGL/197' MSL. Bush 134' from DER, 397' LEFT of centerline, 5' AGL/123' MSL.

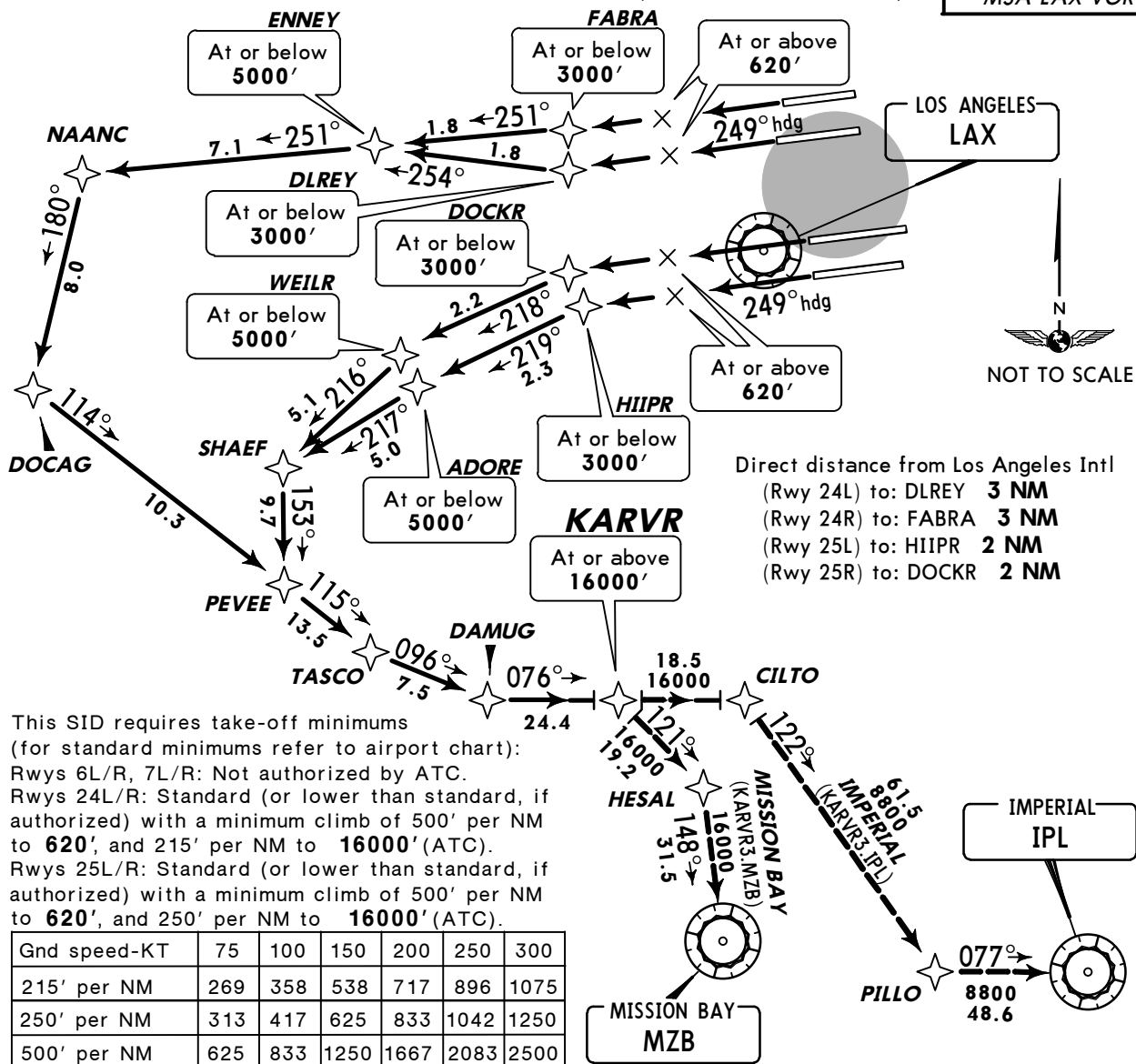
RWY	INITIAL CLIMB
24L	Climb via 249° heading to 620' , then direct to DLREY, then via 254° track to ENNEY, then via depicted route to HOLTZ.
24R	Climb via 249° heading to 620' , then direct to FABRA, then via 251° track to ENNEY, then via depicted route to HOLTZ.
25L	Climb via 249° heading to 620' , then direct to HIIPR, then via 219° track to ADORE, then via depicted route to HOLTZ.
25R	Climb via 249° heading to 620' , then direct to DOCKR, then via 218° track to WEILR, then via depicted route to HOLTZ.
ROUTING	
Via THERMAL transition. EXPECT further clearance to filed altitude three minutes after departure.	

SOCAL Departure (R)
124.3Apt Elev
126'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU, or GPS required.
 2. RADAR required. 3. RNAV 1.
 4. For non-GPS equipped aircraft departing Rws 25L/R, SLI must be operational.
 5. Rws 24L/R departures EXPECT RADAR vectors to PEVEE prior to NAANC.



MSA LAX VOR

KARVR THREE RNAV DEPARTURE (KARVR3.KARVR)**OBSTACLE**

Rwy 24L: Bush 957' from DER, 601' LEFT of centerline, 29' AGL/148' MSL. Light pole 273' from DER, 547' LEFT of centerline, 12' AGL/120' MSL. Light pole 301' from DER, 425' LEFT of centerline, 10' AGL/118' MSL. Antenna on pole 1358' from DER, 287' RIGHT of centerline, 25' AGL/144' MSL. Bush 240' from DER, 508' RIGHT of centerline, 10' AGL/116' MSL. Light pole 296' from DER, 321' RIGHT of centerline, 8' AGL/116' MSL.

Rwy 24R: Obstacle lighting on glideslope 213' from DER, 400' LEFT of centerline, 34' AGL/151' MSL.

Rwy 25L: Pole 2366' from DER, 765' LEFT of centerline, 55' AGL/184' MSL. T-L tower 2800' from DER, 993' LEFT of centerline, 82' AGL/192' MSL. Transmission tower 2856' from DER, 927' LEFT of centerline, 82' AGL/192' MSL. Tree 2379' from DER, 778' LEFT of centerline, 79' AGL/197' MSL. Bush 134' from DER, 397' LEFT of centerline, 5' AGL/123' MSL.

RWY**INITIAL CLIMB**

24L	Climb via 249° heading to 620' , then direct to DLREY, then via 254° track to ENNEY, then via depicted route to KARVR.
24R	Climb via 249° heading to 620' , then direct to FABRA, then via 251° track to ENNEY, then via depicted route to KARVR.
25L	Climb via 249° heading to 620' , then direct to HIIPR, then via 219° track to ADOR, then via depicted route to KARVR.
25R	Climb via 249° heading to 620' , then direct to DOCKR, then via 218° track to WEILR, then via depicted route to KARVR.

ROUTING

Via transition. EXPECT further clearance to filed altitude five minutes after departure.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

LAXX SEVEN DEPARTURE (LAXX7.LAX)
PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

Rwy 6L: Standard (or lower than standard, if
authorized) with ATC climb of 290' per NM to
5900'.

Rwy 6R: 300-1 1/4 or standard (or lower than
standard, if authorized) with minimum obstacle
climb of 275' per NM to 400'. ATC climb of
295' per NM to 5900'.

Rwys 7L/R: Standard (or lower than standard,
if authorized) with ATC climb of 315' per NM
to 5900'.

Rwys 24L/R, 25L/R: Standard (or lower than
standard, if authorized) with ATC climb of
265' per NM to 5900'.

Gnd speed-KT	75	100	150	200	250	300
265' per NM	331	442	663	883	1104	1325
275' per NM	344	458	688	917	1146	1375
290' per NM	363	483	725	967	1208	1450
295' per NM	369	492	738	983	1229	1475
315' per NM	394	525	788	1050	1313	1575

OBSTACLES

Rwy 6L: Buildings and signs beginning 1693'
from DER, 339' LEFT of centerline, up to
50' AGL/201' MSL.

Rwy 6R: Antenna on building 560' from DER,
479' RIGHT of centerline, 18' AGL/127'
MSL. Obstacle light on building 5550' from
DER, 1791' RIGHT of centerline, 202' AGL/
306' MSL. Obstacle light on sign and sign
beginning 1866' from DER, 920' LEFT of
centerline, up to 49' AGL/161' MSL.

Rwy 7L: Obstacle light on blast fence 168'
from DER, 33' LEFT of centerline, 14'
AGL/106' MSL. Poles beginning 1290' from
DER, 505' LEFT of centerline, up to 55'
AGL/147' MSL. Antenna on building 1576'
from DER, 315' LEFT of centerline, 55'
AGL/147' MSL. Sign and railroad beginning
351' from DER, 10' LEFT of centerline, up
to 29' AGL/124' MSL. Railroad 275' from
DER, 500' RIGHT of centerline, 23' AGL/
115' MSL. App light and obstacle light on
localizer beginning 979' from DER, on
runway centerline, up to 27' AGL/119' MSL.

Rwy 7R: Trees and building beginning 790'
from DER, 606' RIGHT of centerline, up to
58' AGL/157' MSL.

Rwy 24L: Bush 956' from DER, 600' LEFT
of centerline, 40' AGL/148' MSL. Light
poles beginning 273' from DER, 425' LEFT
of centerline, up to 10' AGL/120' MSL.
Antenna on pole 1357' from DER, 286'
RIGHT of centerline, 36' AGL/144' MSL.
Light poles and bushes beginning 239' from
DER, 321' RIGHT of centerline, up to 8'
AGL/116' MSL.

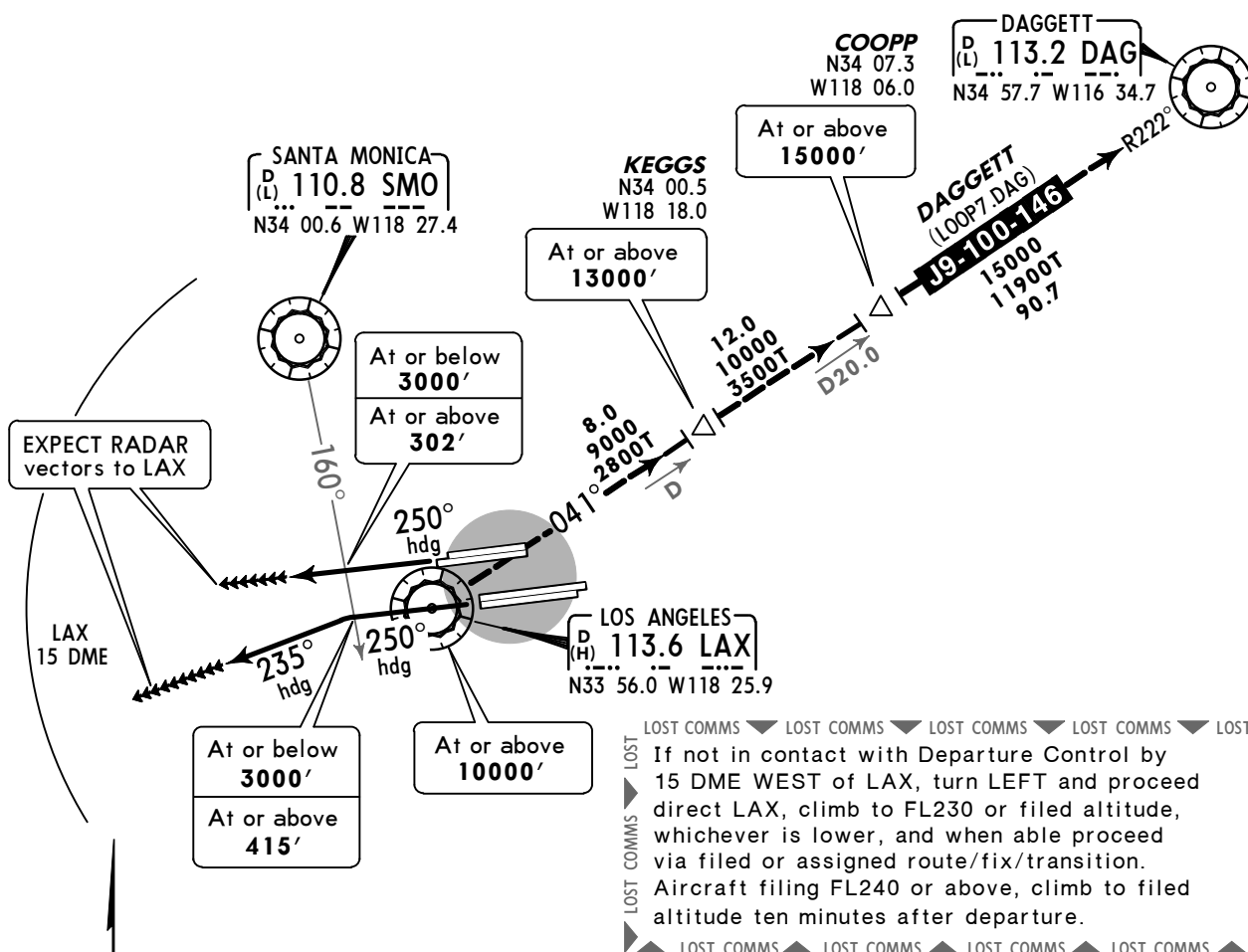
Rwy 24R: Obstacle light on glideslope
212' from DER, 399' LEFT of centerline,
39' AGL/151' MSL.

Rwy 25L: Tree and pole beginning 2366'
from DER, 764' LEFT of centerline, up to
80' AGL/197' MSL. Transmission towers
beginning 2800' from DER, 926' LEFT of
centerline, up to 71' AGL/192' MSL. Bush
133' from DER, 397' LEFT of centerline,
4' AGL/123' MSL.

RWY	INITIAL CLIMB
6L/R, 7L/R	Climb heading 070° for vectors to SLI.
24L/R	Climb heading 250° to cross SMO R-160 at or below 3000', then via RADAR vectors to assigned route/fix/transition.
25L/R	Climb heading 250° to cross SMO R-160 at or below 3000', then via heading 220° for RADAR vectors to assigned route/fix/transition.
ROUTING	
All aircraft EXPECT further clearance to filed flight level three minutes after departure.	

SOCAL Departure (R) 124.3	<i>Apt Elev</i> 126'	Trans level: FL180 Trans alt: 18000' 1. DME and RADAR required. 2. Use OSHNN or SEBBY Departure during the period 2100-0700 LT in lieu of LOOP Departure.
--	--------------------------------	---

LOOP SEVEN DEPARTURE (LOOP7.LAX)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6L/R, 7L/R: Not authorized-Operational.
Rwys 24L/R, 25L/R: Standard (or lower than standard, if authorized).

Minimum climb of 500' per NM to 10000' required. If unable, use OSHNN or SEBBY Departure.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

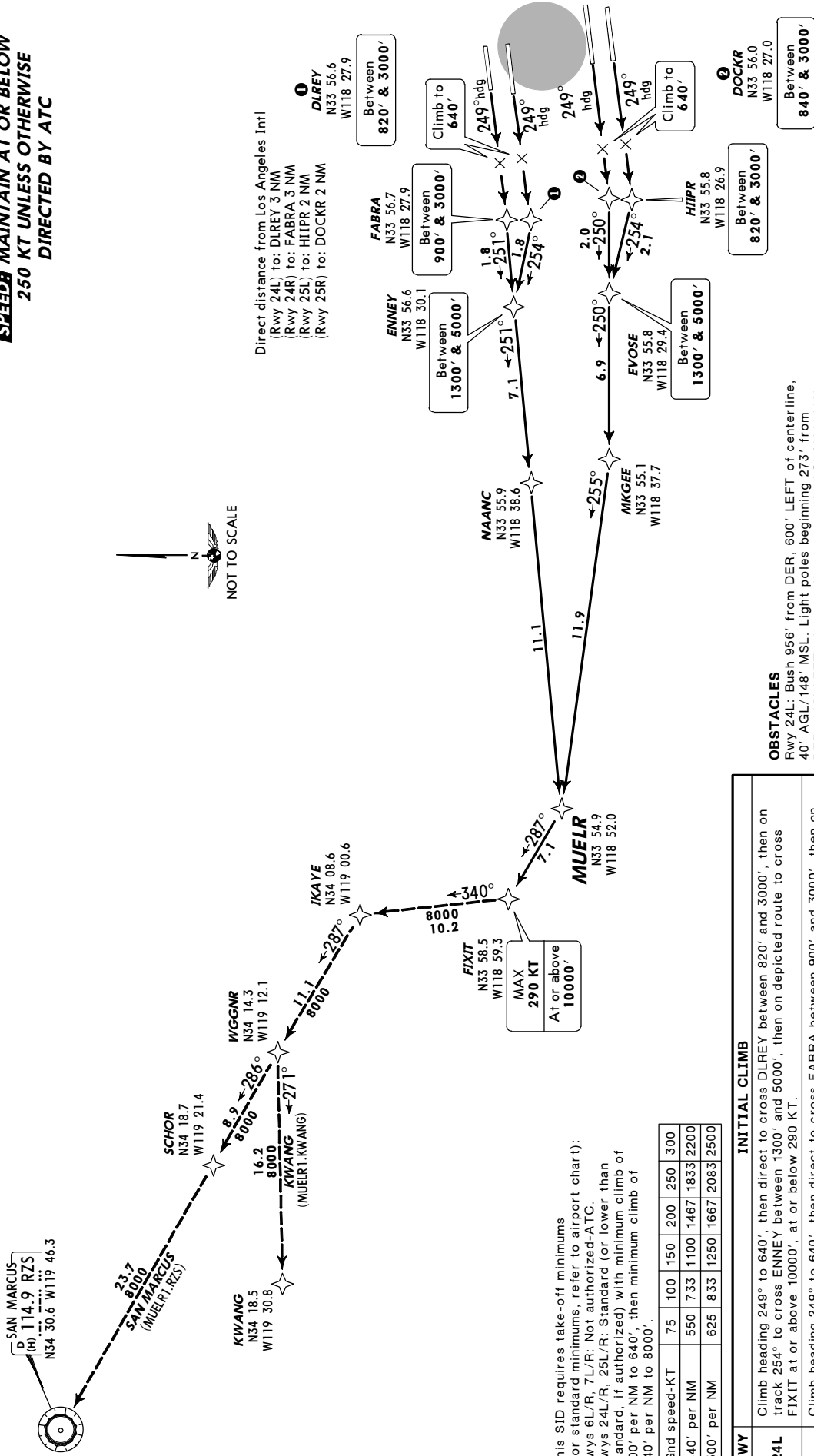
OBSTACLES

Rwy 24L: Bush 956' from DER, 600' LEFT of centerline, 40' AGL/148' MSL. Light poles beginning 273' from DER, 425' LEFT of centerline, up to 10' AGL/120' MSL. Antenna on pole 1357' from DER, 286' RIGHT of centerline, 36' AGL/144' MSL. Light poles and bushes beginning 239' from DER, 321' RIGHT of centerline, up to 8' AGL/116' MSL.
Rwy 24R: Obstacle light on glideslope 212' from DER, 399' LEFT of centerline, 39' AGL/151' MSL.
Rwy 25L: Tree and pole beginning 2366' from DER, 764' LEFT of centerline, up to 80' AGL/197' MSL. Transmission towers beginning 2800' from DER, 926' LEFT of centerline, up to 71' AGL/192' MSL. Bush 133' from DER, 397' LEFT of centerline, 4' AGL/123' MSL.

RWY	INITIAL CLIMB
24L/R	Climb heading 250° to cross SMO R-160 at or below 3000'/at or above 302'. EXPECT RADAR vectors to cross LAX at or above 10000'.
25L/R	Climb heading 250° to cross SMO R-160 at or below 3000'/at or above 415', then turn LEFT heading 235°. EXPECT RADAR vectors to cross LAX at or above 10000'.
ROUTING	
From LAX, via assigned transition or assigned route. All aircraft EXPECT further clearance to filed flight level three minutes after departure.	

SOCAL Departure (R) 125.2	Apt Elev 126'	Trans level: FL180	Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Turbojets only.
---------------------------------	------------------	--------------------	-------------------	---	--------------------

MUELR ONE RNAV DEPARTURE
(MUELR1.MUELR)
**SPEEDS MAINTAIN AT OR BELOW
250 KT UNLESS OTHERWISE
DIRECTED BY ATC**



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 6L/R, 7L/R: Not authorized-ATC.
Rwys 24L/R, 25L/R: Standard (or lower than
standard, if authorized) with minimum climb of
500' per NM to 640', then minimum climb of
440' per NM to 8000'.

Grnd speed-KT	75	100	150	200	250	300
440' per NM	550	733	1100	1467	1833	2200
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
24L	Climb heading 249° to 640', then direct to cross DLREY between 820' and 3000', then on track 254° to cross ENNEY between 1300' and 5000', then on depicted route to cross FIXIT at or above 10000', at or below 290 KT.
24R	Climb heading 249° to 640', then direct to cross FABRA between 900' and 3000', then on track 251° to cross ENNEY between 1300' and 5000', then on depicted route to cross FIXIT at or above 10000', at or below 290 KT.
25L	Climb heading 249° to 640', then direct to cross HIIPR between 820' and 3000', then on track 254° to cross EVOSE between 1300' and 5000', then on depicted route to cross FIXIT at or above 10000', at or below 290 KT.
25R	Climb heading 249° to 640', then direct to cross DOCKR between 840' and 3000', then on track 250° to cross EVOSE between 1300' and 5000', then on depicted route to cross FIXIT at or above 10000', at or below 290 KT.
ROUTING	
From FIXIT on transition. EXPECT filed altitude three minutes after departure.	

CHANGES: New procedure at this airport.

MSA LAX VOR

SANTA MONICA
D 110.8 SMO
(L) ...
N34 00.6 W118 27.4

LOS ANGELES
 (D) 113.6 LAX
 (H)
 N33 56.0 W118 25.9

At or below
3000'

N33 29.0 W122 35.0
(MRA FL 310 LAX, RZS)
(MRA FL 260 RZS R-233/D153)

N31 33.5
W121 23.5

FICKY 208 NM

Rwys 6L/R, 7L/R: If no contact with Departure Control upon reaching LAX 8 DME, turn RIGHT heading 250°. Cross SMO R-210 at or above **5000'** and at or below **10000'**. After leaving **10000'** turn RIGHT heading 270° to intercept and proceed via LAX R-249 to PERCH

Rwys 24L/R, 25L/R: If not in contact with Departure Control within 5 minutes after departure, proceed to PERCH via LAX R-249. Climb to **FL230** or filed altitude, whichever is lower. Aircraft filing **FL240** or above climb to filed altitude 10 minutes after departure.

VENTURA
D
(L) 108.2 VTU
... ..
N34 06.9 W119 03.0

SANTA MONICA
D 110.8 SMO
(L) ...
N34 00.6 W118 27.4

LOS ANGELES
(H) 113.6 LAX
N33 56.0 W118 25.9

N33 52.1
W119 09.5

Leaving
10000'

At or above
5000'
and at or below
10000'

This SID requires take-off minimums
(for standard minimums refer to airport chart):

Rwys 6L, 7L/R, 24L/R, 25L/R: Standard (or lower than standard, if authorized).

Rwy 6R: 300-1 $\frac{1}{4}$ or standard (or lower than standard, if authorized) with minimum climb gradient of 231' per NM to **400'**.

OBSTACLES

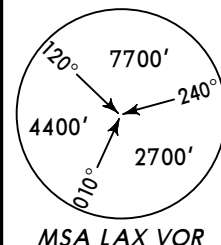
Rwy 6L: Building 1813' from DER, 942' LEFT
of centerline. 201' MSL.

Rwy 6R: Building 5551' from DER, 1790'
RIGHT of centerline. 306' MSL.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

SOCAL Departure (R)
124.3Apt Elev
126'

Trans level: FL180 Trans alt: 18000'
1. RADAR and DME required.
2. Rwy 24L/R and 25L/R: This departure
is for non-turbojet aircraft. Turbojet
aircraft use LAXX departure.

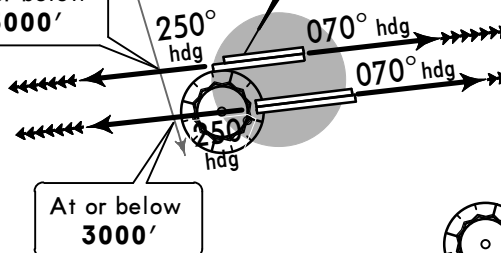


MSA LAX VOR

SAN DIEGO SIX DEPARTURE (SNG06.CARDI)

SANTA MONICA
P (L) 110.8 SMO
N34 00.6 W118 27.4

LOS ANGELES
P (H) 113.6 LAX
N33 56.0 W118 25.9

At or below
3000'

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
If not in contact with
Departure Control within
five minutes after departure,
climb to **FL230** or filed
altitude, whichever is lower.
Aircraft filing **FL240** or
above climb to filed altitude
ten minutes after departure.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

SEAL BEACH
P (L) 115.7 SLI
N33 47.0 W118 03.3

Direct distance from Los Angeles Intl
(Rwys 6L/R and 7L/R) to:
SLI **20 NM**
(Rwys 24L/R and 25L/R) to:
CARDI **69 NM**

This SID requires take-off minimums
(for standard minimums, refer to
airport chart):
Rwys 6L, 7L/R, 24L/R, 25L/R: Standard
(or lower then standard, if authorized).
Rwy 6R: 300-1 1/4 or standard (or lower
then standard, if authorized) with
minimum climb gradient of 274' per NM to **400'**.

Gnd speed-KT	75	100	150	200	250	300
274' per NM	343	457	685	913	1142	1370

OBSTACLES

Rwy 6L: Multiple buildings 1780' from DER, 921' LEFT of centerline, up to 126' AGL/201' MSL. Sign 1693' from DER, 339' LEFT of centerline, 40' AGL/160' MSL.

Rwy 6R: Building 5551' from DER, 1791' RIGHT of centerline, 200' AGL/306' MSL. Antenna on building 560' from DER, 479' RIGHT of centerline, 17' AGL/127' MSL. SIGN 1894' from DER, 920' LEFT of centerline, 49' AGL/161' MSL.

Rwy 7L: Multiple obstacles beginning 168' from DER, 10' LEFT of centerline, up to 45' AGL/147' MSL. Railroad beginning 275' from DER, 500' RIGHT of centerline, 23' AGL/117' MSL. Approach lights 443' from DER, on centerline, up to 18' AGL/ 119' MSL. Obstacle light on localizer 979' from DER, on centerline, up to 14' AGL/ 119' MSL.

Rwy 7R: Multiple obstacles 790' from DER, 606' RIGHT of centerline, up to 48' AGL/157' MSL.

Rwy 24L: Bush 956' from DER, 600' LEFT of centerline, 8' AGL/148' MSL. Light pole 300' from DER, 425' LEFT of centerline, 13' AGL/118' MSL. Light pole 295' from DER, 321' RIGHT of centerline, 15' AGL/116' MSL.

Rwy 24R: Obstacle lighting on glide slope 212' from DER, 399' LEFT of centerline, 17' AGL/ 151' MSL.

Rwy 25L: Multiple obstacles beginning 133' from DER, 397' LEFT of centerline, up to 82' AGL/ 197' MSL.

MISSION BAY
P (H) 117.8 MZB
N32 46.9 W117 13.5

TORIE
N32 51.5
W117 16.0

MISSION BAY
(SINGING BEACH)

INITIAL CLIMB

6L/R Climb on heading 070° for vector to SLI. Then on SLI R-148 to COSER, then on LAX
7L/R R-118 to CARDI.

