

Los Angeles International

IATA/ICAO CODE: LAX/KLAX  
CITY: Los Angeles  
STATE: CA  
COUNTRY: USA

AIRPORT CONTACT

Information updated by Los Angeles World Airports 2/2011

Name: Kathryn R. Pantoja  
Title: Environmental Supervisor  
Airport: Los Angeles International Airport  
Address: Los Angeles World Airports  
Noise Management Division  
1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009-2216  
Phone: +1 424 646-6501  
Fax: +1 310 646-6939  
Email: kpantoja@lawa.org  
Airport Web Site: [www.lawa.org/lax/](http://www.lawa.org/lax/)

ELEVATION: 126 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
6R/24L	10285	-	-	150
6L/24R	8925	-	-	150
7R/25L	11095	-	-	200
7L/25R	12091	-	-	150
<a href="#">Check FAA Airport Diagrams for current information.</a>				

NOISE ABATEMENT PROCEDURES

Over-Ocean Operations:

This procedure provides some relief from arriving aircraft noise to those close-in communities to the east of the Airport between the hours of 0000 and 0630. During this period, aircraft approach the Airport from over the ocean toward the east and depart over the ocean toward the west, unless the ATC determines that the weather conditions are unsafe for such operations.

Early Turn Restrictions:

Pilots of all aircraft departing toward the west shall maintain runway heading until past the shoreline before commencing any turns unless specifically instructed otherwise by the ATC.

For departures from the north runways (24 R/L) LAWA defines the shoreline as the 158 Radial of the Santa Monica Airport (SMO) VOR. When instructed to turn at the shoreline, please turn when you intercept the SMO VOR R-158.  
For departures from the south runways (25 R/L) LAWA defines the shoreline as the 154 Radial of the SMO VOR. When instructed to turn at the shoreline, please turn when you intercept the SMO VOR R-154.

Helicopter Operating Procedures:

Helicopter operators with a valid Operating Agreement with LAWA, including a signed Letter of Agreement, are subject to conditions as described. All operators shall comply with the ATC requirements and procedures pertaining to helicopter routes and altitudes within the Los Angeles Class B Airspace; operators arriving or departing the Airport shall utilize the flight routes designated by the FAA for Visual Flight Rules (VFR) and Special Visual Flight Rules (SVFR) operations; operators are requested to utilize the southerly industrial route when arriving or departing the Airport during SVFR operations, unless instructed otherwise by ATC; operators will, in addition to using FAA designated flight routes, maintain an altitude of 2,000 feet, weather, traffic and safety permitting; operators shall use noise abatement approach and departure flight techniques; operators shall avoid nighttime (2200 to 0700) operations except in extreme emergency cases; training operations are prohibited, such as touch-and-go, stop- and-go, and low approach, except for FAA certification flights; operators shall provide an identification symbol as prescribed by LAWA; prior to issuance of a helicopter operating agreement, operators are required to develop, implement and file with the Board of Airport Commissioners a "Fly Neighborly Program"; operators shall keep their "Fly Neighborly Program" current; and all helicopter operating agreements shall be issued for a period not longer than five years.

Imperial Terminal Procedures:

All turboprops over 65,000 pounds MGLW or all turbojets arriving at Imperial Terminal will taxi to a position on taxiway A where engines will be shut down and the aircraft towed to its assigned parking position. On departure, these aircraft will also be towed to the taxiway and positioned facing east or west prior to starting engines. Jet engine runs and run-ups, and turbine-based ground power units are prohibited on the ramp and auxiliary power units may only be operated when required during tow-in or out.

**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS - [NONE](#)**

Information shown below is for **historical** purposes.

Stage 2 Nighttime Phaseout Schedule	
Date	Resticted Hours for Stage 2 Operations
7/1/91	0100-05:59
1/1/94	0000-05:59
1/1/96	0000-06:29
1/1/2000	No Stage 2 allowed

PREFERENTIAL RUNWAYS

Preferential Runway Use:

During the noise sensitive hours of 2200 to 0700, air traffic control shall maximize use of inboard Runways 24L/6R and 25R/7L and Taxiways B-6 and U. Over-Ocean Operation Procedures shall be in effect between the hours of 2400 and 0630. At all other times, the inboard runways shall be preferred to the outboard runways for departures and, except as set forth for over-ocean operation procedures, the outboard runways shall be preferred to the inboard runways for arrivals.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

A. Engines mounted on aircraft:

The run-up of mounted aircraft engines for maintenance or test purposes on both leased and non-leased areas is prohibited between the hours of 2300-0600 unless waived in an individual case by the Executive Director, or their duly authorized representative, subject to the following conditions:

- 1) The engine(s) will be run in a sound suppression unit that will reduce the sound level at the airport perimeter to 8PNdB or less above the ambient background level in surrounding residential areas at the time the run-up is conducted.
- 2) A single engine will not be operated to exceed idle power at each leasehold area. If more than one engine is to be checked, each engine must be checked separately.
- 3) APUs will be operated only for maintenance and preflight checks.
- 4) When engines are idled during compass checks on the compass rose, tractors will be used to orient aircraft heading.

