

List of pages in this Trip Kit

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- Terminal Charts For KLAX
- Revision Letter For Cycle 08-2026
- 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: 1301 Z
Sunset: 0240 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 Initial Contact
Los Angeles Tower: 133.900 Initial Contact
Los Angeles Ground: 121.400
Los Angeles Ground: 121.650
Los Angeles Ground: 121.750
Los Angeles Ramp/Taxi: 131.450
Los Angeles Ramp/Taxi: 131.075
Los Angeles Ramp/Taxi: 130.850
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: 131.975
Los Angeles Ramp/Taxi: 131.850
Los Angeles Clearance Delivery: 120.350
Socal Approach: 128.500 (45°-89°)
Socal Approach: 124.300

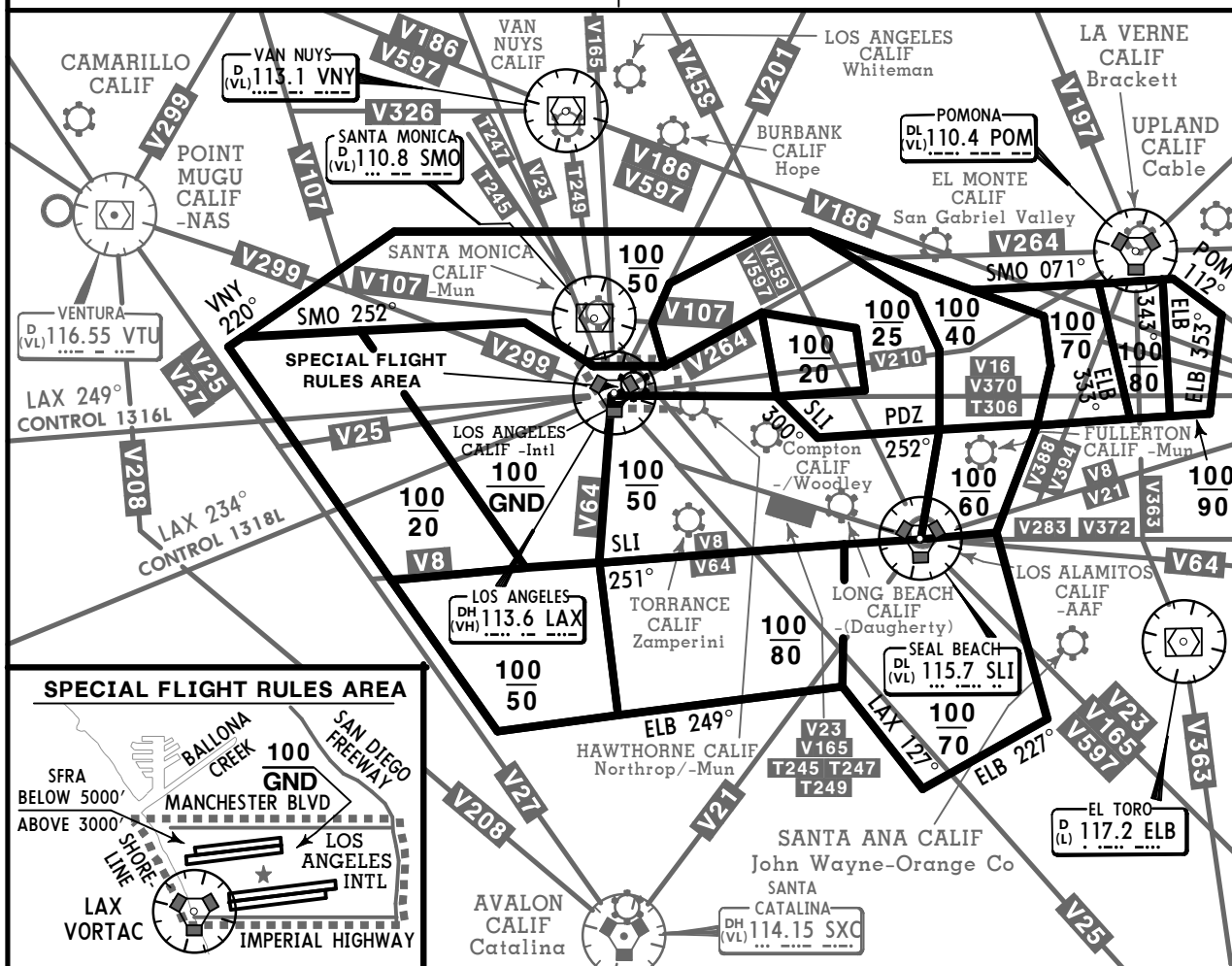
Socal Approach: 124.500 (225°-44°)
Socal Approach: 124.900 (90°-224°)
Socal Terminal Control Area: 124.900
Socal Terminal Control Area: 125.200
Socal Terminal Control Area: 127.400
Socal Terminal Control Area: 124.500
Socal Terminal Control Area: 124.300
Socal Departure: 125.200 (225°-44°)
Socal Departure: 124.300 (45°-224°)
Los Angeles UNICOM: 122.950
Los Angeles Helicopter: 119.800

LOS ANGELES CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

Socal App
124.3 124.5 124.9
125.2 127.4

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-

- Arriving aircraft should contact Socal Approach Control on specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control for sequencing and spacing purposes.
- Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on appropriate frequencies.
- 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

JEPPESEN LOS ANGELES, CALIF
RNAV STAR

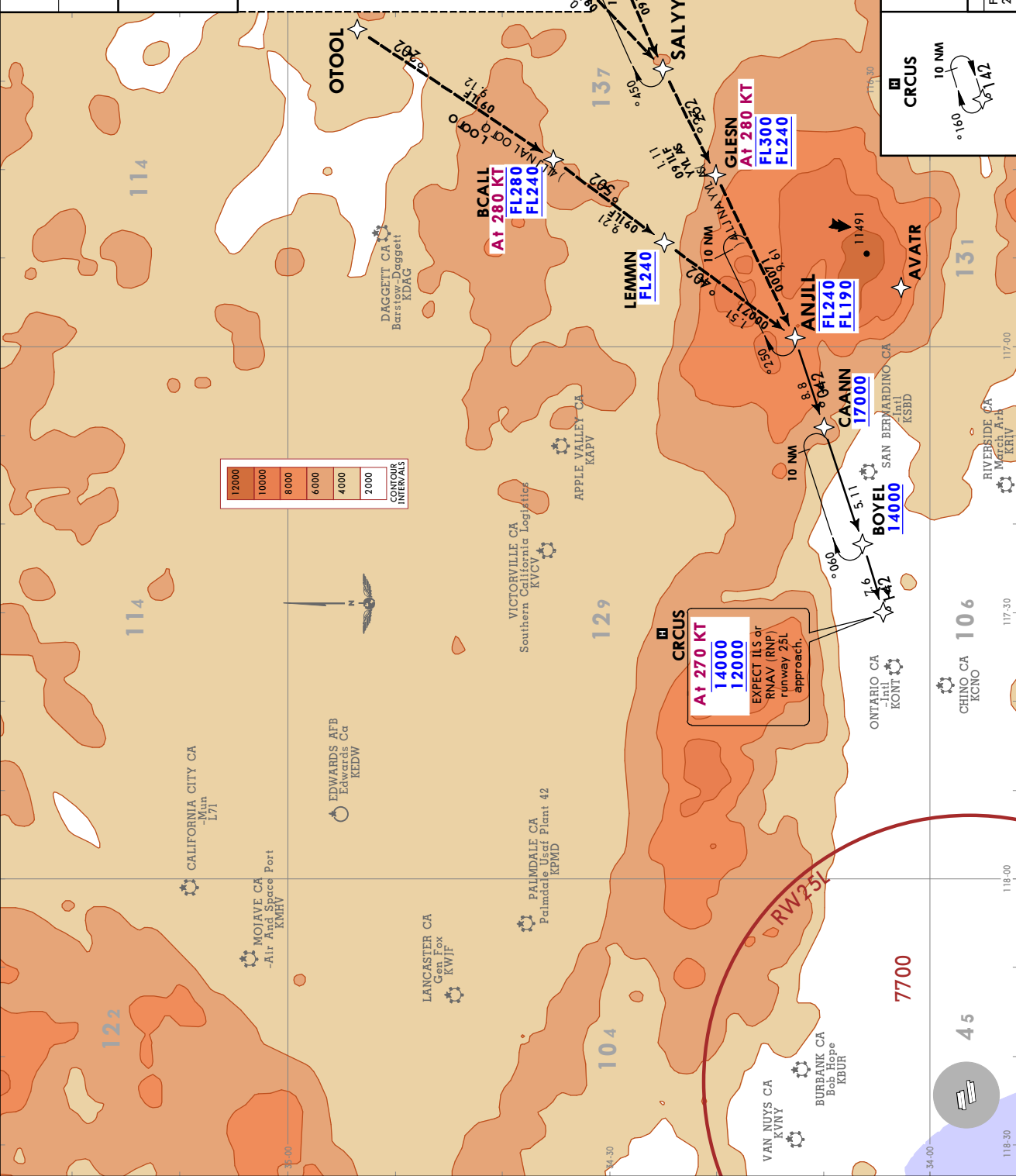
26 SEP 25
10-2
Eff 2 Oct

Alt 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

ANJLL 4 RNAV ARRIVAL
(ANJLL.ANJLL4)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until
intercepting 280 KT. MAINTAIN 280 KT until slowed by the STAR.



CRCS
10 NM
0160
0142

ANJLL
FL240
FL190
CAANN
17000
BOYEL
14000
CRCS
A+ 270 KT
14000
12000
EXPECT ILS or
RNAV (RNP)
runway 25L
approach.

BOYEL
14000
CAANN
17000
ANJLL
FL240
FL190
GLESN
A+ 280 KT
FL300
FL240

SMASH
A+ 280 KT
FL280
FL240
BCALL
A+ 280 KT
FL280
FL240
OTOOL
A+ 280 KT
FL280
FL240

SHTNR
A+ 280 KT
FL280
FL240
HAKMN
NOT TO SCALE
DNERO
NOT TO SCALE
CGNEY
CGNEY.ANJLL4
FL190
55.6
SLLRS
NOT TO SCALE
FLOJO
NOT TO SCALE
SALYY
NOT TO SCALE

ROUTING
From ANJLL on track 240° to CAANN, then on track 240° to BOYEL, then on track
241° to CRCS. EXPECT ILS or RNAV (RNP) runway 25L approach.

LOS ANGELES INTL
RNAV STAR
26 SEP 25
10-2
Eff 2 Oct
JEPPESEN LOS ANGELES, CALIF

KLAX/LAX
LOS ANGELES INTL

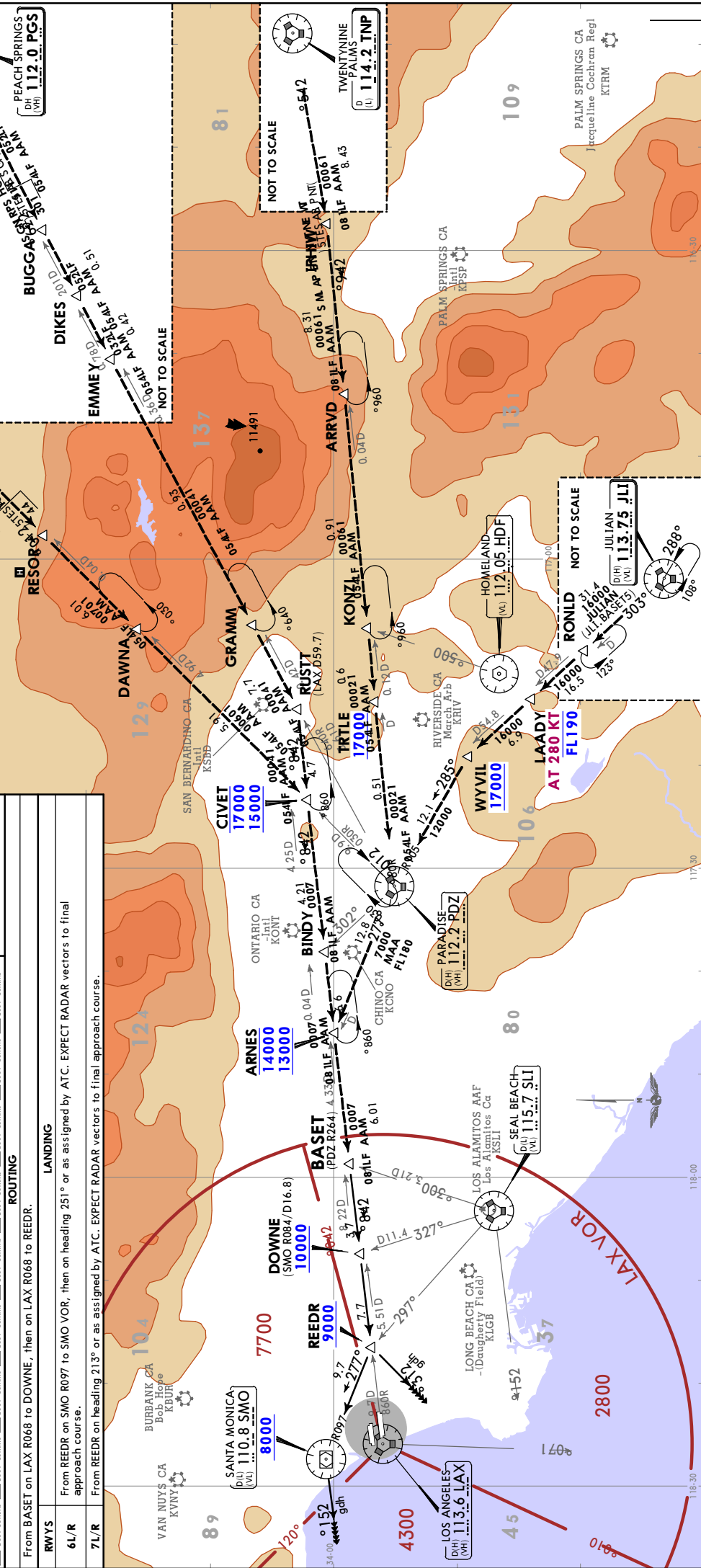
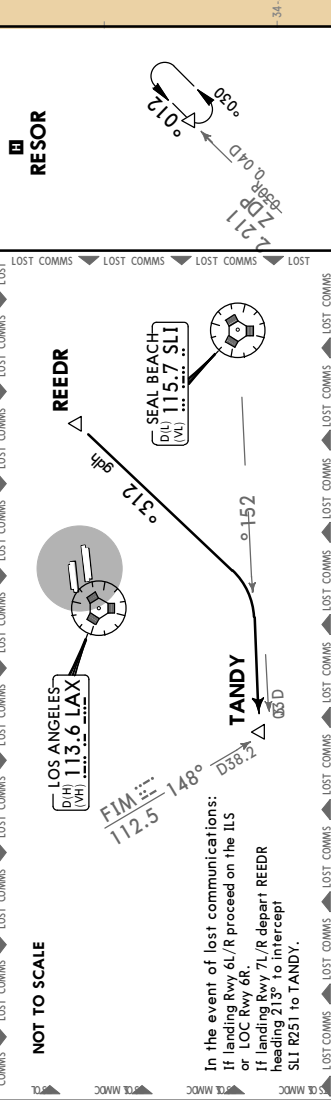
JEPPESEN LOS ANGELES, CALIF
26 SEP 25 (10-2A) Eff 2 Oct

STAR

D-ATIS Arrival
133.8

Apt Elev
128

Alt Set: INCHES Trans level: FL180
1. RADAR required.
2. DME required.
3. Turbojet aircraft only.





KLAX/LAX

LOS ANGELES INTL

LOS ANGELES, CALIF

RNAV STAR

JEPPESEN

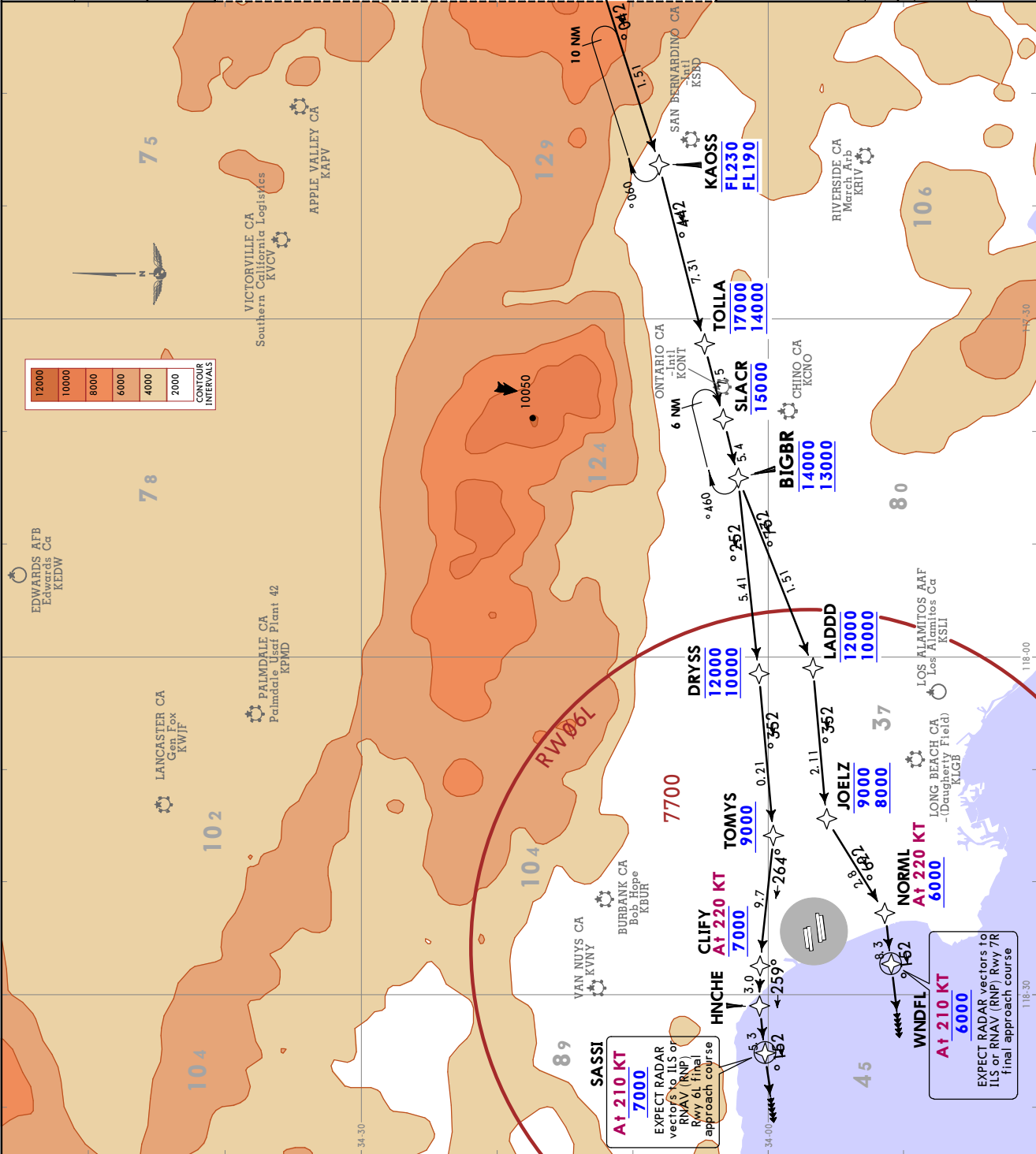
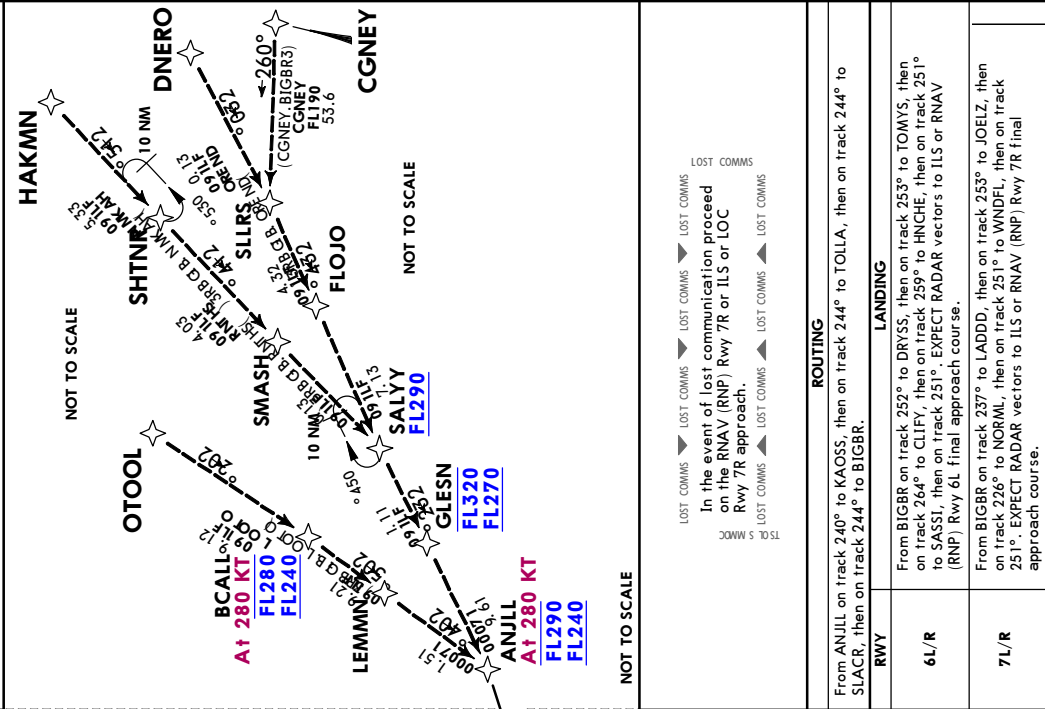
17 MAR 23

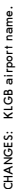
10-2C

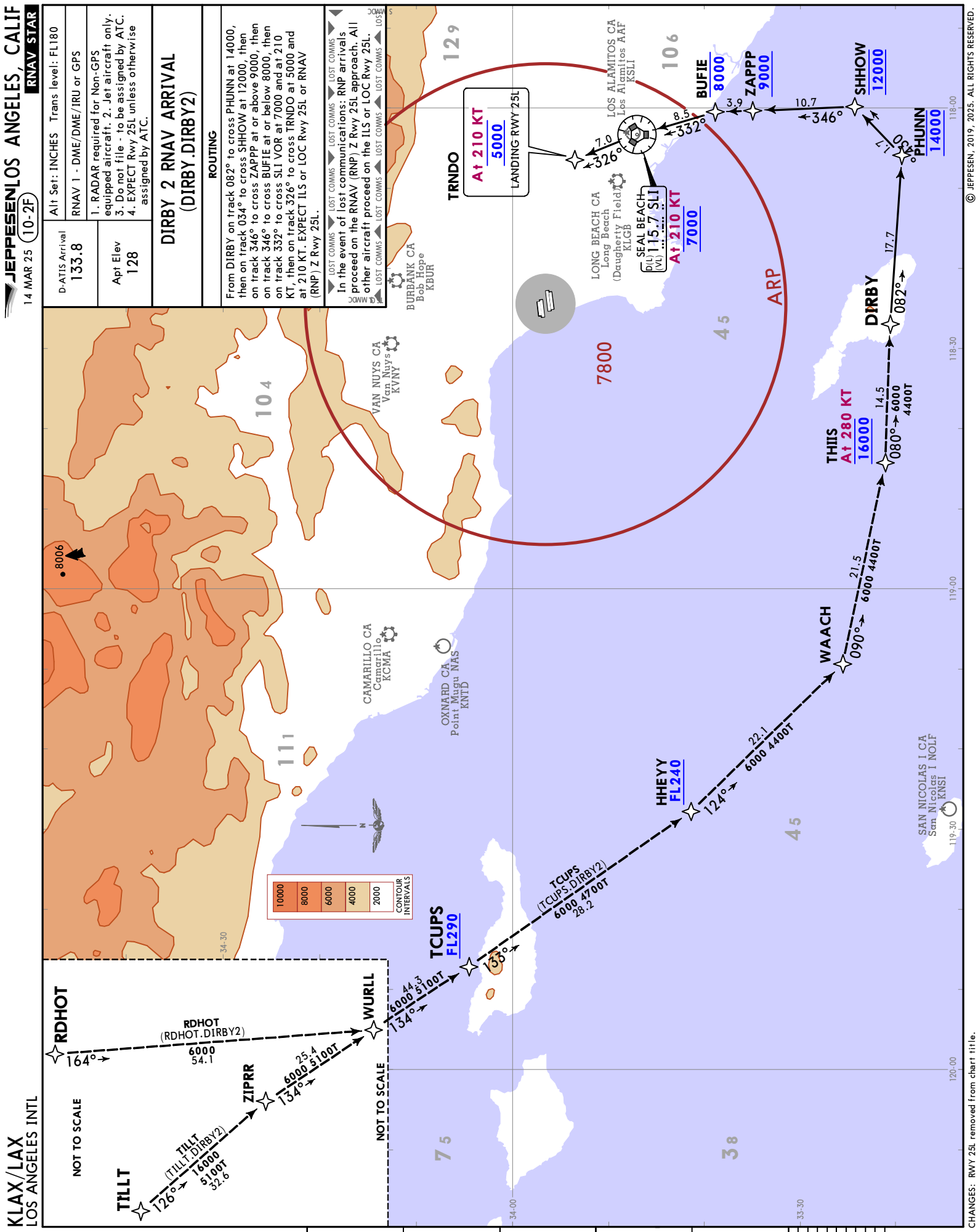
D-ATIS Arrival 133.8	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turboprop aircraft only. 5. EXPECT Rwy 7R unless otherwise assigned. 6. EXPECT local area altimeter reaching FL230. 7. Los Angeles landing EAST traffic. 8. CGNEY and OTOOL transitions ATC assigned only, do not file. 9. SHTNR transition restricted to KLAS departures only.
Apt Elev 128	

BIGBR 3 RNAV ARRIVAL (ANJLL.BIGBR3)

(RWYS 6L/R, 7L/R)







CHANGES: Rwy 25L removed from chart title.

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CHANGES: RWY 25L removed from chart title.

D-ATIS Arrival
133.8

Apt Elev
128

RNAV 1 - GPS

Alt Set: INCHES Trans level: FL180

1. RADAR required.

2. GPS required.

3. Jet aircraft only.

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

GOATZ 2 RNAV ARRIVAL

(GOATZ.GOATZ2)

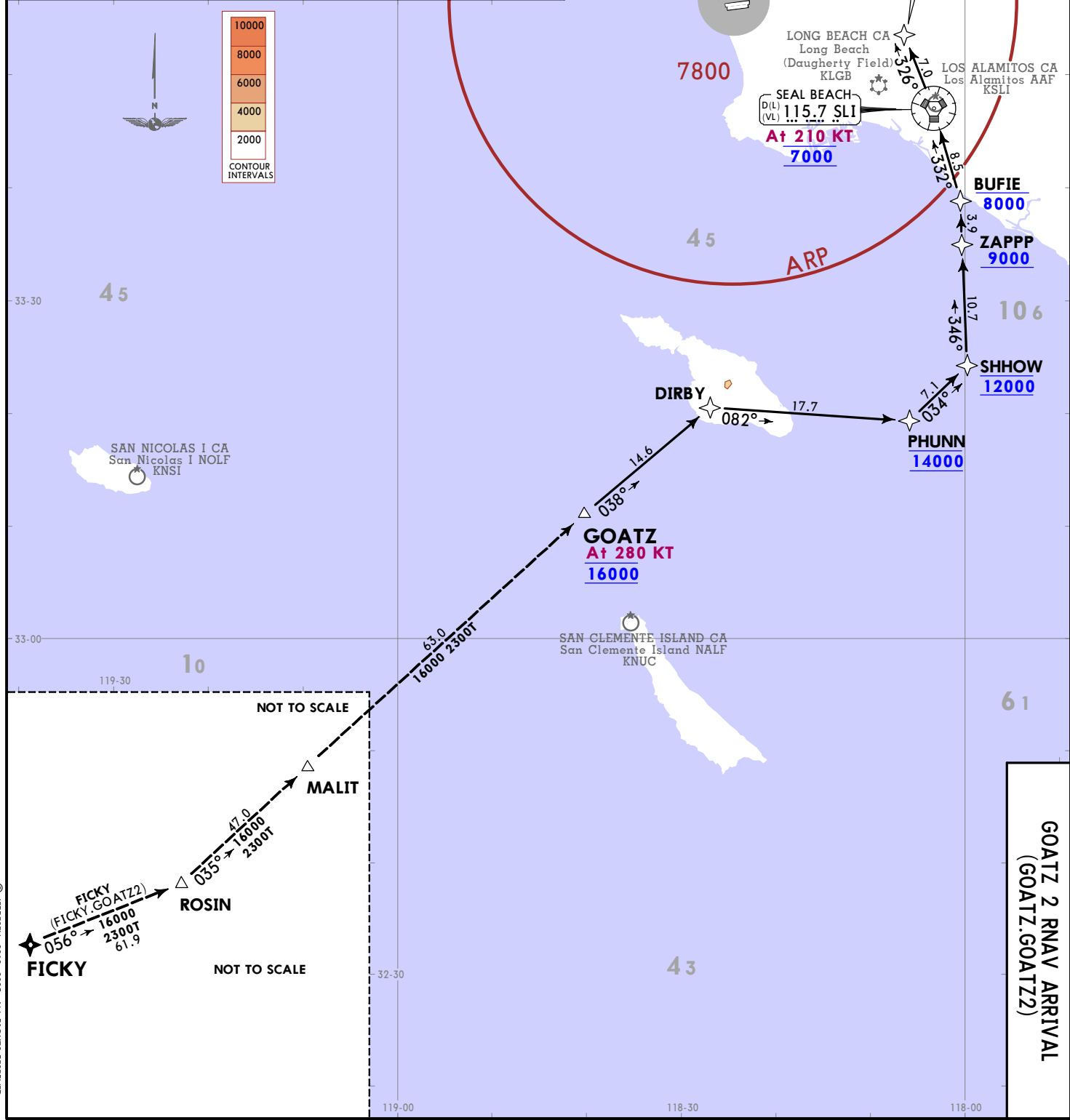
ROUTING

From GOATZ on track 038° to DIRBY, then on track 082° to cross PHUNN at 14000, then on track 034° to cross SHHOW at 12000, then on track 346° to cross ZAPPP at or above 9000, then on track 346° to cross BUFIE at or below 8000, then on track 332° to cross SLI VOR at 7000 and at 210 KT, then on track 326° to cross TRNDO at 5000 and at 210 KT. EXPECT ILS or LOC Rwy 25L or RNAV (RNP) Z Rwy 25L.

LOST COMMS

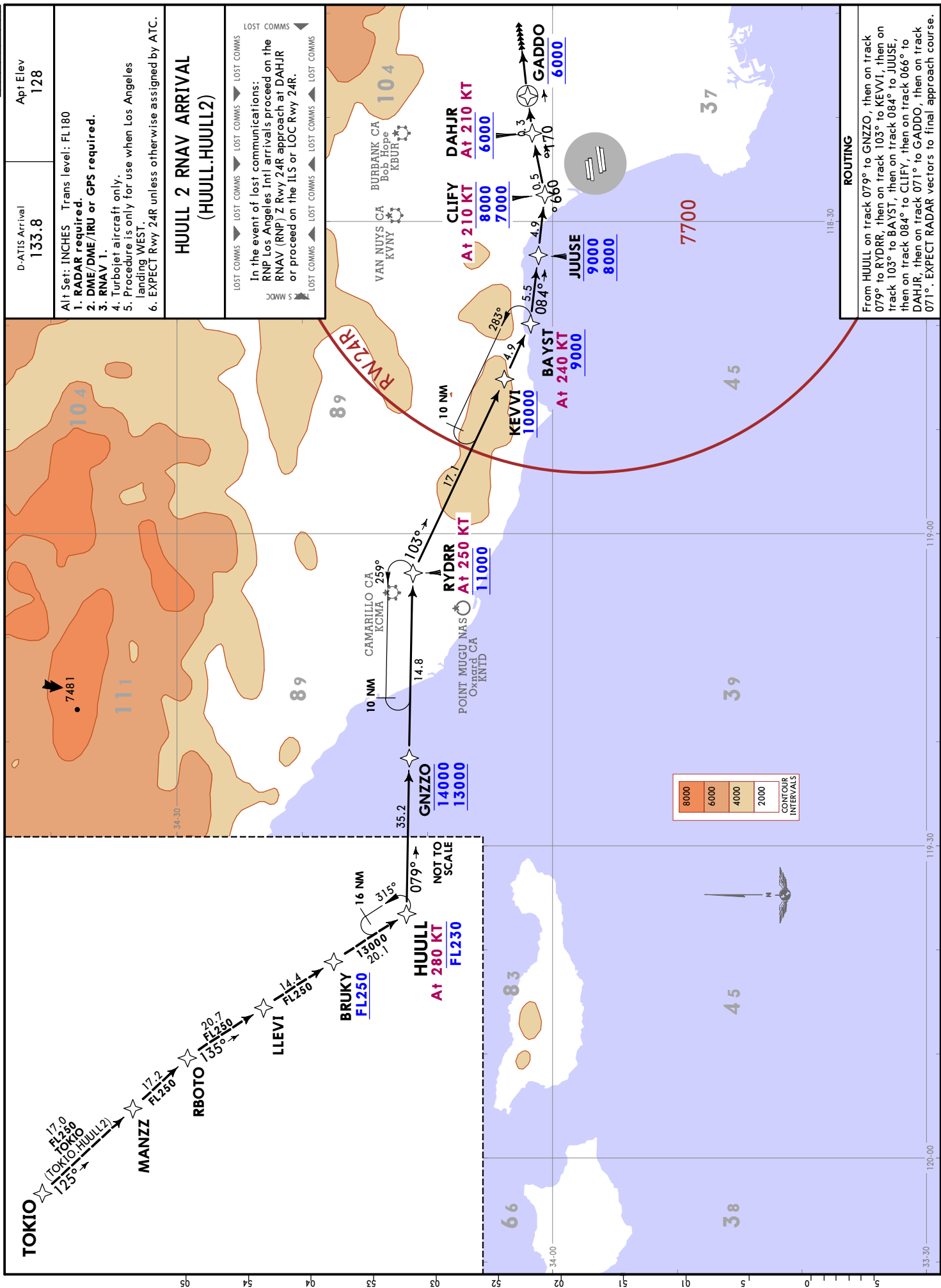
Proceed from TRNDO to Rwy 25L via RNAV (RNP) Z Rwy 25L, or ILS or LOC Rwy 25L procedure.