24L/R Climb on heading 250° to cross SMO R-154 at or below **3000'**. Then via RADAR vector
25L/R to join SXC R-091 to CARDI.

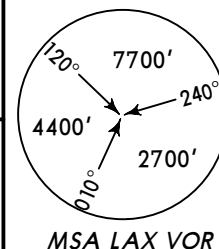
ROUTING

Via assigned transition or assigned route. All aircraft EXPECT further clearance to filed
flight level three minutes after departure.

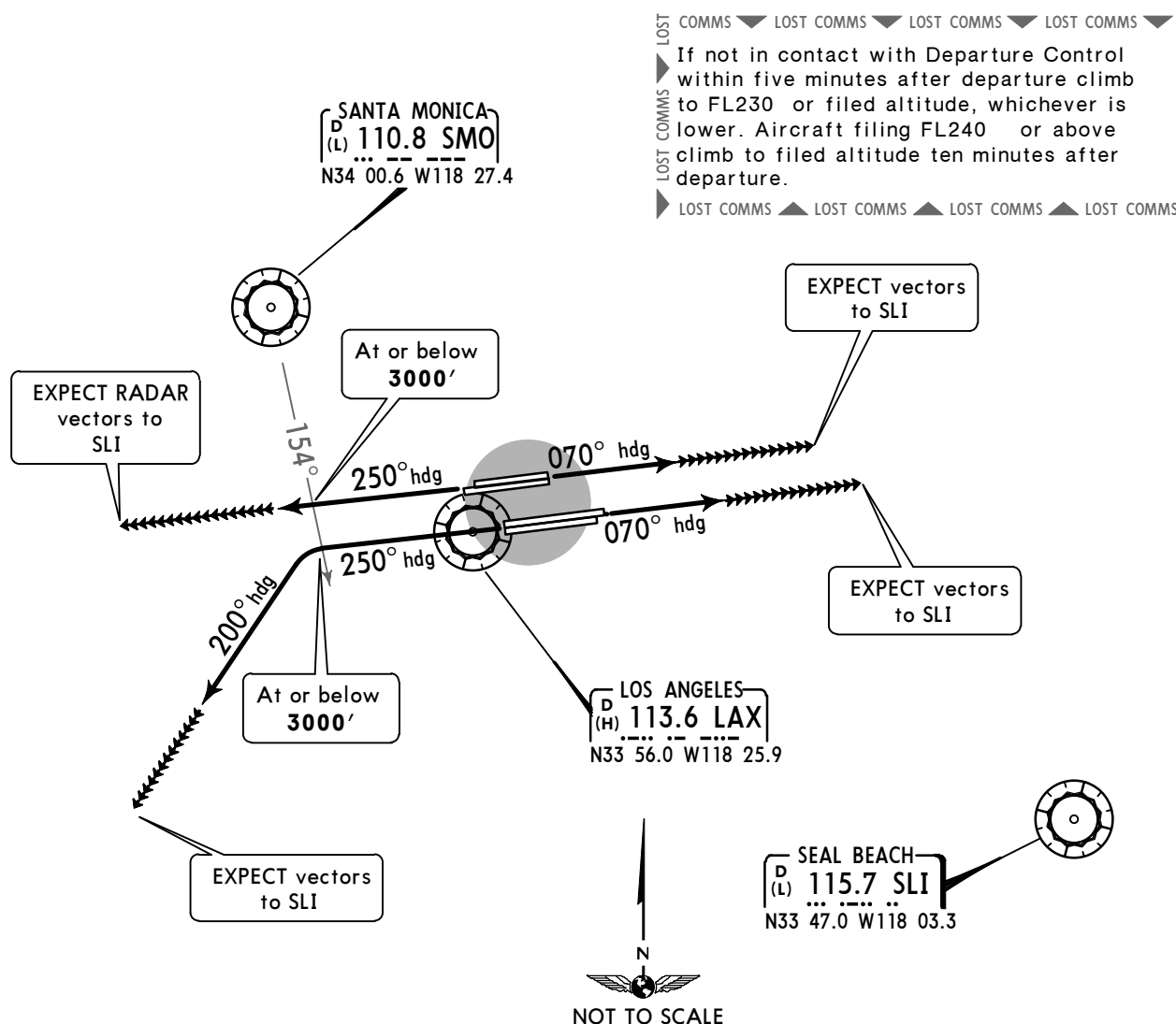
SOCAL
Departure (R)
124.3

Apt Elev
126'

Trans level: FL180 Trans alt: 18000'
Rwys 24L/R and 25L/R: This departure
is for non-turbojet aircraft only. Turbojet
aircraft use the LAXX departure.



SEAL BEACH FIVE DEPARTURE (SLI5.SLI)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6L, 7L/R, 24L/R: Standard (or lower than standard, if authorized).
Rwy 6R: 300-1 ¼ or standard (or lower than standard, if authorized) with a minimum climb gradient of 231' per NM to 400'.
Rwys 25L/R: Minimum climb gradient of 410' per NM to 600' required (ATC).

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	578	770	963	1155
410' per NM	513	683	1025	1367	1708	2050

Direct distance from Los Angeles Intl to:
SLI 20 NM

OBSTACLES

Rwy 6L: Building 1780' from DER, 922' LEFT of centerline, 201' MSL.
Rwy 6R: Building 5551' from DER, 1790' RIGHT of centerline, 306' MSL.

RWY	INITIAL CLIMB
6L/R 7L/R	Climb on a 070° heading for vectors to SLI.
24L/R	Climb on a 250° heading to cross SMO R-154 at or below 3000' , then RADAR vectors to SLI.
25L/R	Climb on a 250° heading to cross SMO R-154 at or below 3000' , then turn LEFT heading 200° for vectors to SLI.
ROUTING	
At SLI, via assigned route. All aircraft EXPECT further clearance to filed flight level three minutes after departure.	

SOCAL
Departure (R)
124.3

Apt Elev
126'

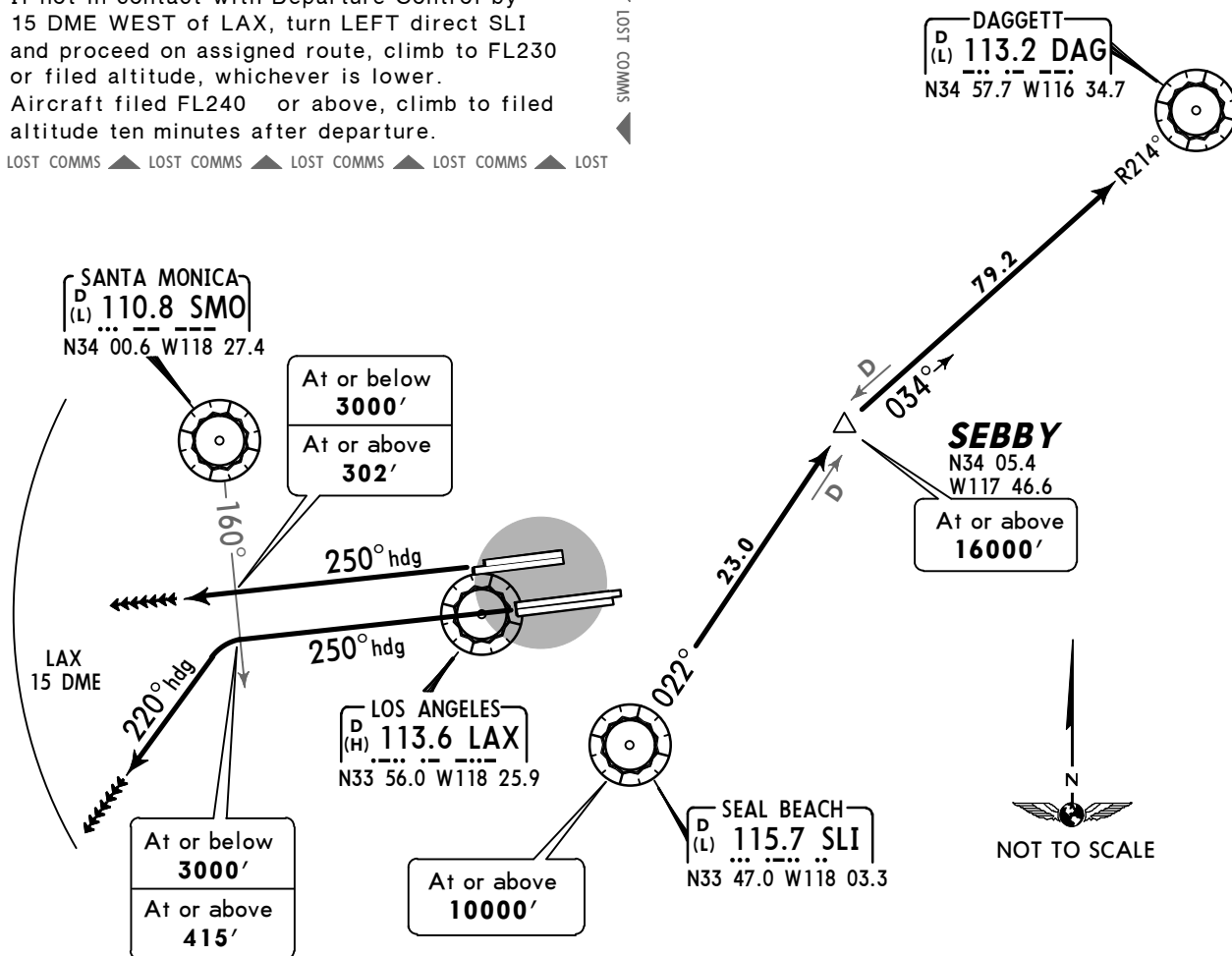
Trans level: FL180 Trans alt: 18000'
1. DME and RADAR required.
2. This Departure to be used only if unable to use LOOP Departure.

SEBBY EIGHT DEPARTURE (SEBBY8.DAG)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

If not in contact with Departure Control by 15 DME WEST of LAX, turn LEFT direct SLI and proceed on assigned route, climb to FL230 or filed altitude, whichever is lower. Aircraft filed FL240 or above, climb to filed altitude ten minutes after departure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



Direct distance from Los Angeles Intl to:
SLI 20 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6L/R, 7L/R: Not authorized-Operational.
Rwys 24L/R, 25L/R: Standard (or lower than standard, if authorized).

Rwys 25L/R: Minimum climb of 410' per NM to 600' required.

Gnd speed-KT	75	100	150	200	250	300
410' per NM	513	683	1025	1367	1708	2050

OBSTACLES

Rwy 24L: Bush 956' from DER, 600' LEFT of centerline, 40' AGL/148' MSL. Light poles beginning 273' from DER, 425' LEFT of centerline, up to 10' AGL/120' MSL. Antenna on pole 1357' from DER, 286' RIGHT of centerline, 36' AGL/144' MSL. Light poles and bushes beginning 239' from DER, 321' RIGHT of centerline, up to 8' AGL/116' MSL.
Rwy 24R: Obstruction light on glideslope 212' from DER, 399' LEFT of centerline, 39' AGL/151' MSL.
Rwy 25L: Tree and pole beginning 2366' from DER, 764' LEFT of centerline, up to 80' AGL/197' MSL. Transmission towers beginning 2800' from DER, 926' LEFT of centerline, up to 71' AGL/192' MSL. Bush 133' from DER, 397' LEFT of centerline, 4' AGL/123' MSL.

RWY

INITIAL CLIMB

24L/R	Climb on heading 250° to cross SMO R-160 at or below 3000'/at or above 302'.
25L/R	Climb on heading 250° to cross SMO R-160 at or below 3000'/at or above 415', then turn LEFT heading 220°.

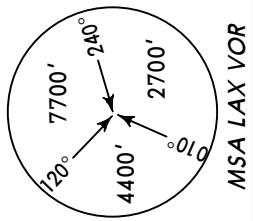
ROUTING

EXPECT RADAR vectors to cross SLI at or above 10000', then on SLI R-022 to cross SEBBY at or above 16000', then on DAG R-214 to DAG. All aircraft EXPECT further clearance to filed flight level three minutes after departure.

SOCAL Departure (R)
225°-044° 045°-224°
125.2 124.3

Apt Elev
126'

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DINTY Transition: DME required.

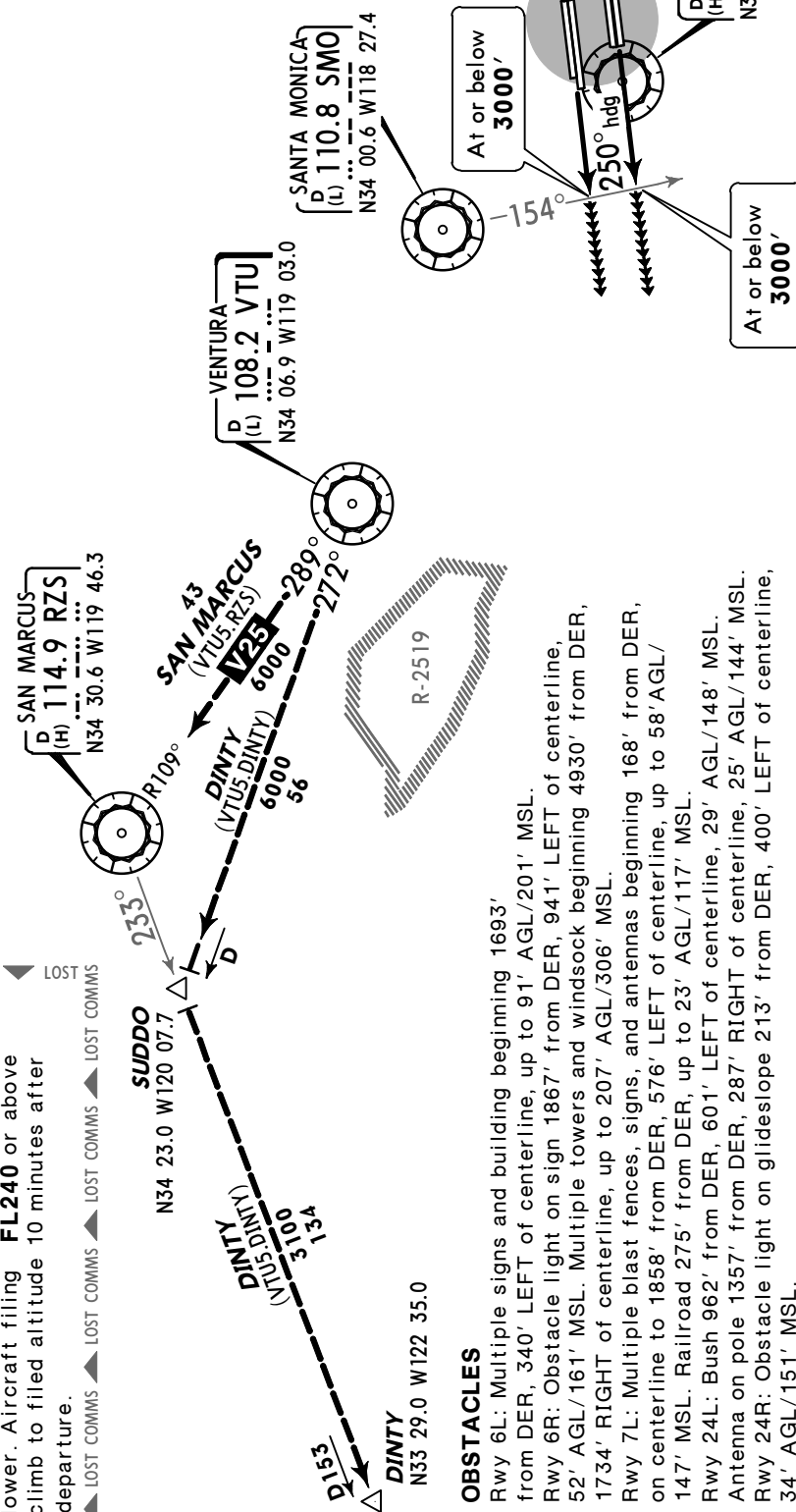
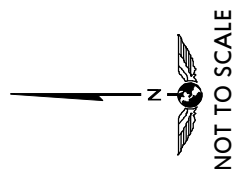


VENTURA FIVE DEPARTURE (VTU5.VTU)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6L, 7L/R, 24L/R, 25L/R: Standard (or lower than standard, if authorized).
Rwy 6R: 200-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb gradient of 281' per NM to 400'.

Gnd speed-KT	75	100	150	200	250	300
281' per NM	351	468	703	937	1171	1405

Direct distance from Los Angeles Intl to:
VTU 34 NM



RWY	INITIAL CLIMB
6L/R, 7L/R	Climb via 070° heading for vectors to VTU.
24L/R, 25L/R	Climb via 250° heading for vectors to VTU, cross SMO R-154 at or below 3000'.
ROUTING	
Via assigned transition or assigned route. EXPECT further clearance to filed flight level 3 minutes after departure.	

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS
If not in contact with Departure Control within 5 minutes after departure climb to **FL230** or filed altitude, whichever is lower. Aircraft filing **FL240** or above climb to filed altitude 10 minutes after departure.

OBSTACLES

Rwy 6L: Multiple signs and building beginning 1693' from DER, 340' LEFT of centerline, up to 91' AGL/201' MSL.
Rwy 6R: Obstacle light on sign 1867' from DER, 941' LEFT of centerline, 52' AGL/161' MSL. Multiple towers and windsock beginning 4930' from DER, 1734' RIGHT of centerline, up to 207' AGL/306' MSL.
Rwy 7L: Multiple blast fences, signs, and antennas beginning 168' from DER, on centerline to 1858' from DER, 576' LEFT of centerline, up to 58' AGL/147' MSL. Railroad 275' from DER, up to 23' AGL/117' MSL.
Rwy 24L: Bush 962' from DER, 601' LEFT of centerline, 29' AGL/148' MSL. Antenna on pole 1357' from DER, 287' RIGHT of centerline, 25' AGL/144' MSL.
Rwy 24R: Obstacle light on glideslope 213' from DER, 400' LEFT of centerline, 34' AGL/151' MSL.
Rwy 25L: Pole 2366' from DER, 820' LEFT of centerline, 55' AGL/184' MSL.

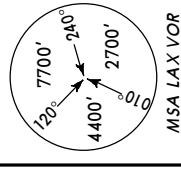
30 MAR 12 10-3Q Eff 5 Apr

1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV 1.

Trans level: FL180 Trans alt: 18000

Apt Elev
1021

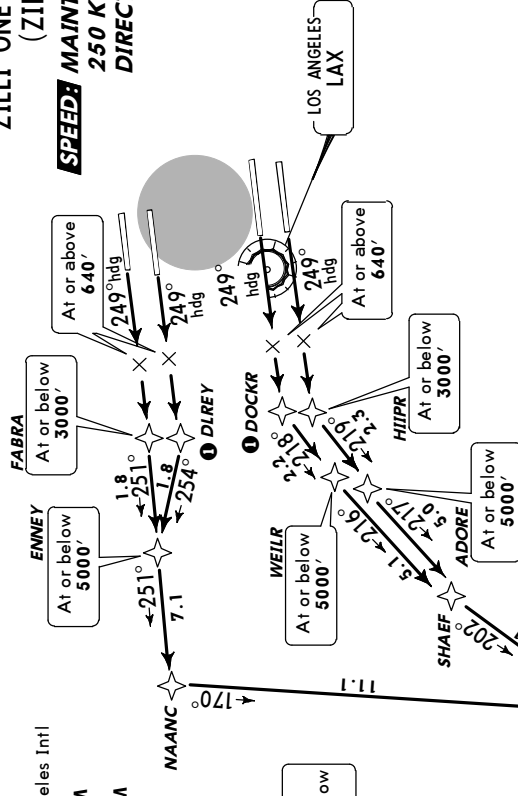
SOCAL
Departure
125.2



Direct distance from Los Angeles Intl
(Rwy 24L) to: DIREY 3 NM
(Rwy 24R) to: FABRA 3 NM
(Rwy 25L) to: HIIPR 2 NM
(Rwy 25R) to: DOCKR 2 NM

ZILLI ONE RNAV DEPARTURE
(ZILLI1.ZILLI)

**SPEED: MAINTAIN AT OR BELOW
250 KT UNLESS OTHERWISE
DIRECTED BY ATC**



OBSTACLES

Rwy 24L: Bush 957' from DER, 601' LEFT of centerline, 29' AGL/148' MSL. Light pole 301' from DER, 425' LEFT of centerline, 10' AGL/118' MSL. Light pole 296' from DER, 322' RIGHT of centerline, 8' AGL/116' MSL. Rwy 24R: Obstacle light on glideslope 213' from DER, 400' LEFT of centerline, 34' AGL/151' MSL.

Rwy 25L: Tree 2379' from DER, 777' LEFT of centerline, 79' AGL/197' MSL. Pole 2367' from DER, 764' LEFT of centerline, 55' AGL/184' MSL.

Transmission towers beginning 2800' from DER, 926' LEFT of centerline, up to 82' AGL/192' MSL. Bush 134' from DER, 397' LEFT of centerline, 5' AGL/123' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6L/R, 7L/R: Not authorized-ATC.
Rwys 24L/R, 25L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 640'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB

RWY	INITIAL CLIMB
24L	Climb on heading 249° to 640' , then direct to cross DLREY at or below 3000' , then on track 254° to cross ENNEY at or below 5000' , then on depicted route to ZILLI.
24R	Climb on heading 249° to 640' , then direct to cross FABRA at or below 3000' , then on track 251° to cross ENNEY at or below 5000' , then on depicted route to ZILLI.
25L	Climb on heading 249° to 640' , then direct to cross HIIPR at or below 3000' , then on track 219° to cross ADORE at or below 5000' , then on depicted route to ZILLI.
25R	Climb on heading 249° to 640' , then direct to cross DOCKR at or below 3000' , then on track 218° to cross WEILR at or below 5000' , then on depicted route to ZILLI.

ROUTING

From ZILLI via transition, EXPECT filed altitude three minutes after departure.

CHANGES: New procedure at this airport.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

STANDARD TAXI ROUTES

(includes Low Visibility Routes)

READ BACK RUNWAY AND HOLD SHORT INSTRUCTIONS

Route Ident	Routing via
NORTH	Taxi towards taxilane Sierra (S) taxi northbound on taxilane Sierra (S), and at check-point-1 contact Ground Control on frequency 121.65, hold short of taxiway Delta (D). Taxilane Sierra (S) is not visible from the Air Traffic Control Tower.

Route Ident	Routing via
SOUTH	Taxi towards taxiway Romeo (R) taxi southbound on taxiway Romeo (R), and at check-point-2 contact Ground Control on frequency 121.75, hold short of taxiway Charlie (C). Taxiway Romeo (R) is not visible from the Air Traffic Control Tower.

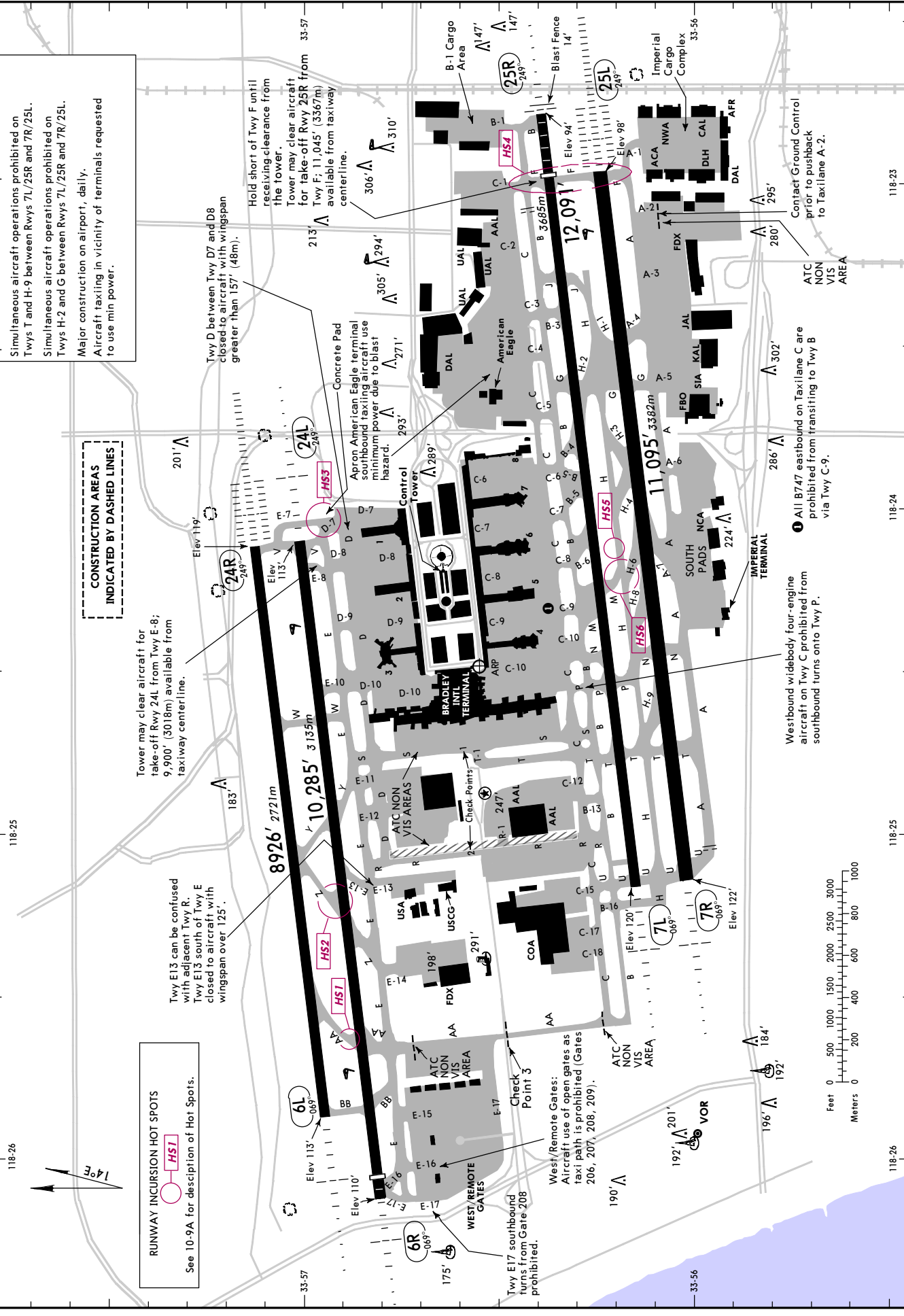
Route Ident	Routing via
BRADLEY	Taxi toward Taxilane Sierra (S) taxi southbound on Taxilane Sierra (S), and at Check-Point-1 contact Ground Control frequency on 121.75, hold short of Taxiway Charlie (C). Taxilane Sierra (S) is not visible from the Air Traffic Control Tower.

Route Ident	Routing via
WEST	Taxi westbound on taxiway Charlie (C) towards taxiway Alfa-Alfa (AA), hold short of taxiway Alfa-Alfa (AA), contact Ground Control on frequency 121.65 when number one approaching taxiway Alfa-Alfa (AA). Taxiway Alfa-Alfa (AA) is not visible from the Air Traffic Control Tower.

Route Ident	Routing via
BRIDGE	Taxi towards taxiway Alfa-Alfa (AA) taxi southbound on taxiway Alfa-Alfa (AA) and at check-point-3 contact Ground Control on frequency 121.75, hold short of taxiway Charlie (C). Taxiway Alfa-Alfa (AA) is not visible from the Air Traffic Control Tower.

