

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KLAX

Terminal Charts For KLAX

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: LOS ANGELES CA USA
ICAO/IATA: KLAX / LAX
Lat/Long: N33° 56.55', W118° 24.48'
Elevation: 128 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 12.0° 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: Yes
Beacon: Yes

Sunrise: 1243 Z
Sunset: 0300 Z

Runway Information

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

Runway: 06R
Length x Width: 10885 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 116 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 537 ft

Runway: 07L
Length x Width: 12923 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 128 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 832 ft

Runway: 07R
Length x Width: 11095 ft x 200 ft
Surface Type: asphalt

TDZ-Elev: 128 ft
Lighting: Edge, ALS, Centerline

Runway: 24L
Length x Width: 10885 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 123 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 801 ft

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

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

Runway: 25R
Length x Width: 12923 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 104 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 957 ft

Communication Information

ATIS: 135.650 Departure Service
ATIS: 133.800 Arrival Service
Los Angeles Tower: 120.950
Los Angeles Tower: 133.900
Los Angeles Ground: 121.400
Los Angeles Ground: 121.650
Los Angeles Ground: 121.750
Los Angeles Ramp/Taxi: 129.325
Los Angeles Ramp/Taxi: 129.400
Los Angeles Ramp/Taxi: 129.475
Los Angeles Ramp/Taxi: 129.500
Los Angeles Ramp/Taxi: 130.500
Los Angeles Ramp/Taxi: 130.850
Los Angeles Ramp/Taxi: 131.075
Los Angeles Ramp/Taxi: 131.450
Los Angeles Ramp/Taxi: 131.850
Los Angeles Ramp/Taxi: 131.975
Los Angeles Clearance Delivery: 120.350
Social Approach: 128.500 (45°-89°)
Social Approach: 124.900 (90°-224°)
Social Approach: 124.500 (225°-44°)
Social Approach: 124.300
Social Terminal Control Area: 124.300
Social Terminal Control Area: 124.500

Socal Terminal Control Area: 124.900

Socal Terminal Control Area: 125.200

Socal Terminal Control Area: 127.400

Socal Departure: 124.300 (45°-224°)

Socal Departure: 125.200 (225°-44°)

Los Angeles UNICOM: 122.950

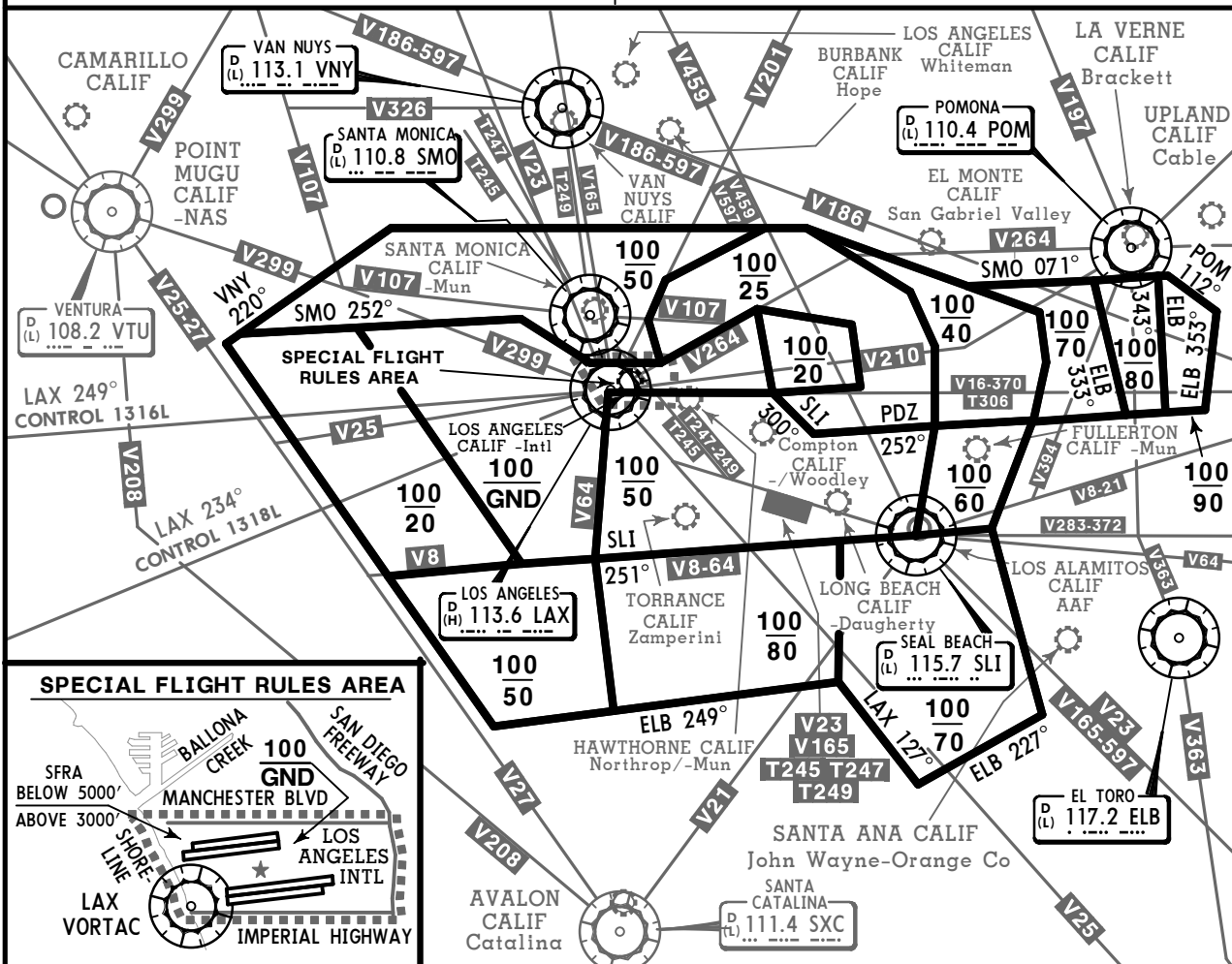
Los Angeles Helicopter: 119.800

LOS ANGELES CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

Socal App
 124.3 124.9 127.4 134.9
 124.5 125.2 128.75

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 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.

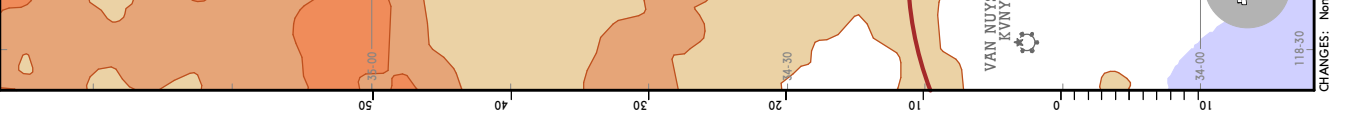
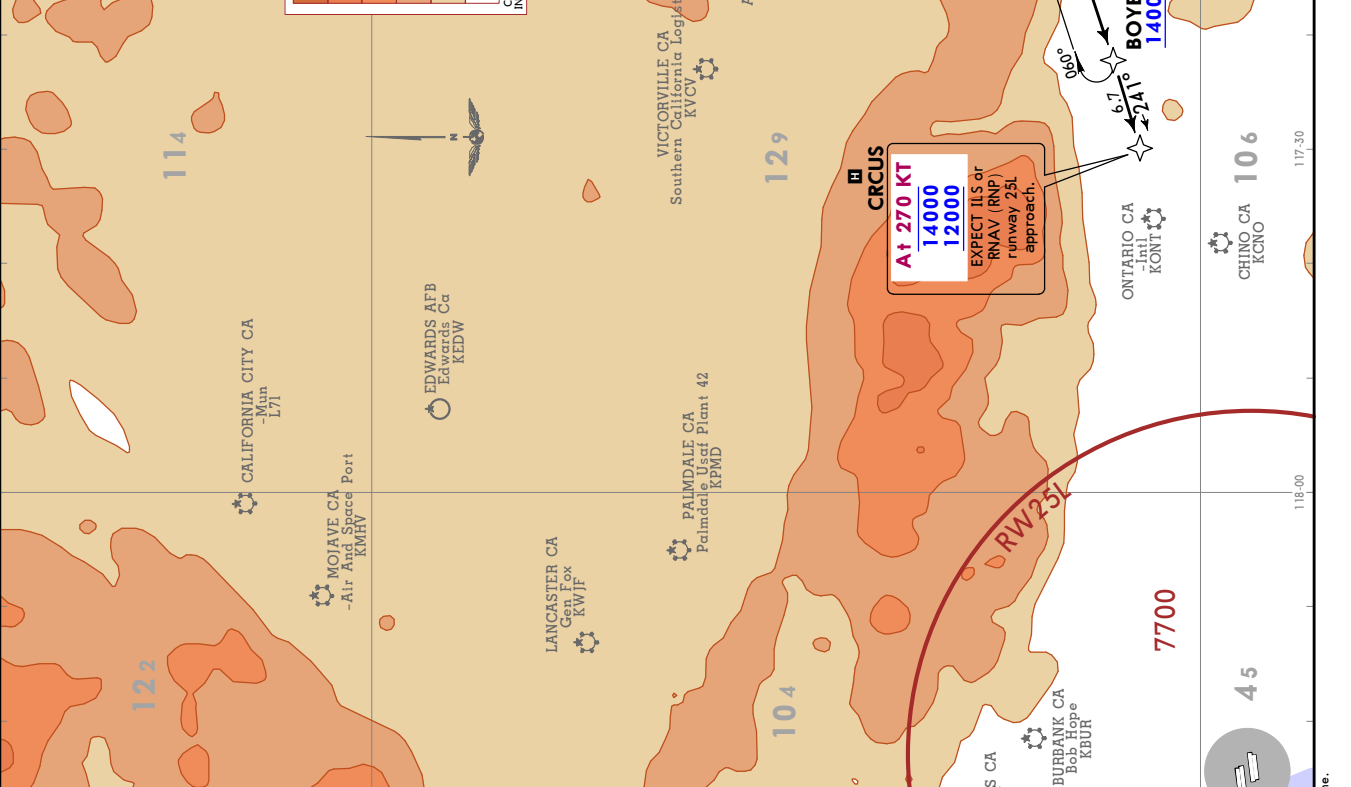
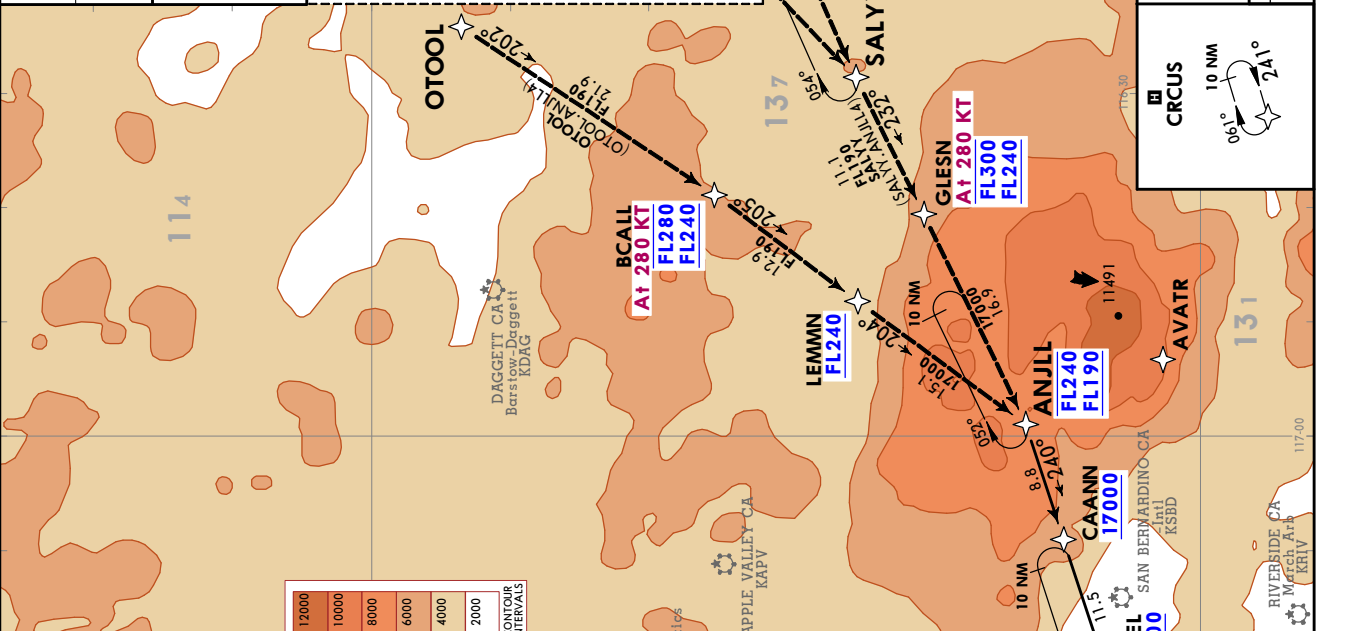
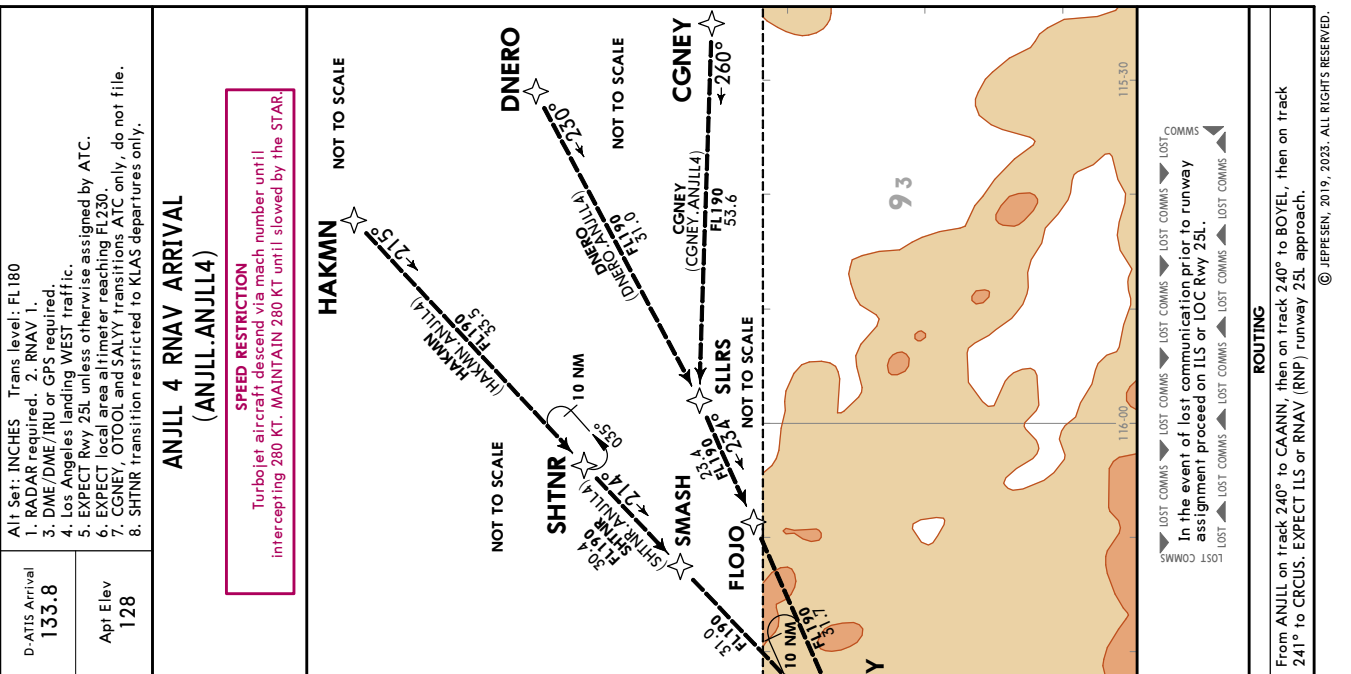
KLAX/LAX LOS ANGELES INTL

22 DEC 23 10-2 EFF 28 Dec RNAV STAR

Air Set: INCHES Trans level: FL180
1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. Los Angeles landing WEST traffic.
5. EXPECT Rwy 25L unless otherwise assigned by ATC.
6. EXPECT local area altimeter reaching FL230.
7. CGNEY, OTOOL and SALYY transitions ATC only, do not file.
8. SHTNR transition restricted to KLAS departures only.

D-ATIS Arrival
133.8

Apt Elev
128



KLAX/LAX
LOS ANGELES INTL
JEPPESEN LOS ANGELES, CALIF
RNAV STAR

17 MAR 23 (10-2B)

Air Set: INCHES Trans level: FL180
1. RADAR required.
2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. CERNL transition GPS required.
5. BURGL, FRASR, HUULL, MUPTT, REBRG, SNAXX transitions DME/DME/IRU or GPS required.
6. Turbojet aircraft only.
7. EXPECT Rwy 25L unless otherwise assigned by ATC.
8. Do not file - to be assigned by ATC.

D-ATIS Arrival
133.8
Apt Elev
128

BAYST 1 RNAV ARRIVAL
(BAYST.BAYST1)

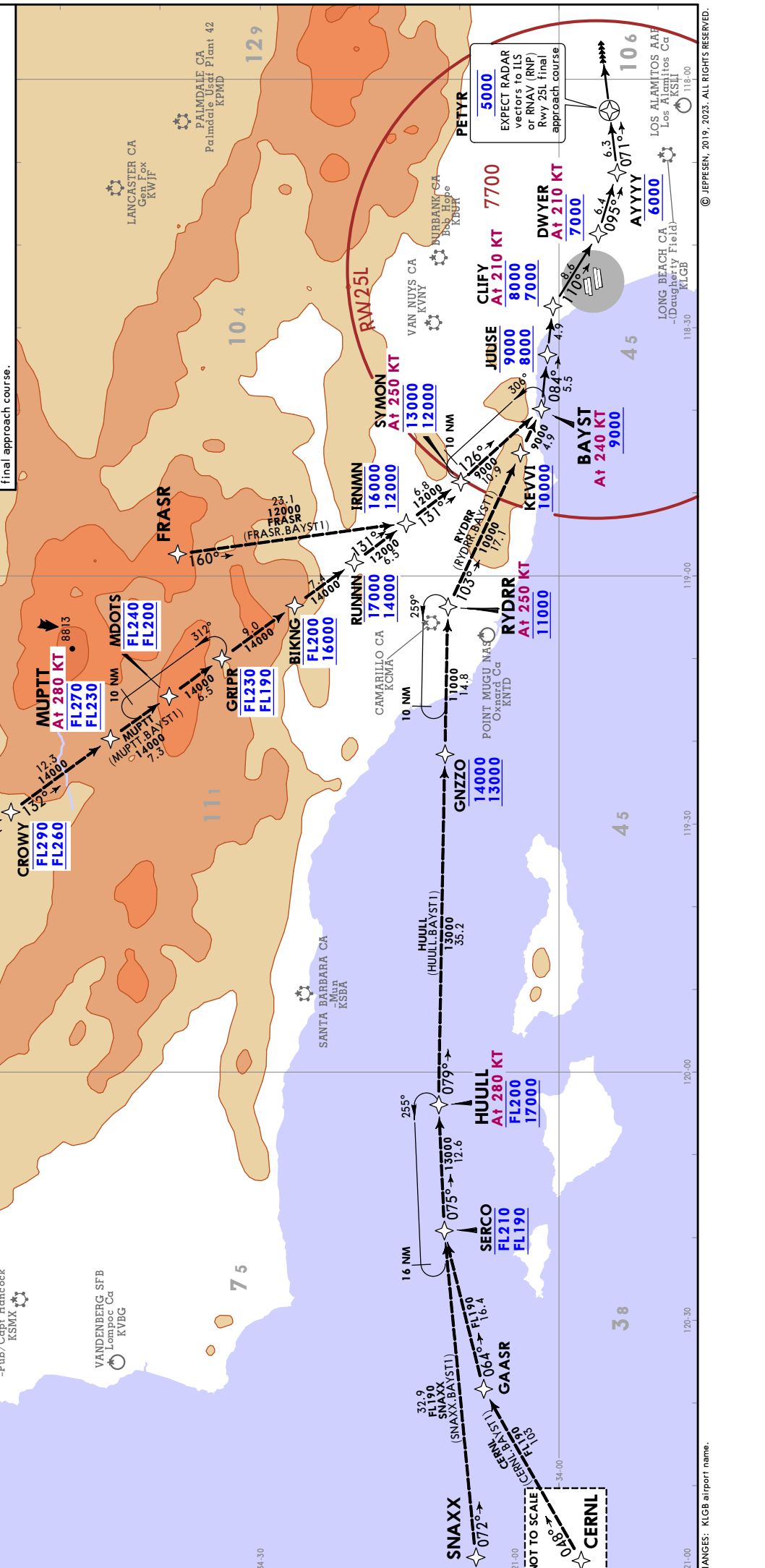
ROUTING
From BAYST on track 084° to JUUSE, then on track 084° to CLIFY, then on track 110° to DWYER, then on track 095° to AYYYY, then on track 071° to PETYR, then on track 071° or as assigned by ATC. EXPECT RADAR vectors to ILS or RNAV (RNP) runway 25L final approach course.

REBRG
After PETYR turn LEFT heading 315° and intercept the Rwy 25L localizer, proceed on the ILS Rwy 25L approach.
197
1700
185
179
1700
26.3
136
1700
26.3
179
1700
26.3
197
1700
185

BURGL
1700
26.3
136
1700
26.3
179
1700
26.3
197
1700
185

STADD
1700
185
179
1700
26.3
136
1700
26.3
179
1700
26.3
197
1700
185

DOUIT
1700
185
179
1700
26.3
136
1700
26.3
179
1700
26.3
197
1700
185



JEPPESEN
17 MAR 23 (10-2C) **LOS ANGELES, CALIF**
RNAV STAR

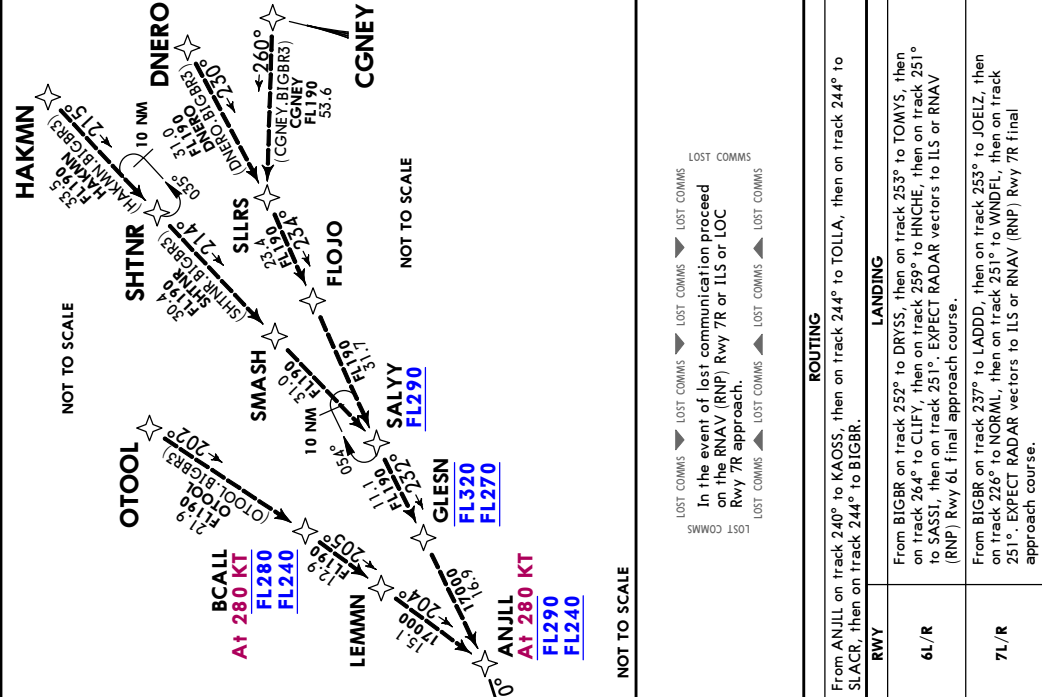
KLAX/LAX
LOS ANGELES INTL

D-ATIS Arrival
133.8

Apt Elev
128

- Alt Set: INCHES Trans level: FL180
- 1. RADAR required.
 - 2. DME/DME/IRU or GPS required.
 - 3. RNAV 1.
 - 4. Turbojet aircraft only.
 - 5. EXPECT Rwy 7R unless otherwise assigned.
 - 6. EXPECT local area altimeter reaching FL230.
 - 7. Los Angeles landing EAST traffic.
 - 8. CGNEY and OTOOL transitions ATC assigned only, do not file.
 - 9. SHTNR transition restricted to KLAS departures only.

BIGBR 3 RNAV ARRIVAL (ANJLL.BIGBR3)
(RWYS 6L/R, 7L/R)



12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS

RWY	ROUTING
6L/R	From ANJLL on track 240° to KAOSS, then on track 244° to TOLLA, then on track 244° to SLACR, then on track 244° to BIGBR.
7L/R	From BIGBR on track 252° to DRYSS, then on track 253° to TOMYS, then on track 264° to CLIFY, then on track 259° to HNCHE, then on track 251° to SASSI, then on track 251°, EXPECT RADAR vectors to ILS or RNAV (RNP) Rwy 6L final approach course.
7L/R	From BIGBR on track 237° to LADD, then on track 253° to JOELZ, then on track 226° to NORML, then on track 251° to WNDFL, then on track 251°, EXPECT RADAR vectors to ILS or RNAV (RNP) Rwy 7R final approach course.

EXPECT RADAR vectors to ILS or RNAV (RNP) Rwy 7R final approach course

CHANGES: SHTNR transition note.

KLAX/LAX
LOS ANGELES INTL

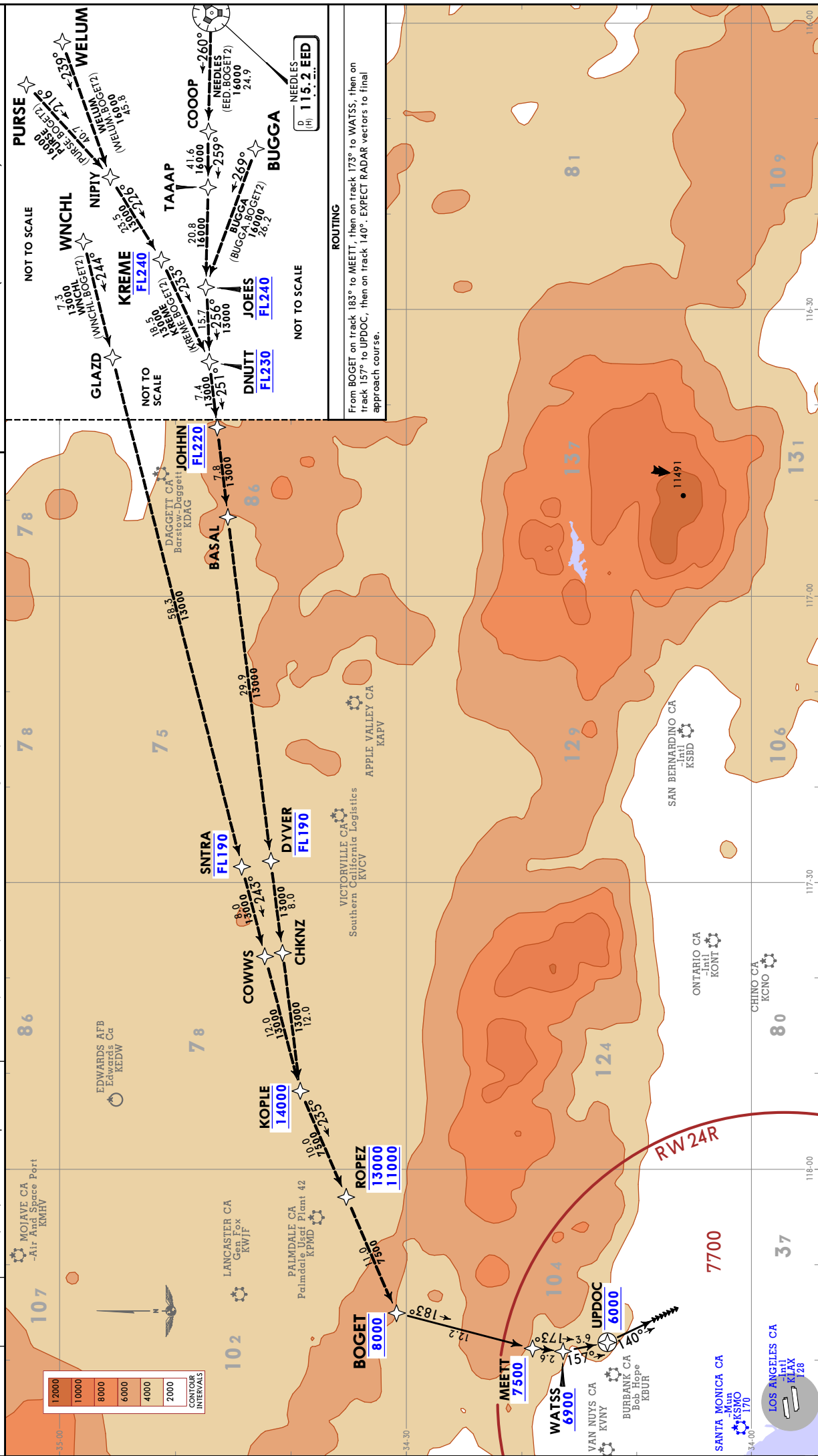
JEPPESEN LOS ANGELES, CALIF
17 MAR 23 (10-2D) **RNAV STAR**

BOGET 2 RNAV ARRIVAL
(BOGET.BOGET2)

D-ATIS Arrival
133.8

Alt Set: INCHES Trans level: FL 180
1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.

4. EXPECT Rwy 24R unless otherwise assigned by ATC. 5. This procedure not authorized for turboprops landing Los Angeles Intl. 6. KREME transition restricted to KLAS departures only. 7. WNCHL transition ATC assigned only, do not file.



NOT TO SCALE

NOT TO SCALE

ROUTING

From BOGET on track 183° to MEETT, then on track 173° to WATSS, then on track 157° to UPDOC, then on track 140°. EXPECT RADAR vectors to final approach course.

NEEDLES
D (H) 115.2 EED

CHANGES: KREME transition note.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN
17 MAR 23 (10-2E) **RNAV STAR**

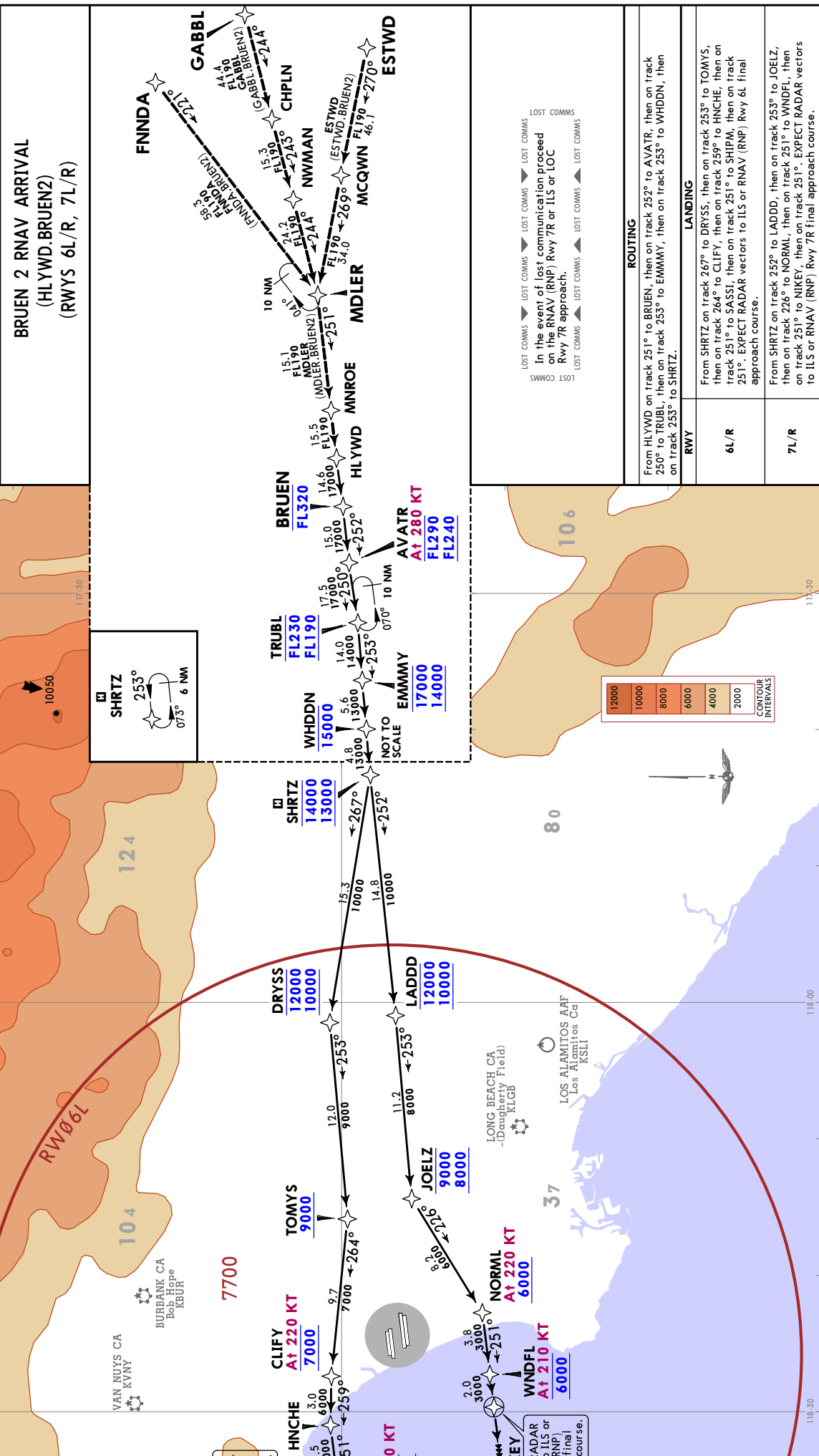
LOS ANGELES, CALIF

BRUEN 2 RNAV ARRIVAL
(HLYWD.BRUEN2)
(RWYS 6L/R, 7L/R)

Alt Set: INCHES Trans level: FL180
1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.
4. Turbojet aircraft only.
5. EXPECT Rwy 7R unless otherwise assigned.
6. EXPECT local area altimeter reaching FL230.
7. Los Angeles landing EAST traffic.
8. MDLER transition ATC only, do not file.

D-ATIS Arrival
133.8

Apt Elev
128



ROUTING
From HLYWD on track 251° to BRUEN, then on track 252° to AVATR, then on track 250° to TRUBL, then on track 253° to EMMY, then on track 253° to WHDDN, then on track 253° to SHRTZ.

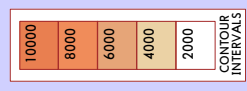
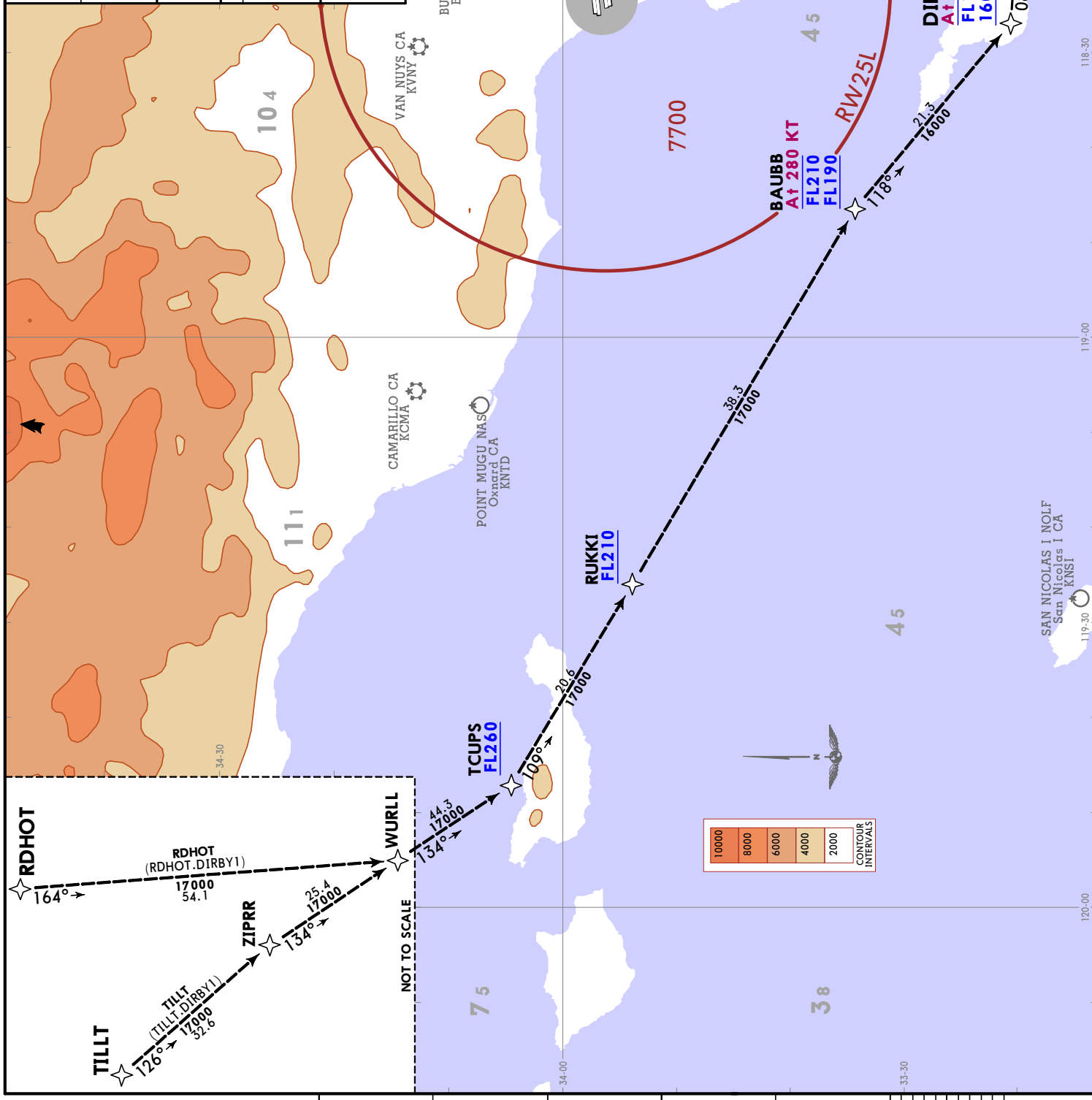
LANDING
From SHRTZ on track 267° to DRYSS, then on track 253° to TOMYS, then on track 264° to CLIFY, then on track 259° to HNCHE, then on track 251° to SASSI, then on track 251° to SHIPM, then on track 251° to NIKEY. EXPECT RADAR vectors to ILS or RNAV (RNP) Rwy 6L final approach course.

From SHRTZ on track 252° to LADDD, then on track 253° to JOELZ, then on track 226° to NIKEY, then on track 251° to WNDFL, then on track 251° to SASSI, then on track 251° to NIKEY, then on track 251° to WNDFL, then on track 251° to NIKEY (RNP) Rwy 7R final approach course.

Alt Set: INCHES Trans level: FL180
 1. **RADAR required.** 2. RNAV 1.
 3. DME/DME/IRU or GPS required.
 4. Turbojet aircraft only.
 5. ATC assigned only, do not file.
 6. EXPECT Rwy 25L unless otherwise assigned by ATC.
 7. Non-RNP AR aircraft EXPECT RADAR vector to final approach course after SLI VOR.

DIRBY 1 RNAV ARRIVAL (DIRBY.DIRBY1)

ROUTING
 From DIRBY on track 082° to PHUNN, then on track 034° to SHHOW, then on track 346° to ZAPPP, then on track 346° to BUFILE, then on track 332° to SLI VOR, then on track 326° to TRNDO. EXPECT RADAR vectors to ILS or RNAV (RNP) Z Rwy 25L final approach course.
 In the event of lost communications: RNP arrivals proceed on the RNAV (RNP) Z Rwy 25L approach. All other aircraft proceed on the ILS or LOC Rwy 25L.



CHANGES: New format, reindexed.

KLAX/LAX
LOS ANGELES INTL

D-ATIS Arrival **133.8** Apt Elev **128**

Alt Set: INCHES Trans level: FL180

1. RADAR required. 2. GPS required. 3. RNAV 1.

4. Turbojet aircraft only.

5. EXPECT Rwy 25L unless otherwise assigned by ATC.

6. Non RNP-AR aircraft EXPECT RADAR vectors to final approach course upon reaching SLI VOR.

GOATZ 1 RNAV ARRIVAL (GOATZ.GOATZ1)

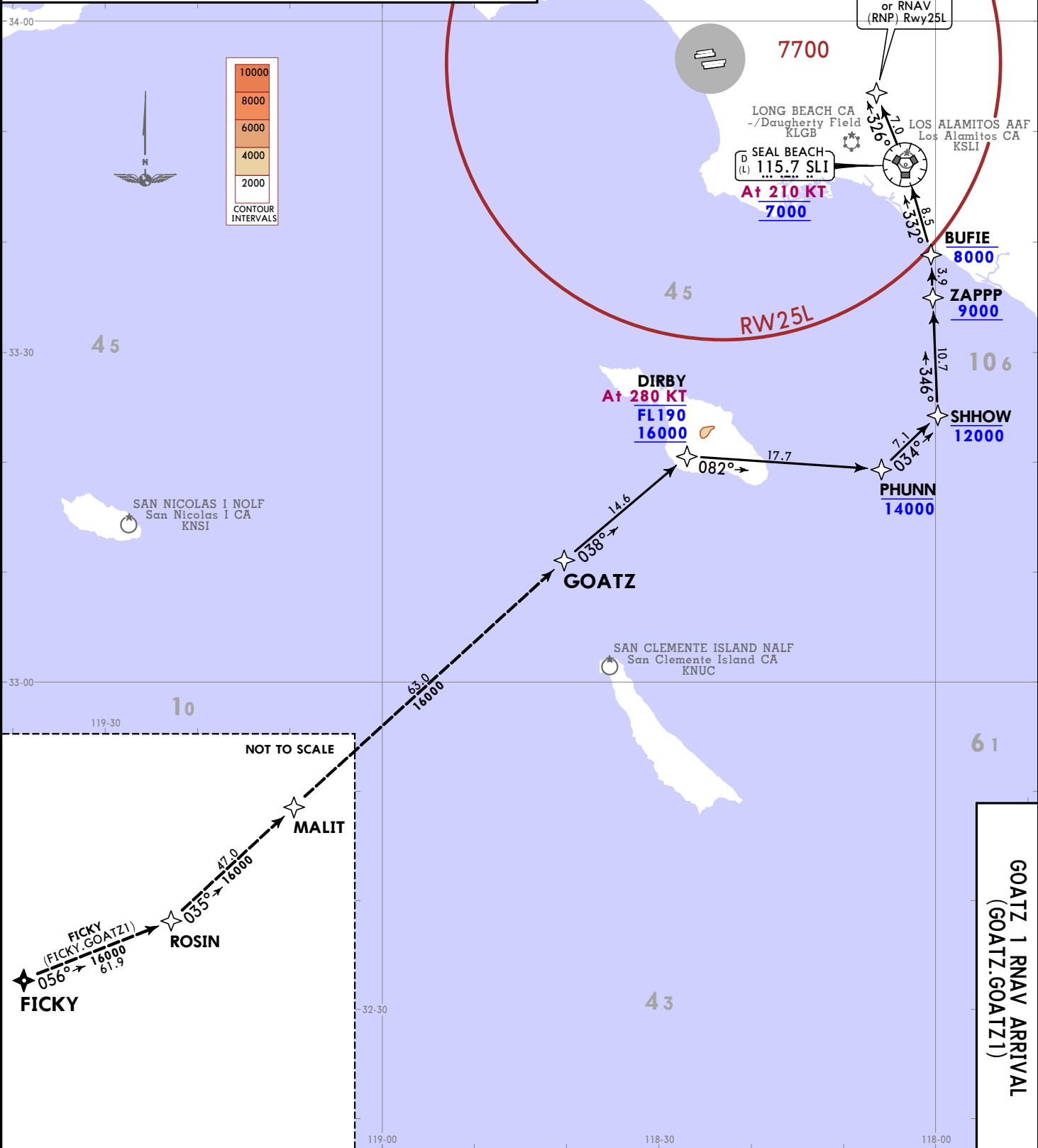
ROUTING

From GOATZ on track 038° to DIRBY, then on track 082° to PHUNN, then on track 034° to SHHOW, then on track 346° to ZAPPP, then on track 346° to BUFIE, then on track 332° to SLI VOR, then on track 326° to TRNDO. EXPECT ILS or RNAV (RNP) Rwy 25L.

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

In the event of lost communication, proceed on the RNAV (RNP) Rwy 25L approach.

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



JEPPesen LOS ANGELES, CALIF
25 JAN 19 (10-2H)
RNAV STAR
GOATZ 1 RNAV ARRIVAL (GOATZ.GOATZ1)

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KLAX/LAX LOS ANGELES INTL

24 DEC 21 (10-2)
RNAV STAR

- 1. RADAR required.
- 2. Turbojet aircraft only.
- 3. Los Angeles landing WEST traffic.
- 4. EXPECT Rwy 25L unless otherwise assigned.
- 5. EXPECT local area altimeter reaching FL230.
- 6. MDLR transition ATC only, do not file.

Alt Set: INCHES Trans level: FL180
RNAV 1 DME/DME/IRU or GPS required

D-ATIS Arrival **133.8**
Apt Elev **128**

HLYWD 1 RNAV ARRIVAL (HLYWD.HLYWD1)

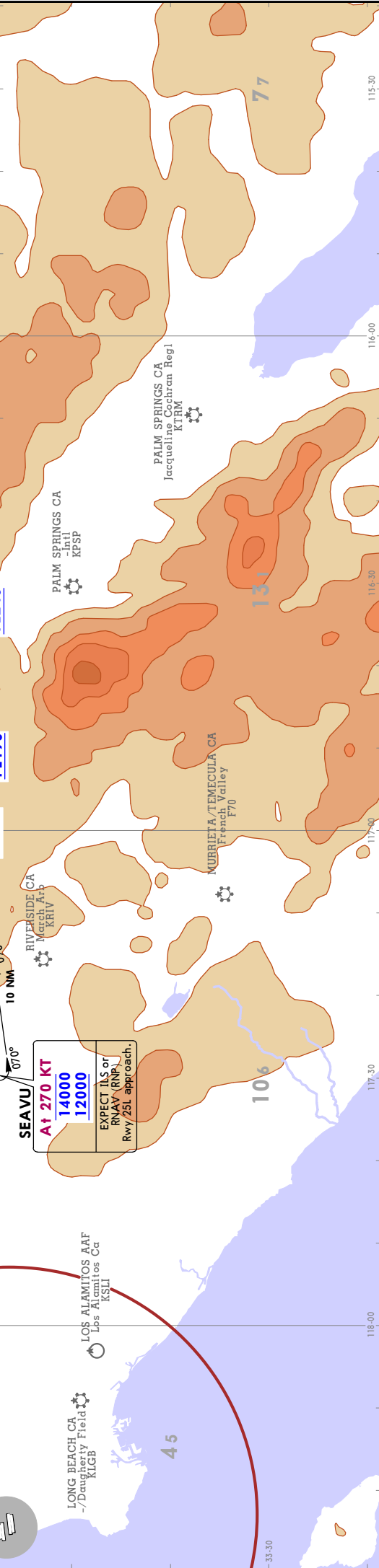
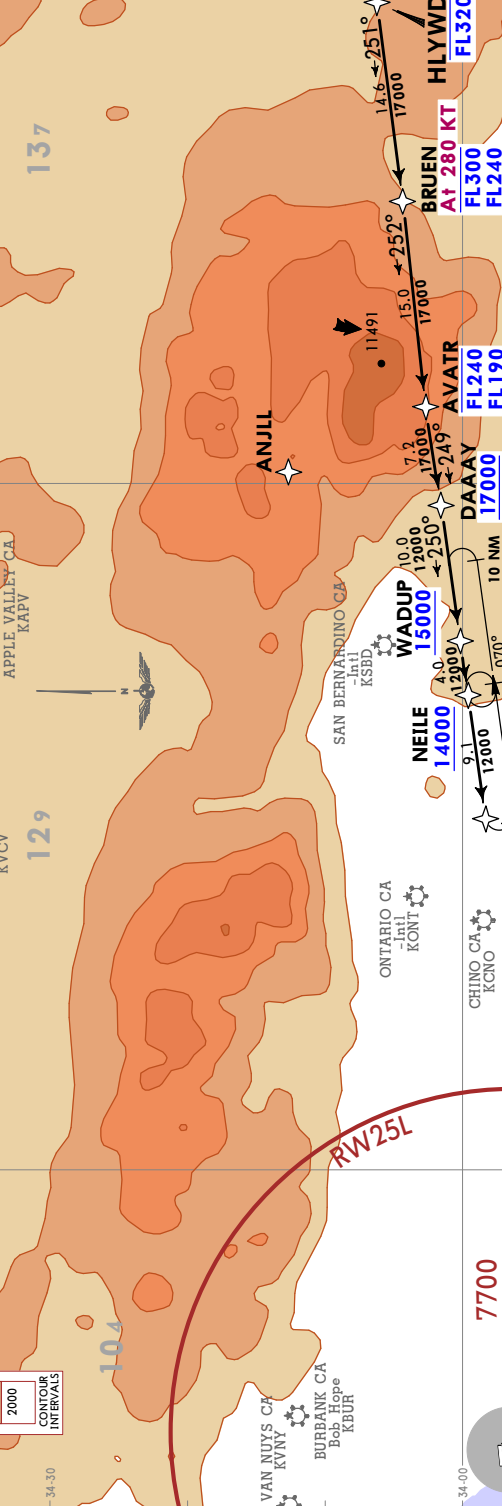
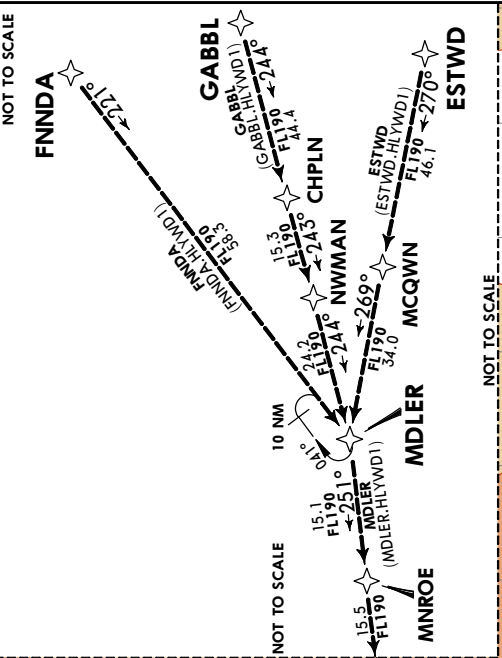
ROUTING

From HLYWD on track 251° to BRUEN, then on track 252° to AVATR, then on track 249° to DAAA, then on track 250° to WADUP, then on track 250° to NEILE, then on track 250° to SEAVU. EXPECT ILS or RNAV (RNP) Rwy 25L approach.

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

In the event of lost communication prior to runway assignment proceed on ILS or LOC Rwy 25L.

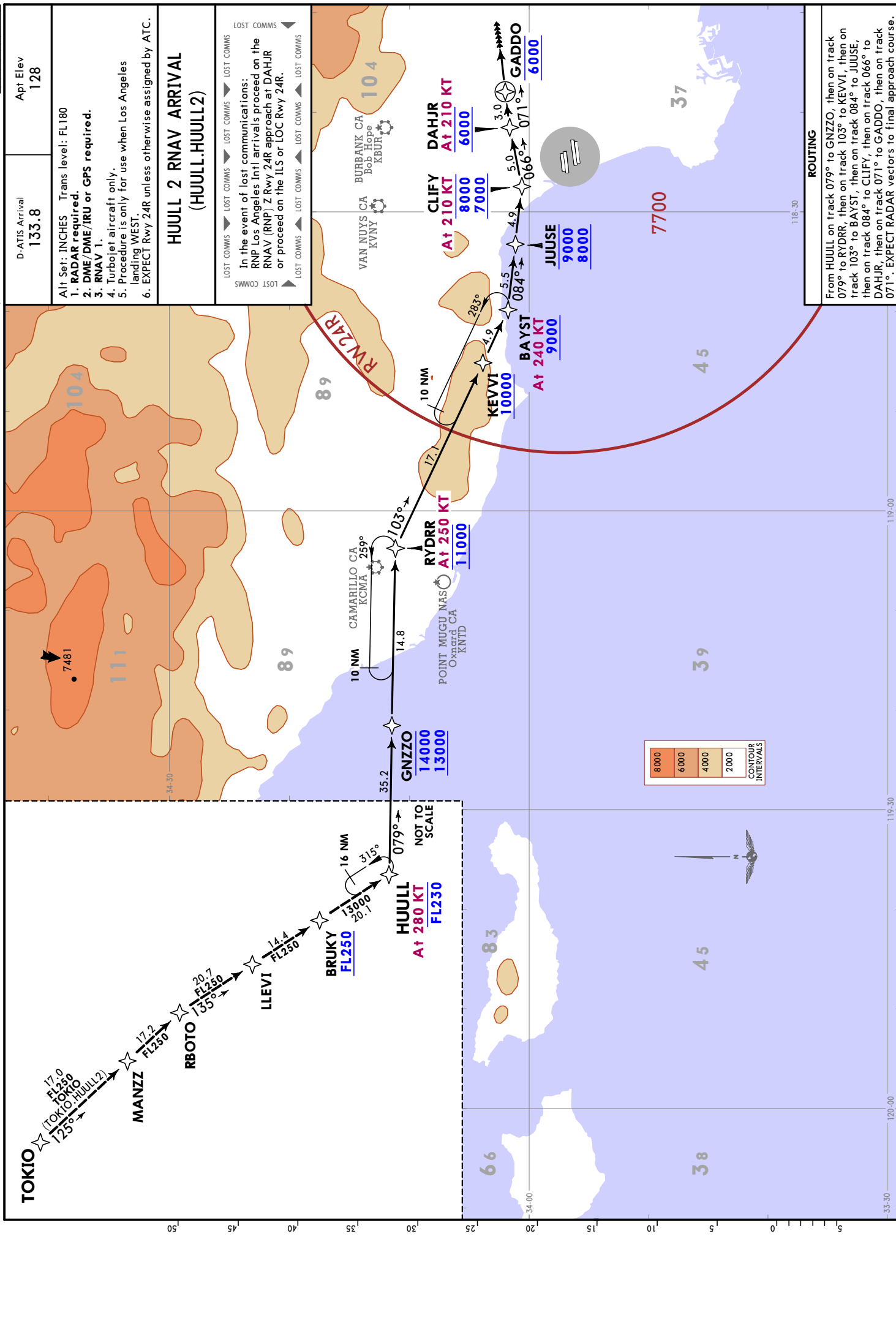
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KLAX/LAX
LOS ANGELES INTL

JEPPESEN
24 DEC 21 (10-2K)

LOS ANGELES, CALIF
RNAV STAR



D-ATIS Arrival
133.8

Apt Elev
128

- Alt Set: INCHES Trans level: FL180
- RADAR required.**
 - DME/DME/IRU or GPS required.**
 - RNAV 1.**
 - Turboprop aircraft only.
 - Procedure is only for use when Los Angeles landing WEST.
 - EXPECT Rwy 24R unless otherwise assigned by ATC.

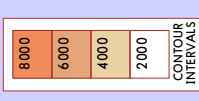
HUJULL 2 RNAV ARRIVAL
(HJULL.HUJULL2)

LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS

In the event of lost communications:
RNP Los Angeles Int'l arrivals proceed on the RNAV (RNP) Z Rwy 24R approach at DAHJR or proceed on the ILS or LOC Rwy 24R.

