



Statistical Update on LAX Aircraft Operations

January 11, 2017

LAX/Community Noise Roundtable

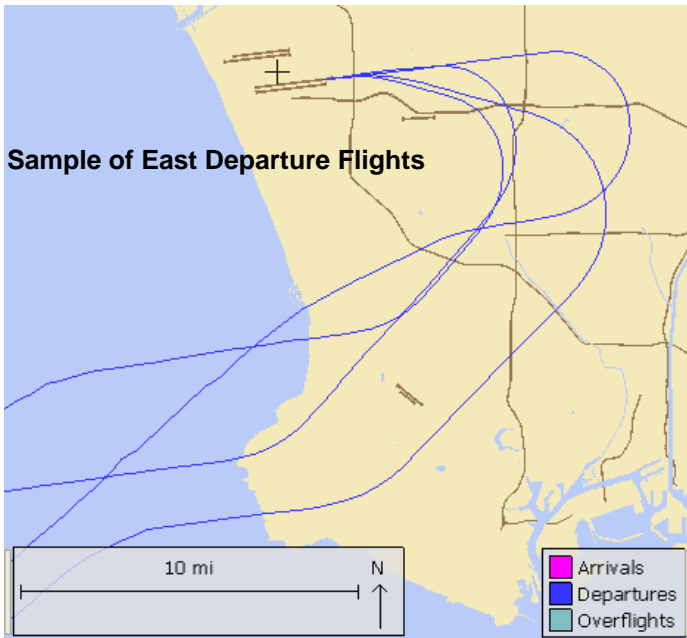
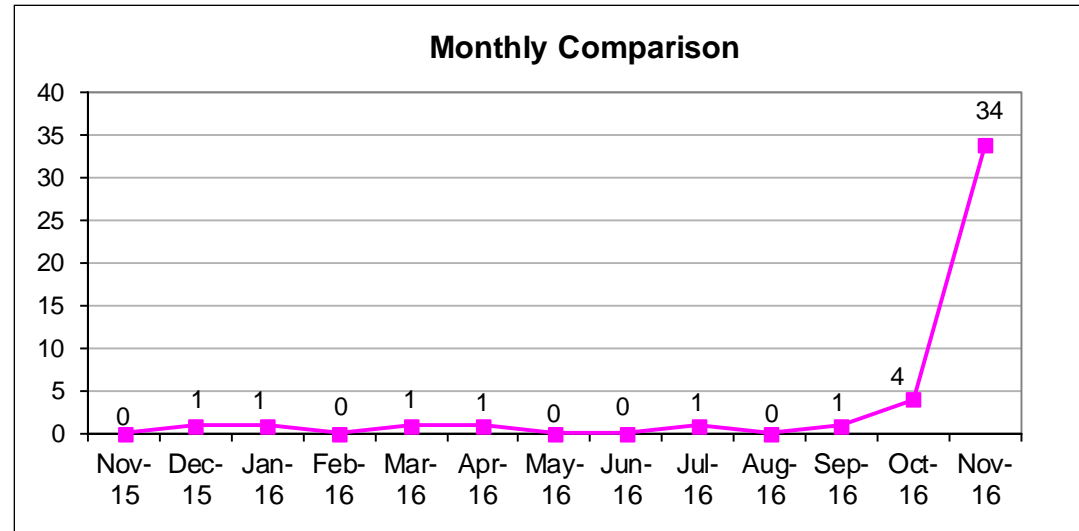
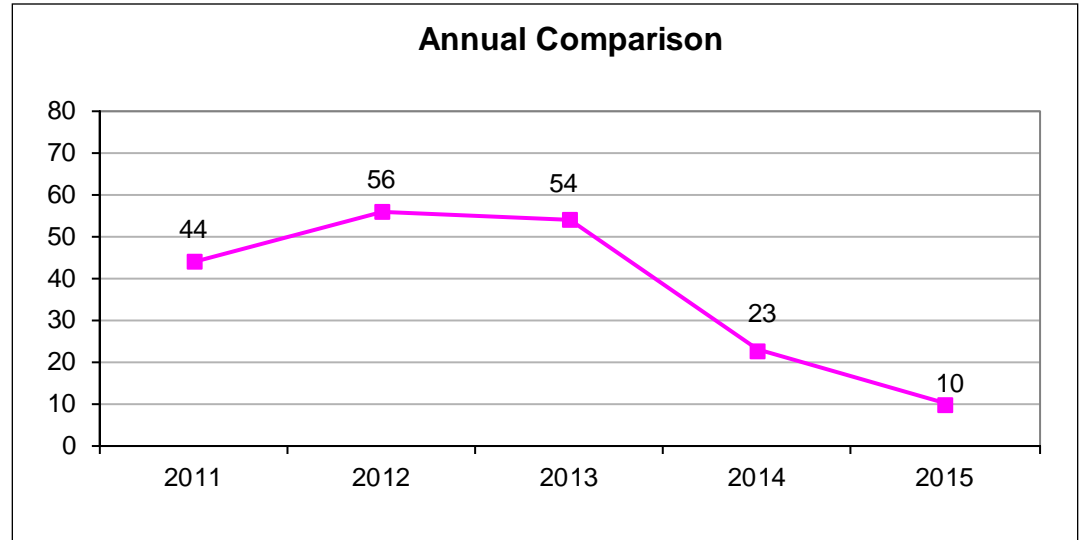
Overview

Statistical information on the following operations:

- East Departures
- Early Turns
- Go-arounds

Non-Conforming East Departures Midnight to 6:30 AM

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



Non-Conforming East Departures Midnight to 6:30 AM

November 2016

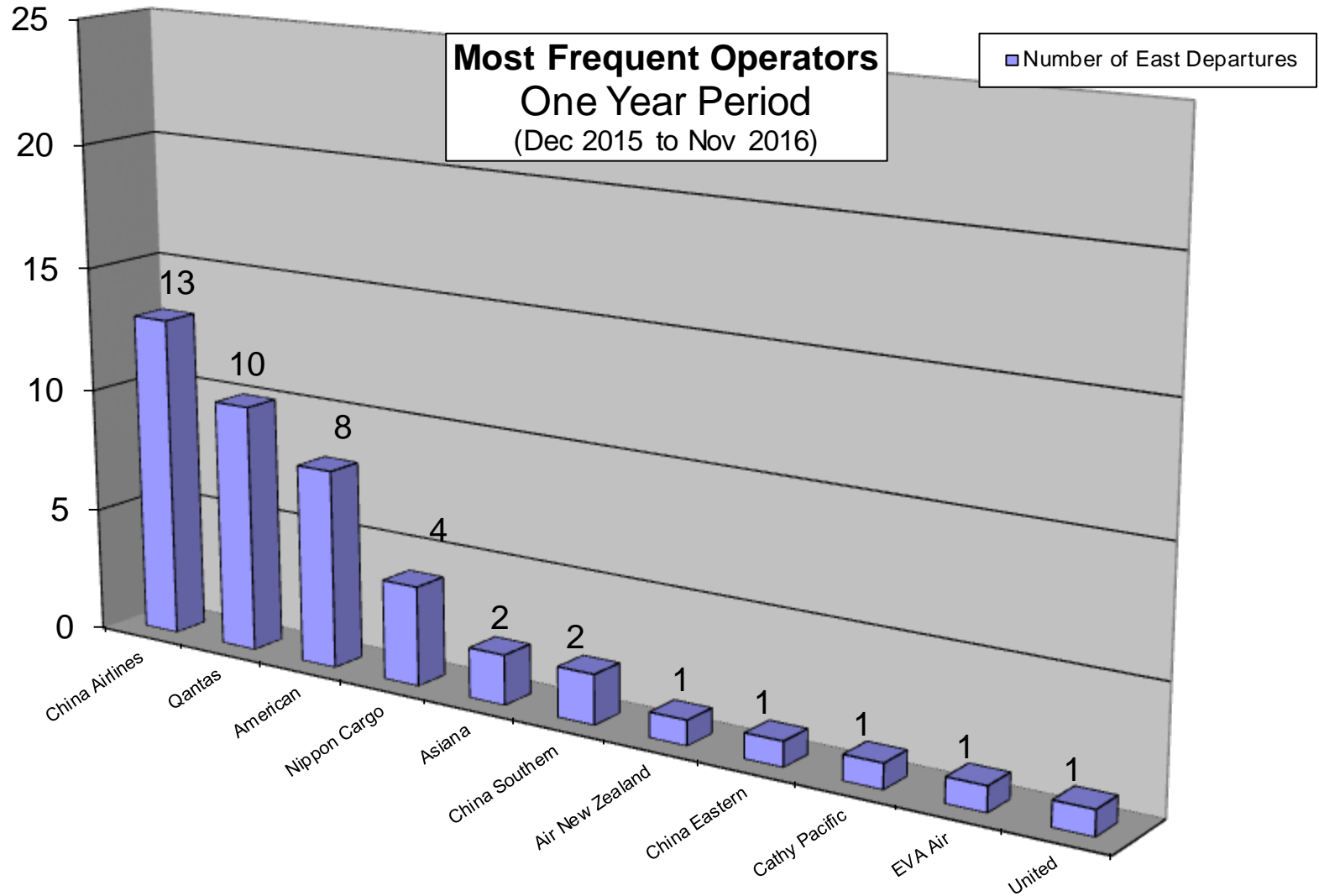
Date	Time	Operator	Flight No.	Aircraft	Wind Conditions
11/01/16	0:41*	ANZ	ANZ5	B77W	Wind 070 degrees at 3 knots
11/02/16	0:10*	QFA	QFA16	B744	Wind 030 degrees at 5 knots
11/02/16	0:31	CAL	CAL009	B77W	Unknown
11/02/16	1:03*	CAL	CAL007	B77W	Wind 050 degrees at 3 knots
11/03/16	1:03	CAL	CAL007	B77W	Wind 040 degrees at 4 knots
11/04/16	0:47*	QFA	QFA16	B744	Wind 110 degrees at 4 knots
11/06/16	0:15*	CPA	CPA883	B77W	Wind 110 degrees at 4 knots
11/06/16	0:16*	QFA	QFA16	B744	Wind 110 degrees at 4 knots
11/06/16	1:03*	AAL	AAL193	B77W	Wind 040 degrees at 4 knots
11/06/16	2:52	CES	CES578	B773	Wind 070 degrees at 5 knots
11/09/16	1:18*	AAL	AAL193	B77W	Wind 040 degrees at 4 knots
11/12/16	0:56*	QFA	QFA16	B744	Wind 040 degrees at 6 knots
11/16/16	0:10*	QFA	QFA12	B744	Wind 070 degrees at 5 knots
11/16/16	0:11	CAL	CAL007	B77W	Wind 100 degrees at 6 knots
11/16/16	0:12*	QFA	QFA16	B744	Wind 100 degrees at 6 knots
11/17/16	0:18*	CAL	CAL007	B77W	Wind 360 degrees at 14 knots. Gust 18
11/17/16	1:09*	AAL	AAL193	B77W	Wind 350 degrees at 11 knots
11/18/16	0:30	CAL	CAL007	B77W	Wind 030 degrees at 7 knots
11/18/16	0:32	QFA	QFA16	B744	Wind 030 degrees at 8 knots
11/19/16	5:26*	AAR	AAR2811	B744	Wind calm
11/21/16	0:02	AAL	AAL73	B77W	Wind 060 degrees at 8 knots
11/21/16	1:01	CAL	CAL007	B77W	Wind 090 degrees at 8 knots
11/21/16	1:31*	CSN	CSN442	B77L	Wind 080 degrees at 8 knots
11/21/16	1:46	AAL	AAL193	B77W	Wind 080 degreeest at 9 knots
11/22/16	0:20	CAL	CAL007	B77W	Wind 020 degrees at 5 knots
11/24/16	0:32*	CAL	CAL007	B77W	Wind 350 degrees at 4 knots
11/26/16	0:05*	CAL	CAL007	B77W	Wind 050 degrees at 3 knots
11/27/16	0:33*	CAL	CAL007	B77W	Wind calm
11/27/16	1:20*	AAL	AAL193	B77W	Wind 050 degrees at 3 knots
11/27/16	1:22*	CAL	CAL5155	B744	Wind 070 degrees at 3 knots
11/27/16	1:23*	AAR	AAR203	B772	Wind 110 degrees at 6 knots
11/27/16	4:35*	CSN	CSN446	B77L	Wind calm
11/29/16	0:22*	CAL	CAL007	B77W	Wind 160 degrees at 4 knots
11/29/16	2:44*	NCA	NCA103	B744	Wind 040 degrees at 3 knots