LOST COMMS



KLAX/LAX
LOS ANGELES INTL

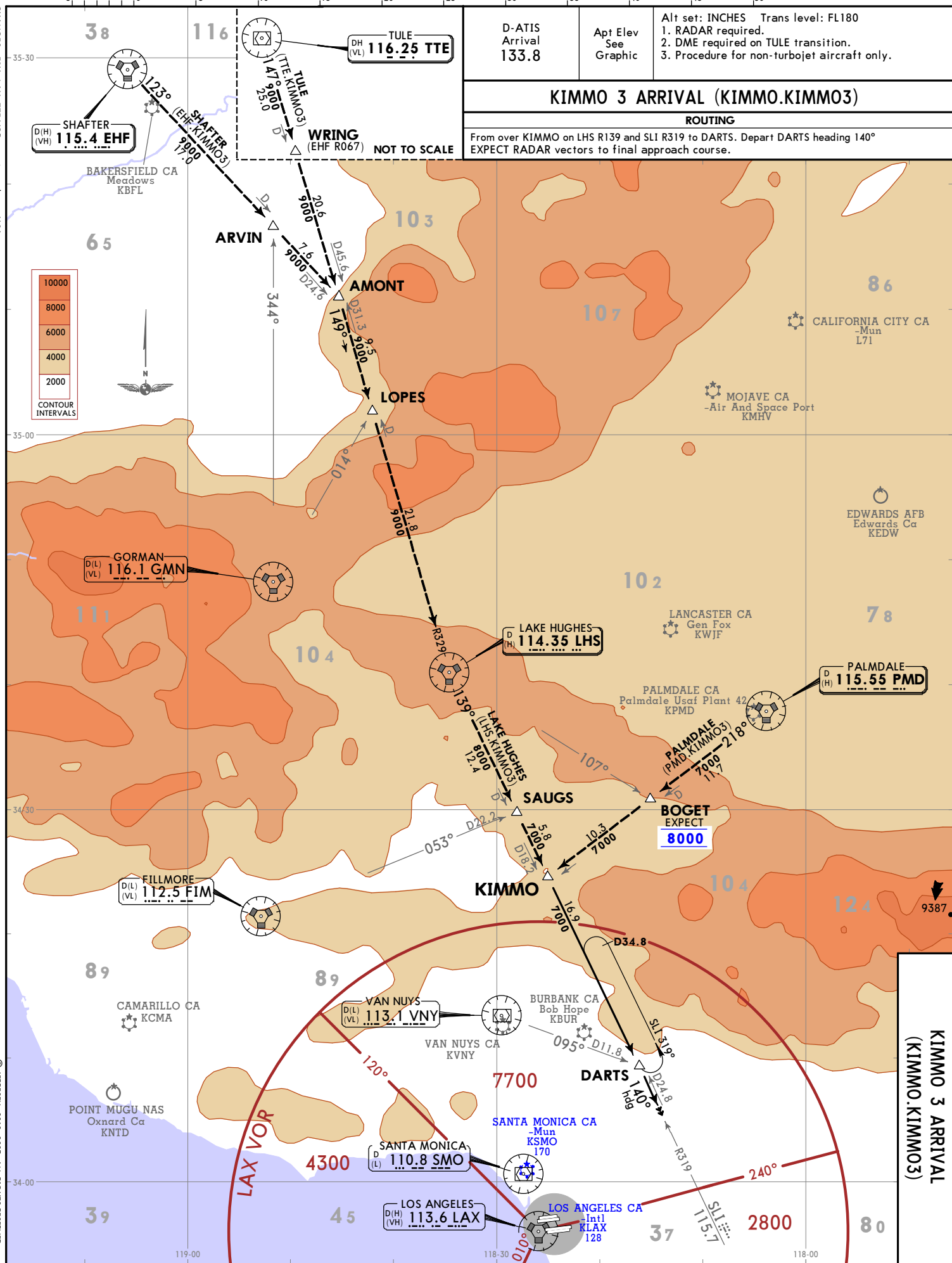
JEPPESSEN LOS ANGELES, CALIF
14 MAR 25 (10-2H)
GOATZ 2 RNAV ARRIVAL
(GOATZ.GOATZ2)
RNAV STAR





CHANGES: FIM, LAX, TTE VORs service volume, MSA.

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KLAX/LAX
LOS ANGELES INTL

22 DEC 23 10-2M

JEPPSEN

LOS ANGELES, CALIF

STAR

KIMMO 3 ARRIVAL
(KIMMO.KIMMO3)

KLAX/LAX
LOS ANGELES INTL

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

LOS ANGELES, CALIF
RNAV STAR

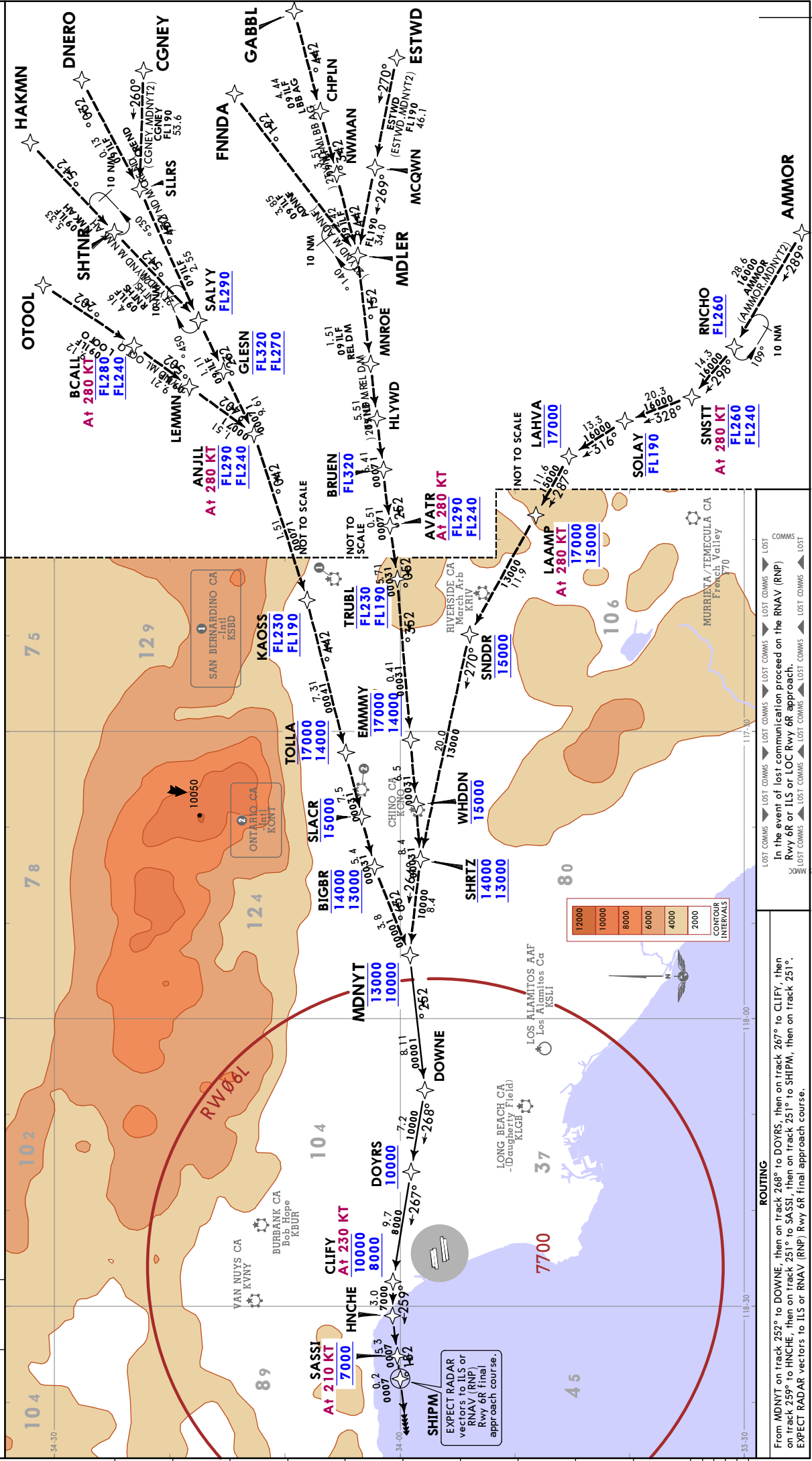
MDNYT 2 RNAV ARRIVAL (MDNYT.MDNYT2)
(RWYS 06L/R)

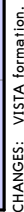
5. EXPECT local area altimeter reaching FL230.
6. CGNEY, MDLER and OTOOL transitions ATC assigned only, do not file.
7. SHNTR transition restricted to KLAX departures only.
8. This arrival for use only when noise abatement procedures are in effect.

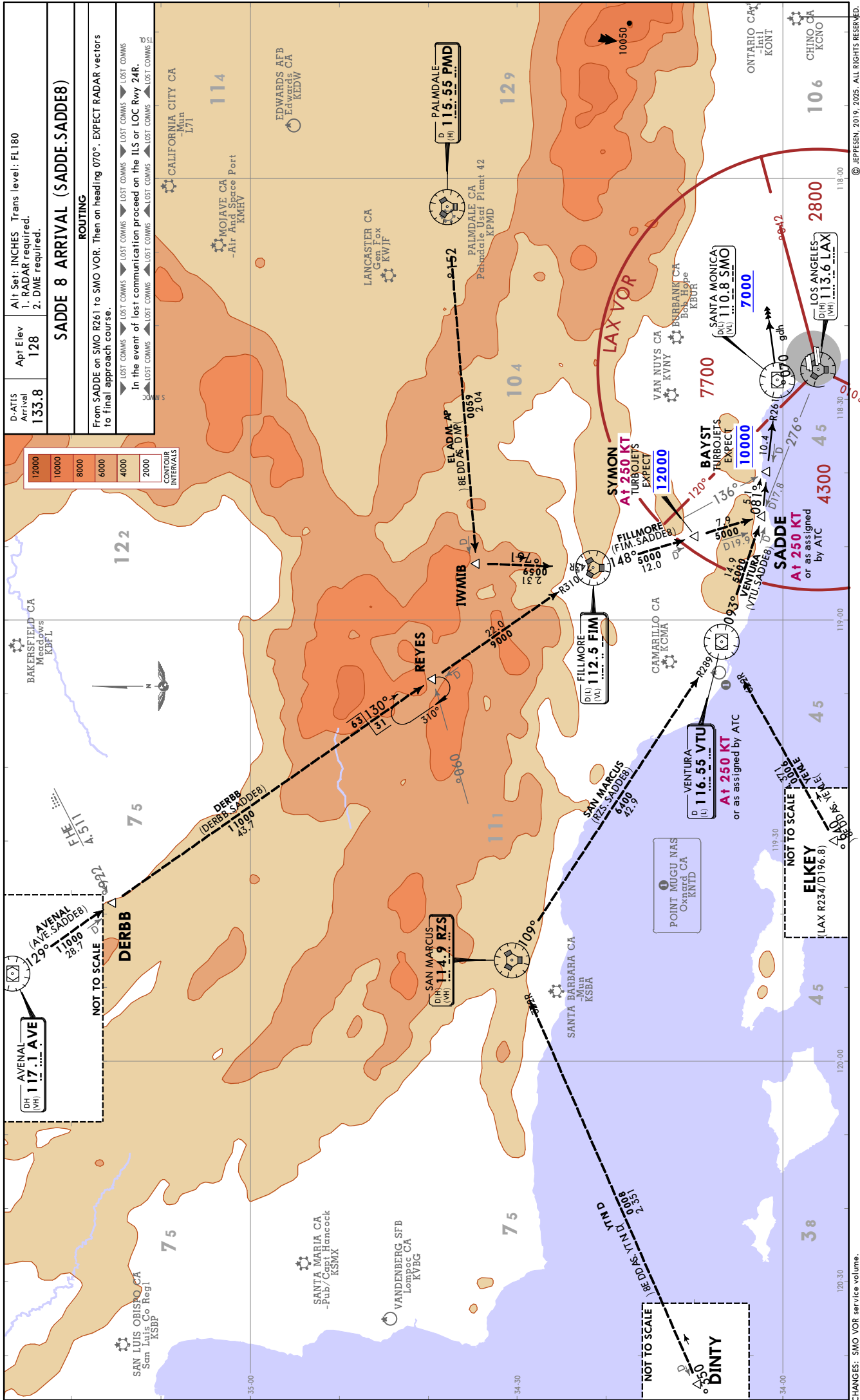
- Alt Set: INCHES Trans level: FL 180
1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.
4. EXPECT Rwy 6R unless otherwise assigned.

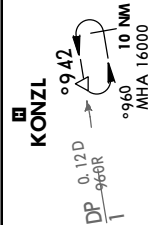
D-ATIS Arrival
133.8

Apt Elev
128





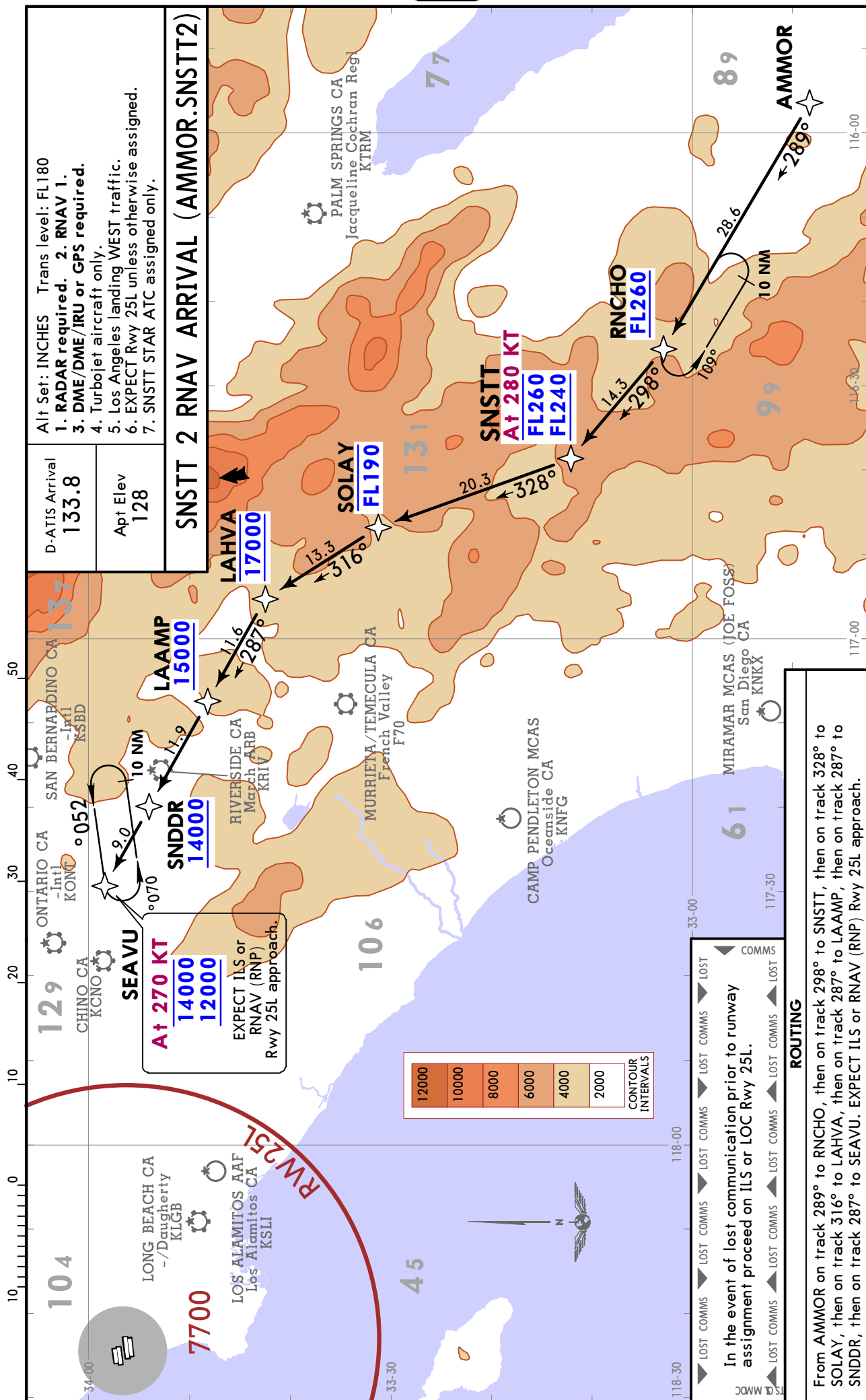




KLAX/LAX
LOS ANGELES INTL

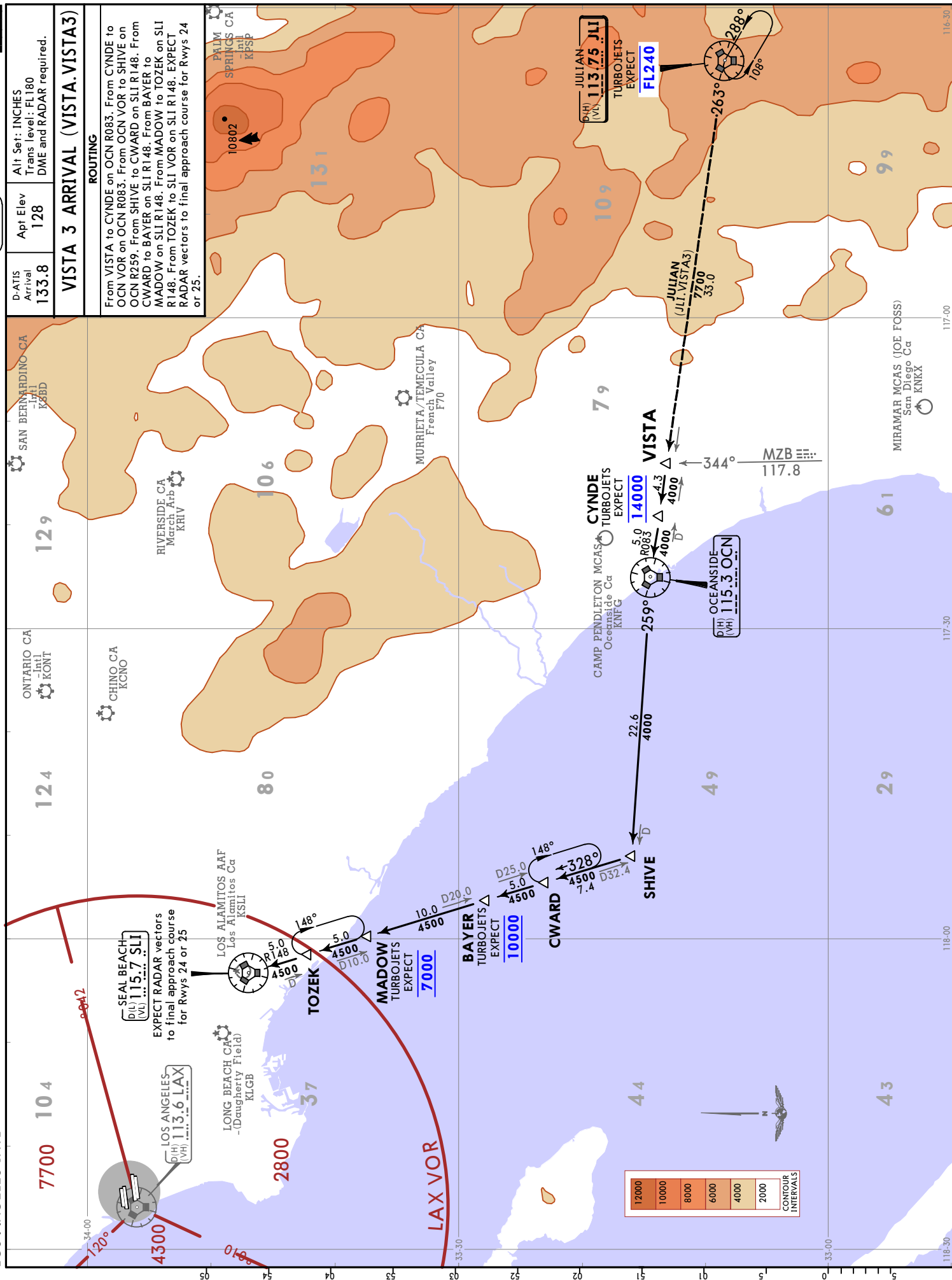
JEPPESEN
14 JUN 19 (10-2X) Eff 20 Jun

LOS ANGELES, CALIF
RNAV STAR

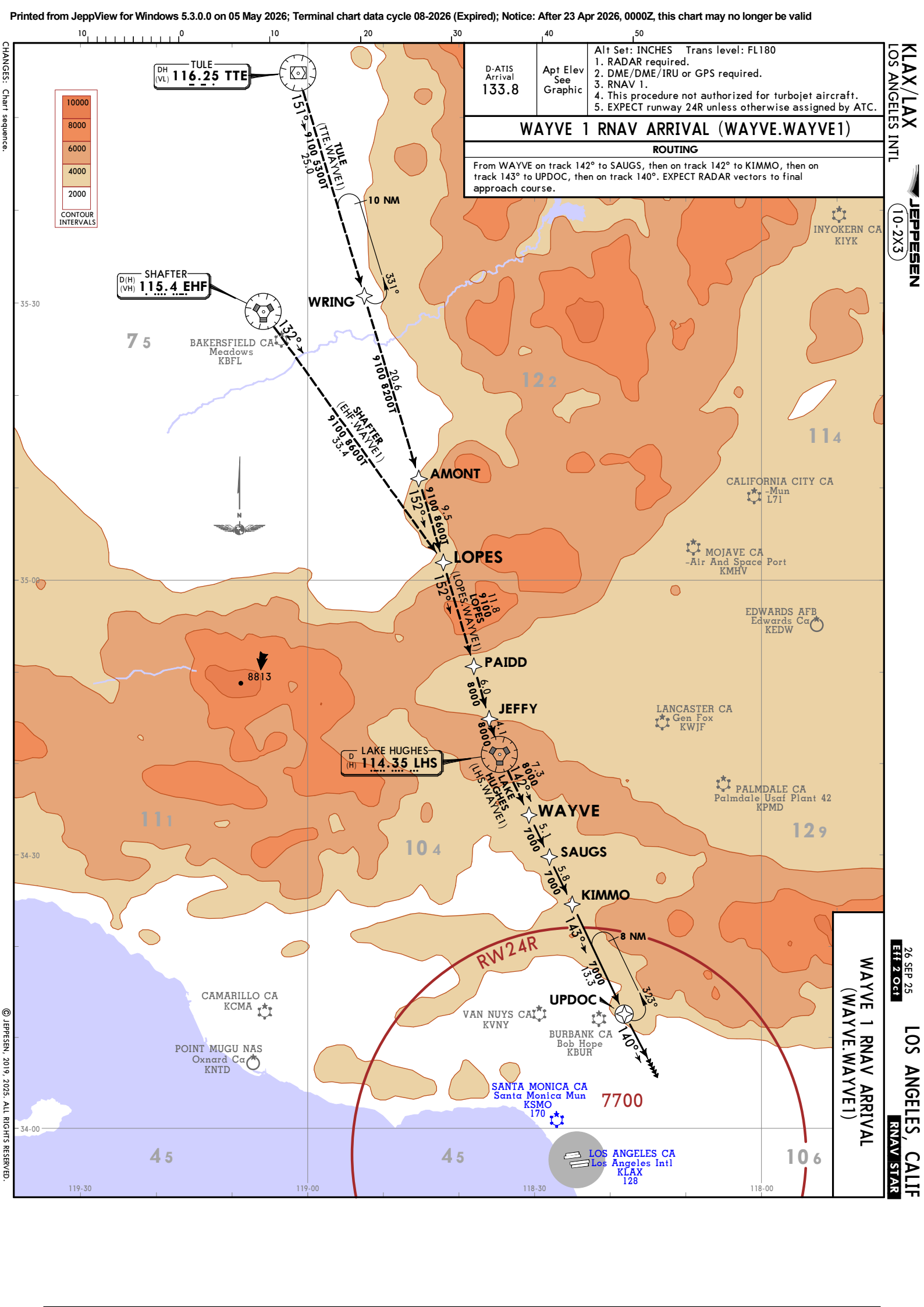


16 JAN 26 (10-2X2) Eff 22 Jan

STAR



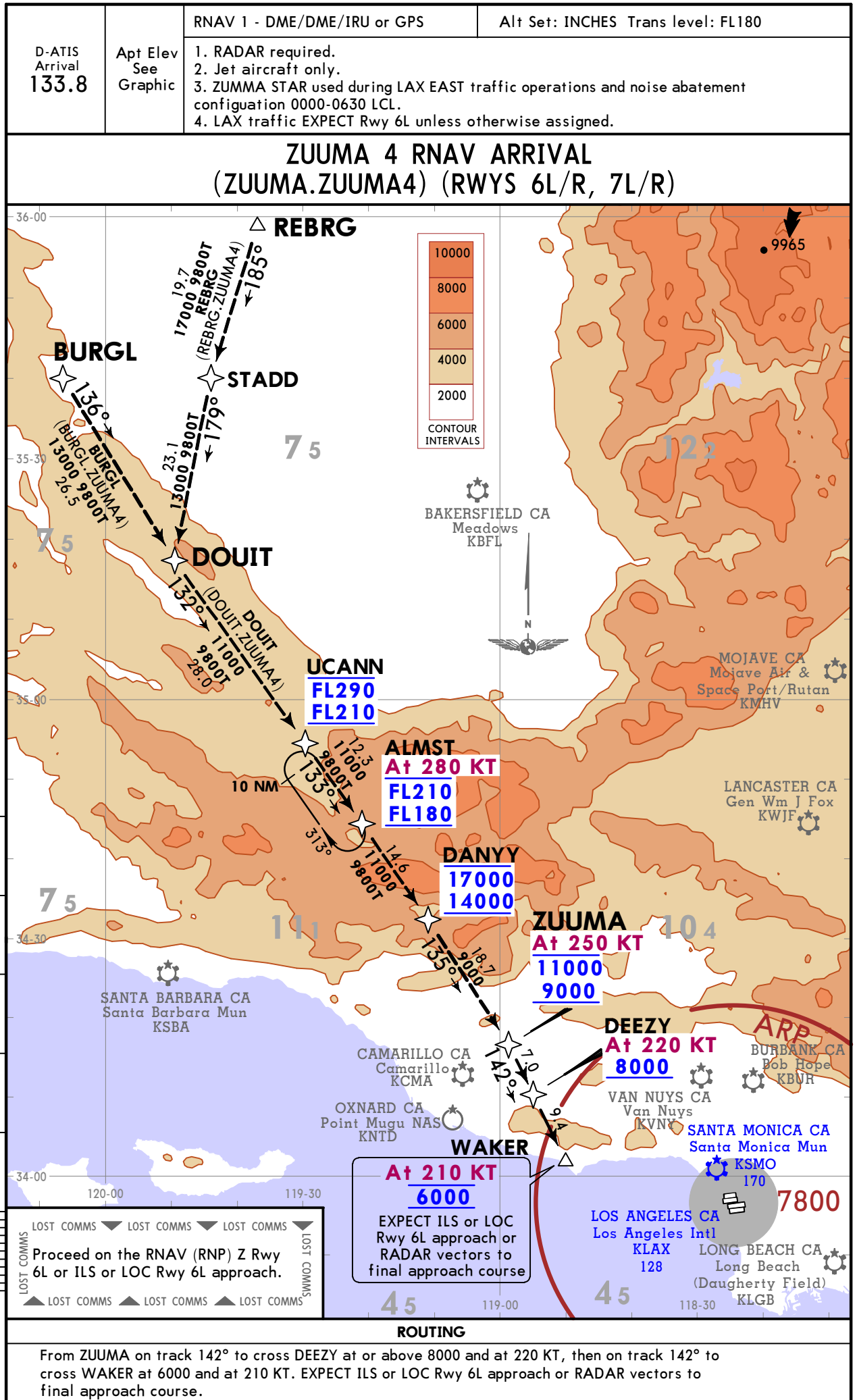
CHANGES: VISTA formation



KLAX/LAX LOS ANGELES INTL

JEPPESSEN
20 DEC 24 **10-2X4** Eff 26 Dec

LOS ANGELES, CALIF
RNAV STAR



KLAX/LAX
LOS ANGELES INTL

JEPPESSEN

LOS ANGELES, CALIF

22 DEC 23

10-3

Eff 28 Dec

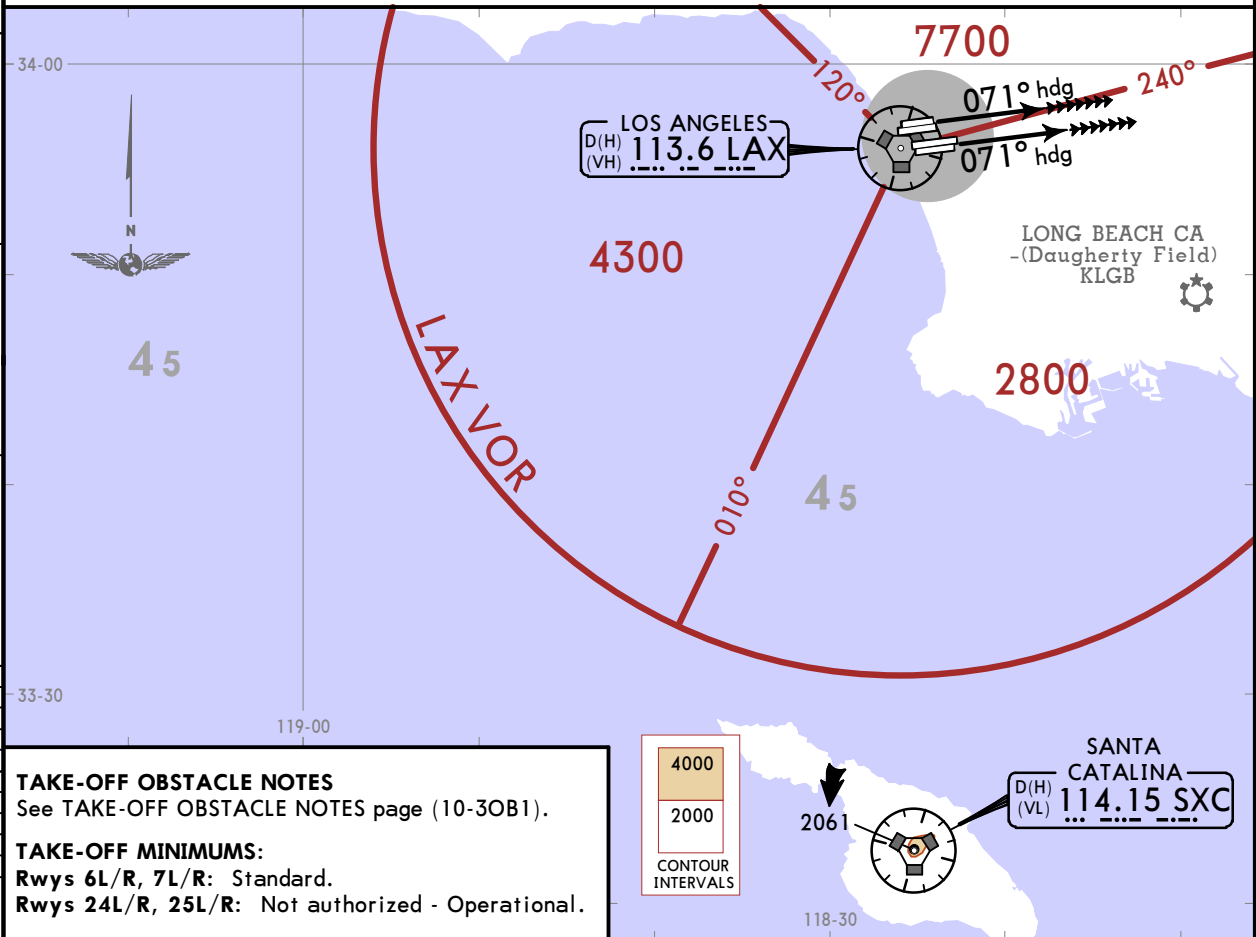
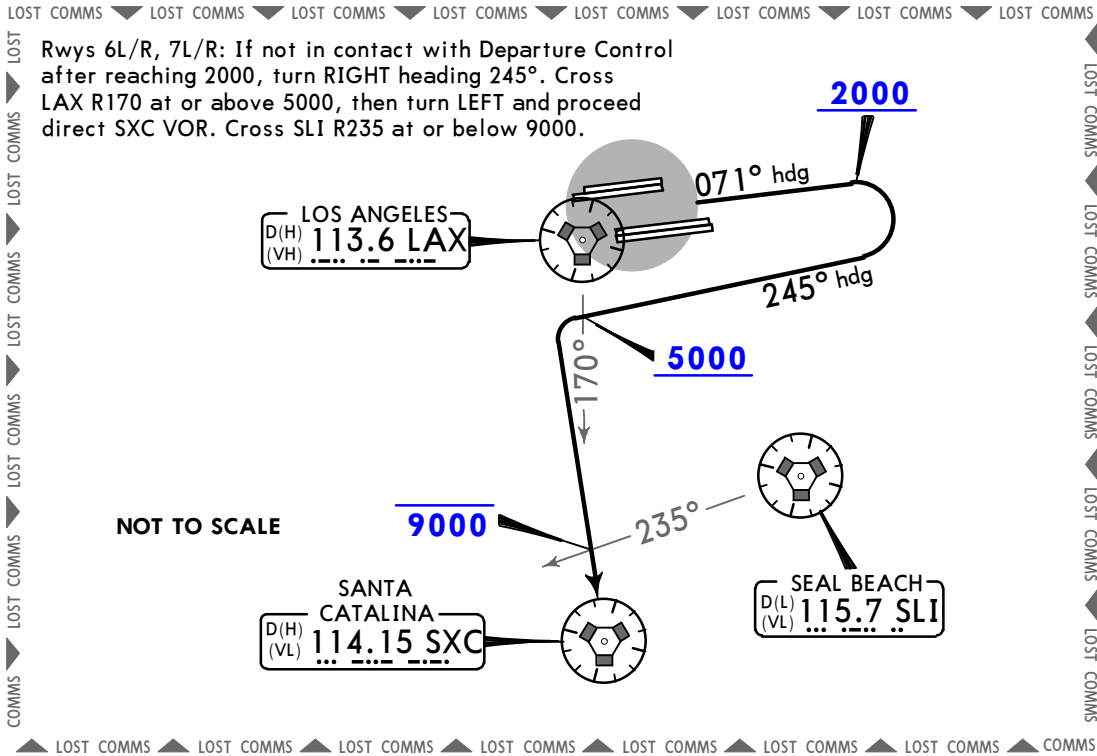
SID

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)



ROUTING

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

TOP ALTITUDE

Assigned by
ATC

[illegible]

KLAX/LAX
LOS ANGELES INTL

JEPPesen LOS ANGELES, CALIF
21 NOV 25 (10-3B) Eff 27 Nov

RNAV SID

SOCAL Departure (R)	Trans alt: 18000
125.2	RNAV 1
	STOKD, SCTRR and MCKEY Transitions: DME/DME/IRU or GPS required

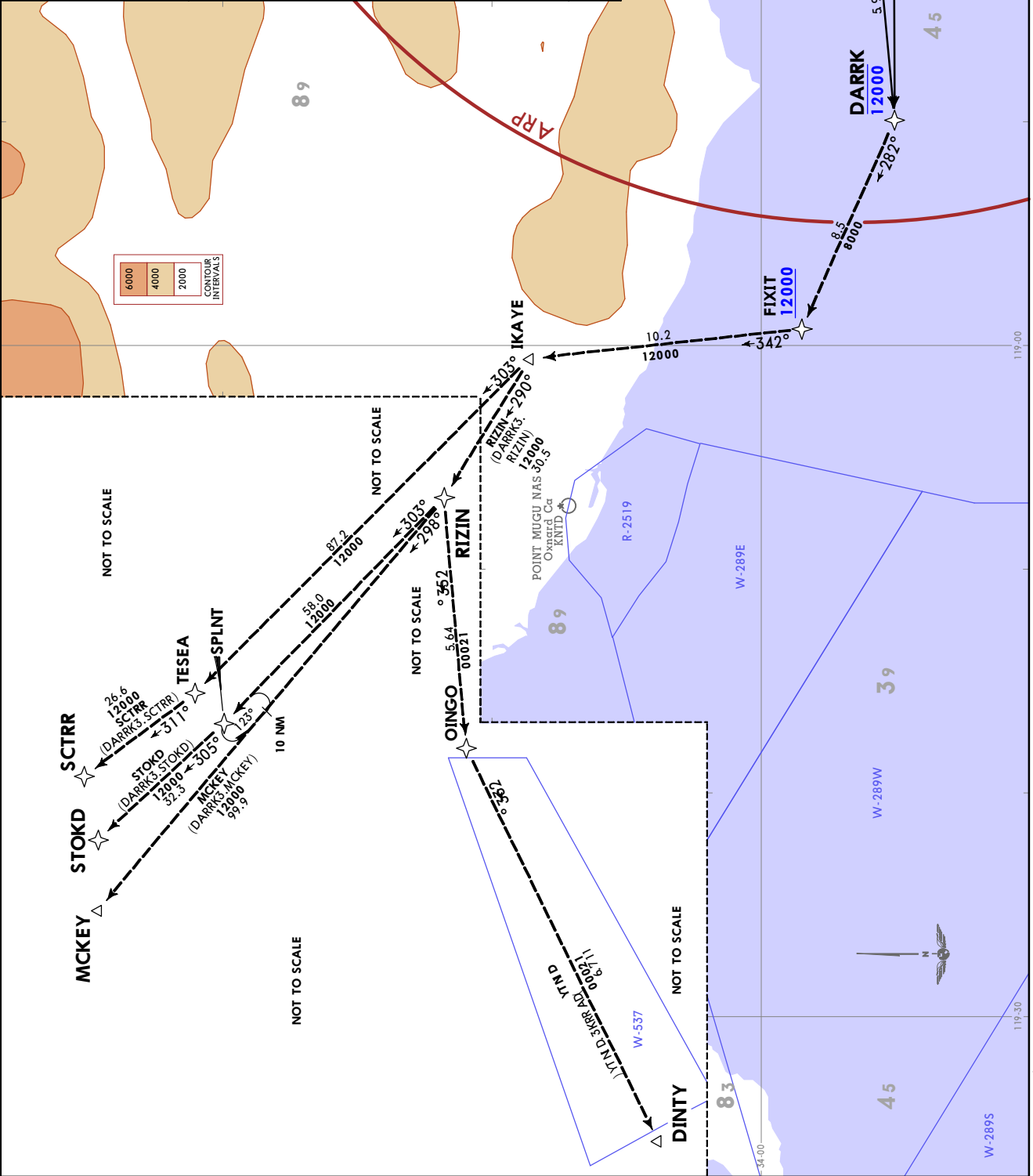
1. RADAR required. 2. DINTY Transition: GPS only. 3. Turbojet aircraft only.
4. File the RIZIN transition in lieu of the LADYJ departure during time periods
2100-0700 local. All other times RIZIN transition ATC assigned only.