ROUTING

From HUJULL on track 079° to GNZZO, then on track 079° to RYDRR, then on track 103° to KEVVI, then on track 103° to BAYST, then on track 084° to JUUSE, then on track 084° to CLIFY, then on track 066° to DAHJR, then on track 071° to GADDO, then on track 071°. EXPECT RADAR vectors to final approach course.



CHANGES: None.
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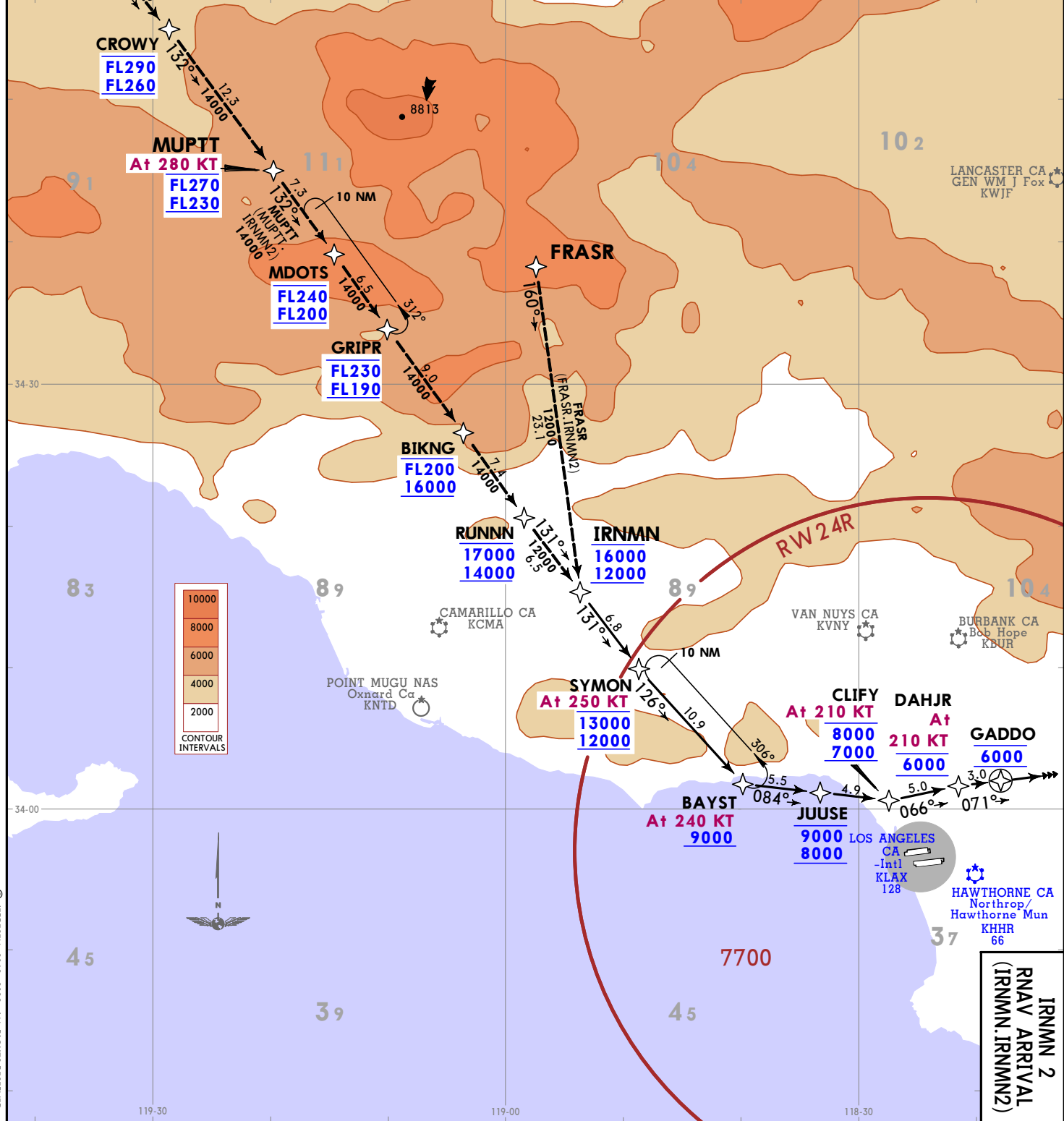
LOS ANGELES INTL
KLAX/LAX
22 DEC 23 10-21 EFF 28 Dec
JEPPESSEN
LOS ANGELES, CALIF
IRNMN 2
RNAV ARRIVAL
(IRNMN.IRNMN2)
RNAV STAR

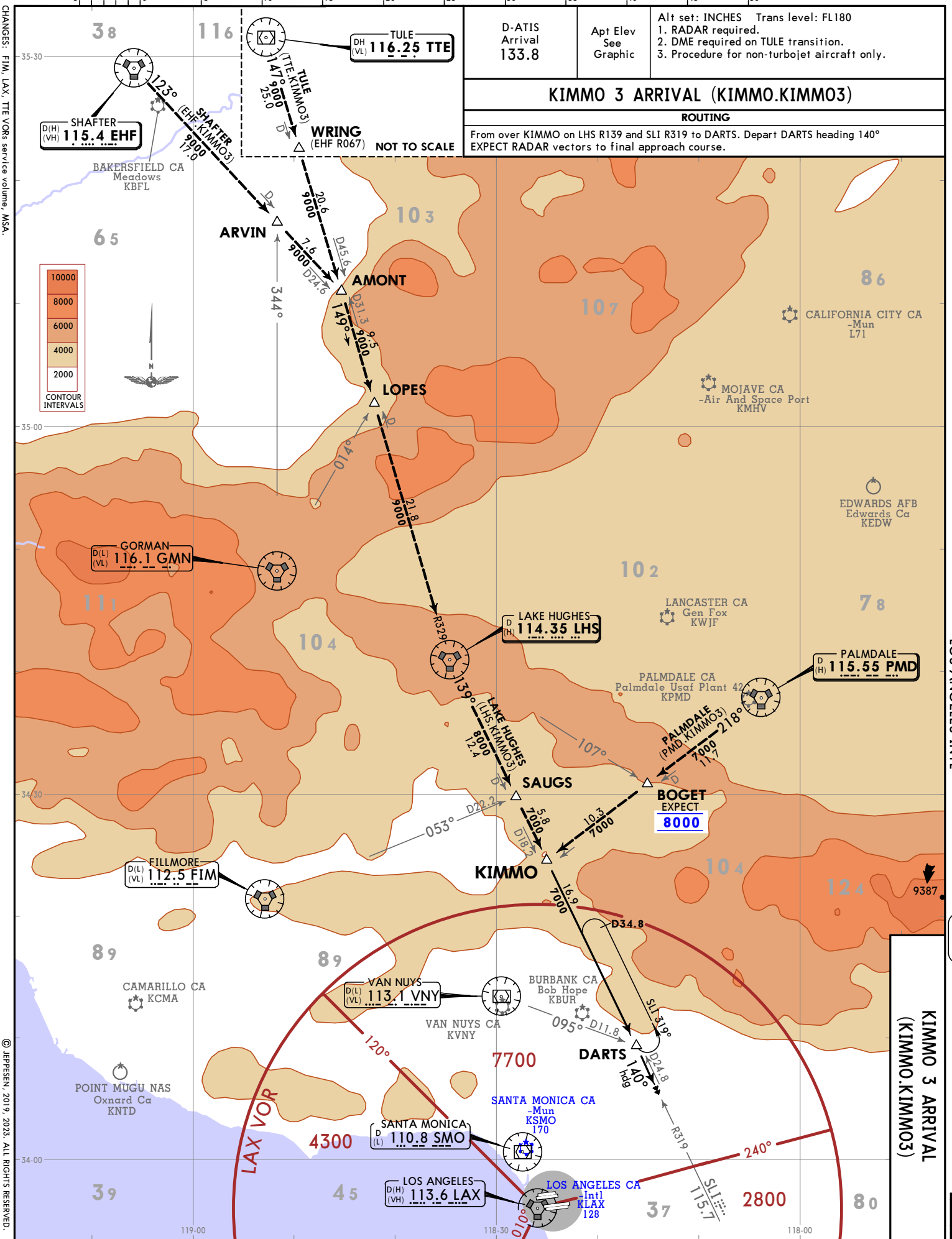
D-ATIS Arrival 133.8	Apt Elev See Graphic	RNAV 1 DME/DME/IRU or GPS required	Alt Set: INCHES Trans level: FL180
<ol style="list-style-type: none"> 1. RADAR required. 2. Turbojet aircraft only. 3. FRASR transition ATC assigned only. 4. MUPTT transition restricted to FAT and BFL area departures, otherwise ATC assigned only. 5. Procedure is only for use when Los Angeles landing WEST. 6. EXPECT Rwy 24R unless otherwise assigned by ATC. 			

IRNMN 2 RNAV ARRIVAL (IRNMN.IRNMN2)

ROUTING
From IRNMN on track 131° to SYMON, then on track 126° to BAYST, then on track 084° to JUUSE, then on track 084° to CLIFY, then on track 066° to DAHJR, then on track 071° to GADDO, then on track 071°. EXPECT RADAR vectors to final approach course.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
LOST ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST
In the event of lost communications proceed on the RNAV (RNP) Z Rwy 24R approach or the ILS or LOC Rwy 24R.





KLAX/LAX
LOS ANGELES INTL

22 DEC 23 10-2M
JEPPESSEN
EFF 28 Dec

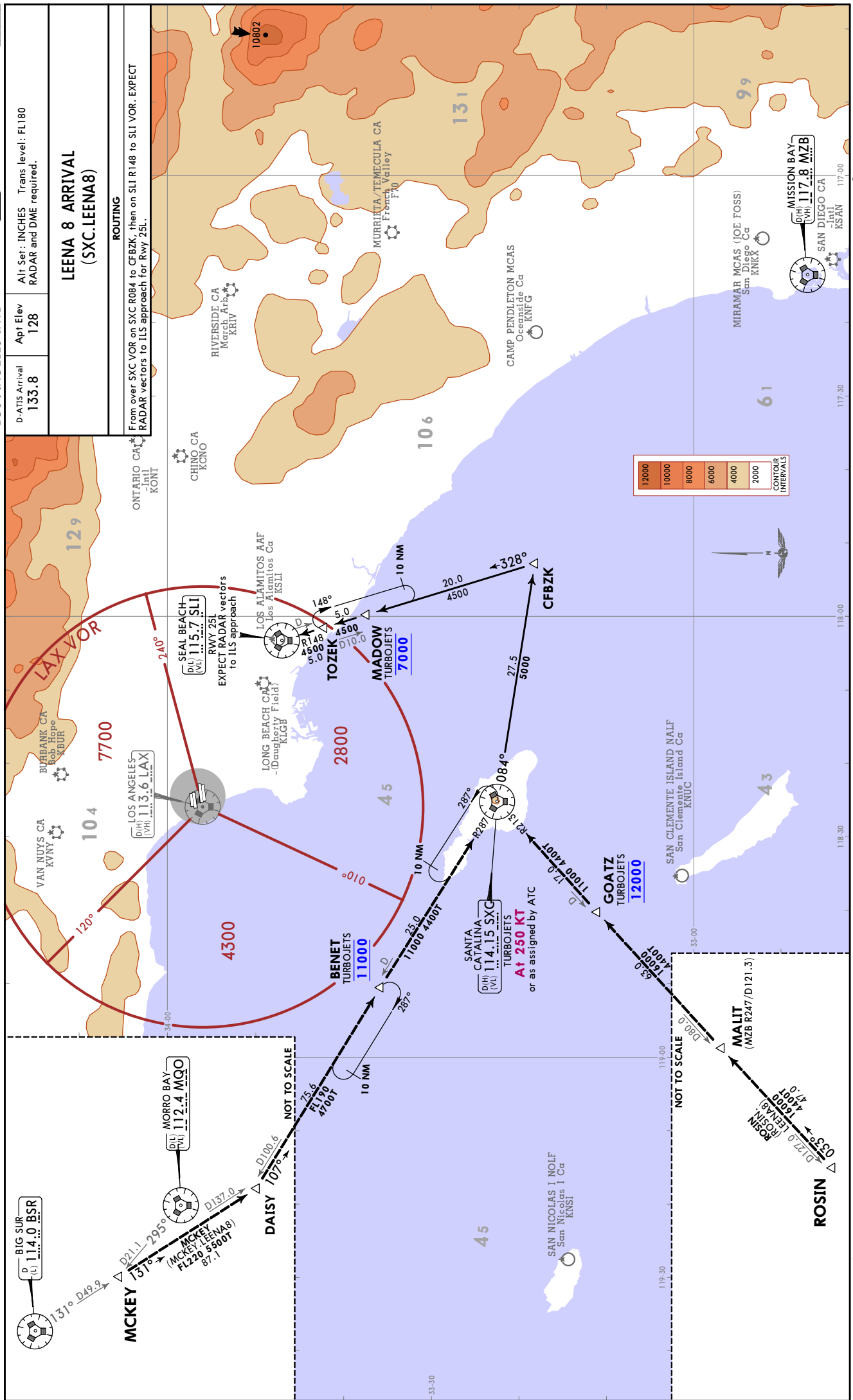
LOS ANGELES, CALIF
STAR

KIMMO 3 ARRIVAL
(KIMMO.KIMMO3)

KLAX/LAX
LOS ANGELES INTL

JEPPESSEN LOS ANGELES, CALIF STAR
22 DEC 23 (10-2N) Eff 28 Dec

D-ATIS Arrival 133.8	Apt Elev 128	Alt Set: INCHES RADAR and DME required.	Trans level: FL180
LEENA 8 ARRIVAL (SXC.LEENA8)			
ROUTING			
From over SXC VOR on SXC R084 to CFBZK, then on SLI R 148 to SLI VOR. EXPECT RADAR vectors to ILS approach for Rwy 25L.			



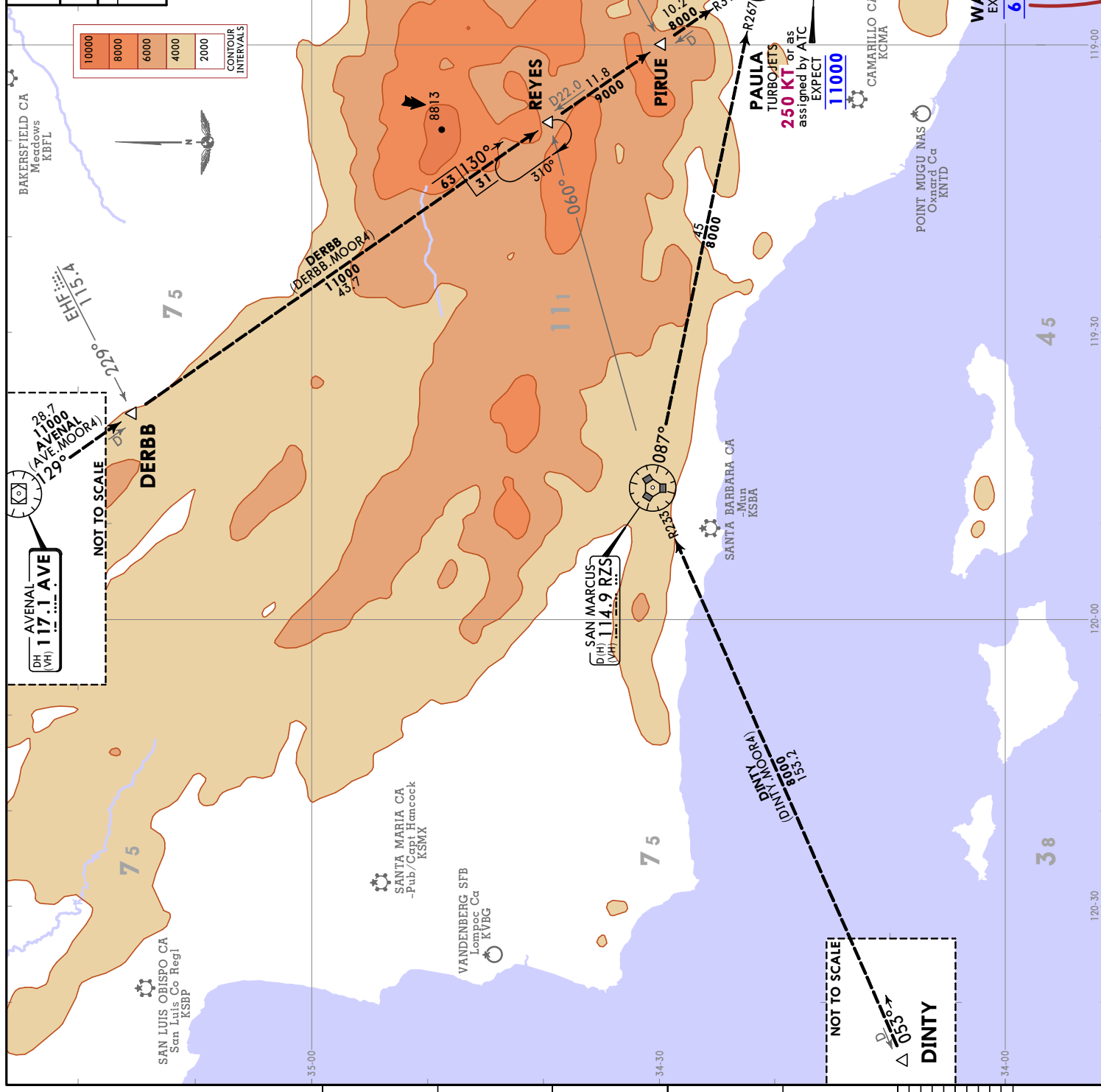
JEPPesen LOS ANGELES, CALIF
 22 DEC 23 (10-2Q) Eff 23 Dec STAR

D-ATIS Arrival 133.8	Alt Set: INCHES Apt Elev 128
Trans Level: FL180 DME or RADAR required.	

MOORPARK 4 ARRIVAL (FIM.MOOR4)

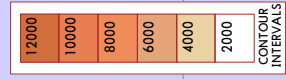
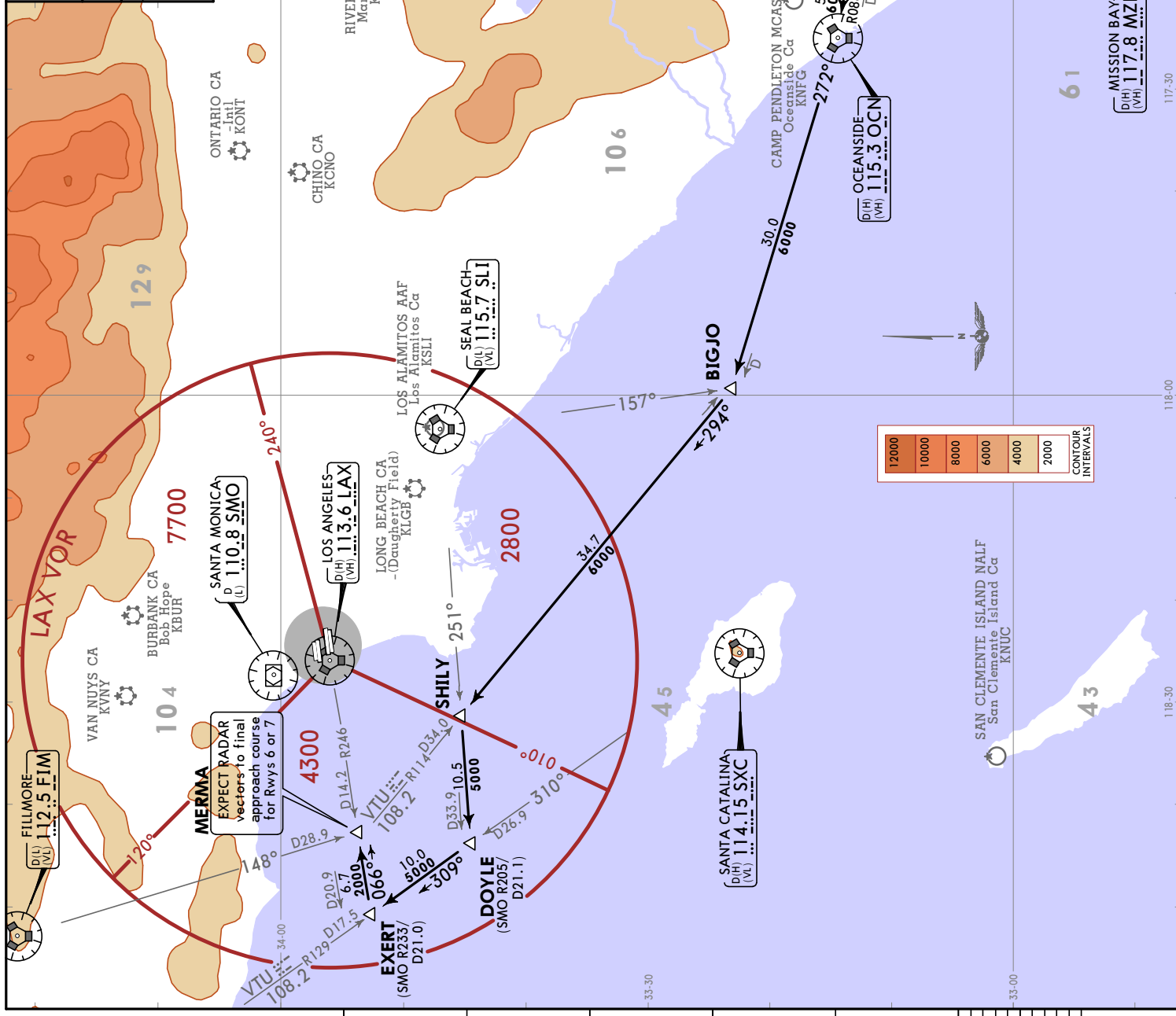
ROUTING

From over FIM VOR via FIM R158 to WAKER. For Rwy 6L/R, 7L/R: From WAKER, EXPECT vector to final approach course for Los Angeles Intl airport.



KLAX/LAX
 LOS ANGELES INTL

D-ATIS Arrival 133.8
 Alt Set: INCHES Trans level: FL180
OCEAN 3 ARRIVAL (JLI.OCEAN3)
ROUTING
 From over JLI VOR on JLI R263 and OCN R083 to VISTA, then on OCN R083 to CYNDE, then on OCN R083 to OCN VOR, then on OCN R272 and VTU R114 to SHILY, then on SLI R251 to DOYLE, then on VTU R129 to EXERT, then on LAX R246 to MERMA. EXPECT RADAR vectors to final approach course for Rwy 6 or 7.



Alt Set: INCHES Trans level: FL180
 1. **RADAR required**, 2. **RNAV 1**,
 3. **DME/DME/IRU or GPS required**,
 4. **EXPECT Rwy 25L** unless otherwise
 assigned by ATIS.
 5. **Non-RNP AR** aircraft **EXPECT RADAR**
 vectors to final approach course after
 SLI VOR.

D-ATIS Arrival
133.8

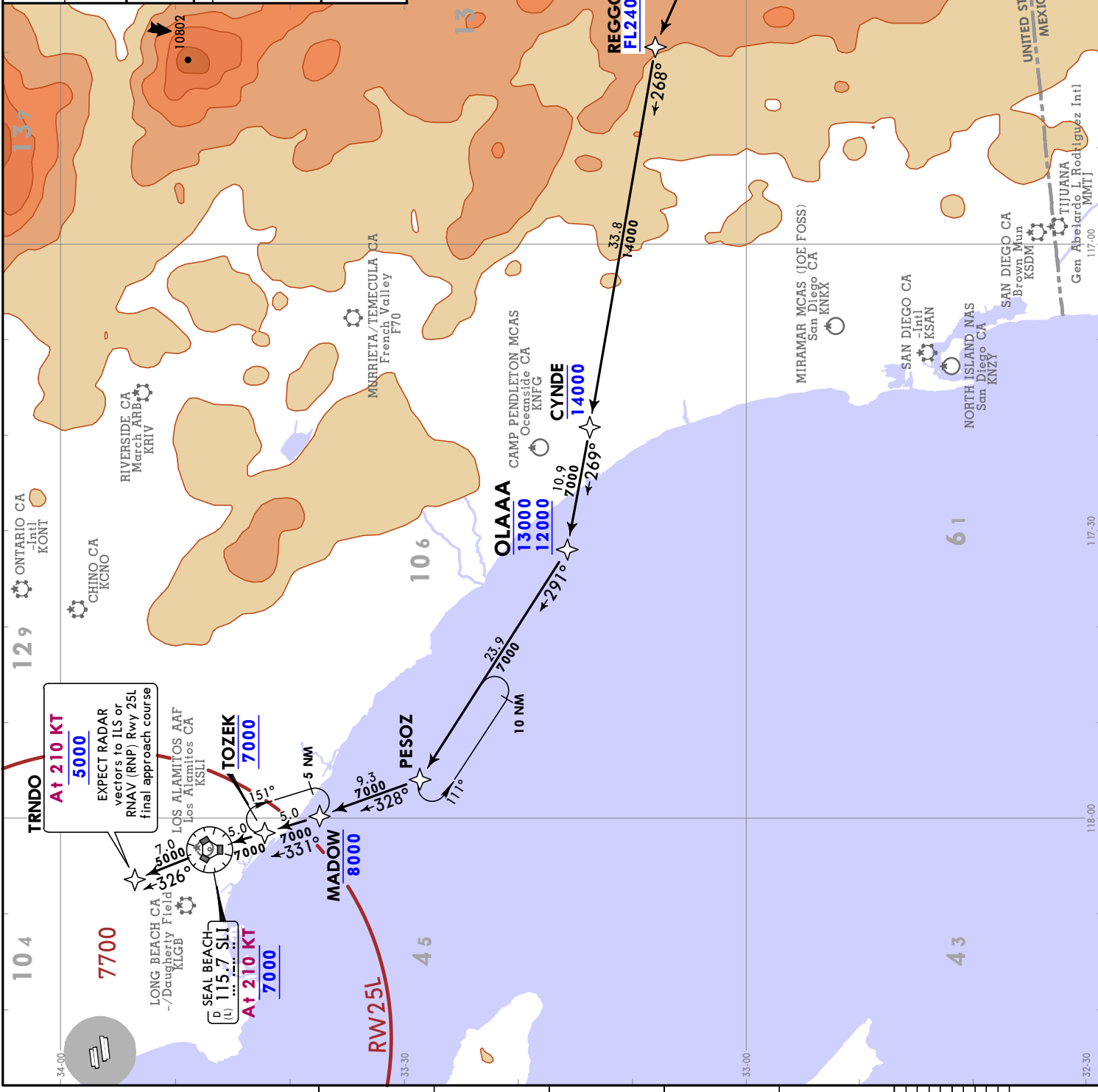
Apt Elev
128

OLAAA 2 RNAV ARRIVAL
(AMMOR.OLAAA2)

ROUTING

From AMMOR on track 289° to RNCHO, then on track 282° to REGGO, then on track 268° to CYNDE, then on track 269° to OLAAA, then on track 291° to PESOZ, then on track 328° to MADOW, then on track 331° to TOZEK, then on track 331° to SLI VOR, then on track 326° to TRNDO. **EXPECT RADAR** vectors to ILS or RNAV (RNP) Rwy 25L final approach course.

LOST COMMS
 In the event of lost communication proceed on the RNAV (RNP) Rwy 25L or the ILS or LOC Rwy 25L approach.



LOS ANGELES, CALIF
KLAX/LAX
LOS ANGELES INTL
28 OCT 22 (10-20) EFF 03 NOV
RNAV STAR

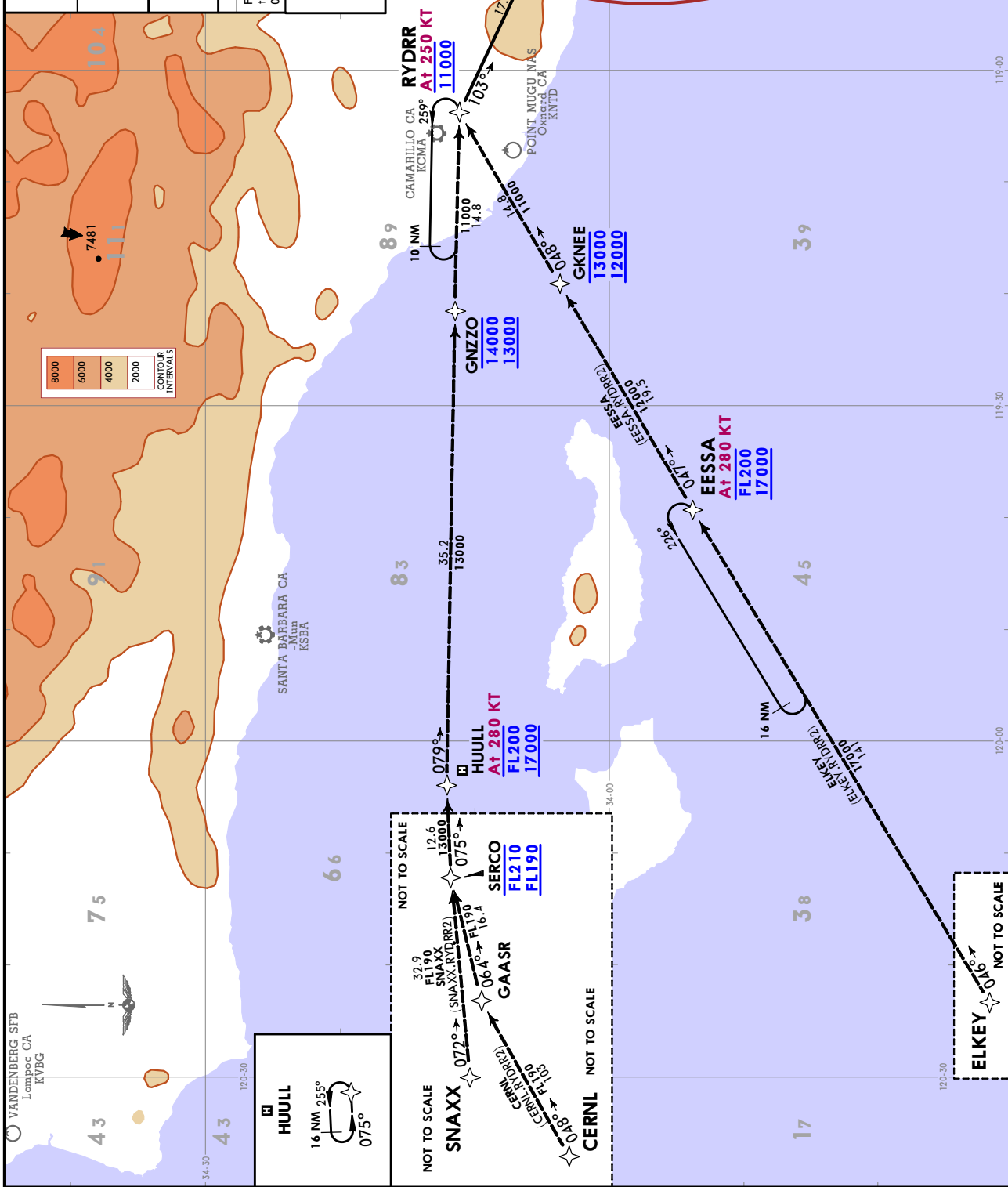
Alt Set: INCHES Trans level: FL180
 RNAV 1
 SNAXX and EESSA transitions DME/DME/IRU or GPS required
 CERNL and EIKEY transitions GPS required
 1. RADAR required.
 2. Turbojet and turboprop aircraft only.
 3. Procedure is only for use when Los Angeles landing WEST.
 4. Los Angeles Intl arrivals EXPECT Rwy 24R unless otherwise assigned by ATC.

RYDRR 2 RNAV ARRIVAL
(RYDRR.RYDRR2)

ROUTING

From RYDRR on track 103° to KEVVI, then on track 103° to BAYST, then on track 084° to JUUSE, then on track 084° to CLIFY, then on track 066° to DAHJR, then on track 071° to GADDO, then on track 071°. EXPECT RADAR vectors to final approach course.

LOST COMMS
 In the event of lost communications:
 RNP Los Angeles Intl arrivals proceed on the RNAV (RNP) Z Rwy 24R approach at DAHJR or proceed on the ILS or LOC Rwy 24R.



KLAX/LAX
LOS ANGELES INTL

JEPPESEN
LOS ANGELES, CALIF

22 DEC 23 (10-2V) Eff 28 Dec

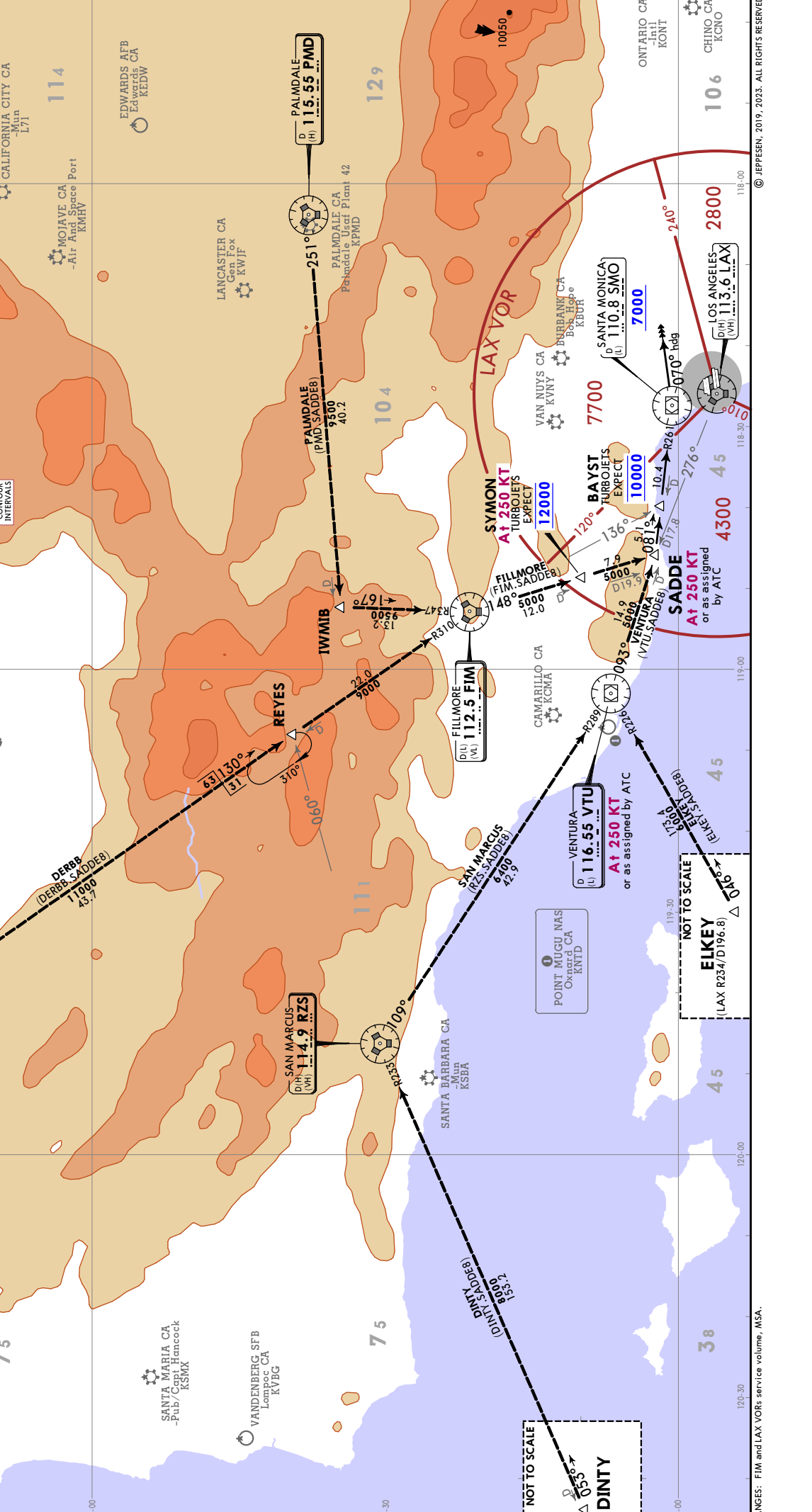
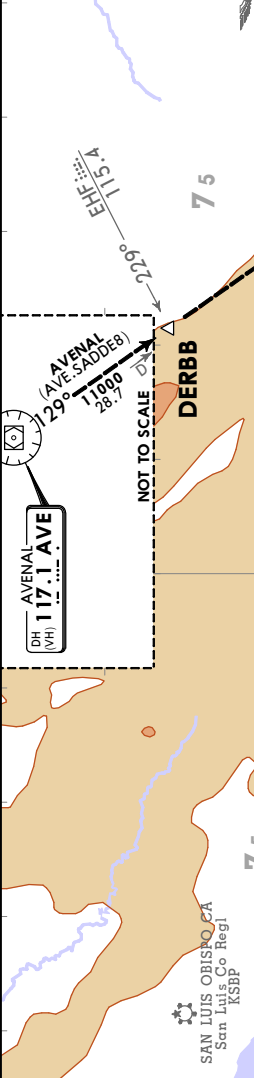
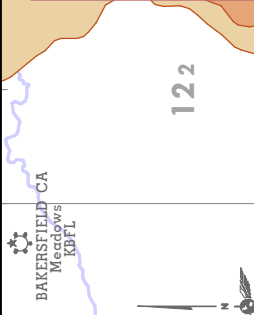
STAR

D-ATIS Arrival
133.8
Apt Elev
128
Alt Set: INCHES Trans level: FL 180
1. RADAR required.
2. DME required.

SADDE 8 ARRIVAL (SADDE.SADDE8)
ROUTING

From SADDE on SMO R261 to SMO VOR. Then on heading 070°. EXPECT RADAR vectors to final approach course.

LOST COMMS
In the event of lost communication proceed on the ILS or LOC Rwy 24R.
LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS



KLAX/LAX LOS ANGELES INTL

JEPPESEN
22 DEC 23 (10-2W) Eff 28 Dec

LOS ANGELES, CALIF
STAR

D-ATIS Arrival
133.8

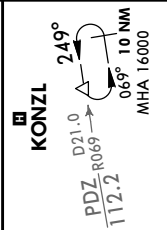
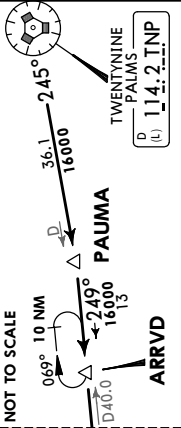
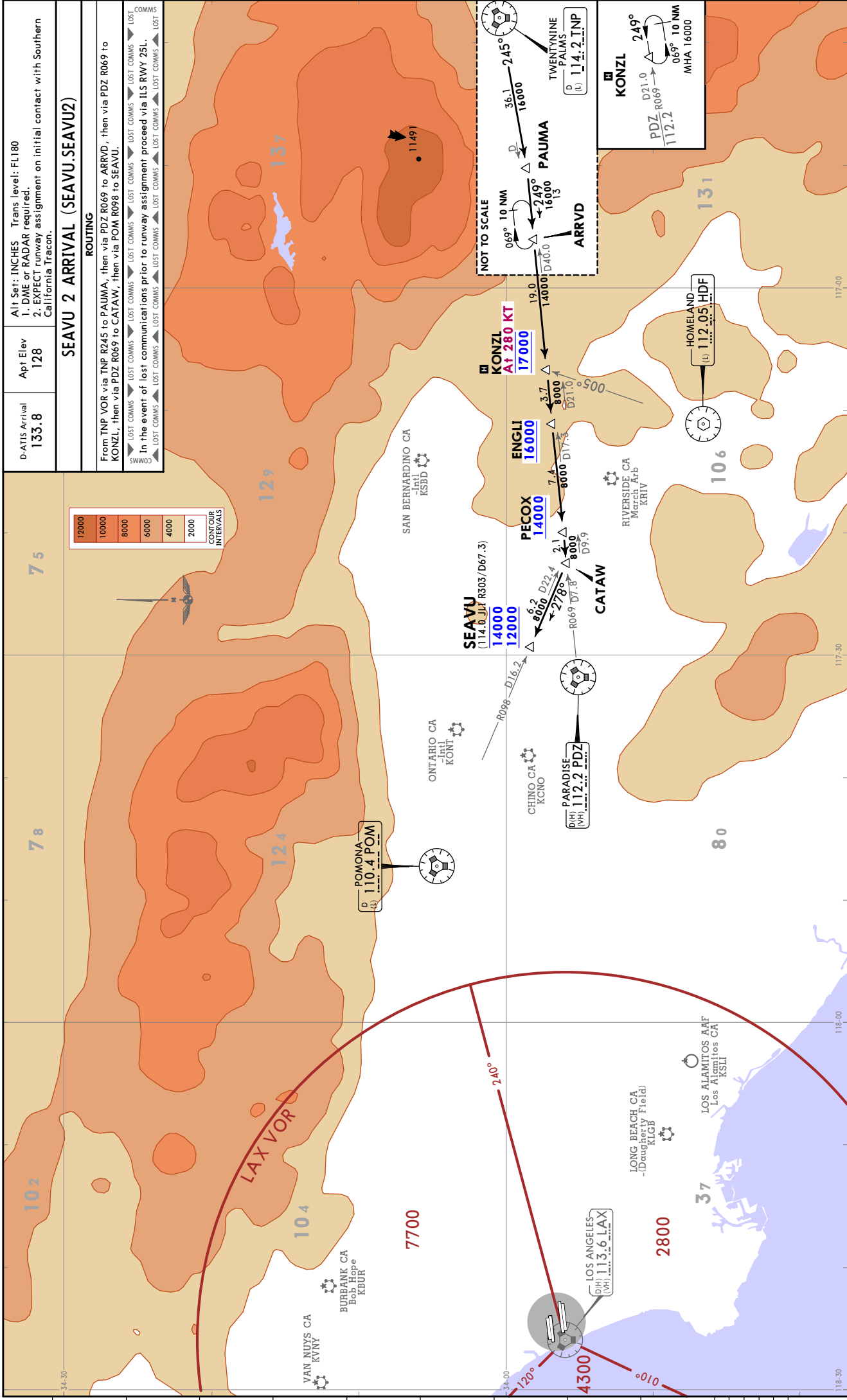
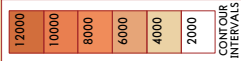
Apt Elev
128

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

SEAVU 2 ARRIVAL (SEAVU-SEAVU2)

ROUTING

From TNP VOR via TNP R245 to PAUMA, then via PDZ R069 to ARRVD, then via PDZ R069 to KONZL, then via PDZ R069 to CATAW, then via POM R098 to SEAVU.
In the event of lost communications prior to runway assignment proceed via ILS RWY 25L.



KLAX/LAX LOS ANGELES INTL



LOS ANGELES, CALIF

14 JUN 19

10-2X

Eff 20 Jun

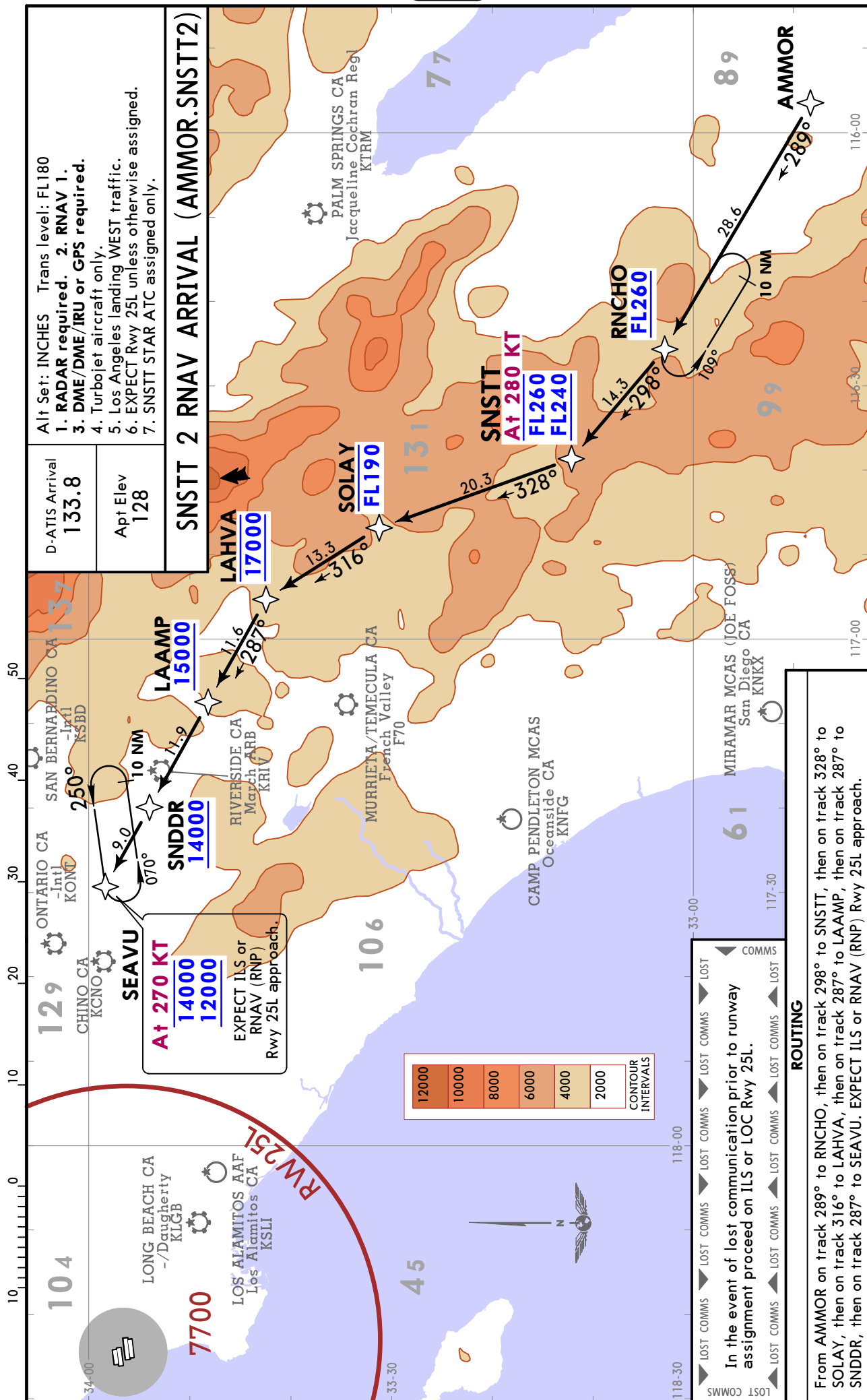
RNAV STAR

Alt Set: INCHES Trans level: FL180
 1. **RADAR required.** 2. **RNAV 1.**
 3. **DME/DME/IRU or GPS required.**
 4. Turbojet aircraft only.
 5. Los Angeles landing WEST traffic.
 6. EXPECT Rwy 25L unless otherwise assigned.
 7. SNSTT STAR ATC assigned only.

D-ATIS Arrival
133.8

Apt Elev
128

SNSTT 2 RNAV ARRIVAL (AMMOR.SNSTT2)

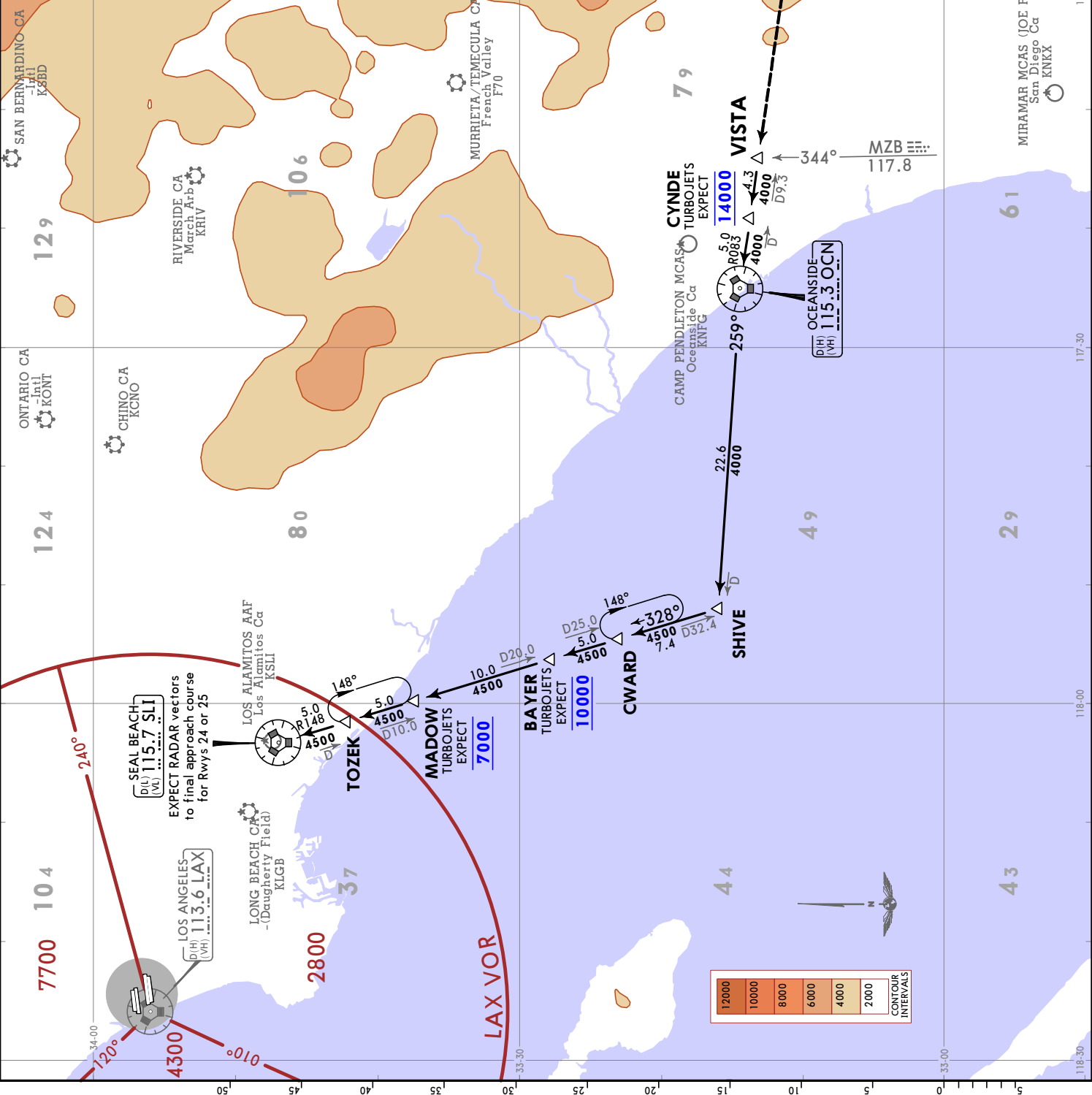


CHANGES: Chart reindexed.

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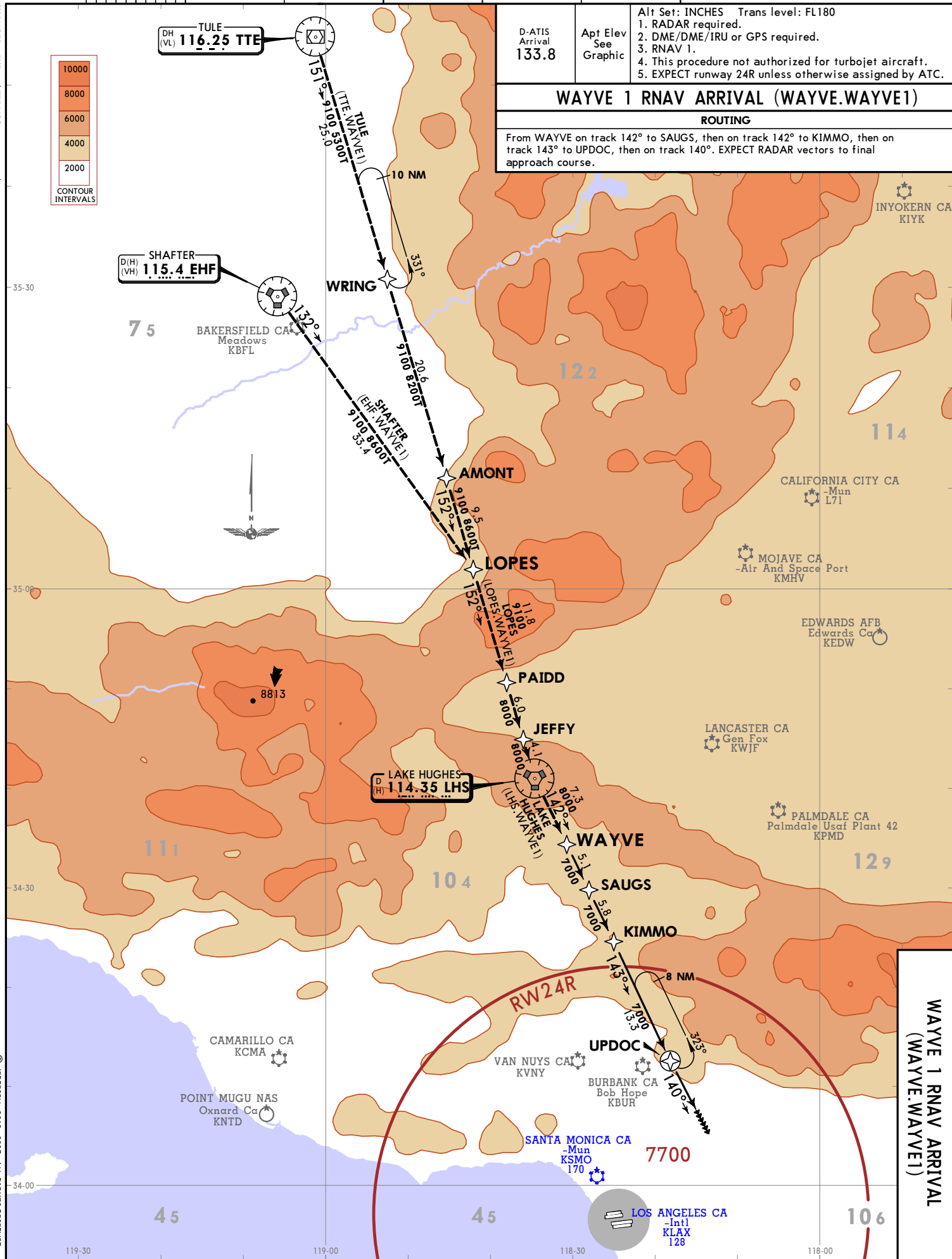
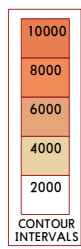
D-ATIS Arrival **133.8**
 Alt Set: INCHES
 Trans level: FL180
 DME and RADAR required.

VISTA 3 ARRIVAL (VISTA.VISTA3)
ROUTING
 From VISTA to CYNDE on OCN R083. From CYNDE to OCN VOR on OCN R083. From OCN VOR to SHIVE on OCN R259. From SHIVE to CWARD on SLI R148. From CWARD to BAYER on SLI R148. From MADOW to TOZEK on SLI R148. From TOZEK to SLI VOR on SLI R148. EXPECT RADAR vectors to final approach course for Rwy 24 or 25.



CHANGES: EHF and TTE VORs service volume.

D-ATIS Arrival 133.8	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. This procedure not authorized for turbojet aircraft. 5. EXPECT runway 24R unless otherwise assigned by ATC.
WAYVE 1 RNAV ARRIVAL (WAYVE.WAYVE1)		
ROUTING		
From WAYVE on track 142° to SAUGS, then on track 142° to KIMMO, then on track 143° to UPDOC, then on track 140°. EXPECT RADAR vectors to final approach course.		