Route Ident	Routing via
ROMEO	Taxi westbound on Taxiway Charlie (C) towards Taxiway Romeo (R), hold short of taxiway Romeo (R), contact Ground Control on frequency 121.65 when number one approaching Taxiway Romeo (R). Taxiway Romeo (R) is not visible from the Air Traffic Control Tower.

	LOS ANGELES Clearance	Ground	(Between 1100 and 1400 LT, departure aircraft contact Metering 120.35 prior to contacting South Complex Ground Control if directed to do so by ATIS or PDC.)
D-ATIS Departure	ACARS: D-ATIS	West	South Complex
135.65	120.35	121.4	121.75
(Limited) VOT 113.9 PDC			
	South Complex	SOCAL Departure (R)	
	225°-044°	045°-224°	
North Complex	120.95	125.2	124.3
133.9			119.8



CHANGES: Construction areas, ramps, notes.

GENERAL

ASDE-X Surveillance system in use. All aircraft should operate transponders with Mode C on all taxiways and runways.
Taxiway closures throughout the airport. Consult current NOTAMs.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					— LANDING —	BEYOND —		
					Threshold	Glide Slope		
6R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved	RVR		9954' 3034m	9138' 2785m		150'
24L	HIRL CL MALSR PAPI-R (angle 3.0°)	grooved	RVR			9259' 2822m		46m
6L	HIRL CL MALSR PAPI-L (angle 3.0°)	grooved	RVR			7920' 2414m		150'
24R	HIRL CL ① ALSF-II TDZ PAPI-L (angle 3.0°)	grooved	RVR			7899' 2408m		46m
① Operates as SSALR until weather goes below VFR.								
7R	HIRL CL MALSR PAPI-L (angle 3.0°)	grooved	RVR			10,020' 3054m		200'
25L	HIRL CL ② ALSF-II TDZ PAPI-R	grooved	RVR			10,094' 3077m		61m
② Operates as SSALR until weather goes below VFR.								
7L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved	RVR			10,990' 3350m		150'
25R	HIRL CL MALSR PAPI-L	grooved	RVR	11,134' 3394m		10,095' 3077m		46m

RUNWAY INCURSION HOT SPOTS **HS1**

For information only, not to be construed as ATC instructions.

HS1 Pilots sometimes fail to hold short of Rwy 24L when exiting Rwy 24R at Twy AA.

HS2 Pilots sometimes fail to hold short of Rwy 24L when exiting Rwy 24R at Twy Z.

HS3 Aircraft assigned Rwy 24L for departure sometimes get confused when taxiing via Twy D7 using Twy E7.

HS4 Pilots sometimes cross Rwy 25L/R "Hold Bars" at Twy F, without authorization.

HS5 Pilots sometimes fail to hold short of Twy M at Intermediate Holding Position Marking when taxiing westbound on Twy H.

HS6 Aircraft exiting Rwy 25L onto Twy H6 sometimes mistakenly transition to Twy M.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 12)

Rwys 6L, 7L/R, 24L/R, 25L/R

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16	RVR 24	RVR 50
Mid RVR 5	Mid RVR 10	or 1/4	or 1/2	or 1
Rollout RVR 5	Rollout RVR 10			

Rwy 6R

With Min climb of 275'/NM to 400'

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16	RVR 24	RVR 50	200-
Mid RVR 5	Mid RVR 10	or 1/4	or 1/2	or 1	1 1/4
Rollout RVR 5	Rollout RVR 10				

OBSTACLE DP

Rwys 6L/R, 7L/R: Climb to 2000' heading 070°, then climbing right turn. Rwys 24 L/R: Climb to 2000' heading 250°, then climbing left turn. Rwys 25 L/R: Turbojet climb to 2000' heading 250°, then climbing left turn; Non-Turbojet climb to 2000' heading 250°, at the SMO VOR R-154 turn left heading 200°. Then all aircraft climb direct SLI VOR, then climb on course.
(For TAKEOFF OBSTACLE NOTES see 10-9A1)

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1)

Rwys 6L, 7L/R, 24L/R, 25L/R : Headings as assigned by ATC.

Rwy 6R: Headings as assigned by ATC; requires minimum climb of 290'/NM to 400'.

FOR FILING AS ALTERNATE

ILS Rwy 6L ILS Rwy 24L ILS Rwy 6R ILS Rwy 24R ILS Rwy 7L ILS Rwy 25L ILS Rwy 7R ILS Rwy 25R		LOC Rwy 6L LOC Rwy 6R LOC Rwy 7L LOC Rwy 7R LOC Rwy 24L LOC Rwy 24R LOC Rwy 25L LOC Rwy 25R		LOC Rwy 25L LOC Rwy 25R RNAV (GPS) Y Rwy 6L RNAV (GPS) Y Rwy 6R RNAV (GPS) Y Rwy 7L RNAV (GPS) Y Rwy 7R RNAV (GPS) Y Rwy 24L RNAV (GPS) Y Rwy 24R RNAV (GPS) Y Rwy 25L RNAV (GPS) Y Rwy 25R		RNAV (RNP) Z Rwy 6L RNAV (RNP) Z Rwy 6R RNAV (RNP) Z Rwy 7L RNAV (RNP) Z Rwy 7R RNAV (RNP) Z Rwy 24L RNAV (RNP) Z Rwy 24R RNAV (RNP) Z Rwy 25L RNAV (RNP) Z Rwy 25L	
A		B		C		D	
600-2		800-2		NA			

ODP TAKEOFF OBSTACLE NOTES

◦ RWY 6L:

BLDGS AND SIGNS BEGINNING 1693' FROM DER, 339' LEFT OF CENTERLINE, UP TO 50' AGL/201' MSL.

◦ RWY 6R:

ANT ON BLDG 560' FROM DER, 479' RIGHT OF CENTERLINE, 18' AGL/127' MSL, OL ON BLDG 5550' FROM DER, 1791' RIGHT OF CENTERLINE, 202' AGL/306' MSL, OL ON SIGN AND SIGN BEGINNING 1866' FROM DER, 920' LEFT OF CENTERLINE, UP TO 49' AGL/161' MSL.

◦ RWY 7L:

OL ON BLAST FENCE 168' FROM DER, 33' LEFT OF CENTERLINE, 14' AGL/106' MSL, POLES BEGINNING 1290' FROM DER, 505' LEFT OF CENTERLINE, UP TO 55' AGL/147' MSL, ANT ON BLDG 1576' FROM DER, 315' LEFT OF CENTERLINE, 55' AGL/147' MSL, SIGN AND RAILROAD BEGINNING 351' FROM DER, 10' LEFT OF CENTERLINE, UP TO 29' AGL/124' MSL, RAILROAD 275' FROM DER, 500' RIGHT OF CENTERLINE, 23' AGL 115' MSL, APP LT AND OL ON LOC BEGINNING 979' FROM DER, ON RWY CENTERLINE, UP TO 27' AGL/119' MSL.

◦ RWY 7R:

TREES AND BLDG BEGINNING 790' FROM DER, 606' RIGHT OF CENTERLINE, UP TO 58' AGL/157' MSL.

◦ RWY 24L:

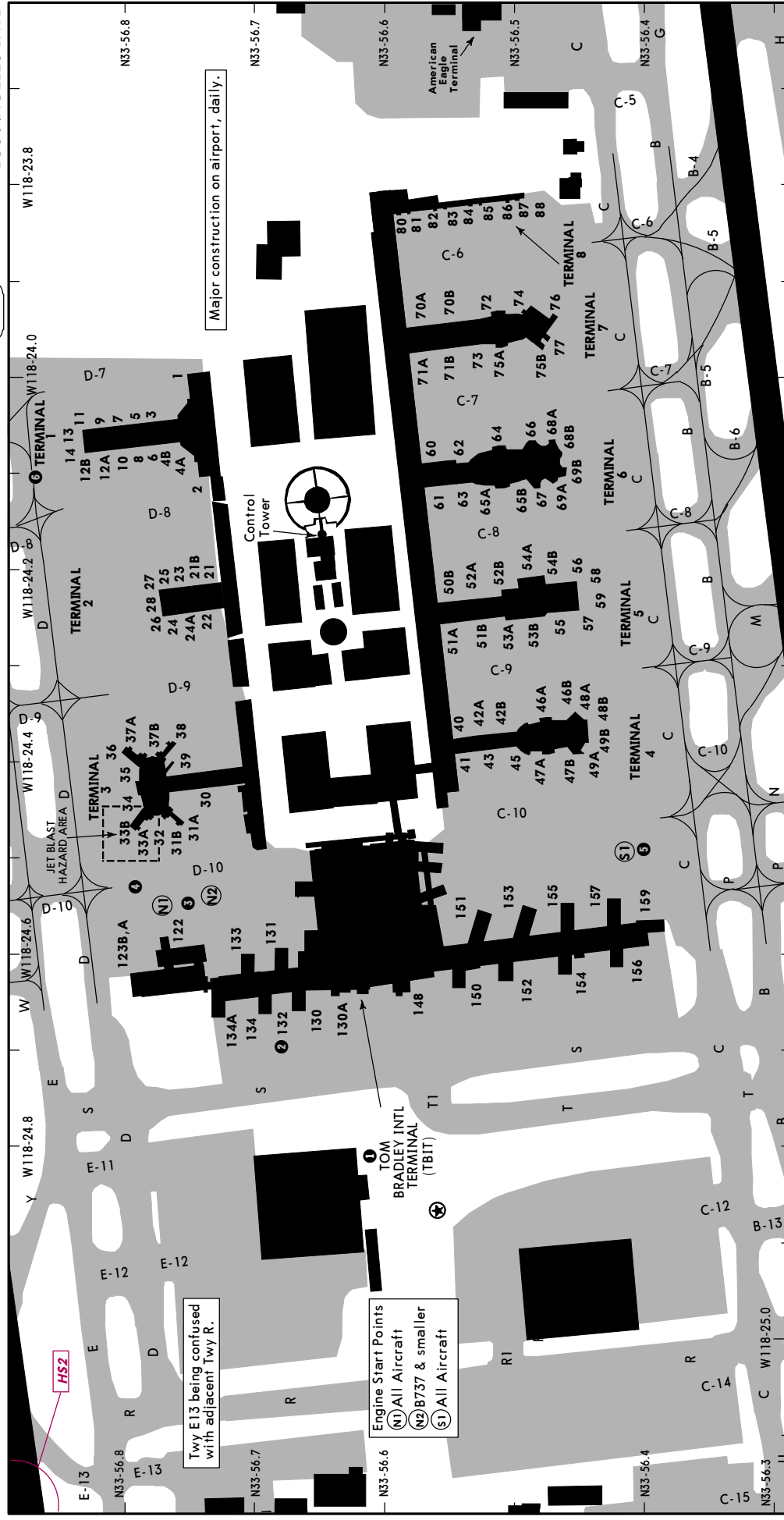
BUSH 956' FROM DER, 600' LEFT OF CENTERLINE, 40' AGL/148' MSL, LT POLES BEGINNING 273' FROM DER, 425' LEFT OF CENTERLINE, UP TO 10' AGL/120' MSL, ANT ON POLE 1357' FROM DER, 286' RIGHT OF CENTERLINE, 36' AGL/144' MSL, LT POLES AND BUSHES BEGINNING 239' FROM DER, 321' RIGHT OF CENTERLINE, UP TO 8' AGL/116' MSL.

◦ RWY 24R:

OL ON GS 212' FROM DER, 399' LEFT OF CENTERLINE, 39' AGL/151' MSL.

◦ RWY 25L:

TREE AND POLE BEGINNING 2366' FROM DER, 764' LEFT OF CENTERLINE, UP TO 80' AGL/197' MSL, TRMSN TWRS BEGINNING 2800' FROM DER, 926' LEFT OF CENTERLINE, UP TO 71' AGL/192' MSL, BUSH 133' FROM DER, 397' LEFT OF CENTERLINE, 4' AGL/123' MSL.



PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES	BAY No.	COORDINATES
Tom Bradley International Terminal 122, 123A, 123B 130, 130A, 132, 134, 134A, 148 150 thru 155 156, 157, 159	Terminal N33 56.8 W118 24.6 N33 56.7 W118 24.7 N33 56.7 W118 24.7 N33 56.6 W118 24.7 N33 56.5 W118 24.6 N33 56.4 W118 24.6	26	N33 56.8 W118 24.3	Terminal 6 60, 61 62 63 64 65A, 65B 66 67 68A thru 69B	N33 56.6 W118 24.1 N33 56.5 W118 24.1 N33 56.5 W118 24.1 N33 56.5 W118 24.2 N33 56.5 W118 24.1 N33 56.5 W118 24.2 N33 56.5 W118 24.1 N33 56.5 W118 24.2
		27, 28	N33 56.8 W118 24.2		
		30 thru 31A	N33 56.7 W118 24.5		
		31B thru 34	N33 56.8 W118 24.5		
		35 thru 39	N33 56.8 W118 24.4		
		Terminal 4 40 thru 43 45 thru 47B 48A thru 49B	N33 56.5 W118 24.4		
			N33 56.5 W118 24.4		
			N33 56.4 W118 24.4		
			N33 56.4 W118 24.4		
		Terminal 5 50B 51A, 51B 52A, 52B 53A, 53B 54A, 54B	N33 56.6 W118 24.2		
Passenger Terminal Terminal 1 1 2 3 4A thru 14 Terminal 2 21, 21B 22 23 24, 24A 25	Terminal N33 56.7 W118 24.0 N33 56.7 W118 24.1 N33 56.8 W118 24.0 N33 56.8 W118 24.1 N33 56.7 W118 24.2 N33 56.7 W118 24.3 N33 56.8 W118 24.2 N33 56.8 W118 24.3 N33 56.8 W118 24.2	50B	N33 56.6 W118 24.2	Terminal 7 70A 70B 71A, 71B 72 thru 77	N33 56.6 W118 24.0 N33 56.5 W118 24.0 N33 56.6 W118 24.0 N33 56.5 W118 24.0
		51A, 51B	N33 56.5 W118 24.3		
		52A, 52B	N33 56.5 W118 24.2		
		53A, 53B	N33 56.5 W118 24.3		
		54A, 54B	N33 56.5 W118 24.2		
		Terminal 8 80 thru 82 83 thru 88	N33 56.5 W118 24.2		
			N33 56.5 W118 24.3		
			N33 56.5 W118 24.2		
			N33 56.4 W118 24.3		
			N33 56.4 W118 24.2		

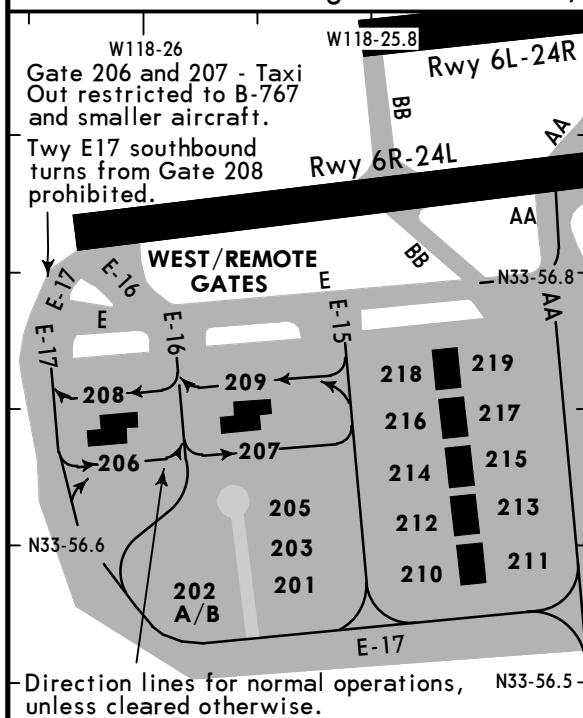
CHANGES: Tom Bradley Terminal gates. notes.

© JEPPESEN. 1987. 2014. ALL RIGHTS RESERVED.

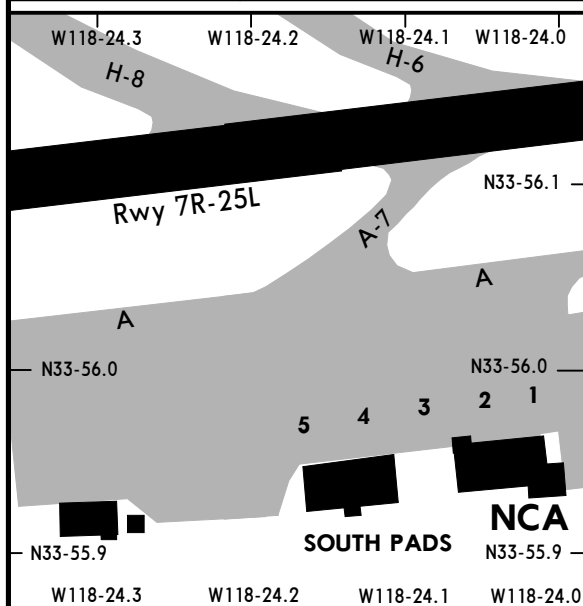
RUNWAY INCURSION HOT SPOTS

See 10-9A for description of Hot Spots.

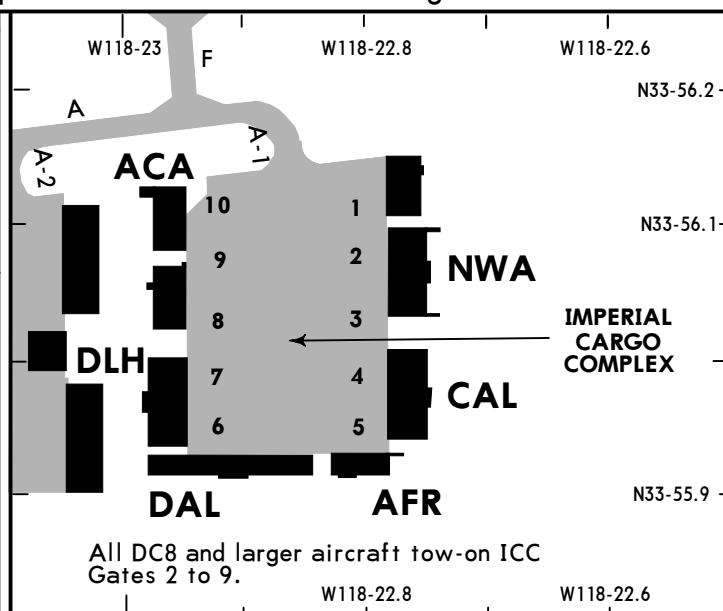
For individual gate restrictions, please check LAX Rules and Regulations.

**PARKING BAY COORDINATES**

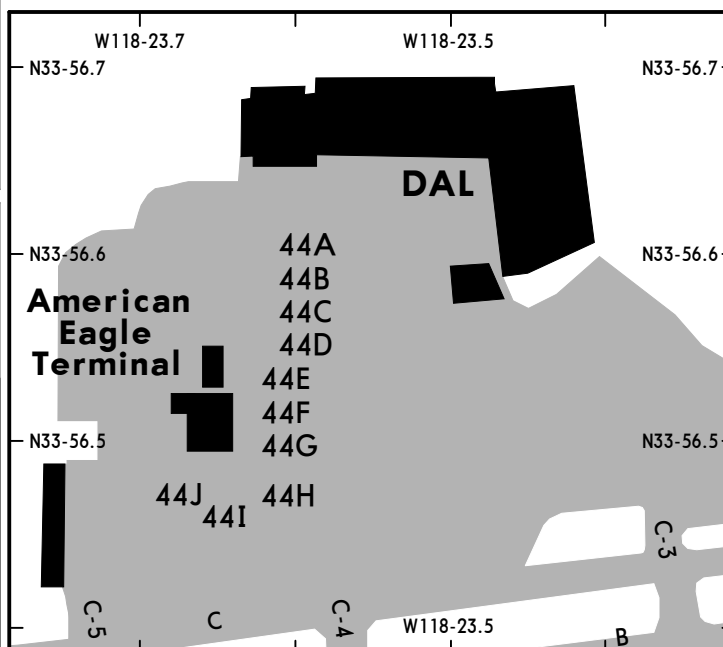
BAY No.	COORDINATES
WEST/REMOTE Gates	
201 thru 205	N33 56.6 W118 25.9
206	N33 56.6 W118 26.0
207	N33 56.6 W118 25.9
208	N33 56.7 W118 26.0
209	N33 56.7 W118 25.9
210 thru 215	N33 56.6 W118 25.7
216	N33 56.7 W118 25.8
217	N33 56.7 W118 25.7
218	N33 56.7 W118 25.8
219	N33 56.7 W118 25.7

**PARKING BAY COORDINATES**

BAY No.	COORDINATES
SOUTH Pads	
1, 2	N33 56.0 W118 24.0
3, 4	N33 56.0 W118 24.1
5	N33 56.0 W118 24.2

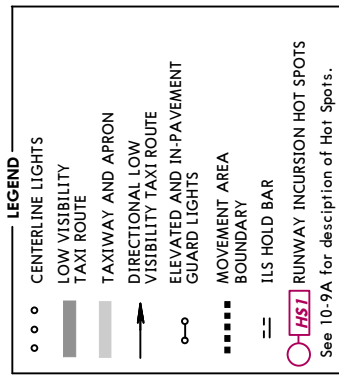
**PARKING BAY COORDINATES**

BAY No.	COORDINATES
IMPERIAL Gates	
1, 2	N33 56.1 W118 22.8
3, 4	N33 56.0 W118 22.8
5	N33 55.9 W118 22.8
6	N33 55.9 W118 22.9
7, 8	N33 56.0 W118 22.9
9, 10	N33 56.1 W118 22.9

**PARKING BAY COORDINATES**

BAY No.	COORDINATES
AMERICAN EAGLE Gates	
44A thru 44D	N33 56.6 W118 23.6
44E thru 44I	N33 56.5 W118 23.6
44J	N33 56.5 W118 23.7

D-ATIS Departure 135.65 (Limited) VOT 113.9	ACARS: D-ATIS PDC	LOS ANGELES Clearance 120.35	West 121.4	Ground North Complex 121.65	South Complex 121.75	(Between 1100 and 1400 LT, departure aircraft contact Metering 120.35 prior to contacting South Complex Ground Control if directed to do so by ATIS or PDC.)
North Complex 133.9	Tower South Complex	225°-044° 125.2	SOCAL Departure (R) 045°-224°	Helicopter 119.8		



D-ATIS Departure 135.65 (Limited) VOT 113.9	ACARS: D-ATIS PDC	LOS ANGELES Clearance 120.35	Ground			(Between 1100 and 1400 LT, departure aircraft contact Metering 120.35 prior to contacting South Complex Ground Control if directed to do by ATIS or PDC.)
			West 121.4	North Complex 121.65	South Complex 121.75	
Tower		South Complex 120.95	SOCAL Departure (R)			Helicopter 119.8
North Complex 133.9			225°-044° 125.2	045°-224° 124.3		

LEGEND

○ ○ ○

 CENTERLINE LIGHTS

▬

 LOW VISIBILITY TAXI ROUTE

▬

 TAXIWAY AND APRON

→

 DIRECTIONAL LOW VISIBILITY TAXI ROUTE

○ ○

 ELEVATED AND IN-PAVEMENT GUARD LIGHTS

▬ ▬ ▬

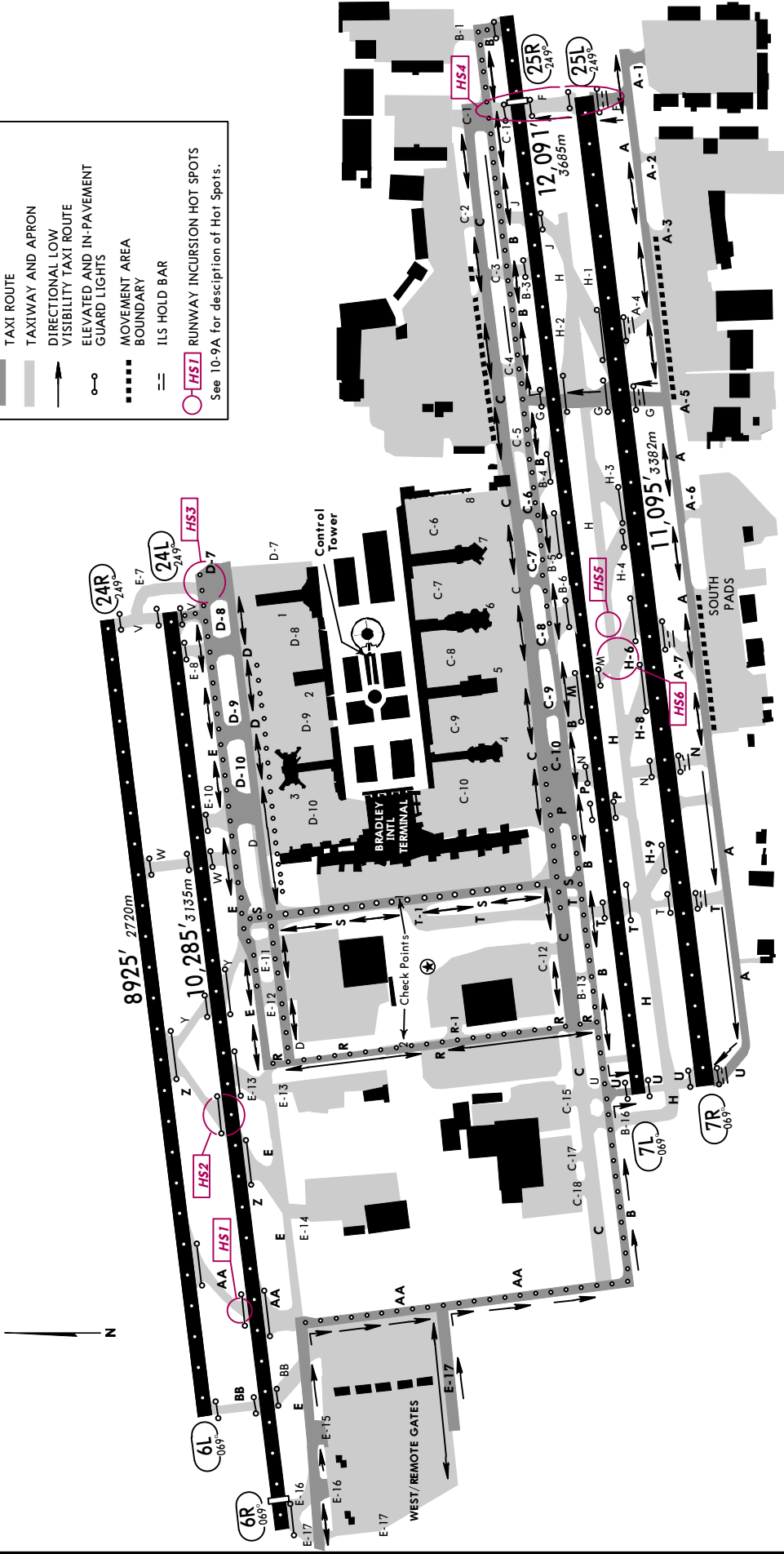
 MOVEMENT AREA BOUNDARY

==

 ILS HOLD BAR

○ HSI

 RUNWAY INCURSION HOT SPOTS
See 10-9A for description of Hot Spots.