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

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.									
Gnd 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 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.	
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.	FL230
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.

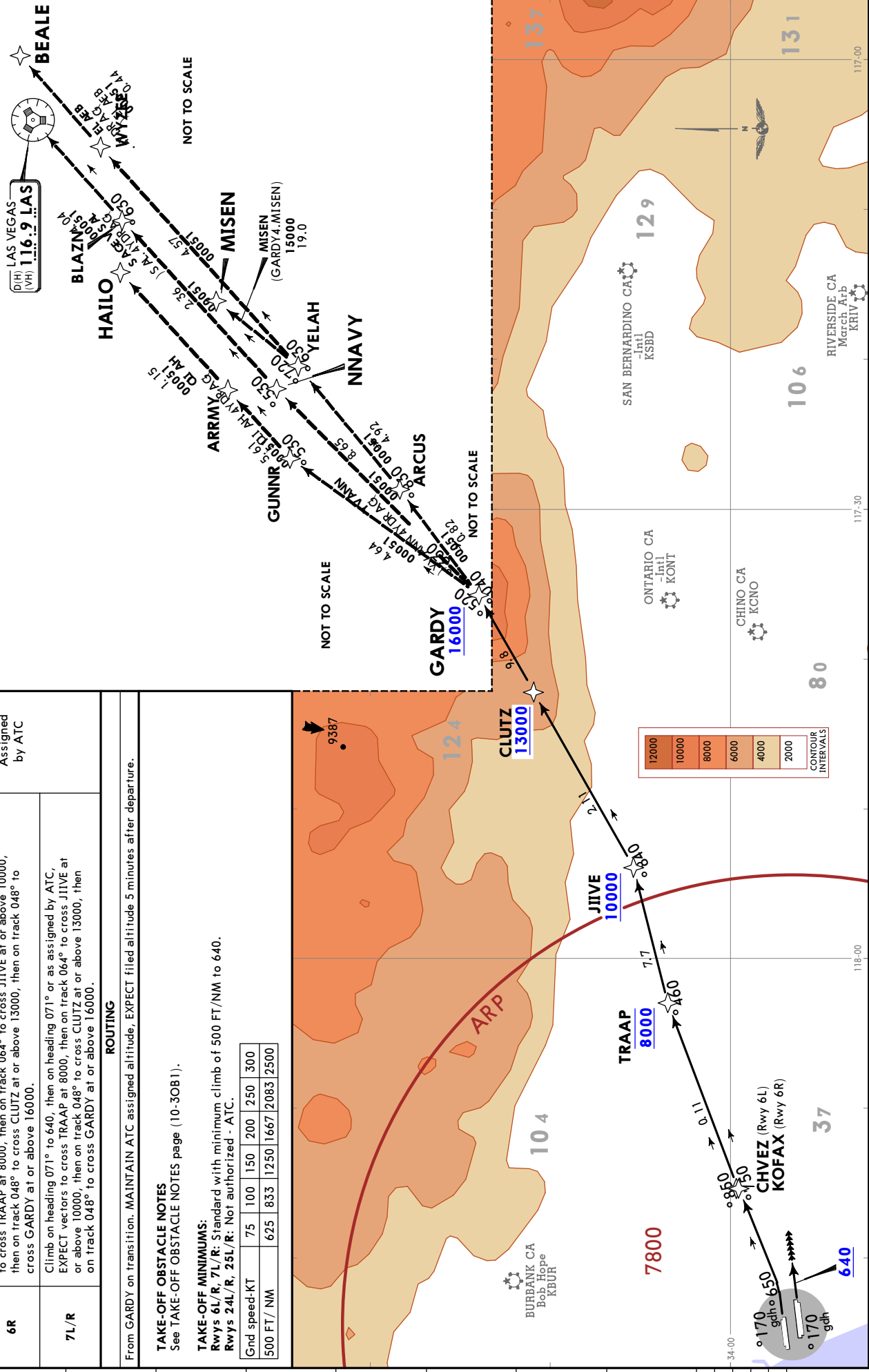


SOCAL Departure (R)
125.2

Apt Elev
128

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

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





KLAX/LAX **JEPPESSEN LOS ANGELES, CALIF**
LOS ANGELES INTL 21 NOV 25 (10-3E) **Eff 27 Nov** **RNAV SID**

SOCAL Departure (R)	Trans alt: 18000
124.3	RNAV 1 - DME/DME/IRU or GPS From KYLOW on DINTY, FICKY, and GROGU transitions: GPS

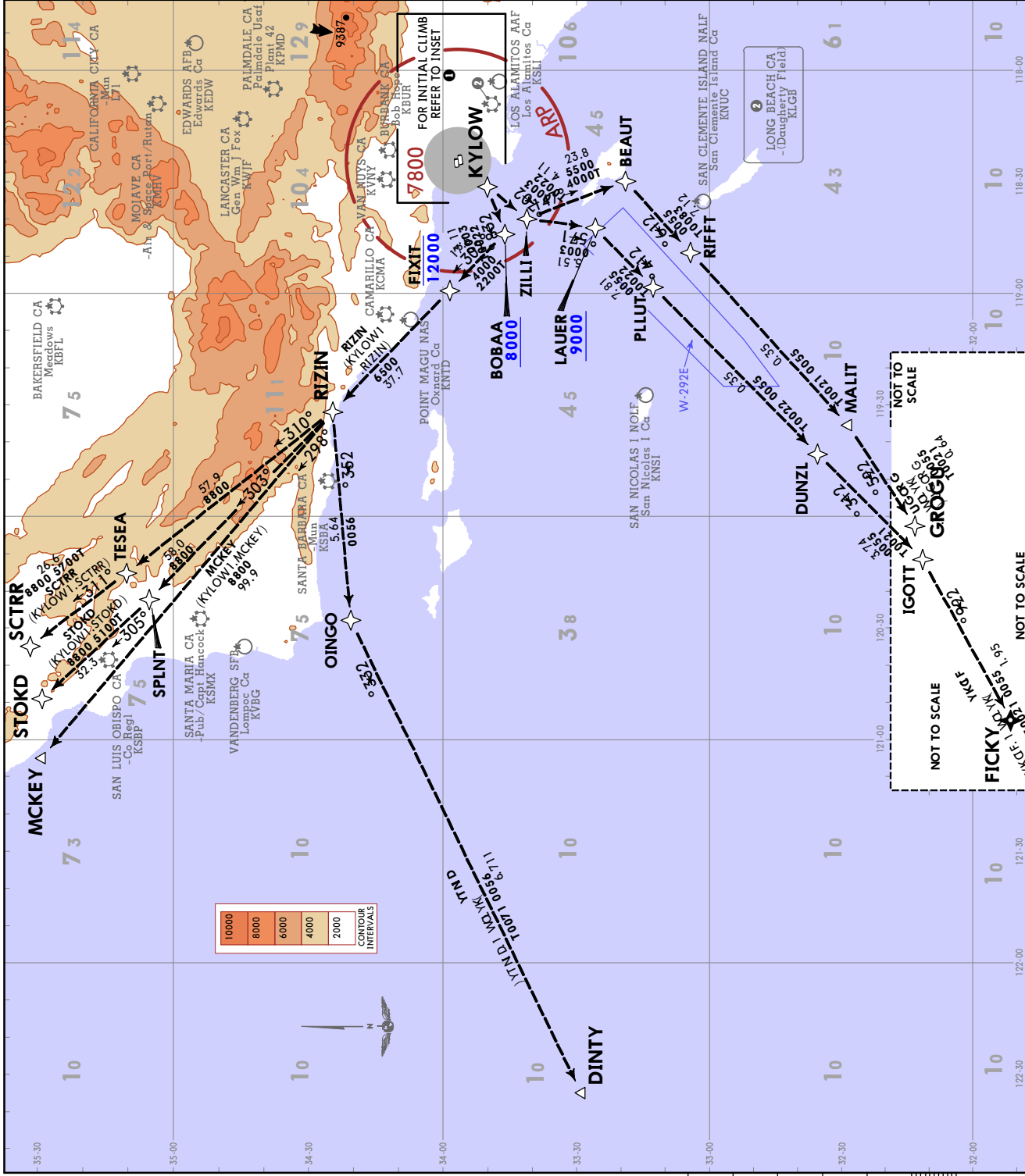
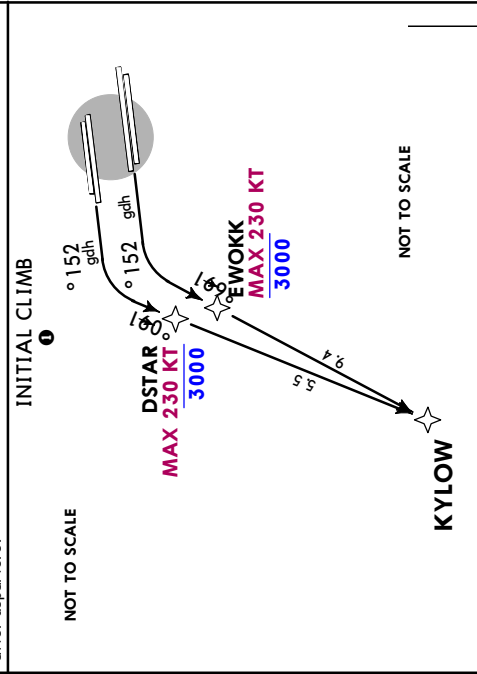
1. MCKEY, RIZIN, SCTRR, and STOKD transitions: RADAR required for non-GPS equipped aircraft. 2. Jets only. 3. For use only when nighttime noise abatement procedures are in effect. 4. EXPECT GROGU transition when W-292E is in use. 5. GROGU transition ATC assigned only. Do not file. 6. File the RIZIN transition in lieu of the LADYJ departure during time periods 2100-0700 LCL. All other times RIZIN transition ATC assigned only.

KYLOW 1 RNAV DEPARTURE
(KYLOW1.KYLOW)
(RWYS 24L/R, 25L/R)

TAKE-OFF OBSTACLE NOTES See TAKE-OFF OBSTACLE NOTES page (10-30B1).	
TAKE-OFF MINIMUMS:	
Rwy 24L: Standard with minimum climb of 280 FT/NM to 628.	
Rwys 24R, 25R: Standard with minimum climb of 260 FT/NM to 628.	
Rwy 25L: Standard with minimum climb of 230 FT/NM to 628.	
Gnd speed-KT	75 100 150 200 250 300
230 FT/NM	288 383 575 767 958 1150
260 FT/NM	325 433 650 867 1083 1300
280 FT/NM	350 467 700 933 1167 1400

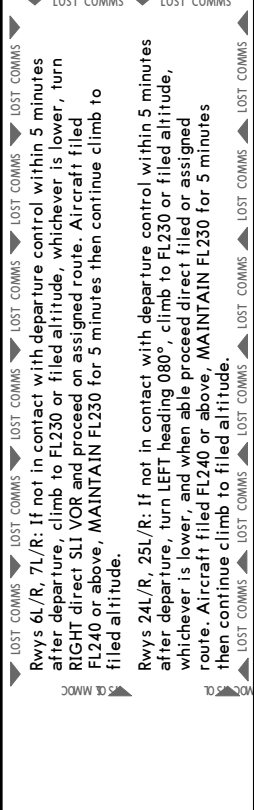
RWY	INITIAL CLIMB	TOP ALTITUDE
24L/R	Climb on heading 251° to intercept course 190° to cross DSTAR at or below 3000 and at or below 230 KT, then on track 190° to KYLOW.	FICKY AND GROGU TRANSITIONS 14000
25L/R	Climb on heading 251° to intercept course 196° to cross EWOKK at or below 3000 and at or below 230 KT, then on track 196° to KYLOW.	DINTY, MCKEY, RIZIN, SCTRR, AND STOKD TRANSITIONS FL230

ROUTING
From KYLOW, on transition, Departures on FICKY and GROGU transitions MAINTAIN 14000. All other transitions MAINTAIN FL230. EXPECT filed altitude 10 minutes after departure.





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



TAKE-OFF MINIMUMS: Rwys 6L/R, 7L/R, 24L/R, 25L/R: Standard.		TAKE-OFF OBSTACLE NOTES See TAKE-OFF OBSTACLE NOTES page (10-30B 1).	
RWY 6L/R, 7L/R	INITIAL CLIMB	TOP ALTITUDE	
	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.			



KLAX/LAX
LOS ANGELES INTL

JEPPESEN LOS ANGELES, CALIF
21 NOV 25
10-3L
Eff 27 Nov
RNAV SID

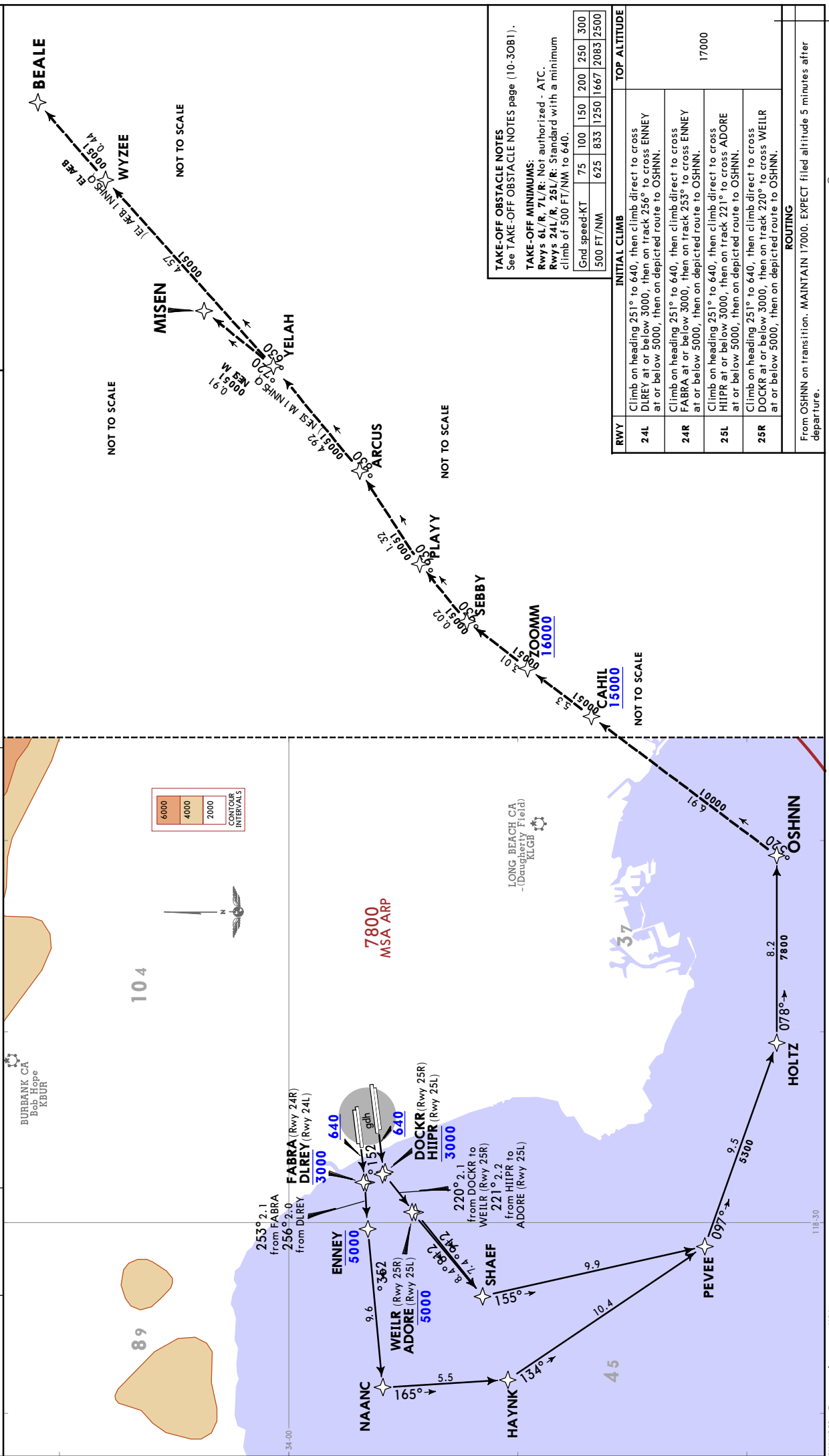
OSHNN 1 RNAV DEPARTURE (OSHNN1.0SHNN)
(RWYS 24L/R, 25L/R)

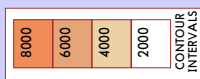
6. Turn at HIIPR and DOCKR are required for ATC separation.
7. MISEN Transition restricted to aircraft landing Las Vegas terminal area.

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. Rws 24L/R departure EXPECT RADAR vector to PEVEE prior to NAANC.

Apt Elev
128

SO CAL Departure (R)
124.3





ROUTING
From DINTY or FICKY on assigned route. All aircraft EXPECT further clearance to filed altitude 5 minutes after departure.

Rwys 6L/R, 7L/R: If not in contact with Departure Control within 3 minutes after departure, turn RIGHT heading 250°, Cross SMO R210 between 5000 and 10000. After leaving 10000 turn RIGHT heading 270° to intercept and proceed on LAX R249 to PERCH. Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude 10 minutes after departure.

Rwys 24L/R, 25L/R: If not in contact with Departure Control within 5 minutes after departure, proceed to PERCH on LAX R249. Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude 10 minutes after departure.

VENTURA
D 116.55 VTU

LOS ANGELES
D(H) 113.6 LAX

SANTA MONICA
D(H) 110.8 SMO

PERCH

270° hdg

052° gdh

10000

5000

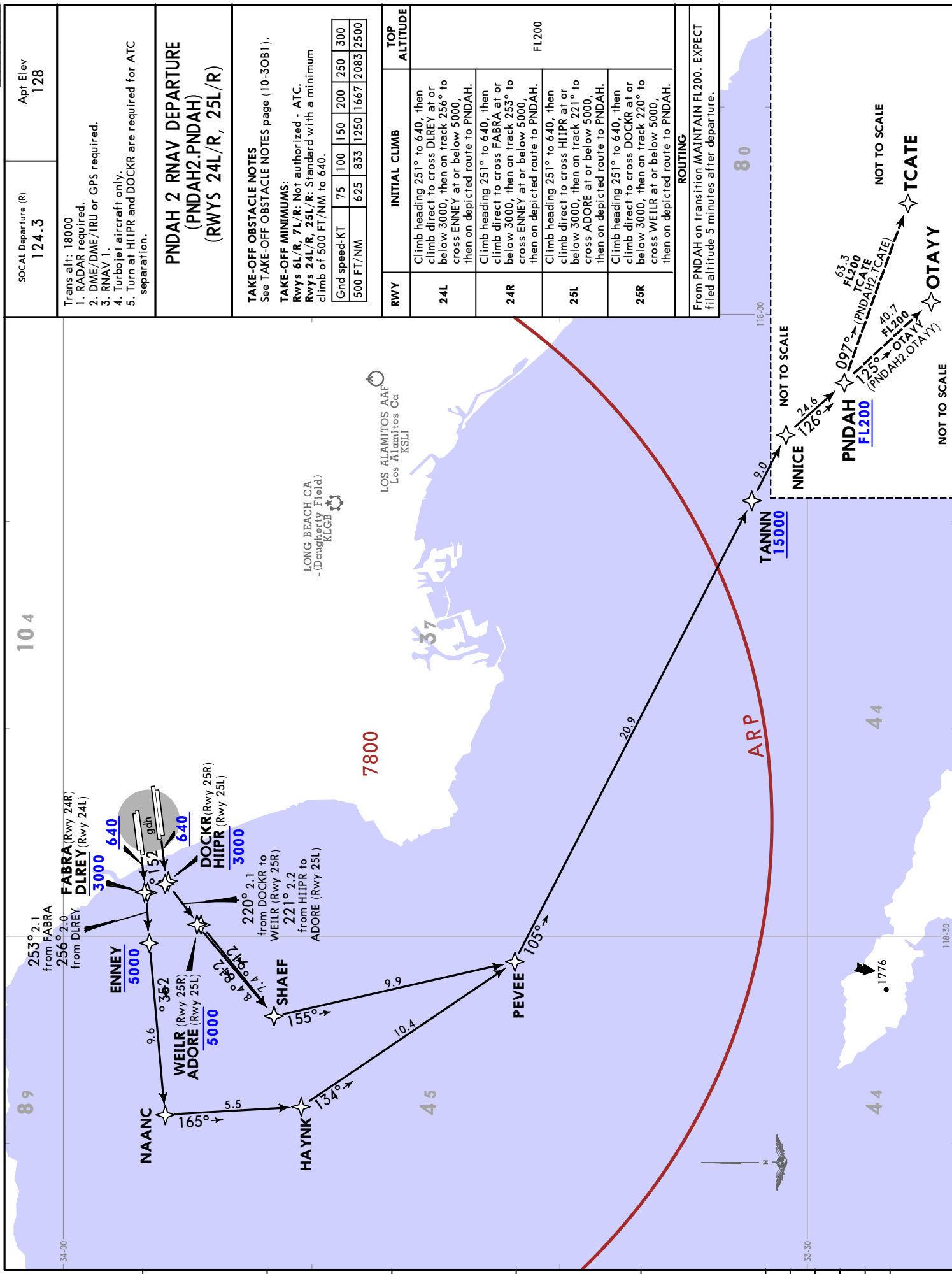
10000

5000

270°

052°

CHANGES: Departure frequency, RZS VOR and SMO VOR service volumes.



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
21 NOV 25 **10-3P** **Eff 27 Nov**

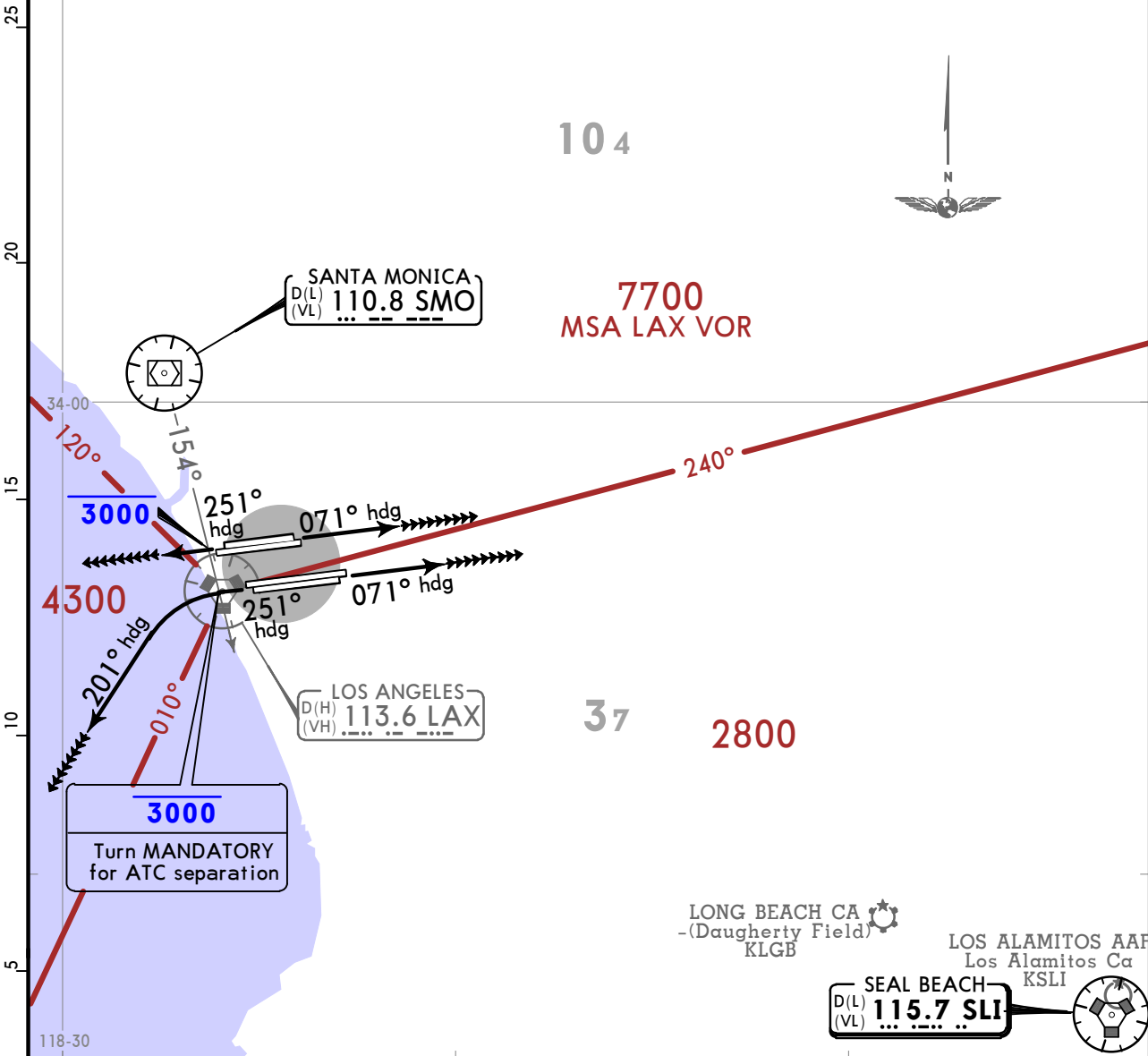
LOS ANGELES, CALIF
SID

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.	

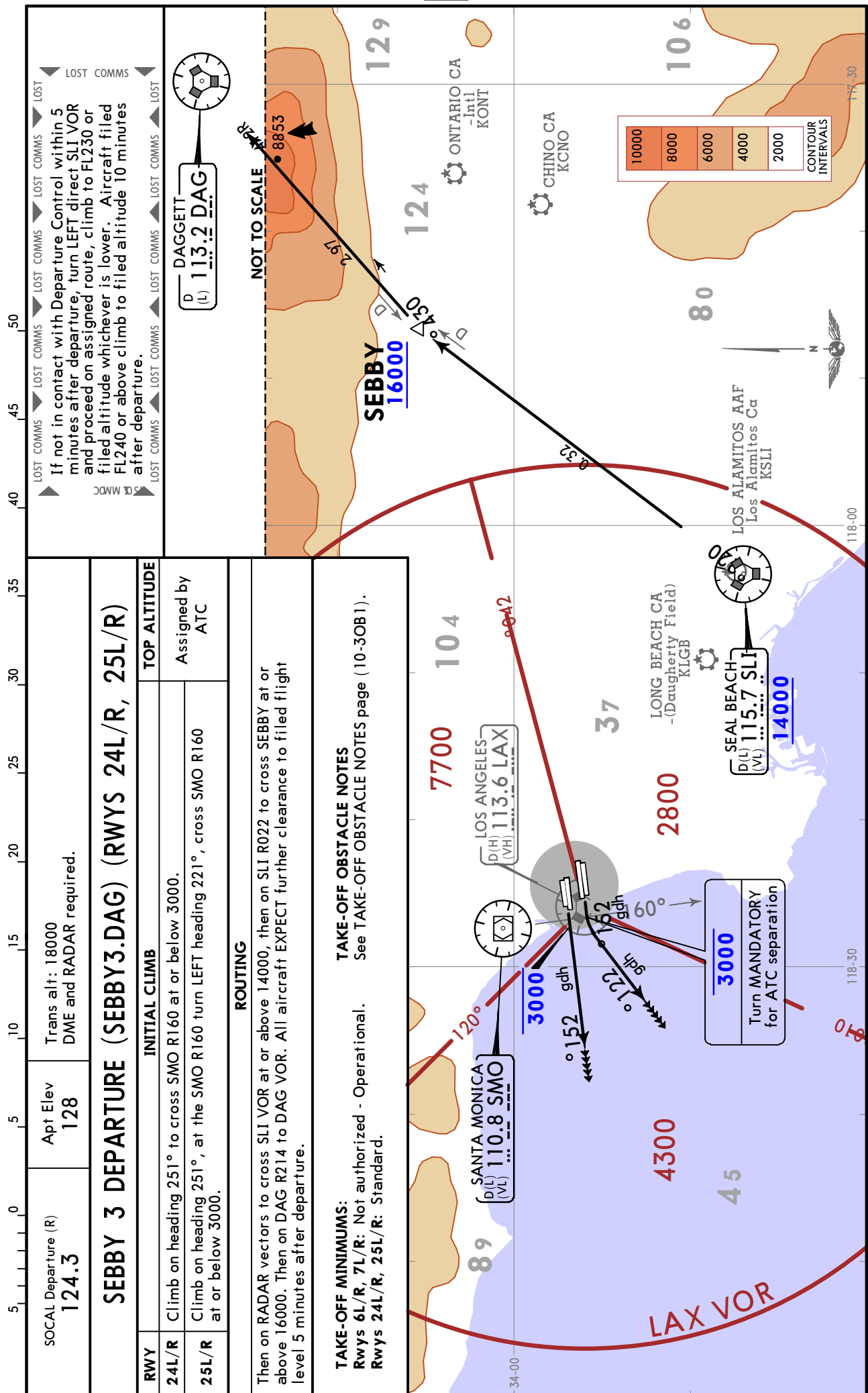
ROUTING

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

KLAX/LAX
LOS ANGELES INTL

JEPPESEN
21 NOV 25 (10-3Q) Eff 27 Nov

~~LOS ANGELES, CALIF~~

SID

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

KLAX/LAX
LOS ANGELES INTL

JEPPESEN LOS ANGELES, CALIF
21 NOV 25 (10-3T) Eff 27 Nov

RNAV SID

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

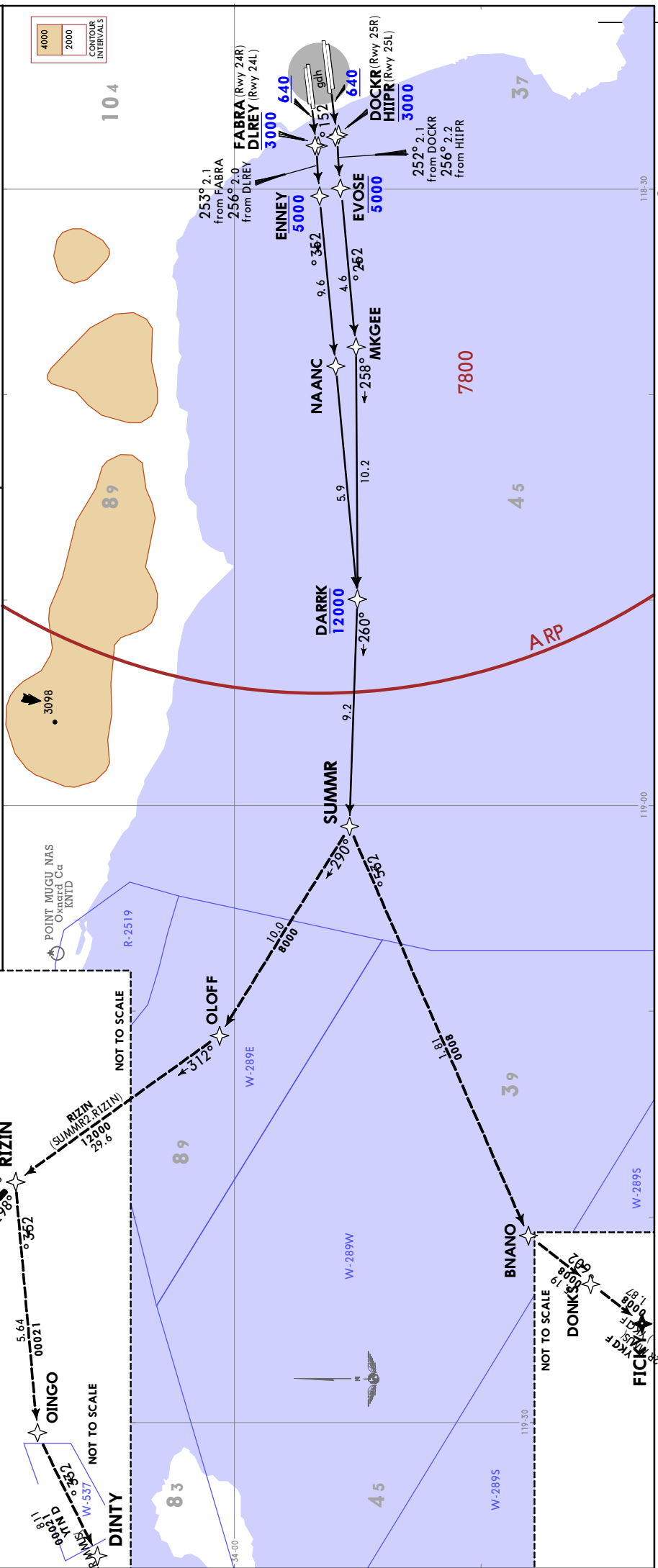
1. RADAR required. 2. RNAV 1.
3. MCKEY, RIZIN, SCTRR, and STOKD Transitions: DME/DME/IRU or GPS required.
4. DINTY and FICKY Transitions: GPS only. 5. Turbojet aircraft only.
6. File the RIZIN Transition in lieu of the LADYJ departure during time periods 2100-0700 local. All other times RIZIN transition ATC assigned only.