WAYVE 1 RNAV ARRIVAL (WAYVE.WAYVE1)

KLAX/LAX
LOS ANGELES INTL
 22 DEC 23 (10-2X3) EFF 28 Dec
JEPPesen
LOS ANGELES, CALIF
RNAV STAR

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KLAX/LAX
LOS ANGELES INTL

JEPPESSEN

LOS ANGELES, CALIF

14 JUN 19

10-2X4

Eff 20 Jun

RNAV STAR

D-ATIS
Arrival
133.8

Apt Elev
See
Graphic

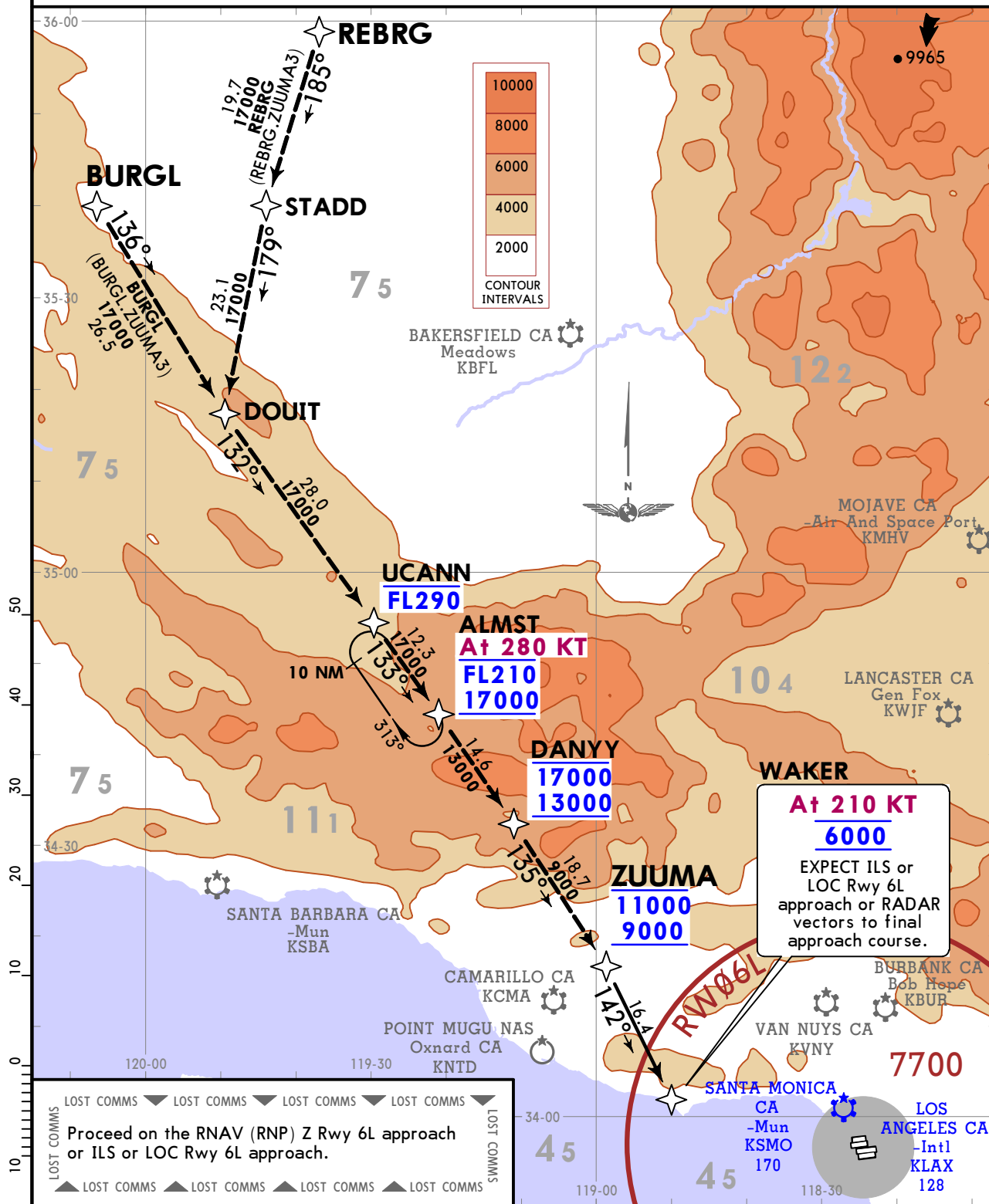
Alt Set: INCHES Trans level: FL180

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. Turbojet aircraft only.
5. ZUUMA STAR used during Los Angeles Intl EAST traffic operations and noise abatement configuration 0000-0630 Local.
6. EXPECT Rwy 6L unless otherwise assigned.

ZUUMA 3 RNAV ARRIVAL (ZUUMA.ZUUMA3) (RWYS 6L/R, 7L/R)

SPEED RESTRICTION

If unable to meet speed restriction at
ALMST, advise ATC on initial contact.



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

Proceed on the RNAV (RNP) Z Rwy 6L approach or ILS or LOC Rwy 6L approach.

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

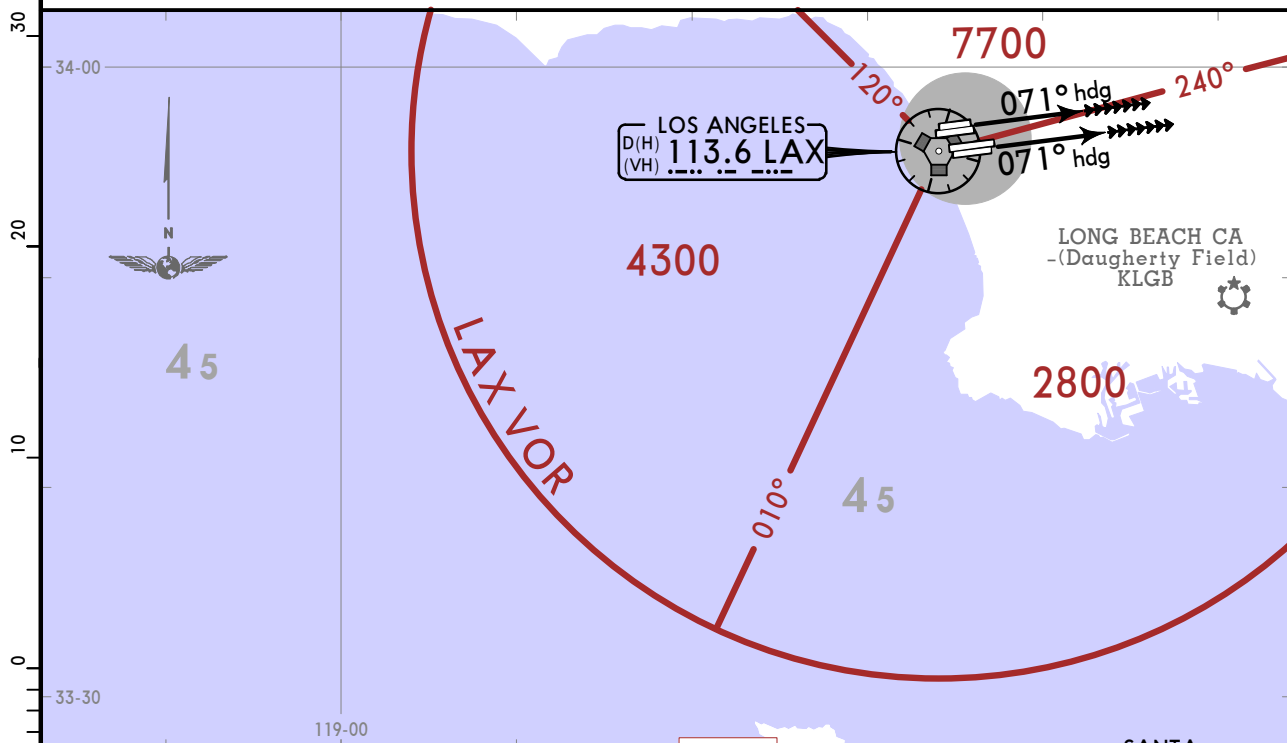
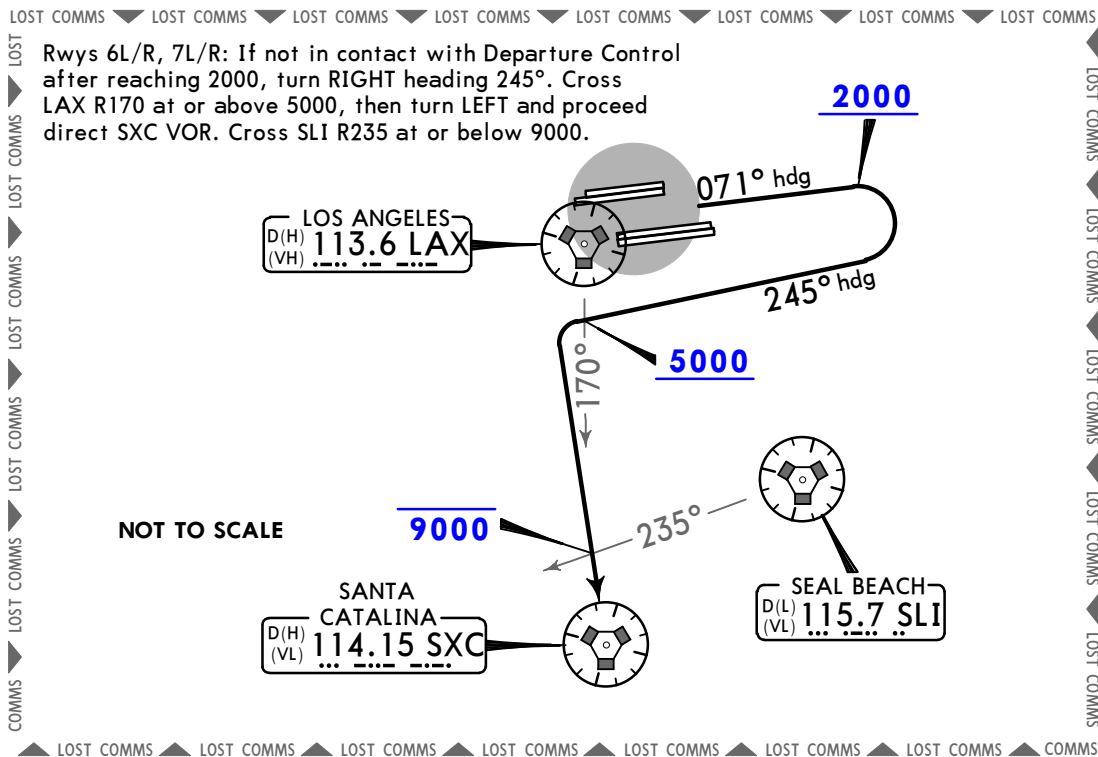
KLAX/LAX
LOS ANGELES INTL

JEPPESEN
22 DEC 23 **10-3** **Eff 28 Dec**

LOS ANGELES, CALIF
SID

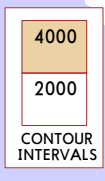
SOCAL Departure (R) 124.3	Apt Elev 128	Trans alt: 18000 1. RADAR required. 2. This is a RADAR vector departure to SXC VOR. Route depicted is a lost communication procedure only.
--	------------------------	--

CATALINA 8 DEPARTURE (SXC8.SXC)
(RWYS 6L/R, 7L/R)



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
Rwys 6L/R, 7L/R: Standard.
Rwys 24L/R, 25L/R: Not authorized - Operational.



ROUTING	TOP ALTITUDE
Climb heading 071° for vectors to SXC VOR. Then on assigned route. All aircraft EXPECT further clearance to filed altitude 5 minutes after departure.	Assigned by ATC

JEPPESNLOS ANGELES, CALIF
 22 DEC 23 (10-3A) Eff 28 Dec

SID

SOCAL
 Departure (R)
125.2

Apt Elev
128

Trans alt: 18000
 1. DME and RADAR required.
 2. Procedure for non-turboplet aircraft only.

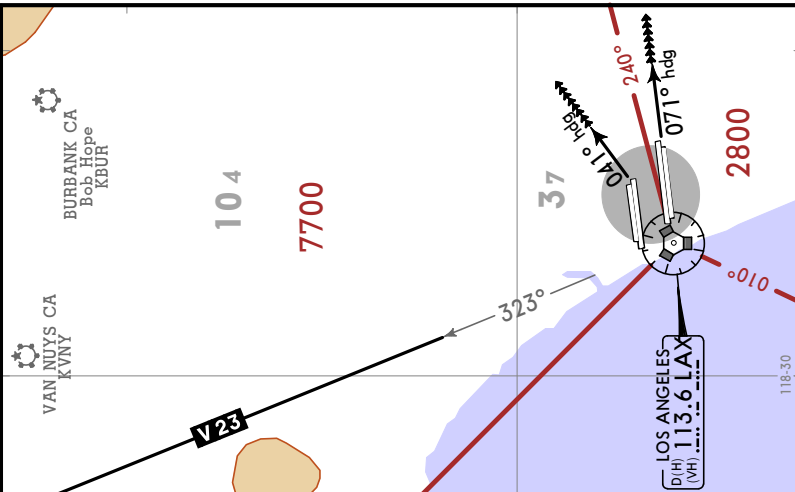
**CHATY 5 DEPARTURE
 (CHATY5.CHATY)
 (RWYS 6L/R, 7L/R)**

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).
TAKE-OFF MINIMUMS:
 Rwy 6L/R, 7L/R: Standard.
 Rwy 24L/R, 25L/R: Not authorized - Operational.

RWY	INITIAL CLIMB	TOP ALTITUDE
6L/R	Climb heading 041° for vector to V-23.	Assigned by ATC
7L/R	Climb heading 071° for vector to V-23.	

ROUTING
 From V-23 then on transition or assigned route.
 EXPECT filled altitude 5 minutes after departure.

LOST COMMS
 Rwy 6L/R, 7L/R: If not in contact with departure control within 3 minutes after departure, turn LEFT heading 270°, intercept V-23 to CHATY and resume the CHATY 5 departure. Continue on course.



**KLAX/LAX
 LOS ANGELES INTL**

GORMAN
 (DU) 116.1 GMM
 (VL) 116.1 GMM
 (CHATY5.GMN)
 9500 17.6
 R142

CASTA
 (FIM R021)
8300

FILLMORE
 (DU) 112.5 FIM
 (VL) 112.5 FIM
 R097

JOSULI
 (FIM R100/D16.3)
 (113.1 VNY R269)
5400

OHIGH
 (VTU R311/D23.0)
8000

SAN MARCUS
 (CHATY5.RZS)
8000
 23.3

DEANO
 (VTU R288/D21.9)
6300

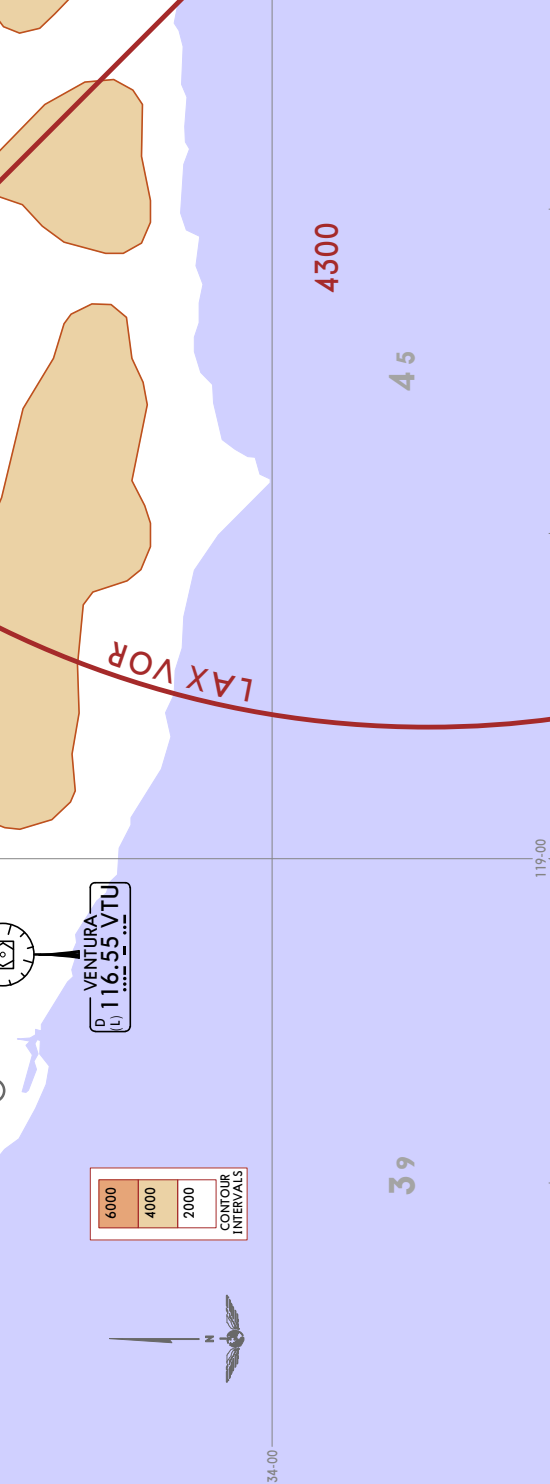
KWANG
 (113.8 GVO R099/
 D31.6)
6300
 4.9

HENER
 (VTU R311/D15.7)
6300

HENER
 (CHATY5.HENER)
6300
 17.3

VENTURA
 (DU) 116.55 VTU
 (VL) 116.55 VTU

LOS ANGELES
 (D(H)) 113.6 LAX
 (VH) 113.6 LAX



KLAX/LAX
LOS ANGELES INTL
3 MAR 23 (10-3B)
JEPPESEN LOS ANGELES, CALIF
RNAV SID

SOCAL Departure (R)	225°-044°	045°-224°	Apt Elev	128	Trans alt: 18000
	125.2	124.3	RNAV 1		
			STOKD, SCTRR and MCKEY Transitions:		
			DME/DME/IRU or GPS required		

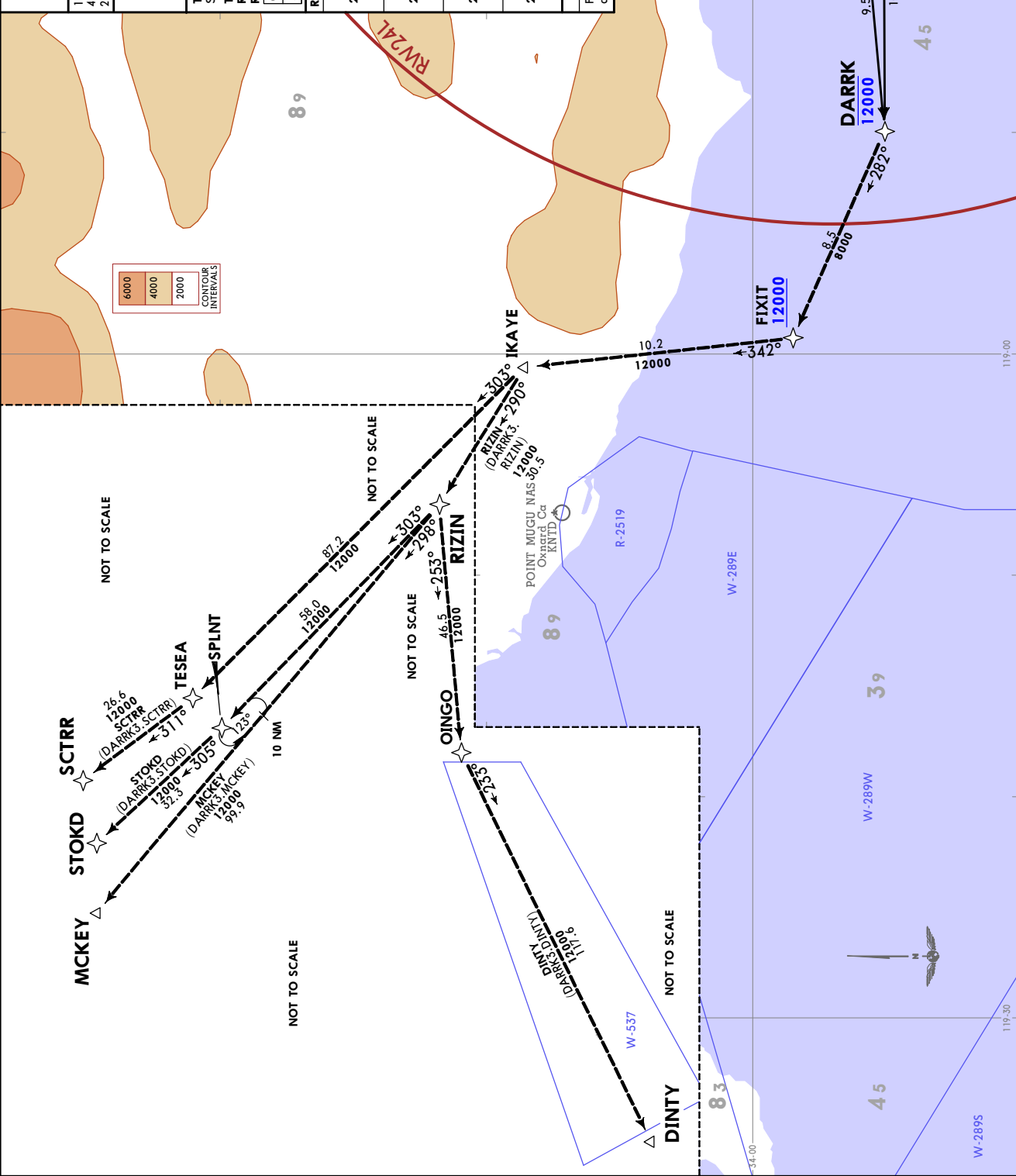
DARRK 3 RNAV DEPARTURE
(DARRK3.DARRK)
(RWYS 24L/R, 25L/R)

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).
TAKEOFF MINIMUMS:
Rwys 6L/R, 7L/R: Not authorized-ATC.
Rwys 24L/R, 25L/R: Standard with a minimum climb of 500 FT/NM to 640.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
24L	Climb heading 251° to 640, then climb direct to cross DLIREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000.	FL230
24R	Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000.	
25L	Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000.	
25R	Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000.	

ROUTING
From DARRK on transition. MAINTAIN FL230. EXPECT filed altitude 5 minutes after departure.



KLAX/LAX
LOS ANGELES INTL

JEPPESEN
3 MAR 23 (10-3C)

LOS ANGELES, CALIF
RNAV SID

SOCAL Departure (R) 225°-04° | 045°-224° | 125.2 | 124.3
 RNAV 1 DME/DME/IRU or GPS required
 1. RADAR required. 2. Turboprop aircraft only. 3. Turn at HIIPR and DOCKR are required for ATC separation.

Apt Elev 128
 Trans alt: 18000

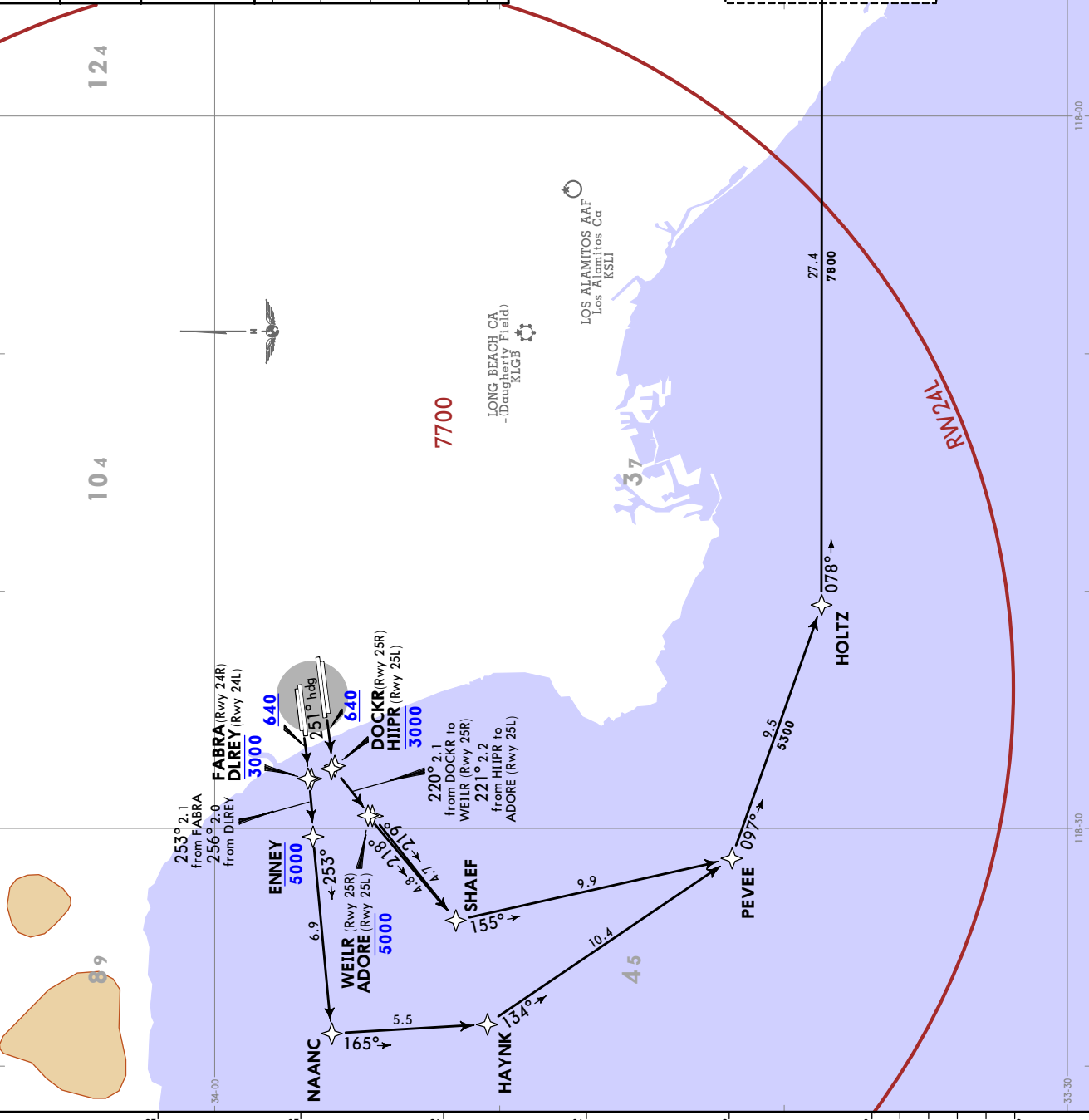
DOTSS 2 RNAV DEPARTURE
(DOTSS2.DOTSS)
(RWYS 24L/R, 25L/R)

TAKEOFF MINIMUMS:
 Rws 6L/R, 7L/R: Not authorized - ATC.
 Rws 24L/R, 25L/R: Standard with a minimum climb of 500 FT/NM to 640.
TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

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

RWY	INITIAL CLIMB	TOP ALTITUDE
24L	Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000.	
24R	Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 233° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000.	
25L	Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to cross DOTSS at or above 15000.	17000
25R	Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to cross DOTSS at or above 15000.	

ROUTING
 From DOTSS, on transition. MAINTAIN 17000. EXPECT filed altitude 5 minutes after departure.



5. MISEN Transition restricted to aircraft landing Las Vegas terminal area.
 6. If unable climb restrictions, use the TUSTI or LAXX SID.

GARDY 4 RNAV DEPARTURE (GARDY4.GARDY)
 (RWYS 6L/R, 7L/R)
SPEED: MAINTAIN 250 KT UNTIL OTHERWISE ADVISED BY ATC

Trans alt: 18000
 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
 4. HAILO/LAS VEGAS/ANNAVY Transitions ATC only.

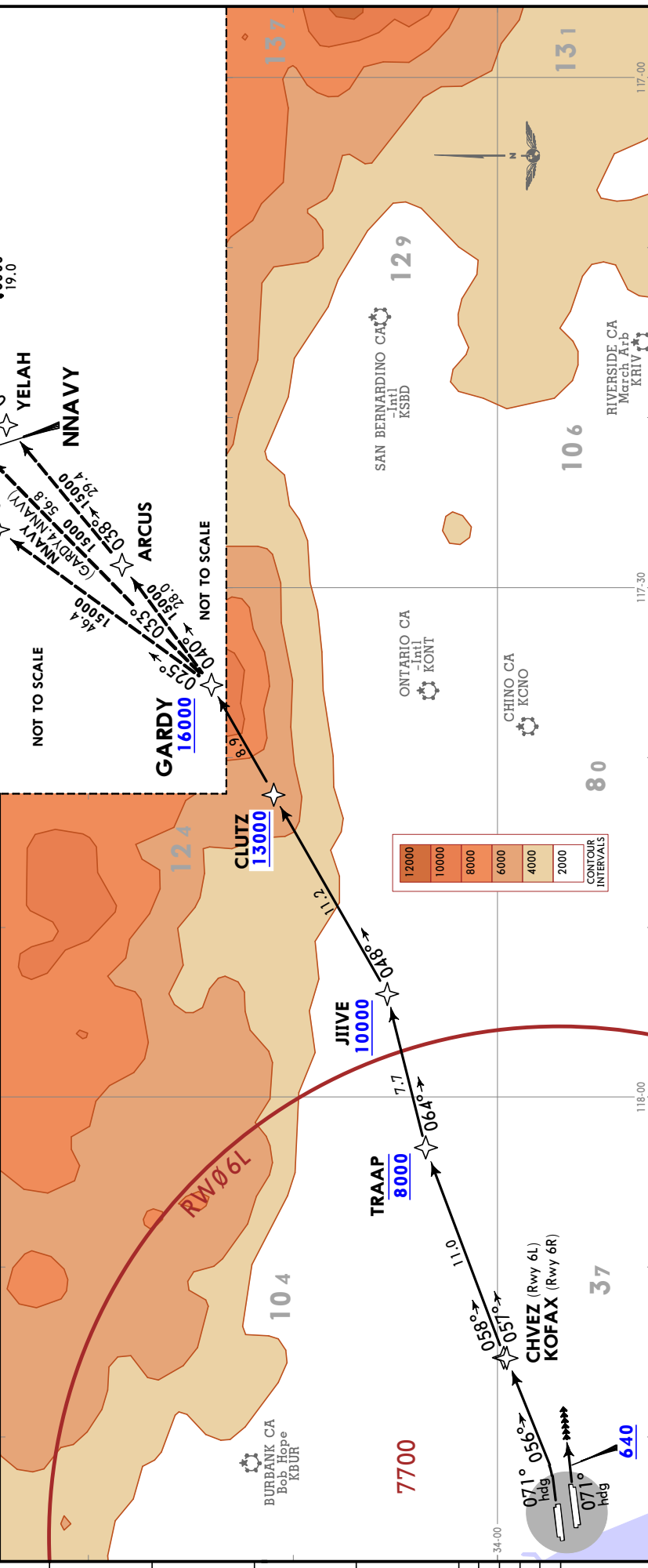
RWY	INITIAL CLIMB	TOP ALTITUDE
6L	Climb on heading 071° to intercept course 056° to CHVEZ, then on track 058° to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000.	Assigned by ATC
6R	Climb on heading 071° to intercept course 056° to KOFAX, then on track 057° to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000.	Assigned by ATC
7L/R	Climb on heading 071° to 640, then on heading 071° or as assigned by ATC. EXPECT vectors to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000.	Assigned by ATC

ROUTING
 From GARDY on transition. MAINTAIN ATC assigned altitude, EXPECT filed altitude 5 minutes after departure.

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

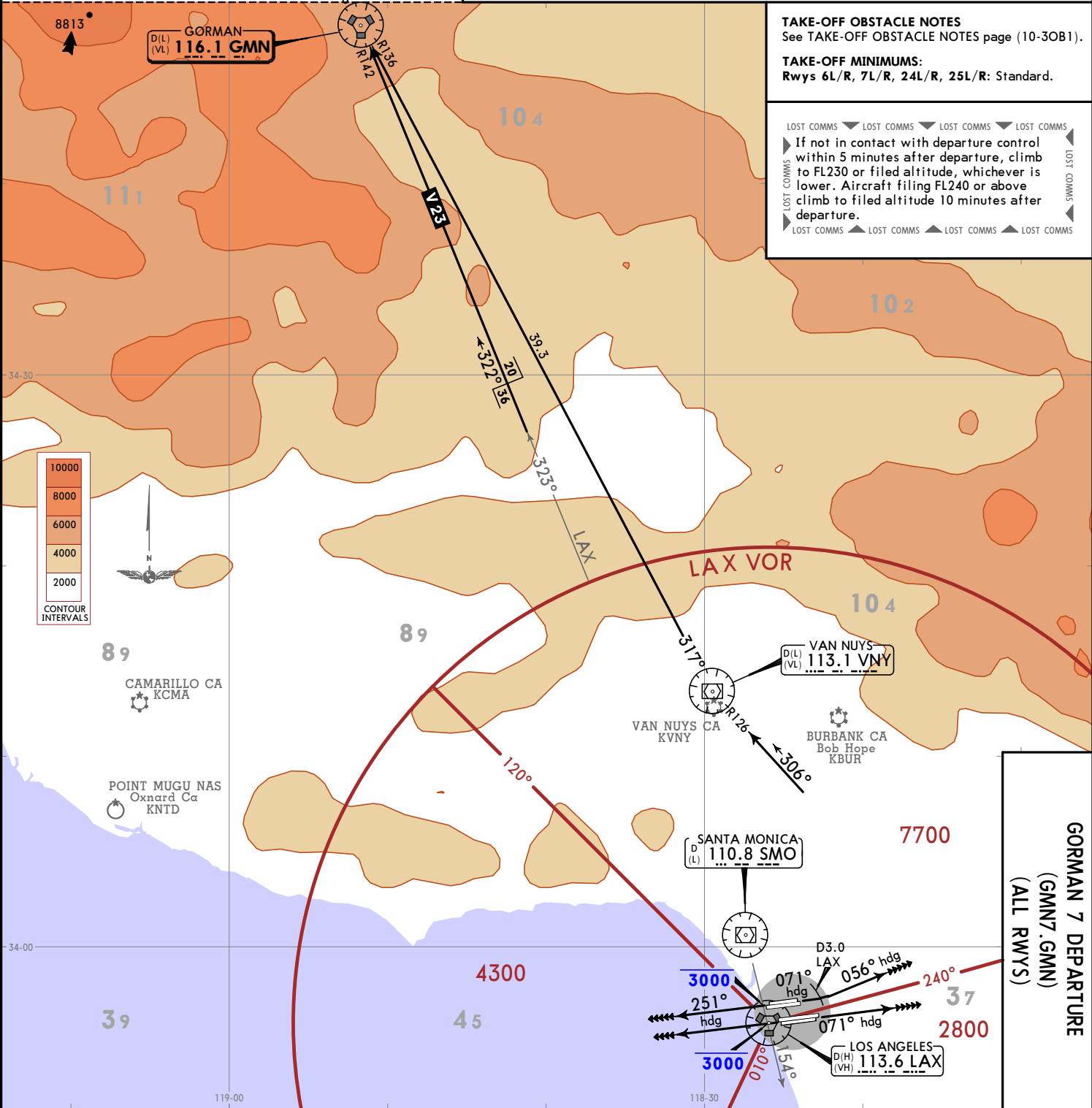
TAKE-OFF MINIMUMS:
 Rwys 6L/R, 7L/R: Standard with minimum climb of 500 FT/NM to 640.
 Rwys 24L/R, 25L/R: Not authorized - ATC.

Gnd speed-KT	75	100	150	200	250	300
500 FT./NM	625	833	1250	1667	2083	2500



CHANGES: AVE, EHF, GMN, LAX, VNY VORS service volume, MSA.

<p>AVENAL DH (VH) 117.1 AVE</p> <p>SHAFER D(H) (VH) 115.4 EHF</p> <p>GORMAN D(L) (VL) 116.1 GMN</p> <p>SANTA MONICA D(L) (L) 110.8 SMO</p> <p>LOS ANGELES D(H) (VH) 113.6 LAX</p>	<p>SOCAL Departure (R) 125.2</p> <p>Apt Elev 128</p> <p>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 procedure.</p>	<p style="text-align: center;">GORMAN 7 DEPARTURE (GMN7.GMN) (ALL RWYS)</p> <p style="text-align: center; color: red;">SPEED: DO NOT EXCEED 250 KT UNLESS OTHERWISE DIRECTED BY ATC</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">RWY</th> <th style="width: 70%;">INITIAL CLIMB</th> <th style="width: 20%;">TOP ALTITUDE</th> </tr> </thead> <tbody> <tr> <td>6L/R</td> <td>Climb on heading 071° until D3.0 LAX, then turn LEFT heading 056° for vector to join VNY R126 to VNY VOR, then on VNY R317 and GMN R136 to GMN VOR.</td> <td rowspan="3" style="text-align: center; vertical-align: middle;">Assigned by ATC</td> </tr> <tr> <td>7L/R</td> <td>Climb on heading 071° for vector to join VNY R126 to VNY VOR then on VNY R317 and GMN R136 to GMN VOR.</td> </tr> <tr> <td>24L/R, 25L/R</td> <td>Climb on heading 251° to cross SMO R154 at or below 3000, then on RADAR vectors to LAX R323 and GMN R142 to GMN VOR.</td> </tr> </tbody> </table> <p style="text-align: center;">ROUTING</p> <p>From GMN VOR on transition or assigned route. All aircraft EXPECT further clearance to filed flight level 5 minutes after departure.</p>	RWY	INITIAL CLIMB	TOP ALTITUDE	6L/R	Climb on heading 071° until D3.0 LAX, then turn LEFT heading 056° for vector to join VNY R126 to VNY VOR, then on VNY R317 and GMN R136 to GMN VOR.	Assigned by ATC	7L/R	Climb on heading 071° for vector to join VNY R126 to VNY VOR then on VNY R317 and GMN R136 to GMN VOR.	24L/R, 25L/R	Climb on heading 251° to cross SMO R154 at or below 3000, then on RADAR vectors to LAX R323 and GMN R142 to GMN VOR.
RWY	INITIAL CLIMB	TOP ALTITUDE										
6L/R	Climb on heading 071° until D3.0 LAX, then turn LEFT heading 056° for vector to join VNY R126 to VNY VOR, then on VNY R317 and GMN R136 to GMN VOR.	Assigned by ATC										
7L/R	Climb on heading 071° for vector to join VNY R126 to VNY VOR then on VNY R317 and GMN R136 to GMN VOR.											
24L/R, 25L/R	Climb on heading 251° to cross SMO R154 at or below 3000, then on RADAR vectors to LAX R323 and GMN R142 to GMN VOR.											

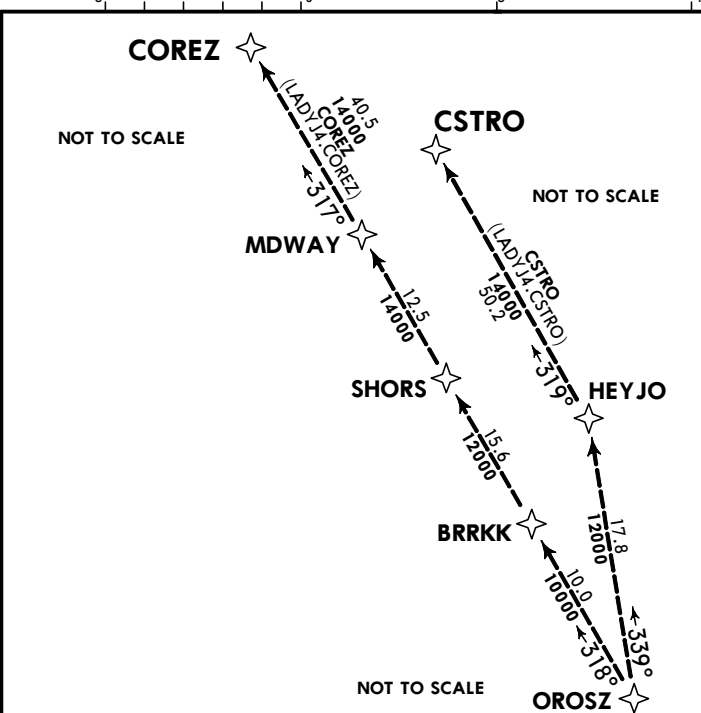


KLAX/LAX
 LOS ANGELES INTL
 22 DEC 23
 10-3E
 EFF 28 Dec
 JEPPESEN
 LOS ANGELES, CALIF
 STD

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CHANGES: None

KLAX/LAX
LOS ANGELES INTL

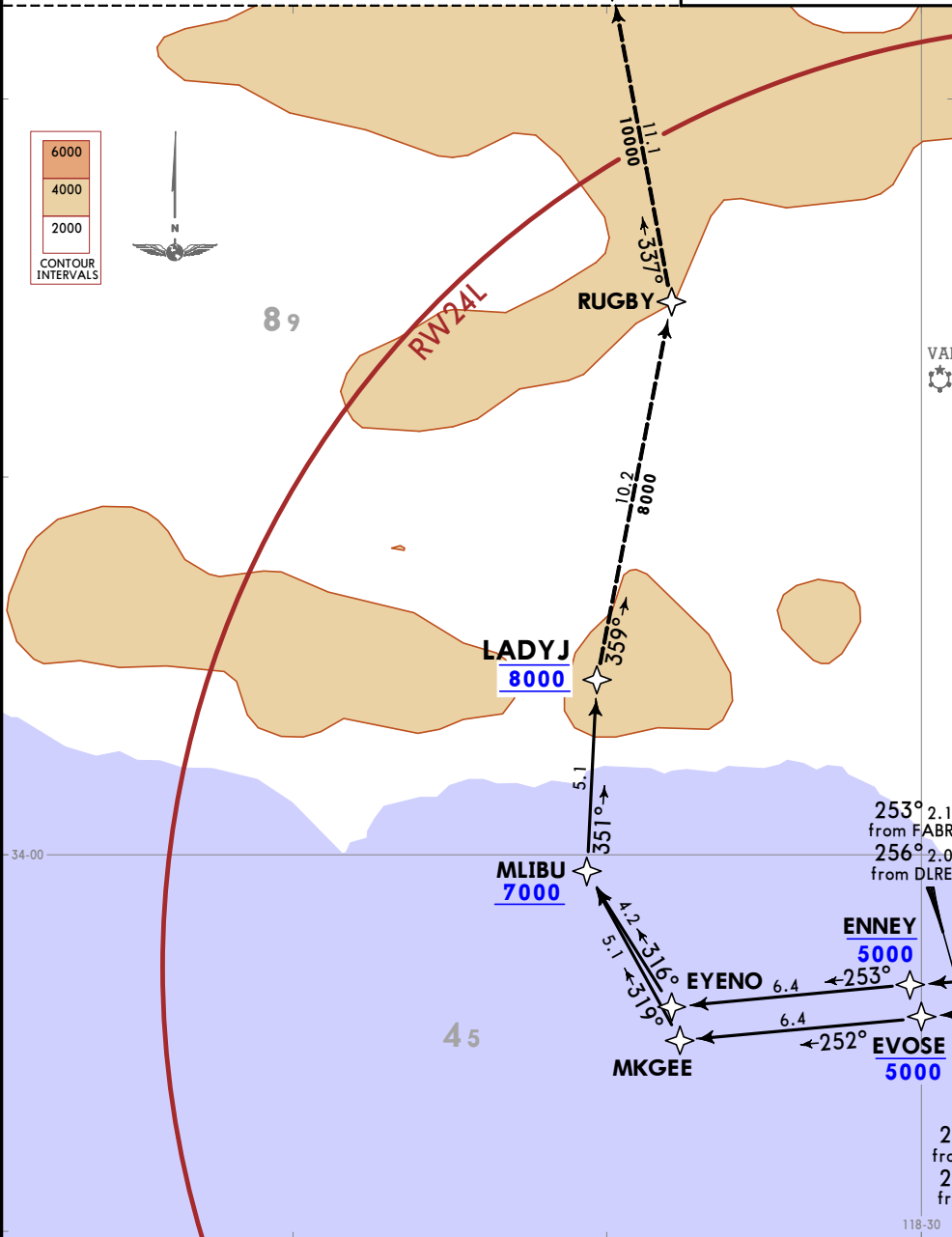


SOCAL Departure (R)		Trans alt: 18000
225°-044°	045°-224°	1. RADAR required. 2. RNAV 1.
125.2	124.3	3. DME/DME/IRU or GPS required.
Apt Elev		4. Restricted to turbojet aircraft only.
128		5. Some departures may be RADAR vectored to LADYJ, MLIBU, or OROSZ.
6. Use the DARRK, SUMMR, or VENTURA Departure during the time periods of 2100-0700 local in lieu of the LADYJ Departure.		

LADYJ 4 RNAV DEPARTURE (LADYJ4.LADYJ)
SPEED: MAINTAIN AT OR BELOW 250 KT UNLESS OTHERWISE DIRECTED BY ATC

RWY	INITIAL CLIMB	TOP ALTITUDE
24L	Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to EYENO, then on track 316° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000.	8000
24R	Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to EYENO, then on track 316° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000.	
25L	Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 319° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000.	
25R	Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 319° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000.	

ROUTING
 From LADYJ on transition MAINTAIN 8000. EXPECT filed altitude 5 minutes after departure.



TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 6L/R, 7L/R: Not authorized - ATC.
 Rwy 24L/R, 25L/R: Standard (or lower than standard, if authorized) with 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

JEPPESSEN LOS ANGELES, CALIF
 22 DEC 23 (10-3F) Eff. 28 Dec
 RNAV SID
LADYJ 4 RNAV DEPARTURE (LADYJ4.LADYJ)

KLAX/LAX
LOS ANGELES INTL

LOS ANGELES, CALIF
SID

JEPPESSEN
22 DEC 23 (10-3G) Eff 28 Dec

SOCAL
Departure (R)
124.3

Trans alt: 18000
1. RADAR and DME required.
2. This departure is for turbojet aircraft only.

LAXX 1 DEPARTURE
(LAXX1.SLI)
(ALL RWYS)

HEMET
(114.0 JLT R321)
11000

THERMAL
(VH) **116.2 TRM**

36.2
11000
THERMAL
(LAXX1.TRM)

J78
J134
J169
V64

083°
NOT TO SCALE

OCEANSIDE
(LAXX1.OCN)
115.3 OCN

48.6
8500
IMPERIAL
(LAXX1.IPL)

078°
J2-18
V66-458

NOT TO SCALE

IMPERIAL
(VH) **115.9 IPL**

MIRAMAR MCAS
San Diego Ca
KNXX

MISSION BAY
(VH) **117.8 MZB**

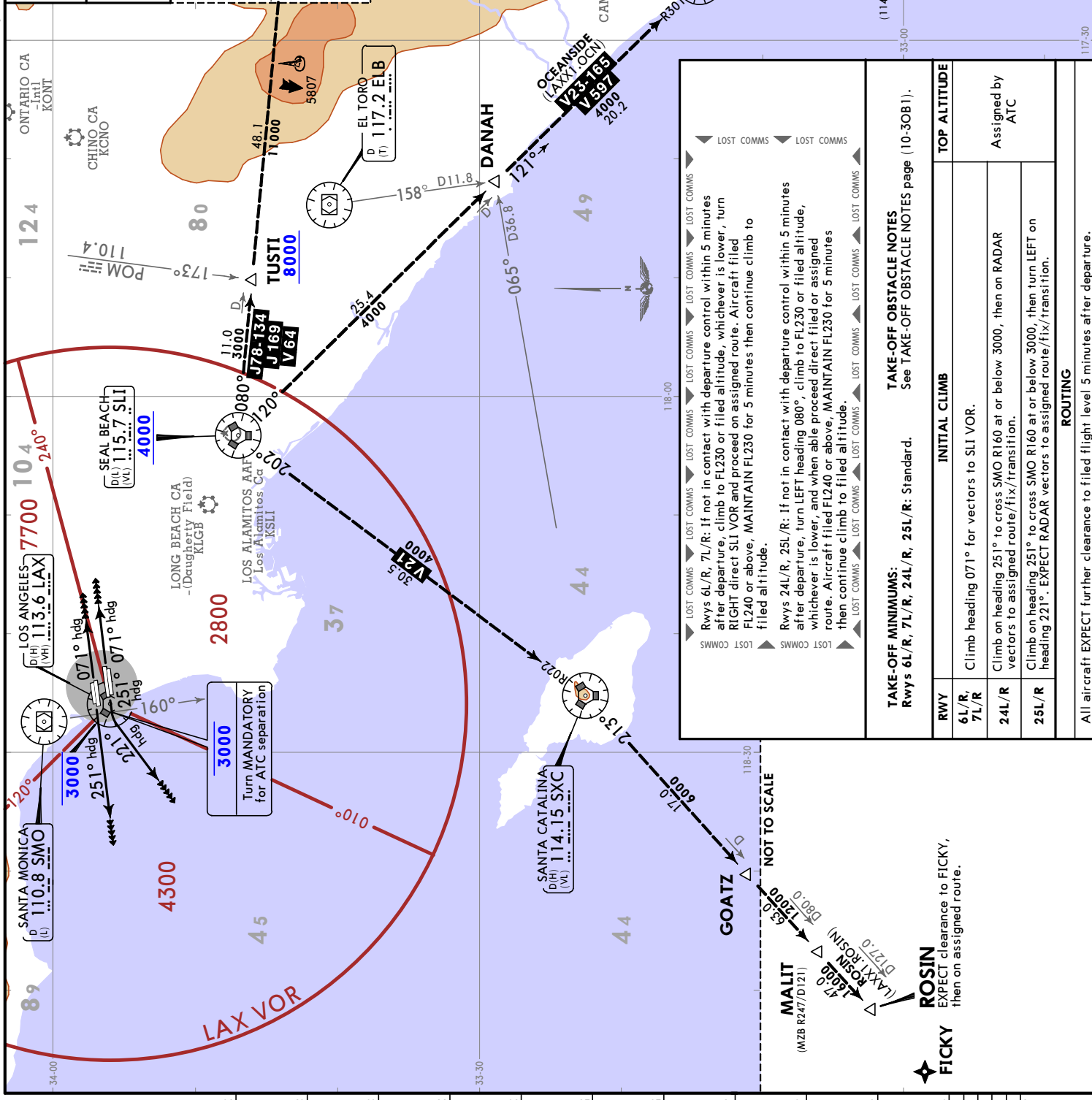
CAMP PENDLETON MCAS
Oceanside Ca
XNFG

PILLO
(114.0 JLT R150)
(MZB R076/D38.3)

CARIF
(114.0 JLT R246)

MISSION BAY
(LAXX1.MZB)
V23
V363
V597

4000
16.3



LOST COMMS

▶ Rwsy 6L/R, 7L/R: If not in contact with departure control within 5 minutes after departure, climb to FL230 or filed altitude, whichever is lower, turn RIGHT direct SLI VOR and proceed on assigned route. Aircraft filed FL240 or above, MAINTAIN FL230 for 5 minutes then continue climb to filed altitude.

▶ Rwsy 24L/R, 25L/R: If not in contact with departure control within 5 minutes after departure, turn LEFT heading 080°, climb to FL230 or filed altitude, whichever is lower, and when able proceed direct filed or assigned route. Aircraft filed FL240 or above, MAINTAIN FL230 for 5 minutes then continue climb to filed altitude.

▶ LOST COMMS

TAKE-OFF MINIMUMS:
Rwsy 6L/R, 7L/R, 24L/R, 25L/R: Standard.

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

RWY	INITIAL CLIMB	TOP ALTITUDE
6L/R, 7L/R	Climb heading 071° for vectors to SLI VOR.	Assigned by ATC
24L/R	Climb on heading 251° to cross SMO R160 at or below 3000, then on RADAR vectors to assigned route/fix/transition.	
25L/R	Climb on heading 251° to cross SMO R160 at or below 3000, then turn LEFT on heading 221°. EXPECT RADAR vectors to assigned route/fix/transition.	

ROUTING
All aircraft EXPECT further clearance to filed flight level 5 minutes after departure.

FICKY
EXPECT clearance to FICKY, then on assigned route.

ROSIN
EXPECT clearance to FICKY, then on assigned route.

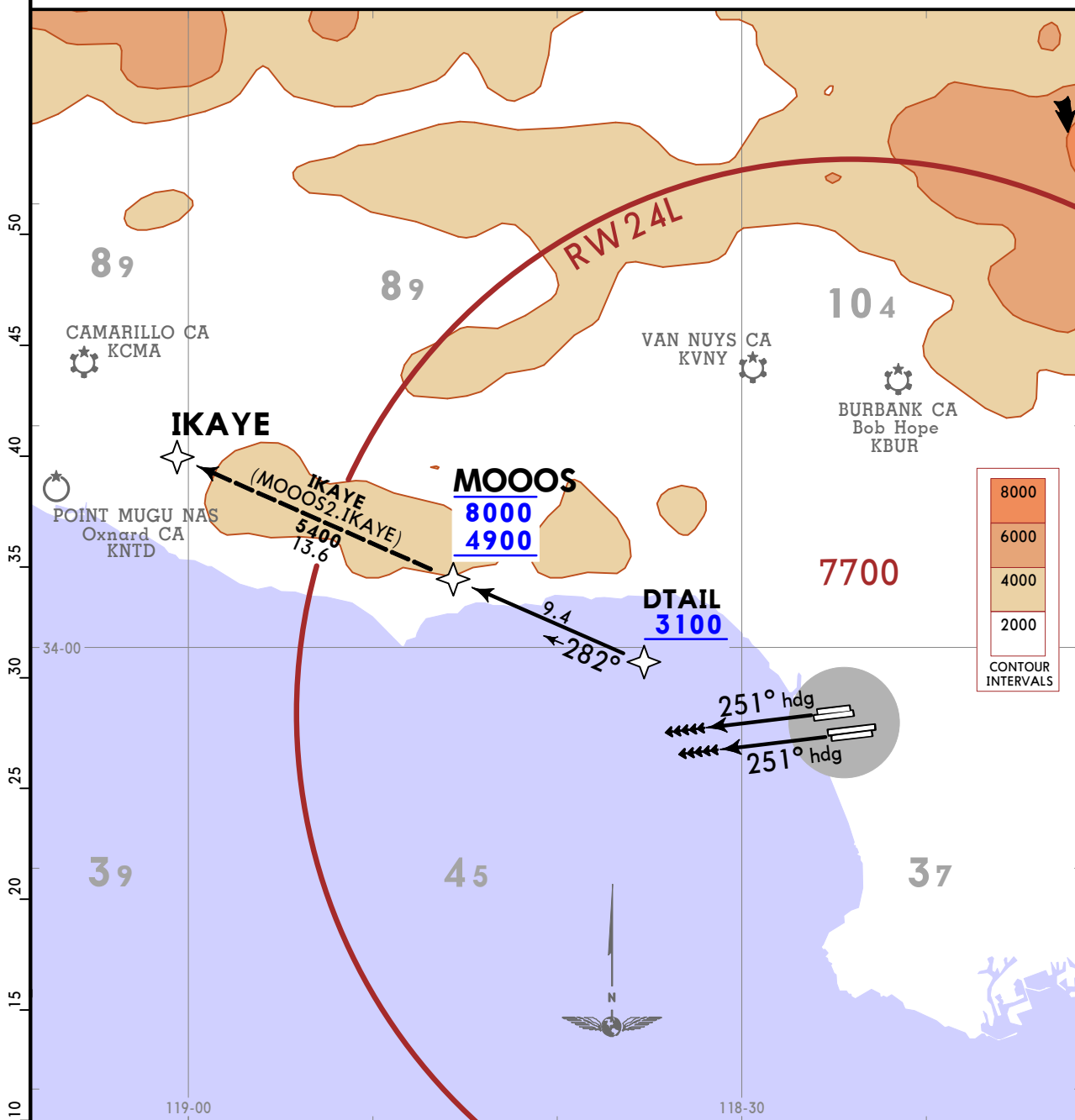
KLAX/LAX
LOS ANGELES INTL

JEPPESSEN
25 JAN 19 (10-3H)

LOS ANGELES, CALIF
RNAV SID

SOCAL Departure (R) 225°-044° 045°-224° 125.2 124.3	Apt Elev 128	Trans alt: 18000 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turboprop aircraft only.
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MOOS 2 RNAV DEPARTURE (MOOS2.MOOS)



TAKEOFF OBSTACLE NOTES

See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 6L/R, 7L/R: Not authorized - ATC.
 Rwy 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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 If not in contact with departure control within 5 minutes after departure, turn RIGHT and proceed direct MOOS waypoint, climb to 9000 or filed altitude, whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing 10000 or above, climb to filed altitude 10 minutes after departure.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

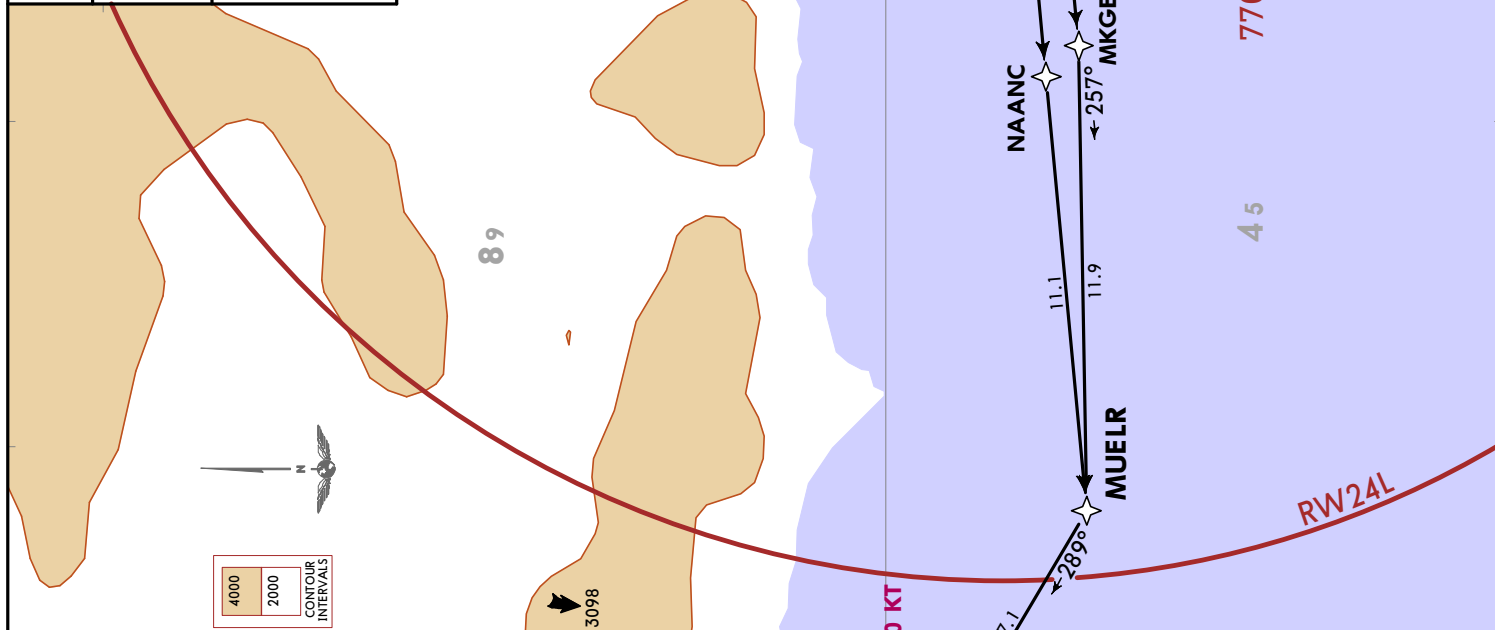
RWY	INITIAL CLIMB	TOP ALTITUDE
24L/R, 25L/R	Climb heading 251° to 640, then on heading 251° or as assigned by ATC, EXPECT vectors to cross DTAIL at or above 3100, then on track 282° to cross MOOS between 4900 and 8000.	9000

ROUTING
 From MOOS on transition. MAINTAIN 9000. EXPECT filed altitude 5 minutes after departure.

