



## AIRCRAFT NOISE ABATEMENT OPERATING PROCEDURES AND RESTRICTIONS

This section sets forth the Los Angeles World Airports' (LAWA's) informal noise abatement traffic; flight and runway use procedures and includes or references LAWA's formal noise abatement ground operations restrictions and other airport noise abatement procedures, restrictions and regulations involving aircraft operations.

All aircraft operators shall comply with Federal Aviation Administration (FAA) regulations and procedures for noise abatement and noise emission standards and with all rules, policies, procedures, resolutions and ordinances established by the City of Los Angeles, LAWA, and LAWA's Board of Airport Commissioners relative to noise abatement. Air Traffic Control (ATC) is used in this section as a common term for all pertinent FAA air traffic control, including but not limited to those at the LAX Control Tower and Southern California TRACON.

It is not intended that any of the traffic or flight procedures contained herein shall, in any manner, abrogate the authority and responsibility of the pilot in command to ensure the safe operation of the aircraft.

### 1. Operational Responsibilities

- a. ATC shall employ the noise abatement preferential runway and taxiway use procedures specified herein, recognizing that under certain conditions it may be necessary to prescribe deviations because of aircraft emergencies, adverse weather, or field construction and maintenance work. Nothing in these procedures shall limit the discretion of either ATC or the pilot with respect to the full utilization of the airport facilities in an unusual situation.
- b. Pilots of large aircraft (greater than 12,500 pounds) and pilots of all turbine powered aircraft who are given a preferential runway assignment by ATC shall use that runway unless the pilot determines that in the interest of safety another runway shall be used, except as provided in Subsection 4, Traffic and Flight Procedures (Over-Ocean Operations).
- c. Unless specifically instructed otherwise by ATC, pilots of all aircraft departing toward the west shall, in accordance with **Subsection 4**, maintain runway heading until past the shoreline before commencing any turns.
- d. Pilots shall not request the use of outboard runways (06L/25R and 07R/25L) for departure unless the pilot determines that in the interest of safety use of these runways is necessary.



- e. Pilots of turboprop aircraft shall only request offset on departure in order to avoid wake turbulence, and shall not routinely request offset prior to departure.
- f. Airline maintenance managers are to ensure their personnel observe the maintenance restrictions set forth in **Subsection 6**, Maintenance Restrictions.
- g. LAX Airport Operations may monitor, if necessary, all maintenance operations, shall stop maintenance operations that are not in compliance with the maintenance restrictions set forth in **Subsection 6**, and shall stop waived maintenance checks when identified with community complaints.
- h. The LAX Airport Operations will monitor the use of all airport auxiliary power units (APUs) as set forth in **Subsection 6**. When APU violations are detected, LAX Airport Operations will contact a representative from the airline involved to advise them of the violation.
- i. The LAX Airport Operations shall stop aircraft operations that are not in compliance with the Imperial Terminal Procedures set forth in **Subsection 7**.

## **2. Reporting and Implementation Responsibilities**

- a. ATC shall report observed pilot deviations from the Traffic and Flight Procedures contained in **Subsection 4** and from the Helicopter Operating Procedures contained in **Subsection 5** to LAX Airport Operations Noise Complaint line at 64-NOISE (646-6473).
- b. LAWA's Environmental Services Division will track aircraft operations deviating from **Subsections 3 and 4** contained herein. LAX Airport Operations will receive and record all reported and observed deviations from **Subsections 5, 6, and 7** contained herein. LAWA's Environmental Services Division will contact, as appropriate, LAWA Management, the FAA, aircraft owners, pilots, airline officials, community complainants or others concerning such deviations.
- c. The Environmental Services Division will, in cooperation with the FAA, airline and pilot user groups, and other LAWA offices prepare and, as necessary, revise the Aircraft Noise Abatement Operating Procedures and Restrictions set forth herein.

**3. Runway Use Procedures**

- a. Preferential Runway Use. During the noise sensitive hours of 2200 to 0700, ATC shall maximize use of inboard Runways 06R/24L and 07L/25R and Taxiways C and E. At all times, the inboard runways shall be preferred to the outboard runways for departures. Over-Ocean Operation Procedures shall be in effect between the hours of 0000 and 0630 as provided in **Subsection 4**.
- b. Intersection Departures. Intersection departures will be used only when it improves the overall efficiency of the aircraft traffic flow. The only intersections designated for intersection departures are Taxiways "E-8" and "F" when the airport is operating under west flow conditions. There are no designated intersections for departures during east traffic.

**4. Traffic and Flight Procedures**

Due to the prevailing winds, aircraft at LAX normally approach and depart to the west (westerly operations). When weather conditions require, operations are reversed, with aircraft arriving and departing to the east (easterly operations). Between the hours of 0000 and 0630, however, aircraft operate in accordance with the over-ocean preferential runway use procedures, approaching over the ocean toward the east and departing over the ocean toward the west (over-ocean operations). Procedures for westerly, easterly and over-ocean operations are set forth below.