KLAX/LAX

LOS ANGELES INTL

JEPPESEN

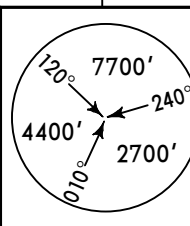
26 SEP 14 (11-1)

LOS ANGELES, CALIF

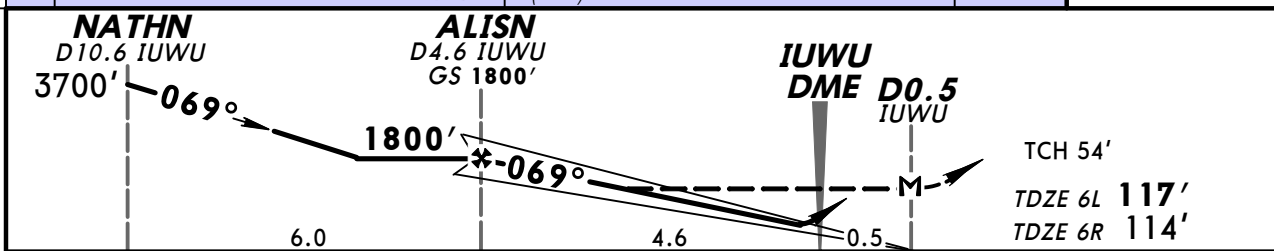
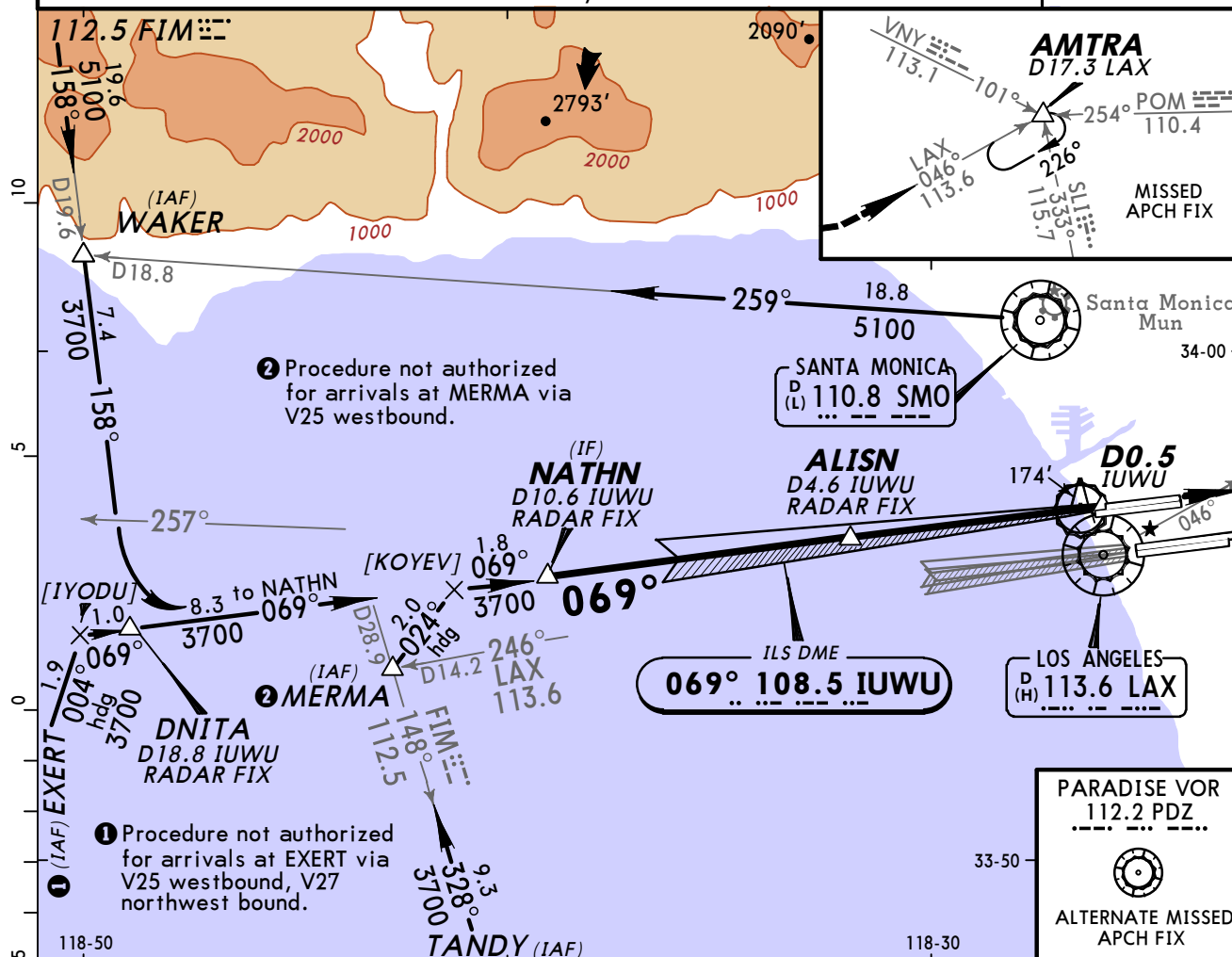
ILS or LOC Rwy 6L

BRIEFING STRIP™

D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°			LOS ANGELES Tower North Complex South Complex		Ground West North Complex South Complex			Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
LOC IUWU 108.5		Final Apch Crs 069°		GS ALISN 1800' (1683')		ILS DA(H) 367' (250')		Apt Elev 128' TDZE 117'	
MISSED APCH: Climb to 600' then climbing LEFT turn to 3000' outbound via LAX VOR R-046 to AMTRA INT/D17.3 LAX and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 7L/R. 3. VGSI and ILS glidepath not coincident. 4. Helicopter visibility reduction below RVR 50 not authorized. 5. MALSR & PAPI-L on Rwy 6R.									



MSA LAX VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	600'	3000'	LAX via 113.6 R-046
GS	3.00°	372	478	531	637	743				
MAP at D0.5 IUWU or ALISN to MAP	5.1	4:22	3:24	3:04	2:33	2:11				

TERPS				STRAIGHT-IN LANDING RWY 6L				SIDESTEP LANDING RWY 6R			
ILS				LOC (GS out)				SIDESTEP LANDING RWY 6R			
DA(H) 367' (250')				MDA(H) 440' (323')				MDA(H) 440' (326')			
FULL				RAIL out				RAIL or ALS out			
RAIL or ALS out				RAIL out				RAIL or ALS out			
A				RVR 50 or 1				RVR 50 or 1			
B				RVR 55 or 1				RVR 55 or 1			
C				RVR 50 or 1				1 1/2			
D				RVR 50 or 1				1 3/4			

CHANGES: Ground frequency added.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 12C 24 JUL 2014

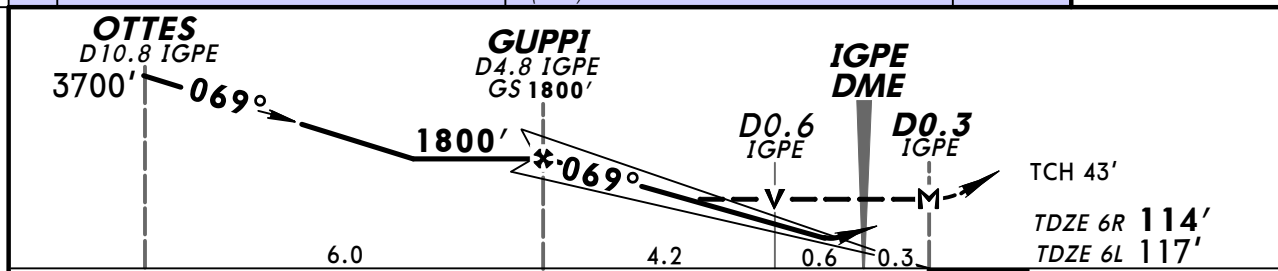
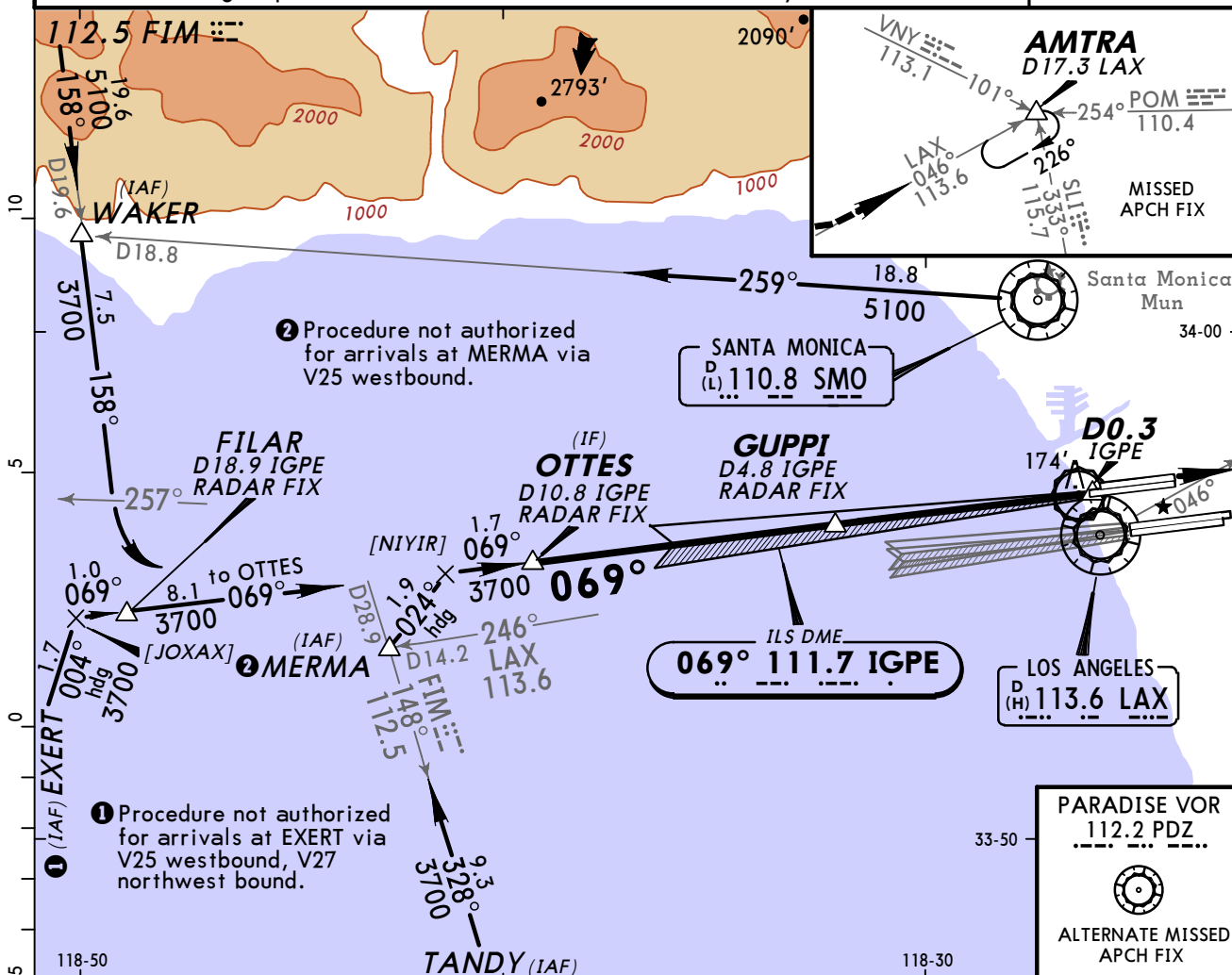
KLAX/LAX LOS ANGELES INTL

26 SEP 14 (11-2)

LOS ANGELES, CALIF
ILS or LOC Rwy 6R

D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°			LOS ANGELES Tower North Complex South Complex		Ground West North Complex South Complex			Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
LOC IGPE 111.7		Final Apch Crs 069°		GS GUPPI 1800' (1686')		ILS DA(H) 314' (200')		Apt Elev 128' TDZE 114'	
MISSED APCH: Climb to 600' then climbing LEFT turn to 3000' outbound via LAX VOR R-046 to AMTRA INT/D17.3 LAX and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 7L/R. 3. VGSI and ILS glidepath not coincident. 4. MALSR & PAPI-L on Rwy 6L.									

MSA LAX VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		600'	3000'	LAX
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	113.6
MAP at D0.3 IGPE or GUPPI to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55				R-046

TERPS			STRAIGHT-IN LANDING RWY 6R			SIDESTEP LANDING RWY 6L	
ILS			LOC (GS out)			MDA(H) 460' (343')	
DA(H) 314' (200')			MDA(H) 460' (346')				
FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL or ALS out
A							
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1
C				RVR 30 or 5/8	RVR 55 or 1		1 1/2
D				RVR 40 or 3/4			1 1/2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Ground frequency added.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 17C 24 JUL 2014

KLAX/LAX

LOS ANGELES INTL

26 SEP 14

11-3

LOS ANGELES, CALIF

ILS or LOC Rwy 7L

BRIEFING STRIP

D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°			LOS ANGELES Tower North Complex South Complex		Ground West North Complex South Complex			Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
LOC IIAS 111.1	Final Apch Crs 069°		GS TURKA 1800' (1672')		ILS DA(H) 329' (201')	Apt Elev 128' TDZE 128'			

MISSED APCH: Climb to 3000' outbound via LAX VOR R-068 to DOWNE INT/D15.5 LAX/RADAR FIX and hold.

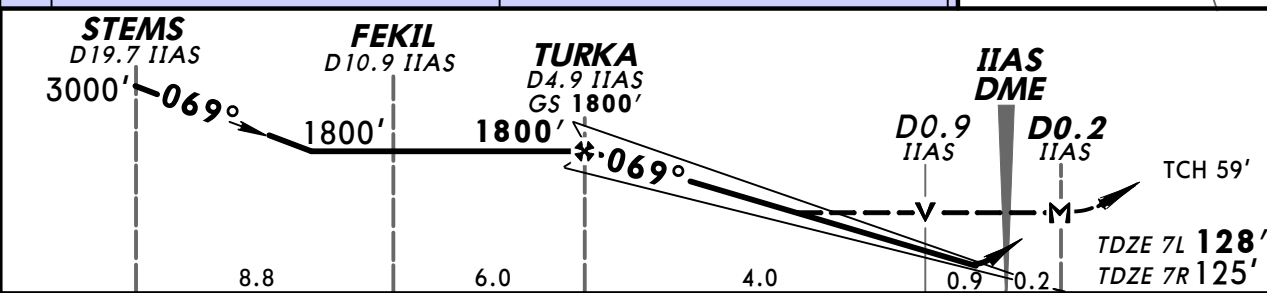
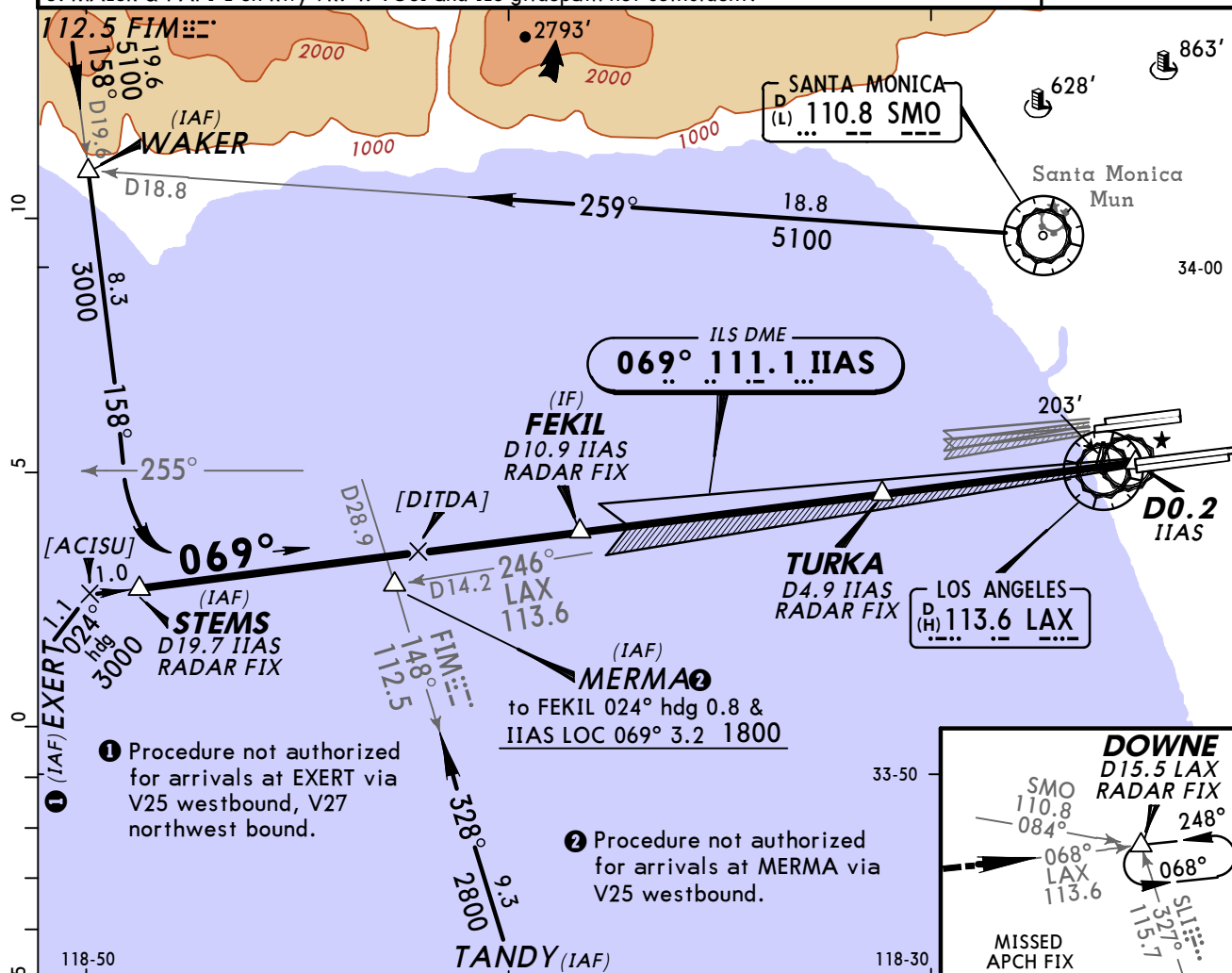
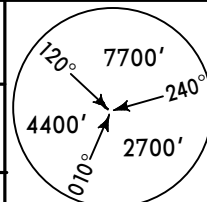
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. DME or Radar required.
2. Simultaneous approach authorized with Rwy 6L/R.
3. MALSR & PAPI-L on Rwy 7R.
4. VGSI and ILS glidepath not coincident.

MSA LAX VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'	LAX	DOWNE
GS	3.00°	372	478	531	637	743	PAPI		↑	via 113.6	
MAP at D0.2 IIAS or TURKA to MAP	5.0	4:17	3:20	3:00	2:30	2:09				R-068	

TERPS						STRAIGHT-IN LANDING RWY 7L		SIDESTEP LANDING RWY 7R	
ILS			LOC (GS out)			DA(H) 329' (201')		MDA(H) 520' (392')	
FULL			TDZ or CL out			RAIL or ALS out		RAIL or ALS out	
A						RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4			RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8	RVR 55 or 1
C									1 1/2
D									2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Ground frequency added.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 7C 24 JUL 2014

KLAX/LAX

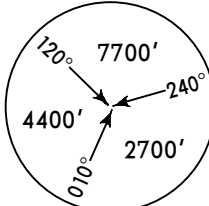
JEPPesen

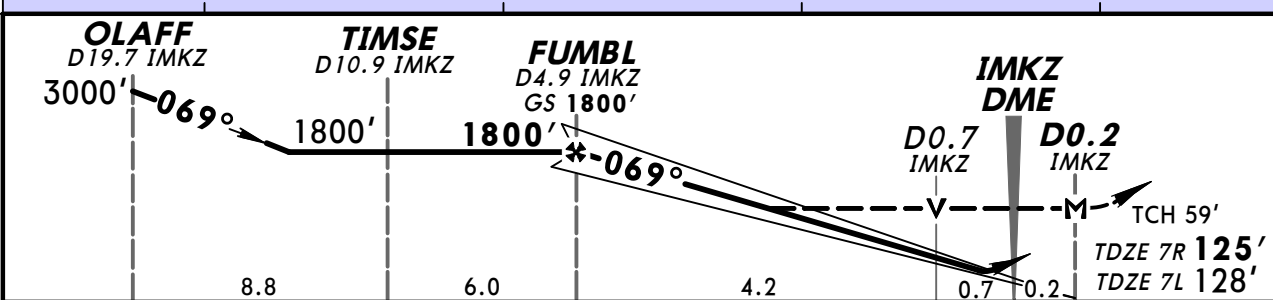
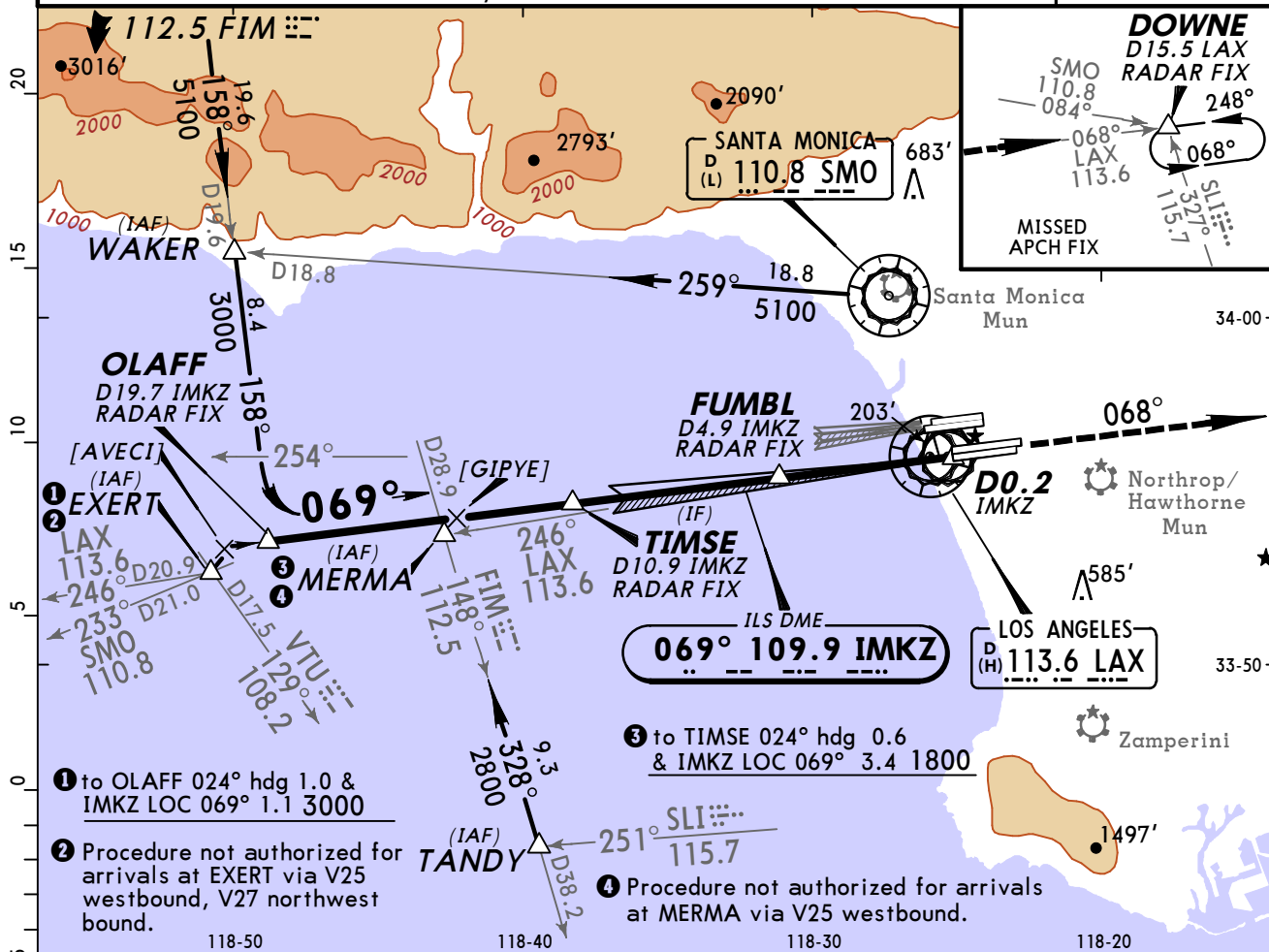
LOS ANGELES, CALIF

LOS ANGELES INTL

26 SEP 14 11-4

ILS or LOC Rwy 7R

BRIEFING STRIP™	D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
	225°-044°	045°-089°	090°-224°		North Complex	South Complex	West	North Complex	South Complex	
	133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
	LOC IMKZ	Final Apch Crs		GS FUMBL	ILS DA(H)		Apt Elev 128'			
	109.9	069°		1800' (1675')	325' (200')		TDZE 125'			
	MISSED APCH: Climb to 3000' outbound via LAX VOR R-068 to DOWNE INT/D15.5 LAX/RADAR FIX and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 6 L/R.										
3. VGS1 and ILS glidepath not coincident. 4. Autopilot coupled approach not authorized below 264'. 5. MALSR & PAPI-L on Rwy 7L.										
MSA LAX VOR										



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	LAX via 113.6 R-068	DOWNE
GS	3.00°	372	478	531	637	743				
MAP at D0.2 IMKZ or FUMBL to MAP	5.0	4:17	3:20	3:00	2:30	2:09				

TERPS		STRAIGHT-IN LANDING RWY 7R				SIDESTEP LANDING RWY 7L	
		ILS		LOC (GS out)			
		DA(H) 325' (200')		MDA(H) 460' (335')		MDA(H) 520' (392')	
		FULL	RAIL or ALS out	RAIL out	ALS out	RAIL or ALS out	
A							
B							
C							
D							

CHANGES: Ground frequency added.

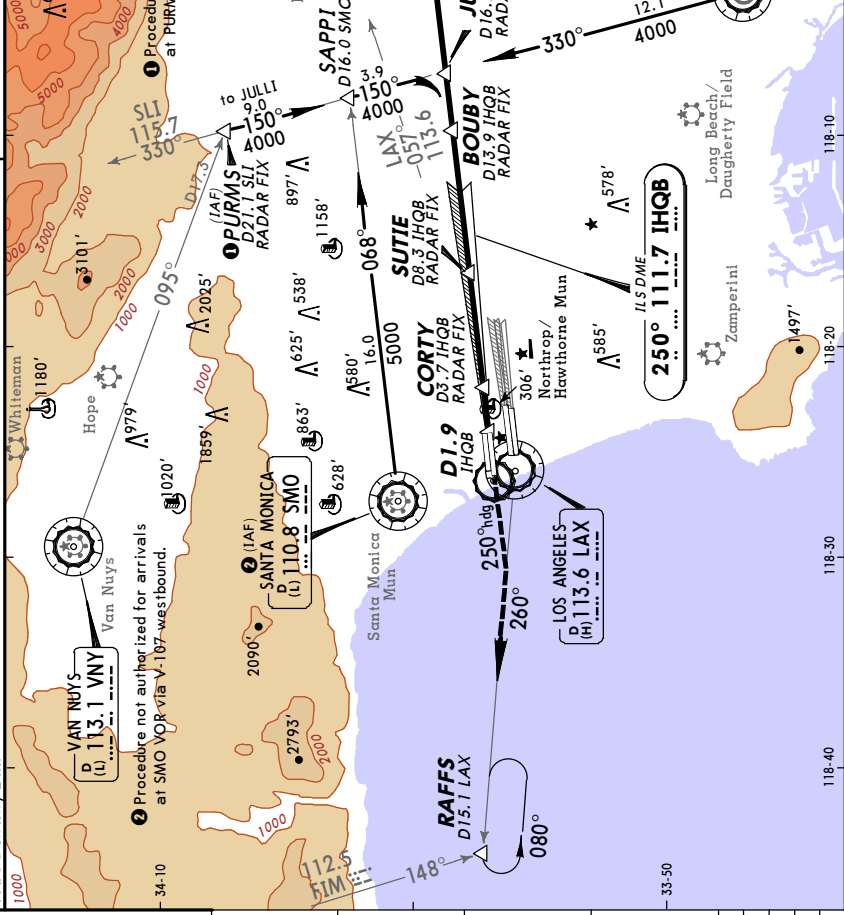
© JEPPesen, 2001, 2014. ALL RIGHTS RESERVED.