SOCAL Departure (R)
 225°-044° | 045°-224°
 125.2 | 124.3
 Apt Elev
 128

Trans alt: 18000
 1. RADAR required.
 2. DME/DME/IRU or GPS required.
 3. RNAV 1.
 4. Turbojets only.

MUELR 4 RNAV DEPARTURE
 (MUELR4.FIXIT)
SPEED: MAINTAIN AT OR BELOW 250 KT UNLESS OTHERWISE DIRECTED BY ATC



KLAX/LAX
 LOS ANGELES INTL

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 6L/R, 7L/R: Not authorized-ATC.
 Rwy 24L/R, 25L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 640.

Rwy	500 per NM	1000	1500	2000	2500	3000
24L	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
24L	Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY between 1300 and 5000, then on depicted route to cross FIXIT at 10000.	
24R	Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY between 1300 and 5000, then on depicted route to cross FIXIT at 10000.	
25L	Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE between 1300 and 5000, then on depicted route to cross FIXIT at 10000.	10000
25R	Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE between 1300 and 5000, then on depicted route to cross FIXIT at 10000.	

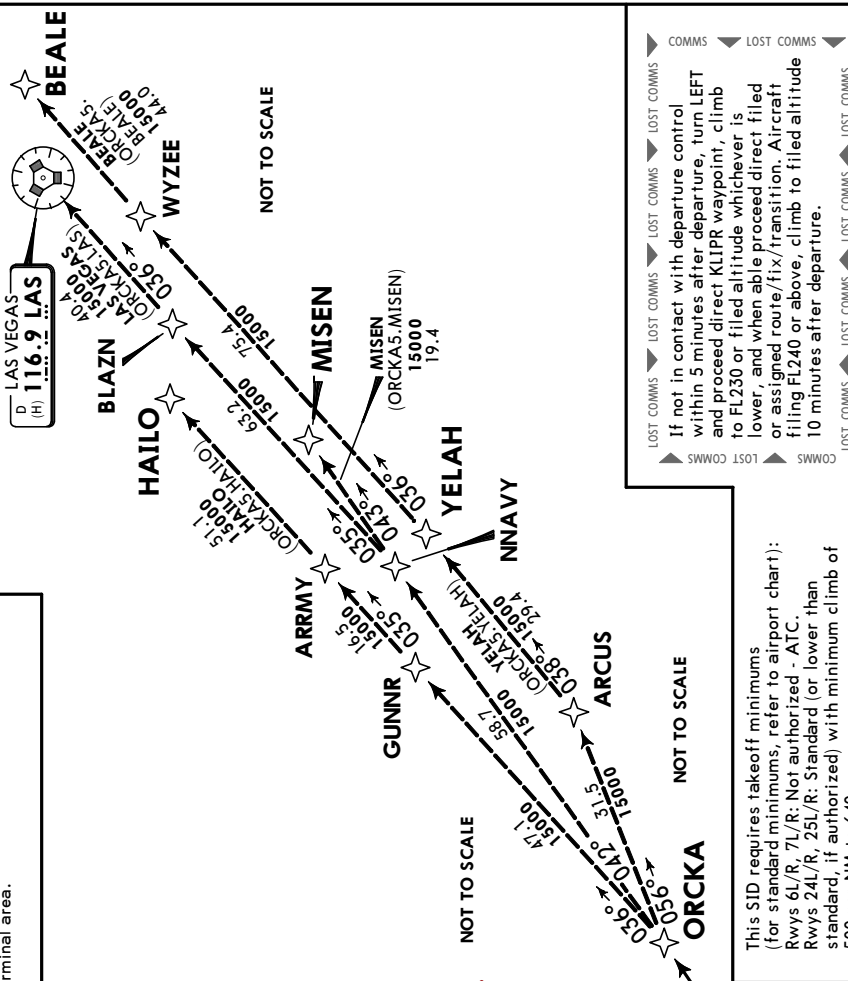
ROUTING
 From FIXIT on transition. MAINTAIN 10000. EXPECT filed altitude 5 minutes after departure.
 CHANGES: None.

- Trans alt: 18000
 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
 4. Turn at HIIPR and DOCKR are required for ATC separation.
 5. File the OSHNN Departure during the period 2100-0700 local time in lieu of the ORCKA Departure.
 6. If unable to meet crossing restriction at KEGGS within 30 flying miles, use the OSHNN Departure.
 7. MISEN Transition restricted to aircraft landing Las Vegas terminal area.
 8. BEALE/ HAILO/ YELAH Transitions ATC assigned only.

Apt Elev
128

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

ORCKA 5 RNAV DEPARTURE
(ORCKA5.0RCKA)



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

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

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

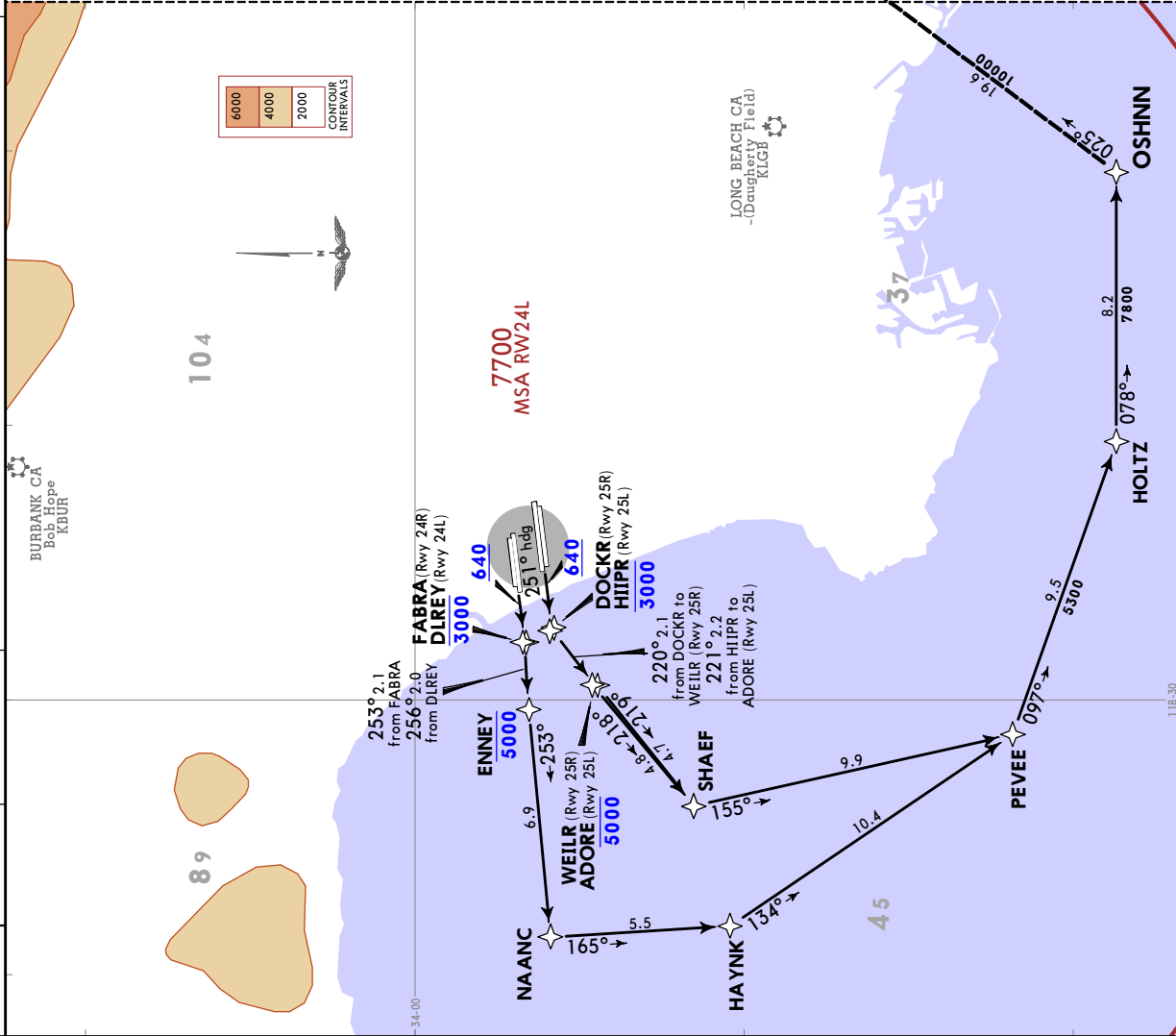
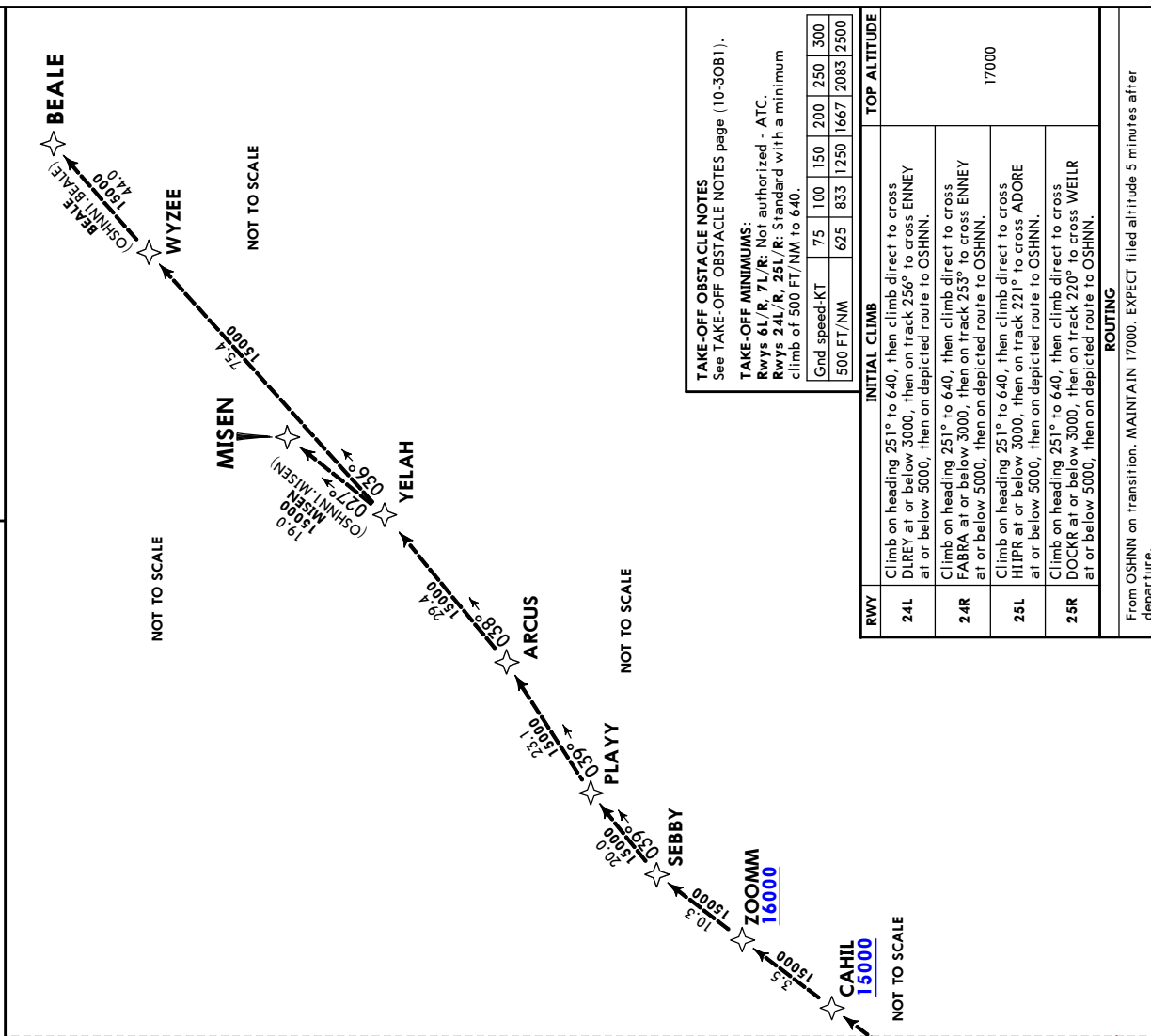
RWY	INITIAL CLIMB	TOP ALTITUDE
24L	Climb on heading 251° to 640, then climb direct to cross DREY at or below 3000, then on heading 251° or as assigned by ATC. EXPECT LEFT turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS between 13000 and FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA.	FL230
24R	Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on heading 251° or as assigned by ATC. EXPECT LEFT turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS between 13000 and FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA.	
25L	Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on heading 236° or as assigned by ATC. EXPECT LEFT turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS between 13000 and FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA.	
25R	Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on heading 236° or as assigned by ATC. EXPECT LEFT turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS between 13000 and FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA.	

KLAX/LAX
LOS ANGELES INTL

22 DEC 23 10-3L
JEPPERSEN LOS ANGELES, CALIF
EFF 28 Dec RNAV SID

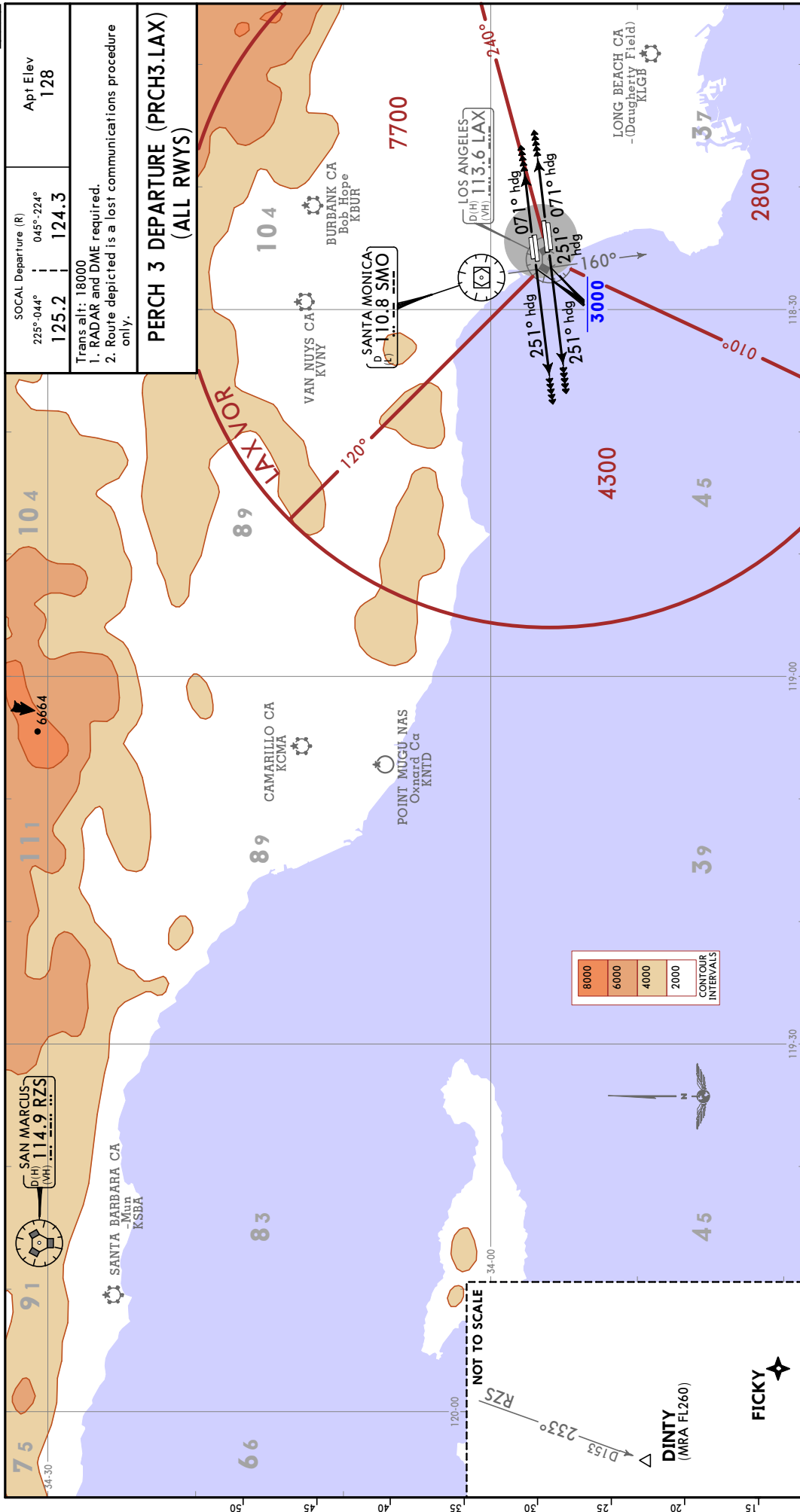
OSHNN 1 RNAV DEPARTURE (OSHNN1.0SHNN)
(RWYS 24L/R, 25L/R)

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. This departure to be used only if unable to use the ORCKA Departure.
5. Rwys 24L/R departure EXPECT RADAR vector to PEVEE prior to NAAANG.



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-30B1).
TAKE-OFF MINIMUMS:
Rwys 6L/R, 7L/R: Not authorized - ATC.
Rwys 24L/R, 25L/R: Standard with a minimum climb of 500 FT/NM to 640.

RWY	INITIAL CLIMB	TOP ALTITUDE
24L	Climb on heading 251° to 640, then climb direct to cross DUREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to OSHNN.	17000
24R	Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to OSHNN.	17000
25L	Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to OSHNN.	17000
25R	Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to OSHNN.	17000



SOCAL Departure (R) 225°-044° 045°-224° 125.2 124.3			Apt Elev 128		
Trans alt: 18000 1. RADAR and DME required. 2. Route depicted is a lost communications procedure only.					
PERCH 3 DEPARTURE (PRCH3.LAX) (ALL RWYS)					

TAKE-OFF OBSTACLE NOTES See TAKE-OFF OBSTACLE NOTES page (10-30B1).					
TAKE-OFF MINIMUMS: Rlys 6L/R, 7L/R, 24L/R, 24L/R, 25L/R: Standard.					
RWY	INITIAL CLIMB	TOP ALTITUDE	Assigned by ATC		
6L/R, 7L/R	Climb on heading 071° for RADAR vectors to DINTY or FICKY.	3000	Assigned by ATC		
24L/R, 25L/R	Climb on heading 251° to cross SMO R160 at or below 3000, then on RADAR vectors to DINTY or FICKY.		Assigned by ATC		
ROUTING From DINTY or FICKY on assigned route. All aircraft EXPECT further clearance to filed altitude 5 minutes after departure.					

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

Apt Elev
128

Trans alt: 18000
 1. RADAR required.
 2. DME/DME/IRU or GPS required.
 3. RNAV 1.
 4. Turbojet aircraft only.
 5. Turn at HIIPR and DOCKR are required for ATC separation.

PND AH 2 RNAV DEPARTURE
 (PND AH2.PND AH)
 (RWYS 24L/R, 25L/R)

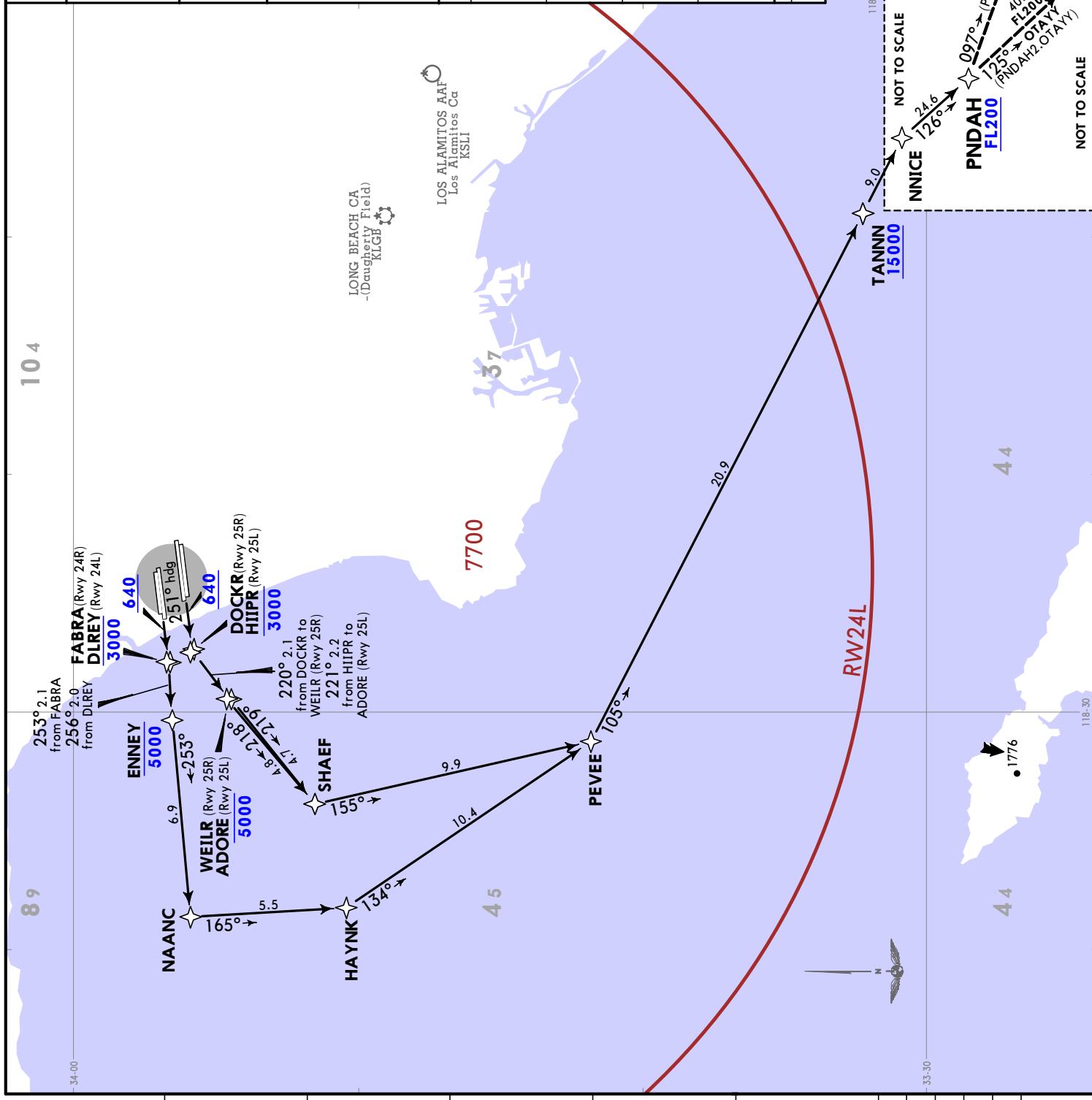
TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
 Rwy's 6L/R, 7L/R: Not authorized - ATC.
 Rwy's 24L/R, 25L/R: Standard with a minimum climb of 500 FT/NM to 640.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
24L	Climb heading 251° to 640, then climb direct to cross DIREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to PND AH.	
24R	Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to PND AH.	FL200
25L	Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to PND AH.	
25R	Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to PND AH.	

ROUTING
 From PND AH on transition MAINTAIN FL200. EXPECT filed altitude 5 minutes after departure.



KLAX/LAX


JEPPESSEN
 11 AUG 17 **10-30B1** **Eff 17 Aug**
LOS ANGELES, CALIF
 LOS ANGELES INTL

TAKEOFF OBSTACLE NOTES

- RWY 6L:
RWY LIGHT 7 FT FROM DER, 4 FT LEFT OF CENTERLINE, 1 FT AGL/120 FT MSL. VEHICLES ON RD BEGINNING 12 FT FROM DER, 170 FT LEFT OF CENTERLINE, UP TO 131 FT MSL. BUILDINGS BEGINNING 1761 FT FROM DER, 920 FT LEFT OF CENTERLINE, UP TO 92 FT AGL/203 FT MSL.
- RWY 6R:
NAVAID 79 FT FROM DER, 321 FT LEFT OF CENTERLINE, 20 FT AGL/123 FT MSL. NAVAID 83 FT FROM DER, 1 FT RIGHT OF CENTERLINE, 19 FT AGL/126 FT MSL. POLE AND LIGHT POLE BEGINNING 323 FT FROM DER, ON CENTERLINE, UP TO 16 FT AGL/138 FT MSL. LIGHT POLES BEGINNING 528 FT FROM DER, 58 FT LEFT OF CENTERLINE, UP TO 30 FT AGL/137 FT MSL. POLE 779 FT FROM DER, 1 FT RIGHT OF CENTERLINE, 34 FT AGL/140 FT MSL. LIGHT POLE 779 FT FROM DER, ON CENTERLINE, 35 FT AGL/142 FT MSL. POLE 793 FT FROM DER, 459 FT RIGHT OF CENTERLINE, 39 FT AGL/145 FT MSL. APPROACH LIGHT AND LIGHT POLE BEGINNING 797 FT FROM DER, 305 FT LEFT OF CENTERLINE, UP TO 39 FT AGL/148 FT MSL. APPROACH LIGHTS BEGINNING 1006 FT FROM DER, 697 FT LEFT OF CENTERLINE, UP TO 42 FT AGL/149 FT MSL. TREE 1057 FT FROM DER, 400 FT LEFT OF CENTERLINE, 41 FT AGL/150 FT MSL. TREES BEGINNING 1160 FT FROM DER, 320 FT LEFT OF CENTERLINE, UP TO 49 FT AGL/157 FT MSL. TREE 1374 FT FROM DER, 309 FT LEFT OF CENTERLINE, 47 FT AGL/159 FT MSL. TREE 1385 FT FROM DER, 317 FT LEFT OF CENTERLINE, 50 FT AGL/163 FT MSL. TREE 1699 FT FROM DER, 101 FT RIGHT OF CENTERLINE, 57 FT AGL/164 FT MSL.
- RWY 7L:
FENCES BEGINNING 168 FT FROM DER, 31 FT LEFT OF CENTERLINE, UP TO 14 FT AGL/107 FT MSL. FENCE AND VEHICLES ON ROAD BEGINNING 168 FT FROM DER, ON CENTERLINE, UP TO 14 FT AGL/107 FT MSL. VEHICLES ON ROAD 182 FT FROM DER, 480 FT LEFT OF CENTERLINE, 109 FT MSL. VEHICLES ON ROAD, FENCE, TOWER, RAILROAD, AND POLE BEGINNING 197 FT FROM DER, 24 FT LEFT OF CENTERLINE, UP TO 24 FT AGL/118 FT MSL. RAILROAD AND VEHICLES ON ROAD BEGINNING 309 FT FROM DER, 14 FT RIGHT OF CENTERLINE, UP TO 117 FT MSL. RWY LIGHT, NAVAID, VEHICLES ON ROAD, AND POLE BEGINNING 444 FT FROM DER, ON CENTERLINE, UP TO 29 FT AGL/121 FT MSL. SIGN 494 FT FROM DER, 478 FT LEFT OF CENTERLINE, 32 FT AGL/124 FT MSL. SIGN AND LIGHT POLE BEGINNING 508 FT FROM DER, 263 FT LEFT OF CENTERLINE, UP TO 32 FT AGL/126 FT MSL. RWY LIGHT, POLE, AND BUILDING BEGINNING 700 FT FROM DER, 53 FT LEFT OF CENTERLINE, UP TO 58 FT AGL/152 FT MSL.
- RWY 7R:
RWY LIGHT 10 FT FROM DER, 5 FT RIGHT OF CENTERLINE, 2 FT AGL/99 FT MSL. RWY LIGHT 10 FT FROM DER, 5 FT LEFT OF CENTERLINE, 2 FT AGL/99 FT MSL. BUILDING 792 FT FROM DER, 701 FT RIGHT OF CENTERLINE, 37 FT AGL/130 FT MSL. TREE 1250 FT FROM DER, 746 FT RIGHT OF CENTERLINE, 129 FT AGL/155 FT MSL.
- RWY 24L:
VEHICLES ON ROAD 1927 FT FROM DER, 1010 FT RIGHT OF CENTERLINE, 163 FT MSL. LT POLE 2163 FT FROM DER, 915 FT RIGHT OF CENTERLINE, 32 FT AGL/169 FT MSL.
- RWY 24R:
WINDSOCK 137 FT FROM DER, 400 FT LEFT OF CENTERLINE, 21 FT AGL/128 FT MSL. TOWER 211 FT FROM DER, 401 FT LEFT OF CENTERLINE, 66 FT AGL/151 FT MSL. TOWER 212 FT FROM DER, 402 FT LEFT OF CENTERLINE, 47 FT AGL/154 FT MSL.
- RWY 25L:
VEHICLES ON ROAD 35 FT FROM DER, 422 FT LEFT OF CENTERLINE, 130 FT MSL. POLE 2365 FT FROM DER, 766 FT LEFT OF CENTERLINE, 57 FT AGL/184 FT MSL. TREE AND TRANSMISSION TOWER BEGINNING 2488 FT FROM DER, 757 FT LEFT OF CENTERLINE, UP TO 66 FT AGL/200 FT MSL.
- RWY 25R:
BUILDING 74 FT FROM DER, 364 FT LEFT OF CENTERLINE, 27 FT AGL/135 FT MSL. TREE 2959 FT FROM DER, 569 FT LEFT OF CENTERLINE, 7 FT AGL/189 FT MSL. POLE AND ANTENNA BEGINNING 3073 FT FROM DER, 212 FT LEFT OF CENTERLINE, UP TO 30 FT AGL/203 FT MSL.

KLAX/LAX
LOS ANGELES INTL

JEPPESEN

LOS ANGELES, CALIF

22 DEC 23

10-3P

Eff 28 Dec

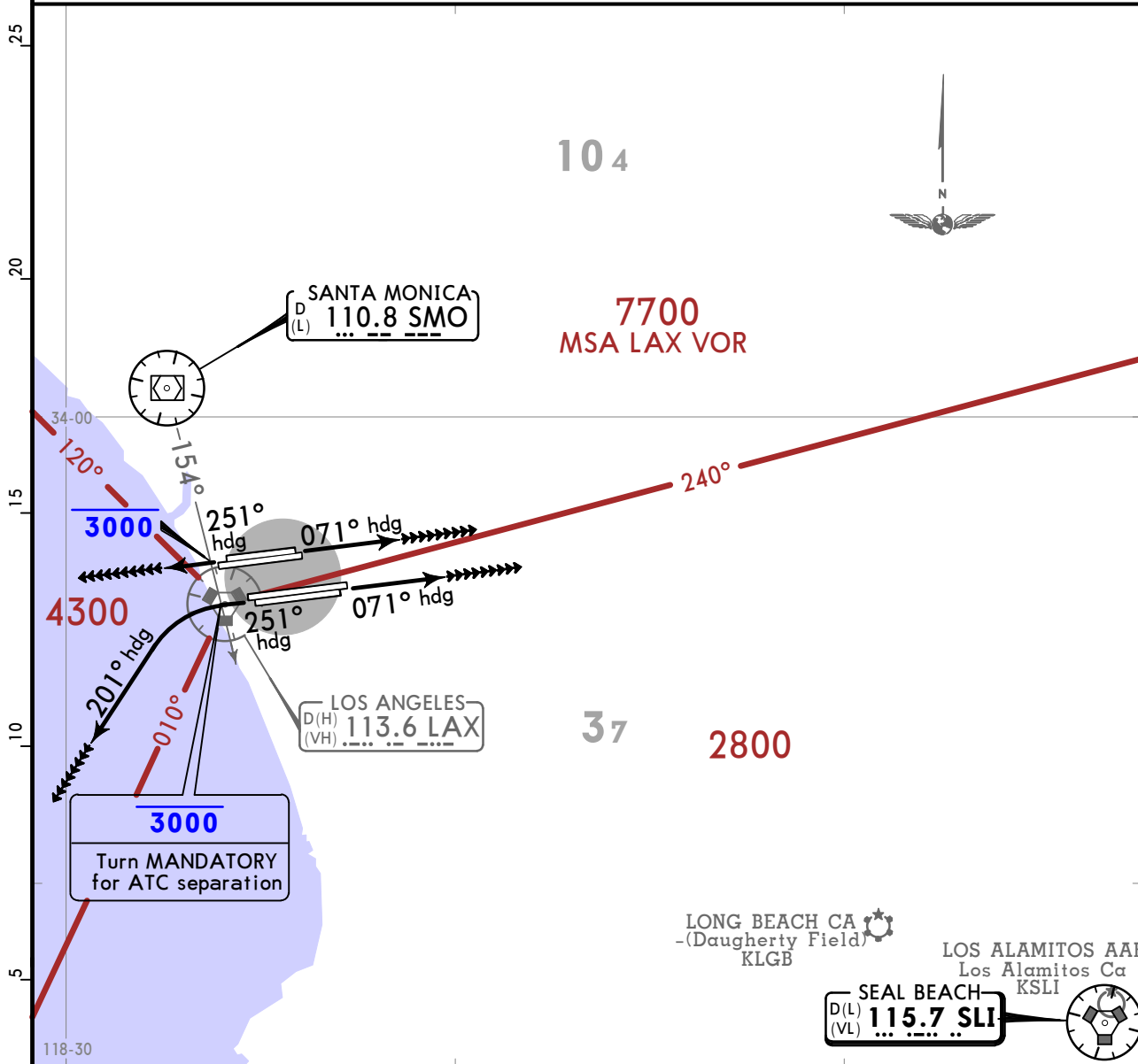
SID

SOCAL
Departure (R)
124.3

Apt Elev
128

Trans alt: 18000
Takeoff Rwy 24L/R and 25L/R: This departure is for non-turbojet aircraft. Turbojet aircraft use LAXX Departure.

SEAL BEACH 8 DEPARTURE
(SLI8.SLI)
(ALL RWYS)



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
Rwys 6L/R, 7L/R, 24L/R, 25L/R: Standard.

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.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

RWY	INITIAL CLIMB	TOP ALTITUDE
6L/R, 7L/R	Climb on heading 071° for RADAR vectors to SLI VOR.	Assigned by ATC
24L/R	Climb on heading 251° to cross SMO R154 at or below 3000, then RADAR vectors to SLI VOR.	
25L/R	Climb on heading 251° to cross SMO R154 at or below 3000, then turn LEFT heading 201° for RADAR vectors to SLI VOR.	

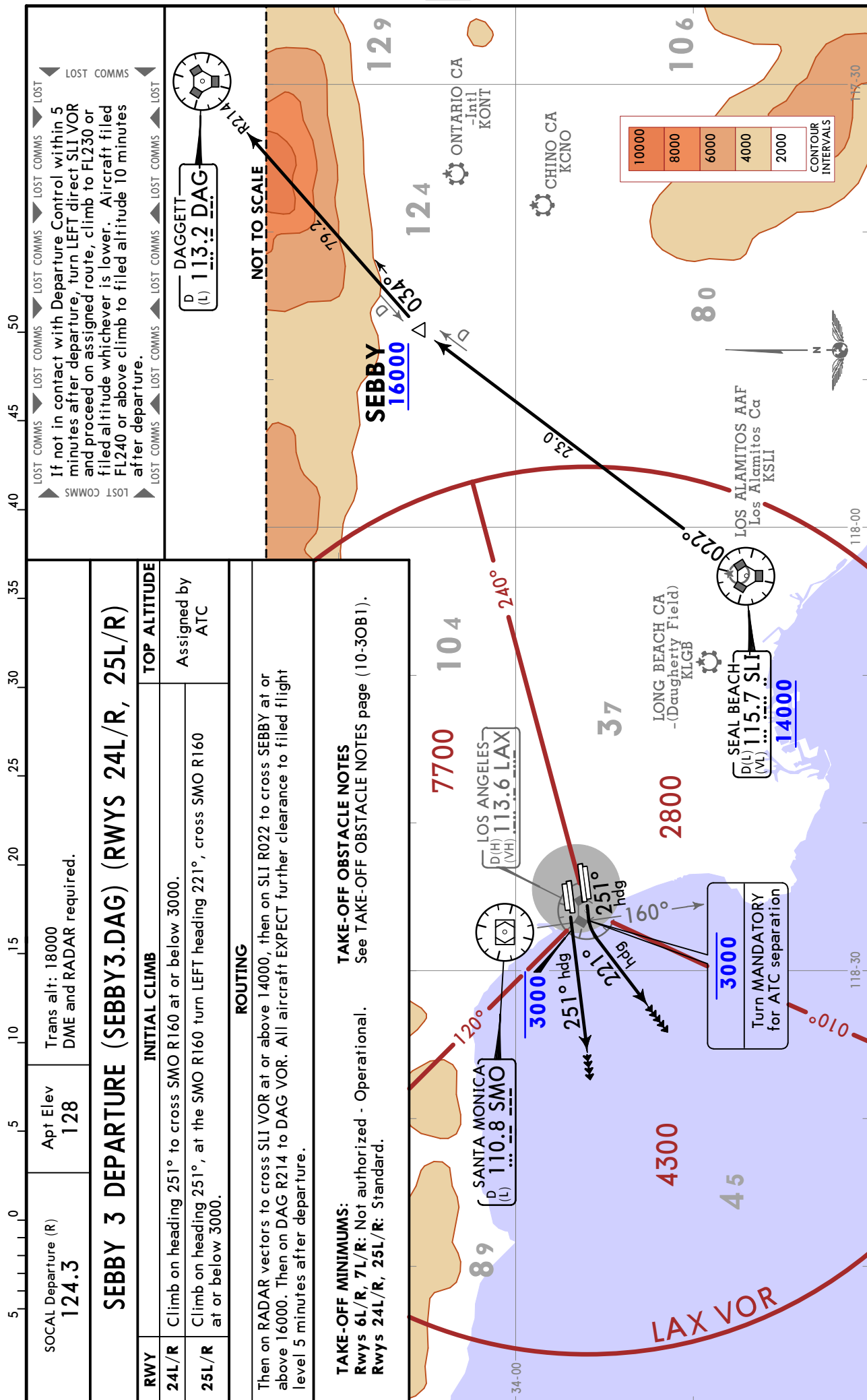
ROUTING

From SLI VOR on assigned route. All aircraft EXPECT further clearance to filed altitude 5 minutes after departure.

KLAX/LAX
LOS ANGELES INTL

JEPPESSEN
22 DEC 23 (10-3Q) Eff 28 Dec

LOS ANGELES, CALIF
SID



CHANGES: LAX and SLI VORs service volume, MSA.

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KLAX/LAX LOS ANGELES INTL



LOS ANGELES, CALIF

22 DEC 23

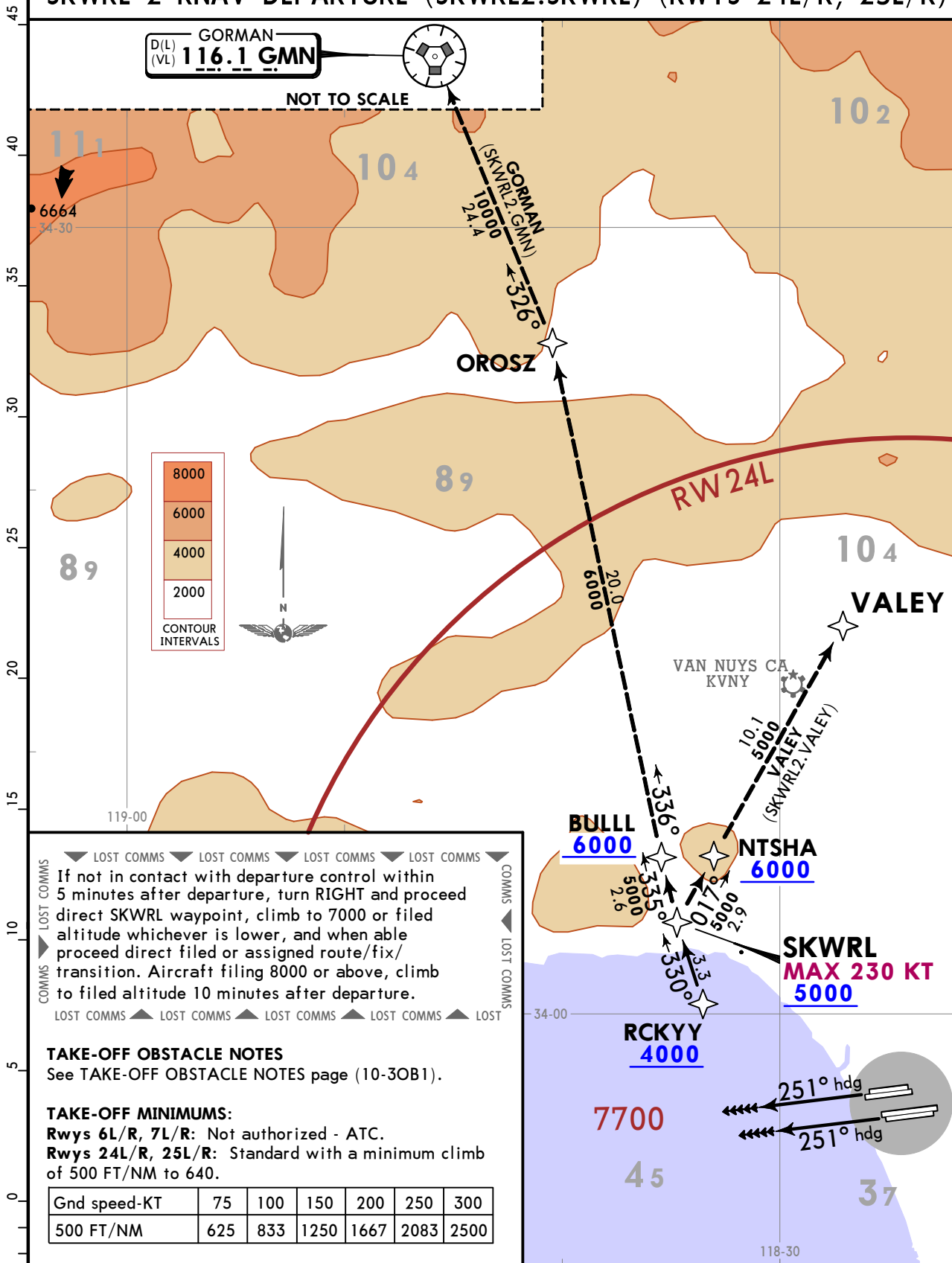
10-3S

Eff 28 Dec

RNAV SID

SOCAL Departure (R) 225°-044° 045°-224° 125.2 124.3	Apt Elev 128	Trans alt: 18000 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turboprop aircraft only.
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SKWRL 2 RNAV DEPARTURE (SKWRL2.SKWRL) (RWYS 24L/R, 25L/R)



RWY	INITIAL CLIMB	TOP ALTITUDE
24L/R, 25L/R	Climb heading 251° to 640, then on heading 251° or as assigned by ATC, EXPECT vectors to cross RCKYY at or above 4000, then on track 330° to cross SKWRL at or above 5000.	Assigned by ATC

ROUTING
From SKWRL on transition. MAINTAIN ATC assigned altitude. EXPECT filed altitude 5 minutes after departure.

CHANGES: GMN VOR service volume.

KLAX/LAX
LOS ANGELES INTL

JEPPESEN LOS ANGELES, CALIF
1 NOV 19 (10-3T) **RNAV SID**

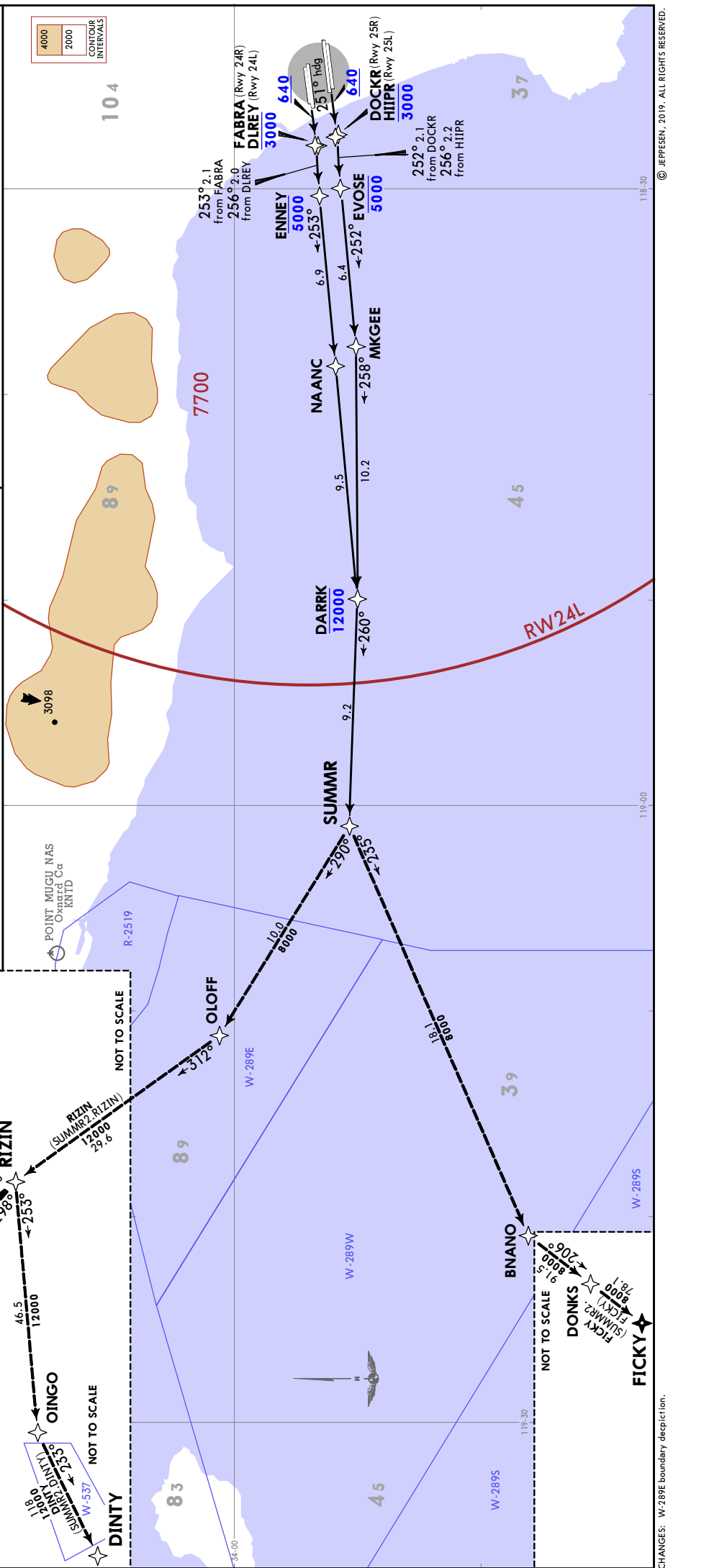
SOICAL Departure (R)	225° 044°	045° 224°	Apt Elev	128	Trans alt:	18000
	125.2	124.3				

TOP ALTITUDE	FL230
INITIAL CLIMB	Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, then on track 260° to SUMMR.
24L	Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, then on track 260° to SUMMR.
24R	Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to cross MKGEE, then on track 258° to cross DARRK at or below 12000, then on track 260° to SUMMR.
25L	Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to cross MKGEE, then on track 258° to cross DARRK at or below 12000, then on track 260° to SUMMR.
25R	Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to cross MKGEE, then on track 258° to cross DARRK at or below 12000, then on track 260° to SUMMR.

ROUTING

From SUMMR on transition. MAINTAIN FL230. EXPECT filed altitude 5 minutes after departure.

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



JEPPESEN

LOS ANGELES, CALIF

KLAX/LAX

LOS ANGELES INTL

1 NOV 19 (10-31)

RNAV SID

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

Apt Elev
 128

Trans alt: 18000

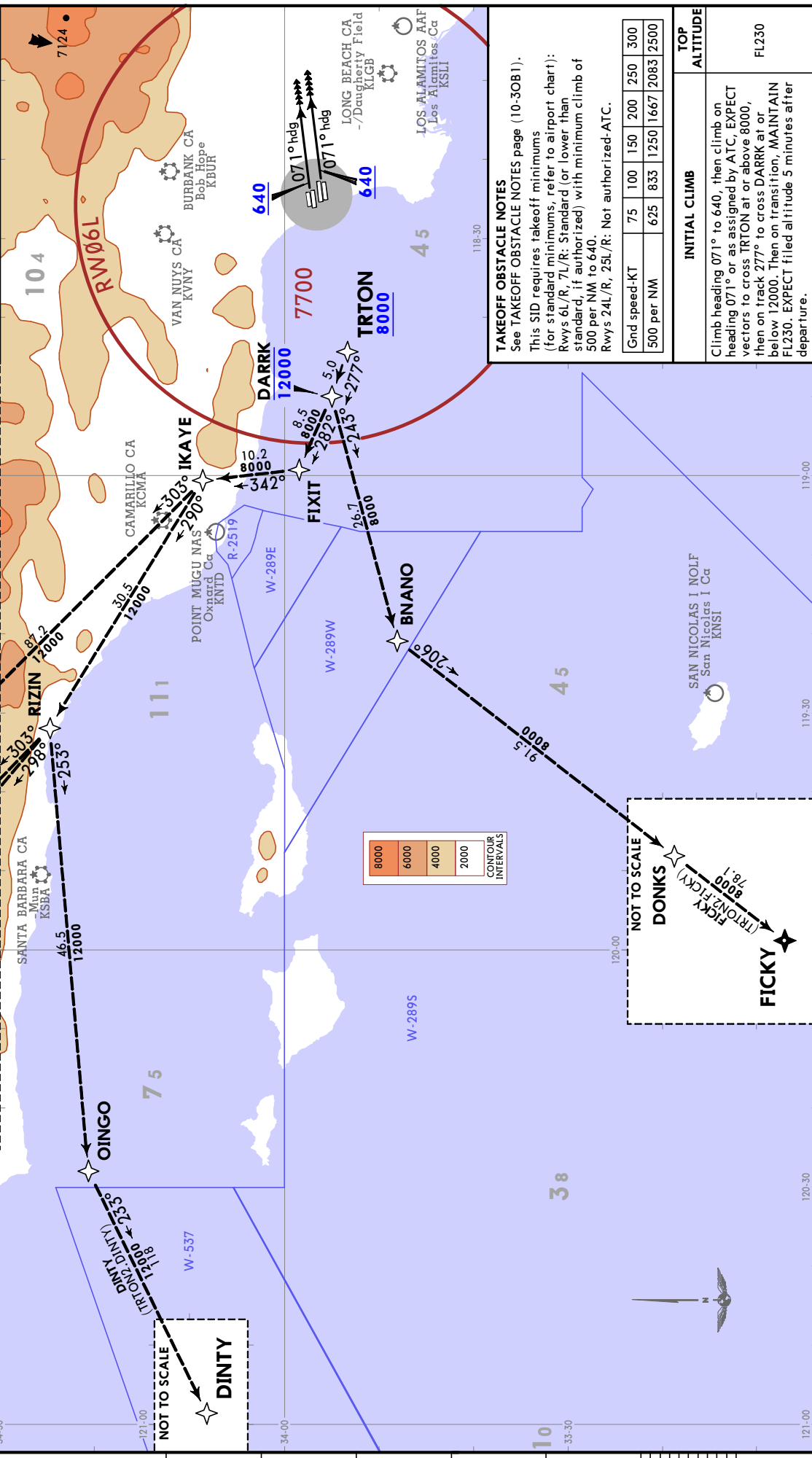
1. RADAR required.
2. MCKEY, SCTRR, and STOKD transitions: DME/DME/IRU or GPS required.
3. DINTY and FICKY transitions: GPS required.
4. RNAV 1.
5. Turbojet aircraft only.

**TRTON 2 (TRTON2,TRTON)
 RNAV DEPARTURE
 (RWYS 6L/R, 7L/R)**

LOST COMMS

If not in contact with departure control within 5 minutes after departure, turn RIGHT and proceed direct DARRK waypoint, cross DARRK at or below 12000, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed route or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude 10 minutes after departure.