**B. Idle engine checks and APUs** will be operated at the minimum time required on an aircraft to accomplish the necessary maintenance or preflight check.

**C. Engines not mounted on aircraft:**

Maintenance or test running of jet engines not mounted on an aircraft is prohibited unless performed in a test cell of adequate design. Said cell shall meet noise level criteria at a measurement distance of 250 feet from the center thereof, as follows:

Octave Band	Sound Pressure Level
31.5	86 dB
63	82 dB
125	77 dB
250	73 dB
500	71 dB
1000	69 dB
2000	67 dB
4000	66 dB
8000	59 dB

**Imperial Terminal Procedures -**

Jet engine runs and run-ups are prohibited on the ramp and APUs may only be operated when required during tow-in or departure. This statement refers specifically to arrivals and departures operating at the Imperial Terminal ramp area.

**APU OPERATING RESTRICTIONS**

**Imperial Terminal Procedures -**

Jet engine runs and run-ups are prohibited on the ramp and APUs may only be operated when required during tow-in or departure. This statement refers specifically to arrivals and departures operating at the Imperial Terminal ramp area.

**NOISE BUDGET RESTRICTIONS -** [NONE](#)

**NOISE SURCHARGE -** [NONE](#)

**PART 161 STUDY**

-LAWA is in the process of preparing a complete Federal Aviation Regulation (FAR) Part 161 Study for submittal to the FAA. The intent of this study is as follows:

-Establish a local noise restriction at Los Angeles International Airport (LAX) that would prohibit the easterly departure of all aircraft, with certain exemptions, between the hours of 12:00 Midnight to 6:30 a.m. when the Airport is in Over-Ocean Operations, or when it remains in Westerly Operations during these hours.

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1984-2010	12274 total dwelling units completed as of 12/31/2010: City of Inglewood – 3354 dwelling units City of Los Angeles – 6569 dwelling units County of Los Angeles - 1412 dwelling units City of El Segundo - 939 dwelling units  Program boundary is the 4th Quarter 1992, 65 dB CNEL contour.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	none
Avigation Easements	1997 February 2006 (Settlement)	Residents living in the City of Los Angeles who participate in the LAWA Supplemental Funding Program for sound insulation are required to sign an avigation easement. Under the LAX Master Plan Stipulated Settlement (Section X), easements are required only in special circumstances for residents living in the City of Inglewood, the City of El Segundo, and the County of Los Angeles.
		Each surrounding, noise-impacted jurisdiction was encouraged to adopt policies to prevent new incompatible

Zoning Laws	Various - late 1990's	land uses. Cities of Los Angeles and Inglewood, and County of Los Angeles adopted necessary ordinances or amended building codes to require new dwellings or significant remodeling to existing dwellings within the 65 dB CNEL noise contour to incorporate sound insulation materials to achieve a 45 dB interior noise level. There are also requirements for dwellings within the 60 dB CNEL noise contour.
Real Estate/Property Disclosure Laws	2004	State of California requires sellers to disclose whether the property is within an airport influence area as defined by the County Airport Land Use Commission.
Acquire Land for Noise Compatibility to date	1984 - 2010	2686 dwelling units acquired 12/31/2010: City of Inglewood – 816 dwelling units City of Los Angeles – 1859 dwelling units County of Los Angeles* - 0 dwelling units City of El Segundo* - 0 dwelling units *These two jurisdictions do not have property acquisition program. Program boundary is the 4th Quarter 1992, 65 dB CNEL contour.
Population within each noise contour level relative to aircraft operations	-	41,020 (65 dB CNEL - 70 dB CNEL) 23,812 (70 dB CNEL - 75 dB CNEL) 4,184 (> 75 dB CNEL) Based on 4th Quarter 1992 65 dB CNEL contour-not the current contour, which is generally smaller in size.
Airport Noise Contour Overlay Maps	-	Current noise contour maps: <a href="http://www.lawa.org/welcome_LAX.aspx?id=1090">http://www.lawa.org/welcome_LAX.aspx?id=1090</a>
Total Cost of Noise Mitigation Programs to Date	1984-2009	Approved Funding through 12/31/09: \$959,345,000  LAWA funding: \$785,000,000 (Previously Revenue, now PFC)  FAA AIP Grants: \$174,345,000  This is funding that has been approved, but not necessarily received and/or expended.
Source of Noise Mitigation Program Funding for Aircraft Noise	-	LAWA Passenger Facility Charge (PFC) Funds FAR Part 150 NCP Grants Resale of acquired parcels