*Noise complaint(s) attributed to incident.

Note

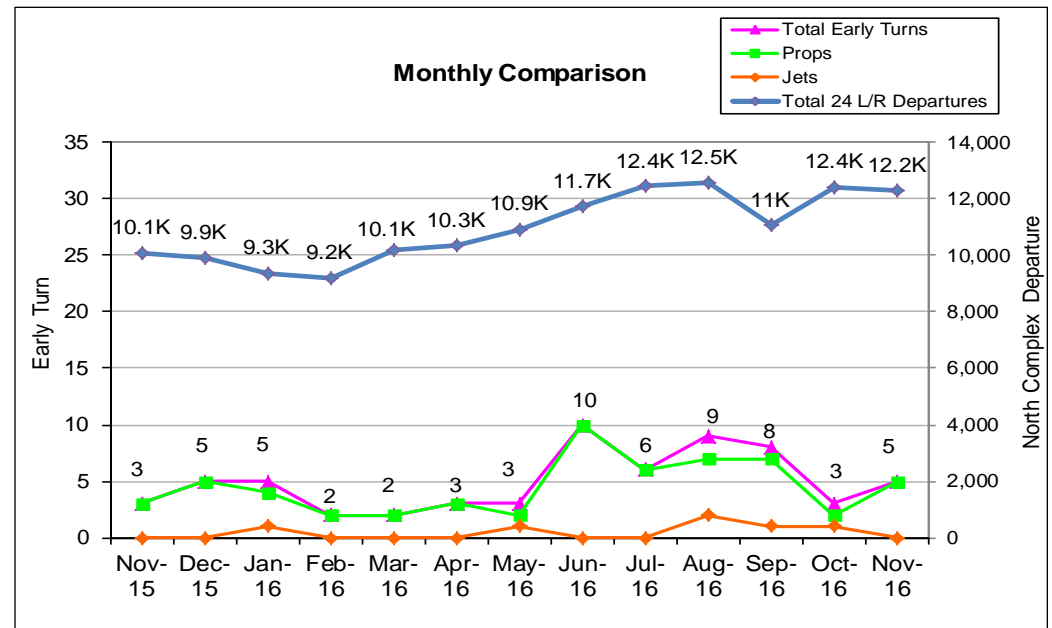
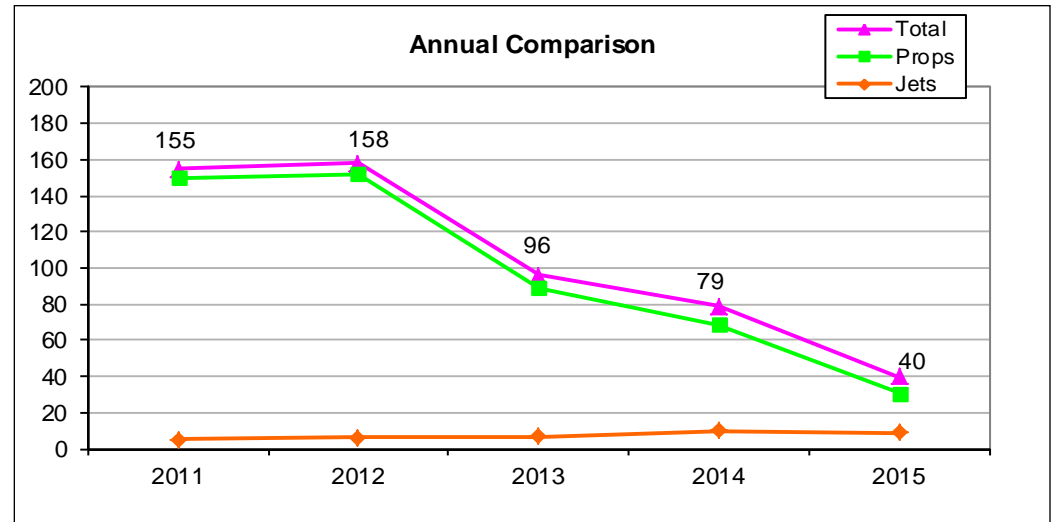
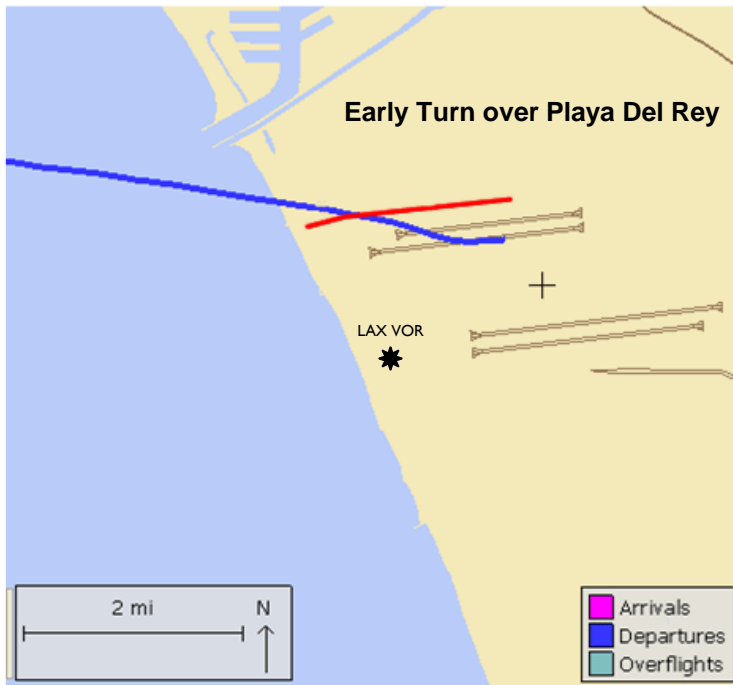
AAL is AMERICAN AIRLINES, INC.
AAR is ASIANA AIRLINES
ANZ is AIR NEW ZEALAND LIMITED
CAL is CHINA AIRLINES
CES is CHINA EASTERN AIRLINES
CPA is CATHAY PACIFIC AIRWAYS LIMITED
CSN is CHINA SOUTHERN AIRLINES
NCA is NIPPON CARGO AIRLINES
QFA is QANTAS AIRWAYS LTD.