LOST COMMS

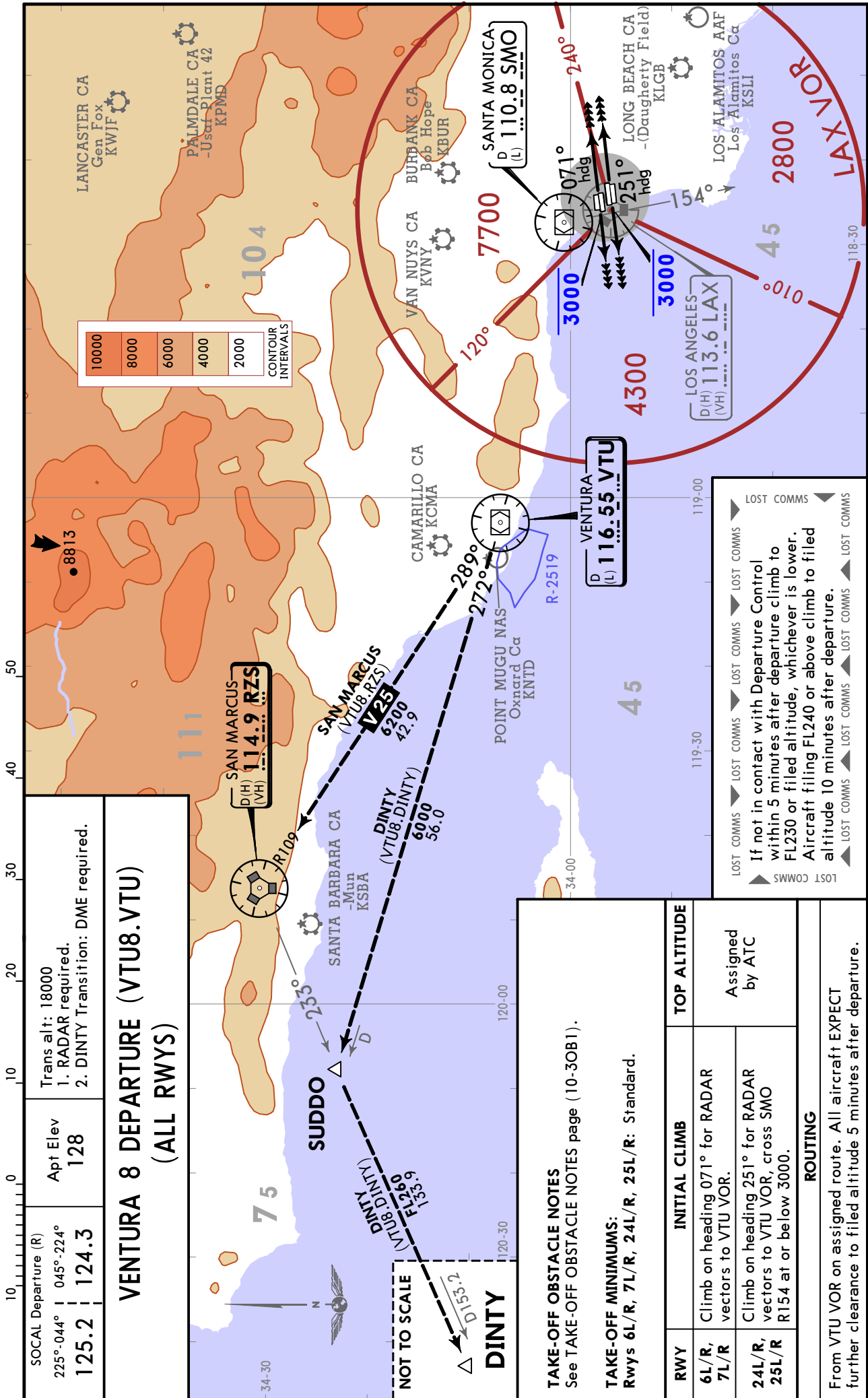


KLAX/LAX LOS ANGELES INTL

JEPPesen
22 DEC 23 10-3V Eff 28 Dec

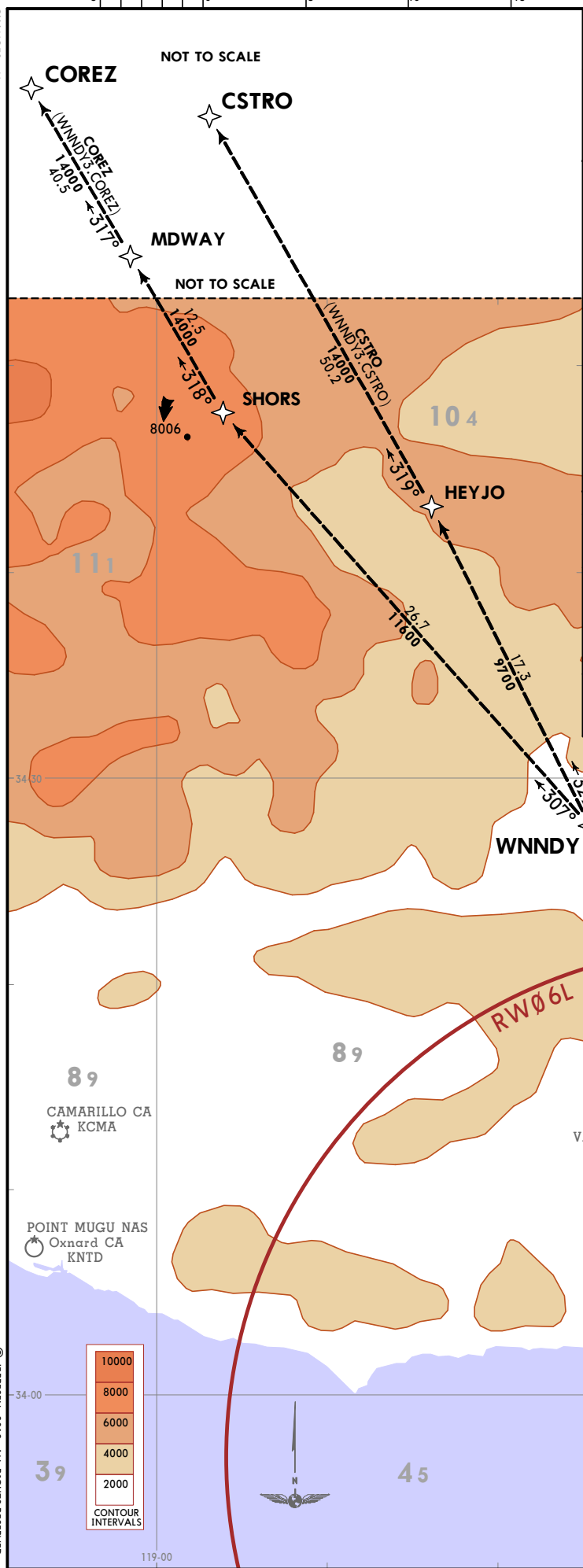
LOS ANGELES, CALIF

SID



CHANGES: None

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LOS ANGELES INTL



SOCAL Departure (R)		Apt Elev	Trans alt: 18000
225°-044°	045°-224°	128	1. RADAR required. 2. RNAV 1. 3. Turbojet aircraft only.
125.2	124.3		

WNNDY 3 RNAV DEPARTURE (WNNDY3.WNNDY)

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

LOST COMMS

If not in contact with Departure Control within 5 minutes after departure, turn LEFT and proceed direct JRGSN, cross JRGSN at or below 7000. Climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude 10 minutes after departure.

LOST COMMS

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

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

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

RWY	INITIAL CLIMB	TOP ALTITUDE
6L	Climb heading 071° to intercept course 056° to CHVEZ, then on track 332° to cross JRGSN at or above 6300, then on track 315° to WNNDY.	FL230
6R	Climb heading 071° to intercept course 056° to KOFAX then on track 333° to cross JRGSN at or above 6300, then on track 315° to WNNDY.	
7L/R	Climb heading 071° to 640, then on heading 071° or as assigned by ATC, for vectors to cross JRGSN at or above 6300, then on track 315° to WNNDY.	

ROUTING
From WNNDY on transition MAINTAIN FL230. EXPECT filed altitude 5 minutes after departure.

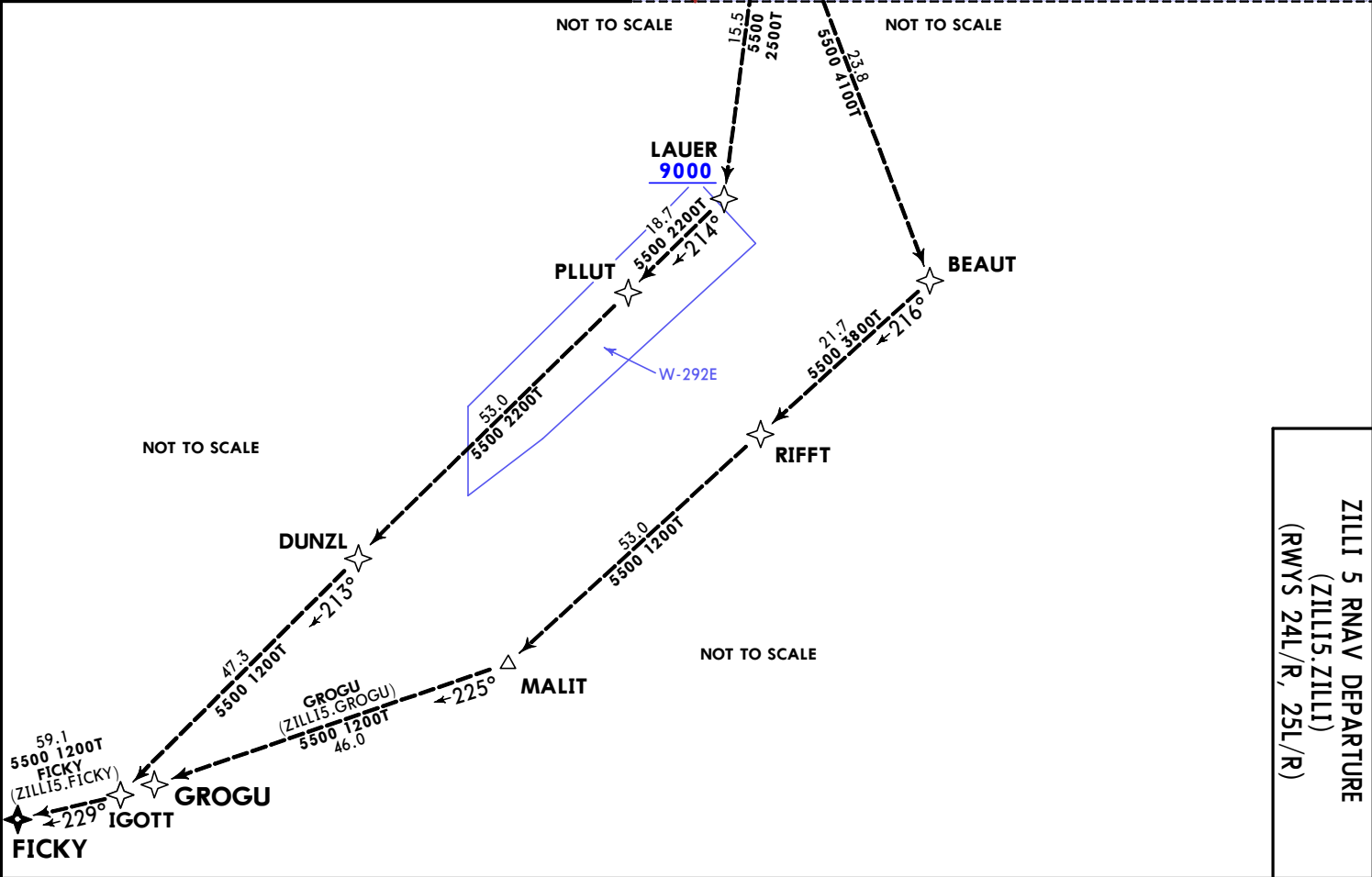
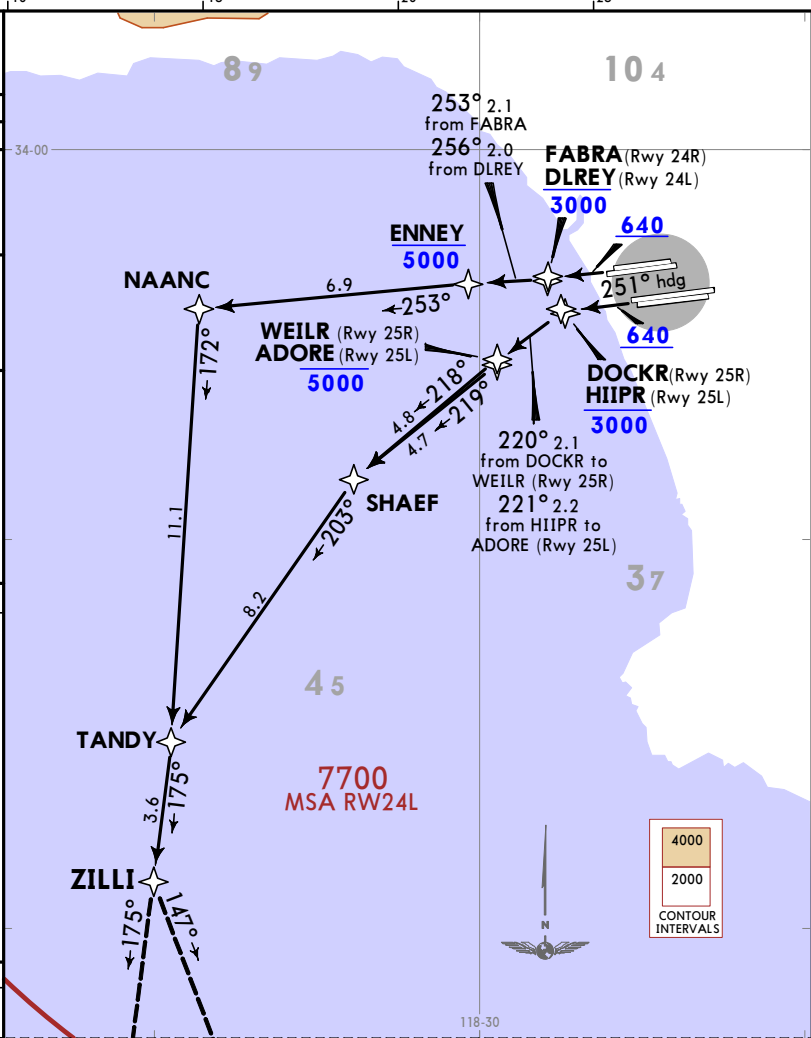
JEPPESSEN LOS ANGELES, CALIF
17 FEB 23 (10-3X) Eff 23 Feb
RNAV SID

WNNDY 3 RNAV DEPARTURE (WNNDY3.WNNDY)

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CHANGES: Transitions, text, notes, procedure renumbered.

SOCAL Departure (R)		Apt Elev
225°-044° 125.2	045°-224° 124.3	128
Trans alt: 18000		
RNAV 1 - GPS		
1. RADAR required. 2. Turn at HIIPR and DOCKR are required for ATC separation. 3. Rwy 24 L/R departures: EXPECT RADAR vectors to BEAUT, LAUER, TANDY or ZILLI prior to NAAVC. 4. Some aircraft may be RADAR vectored to BEAUT, LAUER, TANDY or ZILLI. 5. GROGU transition ATC assigned only. Do not file. 6. EXPECT GROGU transition when W-292E in use.		
ZILLI 5 RNAV DEPARTURE (ZILLI5.ZILLI) (RWYS 24L/R, 25L/R)		
TAKEOFF OBSTACLE NOTES See TAKEOFF OBSTACLE NOTES page (10-30B1).		
TAKEOFF MINIMUMS: Rwys 6L/R, 7L/R: Not authorized - ATC. Rwys 24L/R, 25L/R: Standard with minimum climb of 500 FT/NM to 640.		
Gnd speed-KT	75	100
500 FT/NM	625	833
	1250	1667
	2083	2500
RWY	INITIAL CLIMB	TOP ALTITUDE
24L	Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to ZILLI.	14000
24R	Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to ZILLI.	14000
25L	Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to ZILLI.	14000
25R	Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to ZILLI.	14000
ROUTING		
From ZILLI on transition. MAINTAIN 14000, EXPECT filed altitude 5 minutes after departure.		



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 LOS ANGELES INTL
 17 FEB 23
 10-3Y
 JEPPESSEN
 LOS ANGELES, CALIF
 RNAV SID

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TAXI

LOS ANGELES INTL

7 JUL 23

10-6

LOS ANGELES, CALIF

Standard Taxi Routes

STANDARD TAXI ROUTES

(includes Low Visibility Routes)

READ BACK RUNWAY AND HOLD SHORT INSTRUCTIONS

Route Ident	Routing via
NORTH	<p>Taxi via taxiway Charlie (C) or taxiway Bravo (B) towards taxiway November (N), taxi northbound on taxiway November (N), and at checkpoint 1 contact Ground Control on frequency 121.65, hold short of taxiway N2.</p> <p>Taxiway November (N) is not visible from the Air Traffic Control Tower.</p>

Route Ident	Routing via
SOUTH	<p>Taxi via taxiway Echo (E) or taxiway Delta (D) towards taxiway Papa (P), taxi southbound on taxiway Papa (P), and at checkpoint 2 contact Ground Control on frequency 121.75, hold short of taxiway Charlie (C).</p> <p>Taxiway Papa (P) is not visible from the Air Traffic Control Tower.</p>

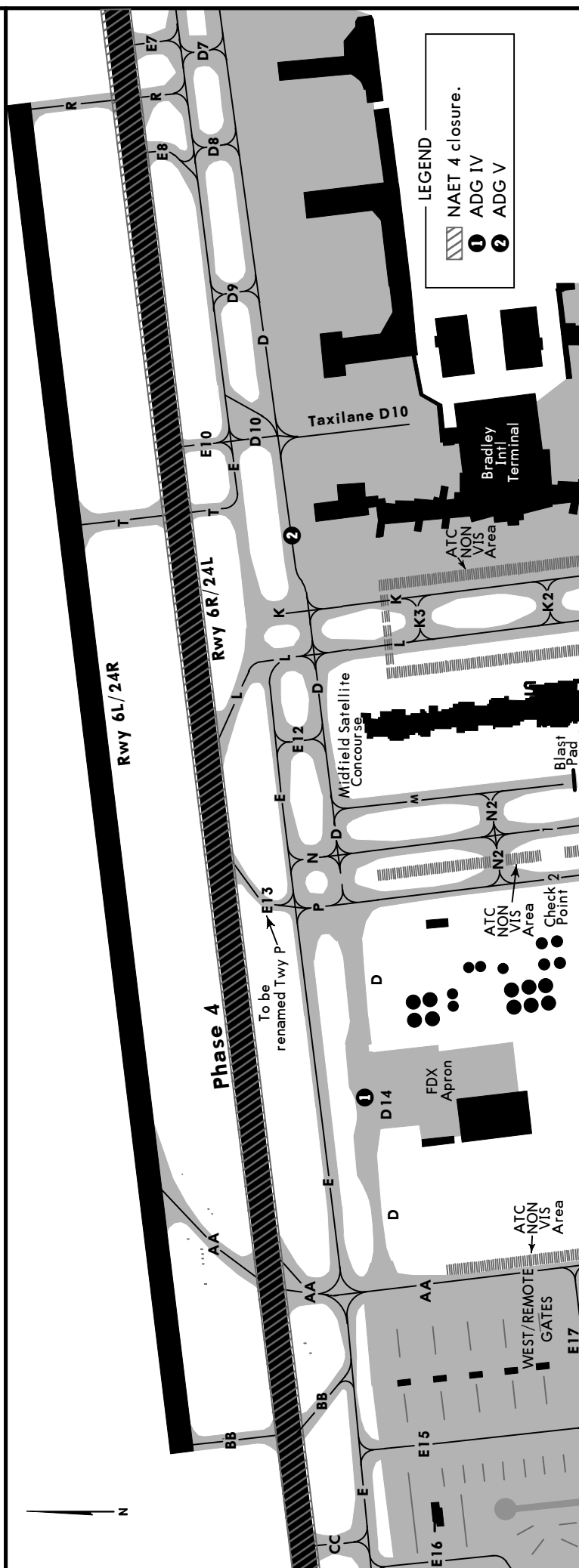
Route Ident	Routing via
WEST	<p>Taxi westbound on taxiway Charlie (C) towards taxiway Alfa Alfa (AA), hold short of taxiway Alfa Alfa (AA), contact Ground Control on frequency 121.65 when number one approaching taxiway Alfa Alfa (AA).</p>

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

LOS ANGELES INTL NORTH AIRFIELD EXIT TAXIWAY (NAET) PROJECT

Phase 4 NAET Construction (Construction begins: March 06, 2024)

All Dates are Approximate, Implementation Should be Verified Through NOTAMs See Current NOTAMs for Additional Information



Phase 4 NAET

Rwy 6R/24L closed (construction begins March 06, 2024).

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12 APR 24 10-8A

LOS ANGELES, CALIF
LOS ANGELES INTL

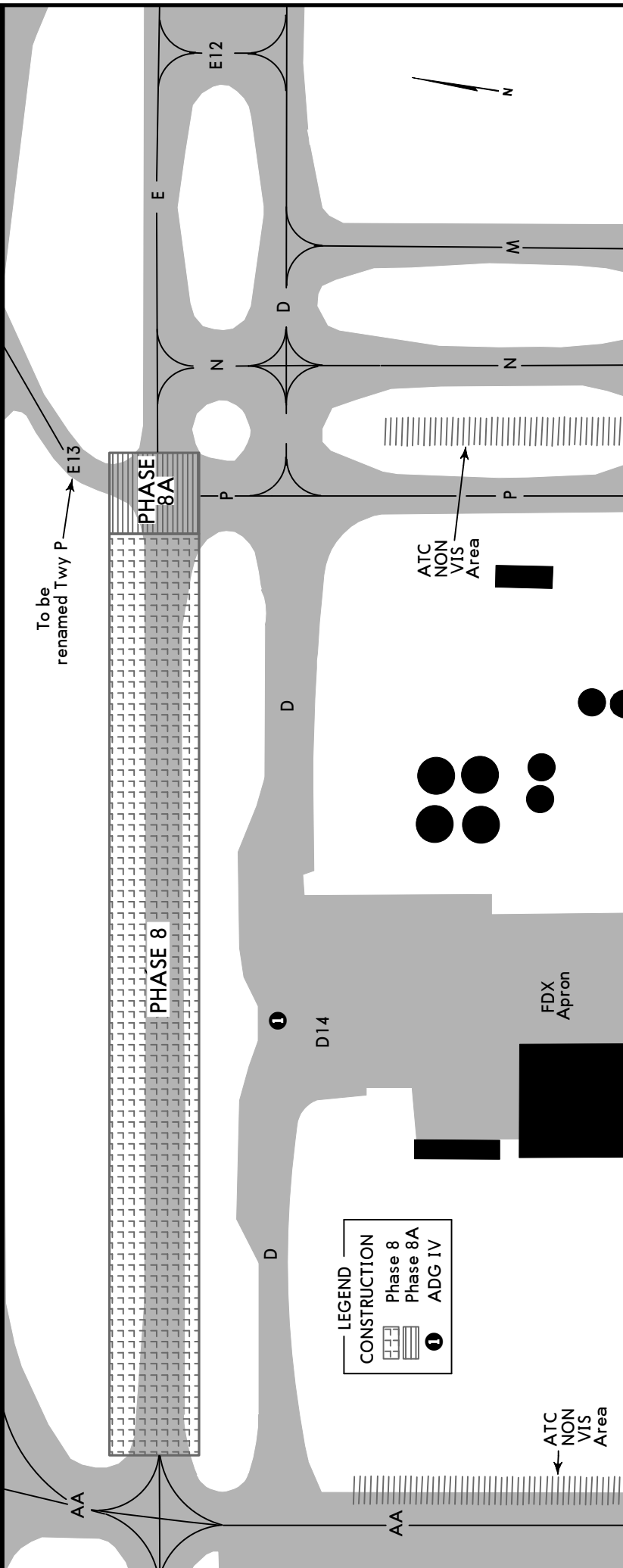
LOS ANGELES INTL TAXIWAY D EXTENSION PHASES 8, 8A

All Dates are Approximate, Implementation Should be Verified Through NOTAMs See Current NOTAMs for Additional Information

Phase 8 (January 23, 2024 thru July 01, 2024).
Taxiway E between Taxiway P and Taxiway AA.

Phase 8A (construction begins March 06, 2024).
Taxiway E between Taxiway N and Taxiway P.
Taxiway E13 between Runway 06R/24L and Taxiway D.

Rwy 6R/24L



KLAX/LAX
 Apt Elev **128'**
 NS3 36.6 W118 24.5

JEYPESEN
 10 MAY 24 (10-9) **EFF 16 May**

LOS ANGELES, CALIF
LOS ANGELES INTL

OPERATIONAL NOTES

Turbulence may be deflected upward from the blast fence 180' (55m) east of Rwy 25R.

For aircraft with wingspan greater than 214' (65m) contact LAX airside operations for airport restrictions.

Major construction on airport, daily.

Aircraft use minimal power when taxiing in vicinity of terminals due to blast hazard.

Any aircraft that comes to a stop or has its momentum interrupted while turning and taxiing into its parking position, must stop and be towed.

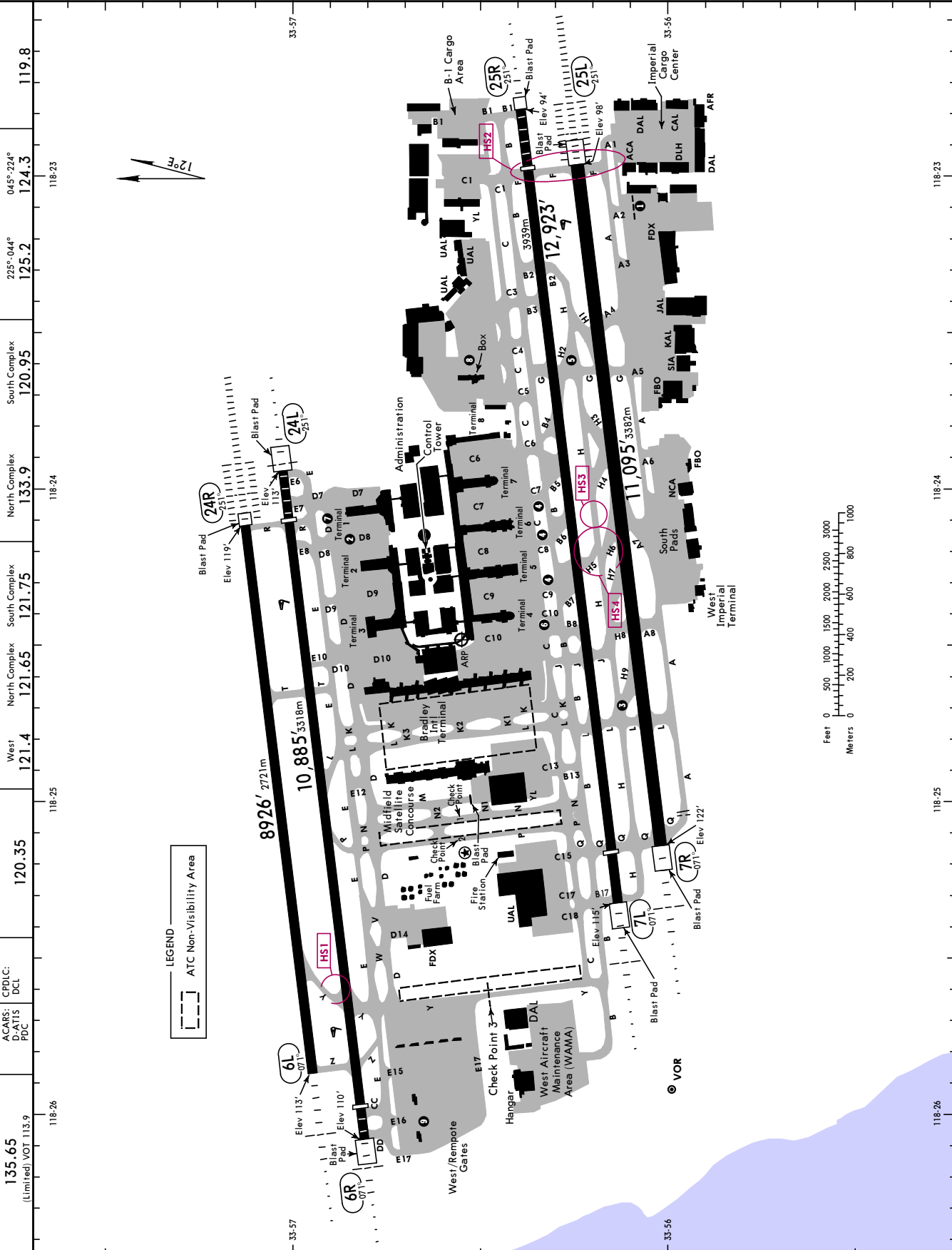
- Contact Ground Control prior to pushback to Taxiway A-2.
- Aircraft with wingspan greater than 198' outbound from Taxiway D8 may not turn westbound onto Taxiway D.
- Simultaneous aircraft operations prohibited on Twys L and H-9 between Rwy 7L/25R and 7R/25L.
- Aircraft with length greater than 240' (73m) are prohibited on Taxiways C-7, C-8 and C-9 between Taxiway C and Twy B.
- Simultaneous aircraft operations prohibited on Twys H-2 and G between Rwy 7L/25R and 7R/25L.
- Aircraft with wingspan greater than 155' (47m) westbound on taxiway C are not authorized to make left turn onto taxiway C-10 under power.
- Twy D between Twy D7 and D8 closed to aircraft with wingspan greater than 157' (48m).
- The Box terminal southbound taxiing aircraft use minimum power due to blast hazard.
- West/Remote Gates:
 Aircraft use of open gates as taxi path is prohibited (Gates 406, 407, 408, 409).

HS1 Aircraft sometimes fail to hold short of Rwy 24L at Twy Y and inadvertently cross Rwy without authorization. Also, aircraft exiting Rwy 24R at Twy Y sometimes fail to fully exit the Rwy when holding short of Rwy 24L.

HS2 Pilots sometimes cross Rwy 25L/R /Hold Bars' at Twy F, without authorization.

HS3 Pilots sometimes fail to hold short of Twy H5 at Intermediate Holding Position Marking when taxiing westbound on Twy H.

HS4 Aircraft exiting Rwy 25L onto Twy H6 sometimes mistakenly transition to Twy H5.



TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 14)

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

OBSTACLE DP

Rwy 6L/R, 7L/R: climb to 2000' heading 071°, then climbing RIGHT turn, then climb direct SLI VOR, then climb on course.

Rwy 24L/R: climb to 2000' heading 251°, then climbing LEFT turn, then climb direct SLI VOR, then climb on course.

Rwy 25L/R turbojet: climb to 2000' heading 251°, then climbing LEFT turn, then climb direct SLI VOR, then climb on course.

Rwy 25L/R non-turbojet: climb to 2000' heading 251°, at the SMO VOR R-154 turn LEFT heading 200°, then climb direct SLI VOR, then climb on course.

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 6)

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

FOR FILING AS ALTERNATE

ILS Rwy 6L ILS Rwy 6R ILS Rwy 7L ILS Rwy 7R	ILS Rwy 24L ILS Rwy 24R ILS Rwy 25L 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	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 25R
--	--	--	--	--

A	600-2	800-2
B		
C		
D		

GENERAL

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

Taxiway closures throughout the airport. Consult current NOTAMS.

Rwy 7R/25L preferred emergency runway.

Birds in vicinity of airport.

Runway Status Lights are in operation.

Low-level wind shear alert system.

Pilots should use caution for possible laser activity in the LAX area.

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL CL TDZ	MALS R PAPI-L	(angle 3.0°)	USABLE LENGTHS			TAKE-OFF	WIDTH
				Threshold	GLide Slope	BEYOND		
6R	HIRL CL TDZ	MALS R PAPI-L	(angle 3.0°)	10,384' 3165m	9367' 2855m	10,285' 3135m	150' 46m	
24L	HIRL CL	MALS R PAPI-R	(angle 3.0°)	10,084' 3074m	9058' 2761m			
①	LDA 9748'	2971m.						
②	LDA 9483'	2890m.						
6L	HIRL CL	MALS R PAPI-L	(angle 3.0°)	7921' 2414m	7900' 2408m		150' 46m	
24R	HIRL CL	ALSF-II TDZ	④ PAPI-L					
③	Operates as SSALR till weather goes below VFR.							
④	Angle 3.0°.							
⑤	LDA 8566' 2611m.							
⑥	LDA 8926' 2721m.							
7R	HIRL CL	MALS R PAPI-L	(angle 3.0°)	9988' 3044m	10,095' 3077m		200' 61m	
25L	HIRL CL	ALSF-II TDZ	⑥ PAPI-R					
⑦	Operates as SSALR till weather goes below VFR.							
⑧	Angle 3.0°.							
7L	HIRL CL	MALS R TDZ	PAPI-L	(angle 3.0°)	11,027' 3361m	12,091' 3685m	150' 46m	
25R	HIRL CL	MALS R PAPI-L	(angle 3.0°)	10,966' 3647m	10,931' 3332m			
⑨	LDA 11,259' 3432m.							
⑩	LDA 11,134' 3394m.							

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JEPPESSEN

11 AUG 17

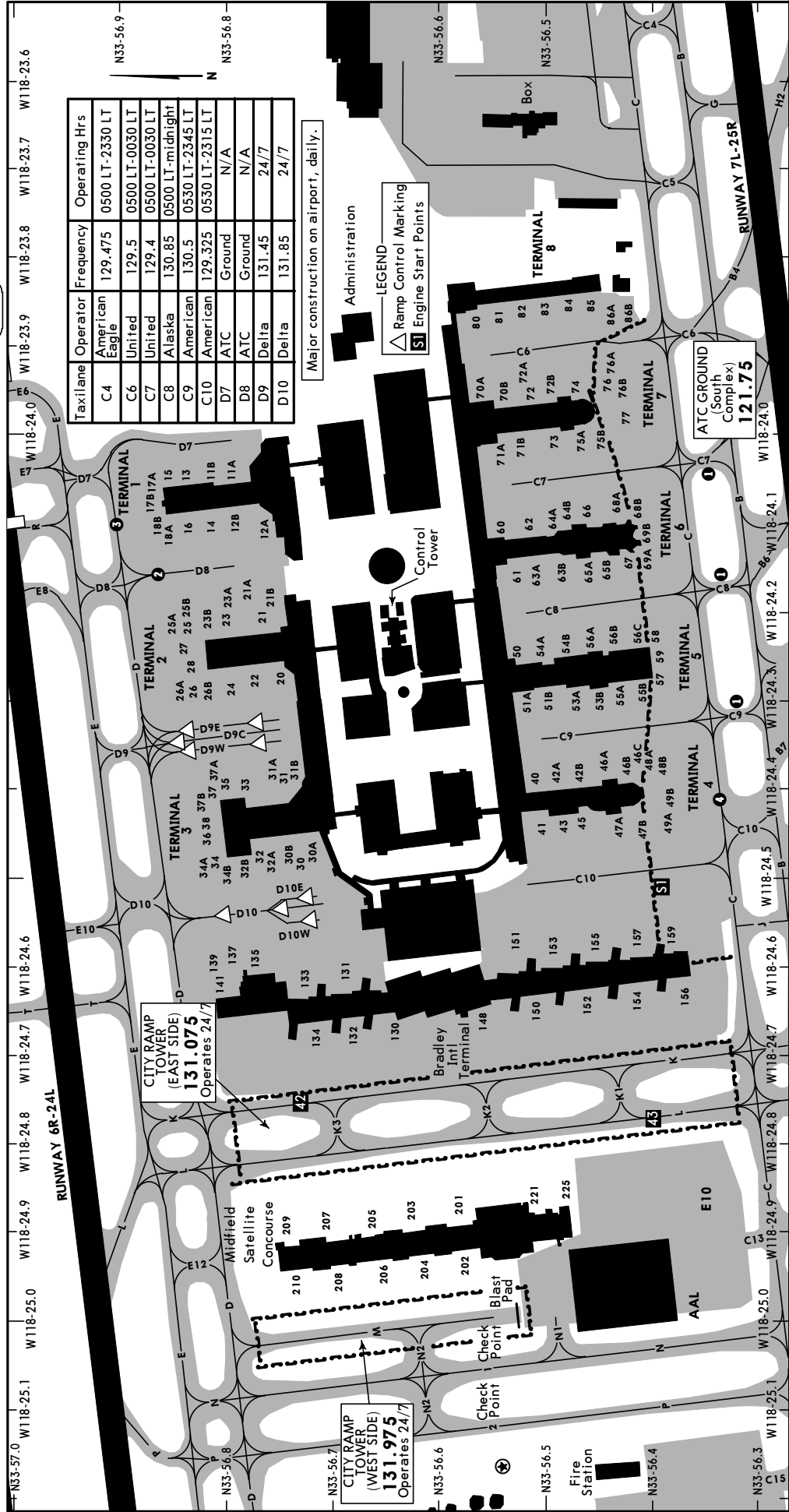
10-9A1

Eff 17 Aug

LOS ANGELES, CALIF
LOS ANGELES INTL

ODP TAKEOFF OBSTACLE NOTES

- Rwy 6L:
Rwy light 7' from DER, 4' left of centerline, 1' AGL/120' MSL. Vehicles on road beginning 12' from DER, 170' left of centerline, up to 131' MSL. Buildings beginning 1761' from DER, 920' left of centerline, up to 92' AGL/203' MSL.
- Rwy 6R:
Navigational aid 79' from DER, 321' left of centerline, 20' AGL/123' MSL.
Navigational aid 83' from DER, 1' right of centerline, 19' AGL/126' MSL. Pole and light pole beginning 323' from DER, on centerline, up to 16' AGL/138' MSL. Light poles beginning 528' from DER, 58' left of centerline, up to 30' AGL/137' MSL. Pole 779' from DER, 1' right of centerline, 34' AGL/140' MSL. Light pole 779' from DER on centerline, 35' AGL/142' MSL. Pole 793' from DER, 459' right of centerline, 39' AGL/145' MSL. Approach light and light pole beginning 797' from DER, 305' left of centerline, up to 39' AGL/148' MSL. Approach lights beginning 1006' from DER, 697' left of centerline, up to 42' AGL/149' MSL. Tree 1057' from DER, 400' left of centerline, 41' AGL/150' MSL. Trees beginning 1160' from DER, 320' left of centerline, up to 49' AGL/157' MSL. Tree 1374' from DER, 309' left of centerline, 47' AGL/159' MSL. Tree 1385' from DER, 317' left of centerline, 50' AGL/163' MSL. Tree 1699' from DER, 101' right of centerline, 57' AGL/164' MSL.
- Rwy 7L:
Fences beginning 168' from DER, 31' left of centerline, up to 14' AGL/107' MSL. Fence and vehicles on road beginning 168' from DER, on centerline, up to 14' AGL/107' MSL. Vehicles on road 182' from DER, 480' left of centerline, 109' MSL. Vehicles on road, fence, tower, railroad, and pole beginning 197' from DER, 24' left of centerline, up to 24' AGL/118' MSL. Railroad and vehicles on road beginning 309' from DER, 14' right of centerline, up to 117' MSL. Rwy light, navigational aid, vehicles on road, and pole beginning 444' from DER, on centerline, up to 29' AGL/121' MSL. Sign 494' from DER, 478' left of centerline, 32' AGL/124' MSL. Sign and light pole beginning 508' from DER, 263' left of centerline, up to 32' AGL/126' MSL. Rwy light, pole and building beginning 700' from DER, 53' left of centerline, up to 58' AGL/152' MSL.
- Rwy 7R:
Rwy light 10' from DER, 5' right of centerline, 2' AGL/99' MSL.
Rwy light 10' from DER, 5' left of centerline, 2' AGL/99' MSL. Building 792' from DER, 701' right of centerline, 37' AGL/130' MSL. Tree 1250' from DER, 746' right of centerline, 129' AGL/155' MSL.
- Rwy 24L:
Vehicles on road 1927' from DER, 1010' right of centerline, 163' MSL. Light pole 2163' from DER, 915' right of centerline, 32' AGL/169' MSL.
- Rwy 24R:
Windsock 137' from DER, 400' left of centerline, 21' AGL/128' MSL. Tower 211' from DER, 401' left of centerline, 66' AGL/151' MSL. Tower 212' from DER, 402' left of centerline, 47' AGL/154' MSL.
- Rwy 25L:
Vehicles on road 35' from DER, 422' left of centerline, 130' MSL. Pole 2365' from DER, 766' left of centerline, 57' AGL/184' MSL. Tree and transmission tower beginning 2488' from DER, 757' left of centerline, up to 66' AGL/200' MSL.
- Rwy 25R:
Building 74' from DER, 364' left of centerline, 27' AGL/135' MSL. Tree 2959' from DER, 569' left of centerline, 7' AGL/189' MSL. Pole and antenna beginning 3073' from DER, 212' left of centerline, up to 30' AGL/203' MSL.



Taxiway	Operator	Frequency	Operating Hrs
C4	American Eagle	129.475	0500 LT-2330 LT
C6	United	129.5	0500 LT-0030 LT
C7	United	129.4	0500 LT-0030 LT
C8	Alaska	130.85	0500 LT-midnight
C9	American	130.5	0530 LT-2345 LT
C10	American	129.325	0530 LT-2315 LT
D7	ATC	Ground	N/A
D8	ATC	Ground	N/A
D9	Delta	131.45	24/7
D10	Delta	131.85	24/7

Major construction on airport, daily.

LEGEND

- Ramp Control Marking
- Engine Start Points

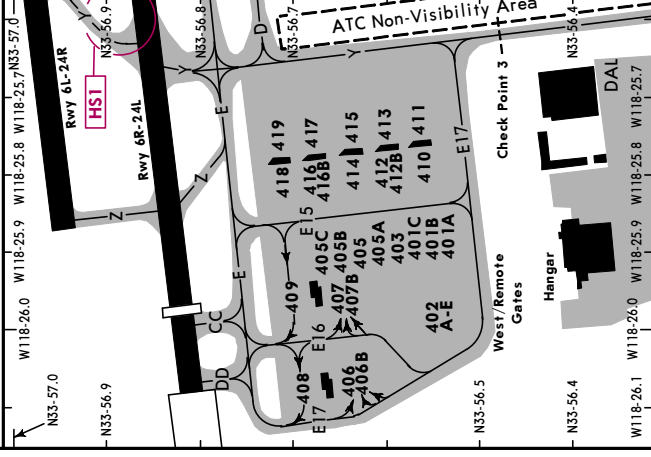
NOTES:

- Aircraft with length greater than 240' (73m) are prohibited on Taxiways C7, C8 and C9 between Taxiway C and Twy B.
- B777-200 aircraft and greater outboard from Taxiway D8 may not turn westbound onto Taxiway D under power.
- Twy D between D7 and D8 (north of Terminal 1) closed to aircraft with wingspan greater than 157' (48m).
- Aircraft with wingspan greater than 155' (47m) westbound on taxiway C are not authorized to make left turn onto taxiway C-10 under power.

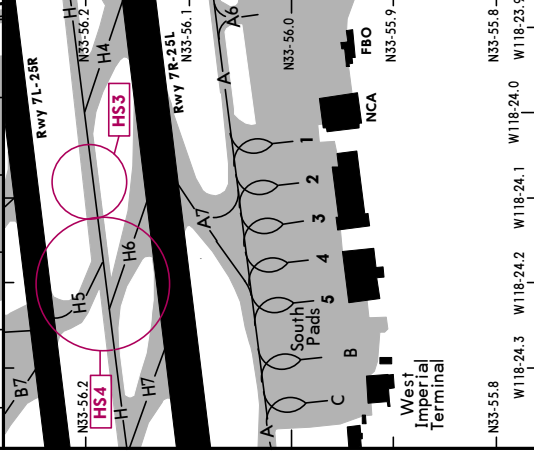
PARKING GATE COORDINATES			
GATE No.	COORDINATES	GATE No.	COORDINATES
Tom Bradley International Terminal	23, 23A, 23B 24, 26, 26A, 26B 27, 28	48A thru 49B Terminal 5	N33 56.8 W118 24.2 N33 56.8 W118 24.3 N33 56.8 W118 24.2
130	N33 56.6 W118 24.7	50	N33 56.5 W118 24.2
131, 133	N33 56.7 W118 24.6	51A, 51B	N33 56.5 W118 24.3
132, 134	N33 56.7 W118 24.7	53A	N33 56.5 W118 24.3
135 thru 141	N33 56.8 W118 24.6	53B	N33 56.4 W118 24.3
148	N33 56.6 W118 24.7	54A, 54B	N33 56.5 W118 24.2
150 thru 153	N33 56.5 W118 24.6	55A, 55B	N33 56.4 W118 24.3
154 thru 159	N33 56.4 W118 24.6	56A, 56B, 56C 57, 59	N33 56.4 W118 24.3 N33 56.4 W118 24.2
Terminal 1	11A, 11B 12A, 12B 13, 15 14, 16 17A thru 18B	Terminal 6	N33 56.4 W118 24.4 N33 56.8 W118 24.4 N33 56.8 W118 24.5 N33 56.8 W118 24.4 N33 56.8 W118 24.5
20	N33 56.8 W118 24.3	Terminal 7	N33 56.4 W118 24.1 N33 56.4 W118 24.1
21, 21, 21B	N33 56.7 W118 24.2	Terminal 8	80, 81 82 thru 86A 86B
22, 24	N33 56.8 W118 24.3	Midfield Satellite Concourse	201 thru 204 205 thru 209 210 221, 225
		Hardstand	E10 N33 56.3 W118 24.8

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

Gate 406 and 407 - All aircraft must push back. Southbound turn not available from west remote Gate 408 and west remote Gate 409.

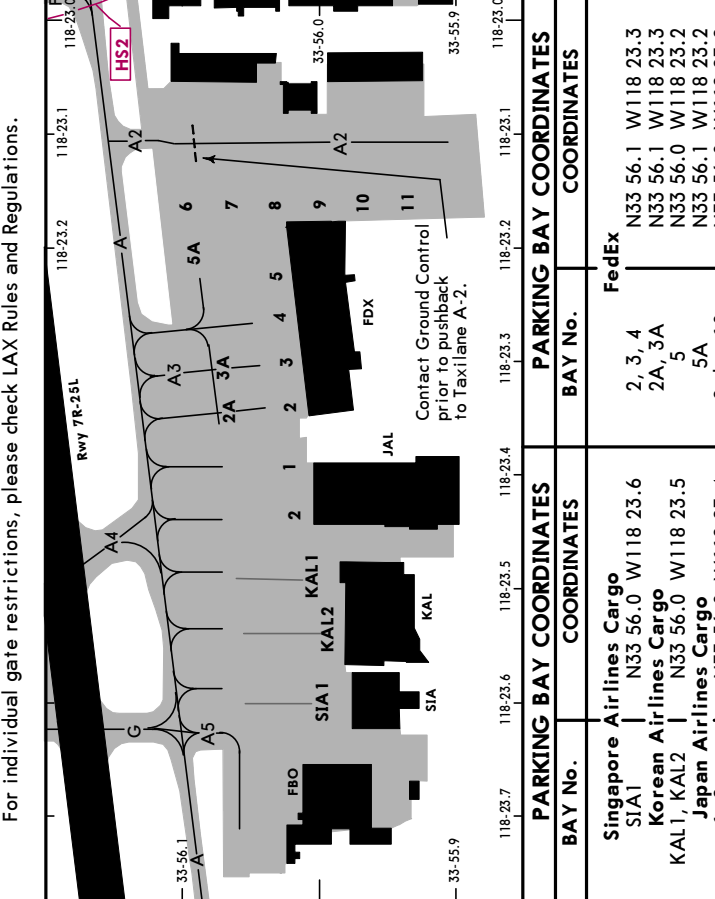


PARKING BAY COORDINATES	
BAY No.	COORDINATES
WEST/REMOTE Gates	
401A, 401B	N33 56.5 W118 25.9
401C	N33 56.6 W118 25.9
402A, 402B	N33 56.6 W118 25.9
402C	N33 56.6 W118 26.0
402D, 402E	N33 56.6 W118 26.0
403 thru 405B	N33 56.6 W118 25.9
405C	N33 56.7 W118 25.9
406, 406B	N33 56.6 W118 26.1
407, 407B	N33 56.7 W118 26.0
408	N33 56.7 W118 26.1
409	N33 56.7 W118 26.0
410	N33 56.6 W118 25.8
411	N33 56.6 W118 25.7
412, 412B	N33 56.6 W118 25.8
413	N33 56.6 W118 25.7
414	N33 56.6 W118 25.8
415	N33 56.6 W118 25.7
416, 416B	N33 56.7 W118 25.8
417	N33 56.7 W118 25.7
418	N33 56.7 W118 25.8
419	N33 56.7 W118 25.7

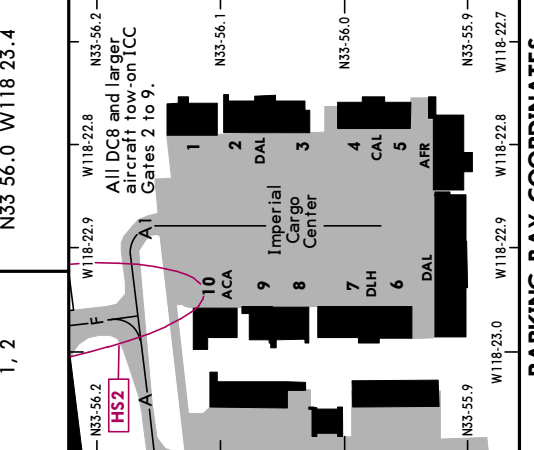


PARKING BAY COORDINATES	
BAY No.	COORDINATES
The Box	
52A, 52B	N33 56.6 W118 23.6
52C thru 52H	N33 56.5 W118 23.6
52I	N33 56.5 W118 23.7

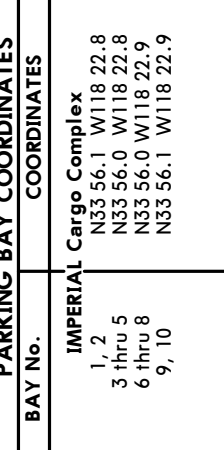
For individual gate restrictions, please check LAX Rules and Regulations.



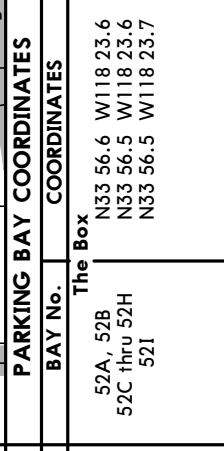
PARKING BAY COORDINATES	
BAY No.	COORDINATES
IMPERIAL Cargo Complex	
1, 2	N33 56.1 W118 22.8
3 thru 5	N33 56.0 W118 22.8
6 thru 8	N33 56.0 W118 22.9
9, 10	N33 56.1 W118 22.9
IMPERIAL Airlines Ramp	
7, 8	N33 56.6 W118 23.4
9, 10, 11	N33 56.6 W118 23.5
12, 14, 16, 17	N33 56.5 W118 23.6
15, 19	N33 56.5 W118 23.5
18	N33 56.4 W118 23.5
23, 24	N33 56.4 W118 23.4



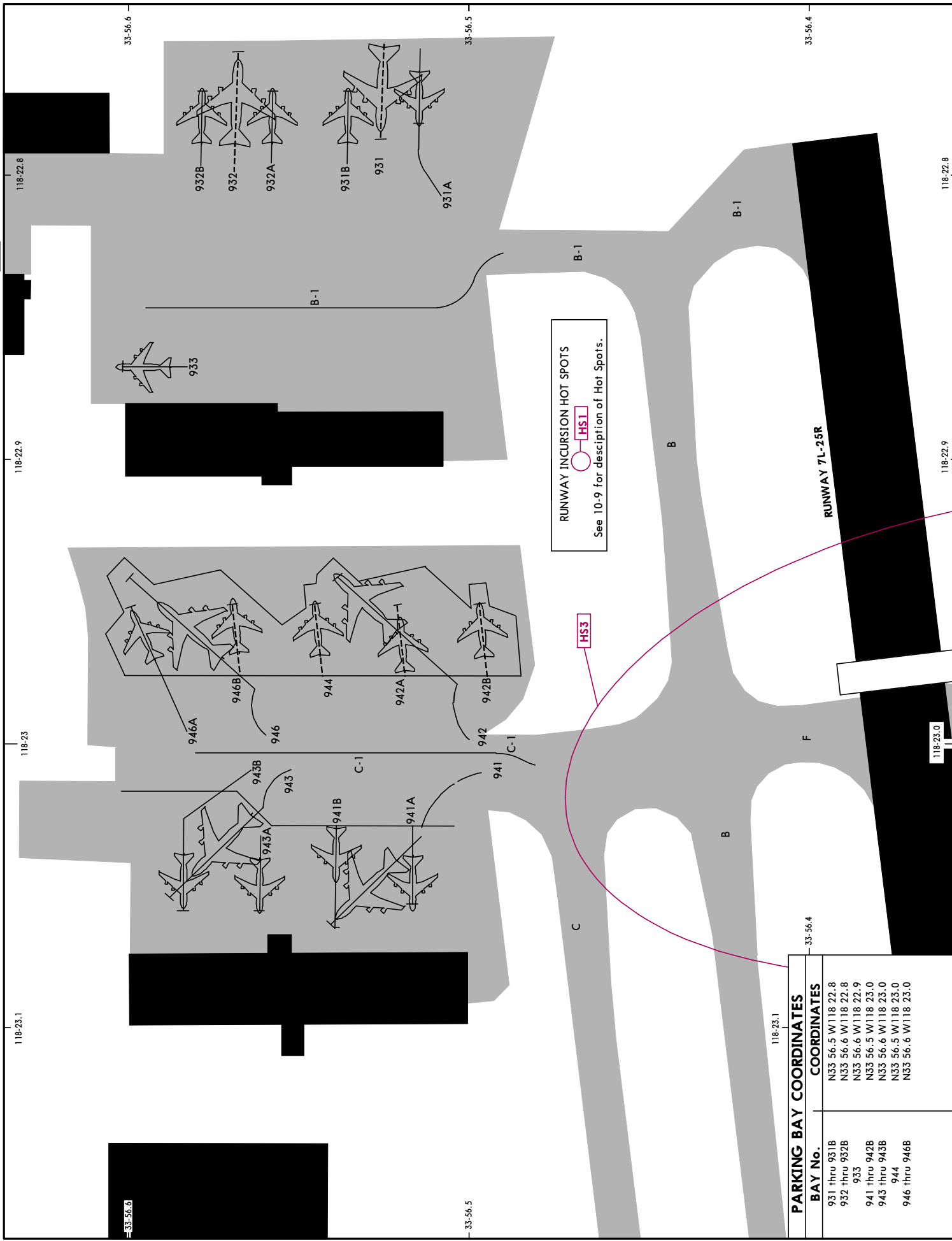
PARKING BAY COORDINATES	
BAY No.	COORDINATES
United Airlines Ramp	
2, 3, 4	N33 56.1 W118 23.3
2A, 3A	N33 56.1 W118 23.3
5	N33 56.0 W118 23.2
5A	N33 56.1 W118 23.2
8 thru 10	N33 56.0 W118 23.2
11	N33 55.9 W118 23.2



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



PARKING BAY COORDINATES	
BAY No.	COORDINATES
IMPERIAL Terminal	
B	N33 55.9 W118 24.3
C	N33 56.0 W118 24.3



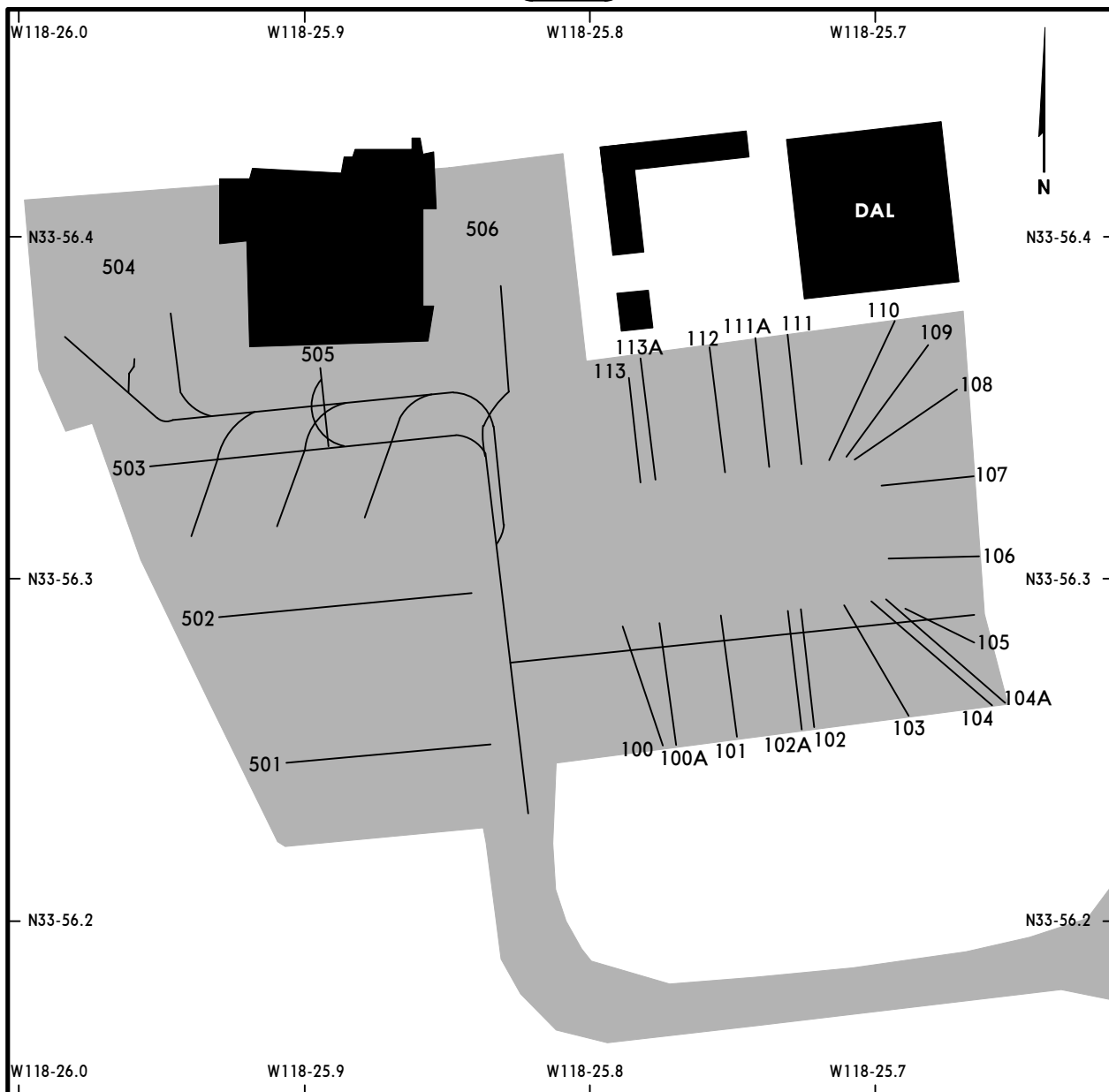
RUNWAY INCURSION HOT SPOTS
See 10-9 for description of Hot Spots.