NOISE MONITORING SYSTEM

**LAWA has upgraded its entire noise monitoring system; old sites have been replaced or retrofitted, and new sites have been added. At LAX, the new system has a total of 39 noise monitors. Below is a list of noise monitor sites containing parameter settings and location information for each monitor.**

\* denotes weather sensor present at site

Site	NMS	Location	Primary Threshold (dB)	Secondary Threshold (dB)	Min Duration (sec)	Max Duration (sec)	Lmax limit (dB)	SEL Limit (dB)
110	AIR1	FAA VOR bldg, Kilgore &	67	67	4	100	0	0

		Trask Ave's						
111	PDR1*	255 Waterview St, Playa Del Rey	65 (0700 –2259) 63 (2300—0659)	65 (0700–2259) 63(2300—0659)	6	80	0	0
112	PDR2	216 Sunridge St., Playa Del Rey	64 (0700-2259) 61 (2300-0659)	64 (0700-2259) 61 (2300-0659)	6	80	0	0
113	PRD3*	8151 Tuscany Ave. El Segundo	62	62	6	100	0	0
114	ESG1*	745 W Mariposa Ave. El Segundo	60	60	8	80	0	0
115	ESG2	425 W Sycamore Ave. El Segundo	65	65	7	100	0	0
116	ESG3	649 Sheldon El Segundo	63	63	10	60	0	0
117	ESG4	333 Lomita St. El Segundo	65	65	6	100	0	0
118	ESG5	727 California St. Inglewood	65	65	6	100	0	0
119	DEL1	5501 119th St. Del Aire	-	-	-	-	-	-
120	WCH1	7314 W 85th St. Los Angeles	62	62	10	60	0	0
121	WCH2	8821 Villanova Ave Westchester	62	62	10	60	0	0
122	WCH3	6547 W 87 St. Westchester	62	62	10	60	0	0
123	WCH4	6431 84th Place Los Angeles	64	64	10	60	0	0
124	WCH5	9131 Airport Bl Los Angeles	73	73	4	60	0	0
125	WCH6	8816 Ramsgate Ave Los Angeles	62	62	6	60	0	0
126	ING1	944 S Eucalyptus Ave Inglewood	59	59	8	60	0	0
127	ING2	215 W Kelso Inglewood	62	62	8	80	0	0
128	ING3	800 La Brea Dr. Inglewood	65	65	8	80	0	0
129	ING4	439 E 98th, Inglewood	61	61	6	60	0	0
130	ING6	Yukon Ave, Inglewood (near 102nd)	68	68	5	60	0	0
131	ING5	3752 111th St, Inglewood	-	-	-	-	-	-
132	ING7	3301 W 81st St, Inglewood	65	65	5	60	0	0
133	ING8	9601 6th Ave, Inglewood	65	65	5	60	0	0
134	LNX1	10706 Buford Ave, Lennox	65	65	8	100	0	0
135	LNX2	10126 Buford Ave, Lennox	65	65	6	120	0	0
136	LNX3	11034 Dalerose Ave, Lennox	64 (0700-1959) 62 (2000-0659)	64 (0700-1959) 62 (2000-0659)	6	120	0	0
137	LNX4	10820 Larch Ave, Lennox	65	65	5	60	0	0
139	ATH1	1340 W. 106th St., Los Angeles	50 (0000-0659) 64 (0700-1959) 62 (2000-2159) 58 (2200-2359)	50 (0000-0659) 64 (0700-1959) 62 (2000-2159) 58(2200-2359)	6	120	0	0
140	ATH2	1147 W 97th St, Los Angeles	62	62	5	60	0	0
141	SLA1	2058 W 84th Pl, Los Angeles	62	62	10	60	0	0
142	SLA2	8956 S Grammercy Pl, S Los Angeles	60	60	7	60	0	0
143	SLA3	10525 S Manhattan Pl, Los Angeles	60	60	10	60	0	0
144	SLA4	1515 W 79th St, S Los Angeles	60	60	10	60	0	0