Non-Conforming East Departures Midnight to 6:30 AM



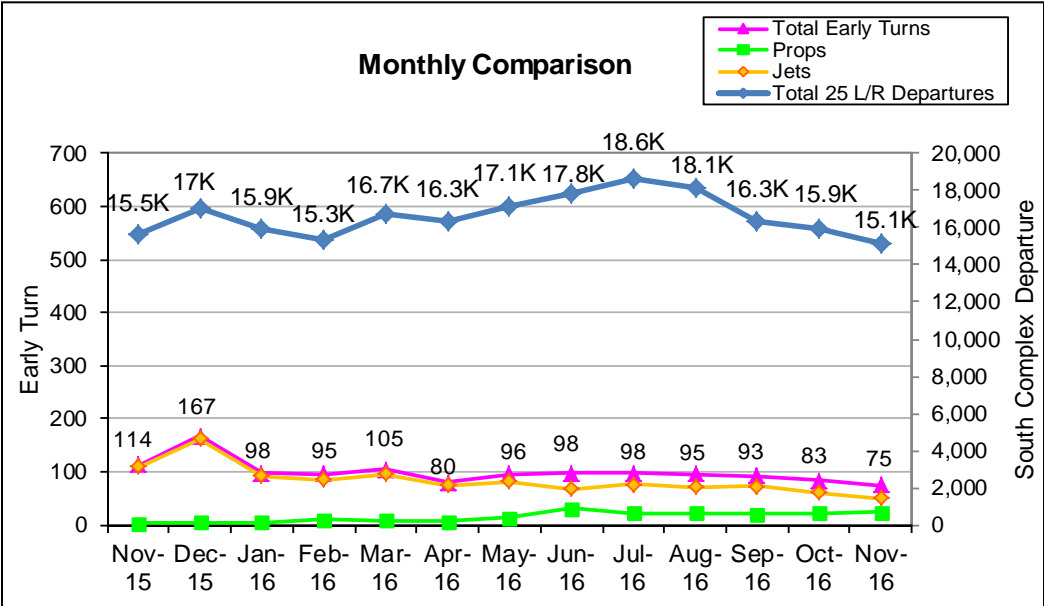
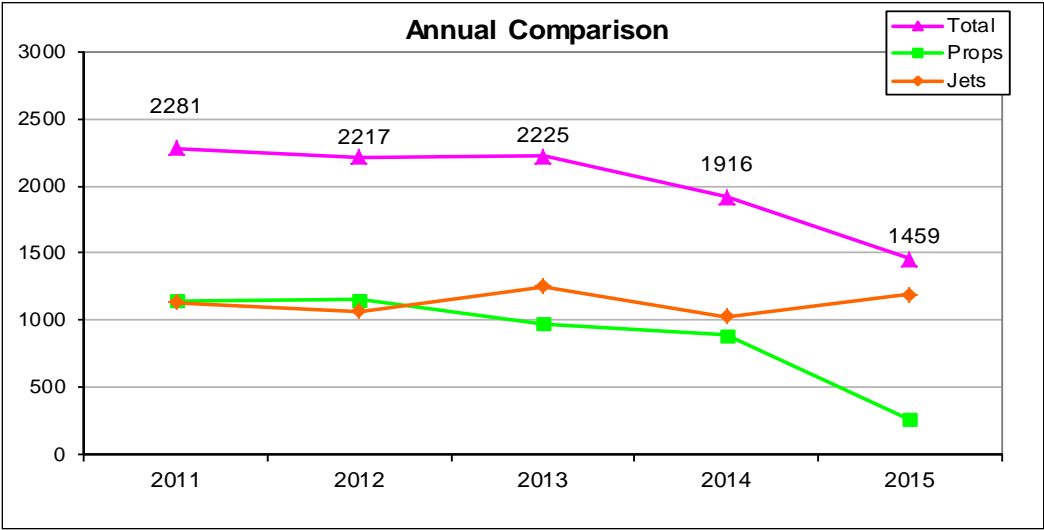
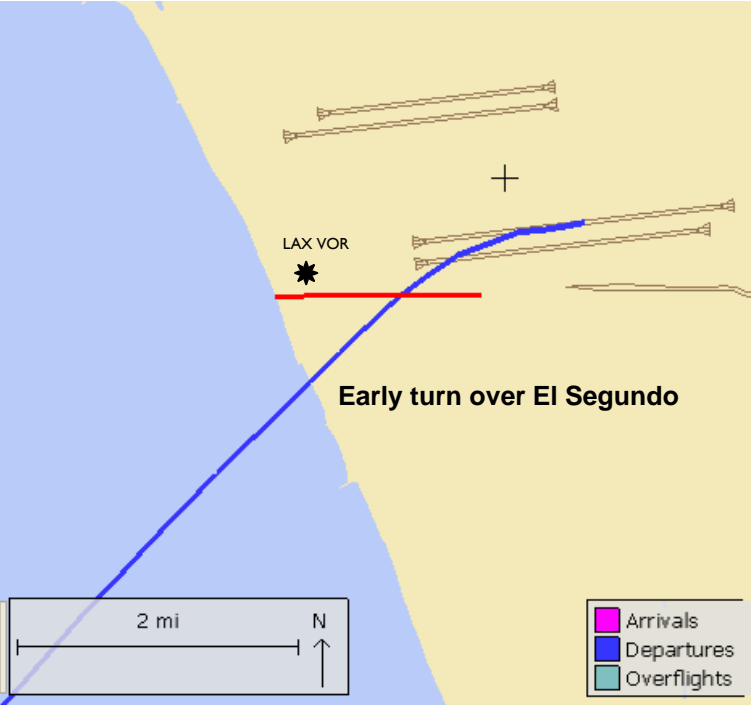
Early Turns to the North