PARKING BAY COORDINATES	
BAY No.	COORDINATES
931 thru 931B	N33 56.5 W118 22.8
932 thru 932B	N33 56.6 W118 22.8
933	N33 56.6 W118 22.9
941 thru 942B	N33 56.5 W118 23.0
943 thru 943B	N33 56.6 W118 23.0
944	N33 56.5 W118 23.0
946 thru 946B	N33 56.6 W118 23.0

KLAX/LAX

JEPPESEN
23 JUN 23 (10-9D1)

LOS ANGELES, CALIF
LOS ANGELES INTL



PARKING GATE COORDINATES

GATE No.	COORDINATES
100, 100A, 101	N33 56.3 W118 25.8
102A, 102, 103, 104, 104A, 105, 106, 107, 108, 109, 110, 111, 111A	N33 56.3 W118 25.7
112, 113, 113A	N33 56.3 W118 25.8
501, 502, 503	N33 56.3 W118 25.8
504	N33 56.3 W118 26.0
505	N33 56.3 W118 25.9
506	N33 56.4 W118 25.8

KLAX/LAX
LOS ANGELES INTL
LESS THAN RVR 1200

JEPPESEN
 10 MAY 24 **10-9E** **Eff 16 May**

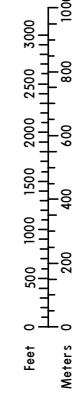
LOS ANGELES, CALIF
LOW VISIBILITY TAXI ROUTES

D-ATIS Departure 135.65 (Limited) VOT 113.9	Dates Comm ACARS: CPDLC: D-ATIS DCL PDC	LOS ANGELES Clearance 120.35	Ground West 121.4 North Complex 121.65 South Complex 121.75
Tower North Complex 133.9	225°-044° SOCAL Departure (R)	045°-224° 124.3	Helicopter 119.8
118-26	118-25	118-24	118-23

LEGEND

- ○ ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ELEVATED AND IN-PAVEMENT GUARD LIGHTS
- ▬ MOVEMENT AREA BOUNDARY
- ▬ ILS HOLD LINE
- **HS1** RUNWAY INCURSION HOT SPOTS

See 10-9 for description of Hot Spots.



KLAX/LAX



LOS ANGELES, CALIF ILS or LOC Rwy 6L

LOS ANGELES INTL

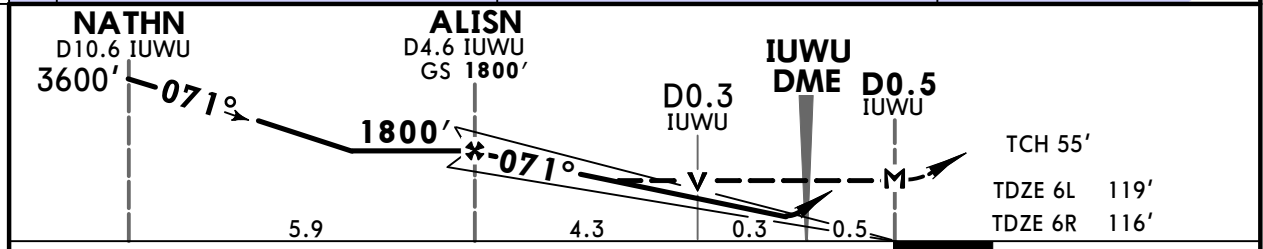
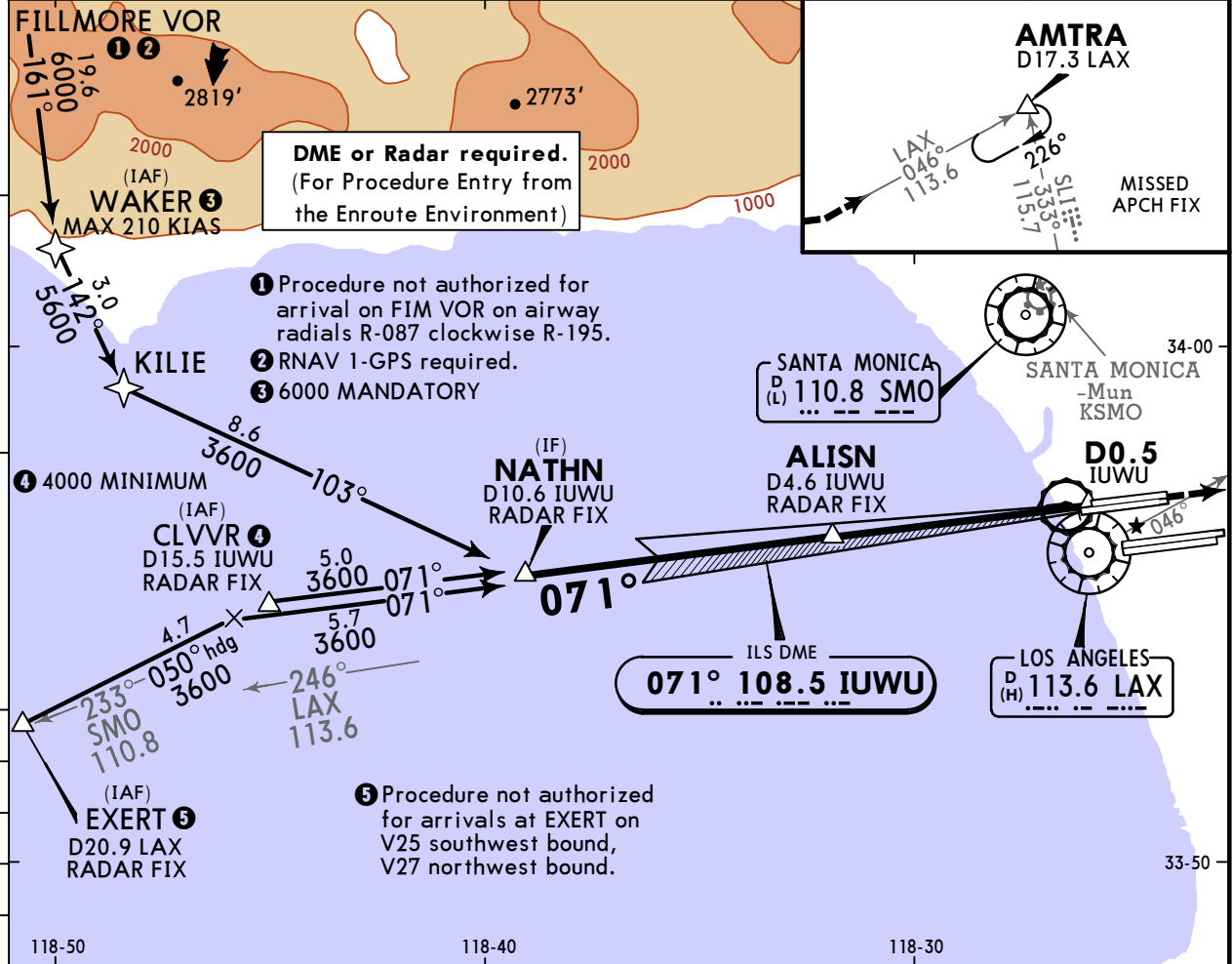
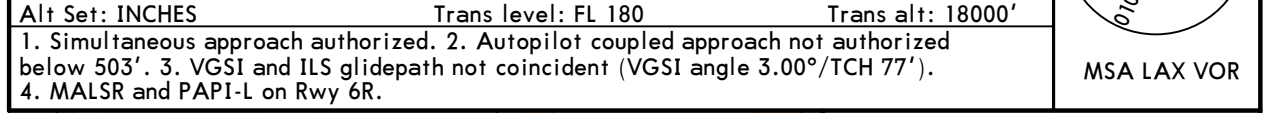
13 MAY 22 **(11-1)**

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
133.8	225°-044°	045°-089°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	
	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 071°	ALISN 1800' (1681')	ILS DA(H) 369' (250')	Apt Elev 128' TDZE 6L 119'	
MISSED APCH: Climb to 600' then climbing LEFT turn to 3000' outbound on LAX VOR R-046 to AMTRA INT/D17.3 LAX and hold.				MSA LAX VOR	

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

1. Simultaneous approach authorized. 2. Autopilot coupled approach not authorized below 503'. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 77'). 4. MALSR and PAPI-L on Rwy 6R.



Gnd speed-Kts	70	90	100	120	140	160		600' ↑ 3000' ↙ on LAX R-046	
GS	3.00°	372	478	531	637	743			849
MAP at D0.5 IUWU or ALISN to MAP	5.1	4:22	3:24	3:04	2:33	2:11			1:55

TERPS	STRAIGHT-IN LANDING RWY 6L				SIDESTEP LANDING RWY 6R	
	ILS		LOC (GS out)		MDA(H) 460'(344')	
	DA(H) 369' (250')		MDA(H) 460' (341')			
	FULL	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	
A			RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1/4	
B	RVR 24 or 1/2	RVR 40 or 3/4			RVR 55 or 1/4	
C			RVR 30 or 5/8	RVR 55 or 1/4	RVR 55 or 1/4	1 3/4
D					1 1/2	2

TERPS AMEND 14A 27 APR 2017

KLAX/LAX LOS ANGELES INTL

13 MAY 22 **(11-2)**

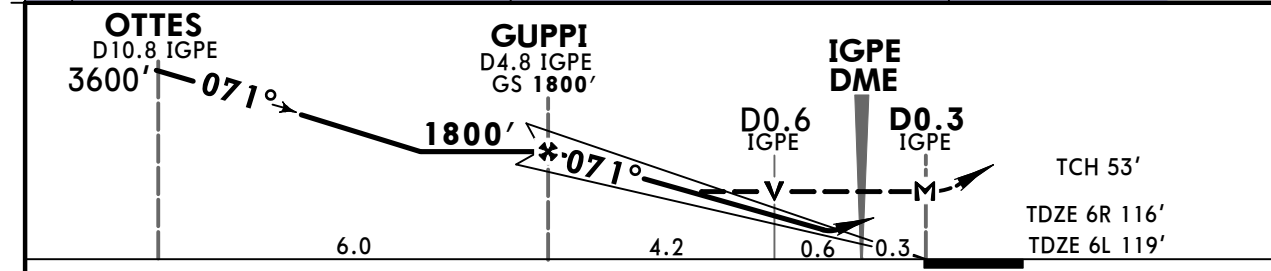
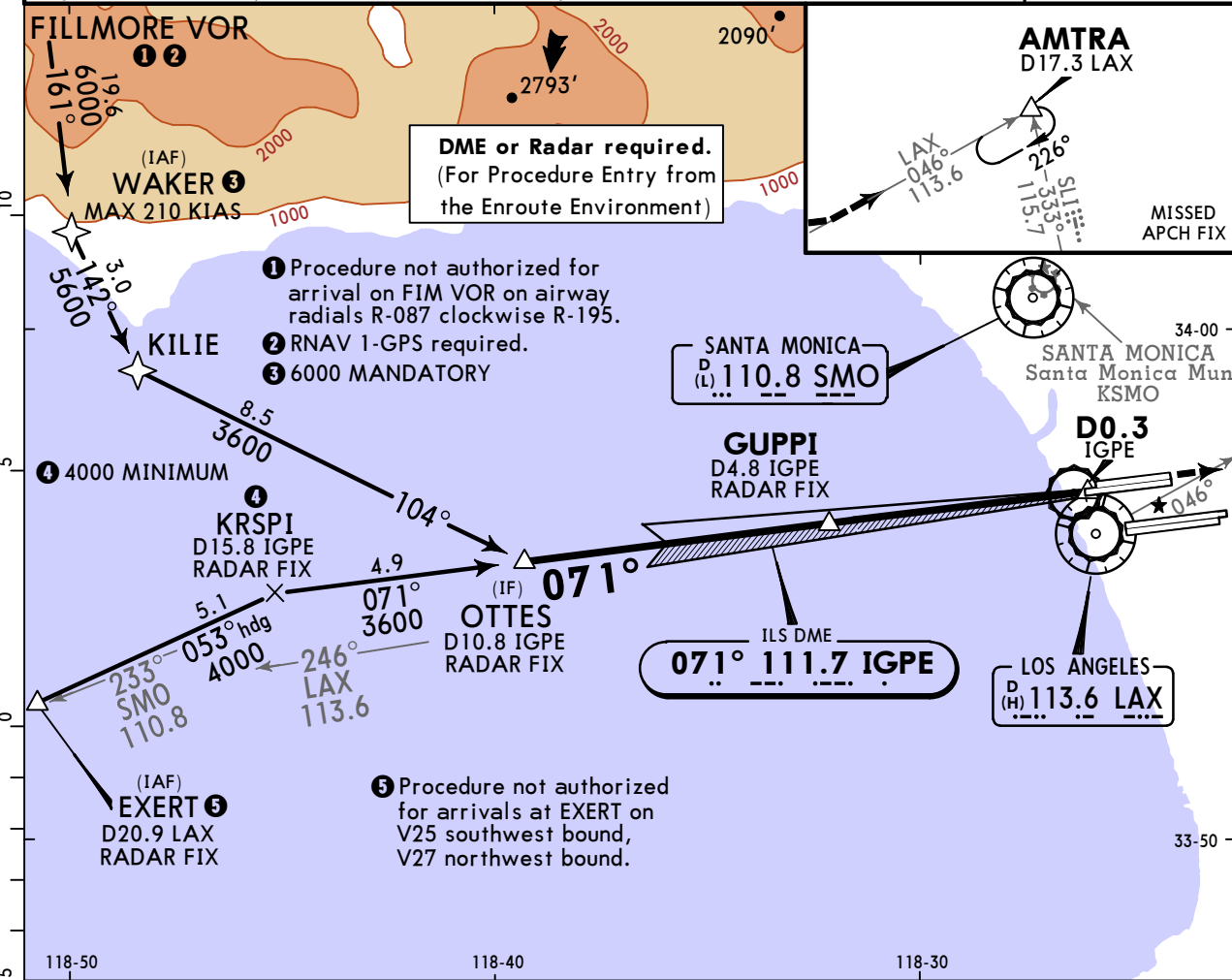
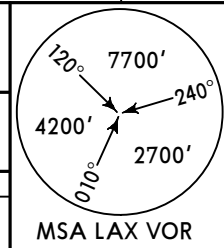
LOS ANGELES, CALIF ILS or LOC Rwy 6R

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
133.8	225°-044°	045°-089°	090°-224°	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		

LOC IGPE	Final Apch Crs	GUPPI	ILS DA(H)	Apt Elev 128'
111.7	071°	1800' (1684')	316' (200')	TDZE 6R 116'

MISSED APCH: Climb to 600' then climbing LEFT turn to 3000' outbound on LAX VOR R-046 to AMTRA INT/D17.3 LAX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70'). 3. MALSR & PAPI-L on Rwy 6L.



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

TERPS STRAIGHT-IN LANDING RWY 6R				SIDESTEP LANDING RWY 6L	
ILS DA(H) 316' (200')		LOC (GS out) MDA(H) 460' (344')		MDA(H) 460' (341')	
FULL	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out
A	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 55 or 1/4	RVR 55 or 1/4
C				RVR 55 or 1/4	1 3/4
D				1 1/2	2

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

KLAX/LAX

LOS ANGELES INTL

30 OCT 20
Eff 5 Nov

JEPPesen

(11-3)

LOS ANGELES, CALIF

ILS or LOC Rwy 7L

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 IIAS	Final Apch Crs		TURKA		ILS DA(H)	Apt Elev 128'			
111.1	071°		1800' (1672')		336' (208')	TDZE 7L 128'			

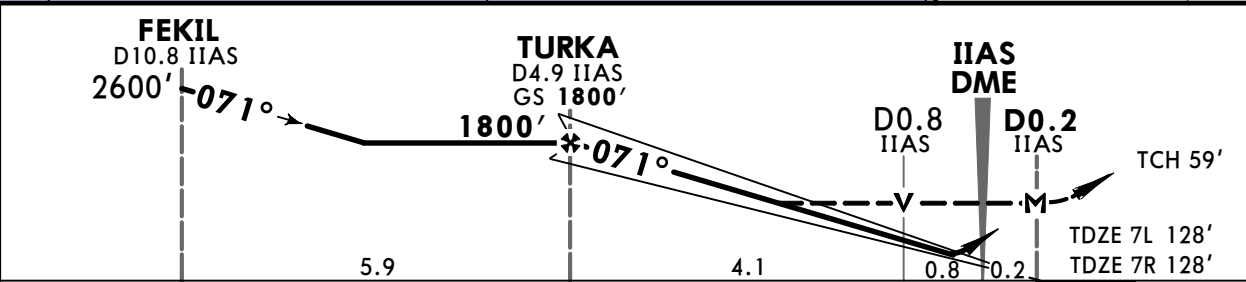
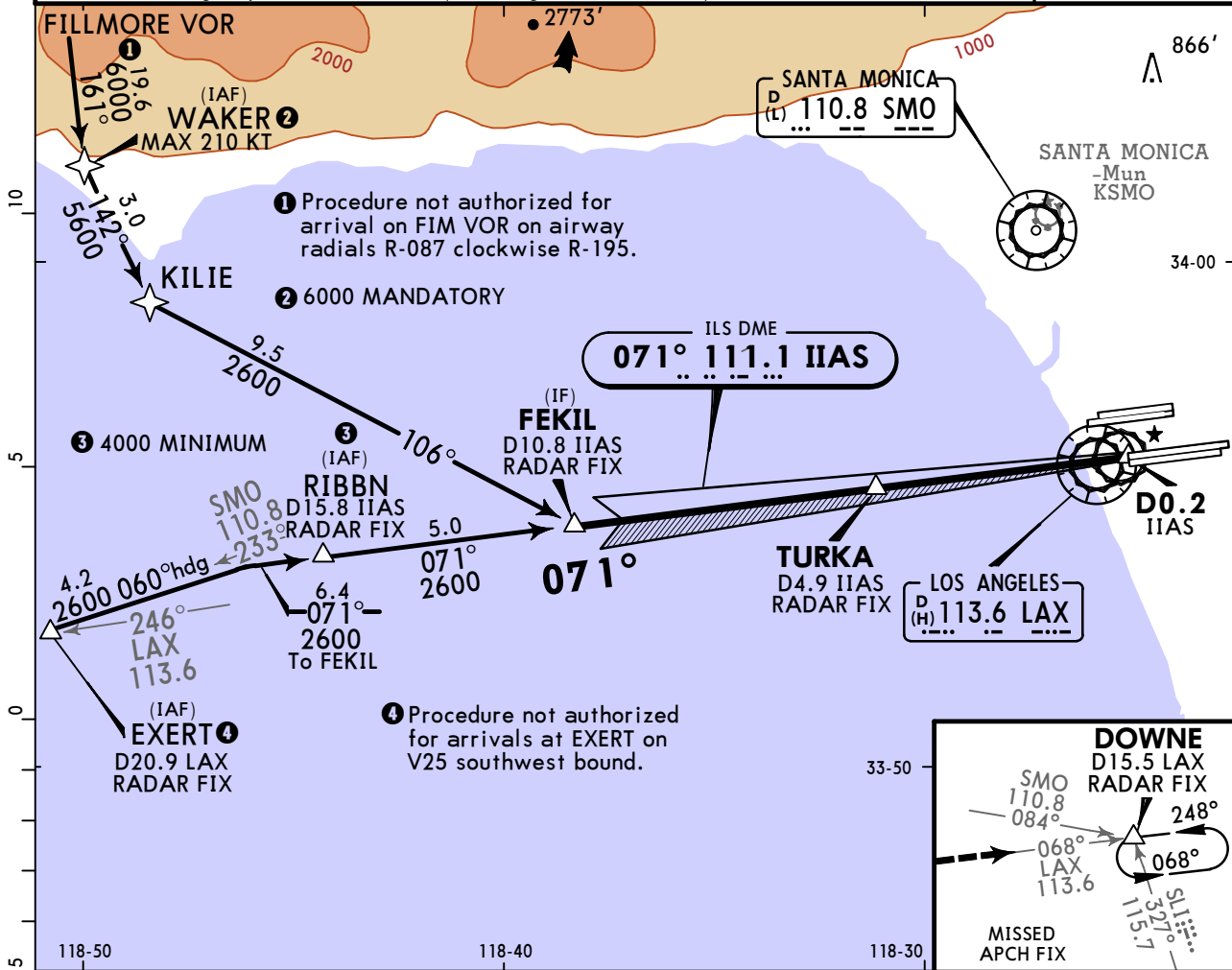
MISSED APCH: Climb to 3000' outbound on LAX VOR R-068 to DOWNE INT/D15.5 LAX/RADAR FIX and hold.

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

DME or Radar required. From FIM VOR: RNAV 1-GPS required.

1. Simultaneous approach authorized.
2. Autopilot coupled approach not authorized below 925'.
3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 83').

MSA LAX VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' on 113.6 R-068	LAX DOWNE
GS 3.00°	372	478	531	637	743	849			
MAP at D0.2 IIAS or TURKA to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55		

TERPS STRAIGHT-IN LANDING RWY 7L				SIDESTEP LANDING RWY 7R	
ILS DA(H) 336' (208')		LOC (GS out) MDA(H) 520' (392')		MDA(H) 520' (392')	
FULL	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out
A			RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		
C			RVR 35 or 3/4	RVR 60 or 1/4	RVR 55 or 1
D					1 1/2
					2

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

CHANGES: Notes, minimums.

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TERPS AMEND 9A 5 NOV 2020

KLAX/LAX

LOS ANGELES INTL

30 OCT 20

Eff 5 Nov

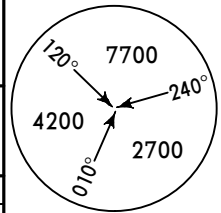
JEPPESSEN

11-4

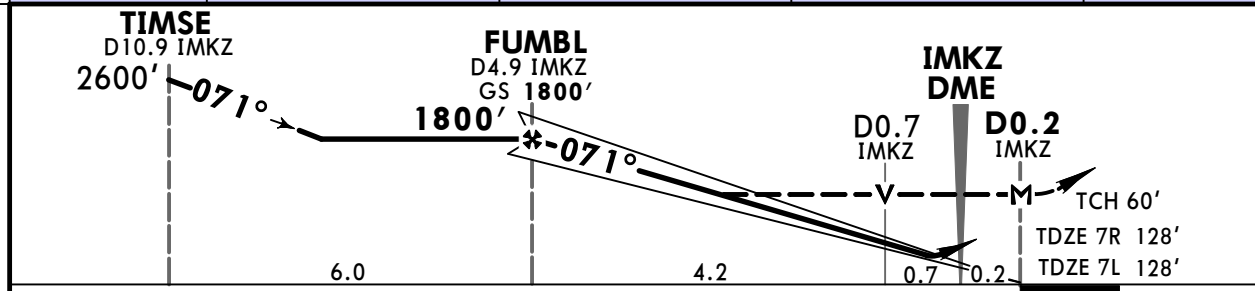
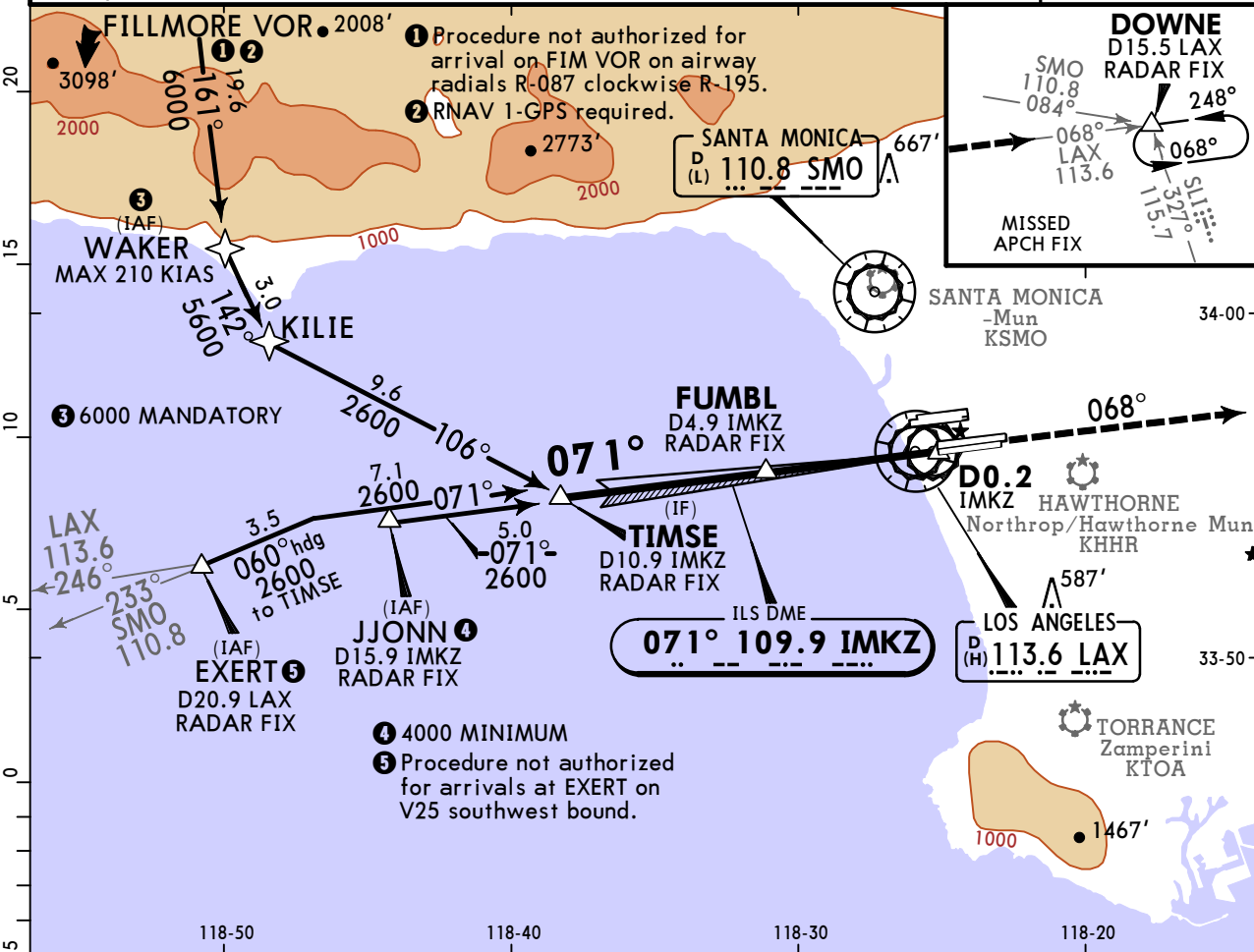
LOS ANGELES, CALIF

ILS or LOC Rwy 7R

BRIEFING STRIP™	D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
	133.8	225°-044°	045°-089°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	119.8
	LOC IMKZ	Final Apch Crs			FUMBL		ILS DA(H)		Apt Elev 128'	
	109.9	071°			1800' (1672')		328' (200')		TDZE 7R 128'	
<p>MISSED APCH: Climb to 3000' outbound on LAX VOR R-068 to DOWNE INT/D15.5 LAX/RADAR FIX and hold.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME or Radar required. 2. Simultaneous approach authorized. 3. MALSR & PAPI-L on Rwy 7L.</p>										



MSA LAX VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	LAX 113.6	DOWNE
GS	3.00°	372	478	531	637	849				
MAP at D0.2 IMKZ or FUMBL to MAP	5.1	4:22	3:24	3:04	2:33	2:11	PAPI			

TERPS	STRAIGHT-IN LANDING RWY 7R				SIDESTEP LANDING RWY 7L	
	ILS DA(H) 328' (200')		LOC (GS out) MDA(H) 460' (332')		MDA(H) 520' (392')	
	FULL		RAIL/ALS out		RAIL/ALS out	
	A	1		RVR 24 or 1/2	RVR 55 or 1	
B	RVR 24 or 1/2	RVR 40 or 3/4		RVR 50 or 1	RVR 55 or 1	
C			RVR 26 or 1/2		1 1/2	
D					1 1/2	2

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

CHANGES: Minimums, chart format.

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TERPS AMEND 8A 7 DEC 2017

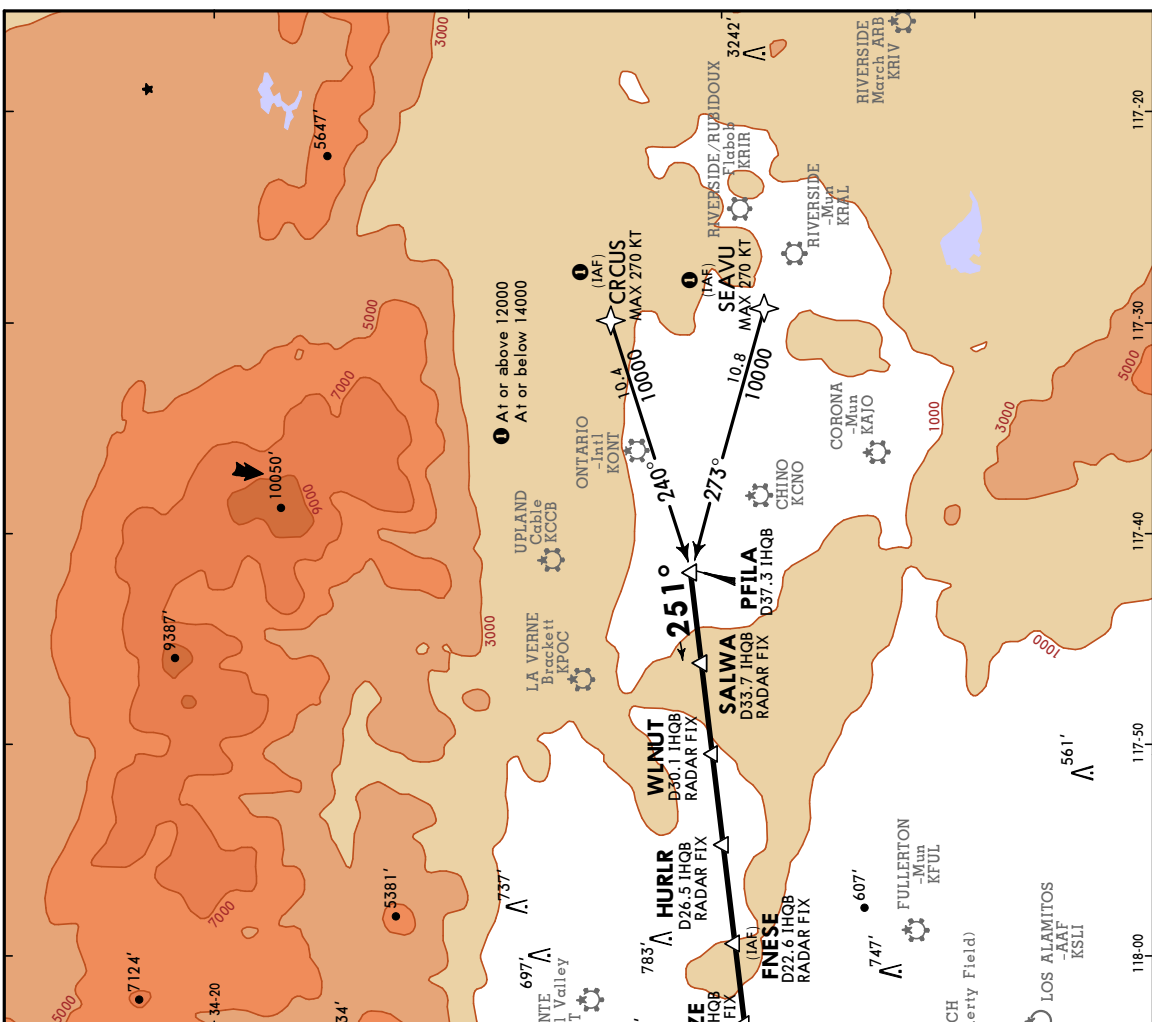
D-ATIS Arrival 124.5	SOCAL Approach (R) 124.9	LOS ANGELES Tower 120.95	North Complex 121.4	South Complex 121.65	South Complex 121.75	Helicopter 119.8
LOC IHQB 111.7	Final Apch Crs 251°	SUTIE 2200' (2077')	ILS DA(H) 323' (200')	Apt Elev 128'	TDZE 24L 123'	MSA LAX VOR

MISSED APCH: Climb to 2000' on heading 251° and outbound on LAX VOR R-260 to RAFFS/D15.1 LAX and hold.

Alt Set: INCHES
 Trans level: FL 180

RNAV 1
 RNAV 1-GPS or radar required for procedure entry. From CRCTUS RNAV 1-GPS required. From SEAYU: RNAV 1-GPS required.

1. DME or radar required. 2. Simultaneous approach authorized. 3. Simultaneous approach authorized with KHRH. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00° (TCH 79°)). 5. ALSF-II & PAPI-I on Rwy 24R.



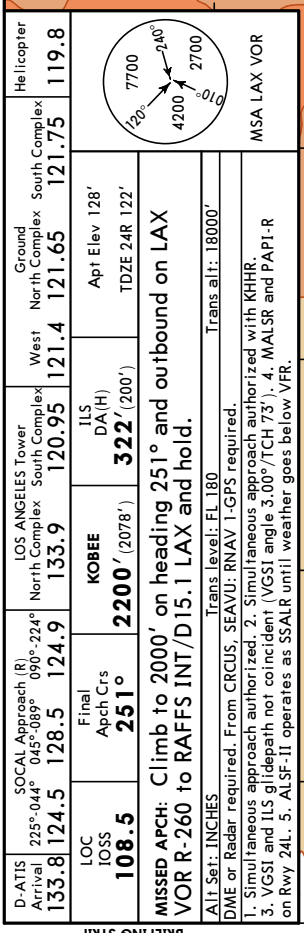
Grnd speed-Kts	70	90	100	120	140	160
GS	3.00	3.72	4.78	5.31	6.37	7.43
MAP at D1.9 IHQB or SUTIE to MAP	6.4	5.29	4.16	3.50	3.12	2.45
	1.0	0.8	0.6	0.4	0.2	0.1

RAFFS	D15.1 LAX	148°	112.5 FIM
D1.9 IHQB	D15.1 LAX	260°	251° hdg
SUTIE	D8.3 IHQB GS 2200'	251°	2200'
BOUBY	D13.9 IHQB	4000'	4000'
FAYZE	D19.4 IHQB	6000'	6000'
FNESE	D22.6 IHQB	7000'	7000'
HUIRLR	D30.1 IHQB	8000'	8000'
WLNUT	D30.1 IHQB	9000'	9000'
SALWA	D33.7 IHQB	10000'	10000'
PFILA	D37.3 IHQB	10000'	10000'

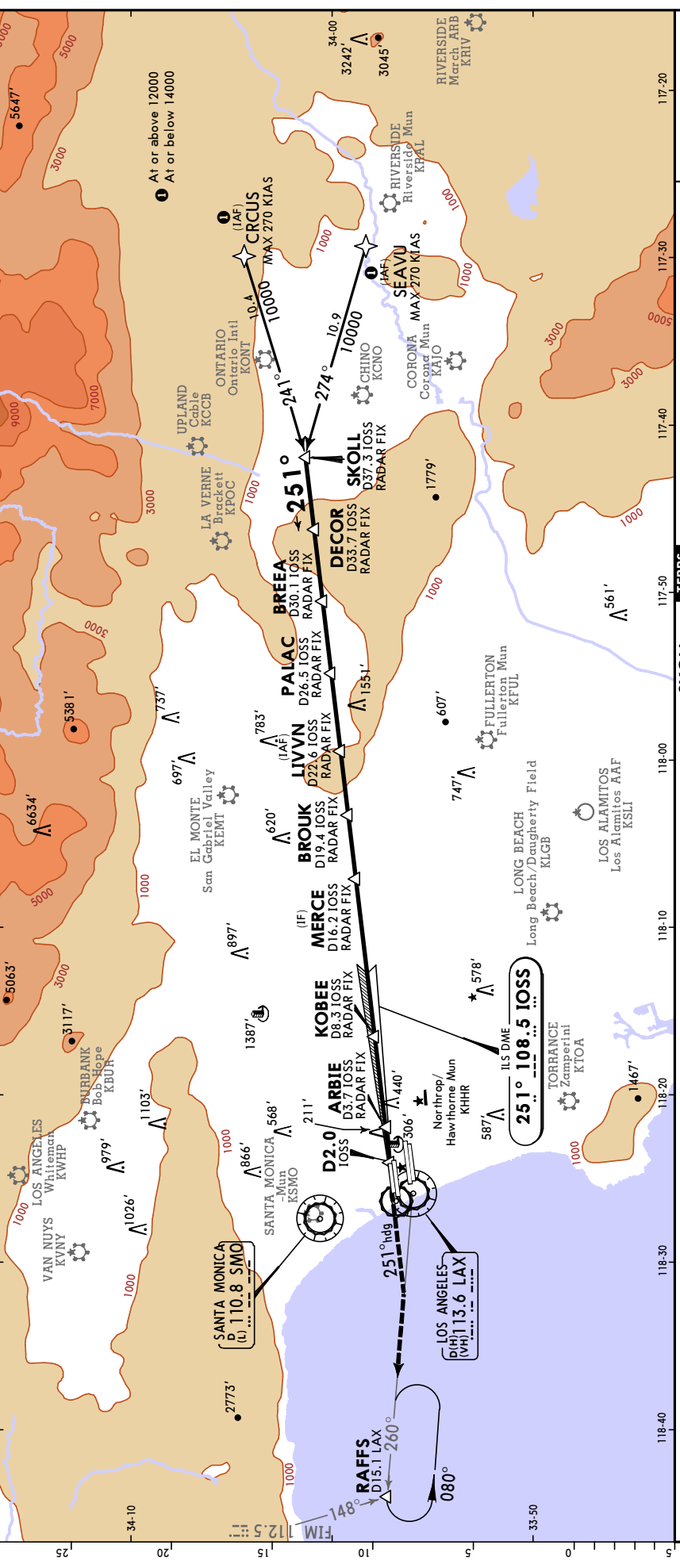
TERPS		STRAIGHT-IN LANDING RWY 24L		SIDESTEP LANDING RWY 24R	
ILS		LOC (GS out)		ALS out	
DA(H) 323' (200')		MDA(H) 500' (377')		MDA(H) 500' (378')	
FULL	RAIL/ALS out	RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	ALS out
A		RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	
B		RVR 35 or 5/8	RVR 55 or 1	RVR 55 or 1	
C		RVR 40 or 3/4	RVR 55 or 1	RVR 55 or 1	
D		RVR 24 or 1/2	RVR 55 or 1	RVR 55 or 1	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 2 LOC procedure not authorized during simultaneous operations with KHRH LOC Rwy 25.

D-ATIS 133.8	SOCAL Approach (R) 124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
LOC 108.5	Final 251°	Apch Crs	KOBEE 2200' (2078')	ILS 322' (200')	DA(H)	Apt Elev 128'	TDZE 24R 122'	Ground North Complex South Complex	Helicopter
<p>MISSED APCH: Climb to 2000' on heading 251° and outbound on LAX VOR R-260 to RAFFS INT/D15.1 LAX and hold.</p>									
<p>AIH Sct: INCHES Trans level: FL 180</p>									
<p>DME on Radar required. From CRCS, SEAVU: RNAV 1-GPS required.</p>									
<p>1. Simultaneous approach authorized. 2. Simultaneous approach authorized with KHRH.</p>									
<p>3. VGS1 and ILS glidepath not coincident (VGS1 angle 3.00°/TCH 73'). 4. MALSR and PAPI-R on Rwy 24L. 5. ALSF-II operates as SSALR until weather goes below VFR.</p>									



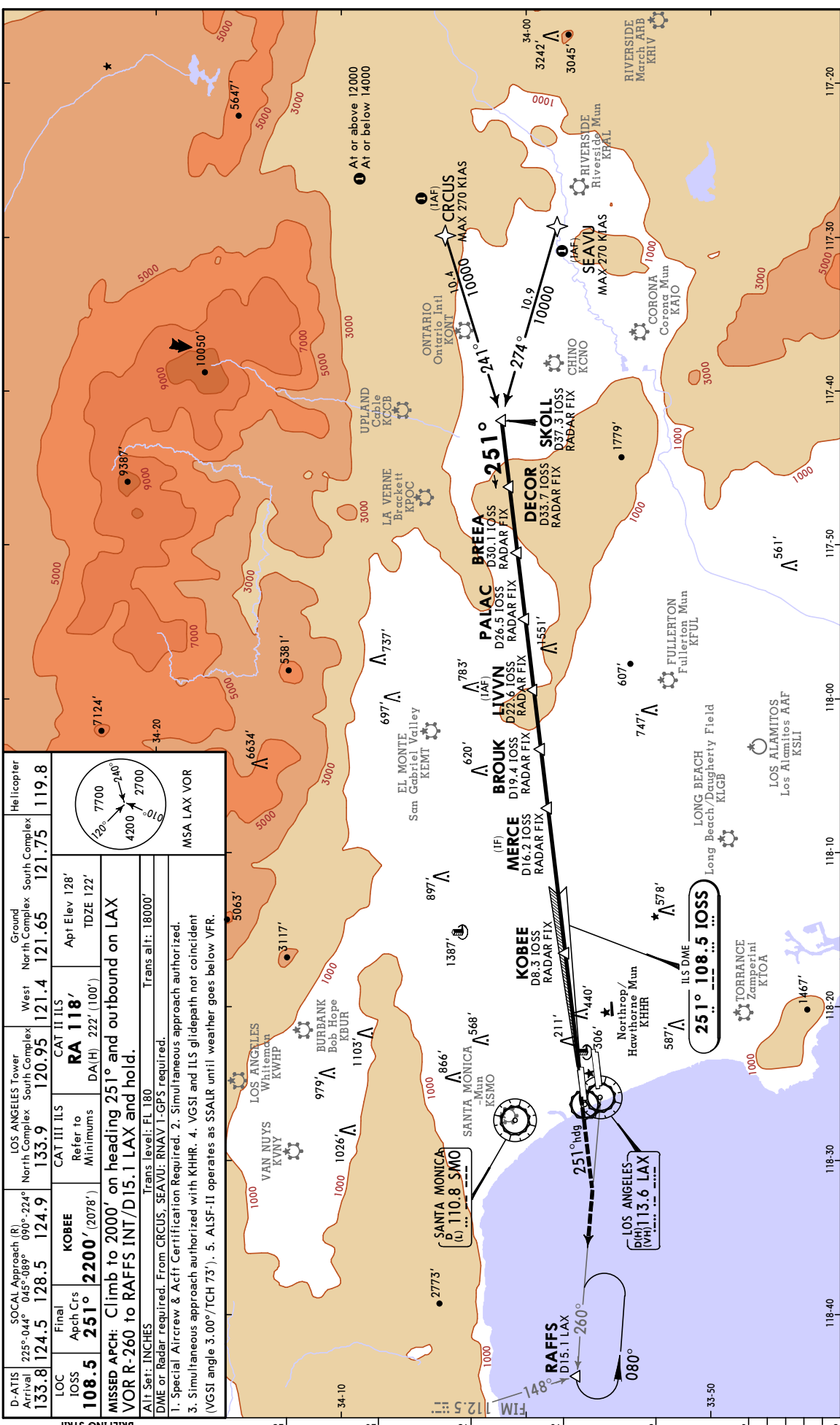
MSA LAX VOR



TERPS		STRAIGHT-IN LANDING RWY 24R		SIDESTEP LANDING RWY 24L	
ILS		LOC (GS out)		MDA (H) 500' (377')	
DA(H) 322' (200')		DA(H) 480' (358')		MDA (H) 500' (377')	
A	RVR 18 or 1/2	ALS out	RVR 24 or 1/2	ALS out	RVR 50 or 1
B	RVR 24 or 1/2	ALS out	RVR 30 or 5/8	ALS out	RVR 55 or 1
C	RVR 30 or 5/8	ALS out	RVR 40 or 3/4	ALS out	RVR 55 or 1
D	RVR 40 or 3/4	ALS out	RVR 55 or 1	ALS out	RVR 55 or 1

TCH 55'	D2.0 TOSS	D2.9 TOSS	ARBIE D3.7 TOSS	D2.0 TOSS	KOBEE TOSS	MERCE TOSS	BROUK TOSS	LIVVN TOSS	PALAC TOSS	BREEA TOSS	DECOR TOSS	SKOLL TOSS	ALSF-II	PAPI	2000'	251° hdg
TDZE 24R 122'	70	90	100	120	140	160	180	200	220	240	260	280	300	320	340	360
TDZE 24L 123'	3.00°	3.72°	4.78°	5.31°	6.37°	7.43°	8.49°	9.55°	10.61°	11.67°	12.73°	13.79°	14.85°	15.91°	16.97°	18.03°
KOBEE to MAP	6.4	5.29	4.16	3.50	3.12	2.45	2.24	2.03	1.82	1.61	1.40	1.19	1.19	1.19	1.19	1.19

CHANGES: LAX VOR service volume, secondary airport L67 removed, chart format.



D-ATIS Arrival	225°-044° 045°-089° 090°-224°	LOS ANGELES Tower	West	North Complex	South Complex	Ground	Helicopter
133.8	124.5 128.5 124.9	133.9	120.95	121.4	121.65	121.75	119.8
LOC I/OSS	Final Apch C's	CAT III ILS Refer to Minimums	CAT II ILS	RA 118' (100')		Apt Elev 128' TDZE 122'	
108.5	251°	2200' (2078')	KOBEE	MSA LAX VOR			

MISSED APCH: Climb to 2000' on heading 251° and outbound on LAX VOR R-260 to RAFFS INT/D15.1 LAX and hold.

Alt Set: INCHES Trans level: FL 180

DME or Radar required. From CRCUS, SEAVU: RNAV 1-GPS required.

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized.

3. Simultaneous approach authorized with KHRR. 4. VGS1 and ILS glidepath not coincident (VGS1 angle 3.00°/TCH 73'). 5. ALSF-II operates as SSALR until weather goes below VFR.

TERPS		STRAIGHT-IN LANDING RWY 24R	
TCH 55'		CAT III ILS	
TDZE 122'		CAT II ILS	
		RA 118' (100')	
		RA 222' (100')	
		RVR 6	
		RVR 12	

ALSF-II	251° on hdg
PAPT	2000'

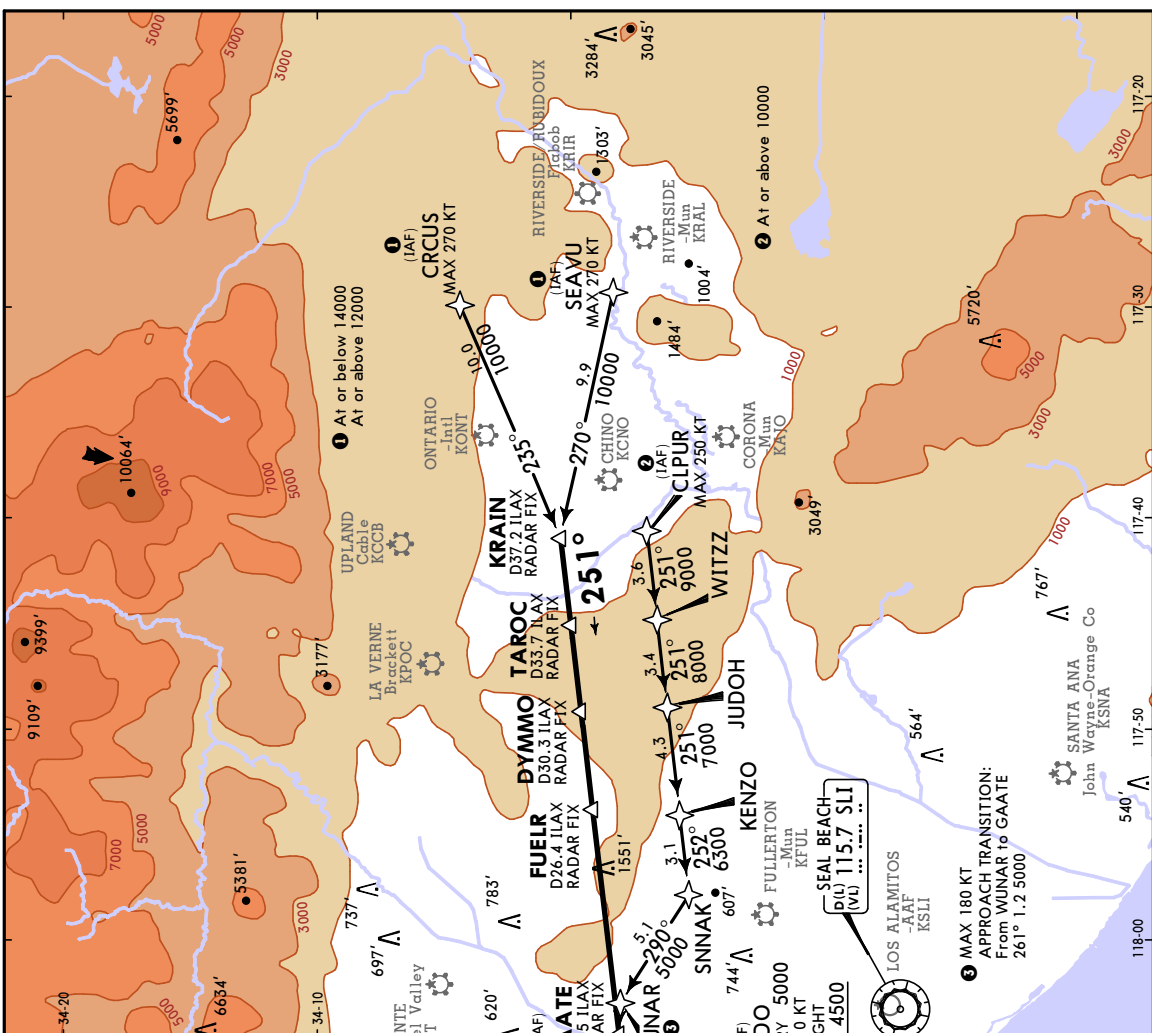
GS	70	90	100	120	140	160
Gnd speed-Kts	372	478	531	637	743	849

JEPPesen LOS ANGELES, CALIF ILS or LOC RWY 25L

KLAX/LAX

22 DEC 23
LOS ANGELES INTL
Eff 28 Dec

D-ATIS Arrival 133.8	SOCAL Approach (R) 125°-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
LOC ILAX 109.9	Final Apch Crs 251°	GIGII (1796')	DA(H) 304' (200')	ILS 251°	Apt Elev 128' TDZE 25L 104'	
MISSED APCH: Climb to 2000' on heading 251° until crossing the SMO VOR R-160, then LEFT turn on heading 236° and outbound on the SMO VOR R-195 to CATLY INT/D15.7 SMO and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
RNP Apch-GPS: From CLPUR or CRCUS or SEAVU or TRND0.						
1. DME or Radar required. 2. Simultaneous approach authorized. 3. Simultaneous approach authorized with KHRH. 4. VGS1 and ILS glidepath not coincident (VGS1 angle 3.00°/TCH 70'). 5. MALSR and PAPI-L on Rwy 25R.						