SUMMR 2 RNAV DEPARTURE (SUMMR2.SUMMR)

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.

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

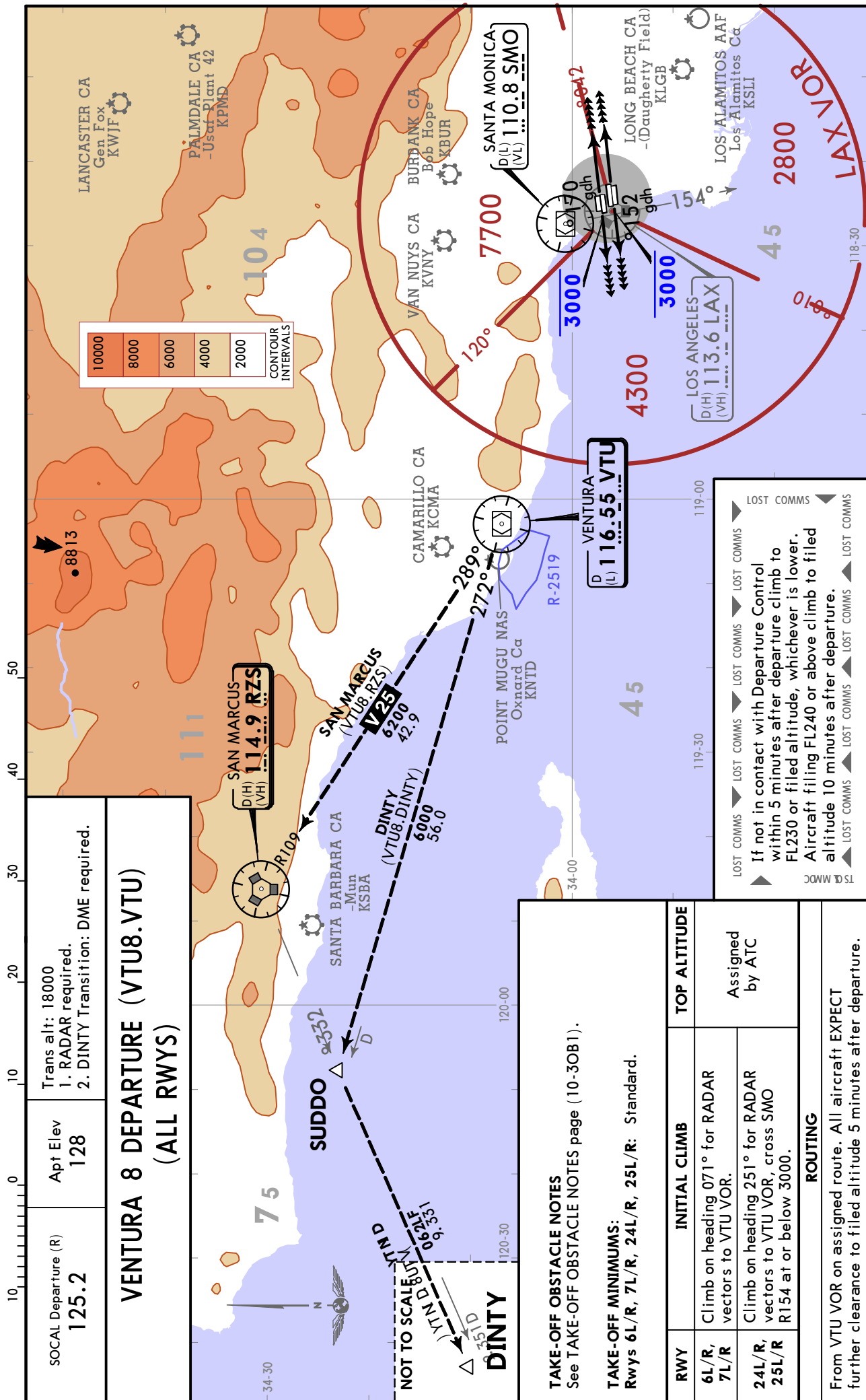


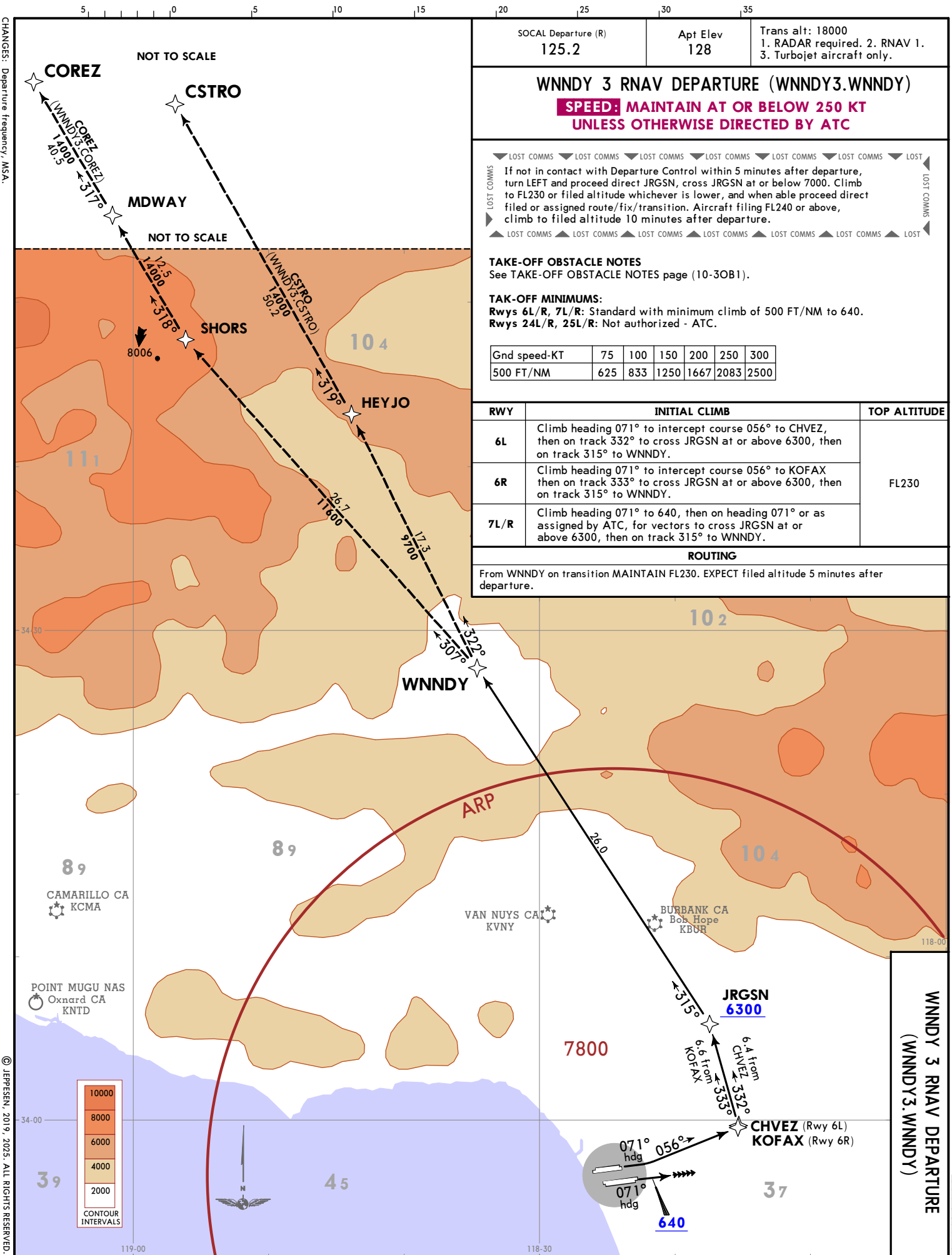
KLAX/LAX
LOS ANGELES INTL

JEPPESSEN
21 NOV 25 10-3V Eff 27 Nov

LOS ANGELES, CALIF

SID





CHANGES: Departure frequency, MSA.

SOCAL Departure (R)
124.3

Apt Elev
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 NAANC. 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)

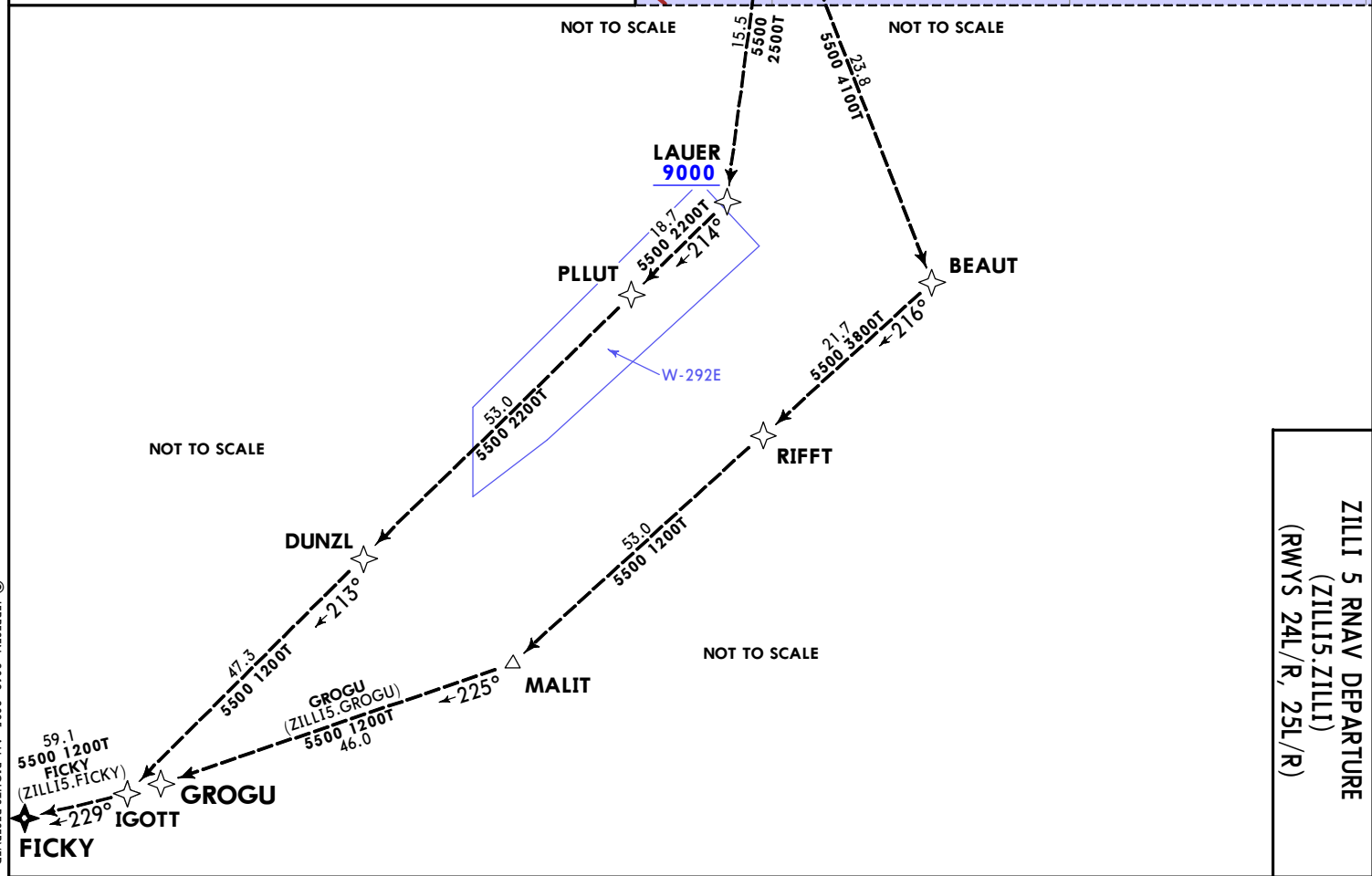
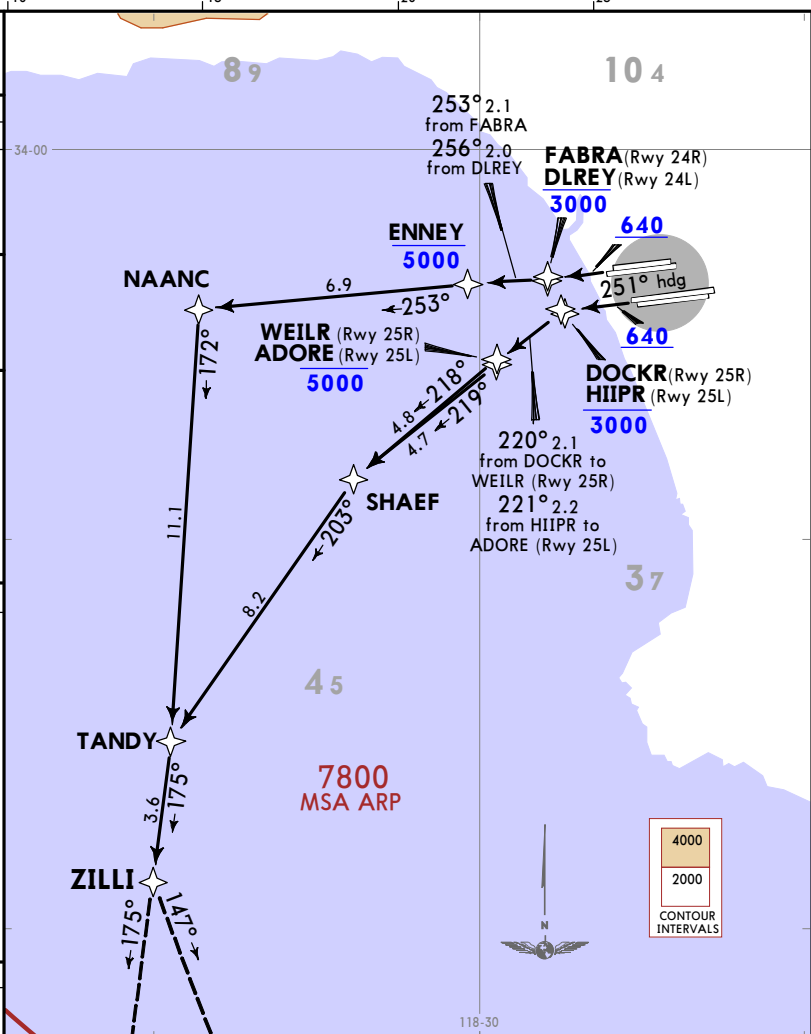
TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

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

Gnd speed-KT	75	100	150	200	250	300
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.	
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.	
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.	

ROUTING
From ZILLI on transition. MAINTAIN 14000, EXPECT filed altitude 5 minutes after departure.



KLAX/LAX
LOS ANGELES INTL
JEPPESSEN
21 NOV 25
10-3Y
EF 27 NOV
LOS ANGELES, CALIF
RNAV STD



JEPPESSEN

TAXI

KLAX/LAX
LOS ANGELES INTL

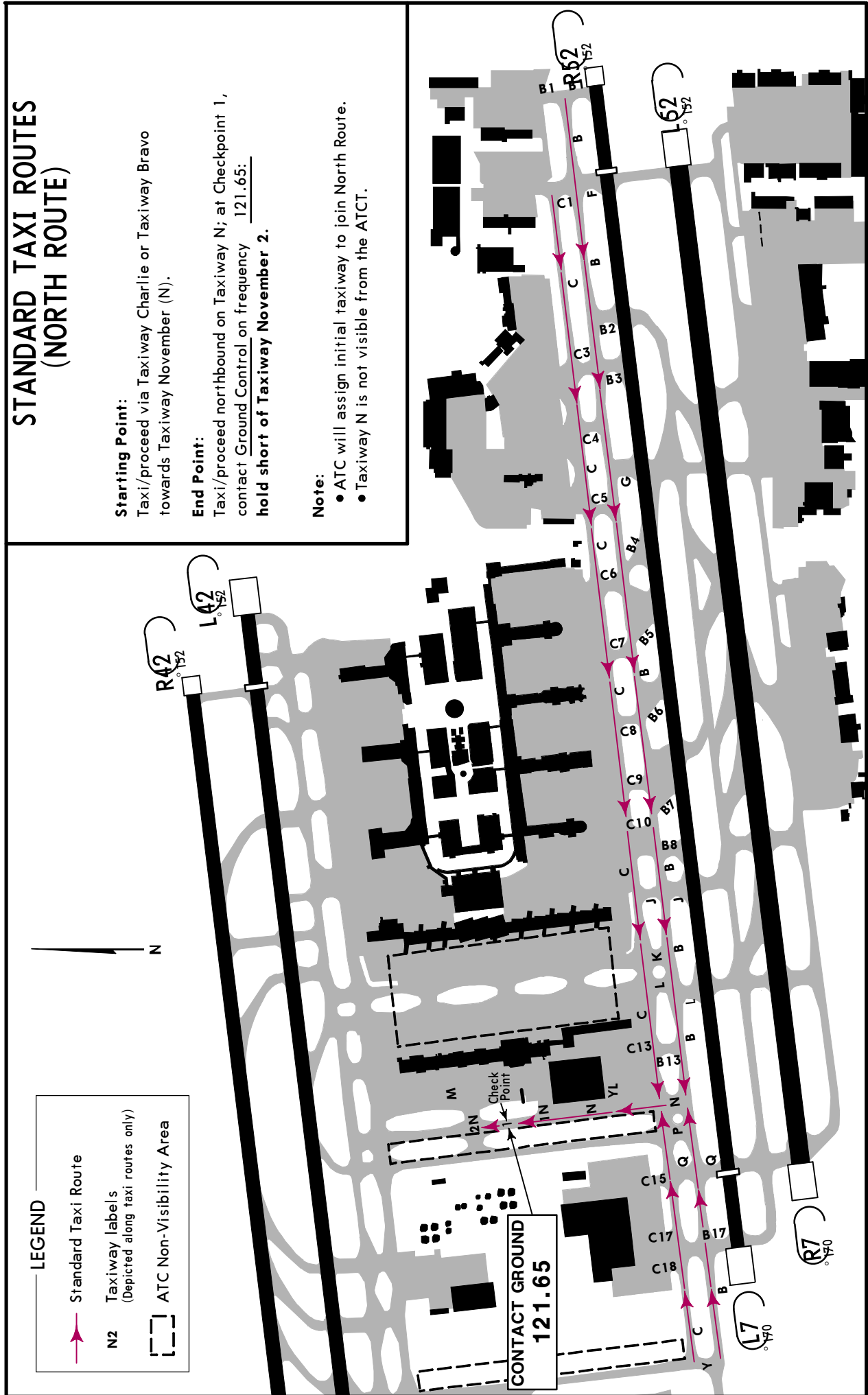
16 JAN 26

10-6

Eff 22 Jan

LOS ANGELES, CALIF

STANDARD TAXI ROUTES



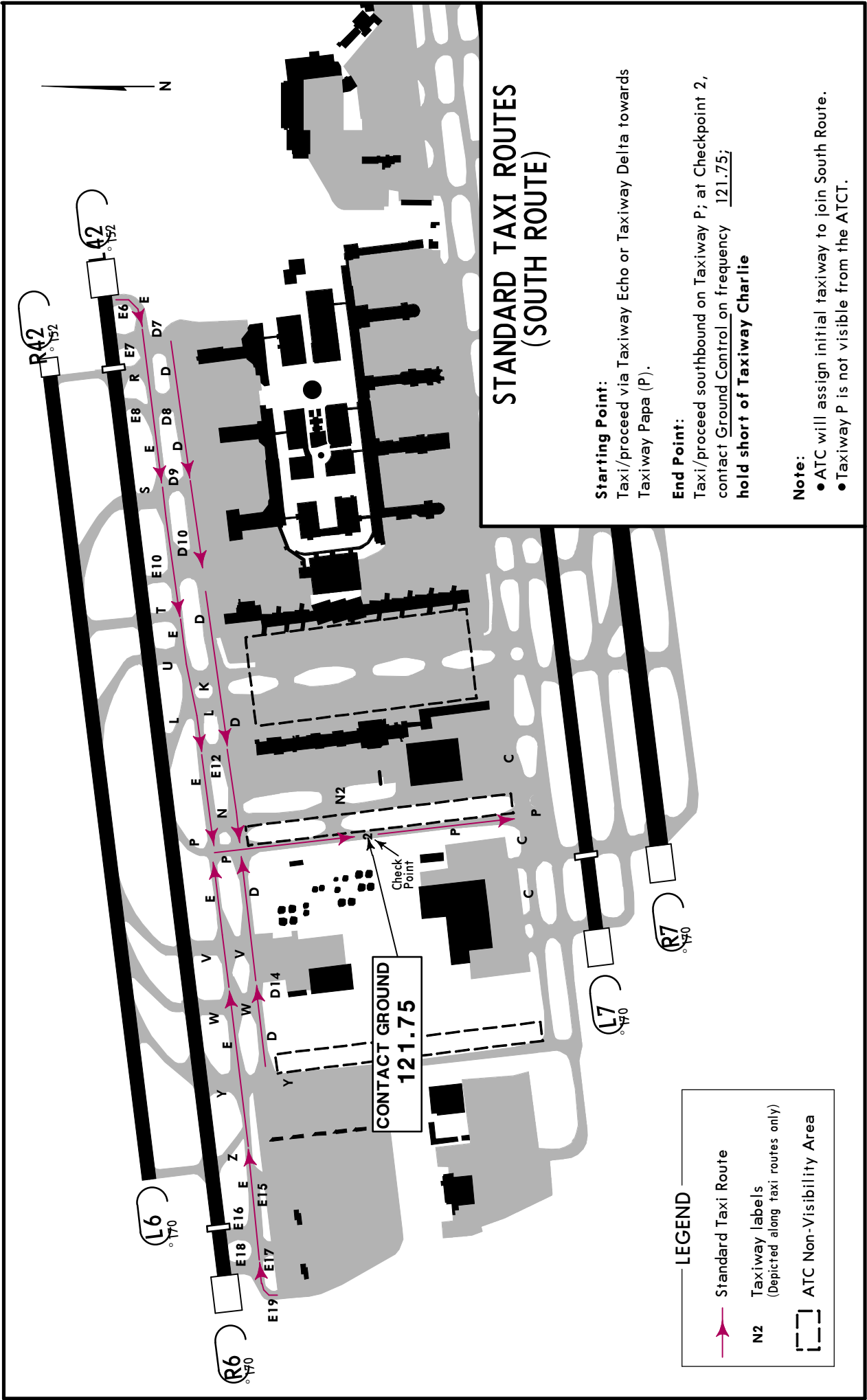
KLAX/LAX
LOS ANGELES INTL

16 JAN 26

10-6A

Eff 22 Jan

LOS ANGELES, CALIF
STANDARD TAXI ROUTES



KLAX/LAX
LOS ANGELES INTL

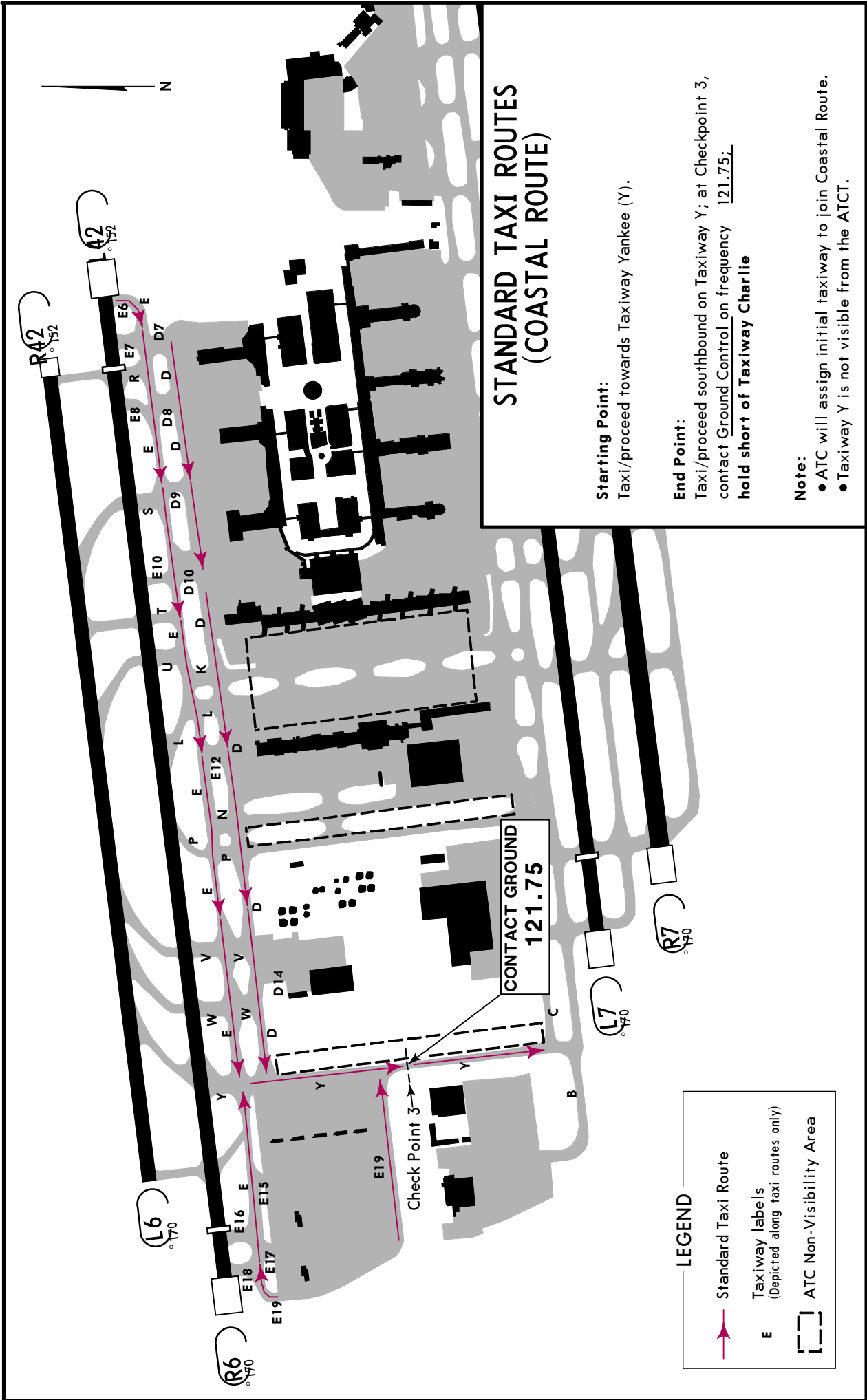
16 JAN 26

10-6B

Eff 22 Jan

LOS ANGELES, CALIF

STANDARD TAXI ROUTES





JEPPESSEN

TAXI

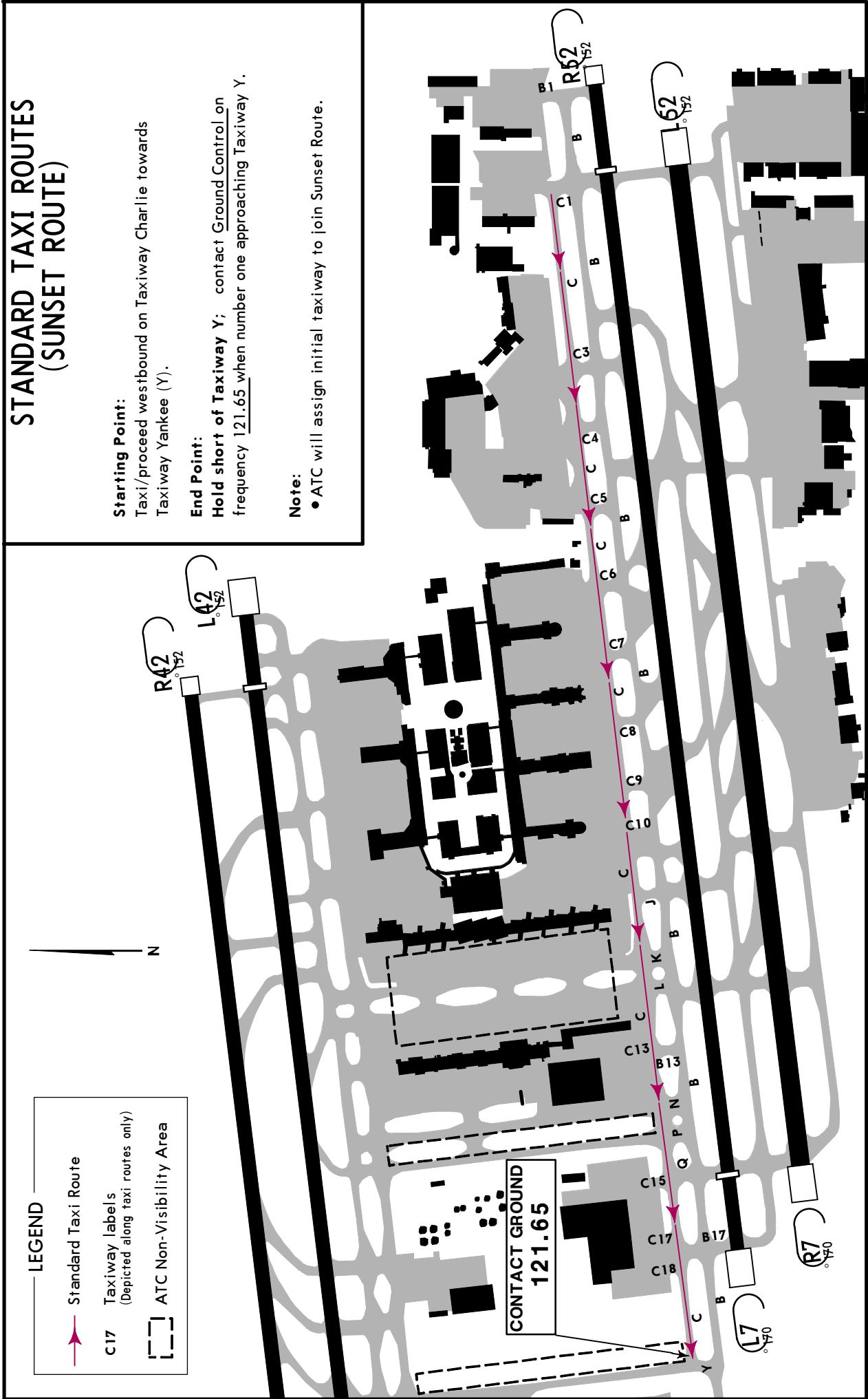
KLAX/LAX
LOS ANGELES INTL

16 JAN 26

(10-6C)

Eff 22 Jan

LOS ANGELES, CALIF
STANDARD TAXI ROUTES



KLAX/LAX
Apt Elev 128'
NS356.6 W 118 24.5



16 JAN 26 10-9 Eff 22 Jan

LOS ANGELES, CALIF
LOS ANGELES INTL

D-ATIS Departure 135.65
(Limited) VOT 113.9
Data Comm
ACARS: CPDLC:
D-ATIS DCL
PDC

LOS ANGELES Clearance
120.35

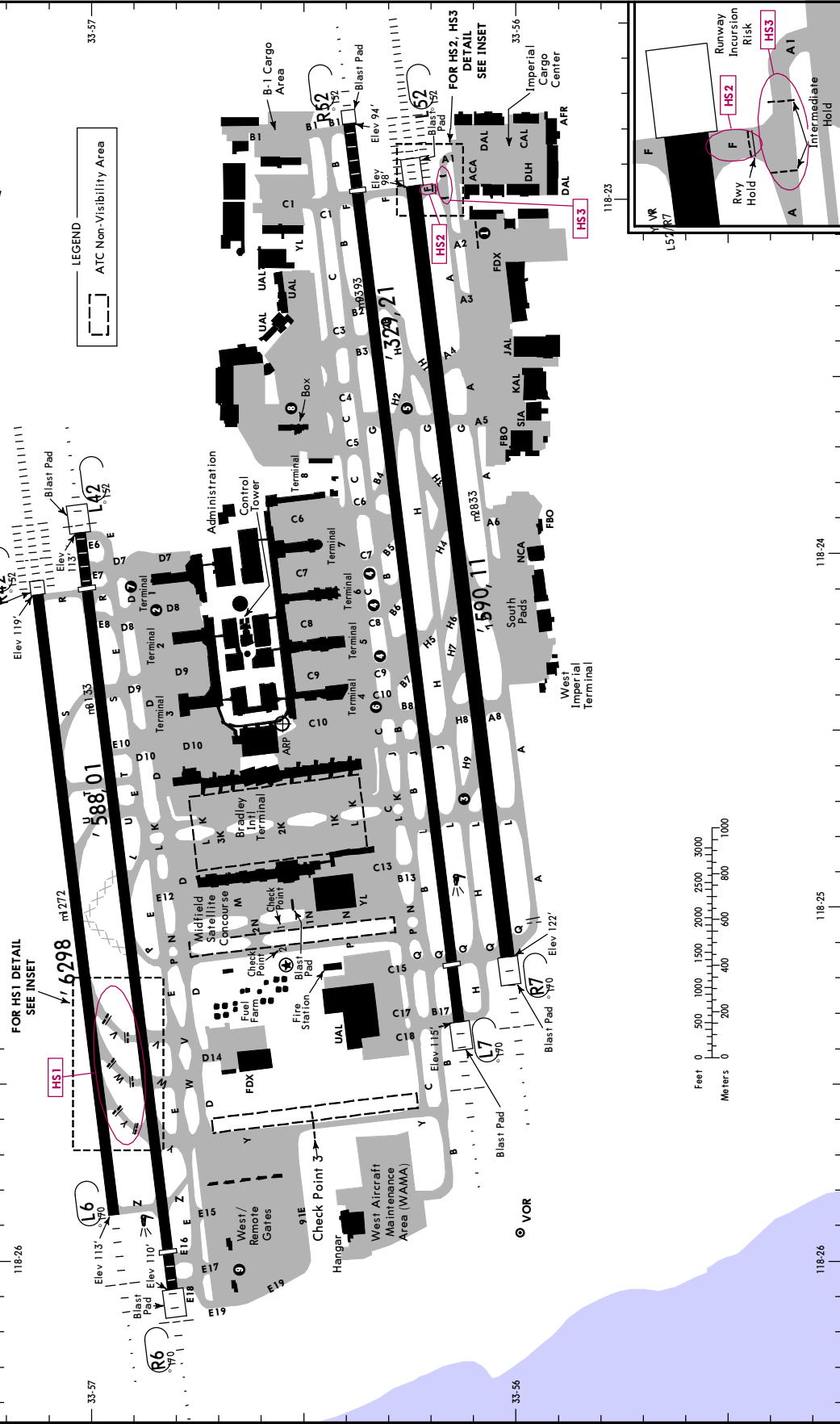
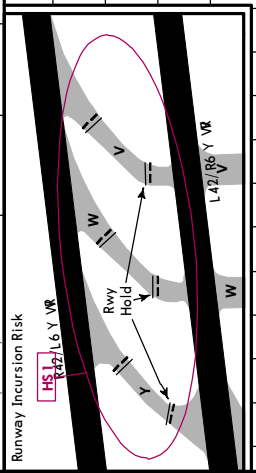
West 121.4
Ground North Complex 121.65
South Complex 121.75

North Complex 133.9
Tower South Complex 120.95

SOCL Departure (R) 225°-044° 124.3
045°-224°

Helicopter 119.8

Runway Incursion Risk



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. Twys V, W, Y use caution on forward exit speed. Twys incursion risk. Limited distance between twys.