JEPPESEN LOS ANGELES, CALIF
ILS or LOC Rwy 24L
(11-5)

11-5

ILS or LOC Rwy 24L

A topographic map of the study area, showing elevation contours and sampling locations. The map is oriented vertically. Elevation contours are labeled with values: 1000, 2000, 3000, 4000, 5000, 6000, 7000, 8000, and 9000. A black star is located in the upper right quadrant, near the 4000' contour. A black arrow points to a sampling location marked with a black dot and labeled '10050''. Other sampling locations are marked with black dots and labeled with their elevations: '7127'', '8246'', '8026'', '9368'', and '10050''. A blue area representing water is visible in the upper right corner. The map is titled 'Figure 1' in the bottom left corner.



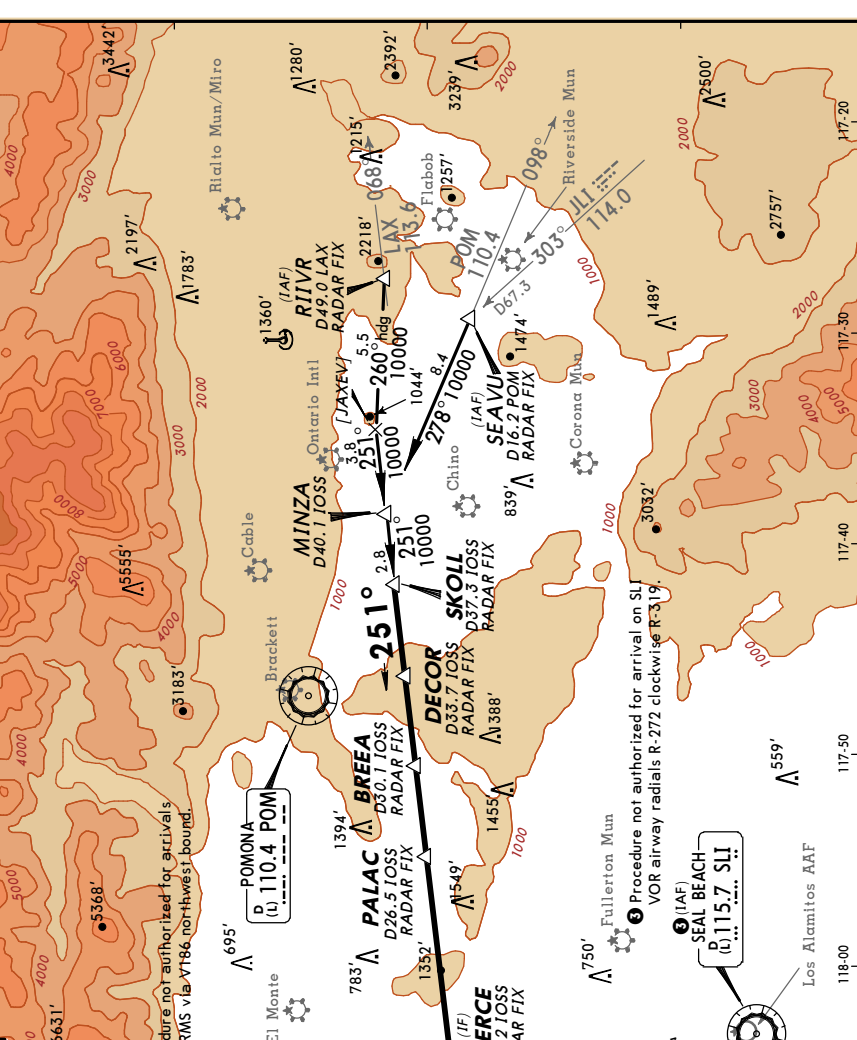
TERPS				STRAIGHT-IN LANDING RWY 24L				SIDESTEP LANDING RWY 24R			
		ILS		LOC (GS out)							
		DA(H) 321' (200')		MDA(H) 500' (379')				MDA(H) 700' (580')			
		FULL		RAIL out		ALS out		RAIL out		ALS out	
A	RVR 24 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 55 or 1				
B											
C				RVR 35 or 3/8	RVR 45 or 7/8	RVR 60 or 1 1/8	1 1/4	1 3/4			
D								2			

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

EPPESEN LOS ANGELES, CALIF
 ILS or LOC Rwy 24R
 (11-6)

11-6

ILS or LOC Rwy 24R



STRAIGHT-IN LANDING RWY 24R					
FULL		TDZ or CL out		ALS out	
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	ALS out	
B			RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1
C				RVR 50 or 1	1 1/2
D				1 1/2	2

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

KLAX/LAX

LOS ANGELES INTL

26 SEP 14

JEPPESEN LOS ANGELES, CALIF
ILS or LOC Rwy 25L

(11-7)

D-ATIS Arrival		SOCAL Approach (R) 225°-044° 045°-089° 090°-224°		LOS ANGELES Tower North Complex South Complex		Ground North Complex South Complex		Helicopter
133.8		124.5 128.5 124.9		133.9 120.95		121.4 121.65		119.8
LOC ILAX		Final Aptch Crs		GS LIMMA		ILS DA(H)		
109.9		251°		1900' (1796')		304' (200')		Apt Elev 128' TDZE 104'
MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' on heading 190° and outbound on LAX VOR R-210 to CATLY INT/ D12.8 LAX and hold, or as directed by ATC.								
Alt Set: INCHES				Trans level: FL 180 Trans alt: 18000'				
1. DME or Radar required. 2. Simultaneous approach authorized with KLAS Rwys 24L/R and with KHRH Rwy 25. 3. VGSI and ILS glidepath not coincident. 4. MALSR on Rwy 25R.								
MSA LAX VOR								

Obstacle diagram showing a circle with a center point and three arrows pointing to specific obstacles. The arrows are labeled 120, 240, and 2700. The center point is labeled 4400. The circle is labeled 7700' and 10'.

KLAX/LAX

LOS ANGELES INTL

26 SEP 14

JEPPESEN LOS ANGELES, CALIF
ILS or LOC Rwy 25L

(11-8)

D-ATIS		SOCAL Approach (R)		LOS ANGELES Tower		Ground		Helicopter	
Arrival	225°-044°	045°-089°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
LOC	ICFN	Final	Apch Crs	GS	FOGLA	ILS	DA(H)	Apt Elev	128'
111.1	250°	1900'	(1798')	302'	(200')	TDZE	102'	MSA LAX VOR	

MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' on heading 200° and outbound on LAX VOR R-210 to CATLY INT/D12.8 LAX and hold, or as directed by ATC.

Alt Set: INCHES
Trans level: FL 180
Trans alt: 18000'

1. **DME or Radar required.** 2. Simultaneous approach authorized with KLAX Rwy 24L/R and with KHRW Rwy 25. 3. VGS1 and ILS glidepath not coincident. 4. ALSF-II and PAPI-R on Rwy 25L.

7700' 2700' 4400' 120° 240°



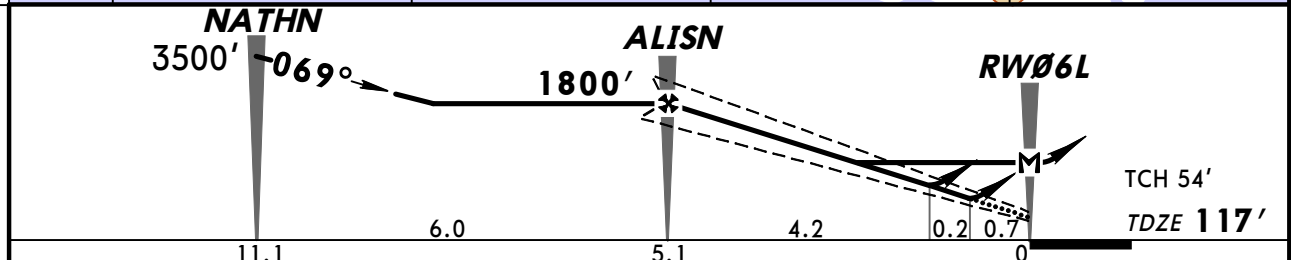
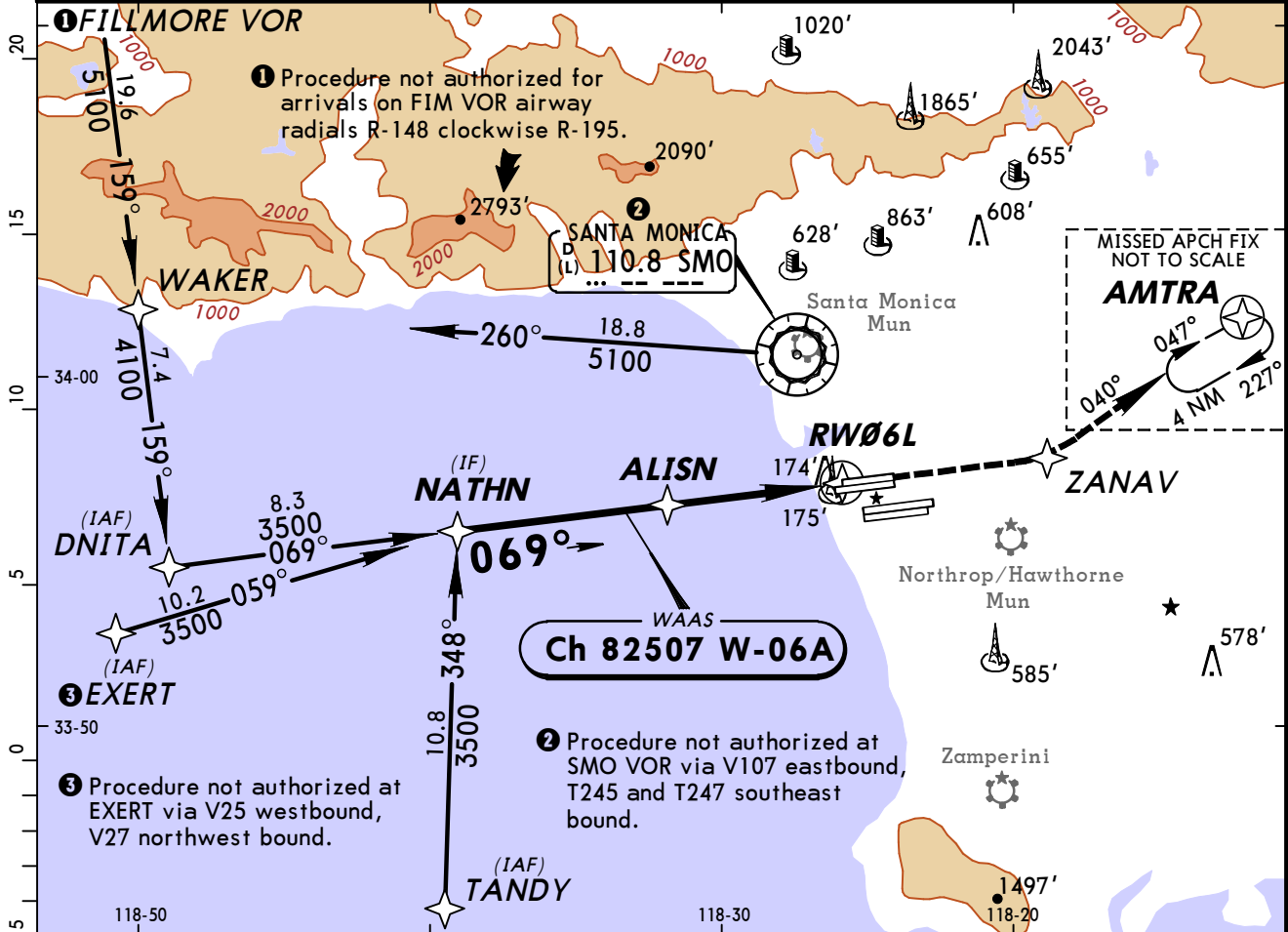
KLAX/LAX LOS ANGELES INTL

26 SEP 14 (12-1)

LOS ANGELES, CALIF
RNAV (GPS) Y Rwy 6L

D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°				LOS ANGELES Tower North Complex South Complex		Ground West North Complex South Complex			Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8	
WAAS Ch 82507 W-06A		Final Apch Crs 069°		Minimum Alt ALISN 1800' (1683')		LPV DA(H) 390' (273')		Apt Elev 126' TDZE 117'		7800' MSA RW06L
MISSED APCH: Climb to 3000' direct ZANAV and via 040° track to AMTRA and hold.										

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. Simultaneous approach authorized Rwy 7L/R. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service not provided.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	D	ZANAV
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RWY 6L										

STRAIGHT-IN LANDING RWY 6L				1 LNAV	
LPV DA(H) 390' (273')		LNAV/VNAV DA(H) 441' (324')		MDA(H) 540' (423')	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
RVR 50 or 1		RVR 50 or 1		RVR 50 or 1	
RVR 50 or 1		RVR 50 or 1		RVR 50 or 1	RVR 60 or 1 1/4

1 Not authorized during simultaneous operations.

CHANGES: Ground frequency added.

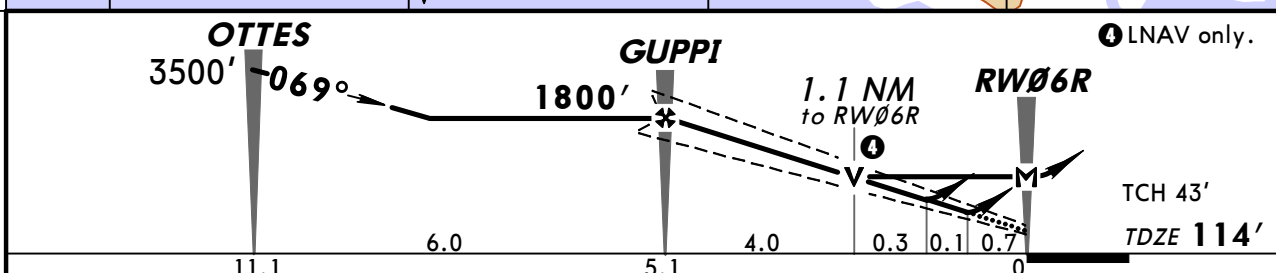
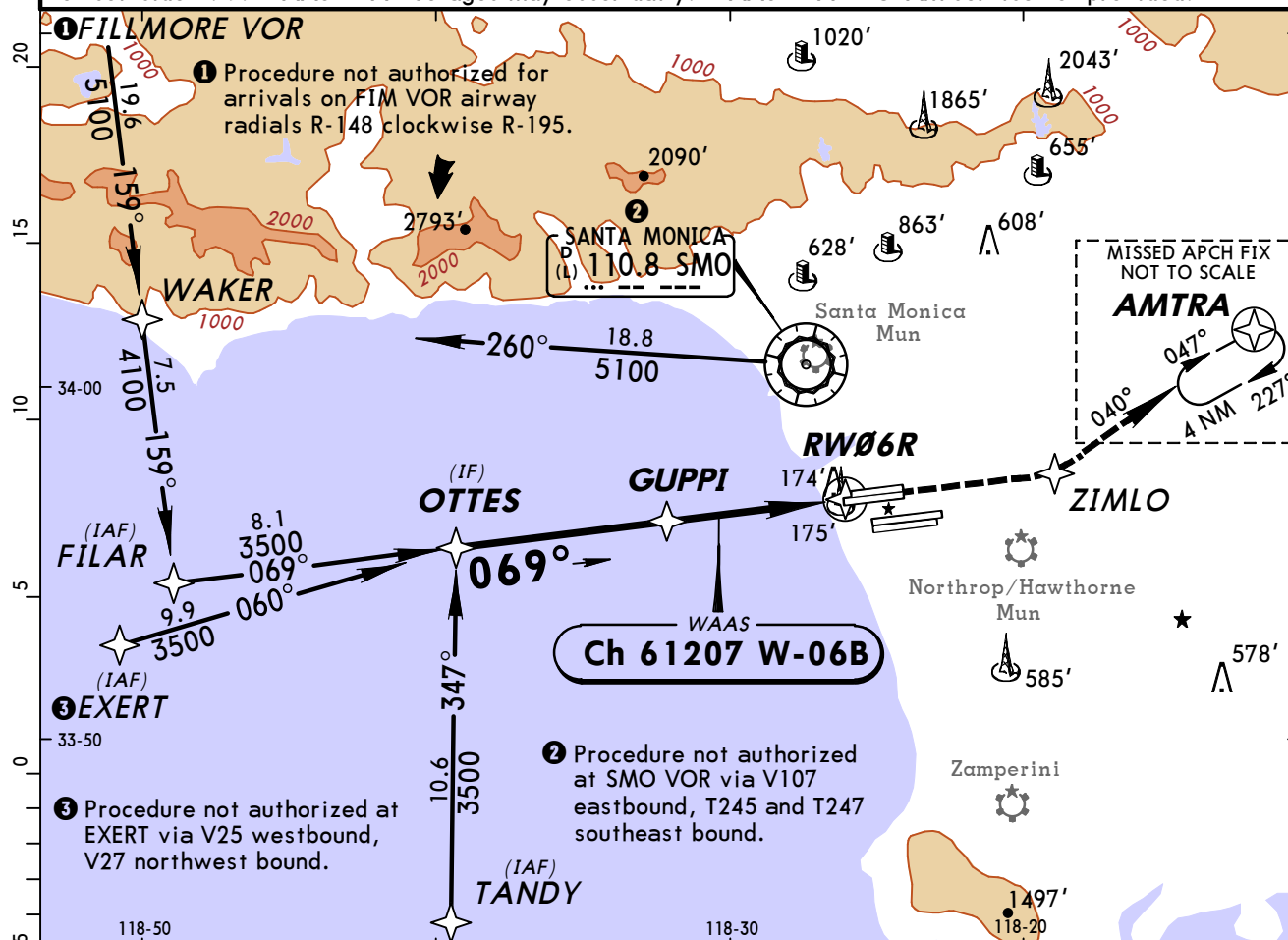
© JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 1B 8 MAR 2012

LOS ANGELES, CALIF
RNAV (GPS) Y Rwy 6R

LIFTING STRIP™	WAAS Ch 61207 W-06B	<i>Final</i> <i>Apch Crs</i> 069°	<i>Minimum Alt</i> GUPPI 1800' (1686')	<i>LPV</i> <i>DA(H)</i> 364' (250')	<i>Apt Elev</i> 126' <i>TDZE</i> 114'	 7800'
	MISSED APCH: Climb to 3000' direct ZIMLO and via 040° track to AMTRA and hold.					

Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'
1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. Simultaneous approach authorized Rwy 7L/R. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VGS1 and RNAV glidepath not coincident. 7. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service not provided.		



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Glide Path Angle</i> 3.00°	372	478	531	637	743	849	
<i>MAP at RW06R</i>							

STRAIGHT-IN LANDING RWY 6R								
LPV DA(H) 364' (250')			LNAV/VNAV DA(H) 425' (311')			1 LNAV MDA(H) 520' (406')		
RAIL or ALS out			RAIL out		ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B								
C								
D								

1 Not authorized during simultaneous operations.

CHANGES: Ground frequency added.

© JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 1B 8 MAR 2012

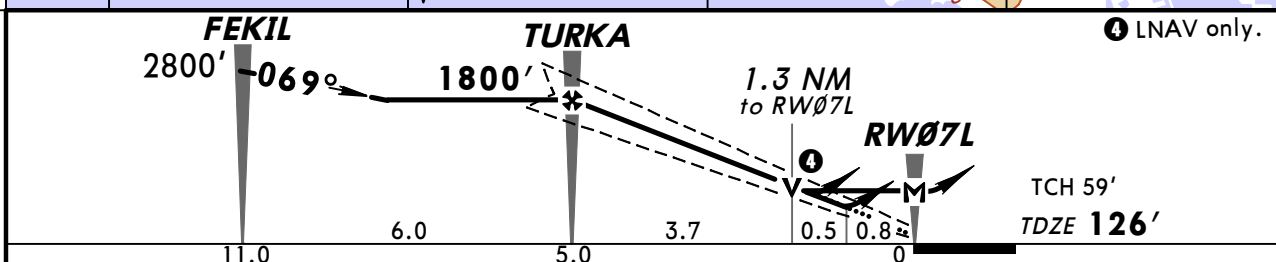
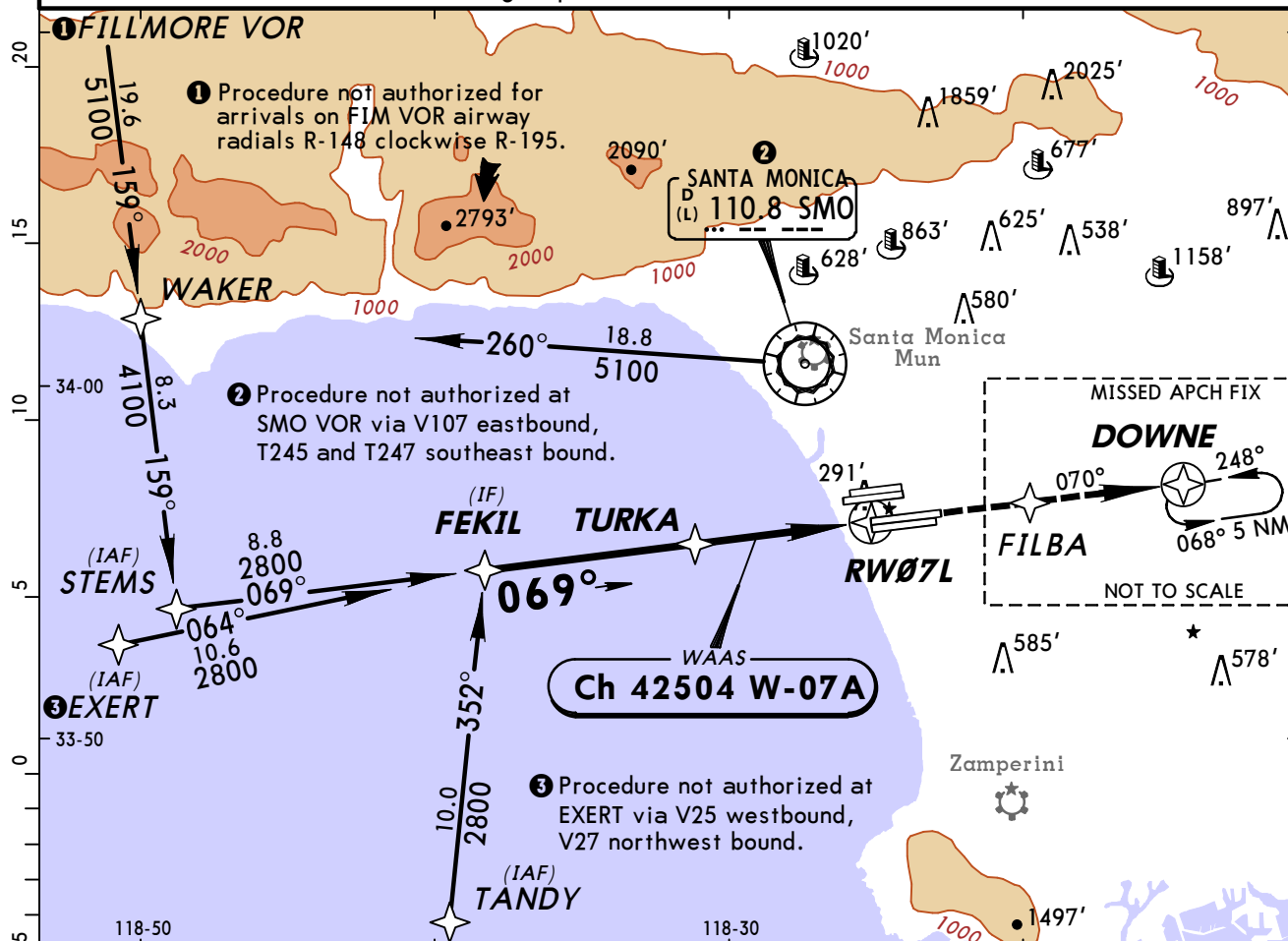
KLAX/LAX LOS ANGELES INTL

JEPPesen
26 SEP 14 (12-3)

LOS ANGELES, CALIF
RNAV (GPS) Y Rwy 7L

D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°				LOS ANGELES Tower North Complex South Complex		Ground West North Complex South Complex			Helicopter
133.8	124.5	128.5	124.9		133.9	120.95	121.4	121.65	121.75	119.8
WAAS Ch 42504 W-07A		Final Apch Crs 069°		Minimum Alt TURKA 1800' (1674')		LPV DA(H) 432' (306')		Apt Elev 126' TDZE 126'		7700' MSA RW07L
MISSED APCH: Climb to 3000' direct FILBA then via 070° track to DOWNE and hold.										

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. Simultaneous approach authorized Rwy 6L/R. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' ↑	→	FILBA
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW07L										

LPV			STRAIGHT-IN LANDING RWY 7L			1 LNAV		
DA(H) 432' (306')			LNAV/VNAV DA(H) 582' (456')			MDA(H) 600' (474')		
RAIL or ALS out			RAIL out		ALS out	RAIL out		ALS out
A						RVR 24	RVR 40	RVR 50
B						or 1/2	or 3/4	or 1
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1		1 1/2	RVR 40 or 3/4	RVR 60 or 1/4	
D						RVR 50 or 1	1 1/2	

1 Not authorized during simultaneous operations.

CHANGES: Ground frequency added.

© JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 2C 4 APR 2013

KLAX/LAX LOS ANGELES INTL

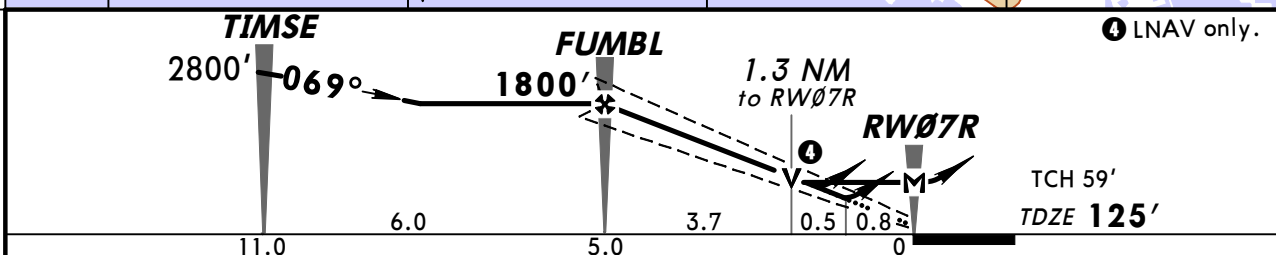
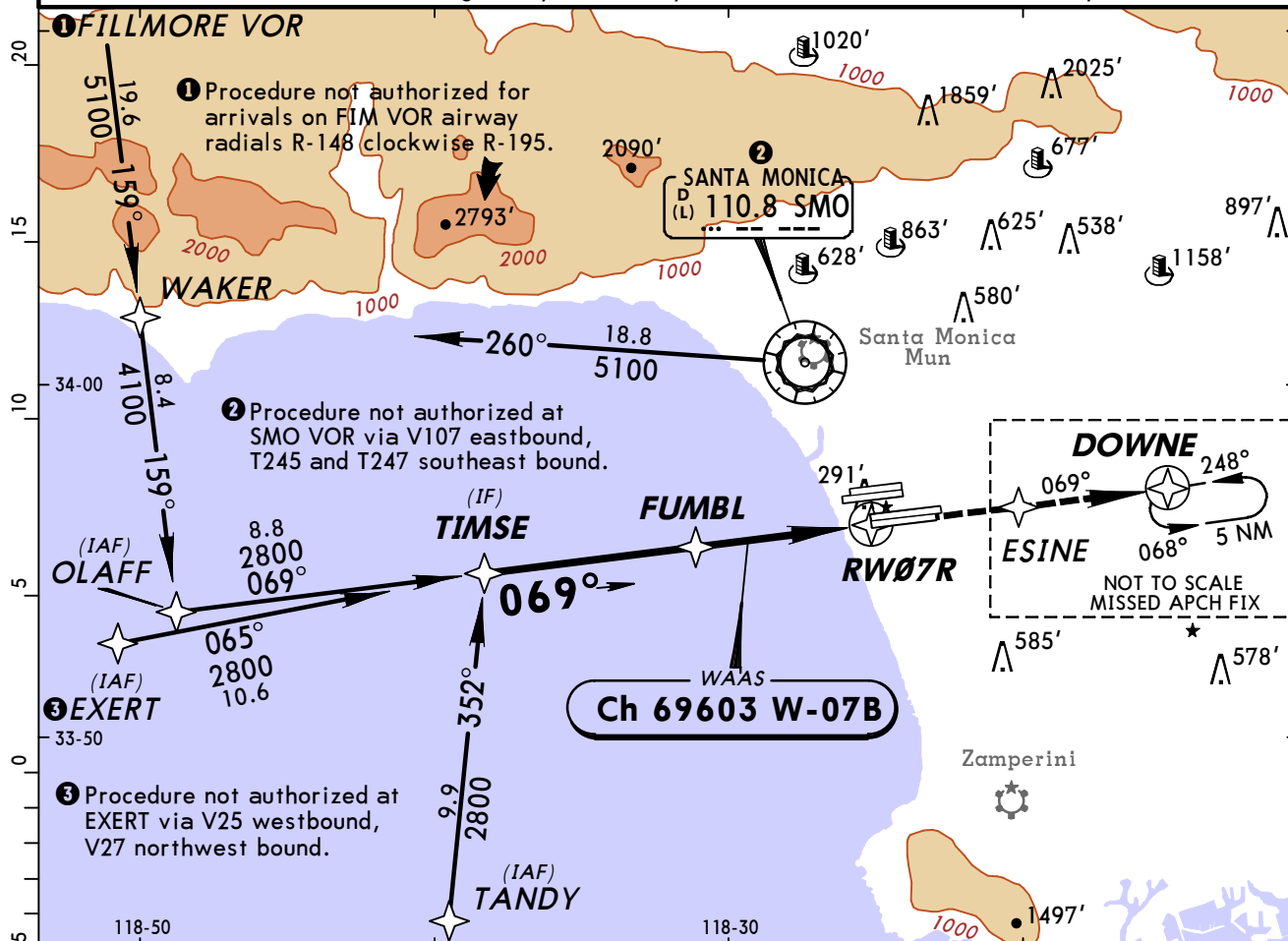
26 SEP 14 (12-4)

LOS ANGELES, CALIF
RNAV (GPS) Y Rwy 7R

D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°			LOS ANGELES Tower North Complex South Complex		Ground West North Complex South Complex			Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
WAAS Ch 69603 W-07B		Final Apch Crs 069°		Minimum Alt FUMBL 1800' (1675')		LPV DA(H) 417' (292')		Apt Elev 126' TDZE 125'	
MISSED APCH: Climb to 3000' direct ESINE and via 069° track to DOWNE and hold.									7700' MSA RW07R

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. Simultaneous approach authorized Rwy 6L/R. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VGS and RNAV glidepath not coincident. 7. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service not provided.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' ↑	→	ESINE
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW07R										

LPV			STRAIGHT-IN LANDING RWY 7R			1 LNAV		
DA(H) 417' (292')			LNAV/VNAV DA(H) 582' (457')			MDA(H) 600' (475')		
RAIL or ALS out			RAIL out		ALS out	RAIL out		ALS out
A						RVR 24	RVR 40	RVR 50
B						or 1/2	or 3/4	or 1
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1		1 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	
D						RVR 50 or 1	1 1/2	

1 Not authorized during simultaneous operations.

CHANGES: Ground frequency added.

© JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

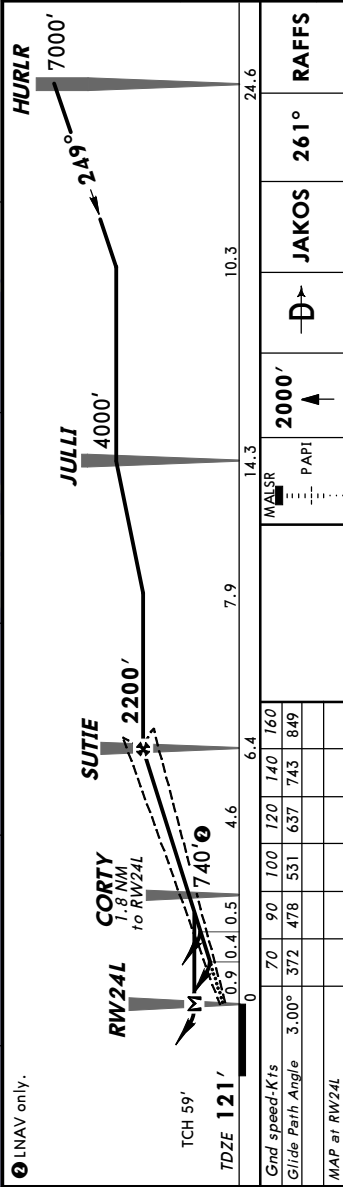
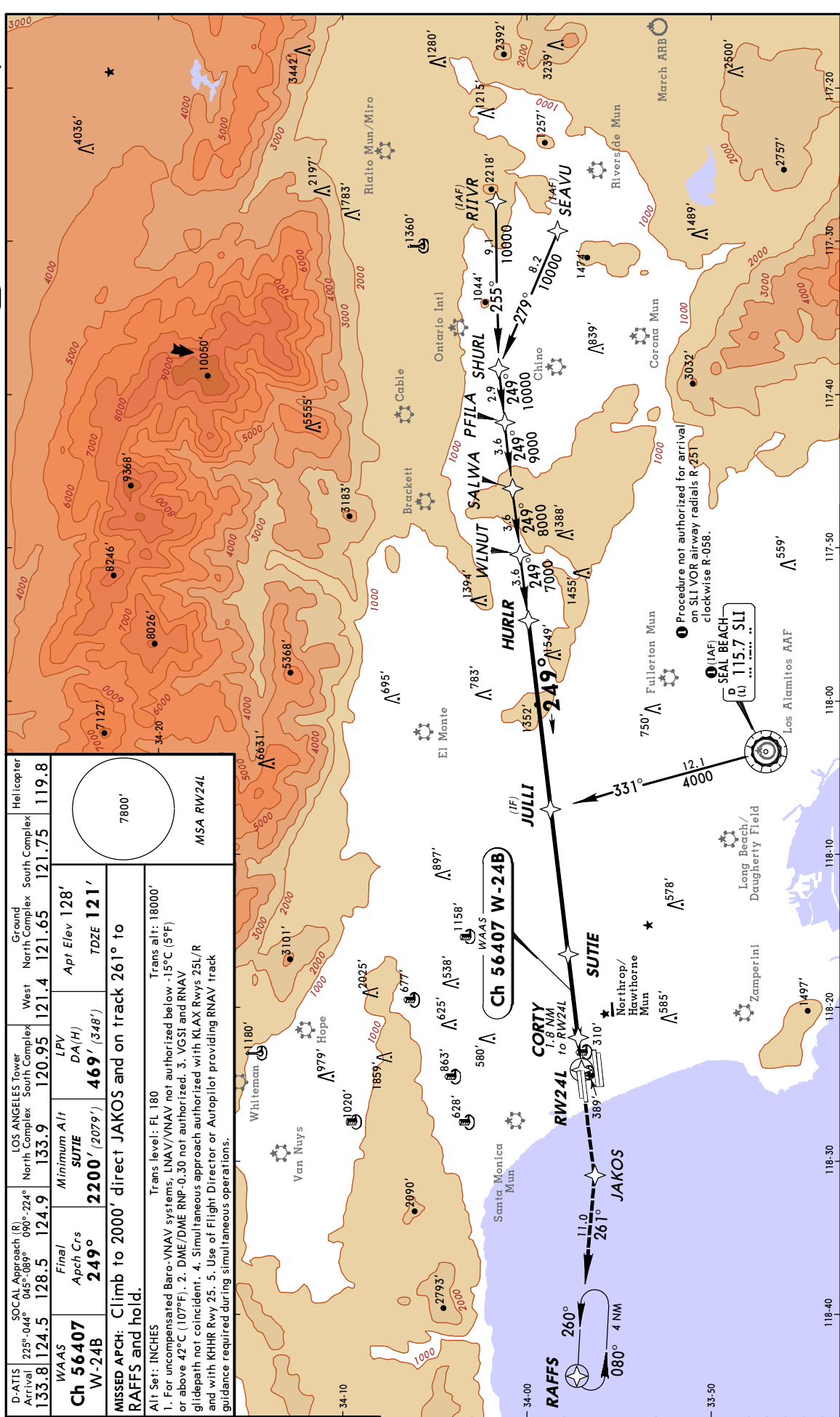
TERPS AMEND 2B 8 MAR 2012

KLAX/LAX

LOS ANGELES INTL

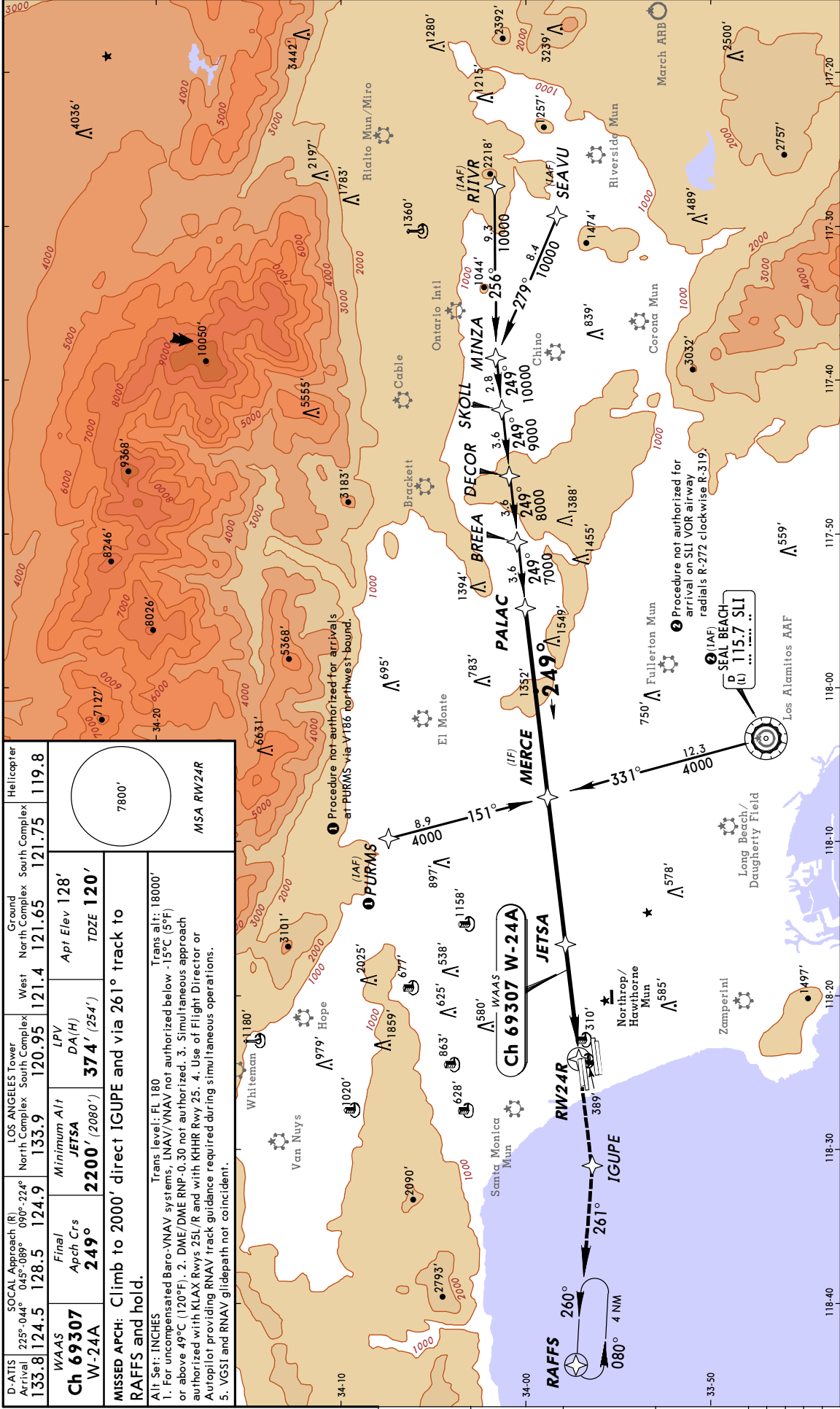
26 SEP 14

D-ATIS Arrival 133.8 124.5 128.5	SOCAL Approach (R) 045°-089° 090°-224° 133.9 120.95 124.9	LOS ANGELES Tower North Complex 133.9 120.95 121.4	Ground South Complex 121.65 121.75	Helicopter
WAAS Ch 56407 W-24B	Final Apch Crs 249°	Minimum Alt SUTIE 2200' (2079')	DA(H) 469' (348')	ApI Elev 128' TDZE 121'
MISSED APCI: Climb to 2000' direct JAKOS and on track 261° to RAFFS and hold.				
Alt Set: INCHES Trans level: FL 180 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 2. DME/DME RNP-0.30 not authorized. 3. VGS1 and RNAV glidepath not coincident. 4. Simultaneous approach authorized with KLAX Rwy 25L/R and with KJHR Rwy 25. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.				
MSA RW24L 7800'				



TERPS				STRAIGHT-IN LANDING RWY 24L			
LPV		LNAV/VNAV		RNAV		RNAV	
DA(H) 469' (348')		DA(H) 606' (485')		MDA(H) 660' (539')			
A	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	ALS out
B	RVR 30 or 5/8	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
C							
D							
Not authorized during simultaneous operations.							

D-ATIS Arrival 133.8 124.5 128.5 124.9	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°	LOS ANGELES Tower North Complex 133.9 South Complex 120.95	Ground North Complex 121.4 South Complex 121.75	Helicopter 119.8
WAAS Ch 69307 W-24A	Final Apch Crs 249°	Minimum Alt JETSA 2200' (2080')	LPV DA(H) 374' (254')	Apf Elev 128'
MISSED APCH: Climb to 2000' direct IGUPE and via 261° track to RAFFS and hold.				
Ait Set: INCHES Trans level: FL 180 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with KLAX Rwy 25L/R and with KHRW Rwy 25. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident.				
7800'				MSA RW24R



③ LNAV only.									
RAFFS									
JETSA									
MERCE									
PALAC									
STRAIGHT-IN LANDING RWY 24R									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT AUTHORIZED FOR ARRIVALS AT PURMS VIA VT86 NORTHWEST BOUND.									
NOT									

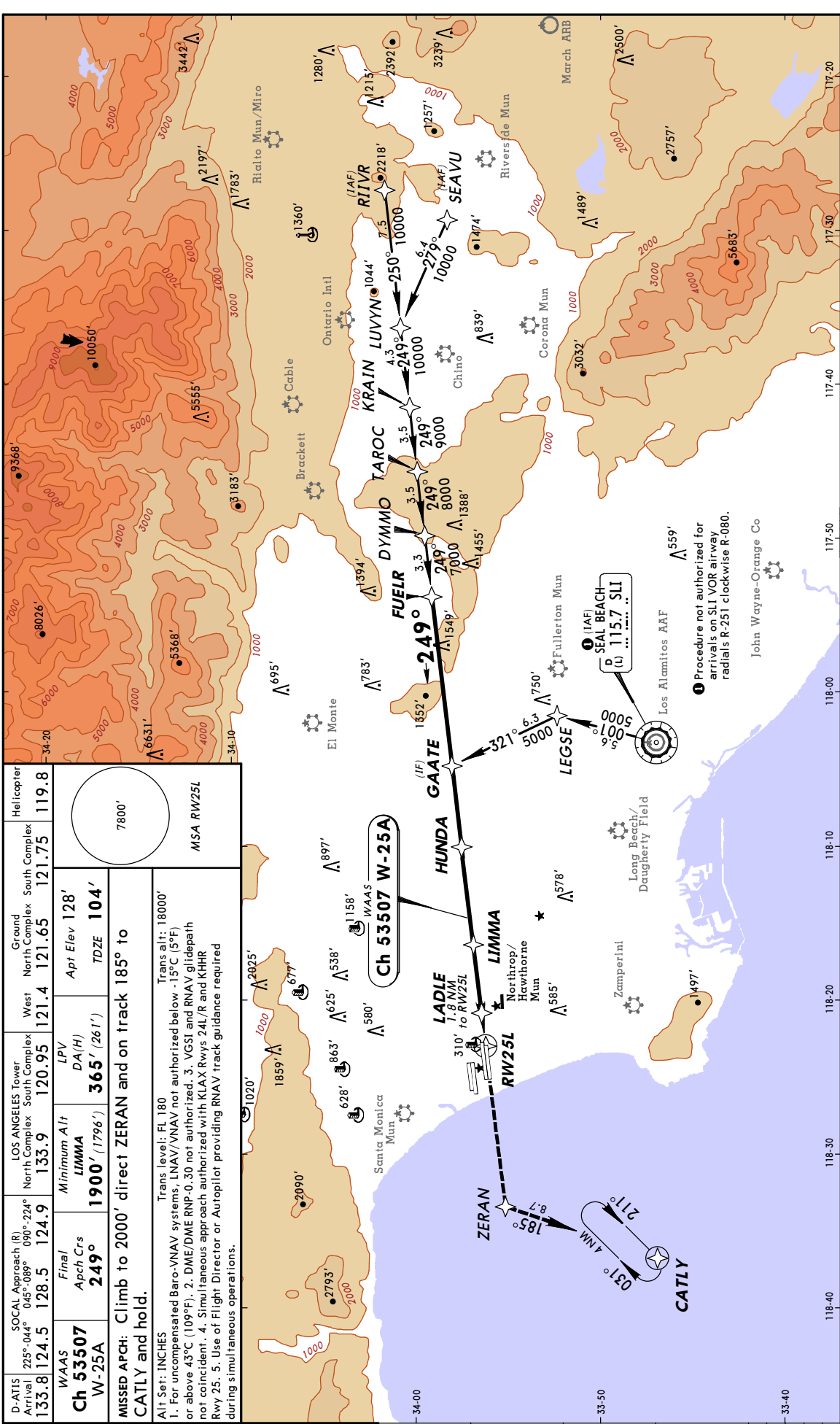
KLAX/LAX

LOS ANGELES INTL

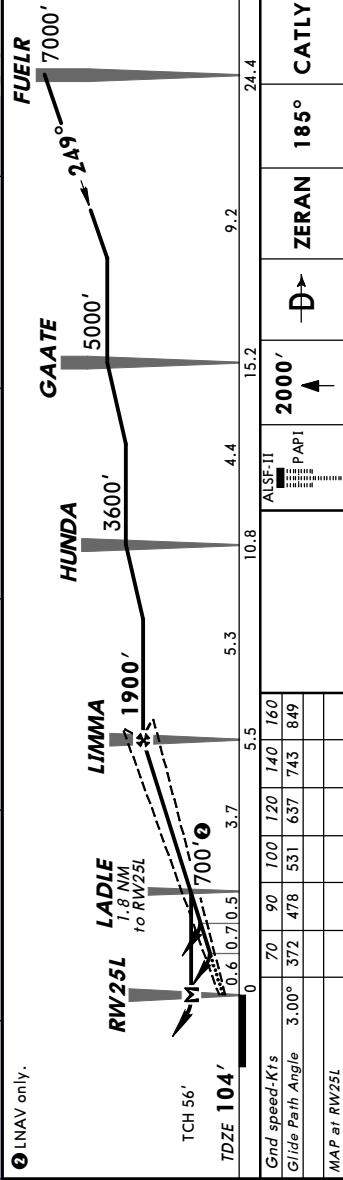
26 SEP 14

JEPPESEN LOS ANGELES, CALIF
(12-7) RNAV (GPS) Y RWY 25L

D-ATIS Arrival		SOCAL Approach (R) 225°-044° 045°-089° 090°-224°		LOS ANGELES Tower North Complex South Complex		Ground North Complex South Complex		Helicopter
133.8		124.5 128.5 124.9		133.9 120.95		121.4 121.65		119.8
WAAS Ch 53507 W-25A		Final Apch Crs 249°		Minimum Alt LIMMA 1900' (1796')		LPV DA(H) 365' (261')		Apt Elev 128' TDZE 104'
MISSED APCH: Climb to 2000' direct ZERAN and on track 185° to CATLY and hold.								
Alt Set: INCHES Trans level: FL 180 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. VGS1 and RNAV glidepath not coincident. 4. Simultaneous approach authorized with KLAX Rwy 24L/R and KHR Rwy 25. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.								
								7800'
								MSA RW25L



LNNAV only.



STRAIGHT-IN LANDING RWY 25L

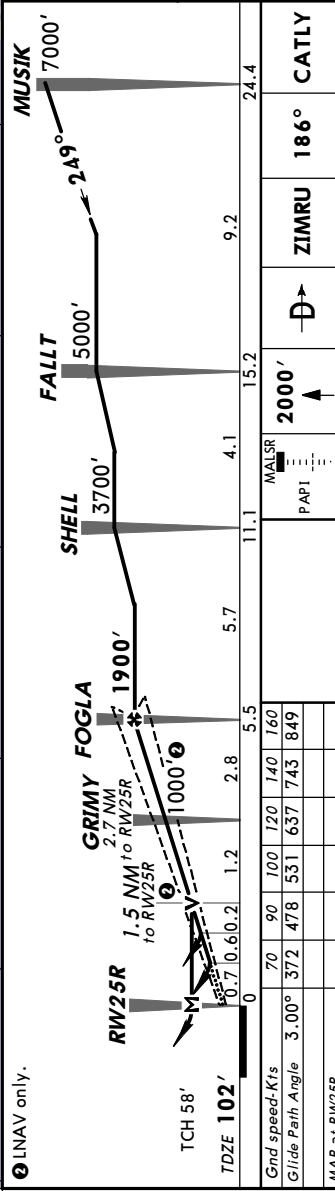
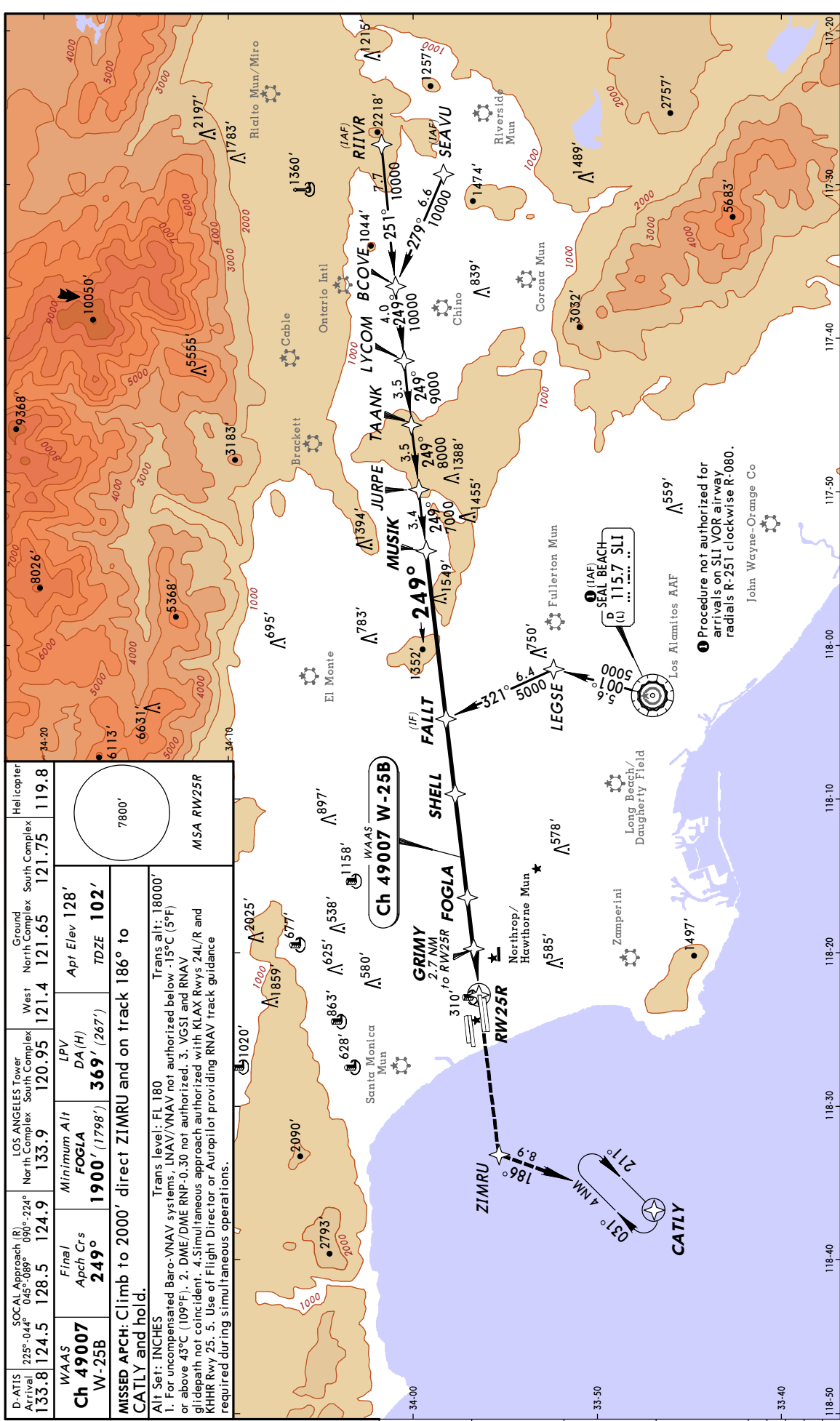
TERPS

LPV		LNAV/VNAV		LNNAV	
DA(H) 365' (261')		DA(H) 575' (471')		MDA(H) 640' (536')	
ALS out		ALS out		ALS out	
A	RVR 24 or 1/2	RVR 45 or 7/8	RVR 60 or 1/8	RVR 24 or 1/2	RVR 55 or 1
B					
C					
D					

CHANGES: Ground frequency added.