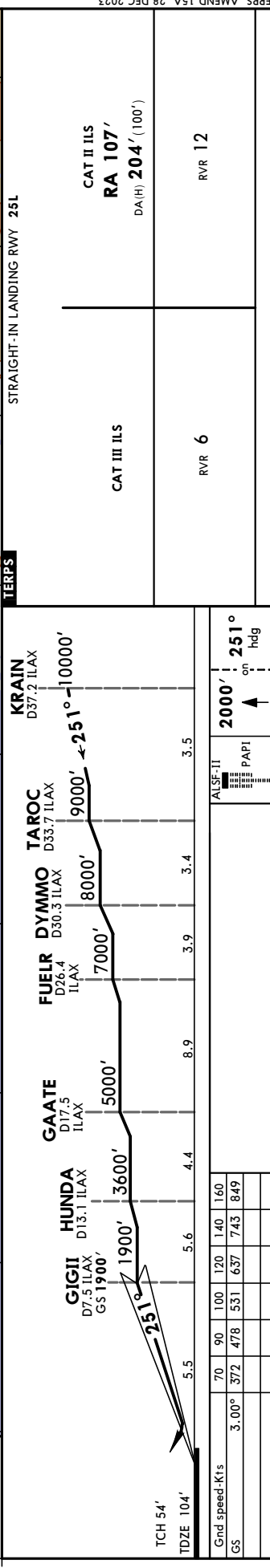
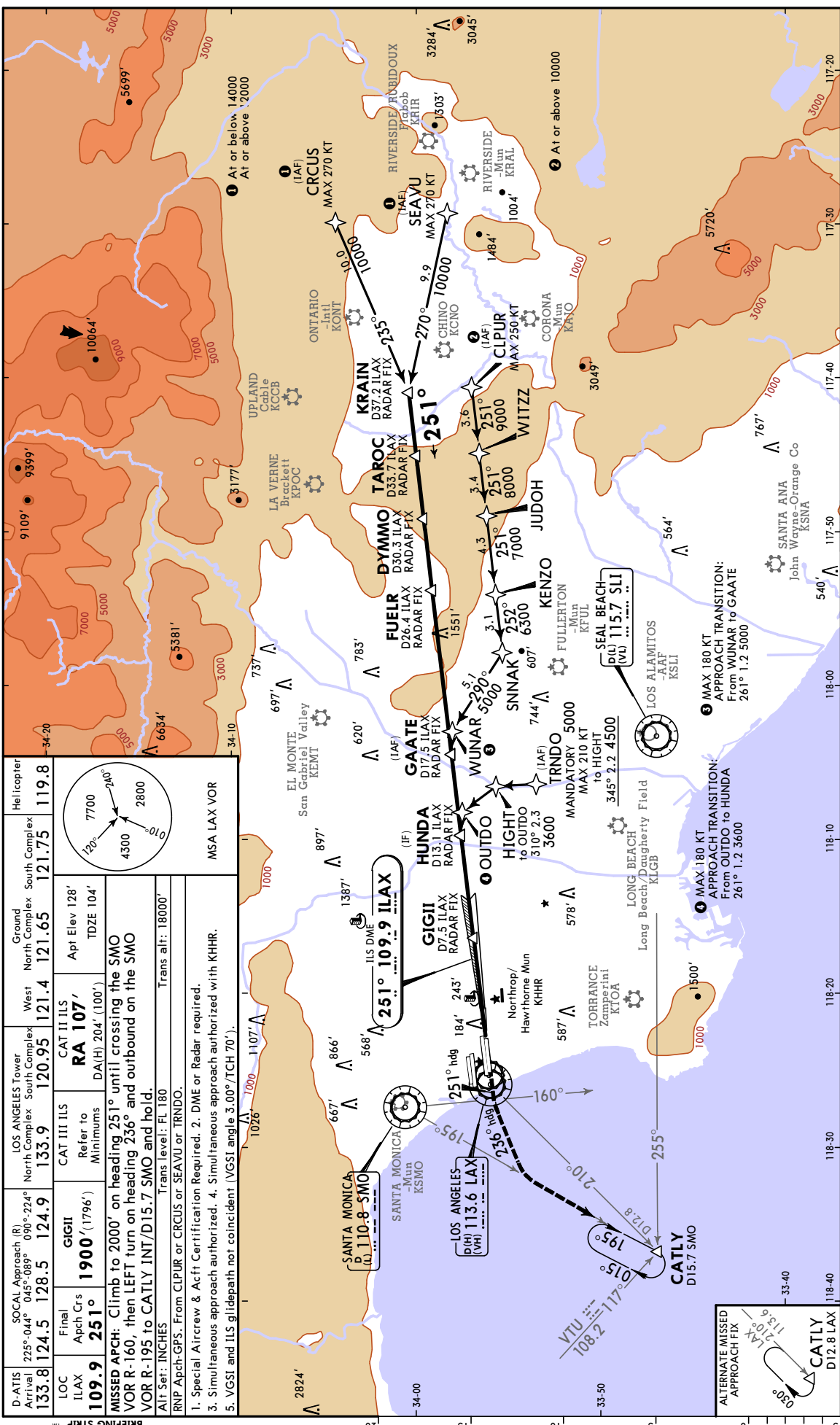
STRAIGHT-IN LANDING RWY 25L			SIDESTEP LANDING RWY 25R	
ILS		LOC (GS out)		RAIL/ALS OUT
DA(H) 304' (200')	ALS out	MDA(H) 480' (376')		MDA(H) 480' (376')
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4
C	RVR 35 or 5/8	RVR 35 or 5/8	RVR 60 or 1/4	RVR 60 or 1/4
D	RVR 18 with Flight Director or Autopilot or HUD to DA.	RVR 18 with Flight Director or Autopilot or HUD to DA.	RVR 18 with Flight Director or Autopilot or HUD to DA.	RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS										ALS-II			251° hdg		
KRAIN D37.2 ILAX										2000'			251°		
TAROC D33.7 ILAX										9000' ← 251°			10000'		
FUELR D26.4 ILAX										7000'			8.9		
GAATE D17.5 ILAX										5000'			4.4		
HUNDA D13.1 ILAX										3600'			5.6		
GIGII D7.5 ILAX										1900'			3.7		
LADLE D3.0 ILAX										700'			0.8		
D2.0 ILAX										104'			1.0		
CATLY D15.7 SMO										33-40			33-50		
CATLY D12.8 ILAX										33-40			33-50		
GRD speed-Kts										70			90		
GS										3.00°			372		
MAP at D2.0 ILAX or										478			531		
GIGII to MAP										3.40			3.18		
GIGII to MAP										2.45			2.21		
GIGII to MAP										2.45			2.21		
GIGII to MAP										2.45			2.21		

TERPS AMEND 15A 28 DEC 2023 © JEPPESEN, 2001, 2023. ALL RIGHTS RESERVED. CHANGES: Fix altitudes & speeds, MSA altitudes, notes, S11 and LAX service volume, chart format.

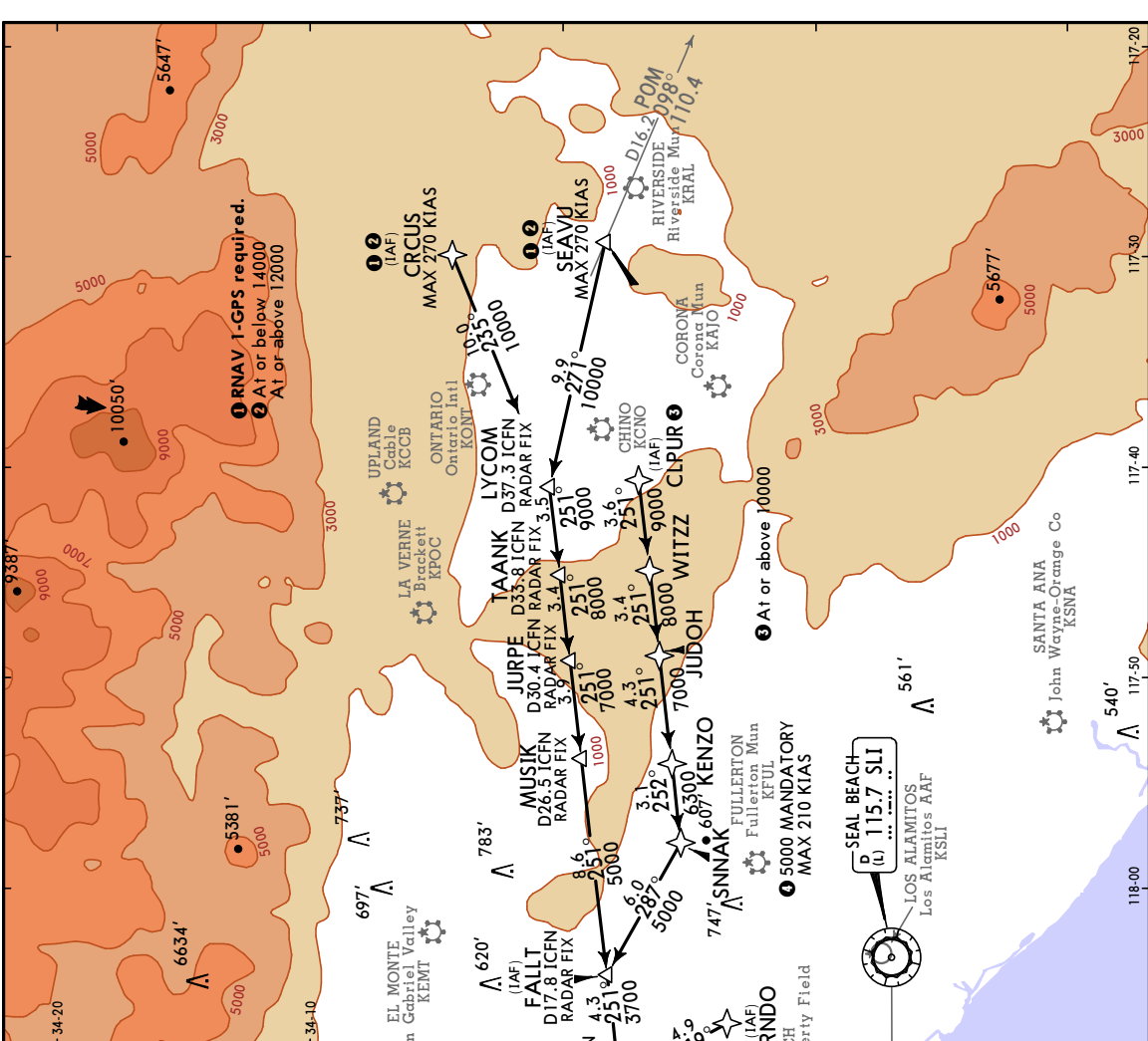
LOS ANGELES, CALIF ILS Rwy 25L CAT II & III

JEPPERSEN 11-7A Eff 28 Dec 23

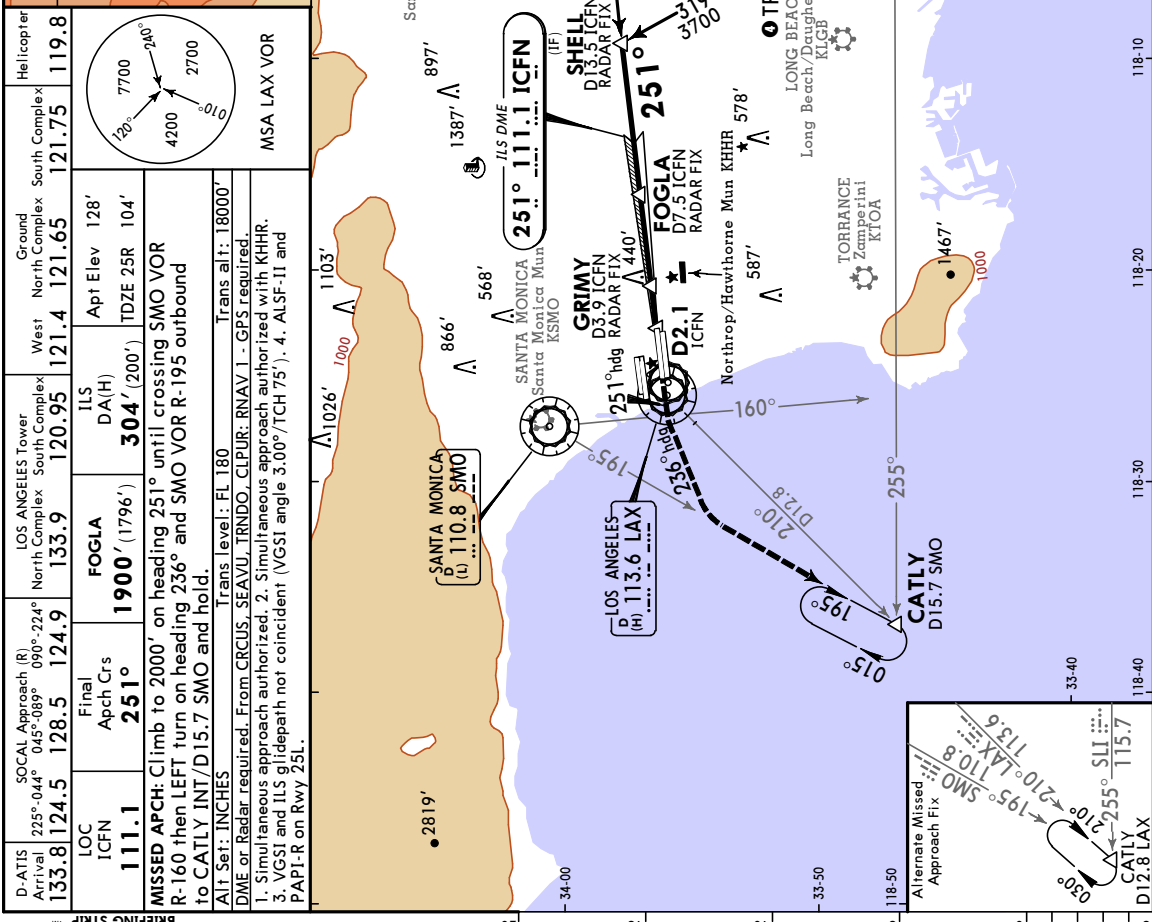


JEPPesen LOS ANGELES, CALIF ILS or LOC Rwy 25R

16 APR 21
Eff 22 Apr (1-1-8)



TERPS		STRAIGHT-IN LANDING RWY 25R		SIDESTEP LANDING RWY 25L	
ILS		LOC (GS out)		MDSI(H) 700' (596')	
DAI(H) 304'(200')		RAIL/ALS out		RAIL/ALS out	
A	RVR 24 or 1/2	RVR 24 or 1/2	RVR 55 or 1 1/4	RVR 55 or 1 1/4	ALS out
B	RVR 24 or 1/2	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	ALS out
C	RVR 24 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	ALS out
D	RVR 24 or 1/2	RVR 24 or 1/2	RVR 30 or 3/4	RVR 30 or 3/4	ALS out



TERPS		STRAIGHT-IN LANDING RWY 25R		SIDESTEP LANDING RWY 25L	
ILS		LOC (GS out)		MDSI(H) 700' (596')	
DAI(H) 304'(200')		RAIL/ALS out		RAIL/ALS out	
A	RVR 24 or 1/2	RVR 24 or 1/2	RVR 55 or 1 1/4	RVR 55 or 1 1/4	ALS out
B	RVR 24 or 1/2	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	ALS out
C	RVR 24 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	ALS out
D	RVR 24 or 1/2	RVR 24 or 1/2	RVR 30 or 3/4	RVR 30 or 3/4	ALS out

KLAX/LAX LOS ANGELES INTL

JEPPESEN
11 AUG 17 (12-1)

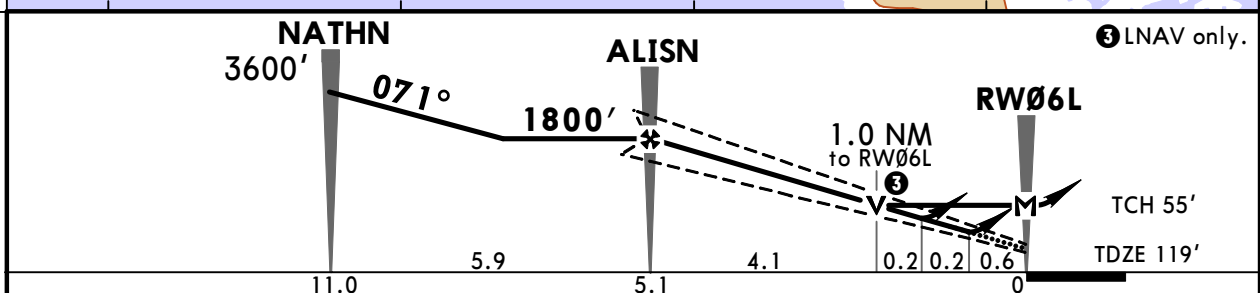
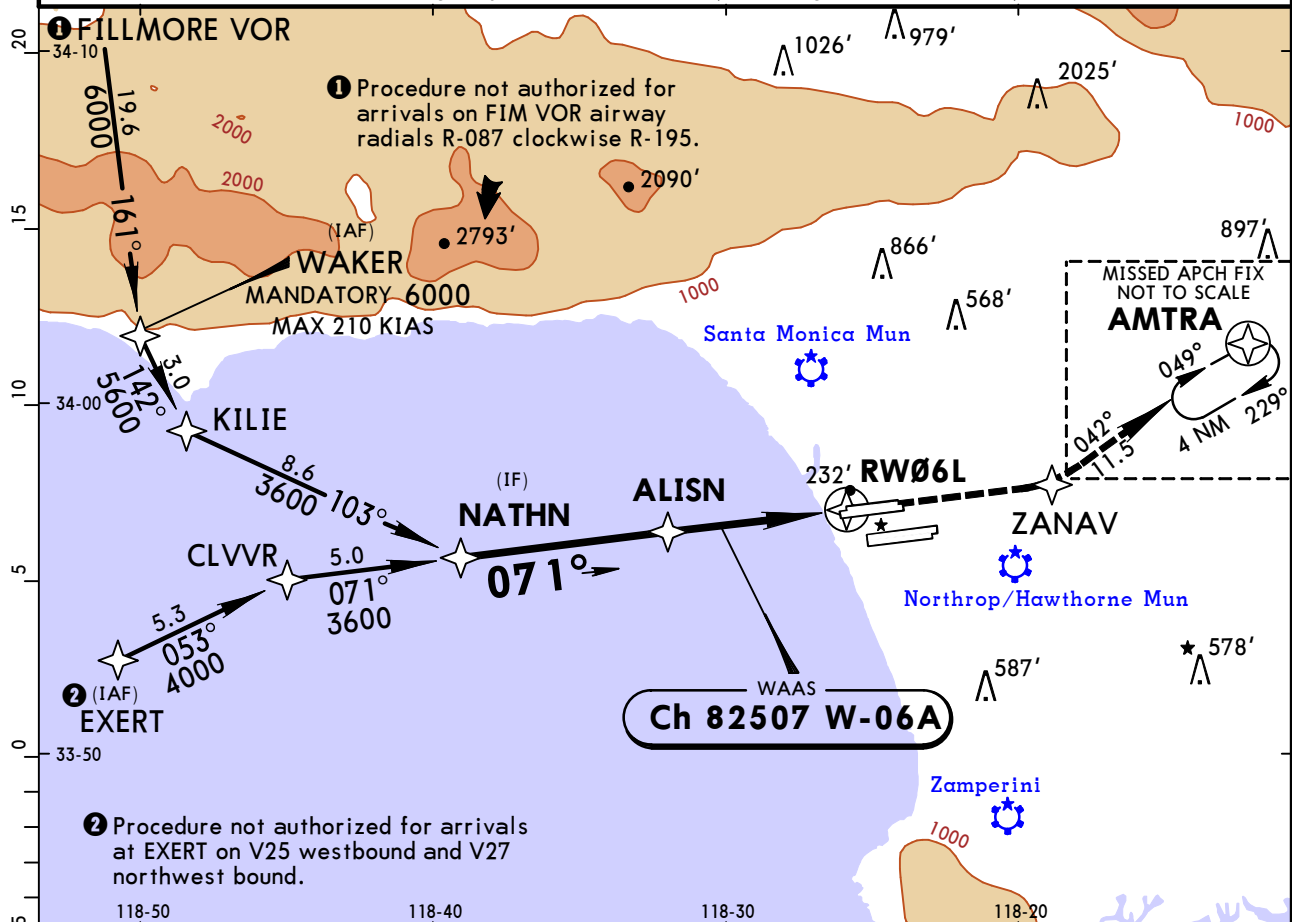
LOS ANGELES, CALIF RNAV (GPS) Y Rwy 6L

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
133.8	225°-044°	045°-089°	090°-224°	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™

WAAS Ch 82507 W-06A	Final Apch Crs 071°	Minimum Alt ALISN 1800' (1681')	LPV DA(H) 369' (250')	Apt Elev 128' TDZE 119'	7700'
MISSED APCH: Climb to 3000' direct ZANAV and track 042° 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. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 77').



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000'	ZANAV
Glide Path Angle	3.00°	372	478	531	637	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RWY 6L								

	LPV		LNAV/VNAV		LNAV	
	DA(H)	RAIL/ALS out	DA(H)	RAIL/ALS out	MDA(H)	RAIL/ALS out
A	369' (250')		411' (292')		500' (381')	
B					RVR 24 or 1/2	RVR 50 or 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 35 or 3/4	RVR 60 or 1/4
D						

1 Not authorized during simultaneous operations.
 CHANGES: None. © JEPPESEN, 2002, 2016. ALL RIGHTS RESERVED.

TERPS AMEND 2 10 NOV 2016

KLAX/LAX LOS ANGELES INTL

JEPPESSEN
11 AUG 17 (12-2)

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

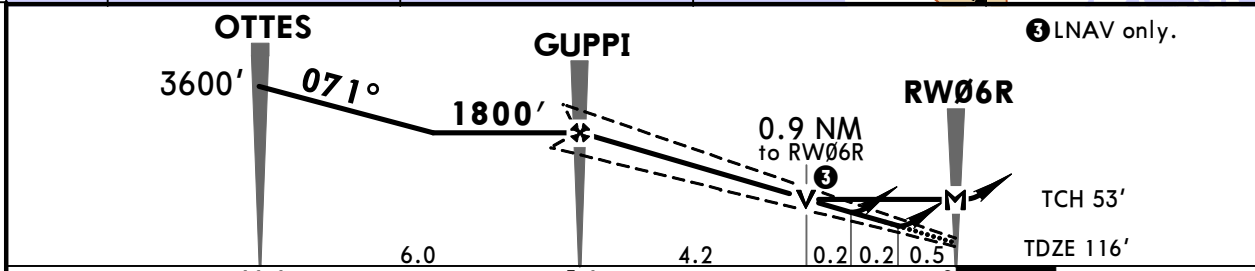
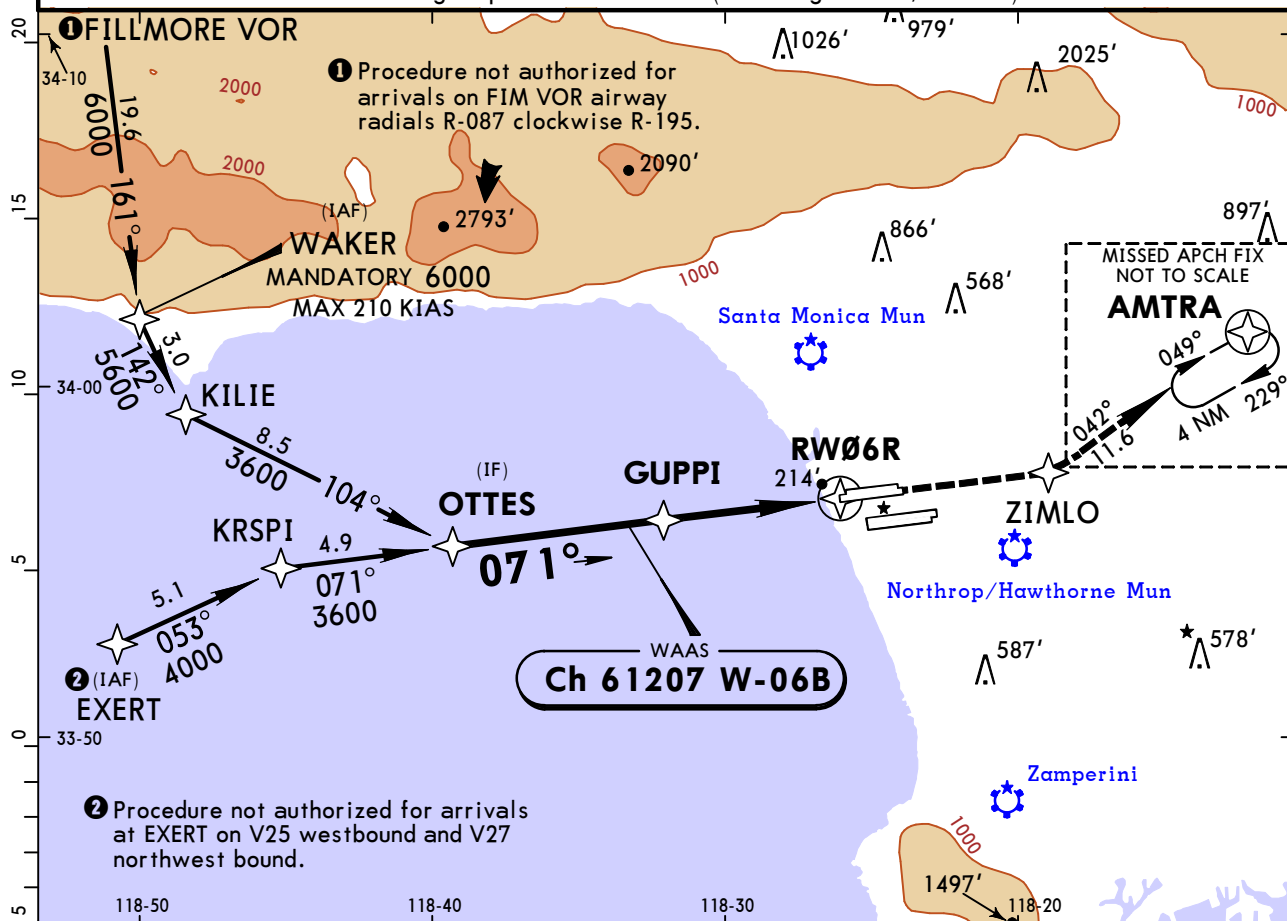
D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
133.8	225°-044°	045°-089°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	119.8
	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	

BRIEFING STRIP™

WAAS Ch 61207 W-06B	Final Apch Crs 071°	Minimum Alt GUPPI 1800' (1684')	LPV DA(H) 316' (200')	Apt Elev 128' TDZE 116'	7700'
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MISSED APCH: Climb to 3000' direct ZIMLO and on track 042° 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. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69').



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	D → ZIMLO
Glide Path Angle	3.00°	372	478	531	637	743			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW06R									

TERPS STRAIGHT-IN LANDING RWY 6R

	LPV	LNAV/VNAV		LNAV	
	DA(H) 316' (200')	DA(H) 398' (282')		MDA(H) 480' (364')	
	RAIL/ALS out	RAIL/ALS out		RAIL/ALS out	
A					
B	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8	RVR 24 or 1/2
C					RVR 35 or 3/4
D					RVR 55 or 1/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 Not authorized during simultaneous operations.

TERPS AMEND 2A 17 AUG 2017

KLAX/LAX LOS ANGELES INTL

JEPPESSEN
1 DEC 17 **(12-3)**

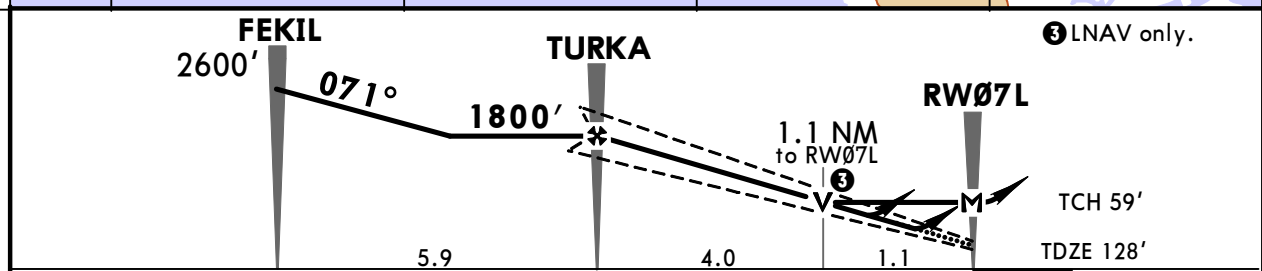
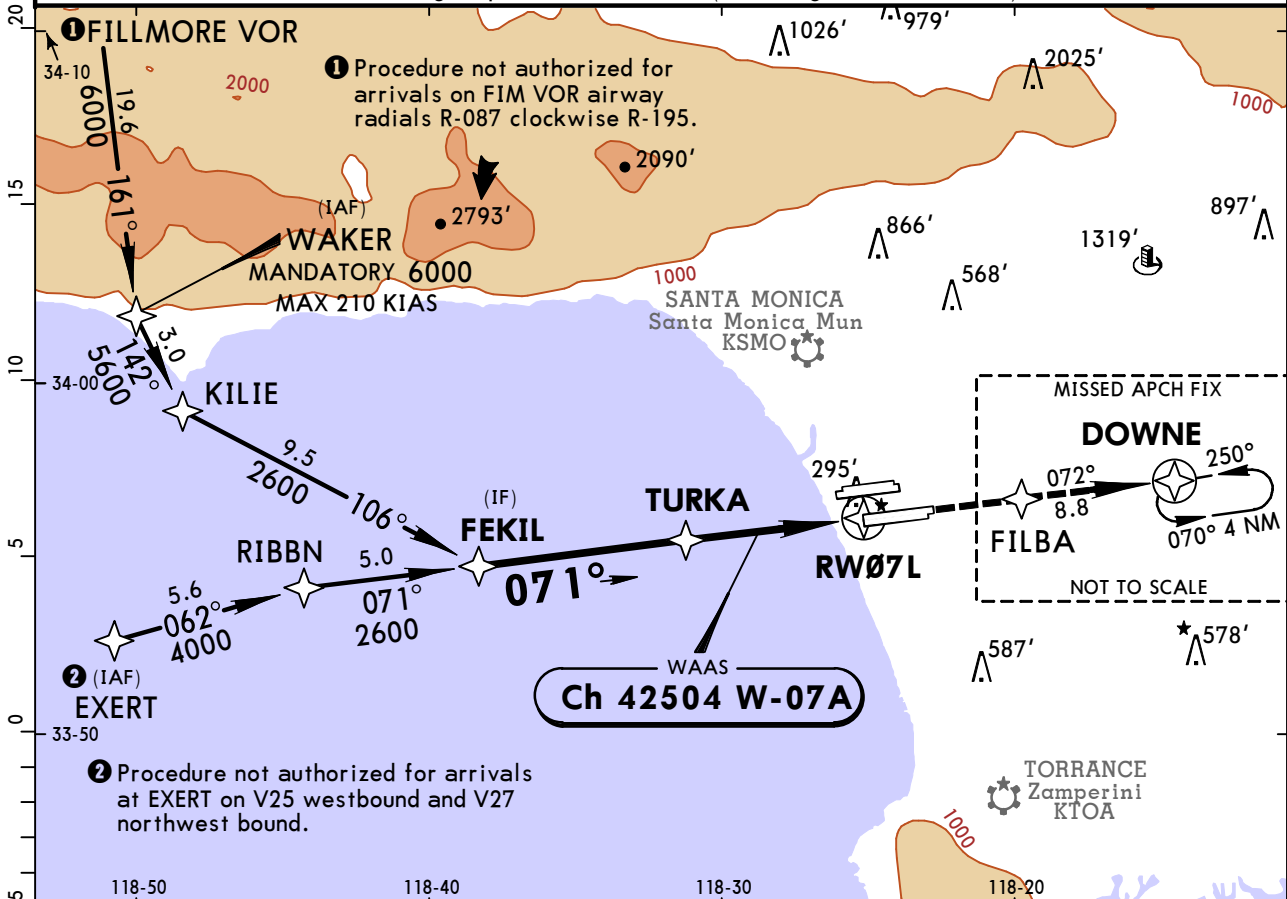
LOS ANGELES, CALIF RNAV (GPS) Y Rwy 7L

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
133.8	225°-044°	045°-089°	090°-224°	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	

WAAS Ch 42504 W-07A	Final Apch Crs 071°	Minimum Alt TURKA 1800' (1672')	LPV DA(H) 344' (216')	Apt Elev 128' TDZE 128'	7700 MSA RW07L
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MISSED APCH: Climb to 3000' direct FILBA and on track 072° 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. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 83').



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000'	D → FILBA
Glide Path Angle	3.00°	372	478	531	637	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW07L								

	LPV			LNAV/VNAV		LNAV	
	DA(H)	TDZ/CL out	RAIL/ALS out	DA(H)	RAIL/ALS out	MDA(H)	RAIL/ALS out
A							
B							RVR 24 or 1/2
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 60 or 1/4		RVR 50 or 1
D							RVR 40 or 3/4

1 Not authorized during simultaneous operations.
 CHANGES: Chart format, minimums. © JEPPESSEN, 2002, 2017. ALL RIGHTS RESERVED.

TERPS AMEND 3A 7 DEC 2017

KLAX/LAX LOS ANGELES INTL

JEPPESEN
1 DEC 17 **(12-4)**

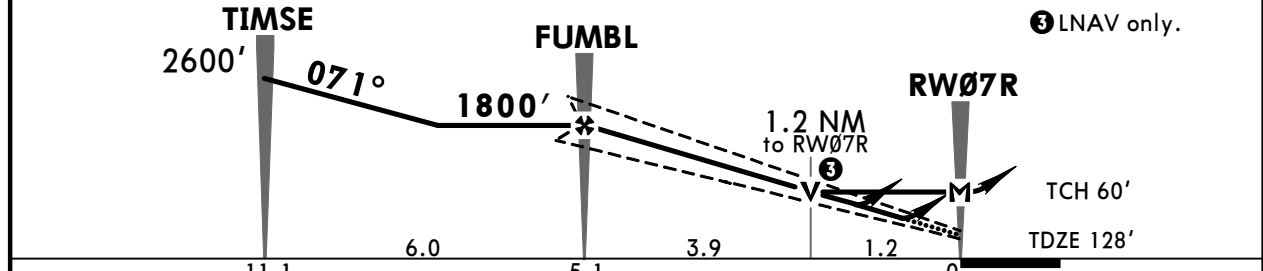
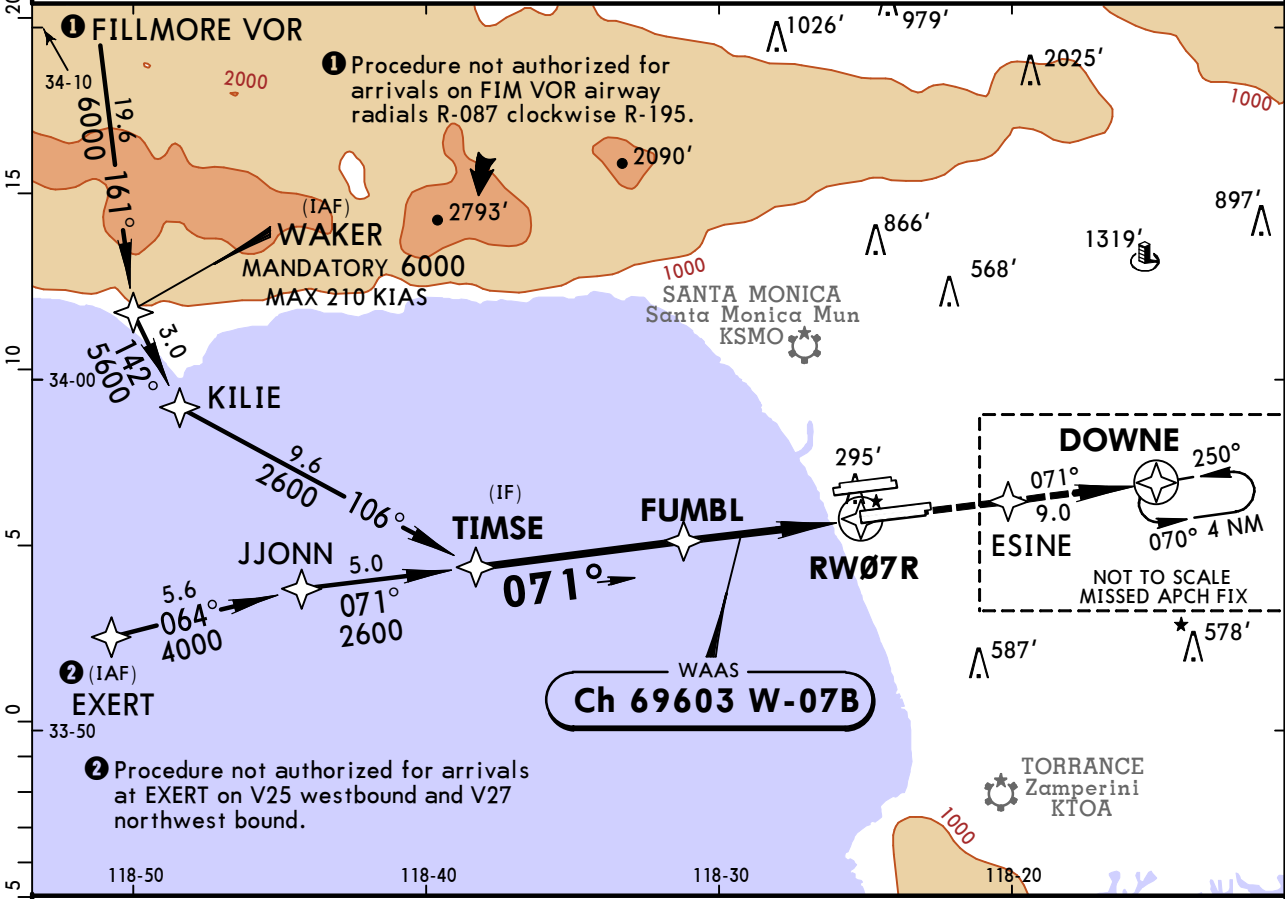
LOS ANGELES, CALIF RNAV (GPS) Y Rwy 7R

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
133.8	225°-044°	045°-089°	090°-224°	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	

WAAS Ch 69603 W-07B	Final Aptch Crs 071°	Minimum Alt FUMBL 1800' (1672')	LPV DA(H) 328' (200')	Apt Elev 128' TDZE 128'	7700 MSA RW07R
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MISSED APCH: Climb to 3000' direct ESINE and on track 071° 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. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized.



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	PAPI ↑	ESINE →
Glide Path Angle	3.00°	372	478	531	637	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW07R									

	LPV		LNAV/VNAV		LNAV	
	DA(H)	RAIL/ALS out	DA(H)	RAIL/ALS out	MDA(H)	RAIL/ALS out
A	328' (200')		462' (334')		560' (432')	
B	1				RVR 24 or 1/2	RVR 50 or 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 60 or 1/4	RVR 40 or 3/4	RVR 60 or 1/4
D						

1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** Not authorized during simultaneous operations.

TERPS AMEND 3A 7 DEC 2017

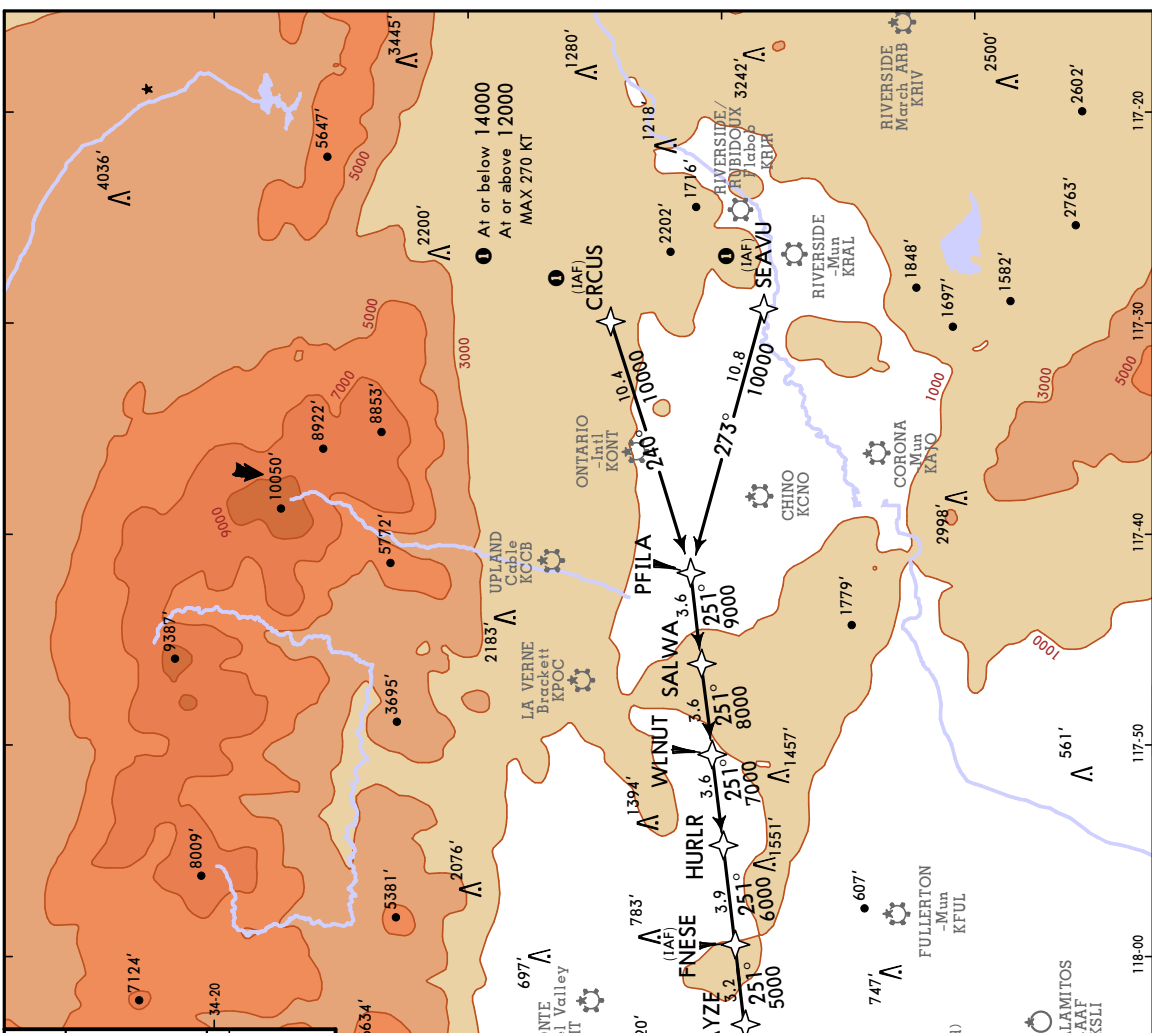
BRIEFING STRIP™

JEPPESSEN LOS ANGELES, CALIF
RNAV (GPS) Y RWY 24L

2 FEB 24

KLAX/LAX
LOS ANGELES INTL

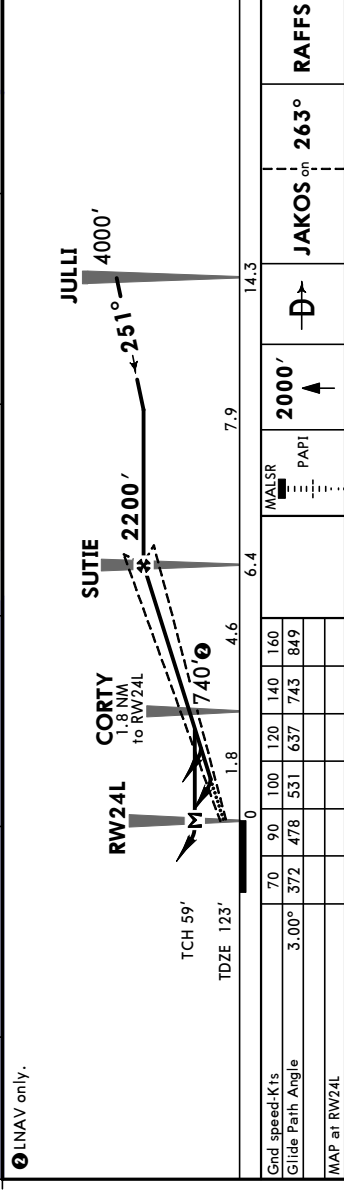
D-ATIS Arrival 133.8 124.5 128.5		SOCAL Approach (R) 225°-044° 045°-089° 090°-224°		LOS ANGELES Tower North Complex 133.9 South Complex 120.95		Ground West 121.4 North Complex 121.65 South Complex 121.75		Helicopter 119.8	
Ch 56407 W-24B		Final Apch Crs 251°		LPV DA(H) 323' (200')		SUTIE 2200' (2077')		Apt Elev 128' TDZE 123'	
MISSED APCH: Climb to 2000' direct JAKOS and on track 263° to RAFFS and hold.									
RNP Apch		Alt Set: INCHES		Trans level: FL 180		MSA RW24L		Trans alt: 18000'	
1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00° / TCH 79'). 4. Simultaneous approach authorized. 5. Simultaneous approach authorized with KHRH.									



TERPS

LPV		LNAV/VNAV		LNAV	
DA(H) 323' (200')		DA(H) 608' (485')		MDA(H) 660' (537')	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	RVR 24 or 1/2	RVR 50 or 1		RVR 50 or 1	
B	RVR 24 or 1/2	RVR 50 or 1		RVR 55 or 1	
C	RVR 24 or 1/2	RVR 50 or 1		RVR 55 or 1	
D	RVR 24 or 1/2	RVR 50 or 1		RVR 55 or 1	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 2 Not authorized during simultaneous operations.

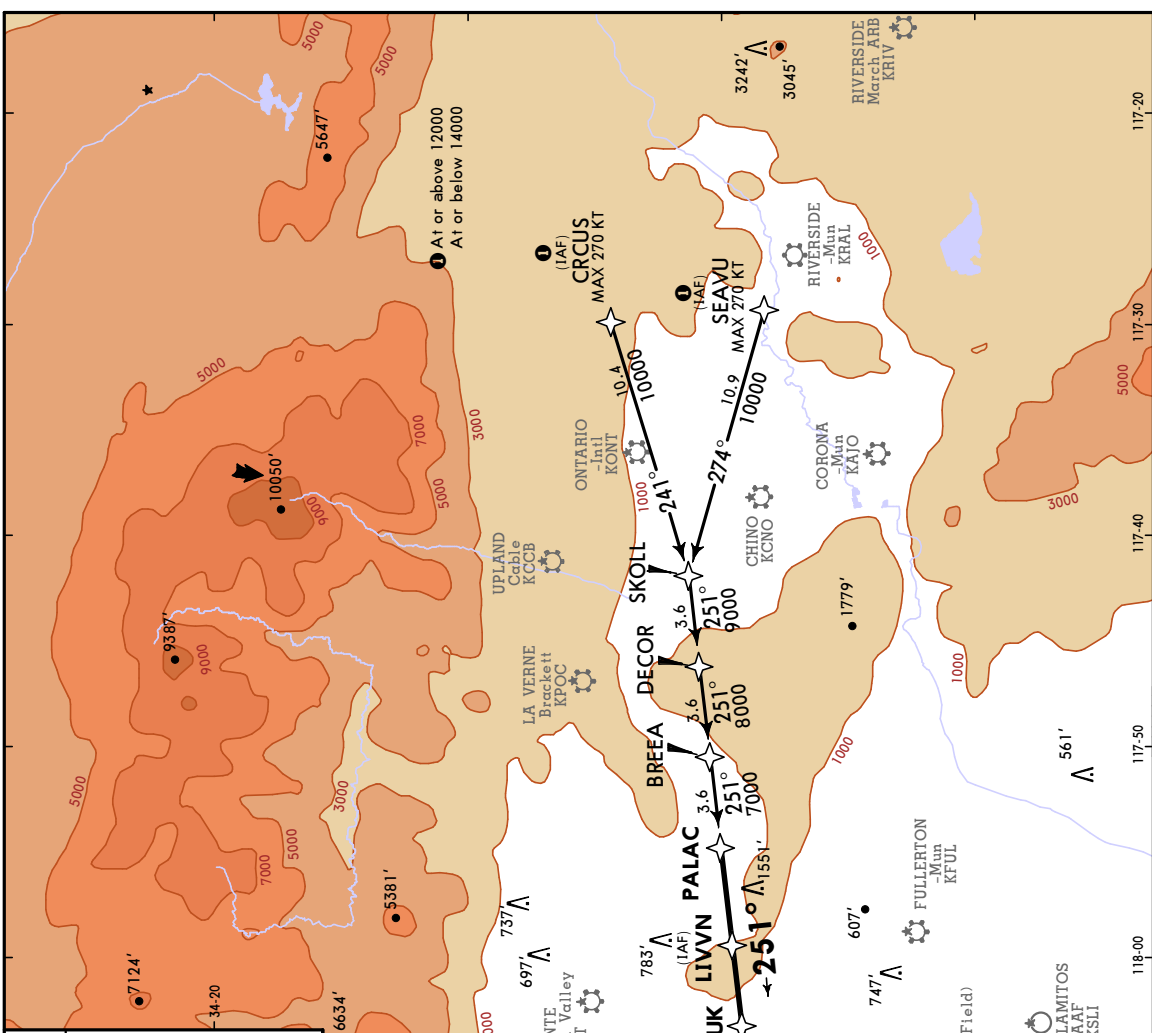


JEPPESSEN
LOS ANGELES, CALIF
RNAV (GPS) Y Rwy 24R

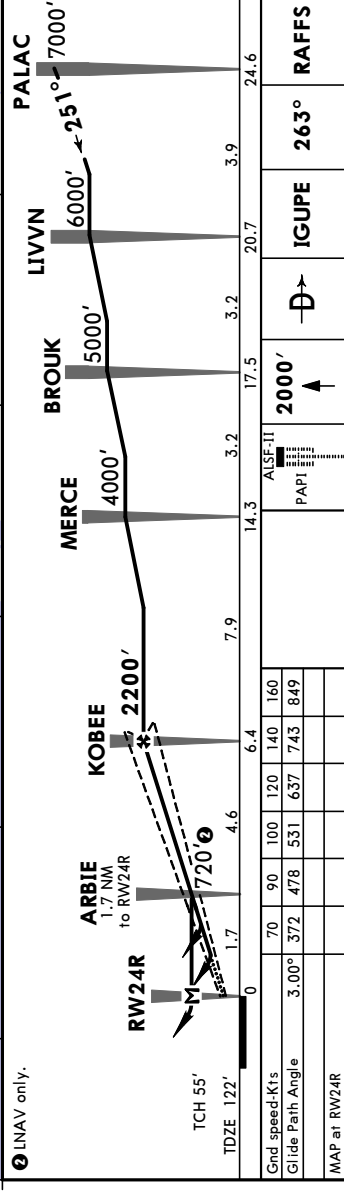
KLAX/LAX
LOS ANGELES INTL
2 FEB 24
(12-6)

D-ATIS Arrival 133.8 124.5 128.5	SOCAL Approach (R) 225°-044° 090°-224° 045°-089°	LOS ANGELES Tower North Complex 120.95 133.9	South Complex 121.65 121.75	Helicopter 119.8
WAAS Ch 69307 W-24A	Final Apch Crs 251°	LPV DA(H) 322' (200')	Apt Elev 128' TDZE 122'	MSA RW24R 7700

- MISSED APCH: Climb to 2000' direct IGUPE and track 263° to RAFFS and hold.**
- RNP Apch Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use of Flight Director or Autopilot required during simultaneous operations.
 2. Simultaneous approach authorized.
 3. Simultaneous approach authorized with KHHR.
 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 6°C or above 54°C. 5. VGSi and RNAV glidepath not coincident (VGSi angle 3.00°/TCH 75').



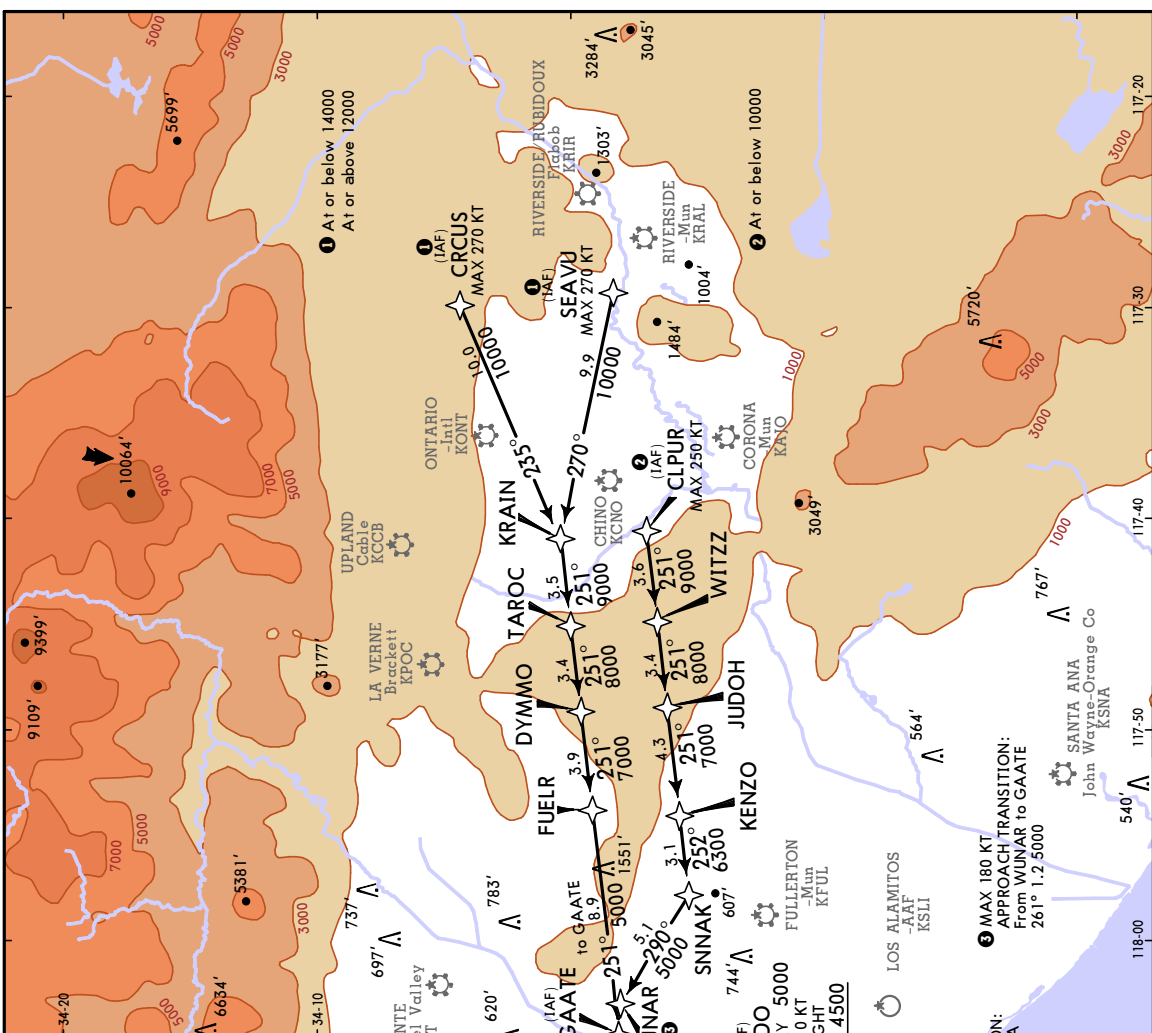
TERPS		STRAIGHT-IN LANDING RWY 24R	
LPV	DA(H) 322' (200')	LNAV/VNAV	DA(H) 589' (467')
ALS OUT	ALS OUT	ALS OUT	ALS OUT
A	RVR 18 or 1/2	RVR 24 or 1/4	RVR 24 or 1/2
B	RVR 24 or 1/2	RVR 60 or 1/4	RVR 55 or 1
C			RVR 50 or 1
D			RVR 3%
1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Not authorized during simultaneous operations.			