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

RUNWAY INCURSION HOT SPOTS

- For information only, not to be construed as ATC instructions.
- HS1** Runway incursion risk. Rwy 24L at Twys V, W and Y. Short distance between parallel runways. After landing Rwy 24R, manage taxi speed and expect to hold short of Rwy 24L at the appropriate runway holding position markings.
- HS2** Runway incursion risk. Rwy 25L at Twy F. Aircraft cross Rwy 25L holding position markings without authorization. Aircraft on Twy A instructed by ATC to turn onto Twy F, expect to hold short of Rwy 25L.
- HS3** Surface Incident Risk. Twy F from Twy A. Aircraft are frequently instructed by ATC to hold short of Twy F at the intermediate holding position markings. Do not proceed onto Twy F without ATC clearance.

CHANGES: Midfield Satellite Concourse ramp added.

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TERPS										TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 14)									
										All Rwys									
										LOWER THAN STANDARD OpSpec Authorization Required									
										2 operating RVRs are required. All operating RVRs are controlling.									
CL & HIRL					CL, or RCLM & HIRL					RCLM or CL or HIRL or Adequate Vis Ref					STANDARD				
TDZ RVR 5 Mid RVR 5 Rollout RVR 5					TDZ RVR 10 Mid RVR 10 Rollout RVR 10					TDZ RVR 12 Mid RVR 12 Rollout RVR 10					3 & 4 Eng 1 & 2 Eng				
										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									
										LOC Rwy 6L LOC Rwy 6R LOC Rwy 7L LOC Rwy 7R LOC Rwy 24L LOC Rwy 24R LOC Rwy 25L LOC Rwy 25R									
										ILS Rwy 6L ILS Rwy 6R ILS Rwy 7L ILS Rwy 7R ILS Rwy 24L ILS Rwy 24R ILS Rwy 25L ILS 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										800-2									
B																			
C																			
D																			

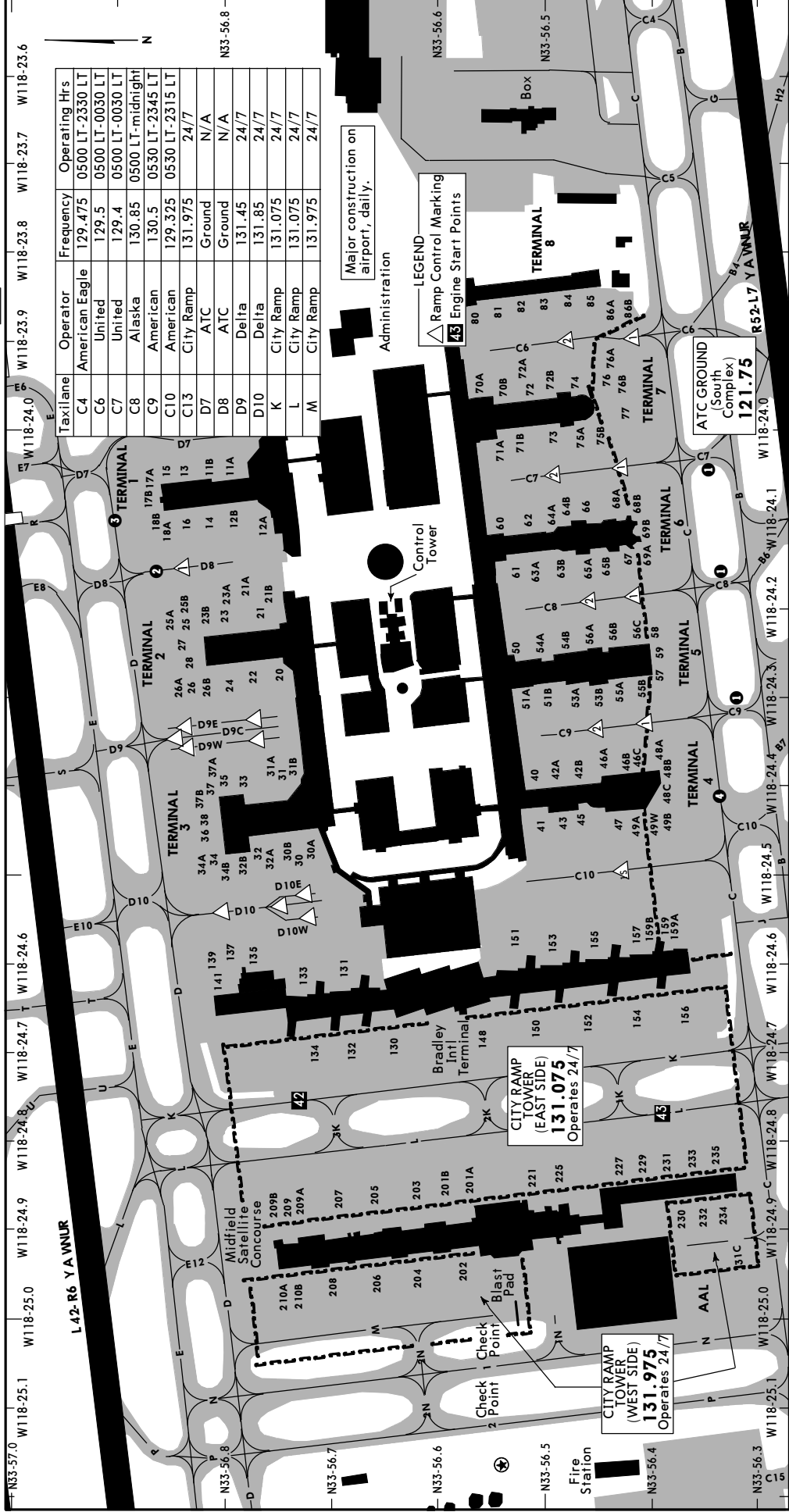
GENERAL									
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.									
Taxiway closures throughout the airport. Consult current NOTAMs.									
Rwy 7R/25L preferred emergency runway.									
Birds in vicinity of airport.									
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									
USABLE LENGTHS									
LANDING BEYOND									
Threshold									
Glide Slope									
TAKE-OFF									
WIDTH									
6R HIRL CL TDZ MALSR PAPI-L (angle 3.0°) grooved RVR 10,384' 3165m 9367' 2855m 10,285' 3135m 150' 46m									
24L HIRL CL MALSR PAPI-R (angle 3.0°) grooved RVR 210,084' 3074m 9058' 2761m									
1 LDA 9748' 2971m.									
2 LDA 9483' 2890m.									
6L HIRL CL MALSR PAPI-L (angle 3.0°) grooved RVR 5 7921' 2414m 150' 46m									
24R HIRL CL 3 ALSF-II TDZ 6 PAPI-L grooved RVR 7900' 2408m									
3 Operates as SSALR till weather goes below VFR.									
4 Angle 3.0°.									
5 LDA 8566' 2611m.									
7R HIRL CL MALSR PAPI-L (angle 3.0°) grooved RVR 9988' 3044m 200' 61m									
25L HIRL CL 3 ALSF-II TDZ 7 PAPI-R grooved RVR 10,095' 3077m									
6 Operates as SSALR till weather goes below VFR.									
7 Angle 3.0°.									
7L HIRL CL MALSR TDZ PAPI-L (angle 3.0°) grooved RVR 12,091' 3685m 12,091' 3685m 150' 46m									
25R HIRL CL MALSR PAPI-L (angle 3.0°) grooved RVR 11,966' 3647m 10,931' 3332m									
8 LDA 11,259' 3432m.									
9 LDA 11,134' 3394m.									

KLAX/LAX


JEPPesen
 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.



PARKING GATE COORDINATES						NOTES:	
GATE No.	COORDINATES	GATE No.	COORDINATES	GATE No.	COORDINATES		
Tom Bradley International Terminal	23, 23A, 23B	Terminal 5	N33 56.5 W118 24.2 N33 56.6 W118 24.3 N33 56.8 W118 24.2 N33 56.8 W118 24.2	73	N33 56.5 W118 24.0	① Aircraft with length greater than 240' (73m) are prohibited on Taxiways C7, C8 and C9 between Taxiway C and Twy B. ② B777-200 aircraft and greater outboard from Taxiway D8 may not turn westbound onto Taxiway D under power. ③ Twy D between D7' and D8 (north of Terminal 1) closed to aircraft with wingspan greater than 157' (48m). ④ Aircraft with wingspan greater than 155' (47m) westbound on Taxiway C are not authorized to make left turn onto taxiway C-10 under power.	
	24, 26, 26A, 26B			74	N33 56.5 W118 23.9		
	25, 25A, 25B			75A	N33 56.5 W118 24.0		
	27, 28	51A, 51B	75B	N33 56.4 W118 24.0			
	Terminal 3	30, 30A, 30B	53A	N33 56.4 W118 24.3	76, 76A		N33 56.4 W118 23.9
		31, 31B	53B	N33 56.4 W118 24.2	76B, 77		N33 56.4 W118 24.0
31A		N33 56.7 W118 24.4	Terminal 8				
32, 32A, 32B		55A, 55B	80, 81	N33 56.6 W118 23.9			
Terminal 1	33	56A, 56B, 56C	N33 56.4 W118 24.2	82 thru 86A	N33 56.5 W118 23.9		
	34, 34A, 34B	57	N33 56.4 W118 24.3	86B	N33 56.4 W118 23.9		
	35	58, 59	N33 56.4 W118 24.2	Midfield Satellite Concourse			
	36	60 thru 65A	N33 56.5 W118 24.1	201A thru 204	N33 56.6 W118 24.9		
Terminal 2	37, 37A, 37B	65B thru 69B	N33 56.4 W118 24.1	205 thru 209B	N33 56.7 W118 24.9		
	38	Terminal 7	N33 56.8 W118 24.5 N33 56.8 W118 24.5 N33 56.8 W118 24.5	210A, 210B	N33 56.7 W118 25.0		
	221, 225			N33 56.5 W118 24.9			
	227, 229, 231, 233			N33 56.4 W118 24.8			
20	40 thru 43	70A thru 71B	N33 56.5 W118 24.0	230, 232	N33 56.4 W118 24.9		
21, 21, 21B	45, 46A	71A, 71B	N33 56.5 W118 24.0	234	N33 56.3 W118 24.9		
22, 24	46B thru 49W	72, 72A, 72B	N33 56.5 W118 23.9	235	N33 56.3 W118 24.8		

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

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 26.1	
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	
PARKING BAY COORDINATES		
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 26.1	
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	

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

PARKING BAY COORDINATES		
BAY No.	COORDINATES	
Singapore Airlines Cargo		
SIA1	N33 56.0	W118 23.6
Korean Airlines Cargo		
KAL1, KAL2	N33 56.0	W118 23.5
Japan Airlines Cargo		
1, 2	N33 56.0	W118 23.4
FedEx		
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	
Singapore Airlines Cargo		
SIA1	N33 56.0	W118 23.6
Korean Airlines Cargo		
KAL1, KAL2	N33 56.0	W118 23.5
Japan Airlines Cargo		
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FedEx		
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FedEx		
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FedEx		
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5A	N33 56.1	W118 23.2
8 thru 10	N33 56.0	W118 23.2
11	N33 55.9	W118 23.2

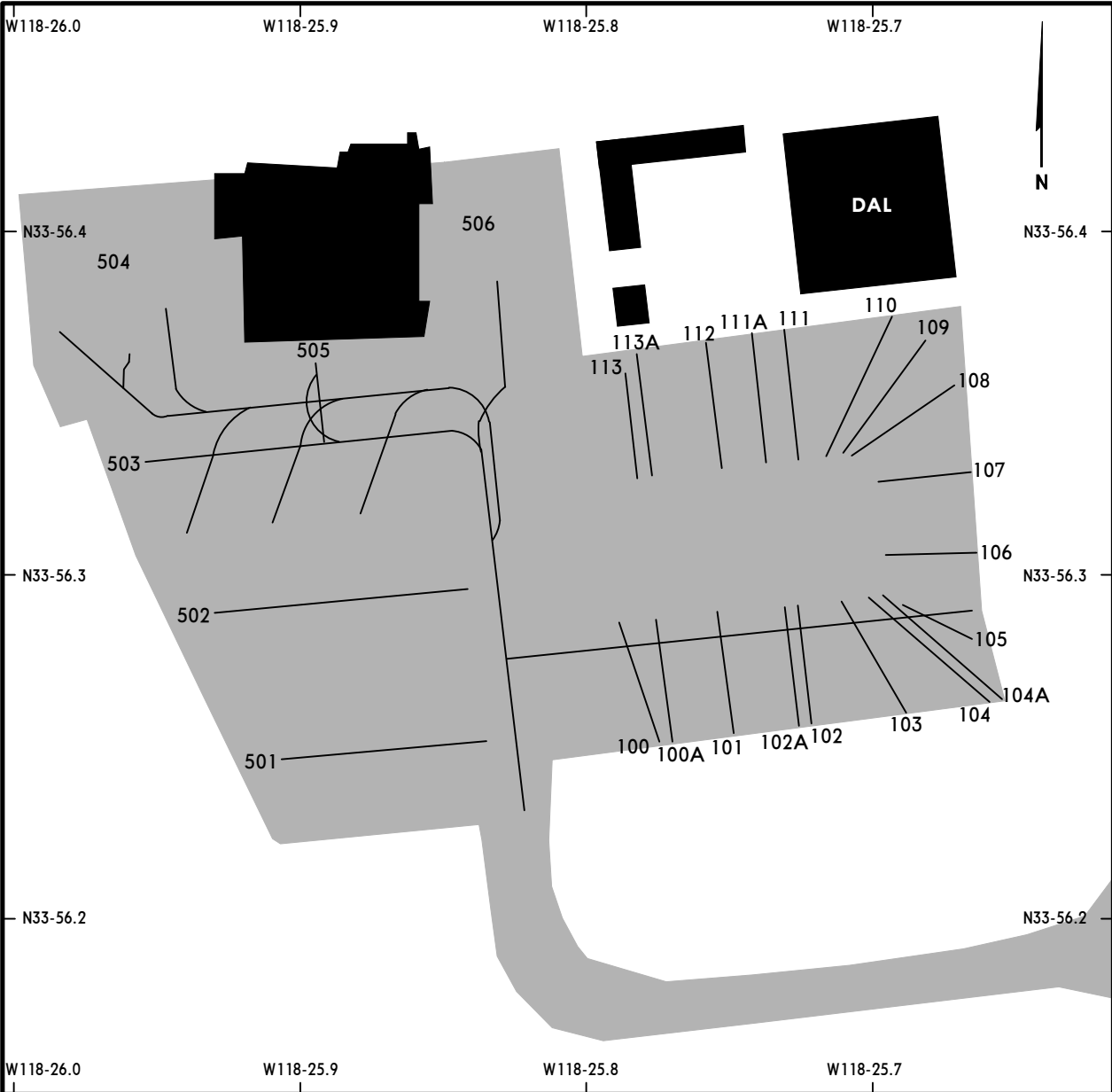
PARKING BAY COORDINATES		
BAY No.	COORDINATES	

CHANGES: Hot spot removed, Twy B1 modified.

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

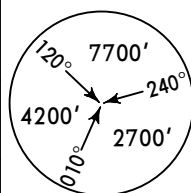
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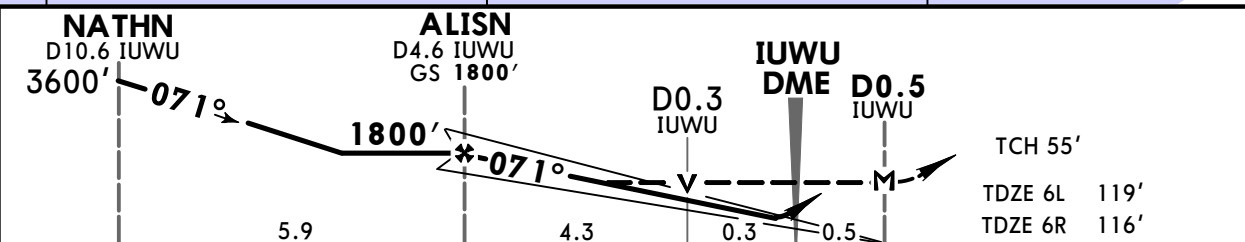
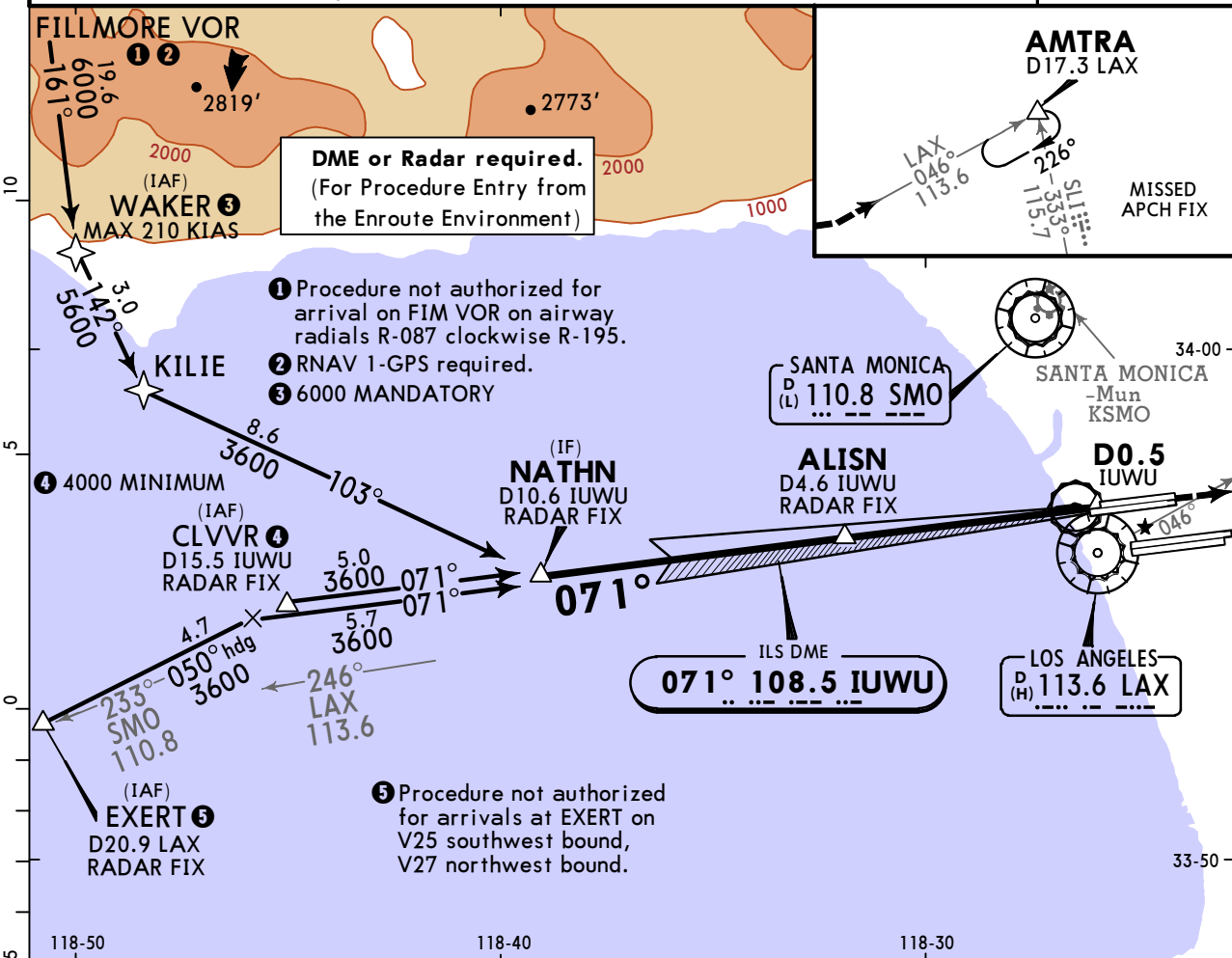
13 MAY 22 (11-1)

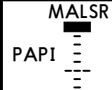
LOS ANGELES, CALIF

ILS or LOC Rwy 6L

BRIEFING STRIP™

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
	225°-044°	045°-089°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
LOC IUWU		Final Apch Crs	ALISN		ILS DA(H)		Apt Elev 128' TDZE 6L 119'		
108.5		071°	1800' (1681')		369' (250')				
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. 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'	LAX 113.6 R-046
GS	3.00°	372	478	531	637	743				
MAP at D0.5 IUWU or ALISN to MAP	5.1	4:22	3:24	3:04	2:33	2:11				

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

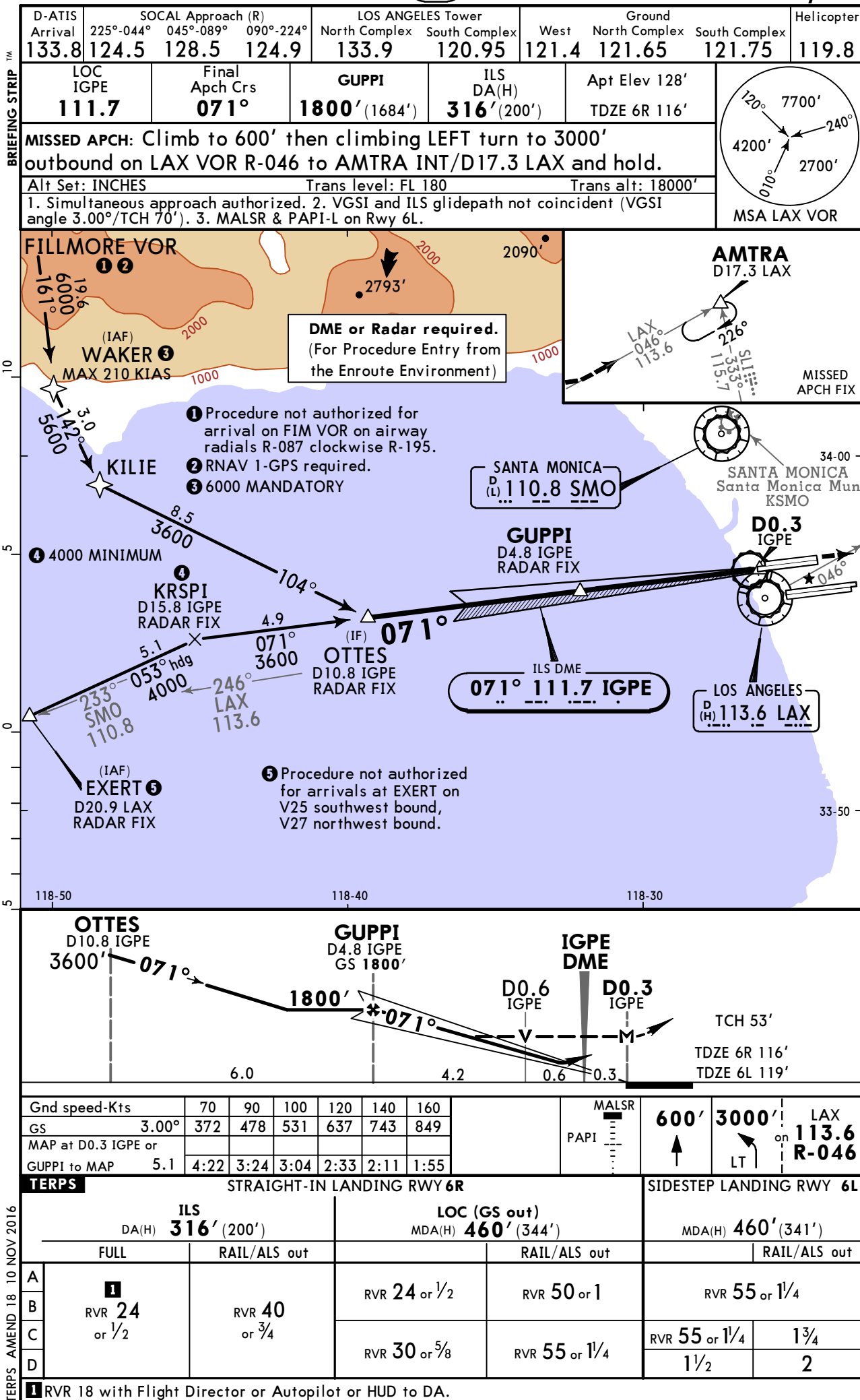
TERPS AMEND 14A 27 APR 2017

KLAX/LAX LOS ANGELES INTL

13 MAY 22

11-2

LOS ANGELES, CALIF ILS or LOC Rwy 6R



KLAX/LAX

LOS ANGELES INTL

30 OCT 20
Eff 5 Nov

JEPPESSEN

11-3

LOS ANGELES, CALIF

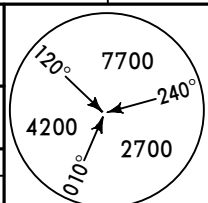
ILS or LOC Rwy 7L

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

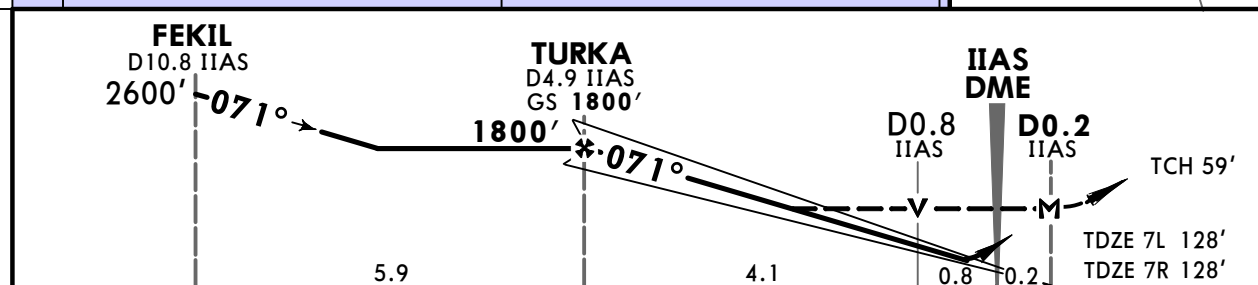
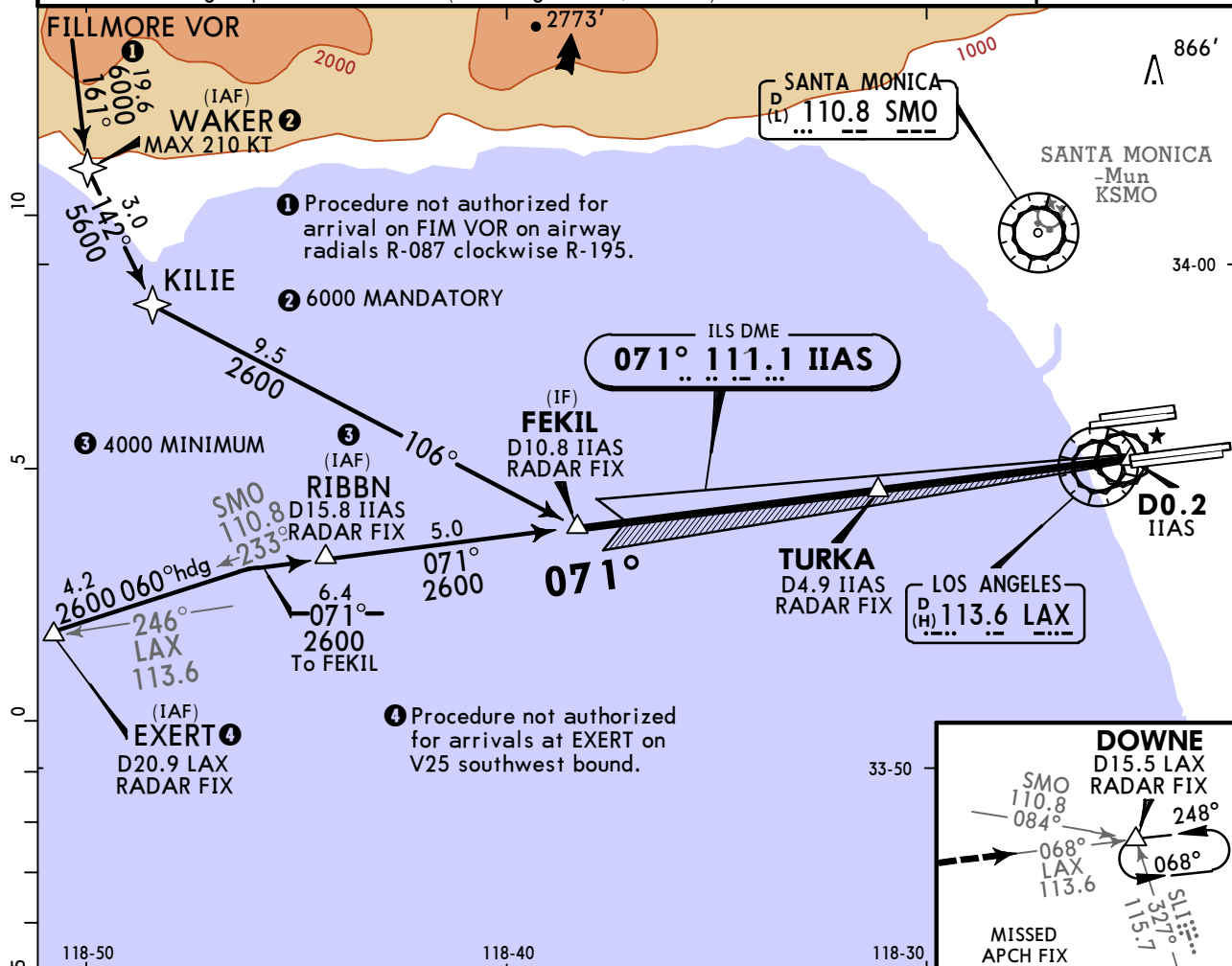
LOC IIAS	Final Apch Crs	TURKA	ILS DA(H)	Apt Elev	TDZE
111.1	071°	1800' (1672')	336' (208')	128'	7L 128'

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		3000' ↑ on 113.6 R-068	DOWNE
GS 3.00°	372	478	531	637	743	849	PAPI			
MAP at D0.2 IAS 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		LOC (GS out)		MDA(H) 520' (392')		MDA(H) 520' (392')	
DA(H) 336' (208')		DA(H) 520' (392')					
FULL	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out
A							
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	
C				RVR 35 or 3/4	RVR 60 or 1 1/4	RVR 55 or 1	1 1/2
D						1 1/2	2

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

CHANGES: Notes, minimums.