145	SLA5	814 Century Bl, S Los Angeles	50 (0000-0659) 64 (0700-1959) 62 (2000-2159) 58 (2200-2359)	50 (0000-0659) 64 (0700-1959) 62 (2000-2159) 58 (2200-2359)	6	120	0	0
146	SLA6	8715 Regina Ct, S Los Angeles	62	62	6	100	0	0
147	SLA7	9605 Wall St, S Los Angeles	62	62	6	100	0	0
148	SLA8	403 104th St, S Los Angeles	62	62	6	100	0	0
149	SLA9	8022 McKinley Ave, S Los Angeles	62	62	6	100	0	0

**INTERNET FLIGHT TRACK MONITORING SYSTEM - WEBTRAK**

LAWA has a system called WebTrak that allows residents to watch the movement of aircraft flights and observe air traffic patterns within the greater Los Angeles region. It also allows residents to obtain specific information about each flight such as the aircraft type, altitude, origin/destination airports, and flight identification. In addition to the aircraft flight tracks, it also provides the noise levels associated with aircraft landing and departing at LAX.

WebTrak includes a new feature that enables residents who live in areas surrounding LAX to quickly and easily file complaints about noise disturbances associated with specific aircraft operations they have identified using the system.

WebTrak provides current “real time” flight track information with a delay of 30 minutes for aviation security and data processing reasons. Historical flight track information is available for replay up to 90 days in the past.

Link to WebTrak:  
<http://lax.webtrak-lochard.com/template/index.html>

**NOISE LEVEL LIMITS - NONE**

**STAGE 2 RESTRICTIONS**

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

**STAGE 2 PHASEOUT**

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

**STAGE 3 RESTRICTIONS - NONE**

**COMMENTS**

Over the years, the City of Los Angeles and LAWA have implemented a series of noise control measures for aircraft operating at LAX to reduce the noise impacts on the surrounding community. In addition to the measures listed above, they include:

**Early Turn Restrictions and Notification Program**

-Pilots of all aircraft departing toward the west shall maintain runway heading until past the shoreline before commencing any turns unless specifically instructed otherwise by the ATC.

-LAWA monitors all early turns to the north and south on a monthly basis; verifies whether it was instructed by the ATC using recordings of ATC communications with pilots; prepares notification letters and graphics to send to the airlines; and generates a monthly report that is forwarded to interested communities, the FAA, and other interested parties.

## Airport Noise Complaint Response Program

-LAWA maintains a noise complaint phone line (310-64NOISE) and a noise complaint form on the Airport's web site that are available 24 hours a day, seven days a week for concerned residents to contact the Airport. Each complaint is logged in the noise complaint database. Currently, staff will investigate the first incident of disturbance for the first five noise complaints reported per month for each household. Response letters are provided to those residents requesting a written response to their noise complaints. A monthly summary report is generated each month and is available on the LAWA web site.

## In-Flight Monitoring Program

-LAWA monitors specific arrival and departure procedures for compliance with described minimum altitudes and/or location of aircraft, etc, as established by the FAA or contained in the Aircraft Noise Abatement Operating Procedures and Restrictions section of the LAX Rules and Regulations. In addition to the programs previously described, these include the following procedures:

- Short Turns
- Monterey Park Overflights
- Go-arounds
- Loop Departure Procedure
- Palos Verdes Peninsula Overflights

## Land Use Mitigation Program

-LAWA established a supplemental funding program to help noise-impacted jurisdictions implement residential sound insulation programs and/or land acquisition programs to convert incompatible land uses to compatible land uses as defined by State Noise Standards. This program provides funding to the eligible jurisdictions who are participating in the Federal Part 150 Noise Compatibility Program (NCP) and receive AIP grant funds to sound insulate dwellings and/or purchase incompatible land uses.

## LAX Community Noise Roundtable

-The LAX Community Noise Roundtable was created in September 2000 and is intended to reduce and mitigate the adverse noise impacts that the users of Los Angeles International Airport create on the surrounding communities and their environs. Membership of the Roundtable consists of local elected officials and staff, representatives of congressional offices, members of recognized community groups, the FAA, the ATA and LAWA Management. This forum provides a mechanism that attempts to insure cooperation between the Airport and local impacted communities in achieving noise impact reduction to those communities wherever possible. The Roundtable meets the second Wednesday of every month except for August and December. Roundtable information is posted on LAWA's website at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## Part 161 Study

-LAWA is in the process of preparing a complete Federal Aviation Regulation (FAR) Part 161 Study for submittal to the FAA. The intent of this study is as follows:  
-Establish a local noise restriction at Los Angeles International Airport (LAX) that would prohibit the easterly departure of all aircraft, with certain exemptions, between the hours of 12:00 Midnight to 6:30 a.m. when the Airport is in Over-Ocean Operations, or when it remains in Westerly Operations during these hours.