Aircraft departing to the ocean turn early prior to reaching the shoreline

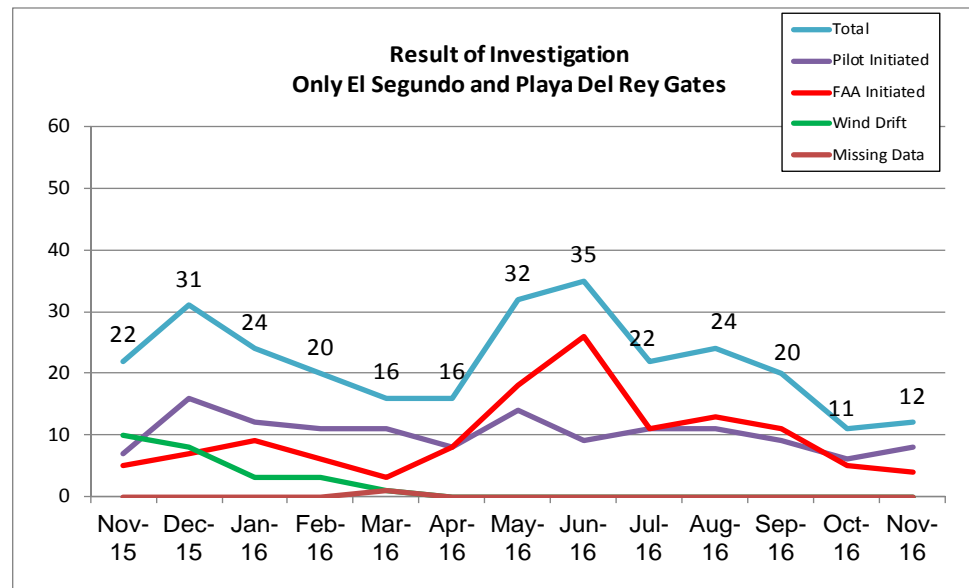
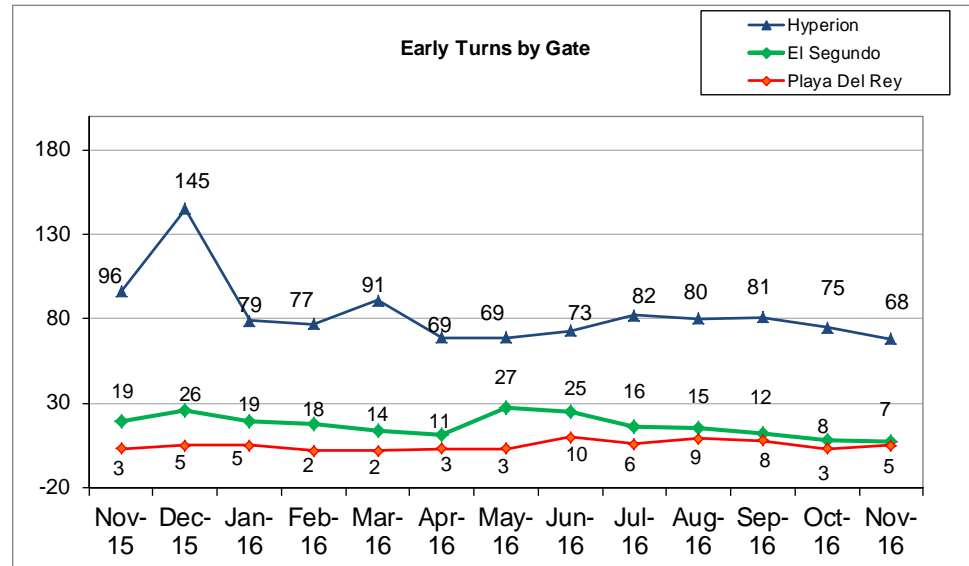
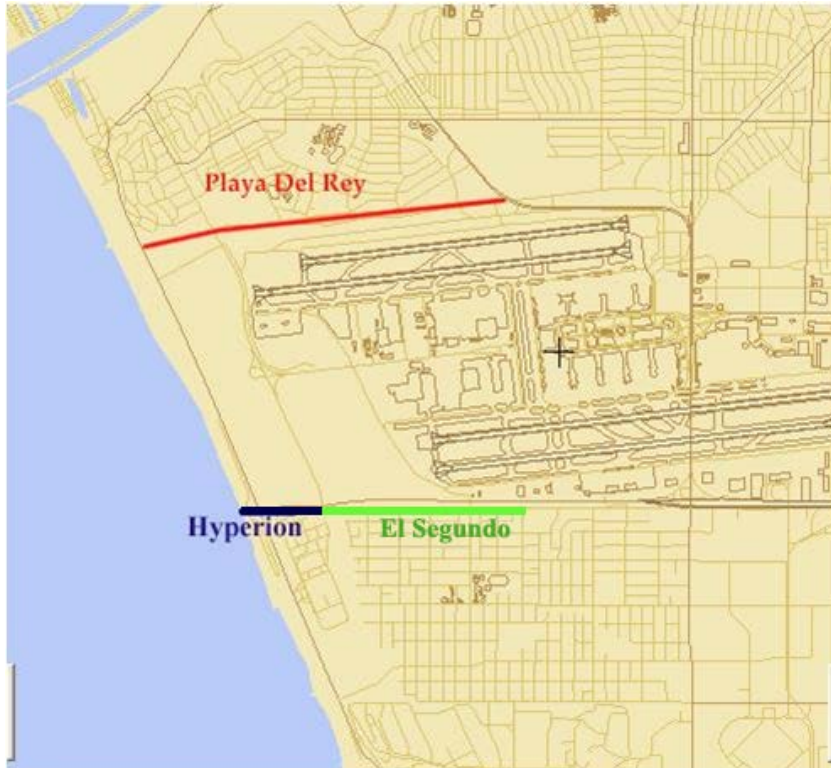