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KLAX/LAX

LOS ANGELES INTL

30 OCT 20

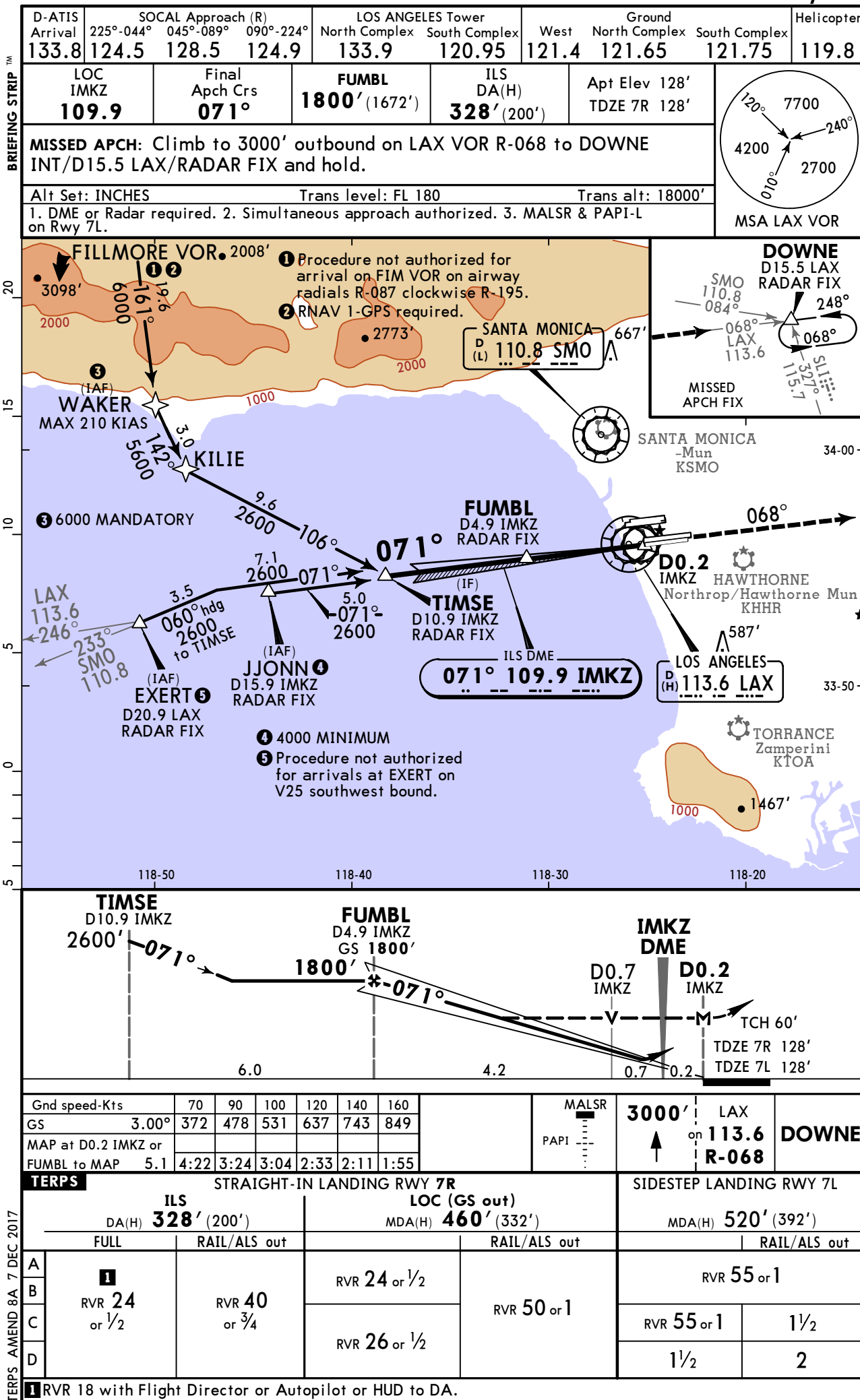
Eff 5 Nov

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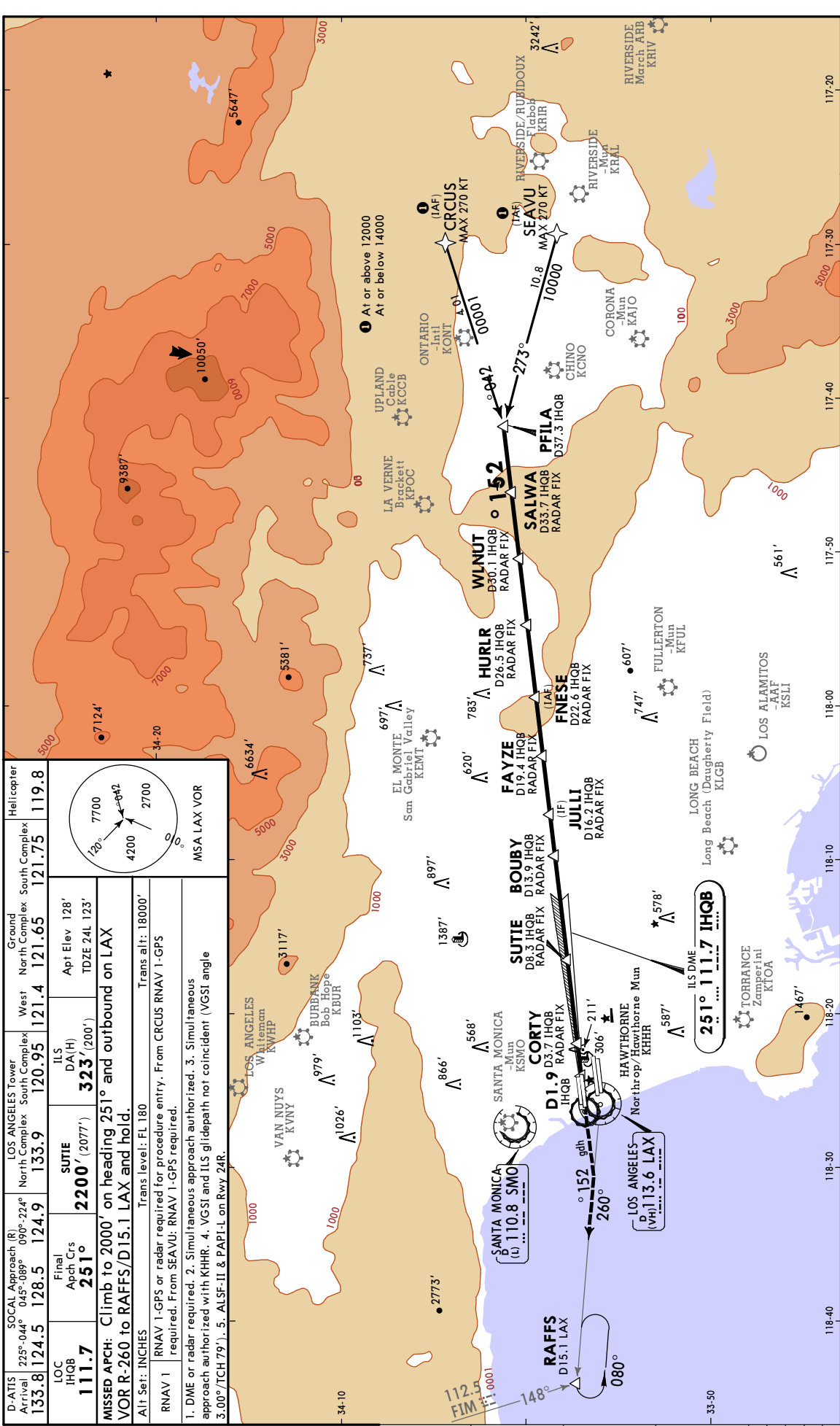
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LOS ANGELES, CALIF

ILS or LOC Rwy 7R

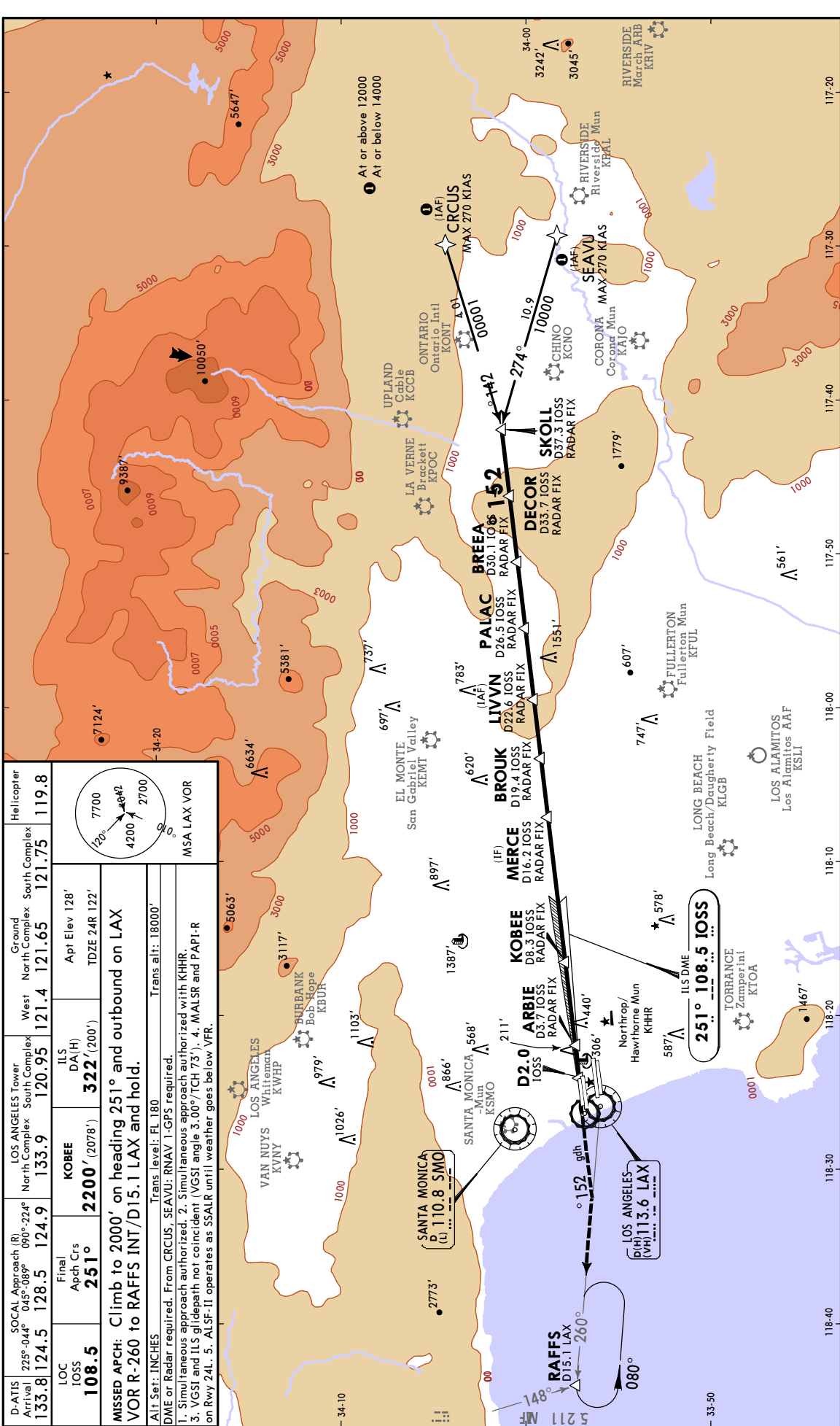
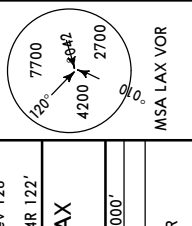


D-ATIS Arrival 133.8	SOCAL Approach (R) 225°-044° 045°-089° 090°-224° 124.5 128.5 124.9	LOS ANGELES Tower North Complex South Complex 133.9 120.95 121.4 121.65 121.75	Ground West North Complex South Complex 121.4 121.65 121.75	Helicopter 119.8
LOC IHQB 111.7	Final Apch Crs 251°	ILS DA(H) 323' (200')	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 CRJUS RNAV 1-GPS required. From SEAVU: 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-L on Rwy 24R.				



TERPS									
STRAIGHT-IN LANDING RWY 24L									
SIDESTEP LANDING RWY 24R									
ILS									
DA(H) 323' (200')									
MDA(H) 500' (377')									
FULL									
RAIL/ALS out									
RAIL/ALS out									
ALS out									
RVR 24 or 1/2									
RVR 35 or 5/8									
RVR 55 or 1									
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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 IOSS		Final Apch Crs		ILS DA(H)		Apt Elev 128'		
108.5		251°		KOBEE 2200' (2078')		322' (200')		
						TDZE 24R 122'		
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 Trans alt: 18000'								
DME or Radar required. From CRCS, SEAVU: RNAV 1-GPS required.								
1. Simultaneous approach authorized. 2. Simultaneous approach authorized with KHRH.								
3. VGSi and ILS glidepath not coincident (VGSi angle 3.00°/TCH 73'). 4. MALSR and PAPI-R on Rwy 24L. 5. ALSF-II operates as SSALR until weather goes below VFR.								
MSA LAX VOR								

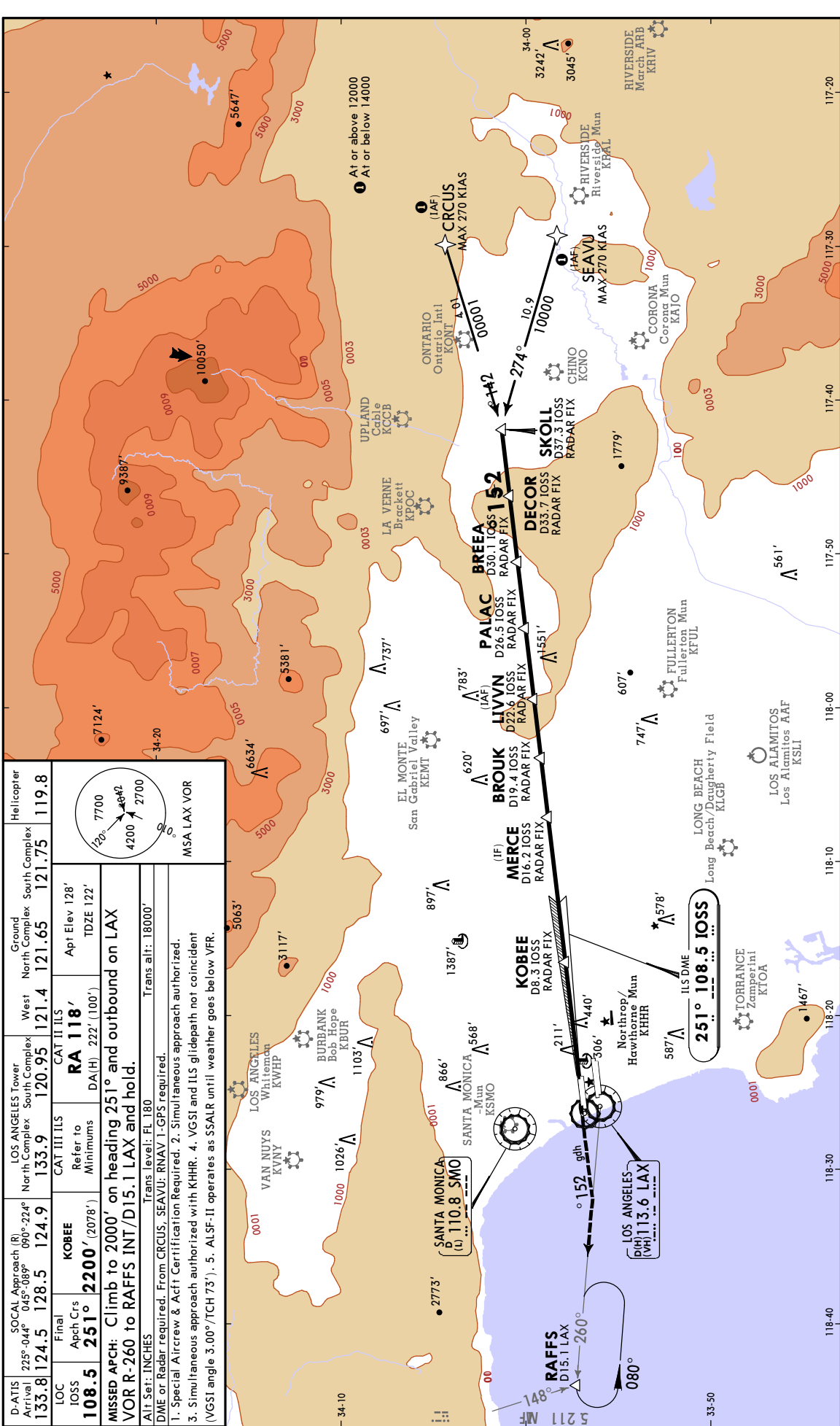


Grd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743
MAP at D2.0 IOSS or	KOBEE to MAP					
KOBEE to MAP	6.4	5:29	4:16	3:50	3:12	2:45

TDZE 24R 122'	118.40	118.30	118.20	118.10	118.00	117.50	117.30	117.20
TDZE 24L 123'	118.40	118.30	118.20	118.10	118.00	117.50	117.30	117.20

RAFFS	118.40	118.30	118.20	118.10	118.00	117.50	117.30	117.20
ARBIE	118.40	118.30	118.20	118.10	118.00	117.50	117.30	117.20
KOBEE	118.40	118.30	118.20	118.10	118.00	117.50	117.30	117.20
BROUK	118.40	118.30	118.20	118.10	118.00	117.50	117.30	117.20
LIVVN	118.40	118.30	118.20	118.10	118.00	117.50	117.30	117.20
PALAC	118.40	118.30	118.20	118.10	118.00	117.50	117.30	117.20
BREEA	118.40	118.30	118.20	118.10	118.00	117.50	117.30	117.20
DECOR	118.40	118.30	118.20	118.10	118.00	117.50	117.30	117.20
SKOLL	118.40	118.30	118.20	118.10	118.00	117.50	117.30	117.20

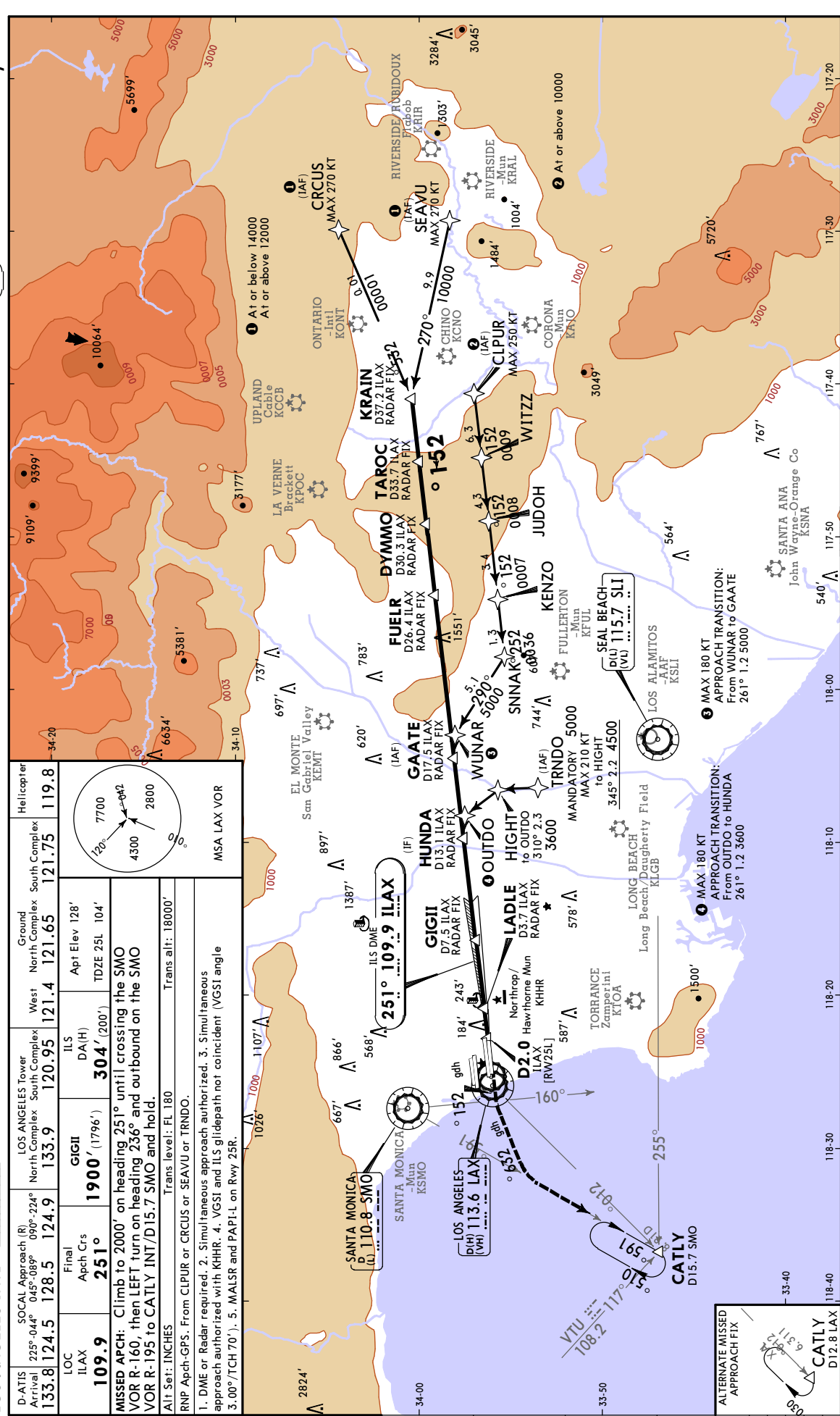
TERPS				STRAIGHT-IN LANDING ~~RWY~~ 24R				SIDESTEP LANDING RWY 24L	
ILS				2 LOC (GS out)				MDA(H) 500' (377')	
DA(H) 322' (200')				MDA(H) 480' (358')					
TDZ/CL out		ALS out		ALS out		RAIL/ALS out			
A	18 RVR 1/2	1	24 RVR 1/2	40 RVR 3/4	24 RVR 1/2	50 RVR 1	55 RVR 1	1/2	
B									
C									
D								1/2	2
1 RVR 18 with Flight Director or Autopilot or HUD to DA.									
2 LOC procedure not authorized during simultaneous operations with KHHH LOC Rwy 25L									



TERPS										STRAIGHT-IN LANDING RWY 24R									
CAT III ILS										CAT II ILS									
RVR 6										RA 118' DA(H) 222' (100')									
RVR 12										RVR 12									

TCH 55'										TDZE 122'									
0										6.4									
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D-ATIS	SOCAL Approach (R)	LOS ANGELES Tower	Ground	Helicopter
Arrival	225°-044° 045°-089° 090°-224°	North Complex South Complex	West North Complex South Complex	
133.8	124.5 128.5 124.9 133.9	120.95 121.4 121.65 121.75		119.8
LOC ILAX	Final Apch Crs	ILS DA(H)	Apt Elev 128'	
109.9	251°	304' (200')	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 CLIPUR or CRUCUS 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.				



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

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

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

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

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

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

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

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

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

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

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

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

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

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

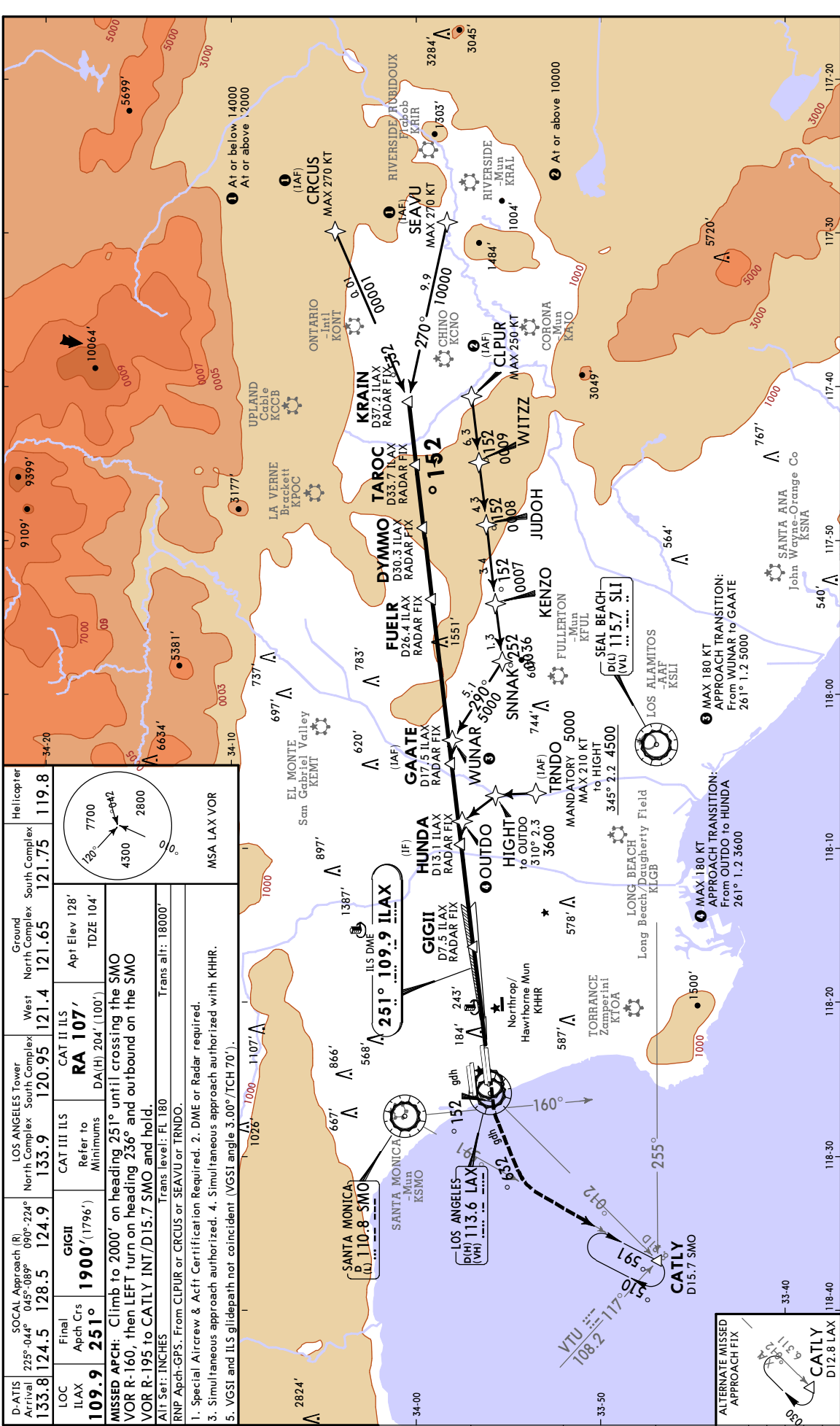
TERPS		STRAIGHT-IN LANDING RWY 25L				SIDESTEP LANDING RWY 25R	
		ILS		LOC (GS out)			
		DA(H) 304' (200')		MDA(H) 480' (376')		MDA(H) 480' (376')	
A	B	TDZ/CL out	ALS out	ALS out	ALS out	RVR 55 or 1	RAIL/ALS out
RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1/4	RVR 60 or 1/4	1 1/2	2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

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

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

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

TERPS		STRAIGHT-IN LANDING RWY 25L	
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[illegible]

CHANGES: Fix altitudes & speeds, MSA altitudes, notes, SLI and LAX service volume, chart format.

KLAX/LAX LOS ANGELES INTL

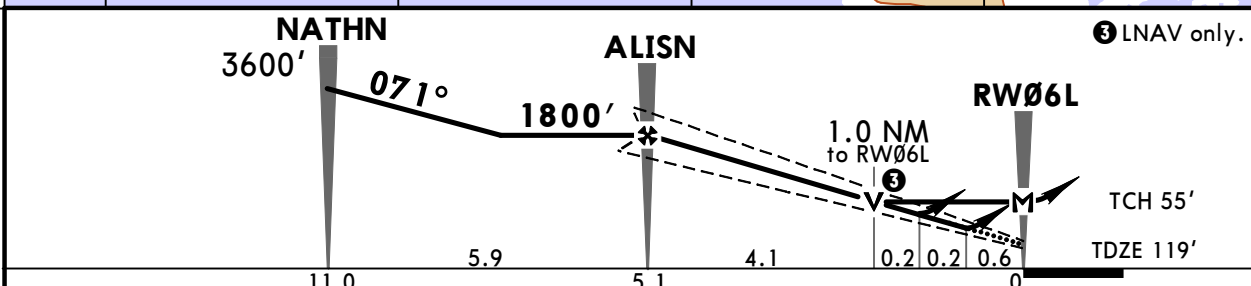
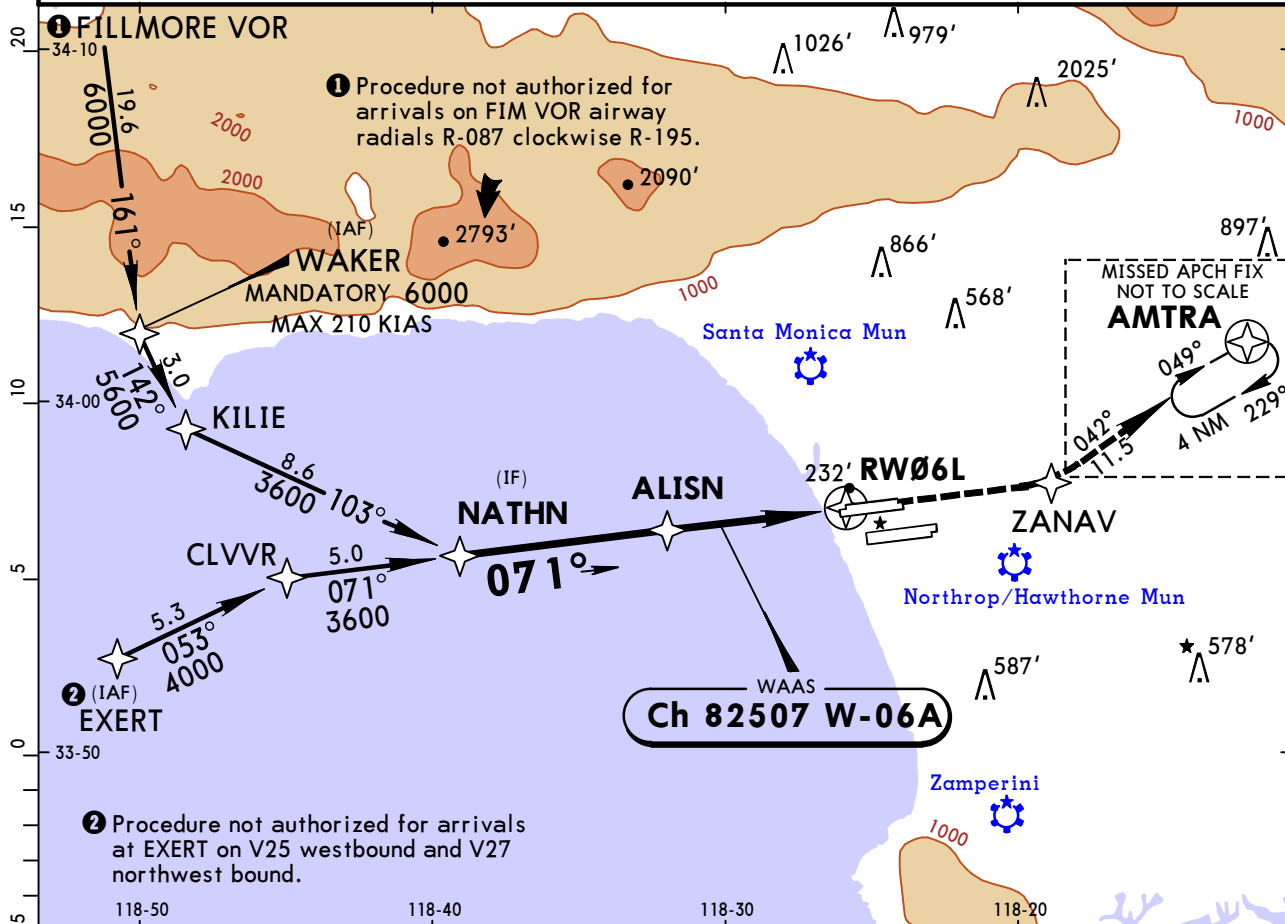
JEPPESSEN
11 AUG 17 (12-1)

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

BRIEFING STRIP™

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground			Helicopter
	225°-044°	045°-089°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
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' MSA RW06L	
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	743	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW06L										

TERPS		STRAIGHT-IN LANDING RWY 6L				1 LNAV	
		LPV DA(H) 369' (250')	LNAV/VNAV DA(H) 411' (292')			MDA(H) 500' (381')	
		RAIL/ALS out	RAIL/ALS out			RAIL/ALS out	
A							
B							
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1		RVR 24 or 1/2	RVR 50 or 1
D						RVR 35 or 3/4	RVR 60 or 1/4

1 Not authorized during simultaneous operations.

CHANGES: None.

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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
	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

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.