TERPS: JEPPESEN, 2002. 2014. ALL RIGHTS RESERVED.

D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°	LOS ANGELES Tower North Complex South Complex	West	Ground North Complex South Complex	Helicopter
133.8	124.5 128.5 124.9	133.9 120.95	121.4	121.65 121.75	119.8
Ch 49007 W-25B	Final Apch Crs 249°	Minimum Alt FOGLA 1900' (1798')	LPV DA (H) 369' (267')	Apt Elev 128' TDZE 102'	7800'
MISSED APCH: Climb to 2000' direct Z1MRU and on track 186° to CATLY and hold.					
Alt Set: INCHES Trans level: FL 180 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with KLAX Rwy 24L/R and KHR Rwy 25. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.					
					MSA RW25R



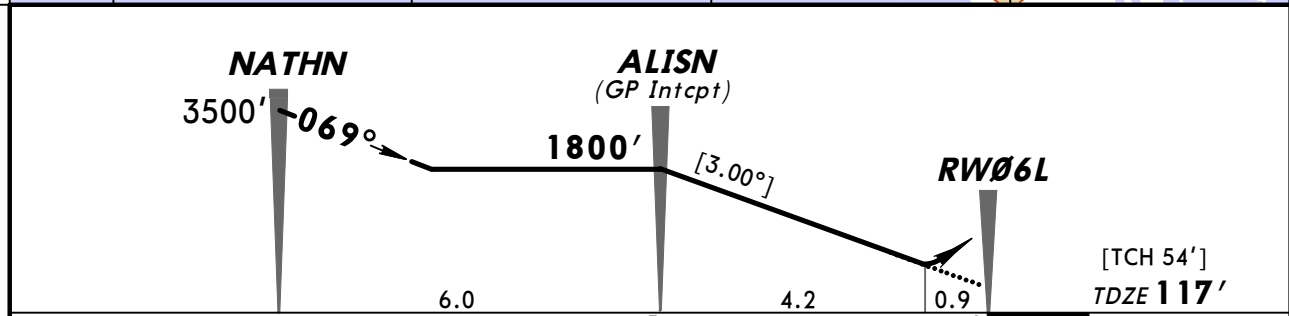
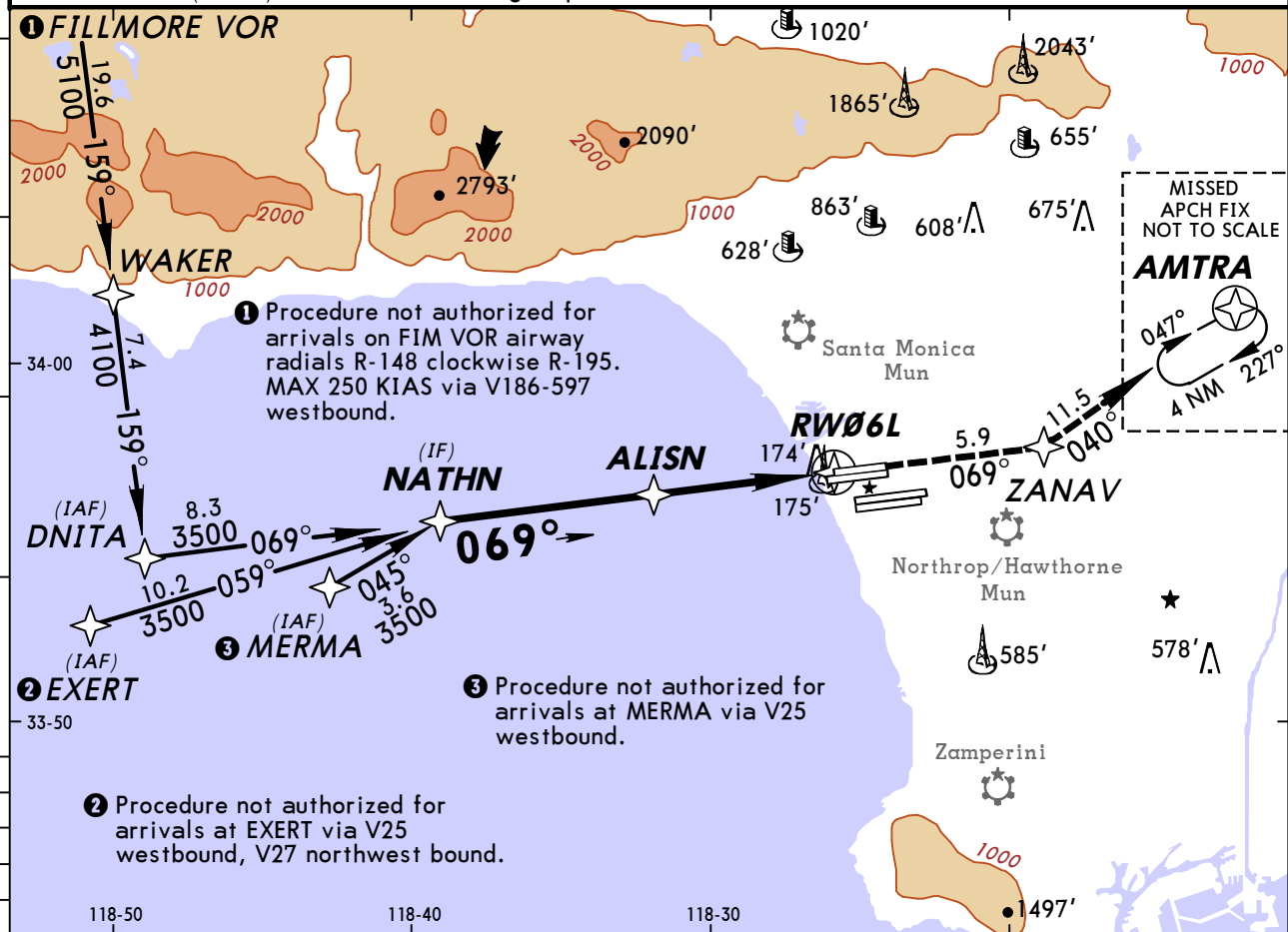
TERPS				STRAIGHT-IN LANDING RWY 25R			
LPV		LNAV/VNAV		LNAV		RNAV	
DA(H) 369' (267')		DA(H) 576' (474')		MDA(H) 640' (538')			
RAIL out ALS out		RAIL out ALS out		RAIL out ALS out		RAIL out ALS out	
A	RVR 24 or 1/2	RVR 30 or 5/8	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	
B							
C							
D							
1 Not authorized during simultaneous operations.							

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
	225°-044°	045°-089°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8

RNAV	Final Aptch Crs 069°	Minimum Alt ALISN 1800' (1683')	RNP 0.30 DA(H) 436' (319')	Apt Elev 126' TDZE 117'	7800' MSA RW06L
MISSED APCH: Climb to 3000' via 069° track to ZANAV and via 040° track to AMTRA and hold.					

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. Simultaneous approach authorized Rwy 7L/R. 5. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 48°C (119°F). 6. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	via 069°	ZANAV
Descent angle	[3.00°]	372	478	531	637	743				
MAP at DA										

STRAIGHT-IN LANDING RWY 6L

RNP 0.30

DA(H) **436'** (319')

RAIL out ALS out

A	RVR 50 or 1
B	
C	
D	

LOS ANGELES, CALIF
RNAV (RNP) Z Rwy 6R

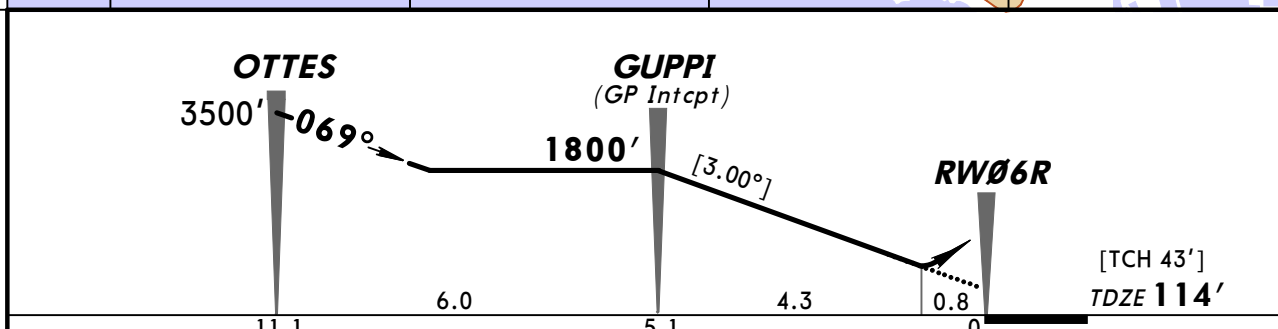
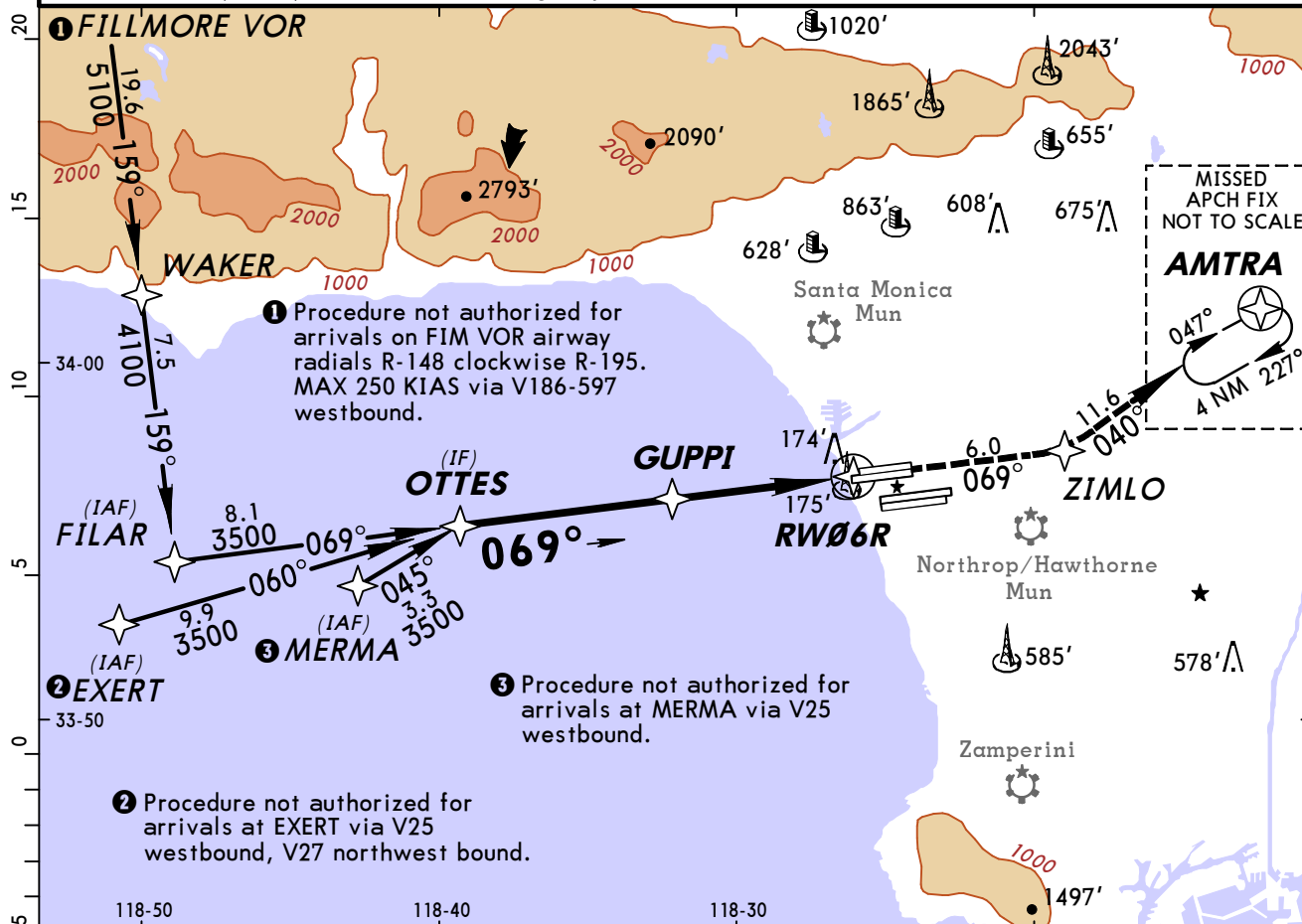
BRIEFING STRIP™

MISSED APCH: Climb to 3000' via 069° track to ZIMLO and 040° track to AMTRA and hold.

MSA RW06R

Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. Simultaneous approach authorized Rwy 7L/R. 5. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 48°C (119°F). 6. VGSI and RNAV glidepath not coincident.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent angle [3.00°]</i>	372	478	531	637	743	849	
<i>MAP at DA</i>							

STRAIGHT-IN LANDING RWY 6R

RNP 0.30

 $DA(H) \mathbf{413'}(299')$

RAIL out

ALS out

A		
B		
C	RVR 40 or $\frac{3}{4}$	RVR 50 or 1
D		

CHANGES: Ground frequency added.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 0B 8 MAR 2012

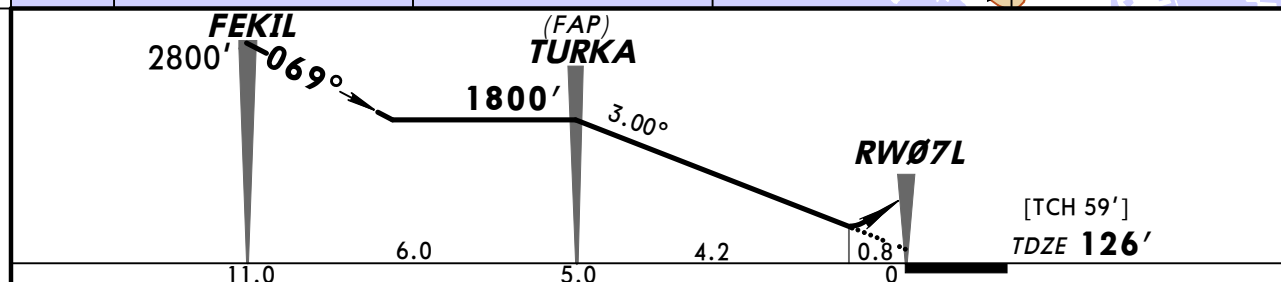
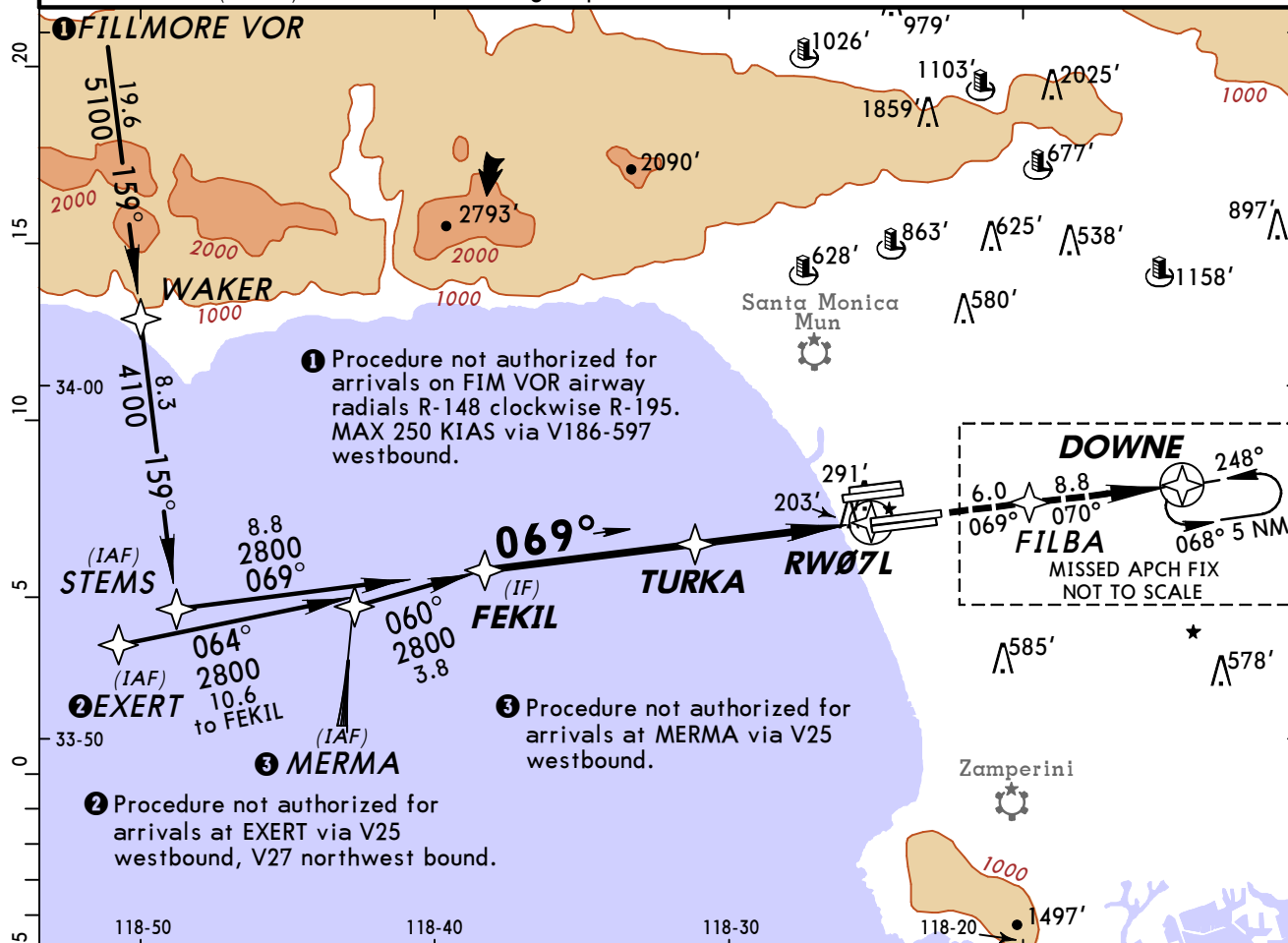
KLAX/LAX LOS ANGELES INTL

26 SEP 14 **12-22**

LOS ANGELES, CALIF
RNAV (RNP) Z Rwy 7L

D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°			LOS ANGELES Tower North Complex South Complex		Ground West North Complex South Complex			Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
RNAV	Final Aptch Crs 069°	Minimum Alt TURKA 1800' (1674')		RNP 0.12 DA(H) 440' (314')		Apt Elev 126' TDZE 126'		7700' MSA RW07L	
MISSED APCH: Climb to 3000' via 069° track to FILBA and via 070° track to DOWNE and hold.									

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. Simultaneous approach authorized Rwy 6L/R. 5. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 48°C (119°F). 6. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	via 069°	FILBA
Descent Angle	3.00°	372	478	531	637	743				
MAP at DA										

STRAIGHT-IN LANDING RWY 7L					
RNP 0.12			RNP 0.30		
DA(H) 440' (314')			DA(H) 483' (357')		
RAIL out		ALS out	RAIL out		ALS out
A					
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4
D					

CHANGES: Ground frequency added.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 0C 29 MAY 2014

KLAX/LAX LOS ANGELES INTL

26 SEP 14 **12-23**

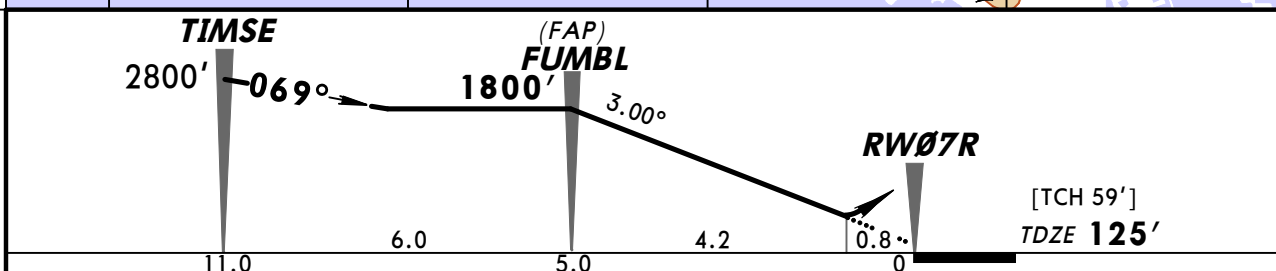
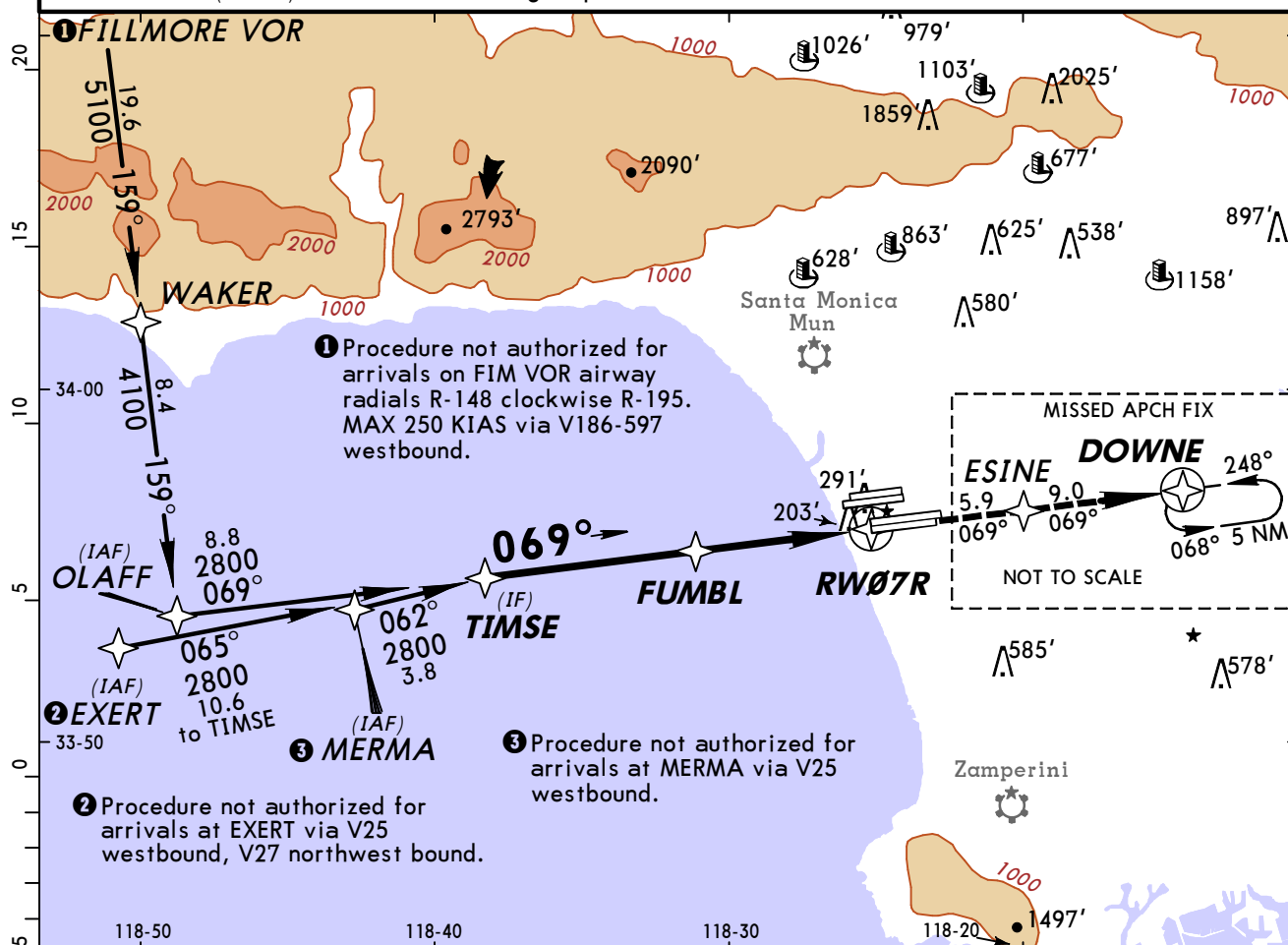
LOS ANGELES, CALIF
RNAV (RNP) Z Rwy 7R

D-ATIS Arrival	SOCAL Approach (R)				LOS ANGELES Tower		Ground			Helicopter
133.8	225°-044°	045°-089°	090°-224°	124.9	North Complex	South Complex	West	North Complex	South Complex	119.8
	124.5	128.5	124.9		133.9	120.95	121.4	121.65	121.75	

BRIEFING STRIP™

RNAV	Final Aptch Crs 069°	Minimum Alt FUMBL 1800' (1675')	RNP 0.12 DA(H) 418' (293')	Apt Elev 126' TDZE 125'	7700'
MISSED APCH: Climb to 3000' via 069° track to ESINE and 069° track to DOWNE and hold.					MSA RW07R

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. Simultaneous approach authorized Rwy 6L/R. 5. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 48°C (119°F). 6. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' ↑	via 069°	ESINE
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 7R							
RNP 0.12			RNP 0.30				
DA(H) 418'(293')			DA(H) 483'(358')				
RAIL out		ALS out		RAIL out		ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4		
B							
C							
D							