Early Turns to the South

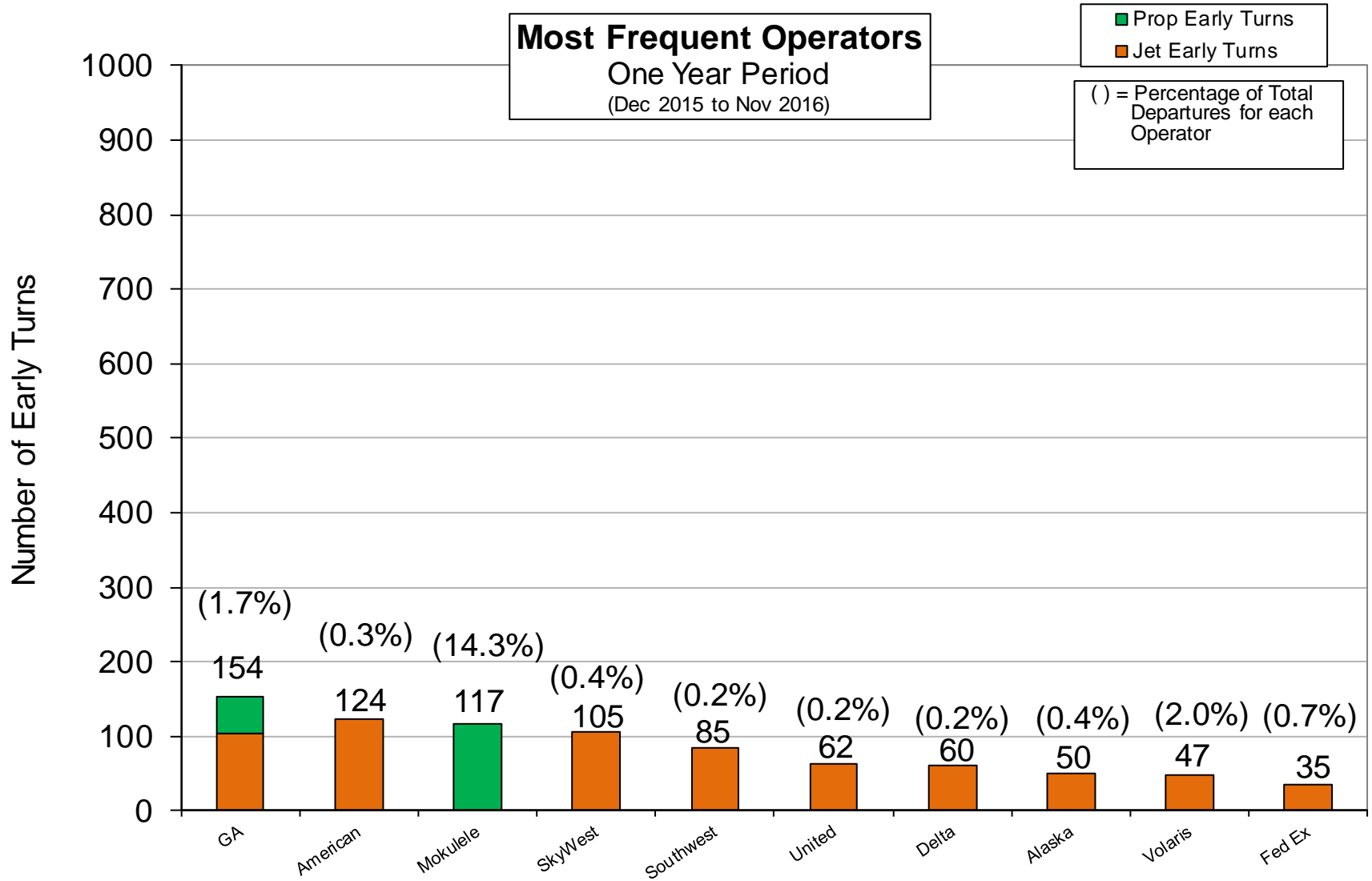
Aircraft departing to the ocean turn early prior to reaching the shoreline