## WESTERLY OPERATIONS

### **Westerly Operation Approach Procedures: RUNWAYS 24/25 BETWEEN 0630 AND 2400 HOURS**

Traffic Pattern Entry – North and Northwest Traffic. ATC will instruct all turbojet and four-engine turboprop aircraft that will make a visual approach to execute the “45 Degree Visual Approach” as depicted on current aeronautical charts.

Pilots are requested to:

- Fly outbound via the Santa Monica 068-degree radial during downwind leg until commencing turn to base leg.
- Remain at 5000 feet or above until passing LAX 009 degree radial on downwind leg.
- Start turn to base leg at or above 3500 feet. Fly base leg over or just east of the Harbor Freeway. When assigned Runways 25, cross the extended centerline of Runways 24 at or above 2500 feet. Turn final approach at or above 2000 feet, east of the Hollywood Park Racetrack.

Traffic Pattern Entry – Other Direction Traffic. As directed by ATC, remain at or above 2000 MSL until intercepting final approach course east of the Hollywood Park Racetrack.

#### Flight Procedures.

- It is required that large airplanes (over 12,500 pounds) approaching to land, in accordance with FAR 91.129 (e) (2), fly at an altitude at or above the ILS glide slope between the outer marker (or the point of interception with the glide slope if compliance with applicable distance from clouds criteria require interception closer in) and the middle marker.
- When weather permits, high altitude low drag minimum thrust approaches are encouraged.

### **Westerly Operation Departure Procedures: RUNWAYS 24/25 BETWEEN 0630 AND 2400 HOURS**

Flight Procedures. ATC will vector turbojet and four-engine turboprop aircraft straight out, and only in an area bounded by bearing westward from the shoreline of 210 degrees and 270 degrees until reaching the altitudes stipulated in the paragraph below.



Except in an unusual situation, or at the specific direction of ATC, pilots will be requested to:

- Maintain runway heading until past the shoreline and reaching 4000 feet before making a right turn and 3000 feet before making a left turn. After lift-off, fly straight to shoreline prior to commencing any turns. Avoid over-flying communities to the north and south of the airport unless under the specific direction of ATC to do so. Twin engine piston and turboprop and all propeller airplanes under 12,500 pounds are exempt only from the altitude restriction.
- Pilots of civil turbojet powered airplanes should employ the takeoff and departure procedure outlined in FAA Advisory Circular 91.53A dated July 22, 1993. However, this does not imply that a reduced thrust technique cannot be used during westerly direction takeoffs.

Nighttime Departure Procedures. During the night hours commencing approximately at 2100 until 0700, all IFR jet departures will use the LAXX and Ventura departures. The Gorman and Loop departures will not be utilized during this time.

**EASTERLY OPERATIONS**

**EASTERLY OPERATION APPROACH PROCEDURE: RUNWAYS 6/7 (WHEN WEATHER CONDITIONS REQUIRE)**

Traffic Pattern Entry. As directed by ATC.

Flight Procedures.

- All aircraft shall conduct over-ocean approaches from west to east.
- The base leg for visual approaches shall be flown at least one mile west of the shoreline.

**EASTERLY OPERATION DEPARTURE PROCEDURES: RUNWAYS 6/7 (WHEN WEATHER CONDITIONS REQUIRE)**

Flight Procedures Pilots of civil turbojet powered airplanes should employ the takeoff and departure procedure outlined in FAA Circular 91.53A dated July 22, 1993. Use of a reduced thrust technique during easterly direction takeoffs is discouraged.

**OVER-OCEAN OPERATIONS**

**OVER-OCEAN OPERATION APPROACH PROCEDURES**



**Easterly Approach Flight Procedures: RUNWAYS 6/7 BETWEEN 2400 AND 0630 HOURS**

- In accordance with the flight procedures delineated above for Easterly Operation Approach Procedures.
- All landings shall be made on Runways 6R and 7L. Deviations are permitted in accordance with Subsection 1 of this Section.

Westerly Approach Flight Procedures (Due to Weather Limitations) Runways 24/25 Between 2400 and 0630 hours. In the event ATC determines that existing weather does not provide for Visual Separation between easterly arriving and westerly departing aircraft (including a ceiling of 400 feet or less above ground level at the westerly end of the airport, a tail wind component that exceeds ten knots from the west, or the runway visual range (RVR) indicates less than 2400 feet), ATC may permit all aircraft to land from east to west in accordance with the procedures delineated above for Westerly Operation Approach Procedures.

**OVER-OCEAN OPERATION DEPARTURE PROCEDURES**

**Westerly Departure Flight Procedures: RUNWAYS 24/25 BETWEEN 2400 AND 0630 HOURS.**

- In accordance with the flight procedures delineated above for Westerly Operations Departure Procedures.
- All departures shall be made on Runways 24L and 25R. Deviations are permitted in accordance with Subsection 1.a of this Section.