TERPS AMEND 08 8 MAR 2012

KLAX/LAX LOS ANGELES INTL

26 SEP 14

12-24

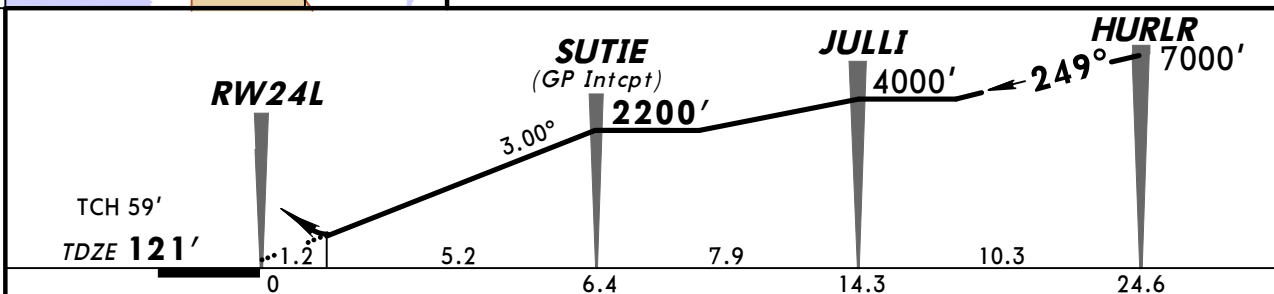
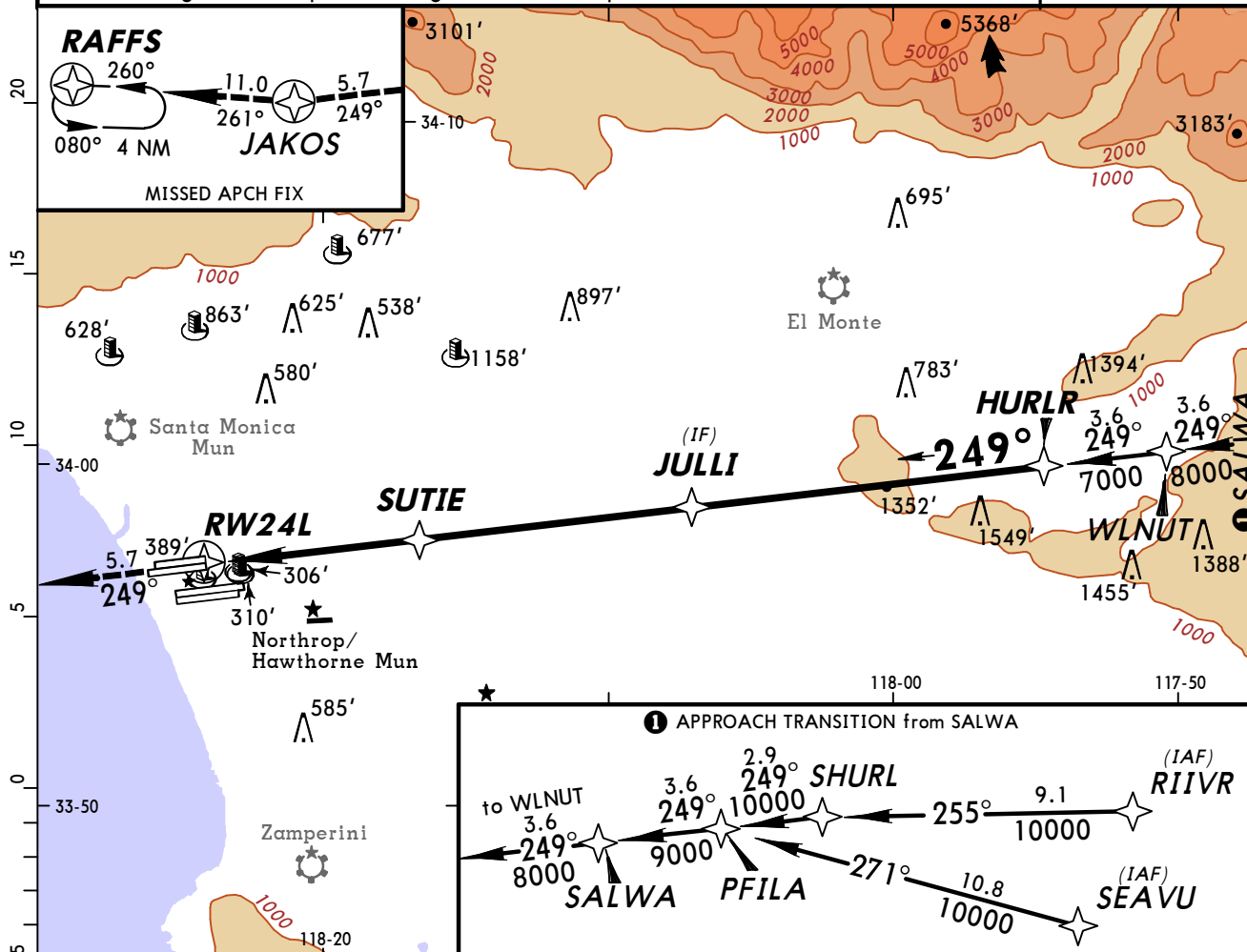
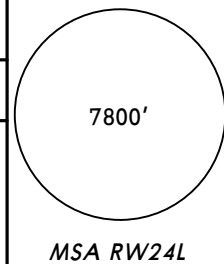
LOS ANGELES, CALIF
RNAV (RNP) Z Rwy 24L

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
	225°-044°	045°-089°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8

RNAV	Final Apch Crs	Minimum Alt SUTIE	RNP 0.15 DA(H)	Apt Elev 128'
	249°	2200' (2079')	549' (428')	TDZE 121'

MISSED APCH: Climb to 2000' on track 249° to JAKOS and on track 261° to RAFFS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 4°C (40°F) or above 49°C (120°F).
 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with KLAX Rwy 25L/R and KHHR Rwy 25. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160	MALSR		2000'	on	249°	JAKOS
Descent Angle	3.00°	372	478	531	637	743	849	PAPI				
MAP at DA												

TERPS				STRAIGHT-IN LANDING RWY 24L			
RNP 0.15		RNP 0.30		RNP 0.15		RNP 0.30	
DA(H) 549' (428')		DA(H) 592' (471')		DA(H) 549' (428')		DA(H) 592' (471')	
RAIL out		ALS out		RAIL out		ALS out	
A							
B							
C	RVR 50 or 1		1½		RVR 60 or 1⅛		1½
D							

CHANGES: Ground frequency added.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 1C 24 JUL 2014

KLAX/LAX LOS ANGELES INTL

26 SEP 14

12-25

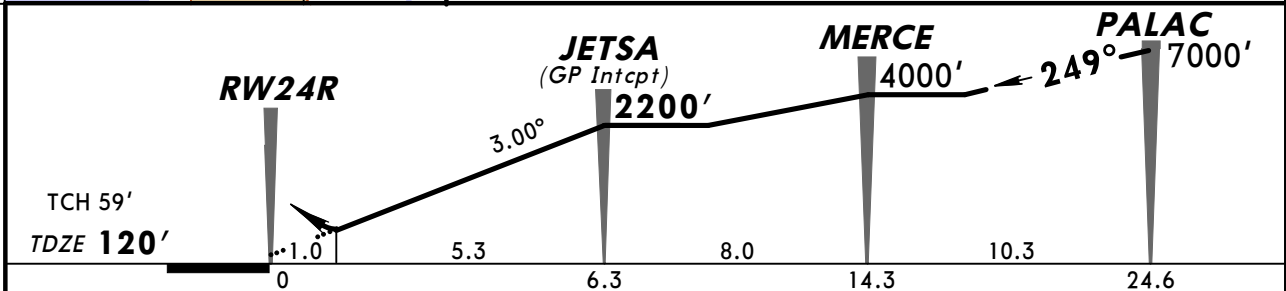
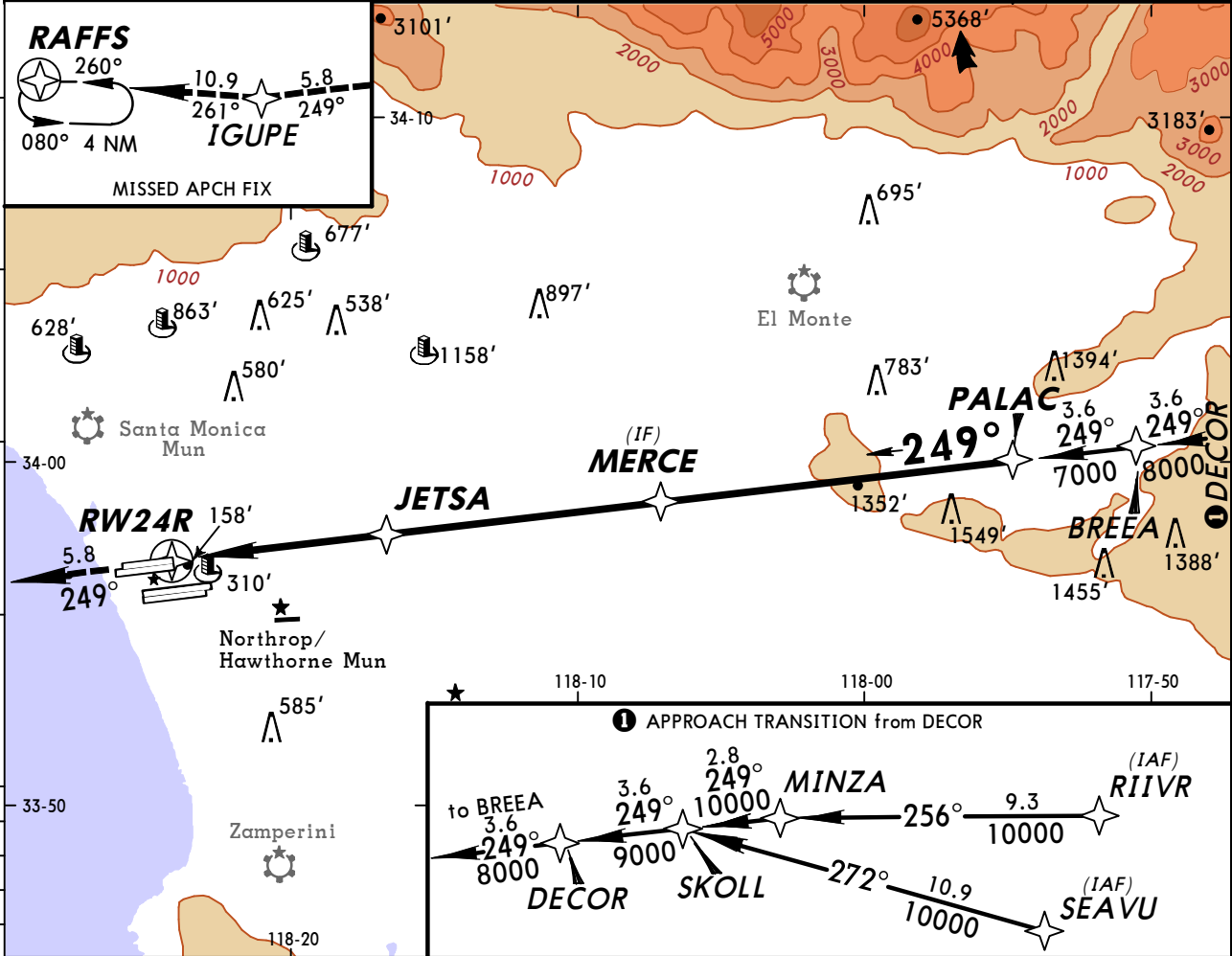
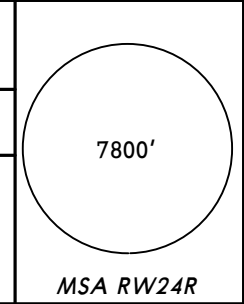
LOS ANGELES, CALIF
RNAV (RNP) Z Rwy 24R

D-ATIS Arrival	SOCAL Approach (R)				LOS ANGELES Tower		Ground			Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8	

RNAV	Final Apch Crs	Minimum Alt JETSA	RNP 0.16 DA(H)	Apt Elev 128'
	249°	2200' (2080')	485' (365')	TDZE 120'

MISSED APCH: Climb to 2000' via 249° track to IGUPE and via 261° track to RAFFS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. AUTHORIZATION REQUIRED. 2. GPS required.
 3. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (40°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with KLAX Rwy 25L/R and KHHW Rwy 25. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI </
---------------	----	----	-----	-----	-----	-----	---

STRAIGHT-IN LANDING RWY 24R			
RNP 0.16 DA(H) 485' (365')		RNP 0.30 DA(H) 584' (464')	
ALS out		ALS out	
A			
B			
C	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4
D			1 1/2

CHANGES: Ground frequency added.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 08 9 JAN 2014

KLAX/LAX

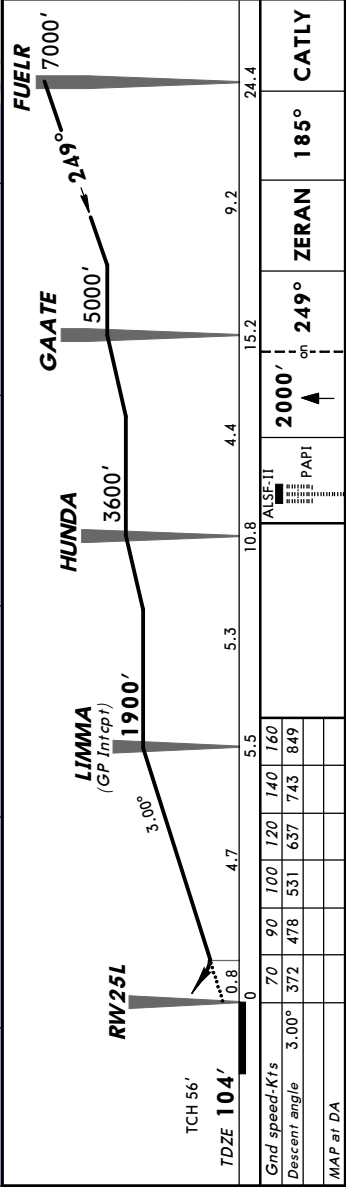
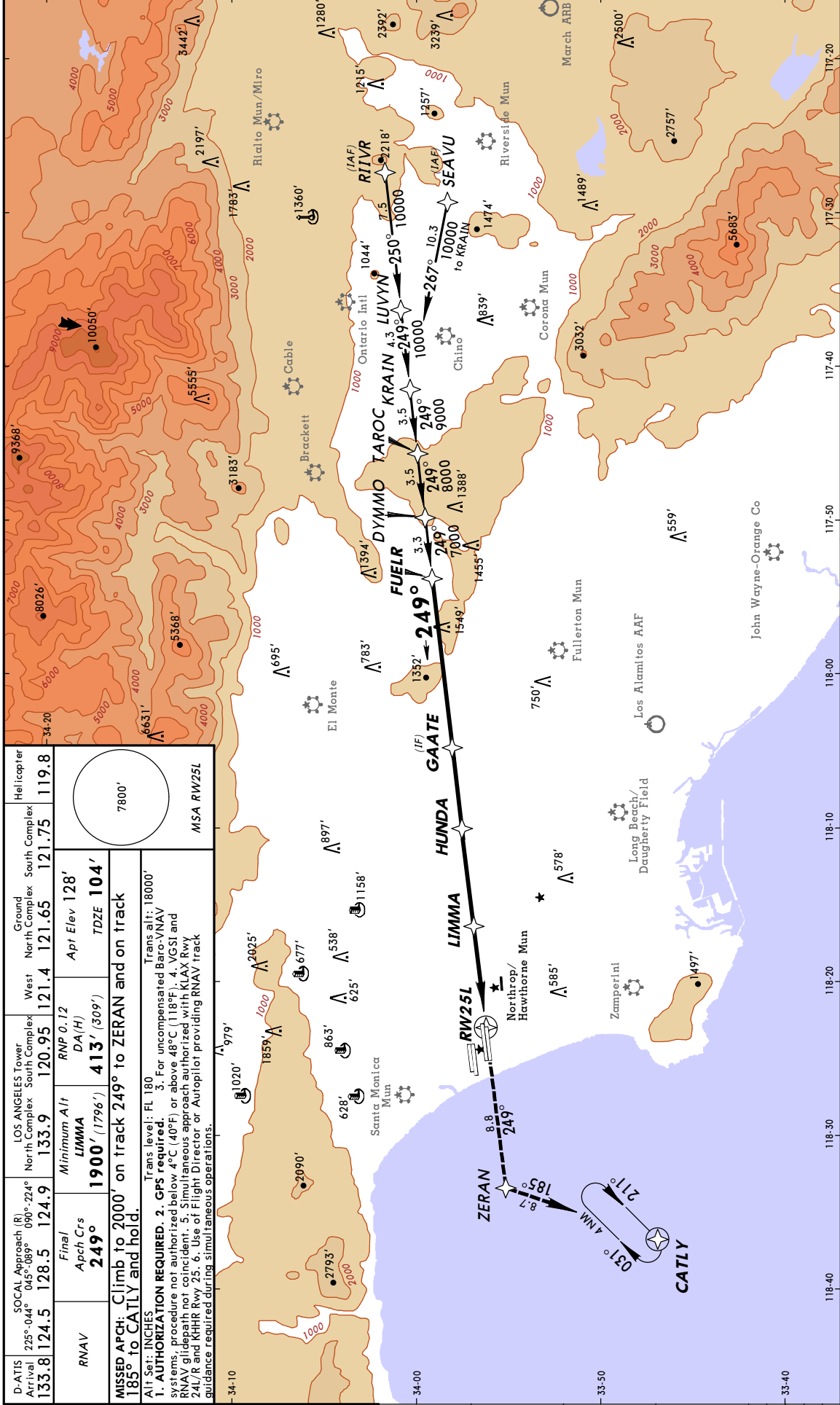
LOS ANGELES INTL

26 SEP 14

(12-26) RNAV (RNP) Z RWY 25L

JEPPESEN LOS ANGELES, CALIF

D-ATIS Arrival 133.8	SOCAL Approach (B) 225°-044° 045°-099° 090°-224°	LOS ANGELES Tower North Complex 133.9	West 121.4	Ground North Complex 121.65	South Complex 121.75	Helicopter 119.8
RNAV	Final Apch Crs 249°	Minimum Alt LIMMA 1900' (1796')	RNP 0.12 DA(H) 413' (309')	Apt Elev 128'	TDZE 104'	7800'
MISSED APCH: Climb to 2000' on track 249° to ZERAN and on track 185° to CATLY and hold.						
Alt Set: INCHES Trans level: FL 180 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 4°C (40°F) or above 48°C (118°F). 4. VGS1 and RNAV glidepath not coincident. 5. Simultaneous approach authorized with KLAX Rwy 24L/R and KHHR Rwy 25. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.						
MSA RW25L						

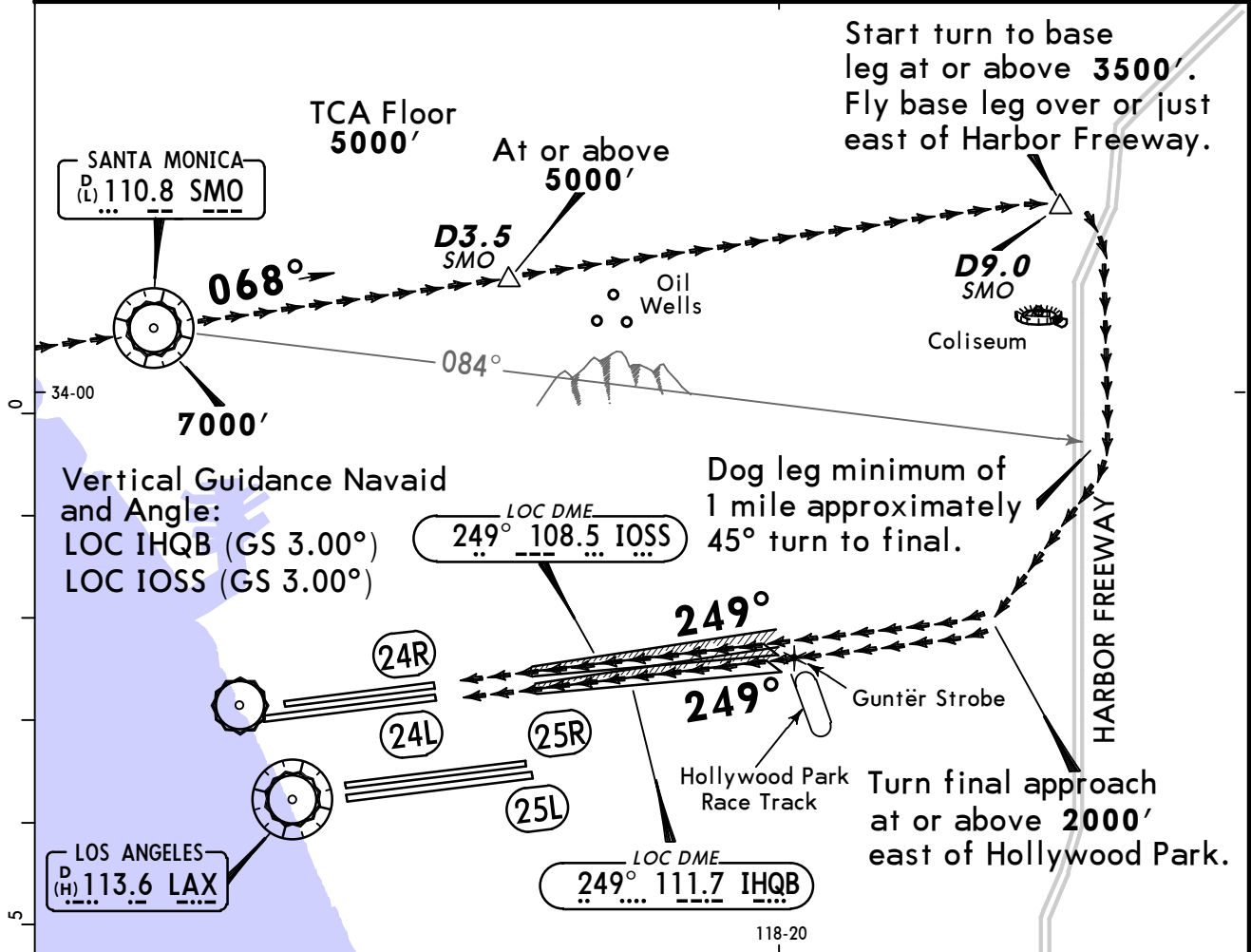


TERPS				STRAIGHT-IN LANDING RWY 25L			
RNP 0.12		RNP 0.17		RNP 0.30		ALS out	
DA(H) 413' (309')		DA(H) 464' (360')		DA(H) 545' (441')		ALS out	
A	ALS out	A	ALS out	A	ALS out	A	ALS out
B		B		B		B	
C	RVR 24 or 1/2	C	RVR 40 or 3/4	C	RVR 50 or 1	C	RVR 50 or 1
D		D		D		D	

CHANGES: Ground frequency added.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

D-ATIS Arrival	SOCAL Approach (R)				LOS ANGELES Tower		Ground			Helicopter
	225°-044°	045°-089°	090°-224°		North Complex	South Complex	West	North Complex	South Complex	
	133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
	Nav aids- See Planview		Rwy 24L 249°	Rwy 24R 249°	No FAF		Ceiling-Vis 3000 - 3		Apt Elev 126' TDZE 24L 121' TDZE 24R 120'	No MSA published
	No missed approach procedure.									
	1. RADAR required. 2. ALSF-II Rwy 24R operates as SSALR until weather goes below VFR.									



STADIUM VISUAL APPROACH

When visual approaches to Runway 24L/R are in progress, clearances to aircraft from the north and northwest will be given utilizing the following phraseology:

“(IDENT) CLEARED FOR STADIUM VISUAL RUNWAY 24 LEFT/RIGHT APPROACH.”

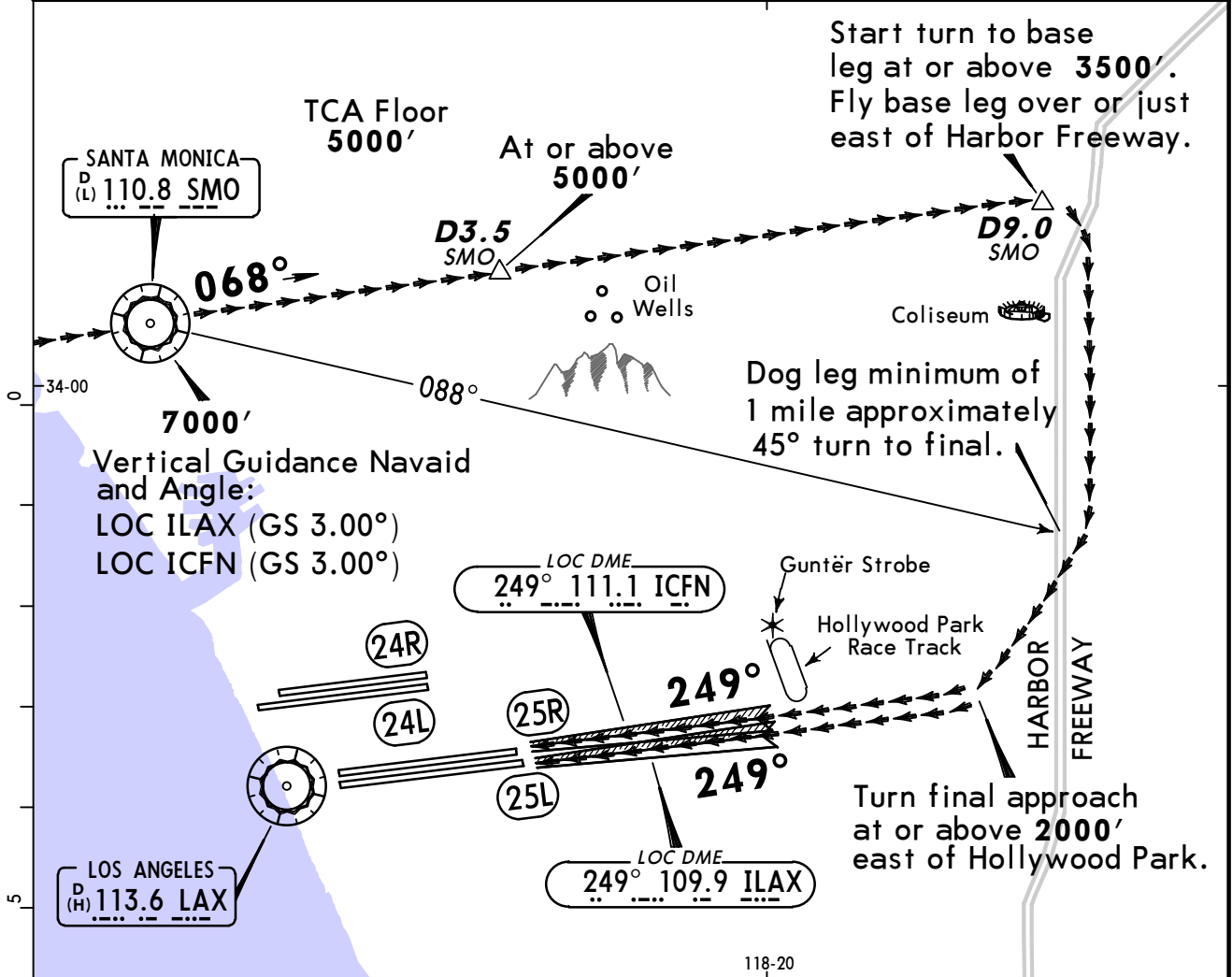
A descent profile of approximately 3° starting at 7000' over SMO VOR may be made with reference to the minimum altitudes above.

RWY 24L MALSR	RWY 24R ALSF-II
PAPI	PAPI

WEATHER MINIMUMS

Ceiling **3000** - Vis **3**

D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°			LOS ANGELES Tower North Complex South Complex		Ground West North Complex South Complex			Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
DRILL TWO ZERO	Nav aids- See Planview	Rwy 25L 249°	Rwy 25R 249°	No FAF		Ceiling-Vis 3000 - 3	Apt Elev 126' TDZE 25L 101' TDZE 25R 102'	No MSA published	
	No missed approach procedure.								
	1. RADAR required. 2. ALSF-II Rwy 25L operates as SSALR until weather goes below VFR.								



HARBOR VISUAL APPROACH

When visual approaches to Runway 25L/R are in progress, clearances to aircraft from the north and northwest will be given utilizing the following phraseology:

“(IDENT) CLEARED FOR HARBOR VISUAL RUNWAY 25 LEFT/RIGHT APPROACH.”

A descent profile of approximately 3° starting at 7000’ over SMO VOR may be made with reference to the minimum altitudes above.

RWY 25L ALSF-II

RWY 25R MALSR

WEATHER MINIMUMS

Ceiling **3000** - Vis **3**

LOS ANGELES, CA (LOS ANGELES INTL - KLAX)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KLAX

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-3G) LAXX SEVEN DEPARTURE MALIT Int formation (MBZ R-247/D121) should read (MZB R-247/D121).