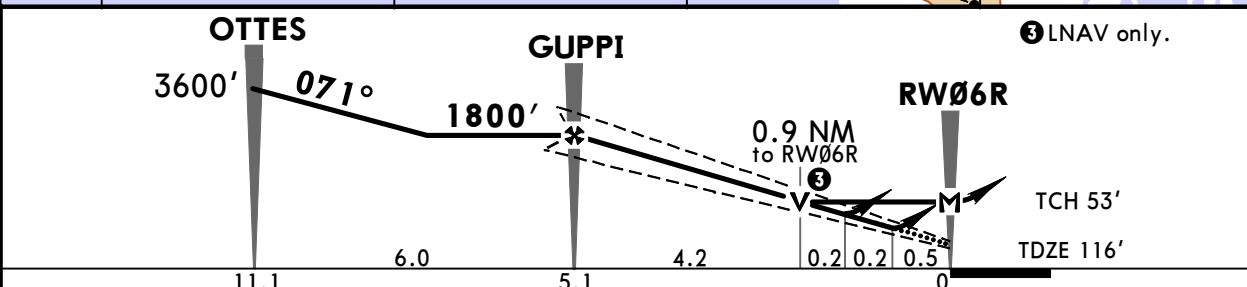
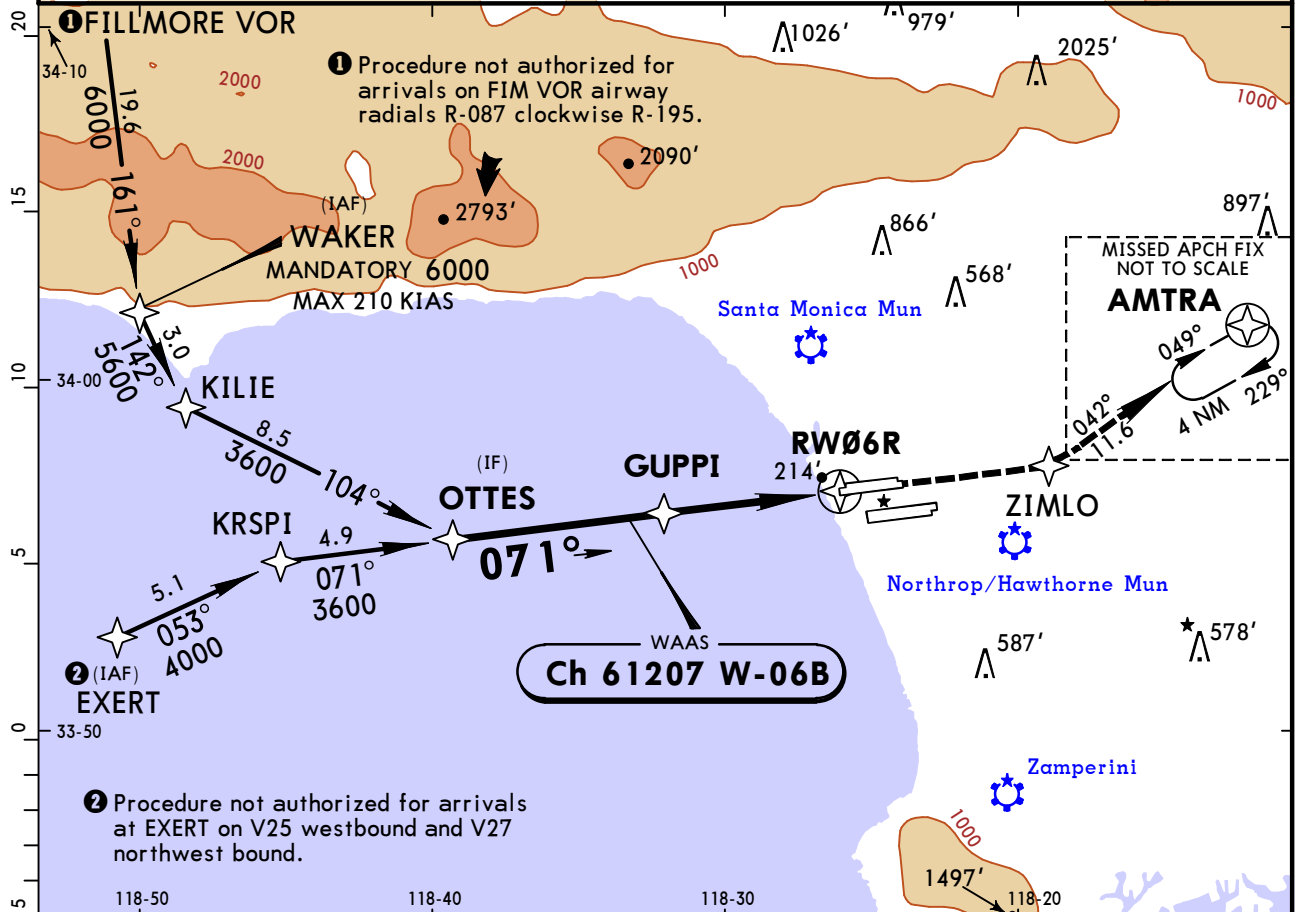
MSA RW06R

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	MALS	3000'	→	ZIMLO
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑		
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW06R										

TERPS		STRAIGHT-IN LANDING RWY 6R				2 LNAV	
LPV		LNAV/VNAV					
DA(H) 316' (200')		DA(H) 398' (282')				MDA(H) 480' (364')	
RAIL/ALS out		RAIL/ALS out				RAIL/ALS out	
A							
B	1						
C	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	RVR 50 or 1
D						RVR 35 or 3/4	RVR 55 or 1 1/4

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

2 Not authorized during simultaneous operations.

CHANGES: Minimums note.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN
1 DEC 17 (12-3)

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

BRIEFING STRIP™

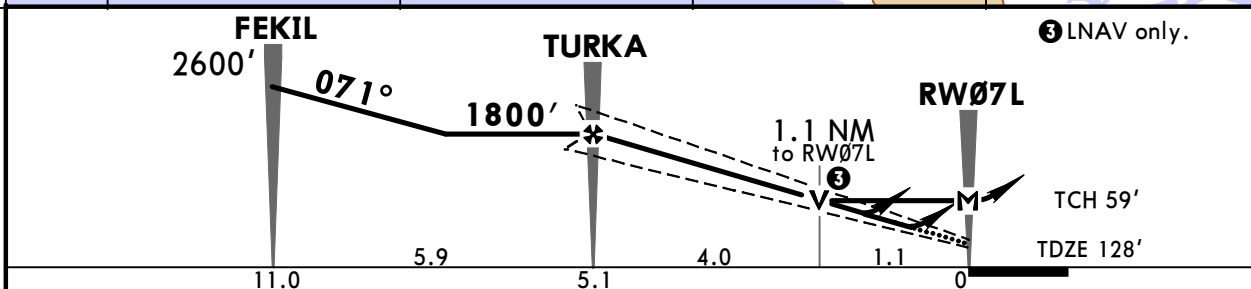
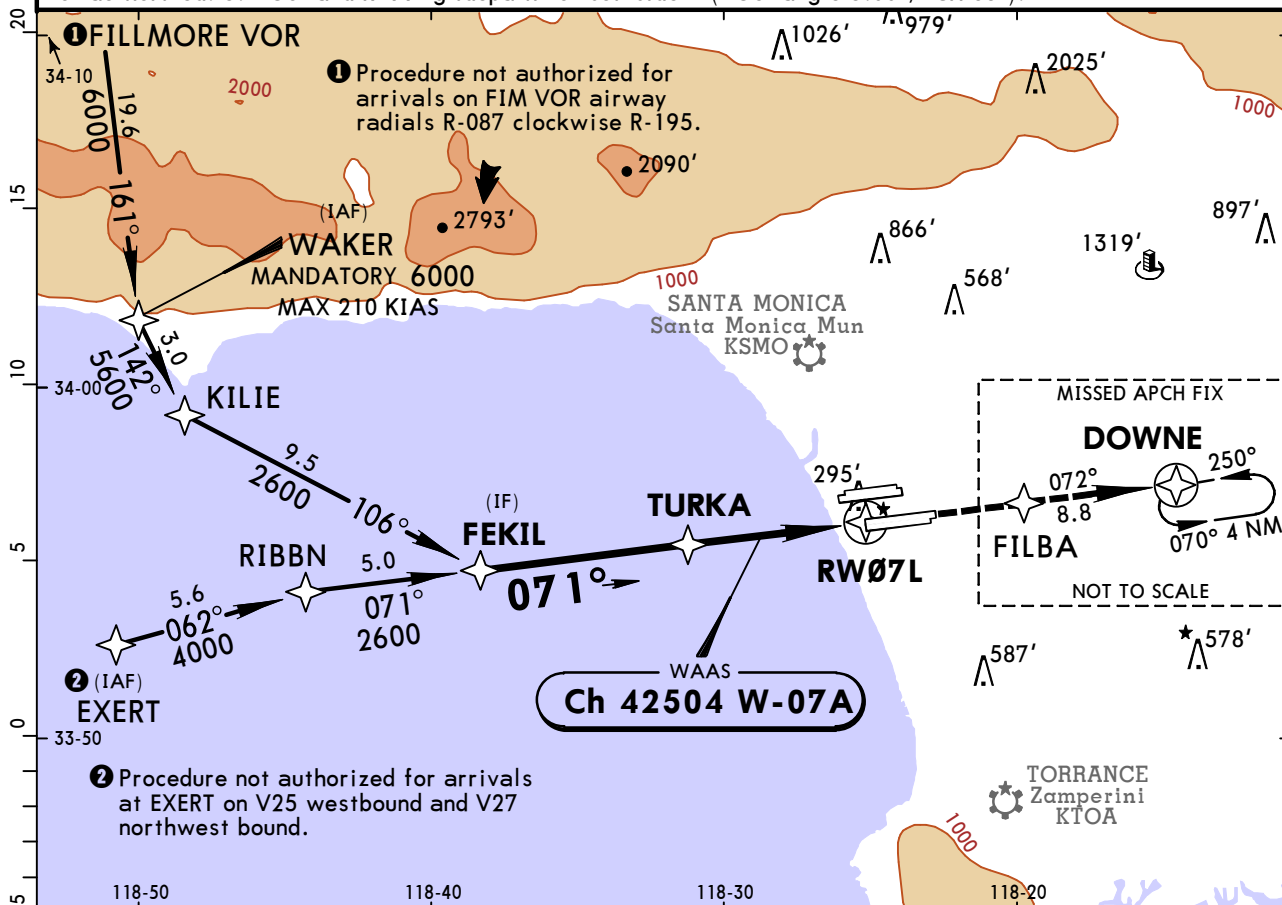
D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°			LOS ANGELES Tower North Complex South Complex		Ground West North Complex South Complex			Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
WAAS Ch 42504 W-07A		Final Aptch Crs 071°		Minimum Alt TURKA 1800' (1672')		LPV DA(H) 344' (216')		Apt Elev 128' TDZE 128'	
MISSED APCH: Climb to 3000' direct FILBA and on track 072° to DOWNE and hold.									7700 MSA RW07L

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' ↑ → FILBA
Glide Path Angle 3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW07L							

TERPS

STRAIGHT-IN LANDING RWY 7L

	LPV			LNAV/VNAV		1 LNAV	
	DA(H) 344' (216')			DA(H) 464' (336')		MDA(H) 560' (432')	
	TDZ/CL out	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A							
B							
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 24 or 1/2	RVR 50 or 1
D						RVR 40 or 3/4	RVR 60 or 1/4

1 Not authorized during simultaneous operations.

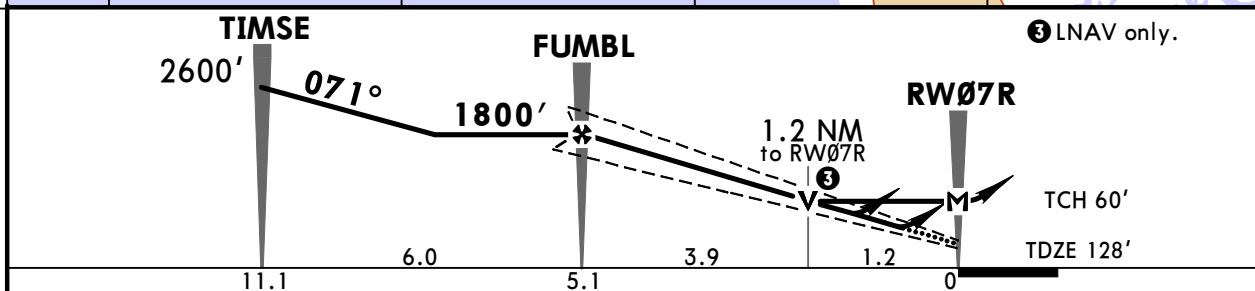
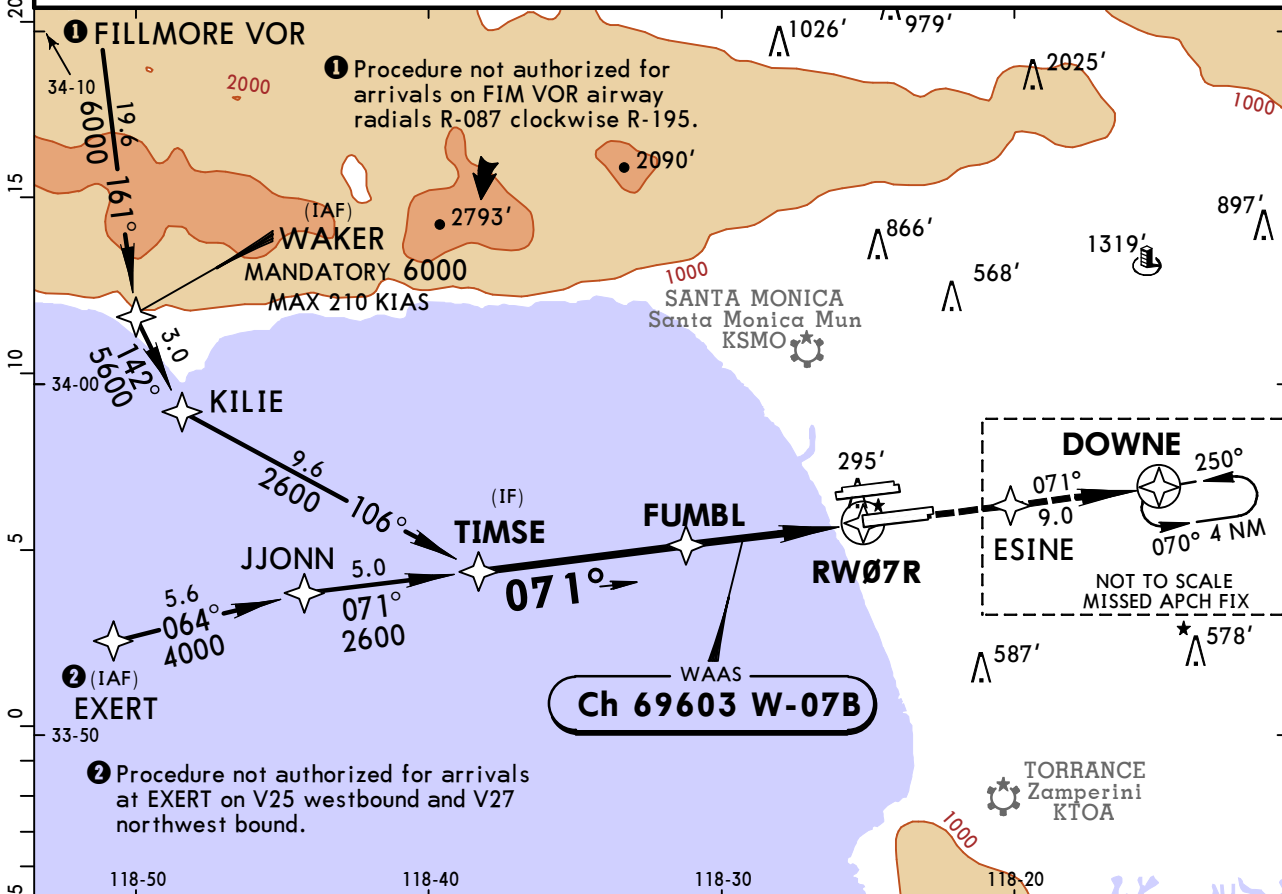
KLAX/LAX LOS ANGELES INTL

JEPPESEN
1 DEC 17 (12-4)

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

BRIEFING STRIP™

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 West North Complex South Complex 121.4 121.65 121.75			Helicopter 119.8	
WAAS Ch 69603 W-07B		Final Apch Crs 071°		Minimum Alt FUMBL 1800' (1672')		LPV DA(H) 328' (200')		Apt Elev 128' TDZE 128'		7700 MSA RW07R
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 PAPI	3000' ↑	→	ESINE
Glide Path Angle 3.00°	372	478	531	637	743	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW07R										

TERPS						STRAIGHT-IN LANDING RWY 7R					
LPV			LNAV/VNAV			2 LNAV					
DA(H) 328' (200')			DA(H) 462' (334')			MDA(H) 560' (432')					
RAIL/ALS out			RAIL/ALS out			RAIL/ALS out					
A	1					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 60 or 1 1/4		
C						RVR 40 or 3/4			RVR 60 or 1 1/4		
D											

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

WAAS

Ch 56407

W-24B

Final

251°

Apch Crs

LPV

2200'

(2077')

DA(H)

323'

(200')

SUTIE

2200'

(2077')

Apch 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. VGS1 and RNAV glidepath not coincident (VGS1 angle 3.00° /TCH 79'). 4. Simultaneous approach authorized. 5. Simultaneous approach authorized with KHRH.

D-ATIS

133.8

124.5

128.5

124.9

SOCAL Approach (R)

045°-089°

090°-224°

LOS ANGELES Tower

133.9

120.95

121.4

121.65

North Complex

121.75

121.75

South Complex

119.8

119.8

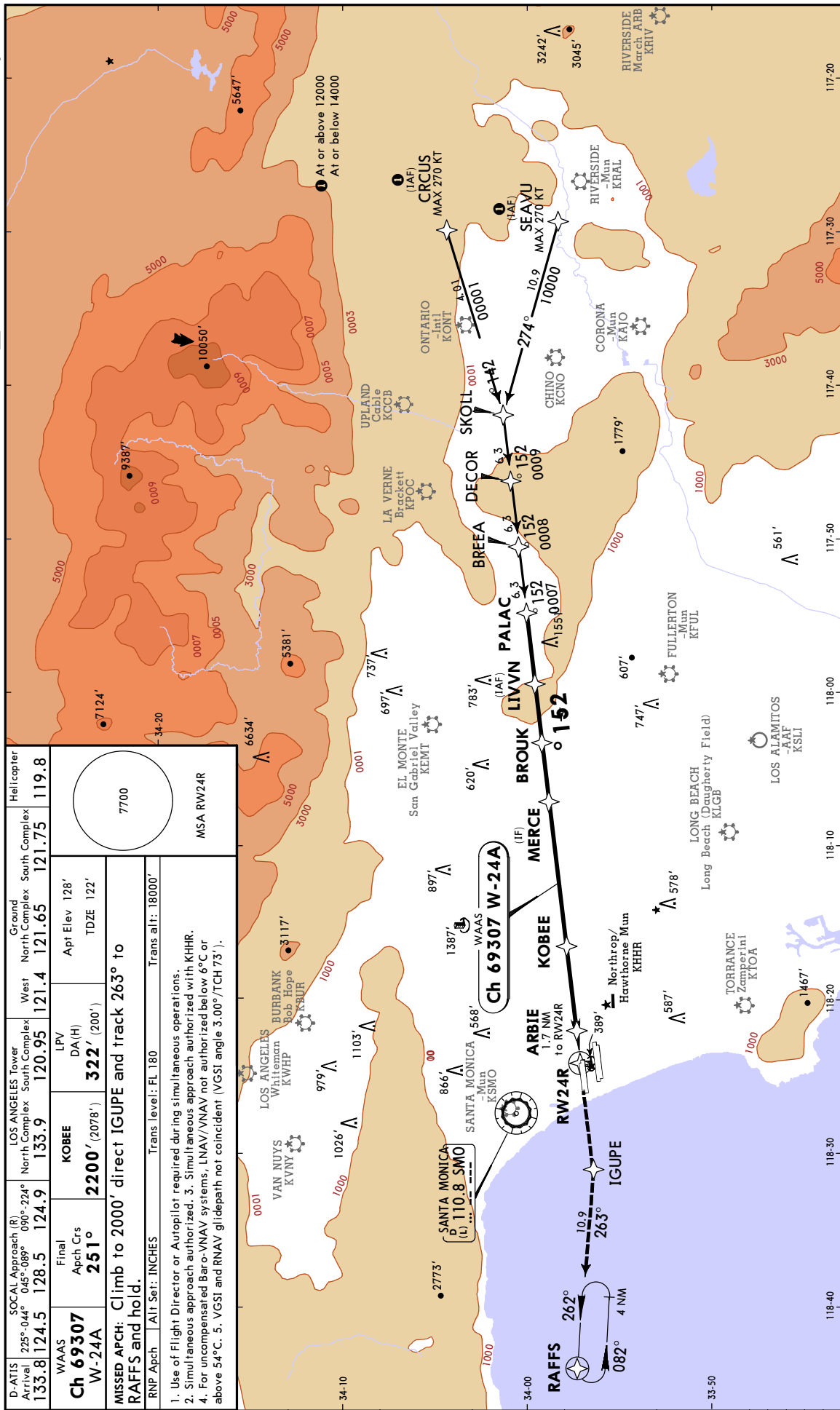
Helicopter

7700

7700

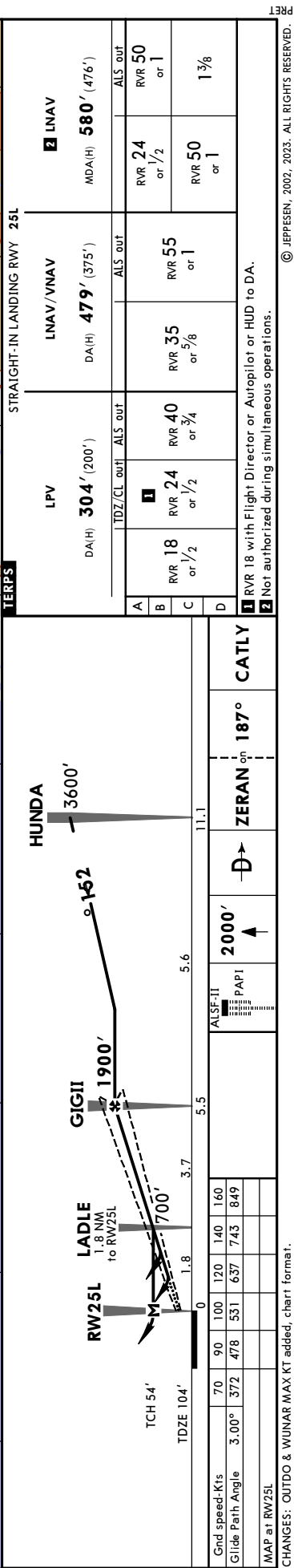
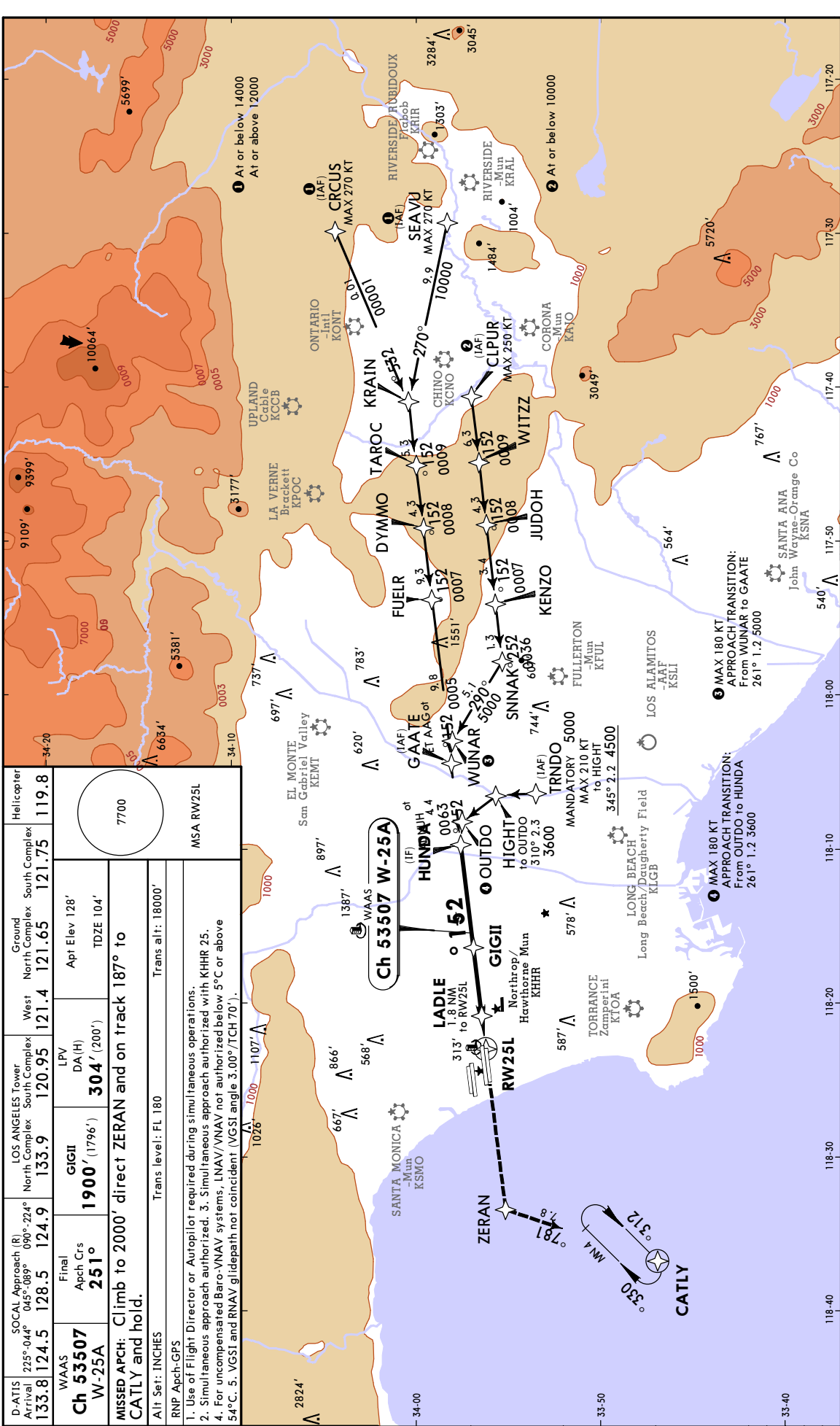
TERPS										STRAIGHT-IN LANDING RWY 24L									
LPV					LNAV/VNAV					RNAV					LNAV				
DA(H) 323' (200')					DA(H) 608' (485')					MDA(H) 660' (537')									
RAIL/ALS out					RAIL/ALS out					RAIL/ALS out					RAIL/ALS out				
A					A					A					A				
B					B					B					B				
C					C					C					C				
D					D					D					D				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
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RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
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RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
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RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4					RVR 50 or 1					RVR 24 or 1/2				
RVR 24 or 1/2					RVR 40 or 3/4														

D-ATIS	SOCAL Approach (R)	LOS ANGELES Tower	Ground	Helicopter
Arrival	225°-044° 045°-069° 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	119.8
WAAS	Final	KOBEE	LPV	
Ch 69307	Apch Crs	2200' (2078')	DA(H)	
W-24A	251°	322' (200')	Apt Elev 128'	
MISSED APCH: Climb to 2000' direct IGLUPE and track 263° to RAFFS and hold.				
RNP Apch	Alt Set: INCHES	Trans alt.: 18000'		
1. Use of Flight Director or Autopilot required during simultaneous operations. 2. Simultaneous approach authorized. 3. Simultaneous approach authorized with KHRH. 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 73').				
				MSA RW24R

[illegible]

STRAIGHT-IN LANDING RWY 24R											
TERPS											
LPV				LNAV/VNAV				2 LNAV			
DA(H) 322' (200')				DA(H) 589' (467')				MDA(H) 640' (518')			
		TDZ/CL out		ALS out		ALS out				ALS out	
A	RVR 18 or 1/2	1		RVR 24 or 1/2		RVR 40 or 3/4		RVR 60 or 1/4		RVR 24 or 1/2	
B										RVR 50 or 1	
C										RVR 55 or 1	
D										1 3/8	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.											
2 Not authorized during simultaneous operations.											

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KLAX/LAX
LOS ANGELES INTL

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

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

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

RNAV	Final Apch Crs	Minimum Alt ALISN	RNP 0.30 DA(H)	Apt Elev 128'	
	071°	1800' (1681')	484' (365')	TDZE 119'	7700'

MISSED APCH: Climb to 3000' on track 071° to ZANAV and on track 042° to AMTRA and hold.

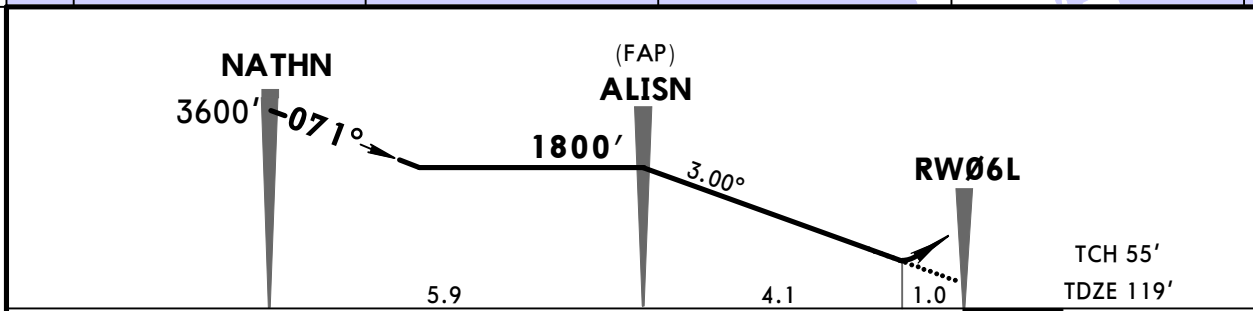
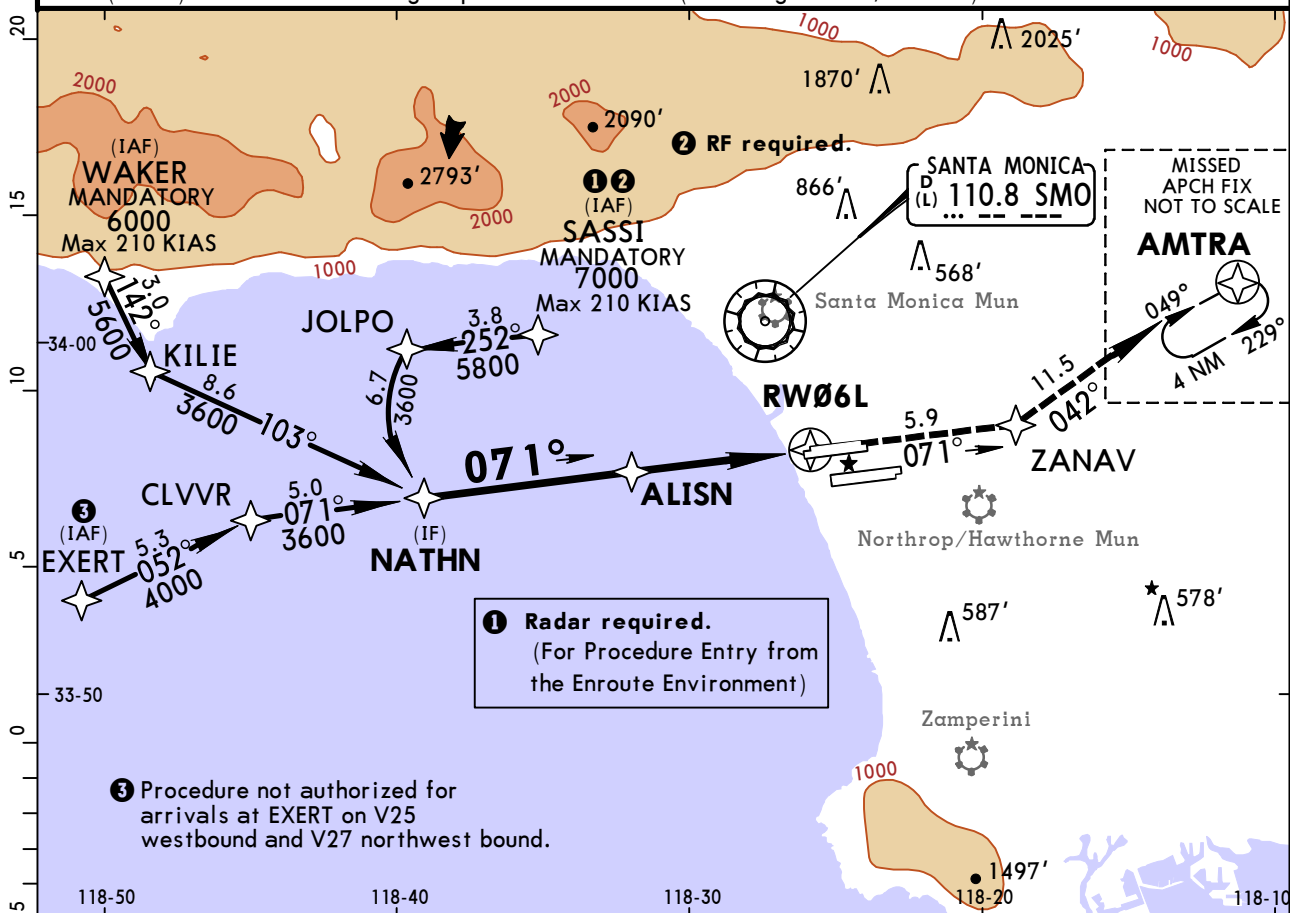
MSA RW06L

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			
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		

CHANGES: None.