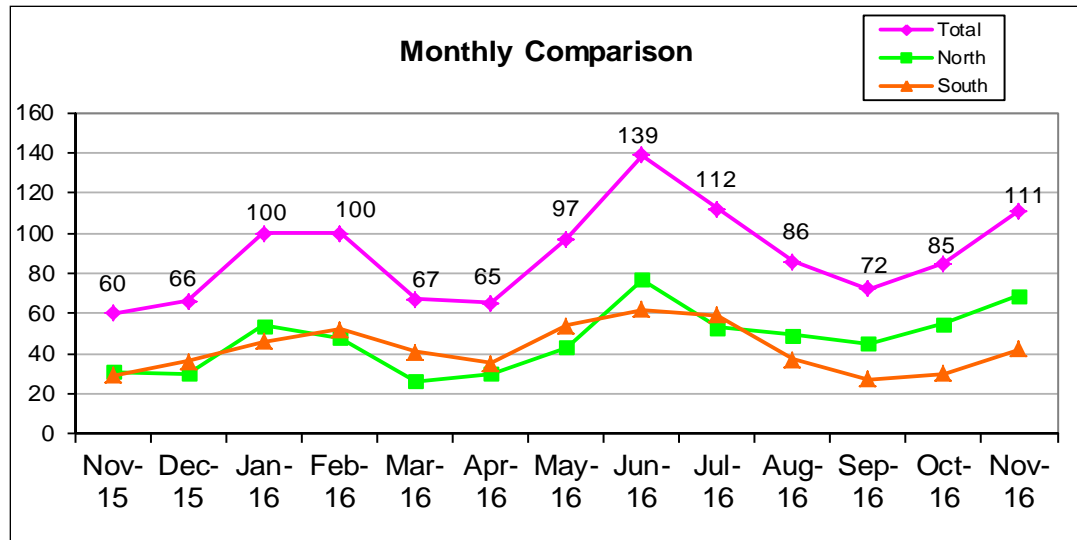
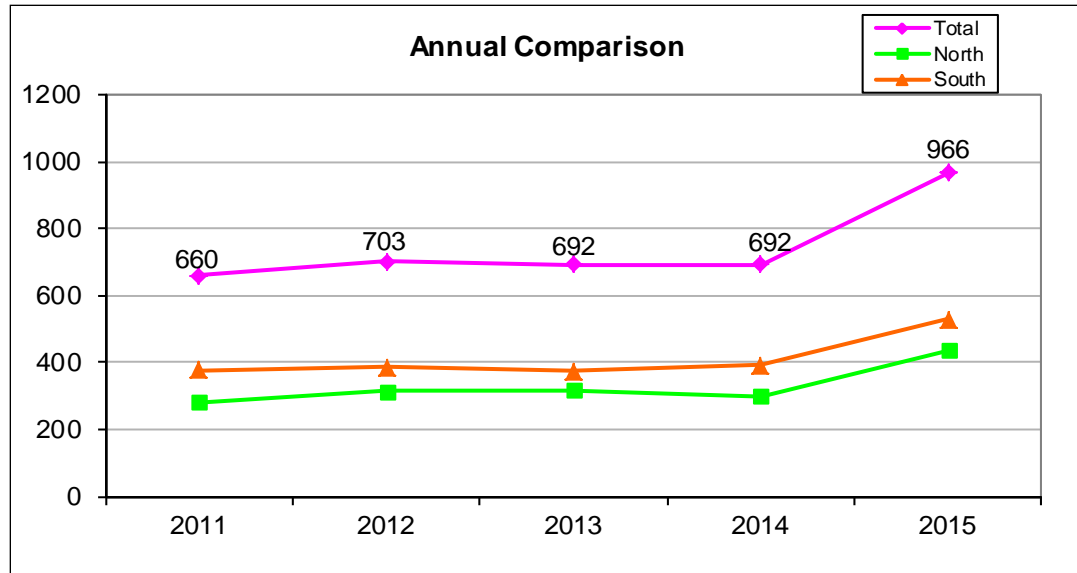
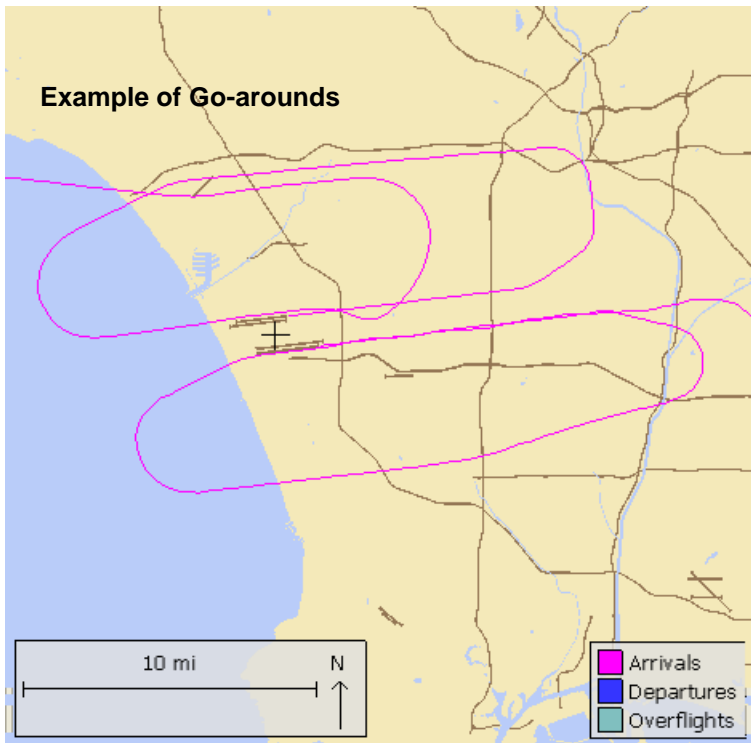
Early Turn Breakdown