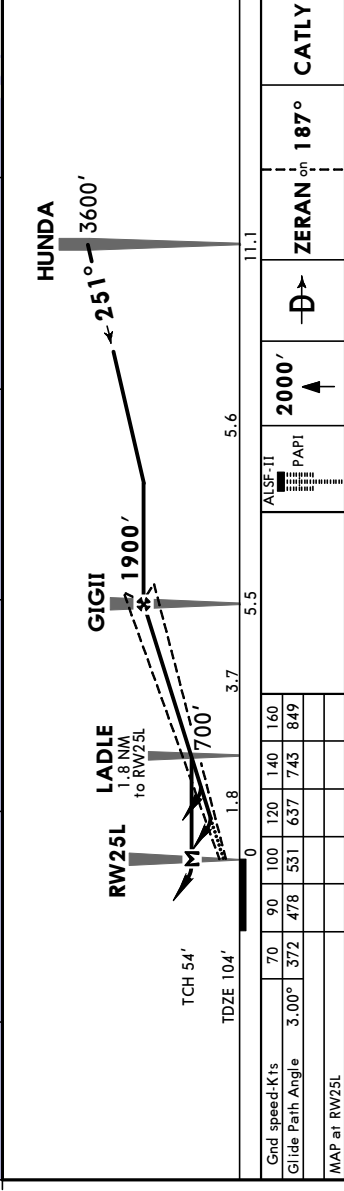
JEPPERSEN LOS ANGELES, CALIF
(12-7) RNAV (GPS) Y RWY 25L

KLAX/LAX
LOS ANGELES INTL 22 DEC 23

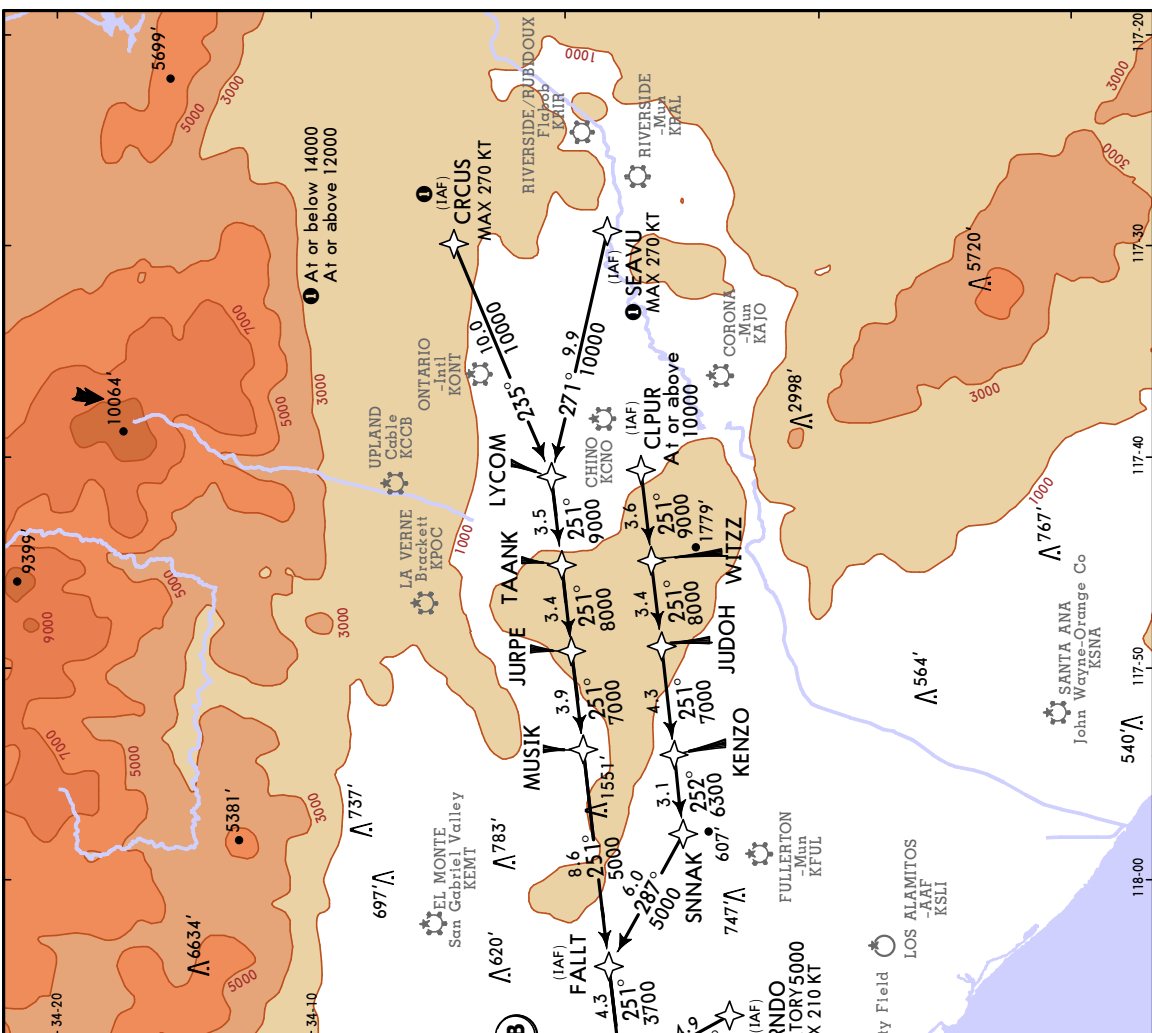
D-ATIS Arrival	SOCAL Approach (R)	LOS ANGELES Tower	Ground	Helicopter
133.8	225°-044° 045°-089° 090°-224°	North Complex 133.9 South Complex 120.95	North Complex 121.65 South Complex 121.75	119.8
WAAS	Final Apch Crs	LPV	Apt Elev 128'	
Ch 53507 W-25A	251°	DA(H) 304' (200')	TDZE 104'	7700
MISSED APCH: Climb to 2000' direct ZERAN and on track 187° to CATLY and hold.				
Alt Set: INCHES Trans level: FL 180				
RNP Apch-GPS				
1. Use of Flight Director or Autopilot required during simultaneous operations.				
2. Simultaneous approach authorized. 3. Simultaneous approach authorized with KHRH 25.				
4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 54°C. 5. VGS1 and RNAV glidepath not coincident (VGS1 angle 3.00°/TCH 70').				



STRAIGHT-IN LANDING RWY 25L			
LPV	LNAV/VNAV	LNAV	
DA(H) 304' (200')	DA(H) 479' (375')	MDA(H) 580' (476')	
TDZ/Cl out	ALS out	ALS out	
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 50 or 1
B	RVR 24 or 1/2	RVR 35 or 5/6	RVR 50 or 1
C	RVR 24 or 1/2	RVR 55 or 1	RVR 50 or 1
D			1 3/8



JEPPesen
 22 DEC 23 (12-8)
LOS ANGELES INTL
LOS ANGELES, CALIF
KLAX/LAX
RNAV (GPS) Y Rwy 25R

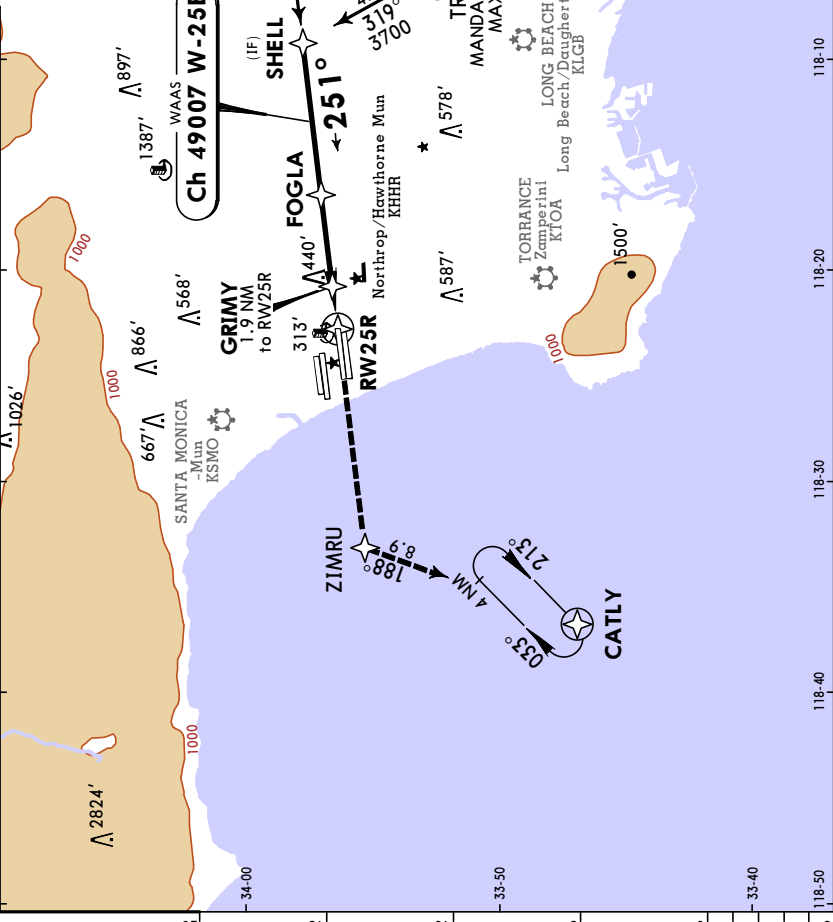


D-ATIS Arrival 133.8	SOCAL Approach (R) 124.5	North Complex 124.9	West 121.4	Ground North Complex 121.65	South Complex 121.75	Helicopter 119.8
WAAS Ch 49007 W-25B	Final Apch Crs 251°	FOGLA 1900' (1796')	LPV DA(H) 304' (200')	Apt Elev 128'	TDZE 104'	7700 MSA RW25R

MISSED APCH: Climb to 2000' direct ZIMRU and on track 188° to CATLY and hold.

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

1. Use of Flight Director or Autopilot required during simultaneous operations.
 2. Simultaneous approach authorized.
 3. Simultaneous approach authorized with KHHR.
 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 54°C.
 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 75').



TERPS			
STRAIGHT-IN LANDING RWY 25R			
A	LPV	LNAV/VNAV	LNAV
	DA(H) 304' (200')	DA(H) 578' (474')	MDA(H) 640' (536')
B	RVR 24 or 1/2	RVR 60 or 1/4	RVR 24 or 1/2
	RVR 40 or 3/4	RVR 60 or 1/4	RVR 55 or 1
C			
D			

TCH 54'		TDZE 104'	
035°	4 NM	213°	213°
188°	8.9	190°	190°
740'	1.9	1900'	1900'
1900'	3.6	251°	251°
3700'	6.0	2000'	2000'
11.5	11.5	2000'	2000'
MAISR		PAPI	
End Speed-Kts	70	90	100
Glide Path Angle	3.00°	372	478
	531	637	743
	849		
MAP at RW25R			

KLAX/LAX LOS ANGELES INTL

JEPPESSEN
10 MAR 17 **(12-20)**

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

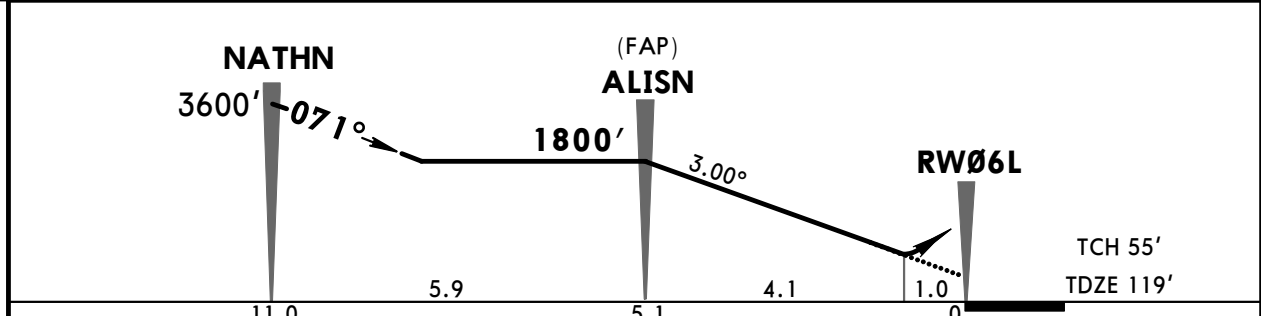
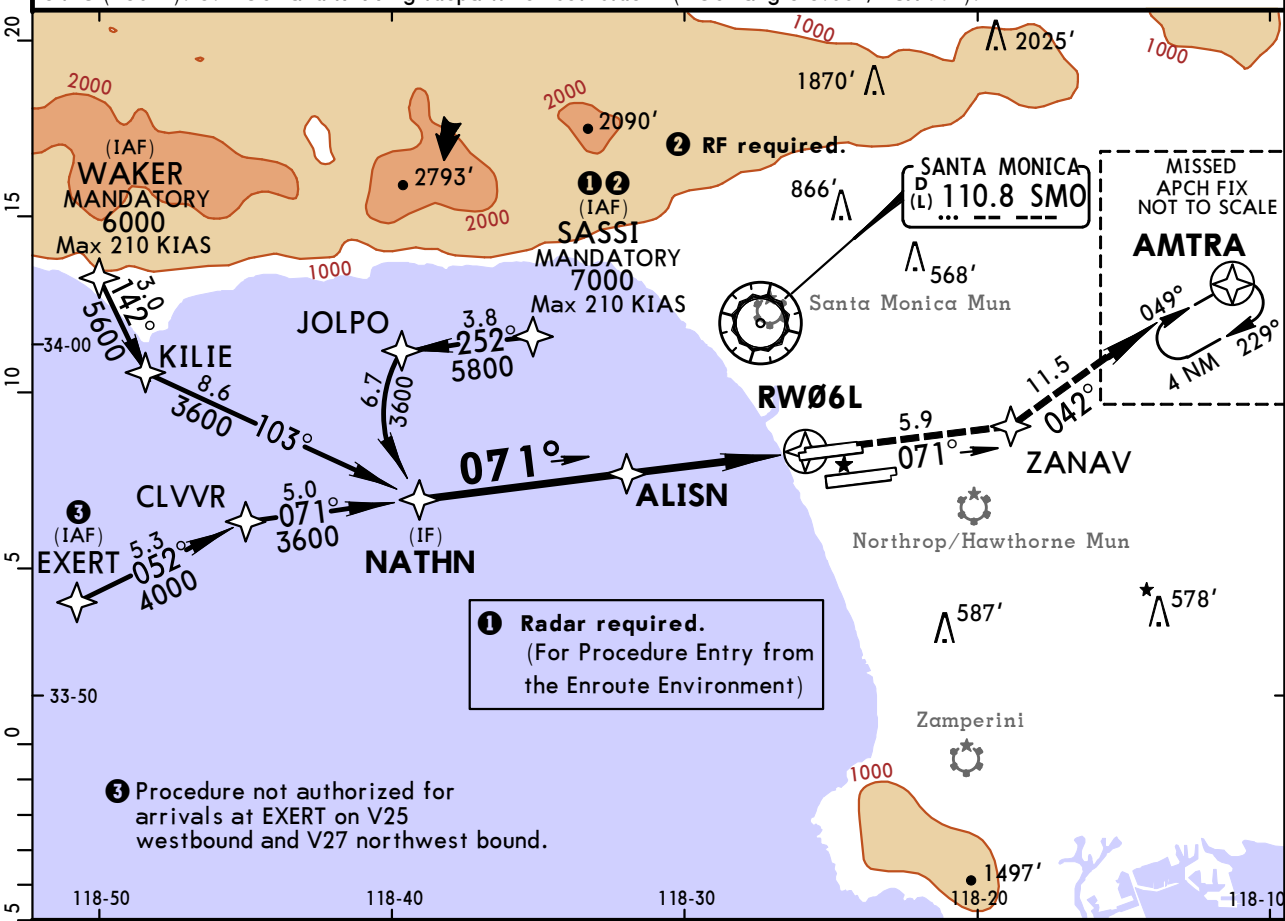
D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
133.8	225°-044°	045°-089°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	
	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8

BRIEFING STRIP™

RNAV	Final Apch Crs 071°	Minimum Alt ALISN 1800' (1681')	RNP 0.30 DA(H) 484' (365')	Apt Elev 128' TDZE 119'	7700' MSA RW06L
MISSED APCH: Climb to 3000' on track 071° to ZANAV and on track 042° to AMTRA and hold.					

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

1. **AUTHORIZATION REQUIRED.** 2. **GPS required.** 3. Simultaneous approach authorized.
 4. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 54°C (130°F).
 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 77').



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' ↑ on 071°	ZANAV
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at DA									

TERPS		STRAIGHT-IN LANDING RWY 6L	
RNP 0.30		DA(H) 484' (365')	
RAIL/ALS out			
A			
B			
C	RVR 40 or 3/4	RVR 60 or 1/4	
D			

TERPS AMEND 1 10 NOV 2016

KLAX/LAX LOS ANGELES INTL

JEPPESSEN
10 MAR 17 (12-21)

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

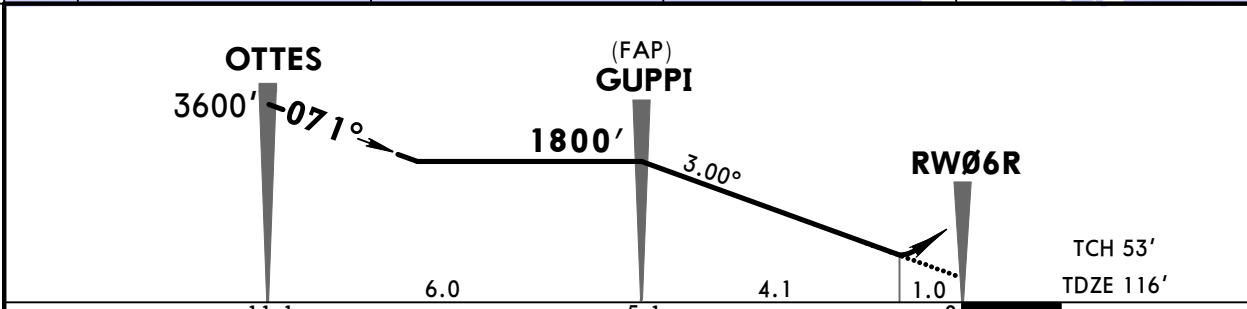
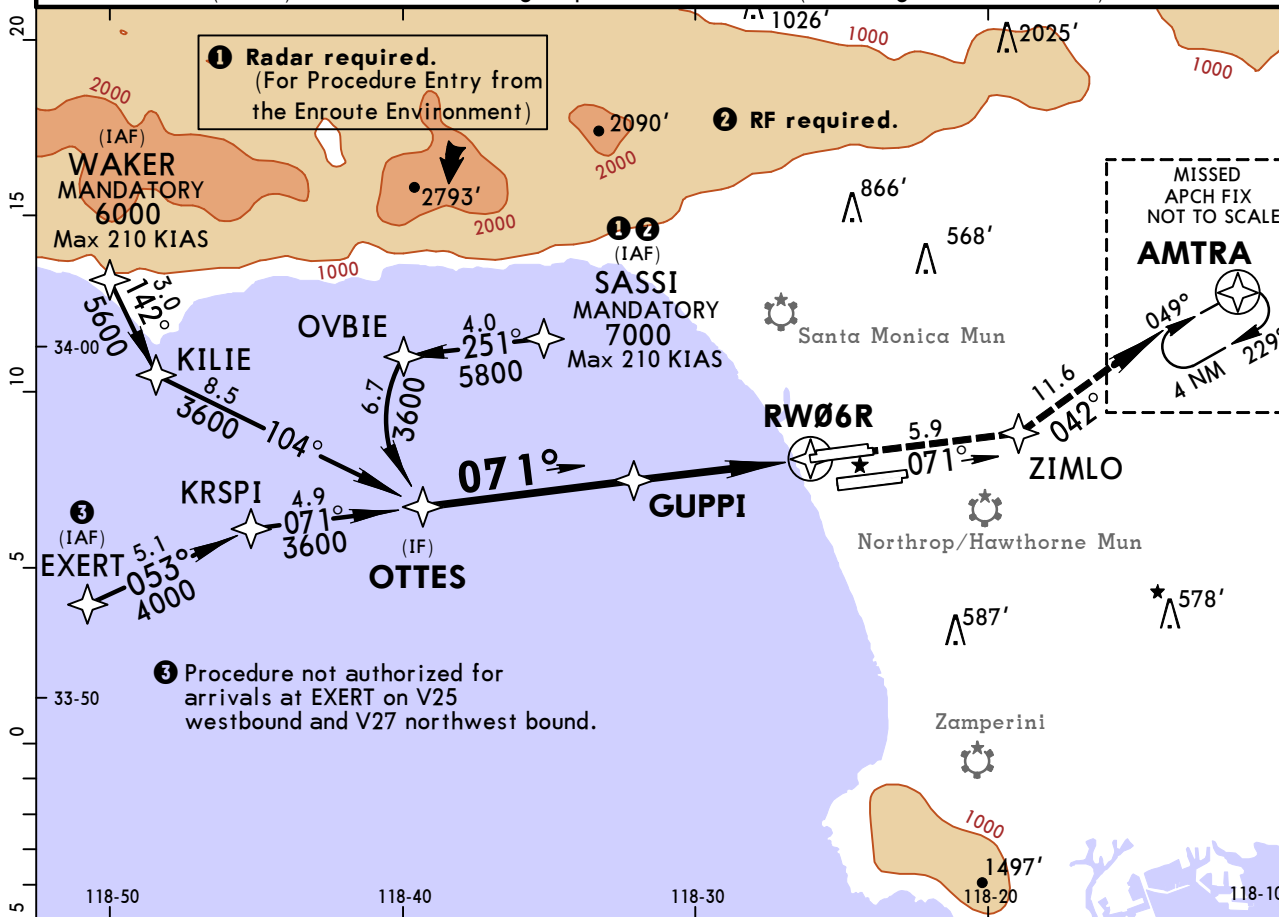
D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
133.8	225°-044°	045°-089°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	119.8
	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	

BRIEFING STRIP™

RNAV	Final Apch Crs 071°	Minimum Alt GUPPI 1800' (1684')	RNP 0.30 DA(H) 471' (355')	Apt Elev 128' TDZE 116'	7800'
MISSED APCH: Climb to 3000' on track 071° to ZIMLO and on track 042° to AMTRA and hold.					MSA RW06R

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized. 4. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69').



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' on 071°	ZIMLO	
Descent angle	3.00°	372	478	531	637	743				849
MAP at DA										

TERPS STRAIGHT-IN LANDING RWY 6R
RNP 0.30
DA(H) 471' (355')

TERPS AMEND 1 10 NOV 2016

RAIL/ALS out	
A	
B	
C	RVR 40 or 3/4
D	RVR 60 or 1/4

KLAX/LAX LOS ANGELES INTL

JEPPESEN
4 NOV 16
Eff 10 Nov (12-22)

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

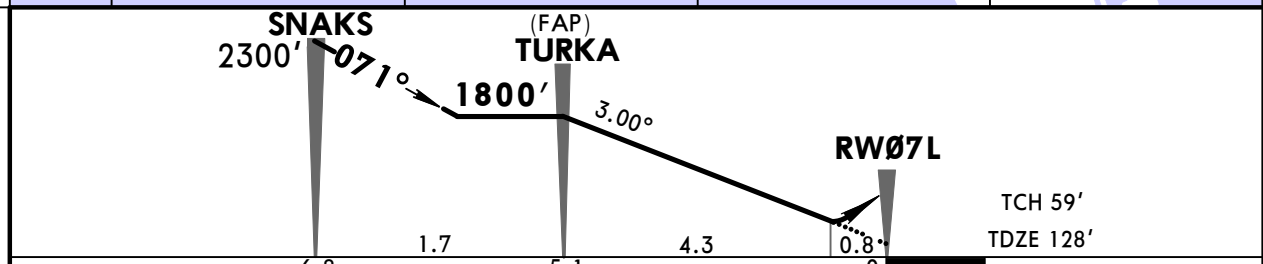
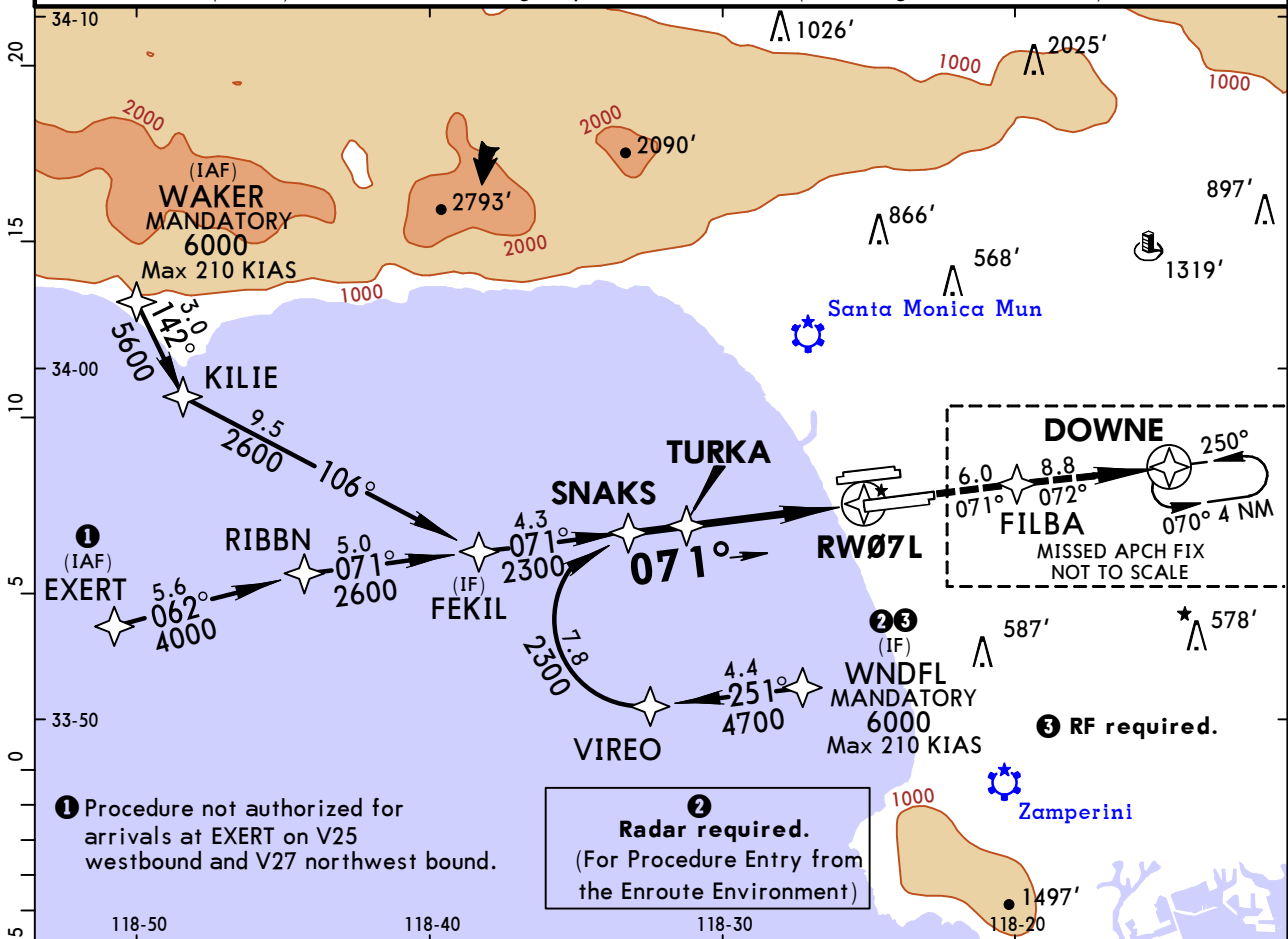
D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
133.8	225°-044°	045°-089°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	
	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8

RNAV	Final Apch Crs 071°	Minimum Alt TURKA 1800' (1672')	RNP 0.11 DA(H) 441' (313')	Apt Elev 128' TDZE 128'	7700' MSA RW07L
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MISSED APCH: Climb to 3000' on track 071° to FILBA and on track 072° to DOWNE and hold.

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

1. **AUTHORIZATION REQUIRED.** 2. **GPS required.** 3. Simultaneous approach authorized.
4. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 83').



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' on 071°	FILBA
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at DA									

TERPS		STRAIGHT-IN LANDING RWY 7L	
RNP 0.11 DA(H) 441' (313')		RNP 0.30 DA(H) 485' (357')	
RAIL/ALS out		RAIL/ALS out	

A				
B				
C	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4
D				

CHANGES: Procedure.

TERPS AMEND 1 10 NOV 2016

KLAX/LAX LOS ANGELES INTL

JEPPESEN
4 NOV 16
Eff 10 Nov 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°	North Complex	South Complex	West	North Complex	South Complex	
	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8

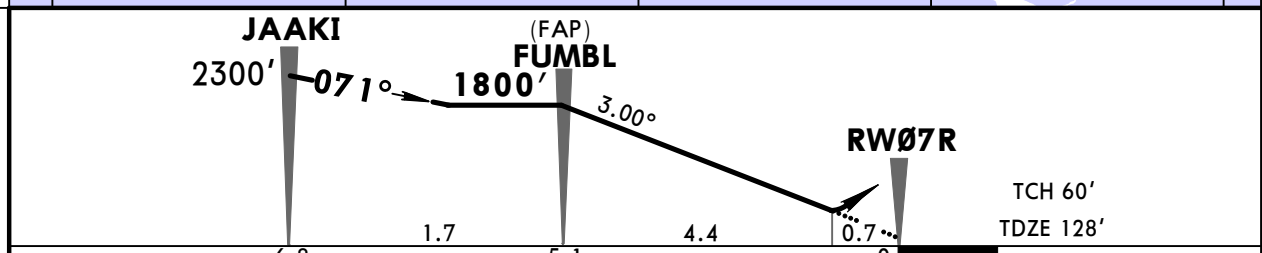
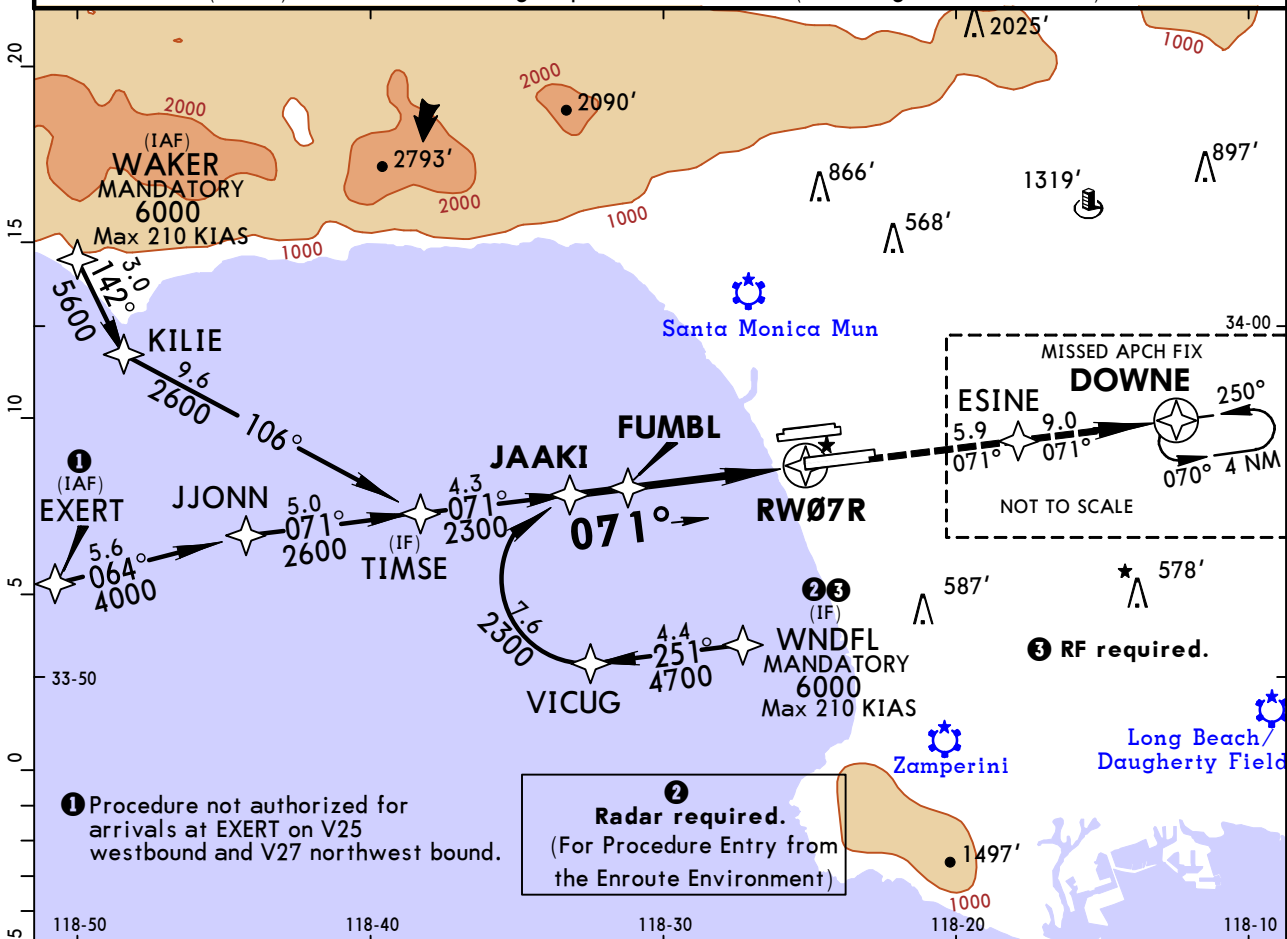
RNAV	Final Apch Crs 071°	Minimum Alt FUMBL 1800' (1672')	RNP 0.11 DA(H) 414' (286')	Apt Elev 128' TDZE 128'	7700'
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MISSED APCH: Climb to 3000' on track 071° to ESINE and on track 071° to DOWNE and hold.

MSA RW07R

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized.
4. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 57').



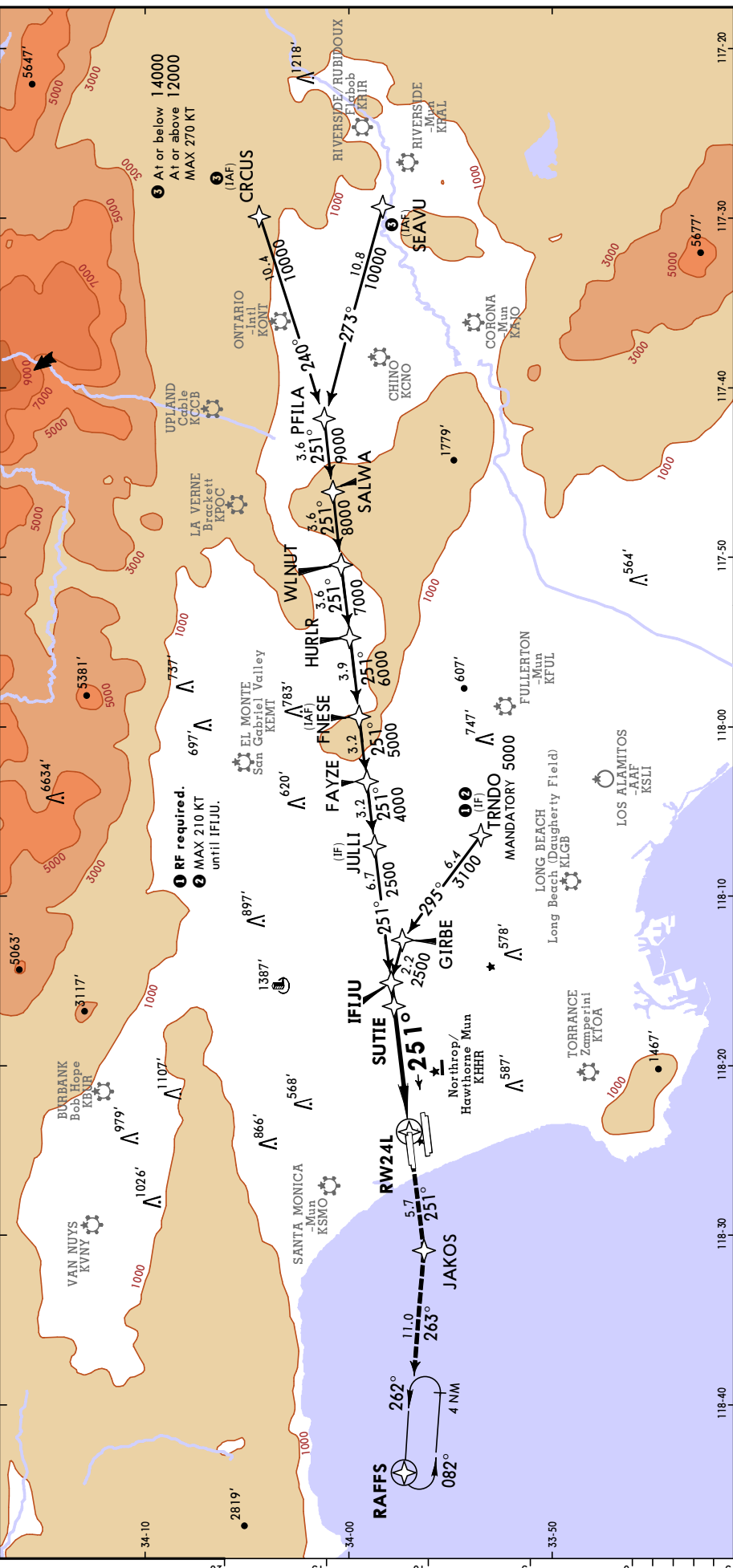
Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	PAPI ↑ on 071°	ESINE
Glide Path Angle	3.00°	372	478	531	637	743			

TERPS				STRAIGHT-IN LANDING RWY 7R			
RNP 0.11 DA(H) 414' (286')		RNP 0.30 DA(H) 538' (410')		RAIL/ALS out		RAIL/ALS out	

A				
B				
C	RVR 24 or 1/2	RVR 45 or 7/8	RVR 45 or 7/8	1 3/8
D				

KLAX/LAX
LOS ANGELES INTL
 8 DEC 23 (12-24) RNAV (RNP) Z RWY 24L
 MSA RW24L

D-ATIS Arrival 133.8	SOCAL Approach (R) 225°-044° 124.5	090°-224° 124.9	North Complex 133.9	LOS ANGELES Tower South Complex 120.95	West 121.4	Ground North Complex 121.65	South Complex 121.75	Helicopter 119.8
RNAV	Final Apch Crs 251°			SUTIE (2077')		RNP 0.15 DA(H) 545' (422')		Apt Elev 128' TDZE 123'

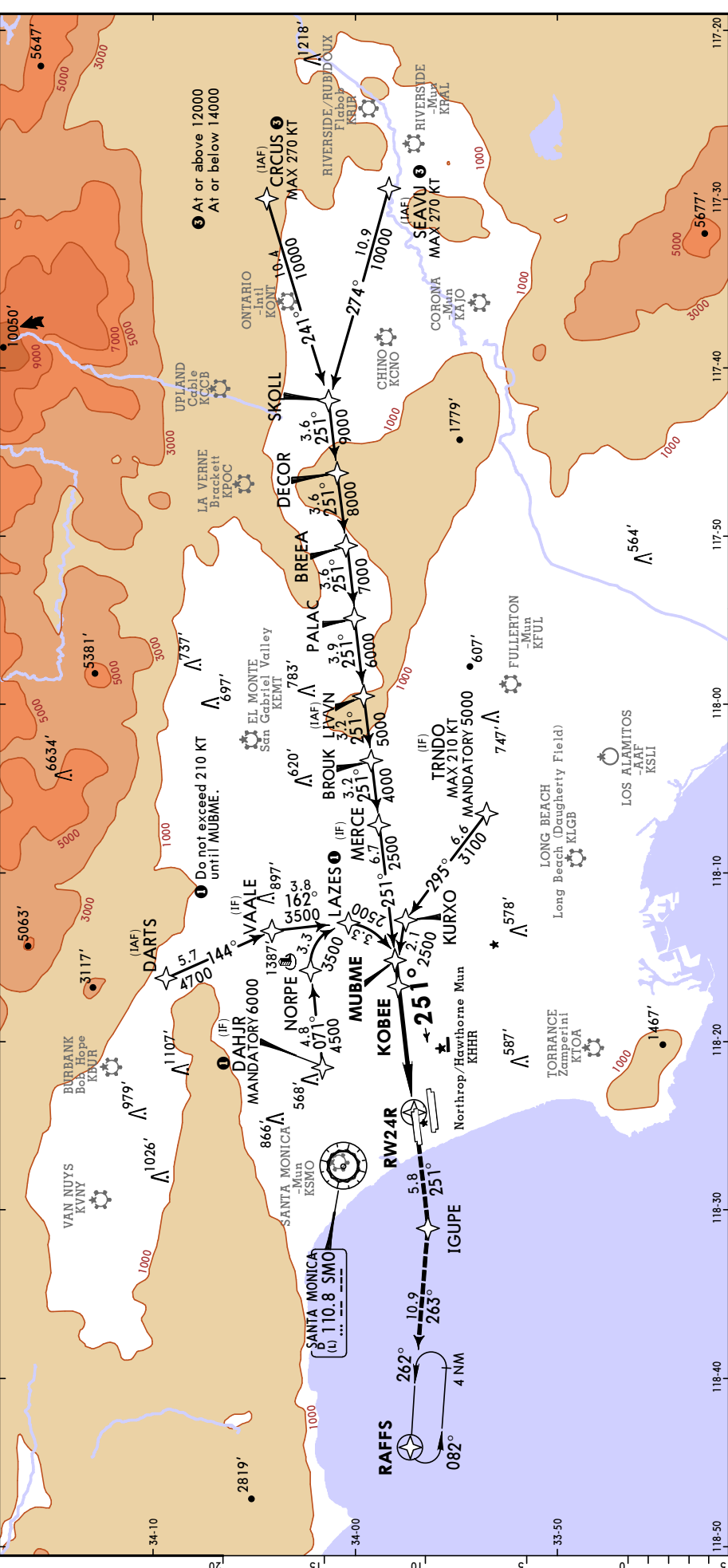


MISSED APCH: Climb to 2000' on track 251° to JAKOS and on track 263° to RAFFS and hold.	
RNP AR Apch Alt Set: INCHES	Trans level: 18000'
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C or above 54°C. 3. VGS1 and RNAV glidepath not coincident (VGS1 angle 3.00°/TCH 79').	
4. Simultaneous approach authorized. 5. Simultaneous approach authorized with KHRH.	
TERPS	
STRAIGHT-IN LANDING RWY 24L	
RNP 0.15 DA(H) 545' (422')	RNP 0.30 DA(H) 592' (469')
A RAIL/ALS out	RAIL/ALS out
B RVR 35 or 5/6	RVR 45 or 7/6
C 1 3/6	1 3/6
D	
JAKOS	
2000' or 251°	
IFIJU	
SUTIE (FAP) 2200' → 251° 2500'	
RW24L	
TCH 59'	
TDZE 123'	
MAP at DA	
Grnd speed-Kts	70 90 100 120 140 160
Glide Path Angle	3.00° 372 478 531 637 743 849
CHANGES: Notes, chart format.	
TERPS AMEND 28 9 SEP 2021	

JEPPesen LOS ANGELES, CALIF
KLAX/LAX
LOS ANGELES INTL
 8 DEC 23 (12-25) RNAV (RNP) Z Rwy 24R

D-ATIS Arrival 133.8	SOCAL Approach (R) 225°-044° 045°-089° 090°-224° 124.5 128.5 124.9	LOS ANGELES Tower North Complex South Complex 133.9 120.95	Ground North Complex South Complex 121.4 121.65 121.75	Helicopter 119.8
RNAV	Final Apch Crs 251°	KOBEE 2200' (2078')	RNP 0.15 DA(H) 484' (362')	Apch Elev 128' TDZE 122'

MISSED APCH: Climb to 2000' on track 251° to IGUPE and on track 263° to RAFFS and hold.
 RNP AR Apch (GPS) Alt Set: INCHES
 1. AUTHORIZATION REQUIRED: 2. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73').
 4. Simultaneous approach authorized. 5. Simultaneous approach authorized with KHRH.



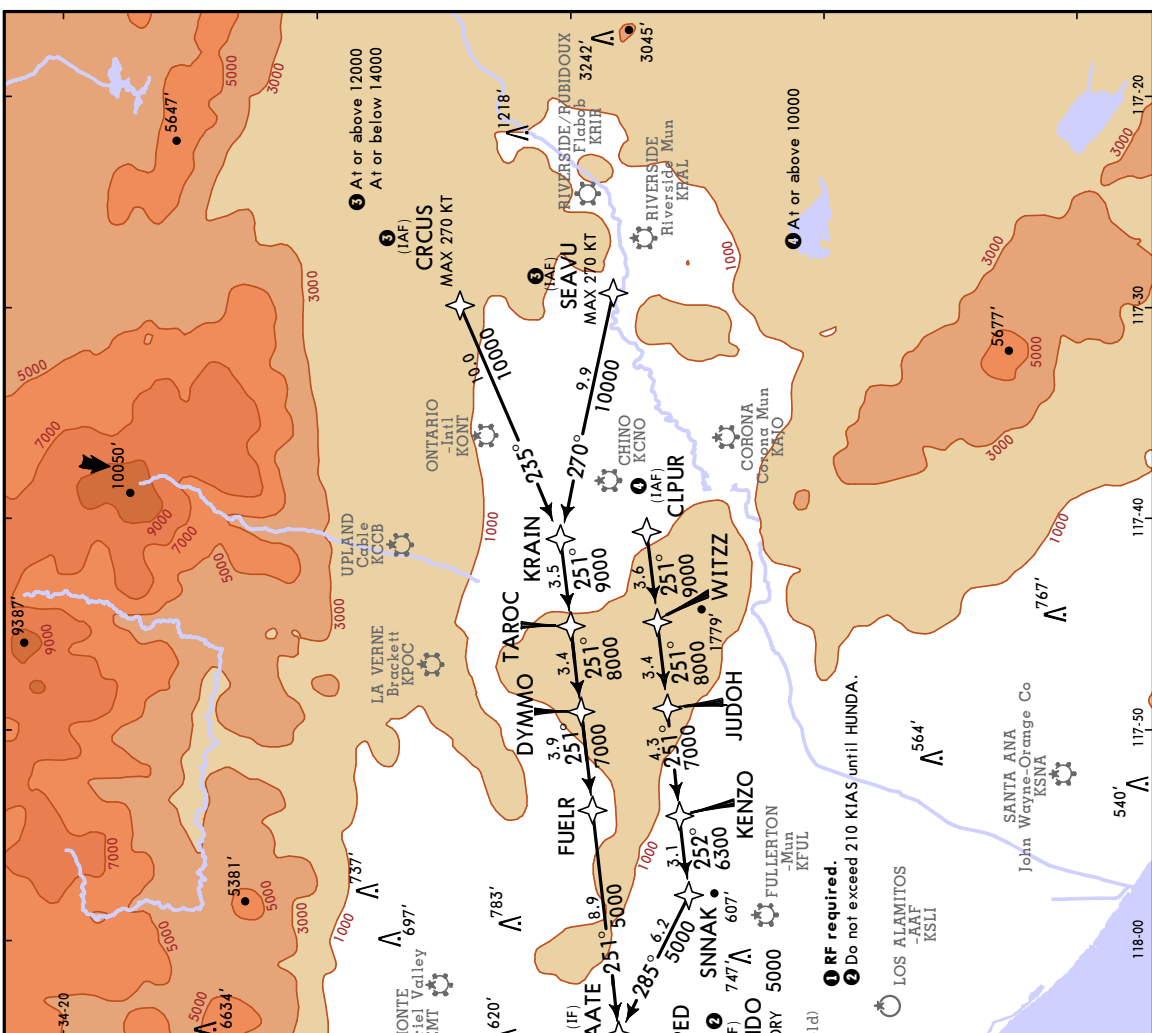
TERPS		STRAIGHT-IN LANDING RWY24R	
RNP 0.15	RNP 0.30	ALS OUT	ALS OUT
DA(H) 484' (362')	DA(H) 586' (464')	RVR 40 or 3/4	RVR 60 or 1/4
A	B	C	D
IGUPE		IGUPE	
2000'		251°	
ALS-II		ALS-II	
PAP		PAP	
7.6		7.6	
1.2		1.2	
6.4		6.4	
6.4		6.4	
3.00°		3.00°	
RW24R		RW24R	
KOBEE (FAP) 2200'		KOBEE (FAP) 2200'	
MUBME		MUBME	
251°-2500'		251°-2500'	
TCH 55'		TCH 55'	
TDZE 122'		TDZE 122'	
See planview for multiple IF locations.		See planview for multiple IF locations.	
Grd Speed-Kts	70 90 100 120 140 160		
Glide Path Angle	3.00° 3/2 4/8 5/1 6/3 7/4 8/9		
MAP at DA			

JEPPesen LOS ANGELES, CALIF
 3 SEP 21 (12-26) RNAV (RNP) Z RWY 25L

KLAX/LAX
 LOS ANGELES INTL

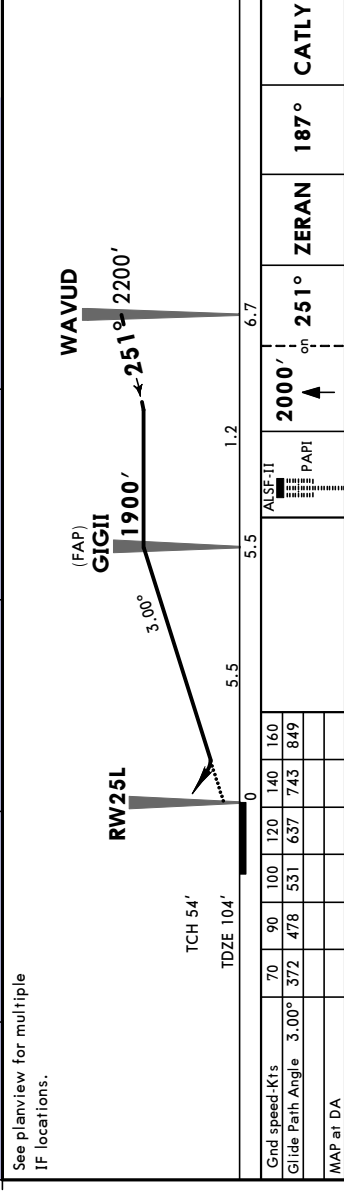
D-ATIS Arrival 133.8	SOCAL Approach (R) 124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8	Helicopter	
RNAV	Final Apch Crs 251°	GIGII 1900' (1796')	RNP 0.15 DA(H) 445' (341')	Apt Elev 128' TDZE 104'	7700						MSA RW25L

MISSD APCH: Climb to 2000' on track 251° to ZERAN and on track 187° to CATLY and hold.
 RNP AR Apch TAIT Set: INCHES Trans alt: 18000'
 1. Authorization required. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C or above 54°C. 4. Simultaneous approach authorized. 5. Simultaneous approach authorized with KHHR. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 70').



STRAIGHT-IN LANDING RWY 25L

RNP 0.15		RNP 0.30	
DA(H) 445' (341')		DA(H) 543' (439')	
A	ALS OUT	ALS OUT	ALS OUT
B	RVR 30 or 5/8	RVR 60 or 1/4	RVR 50 or 1
C			1 1/2
D			

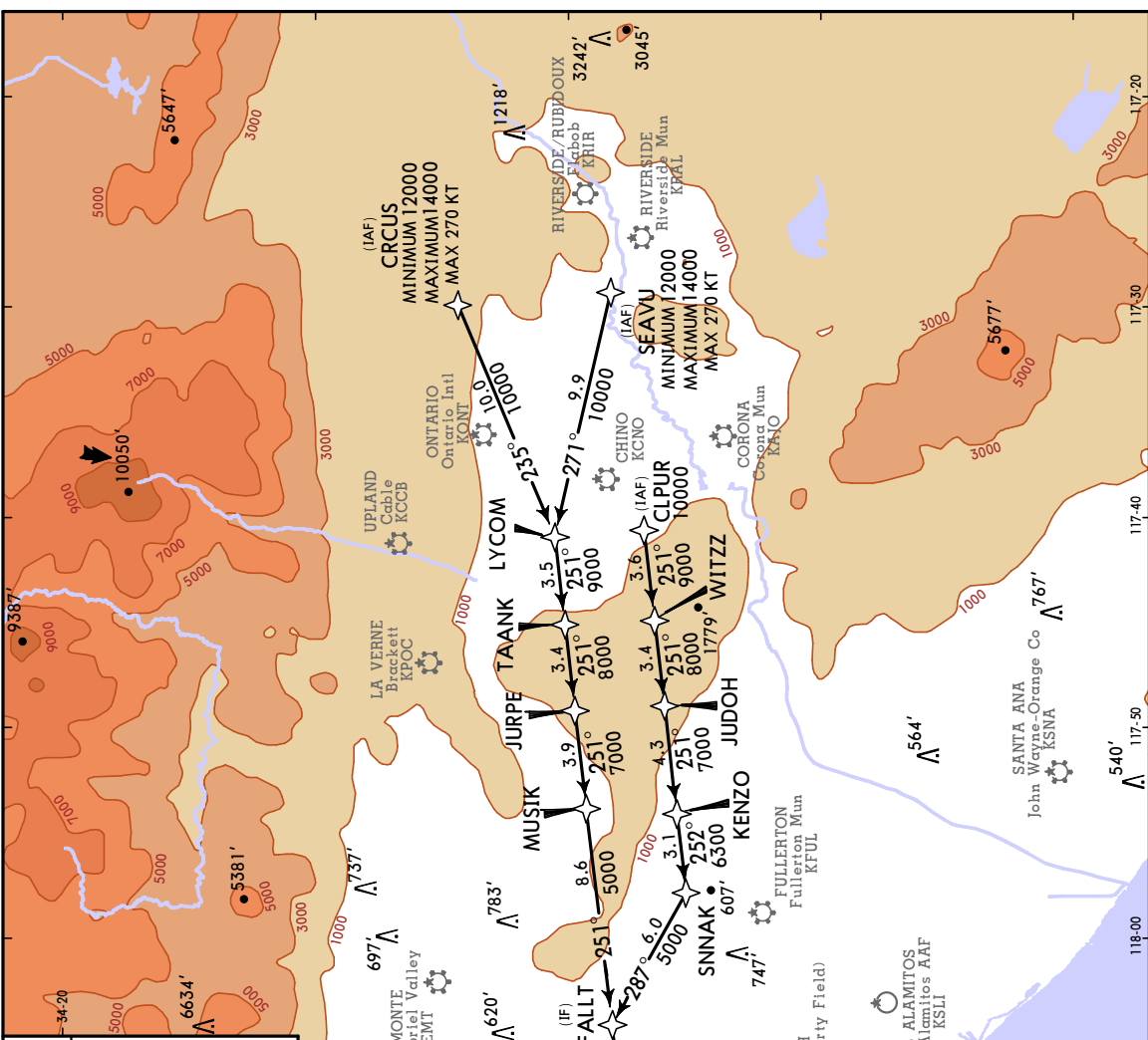


KLAX/LAX
LOS ANGELES INTL

3 SEP 21 (12-27)
RNP 0.11

JEPPesen LOS ANGELES, CALIF
RNAV (RNP) Z RWY 25R

D-ATIS Arrival 133.8	SOCAL Approach (R) 225°-044° 045°-099° 090°-224°	LOS ANGELES Tower North Complex 124.9	South Complex 121.4	South Complex 121.65	Helicopter 119.8
RNAV	Final Apch Crs 251°	FOGLA 1900' (1796')	RNP 0.11 DA(H) 453' (349')	North Complex 121.75	Apt Elev 128' TDZE 104'
<p>MISSED APCH: Climb to 2000' on track 251° to ZIMRU and track 188° to CATLY and hold.</p> <p>Alt Set: INCHES</p> <p>Trans level: FL 180</p> <p>Trans alt: 18000'</p> <p>1. Authorization required. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 54°C (130°F). 4. VGS1 and RNAV glidepath not coincident (VGS1 angle 3.00/TCH 75'). 5. Simultaneous approach authorized.</p> <p>6. Simultaneous approach authorized with KHHR.</p>					
<p>MSA RW25R</p> <p>7700</p>					

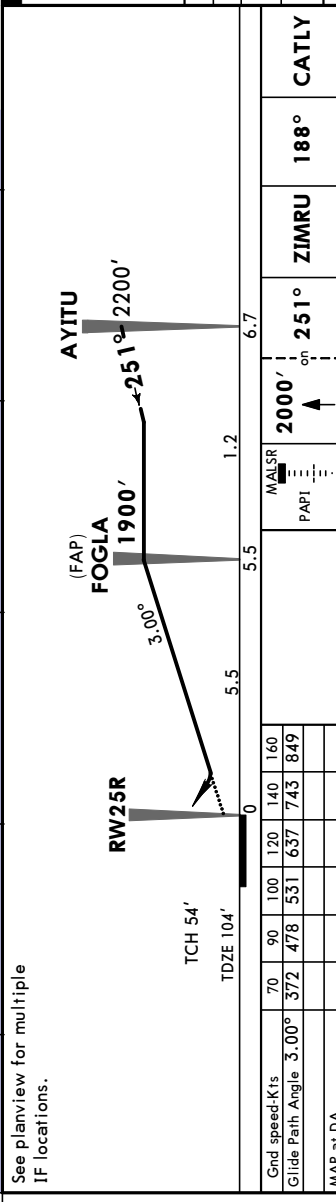


TERPS

STRAIGHT-IN LANDING RWY25R

A	RNP 0.11	RNP 0.30
	DA(H) 453' (349')	DA(H) 544' (440')
	RVR 40 or 3/4	RVR 50 or 1
	RVR 60 or 1/4	RVR 11/2

RAIL/ALS out



See planview for multiple IF locations.

MAP at DA																							
Gnd speed-Kts	70	90	100	120	140	160																	
Glide Path Angle	3.00°	3.72	4.78	5.31	6.37	7.43	8.49																

MAP at DA

CHANGES: Transitions removed.

Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LOS ANGELES, CA (LOS ANGELES INTL - KLAX)				
REV	PARKING BAYS & COORDS (TE...	10-9B	24 May 2024	
REV	PARKING BAYS & COORDS (IM...	10-9C	24 May 2024	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KLAX

Type: Terminal

Effectivity: Temporary

Begin Date: 20240306

End Date: Until Further Notice

(10-8) CONSTRUCTION TEMP - Phase 4 NAET Rwy 6R/24L closed date revised to (construction begins March 06, 2024).

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.