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KLAX/LAX
LOS ANGELES INTL

10 MAR 17

JEPPesen

12-21

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

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

BRIEFING STRIP™

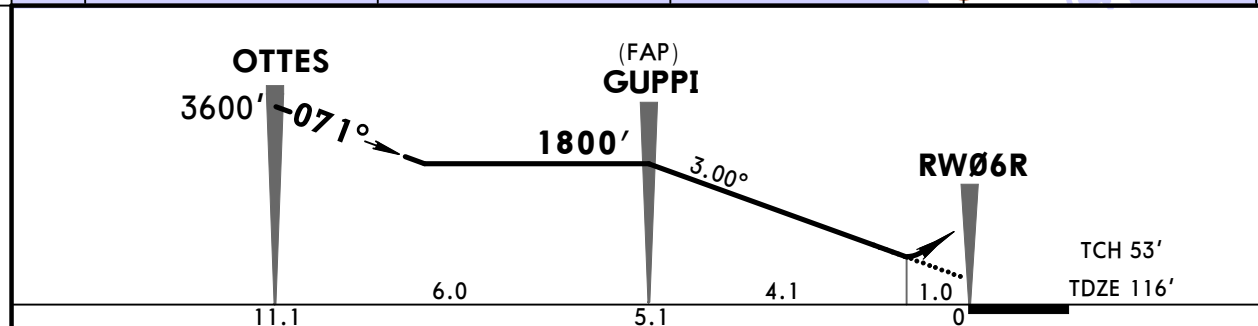
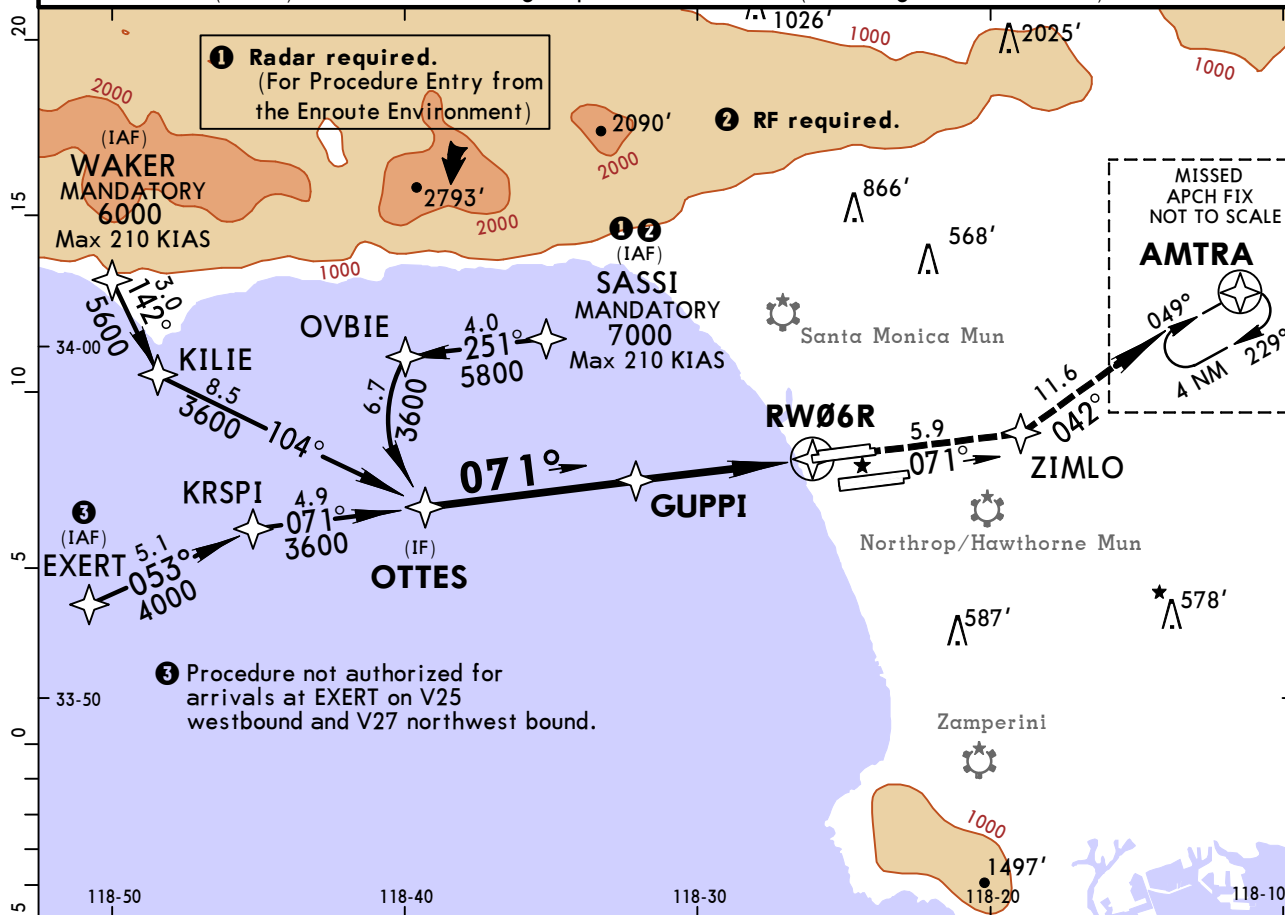
RNAV	Final Apch Crs 071°	Minimum Alt GUPPI 1800' (1684')	RNP 0.30 DA(H) 471' (355')	Apt Elev 128' TDZE 116'	7800'
MISSED APCH: Climb to 3000' on track 071° to ZIMLO and on track 042° to AMTRA and hold.					MSA RW06R

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	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')

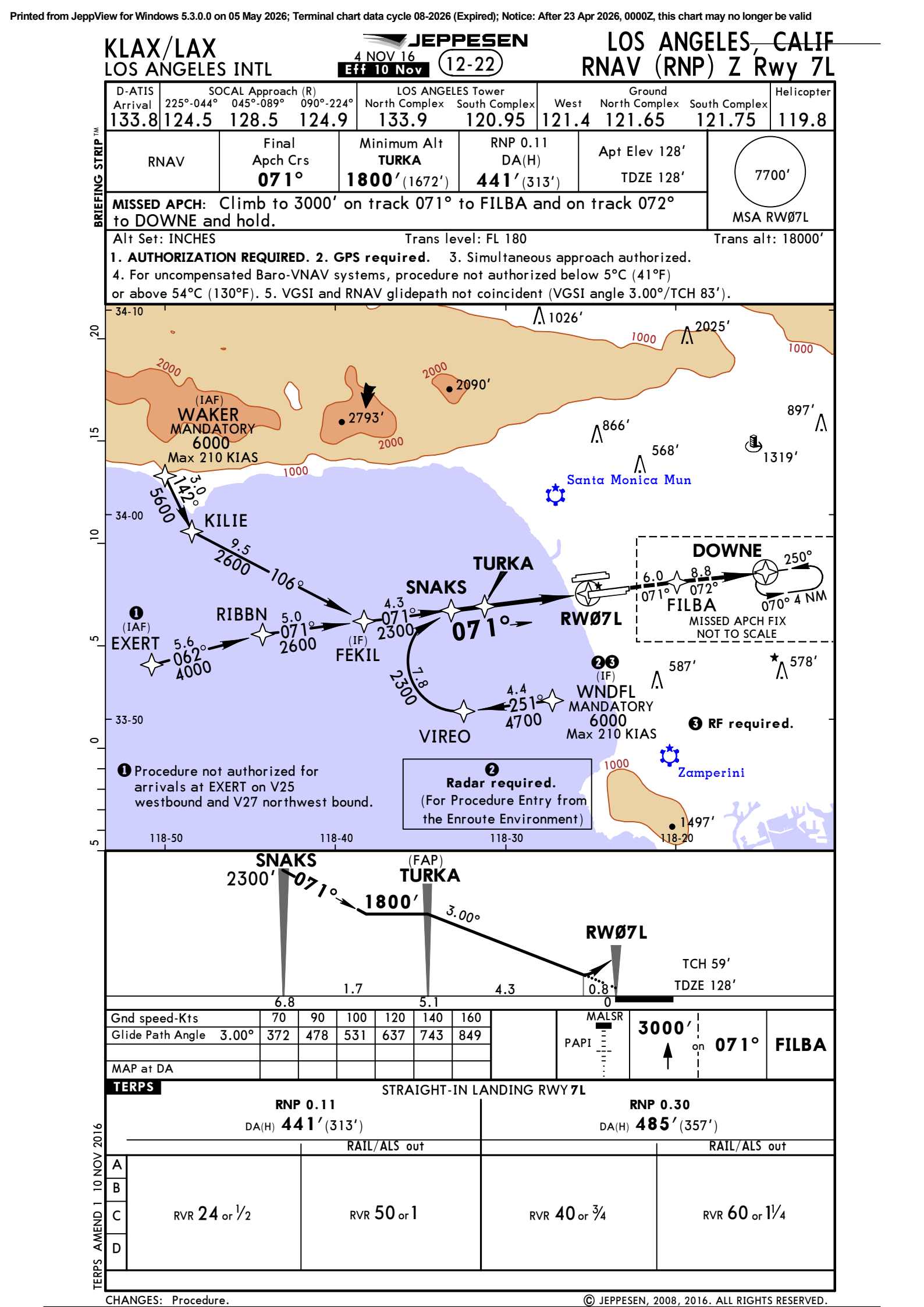
RAIL/ALS out

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

TERPS AMEND 1 10 NOV 2016

CHANGES: Terps label.

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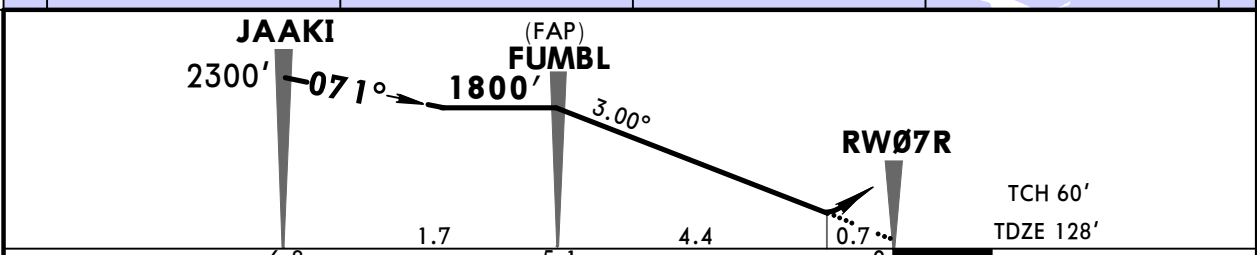
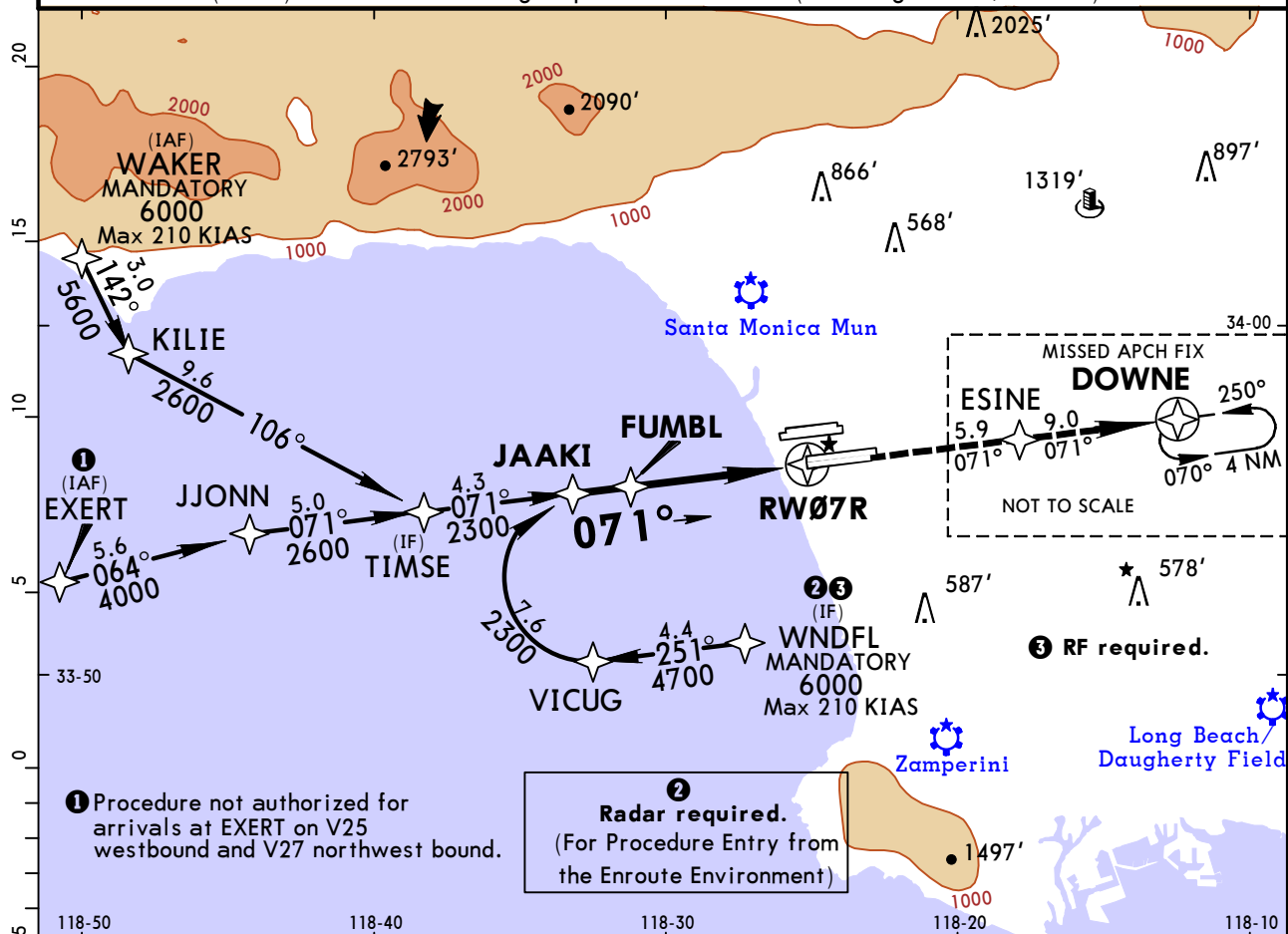
KLAX/LAX LOS ANGELES INTL

JEPPESSEN
4 NOV 16
Eff 10 Nov 12-23

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

BRIEFING STRIP™	D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°			LOS ANGELES Tower North Complex South Complex		Ground West North Complex South Complex			Helicopter
	133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8
	RNAV		Final Apch Crs 071°	Minimum Alt FUMBL 1800' (1672')	RNP 0.11 DA(H) 414' (286')	Apt Elev 128' TDZE 128'			7700' MSA RW07R	
	MISSED APCH: Climb to 3000' on track 071° to ESINE and on track 071° to DOWNE and hold.									

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').

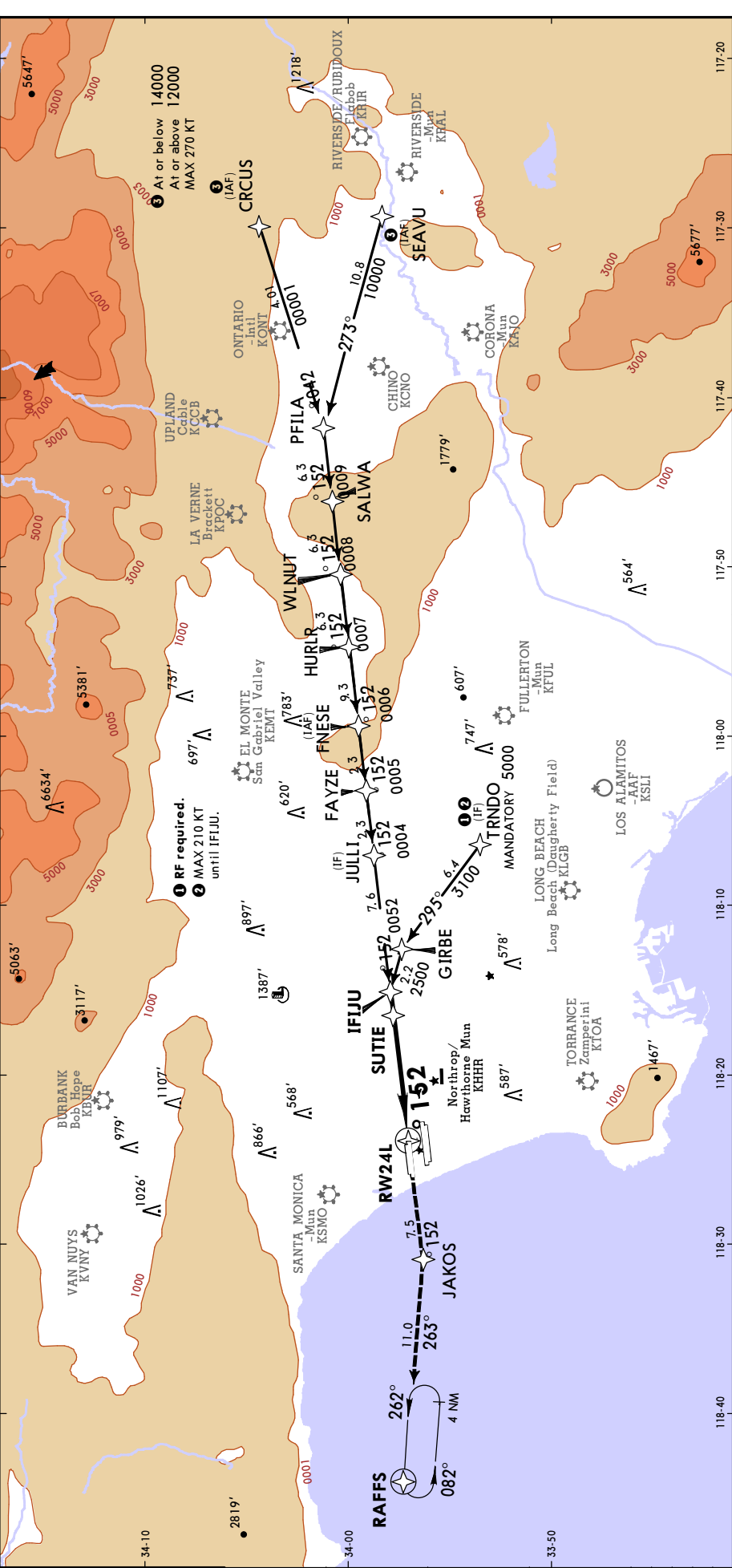


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	on ↑	071°	ESINE
Glide Path Angle	3.00°	372	478	531	637	743					
MAP at DA											

TERPS		STRAIGHT-IN LANDING RWY 7R			
		RNP 0.11		RNP 0.30	
		DA(H) 414'(286')		DA(H) 538'(410')	
		RAIL/ALS out		RAIL/ALS out	
A		RVR 24 or 1/2	RVR 45 or 7/8	RVR 45 or 7/8	1 3/8
B					
C					
D					

TERPS AMEND 1 10 NOV 2016

D-ATIS Arrival 133.8	SOCAL Approach (R)		LOS ANGELES Tower		Ground		Helicopter	
	225°-044° 124.5	045°-089° 128.5	090°-224° 124.9	North Complex 133.9	South Complex 120.95	West 121.4		North Complex 121.65
RNAV	Final Apch Crs 251°		SUTIE 2200' (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: FL 180		Trans alt: 18000'			
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 79°).								
4. Simultaneous approach authorized. 5. Simultaneous approach authorized with KHHH.								
MSA RW24L								



See planview for multiple IF locations.		TERPS		STRAIGHT-IN LANDING RWY 24L	
RNP 0.15 DA(H) 545' (422')		RNP 0.30 DA(H) 592' (469')		RAIL/ALS out	
				RAIL/ALS out	
A		B		C	
RVR 35 or 5/8		RVR 45 or 7/8		RVR 13/8	
D		E		F	
JAKOS		2000'		251°	
MAP at DA		TCH 59'		TDZE 123'	
Grnd speed-Kts		70		90	
Glide Path Angle		3.00°		3.00°	
MAP at DA		743		849	
CHANGES: Notes, chart format.		© JEPPesen, 2008, 2023. All rights reserved.		180°	

KLAX/LAX

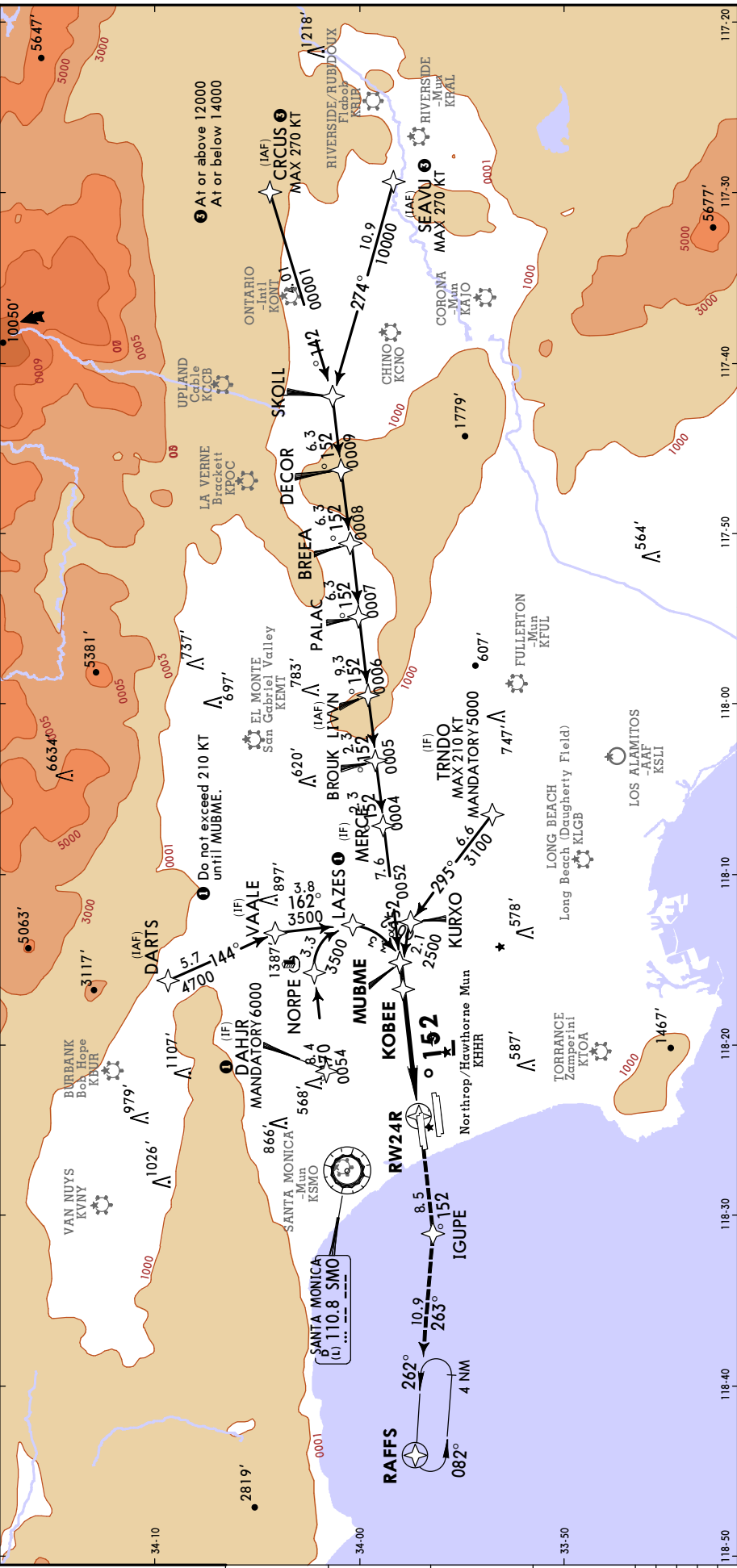
LOS ANGELES INTL

JEPPESSEN LOS ANGELES, CALIF

8 DEC 23

(12-25) RNAV (RNP) Z Rwy 24R

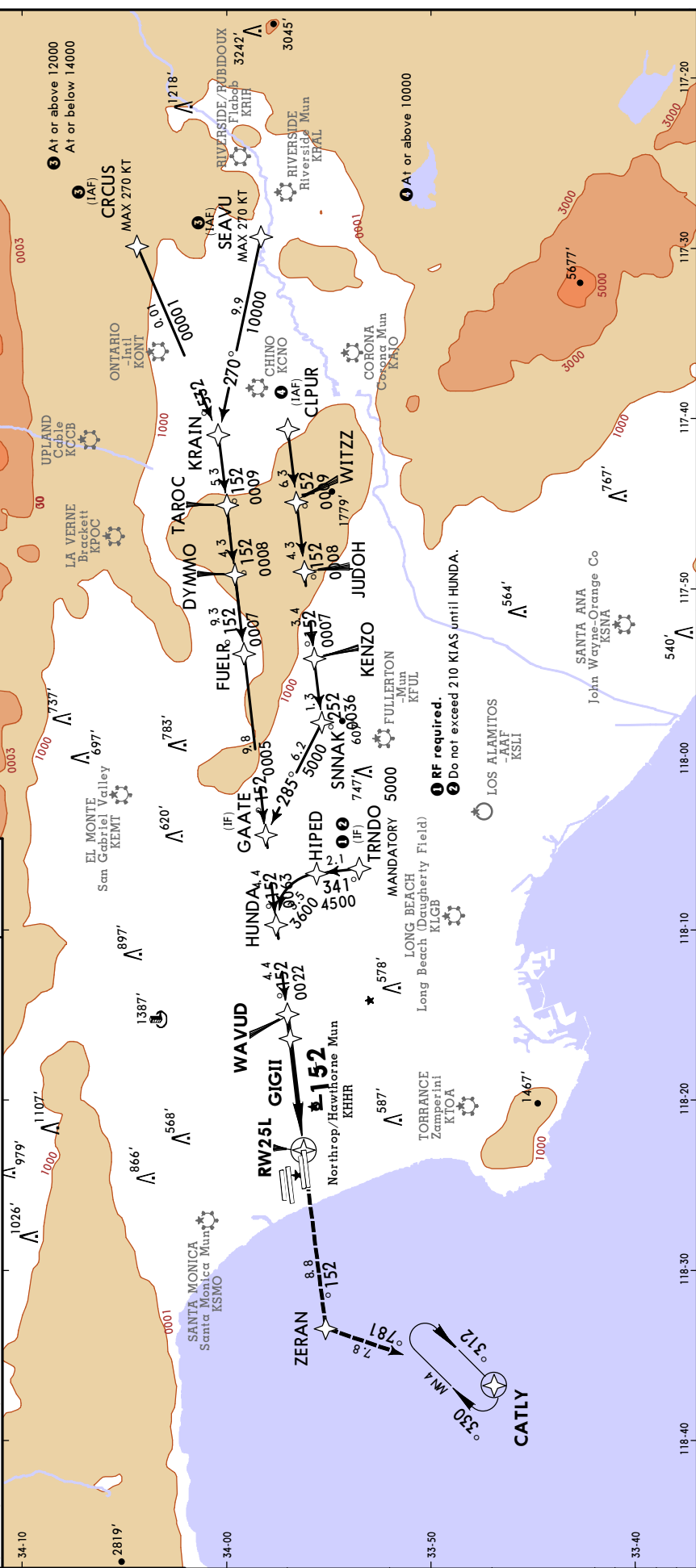
D-ATIS Arrival 133.8	SOCAL Approach (R) 225°-044° 045°-089° 090°-224° 124.5 128.5 124.9	LOS ANGELES Tower North Complex South Complex 133.9 120.95	Ground West North Complex South Complex 121.4 121.65 121.75	Helicopter 119.8
RNAV	Final Apch Crs 251°	KOBEE 2200' (2078')	RNP 0.15 DA(H) 484' (362')	Apt Elev 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				
Trans level: FL 180				
Trans alt: 18000'				
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.				
				7700
				MSA RW24R



KLAX/LAX

LOS ANGELES INTL

D-ATIS Arrival	225°-044° 133.8	SOCAL Approach (R) 045°-089° 124.5	124.9	090°-224° 133.9	LOS ANGELES Tower North Complex 120.95	South Complex 121.4	West 121.4	Ground North Complex 121.65	South Complex 121.75	Helicopter 119.8
RNAV	Final Apch Crs 251°				RNP 0.15 DA(H) 445' (341')			Apch Elev 128' TDZE 104'		
MISSED APCH: Climb to 2000' on track 251° to ZERAN and on track 187° to CATLY and hold. RNP AR Apch Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Authorization required. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C or above 54°C. 4. Simultaneous approach authorized. 5. Simultaneous approach authorized with KHRH. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 70').										
7700										
MSA RW25L										



TERPS										STRAIGHT-IN LANDING RWY 25L															
See planview for multiple IF locations. Diagram details: RWY 25L, 2500' long, 187° orientation. TCH 54' at 0' distance. TDZE 104' at 0' distance. Glide path angles: 0.3°, 1.2°, 1.52°. Distances: 5.5, 5.5, 1900', 2200'. TERPS data: RNP 0.15, RNP 0.30, ALS out.										Grnd speed-Kts		70	90	100	120	140	160	ALS-II		2000'	251°	ZERAN	187°	CATLY	
										Glide Path Angle		3.00°	372	478	531	637	743	849	PAPI						
										DAE - ± DA															
												RNP 0.15						RNP 0.30							
												DA(H) 445' (341')						DA(H) 543' (439')							
		RVR 30 or 5/8						RVR 50 or 1																	
		ALS out						ALS out																	
		A						B																	
		C						D																	

KLAX/LAX
LOS ANGELES INTL
3 SEP 21
(12-27)
JEPPESEN LOS ANGELES, CALIF
RNAV (RNP) Z RWY 25R

D-ATIS Arrival 133.8	SOCAL Approach (R) 225°-044° 045°-069° 090°-224° 124.5	128.5	124.9	LOS ANGELES Tower North Complex 133.9	120.95	121.4	121.65	121.75	Helicopter 119.8
RNAV	Final Apch Crs 251°	FOGLA 1900' (1796')	RNP 0.11 DA(H) 453' (349')	Apt Elev 128' TDZE 104'	7700				

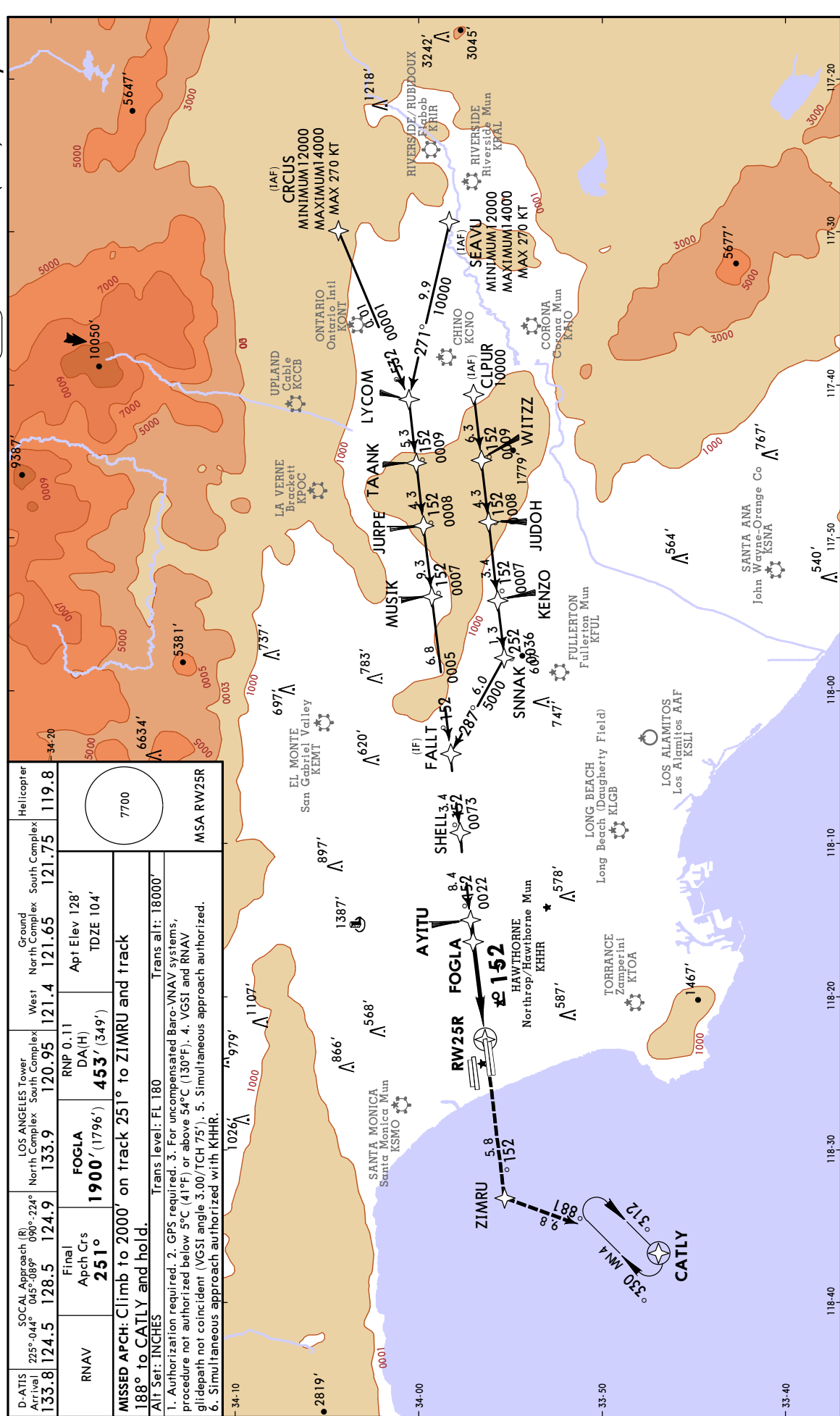
MISSD APCH: Climb to 2000' on track 251° to ZIMRU and track 188° to CATLY and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

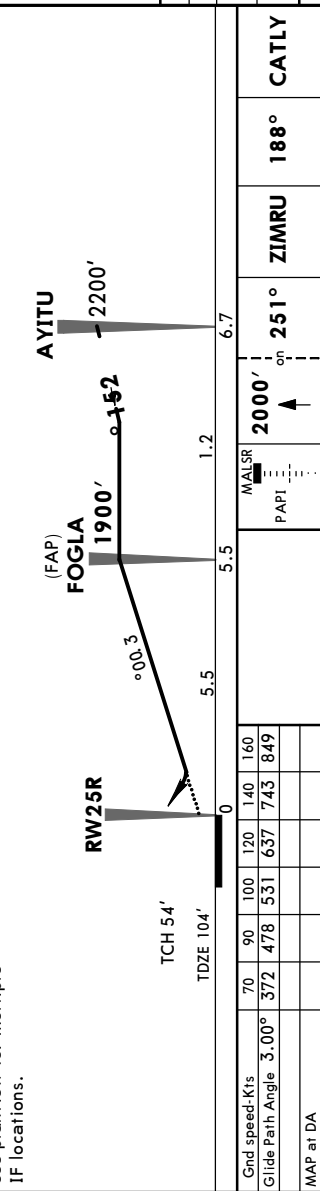
1. Authorization required. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 54°C (130°F). 4. VGS1 and RNAV glidepath not coincident (VGS1 angle 3.00/TCH 75'). 5. Simultaneous approach authorized. 6. Simultaneous approach authorized with KHHR.



See planview for multiple IF locations.

TERPS

STRAIGHT-IN LANDING RWY25R



RNP 0.11 DA(H) 453' (349')		RNP 0.30 DA(H) 544' (440')	
A	RAIL/ALS out	A	RAIL/ALS out
B		B	
C	RVR 40 or 3/4	C	RVR 50 or 1
D		D	1 1/2

CATLY 188°

ZIMRU 251°

2000'

AYITU 2200'

FOGLA 1900'

RW25R

TCH 54'

TDZE 104'

MAP at DA

CHANGES: Transitions removed.

LOS ANGELES, CA (LOS ANGELES INTL - KLAX)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KLAX

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

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.

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.