Early Turns by Operator

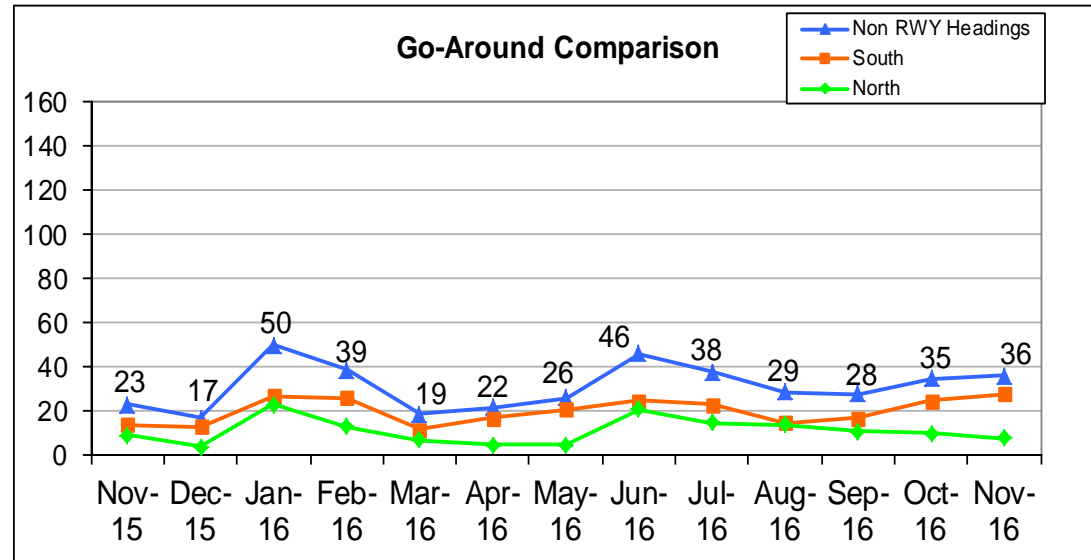
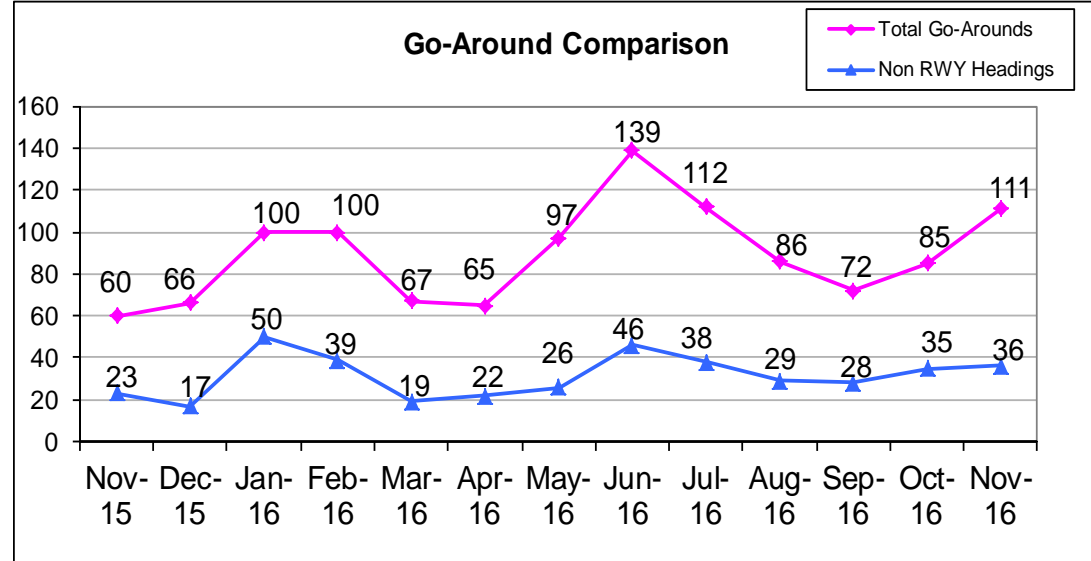
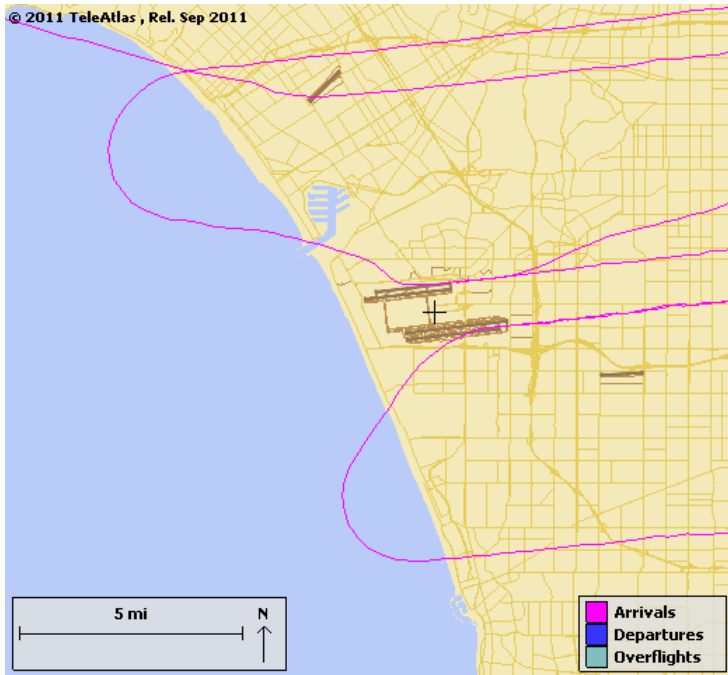


Monitoring pilot or ATC initiated go-arounds or missed approaches



Go-Arounds – Not Maintaining RWY Headings

Example of Go-Arounds not maintaining runway headings



Reasons for Go-Arounds

		June 2016	November 2016
Pilot Initiated		55	41
	Too high or too fast	30	23
	Weather	11	8
	Aircraft Equipment (flaps, gears, avionics)	2	3
	Ground Equipment (NAVAIDS, lighting, etc.)	3	0
	Traffic Collision Avoidance System (TCAS)	0	0
	Overtake on Final/Wake Turbulence		1
	Other	5	4
	Unknown	4	2
Controller Initiated		83	62
	In-trail Spacing	53	13
	Previous Arrival Traffic on Runway	21	24
	Departure Traffic on Runway	1	13
	Runway Crossing Traffic	2	2
	Other	6	10
Unknown		1	8
Total		139	111

Go-Arounds – By Operator