Easterly Departure Flight Procedures (Due to Weather Limitations): Runways 6/7 Between 2400 and 0630 hours. In the event ATC determines that existing weather provides for only easterly departure traffic flow, including a tail wind component that exceeds ten knots from the east, ATC shall only permit departures on Runways 6R and 7L. Deviations are permitted in accordance with Subsection 1.a of this Section.

**5. Helicopter Operating Procedures**

The following conditions apply only to helicopter operators with a valid Operating Agreement with LAWA, including a signed Letter of Agreement.

- a. All operators conducting helicopter operations at LAX shall carry a current LAX area Helicopter Route Chart and shall comply with ATC requirements and procedures pertaining to helicopter routes and altitudes within the Los Angeles Class B airspace, and with the procedures set forth herein.
- b. Helicopter operators arriving or departing the airport shall utilize the flight routes designated by the FAA for Visual Flight Rules (VFR) and Special Visual Flight Rules (SVFR) operations.
- c. During SVFR operations, helicopter operators are requested to utilize the southerly industrial route when arriving or departing the airport unless specifically instructed otherwise by ATC.
- d. In addition to using FAA designated flight routes, helicopters maintain an altitude of 2,000 feet, weather, traffic and safety permitting.
- e. Helicopter operators shall use noise abatement approach and departure flight techniques.
- f. Helicopter operators shall avoid nighttime (2200 to 0700) operations except in extreme emergency cases.
- g. All helicopter training operations are prohibited, such as: touch-and-go, stop-and-go, and low approach, except for FAA certification flights.
- h. Helicopter operators shall provide an identification symbol as prescribed by LAWA that is readily visible from the ground on each of the rotorcraft used in regularly scheduled LAX service.
- i. Prior to issuance of a helicopter operating agreement, operators are required to develop, implement, and file with the Board of Airports Commissioners a "Fly Neighborly Program" that emphasizes noise abatement and community compatibility through actions in at least the following areas:
  - i. Pilot Awareness
  - ii. Pilot Training and Flight Operations Planning



- iii. Noise Abatement Techniques
- iv. Sensitivity to Community Concerns
- v. Public Information/Helicopter Identification
- vi. VFR/SVFR Approach and Departure Routes
- vii. Hours of Operations
- j. Fly Neighborly Programs shall be kept current and shall be re-filed with the Board of Airport Commissioners whenever revised
- k. All helicopter-operating agreements shall be issued for a period not longer than five years and shall be reviewed on an annual basis by the Executive Director. The Executive Director shall submit a compliance report to the Board of Airport Commissioners.

**6. Maintenance Restrictions (See Section 3 paragraph 6)**

- a. Operators unable to perform run-ups on approved leasehold run-up pads, must obtain approval and instructions from LAX Airport Operations Airside Section (310) 646-4265, prior to conducting such activity on any non-leased areas of the Airport.
- b. The run-up of mounted aircraft engines for maintenance or test purposes on both leased and non-leased areas is prohibited between the hours of 2300-0600 unless waived on a case by case basis by the Executive Director or his/her designee, as provided below:
  - i. The engine(s) will be run in a sound suppression unit that will reduce the sound level at the Airport perimeter to 8dB in A-weighted sound level or less above the ambient background level in surrounding residential areas at the time the run-up is conducted.
  - ii. A single engine will not be operated to exceed idle power at each leasehold area. If more than one engine is to be checked, each engine must be checked separately.
  - iii. Auxiliary power units are only operated for maintenance and preflight checks.





- c. Idle engine checks, run-ups and auxiliary power units are to be operated at minimum time required to accomplish the necessary maintenance or preflight check.
- d. Maintenance or test running of jet engines not mounted on an aircraft is prohibited unless performed in a test cell of adequate design. Said cell shall meet noise level criteria at a measurement distance of 250 feet from the center thereof, as follows:

| <u>Octave Band</u><br>Mid-Band Frequency, Hz | <u>Sound Pressure Level</u><br>dB re: 20 uPa |
|--|--|
| 31.5   | 86   |
| 63   | 82   |
| 125  | 77   |
| 250  | 73   |
| 500  | 71   |
| 1000   | 69   |
| 2000   | 67   |
| 4000   | 65   |
| 8000   | 59   |

**7. Imperial Terminal Procedures**

- a. All turboprop powered aircraft over 65,000 pounds maximum gross landing weight or turbojet powered aircraft (regardless of weight) arriving at the Imperial Terminal will taxi to a position on Taxiway A adjacent to the terminal ramp. At this point, engines will be shut down and the aircraft towed into its assigned parking position.
- b. All turboprop powered aircraft over 65,000 pounds maximum gross landing weight or turbojet powered aircraft (regardless of weight) departing the Imperial Terminal will be towed to a position on Taxiway "A" adjacent to the terminal ramp and positioned facing east or west on Taxiway A prior to starting engines.
- c. Jet engine runs and run-ups, and turbine-based ground power units are prohibited on the ramp and auxiliary power units may only be operated when required during tow-in or departure.