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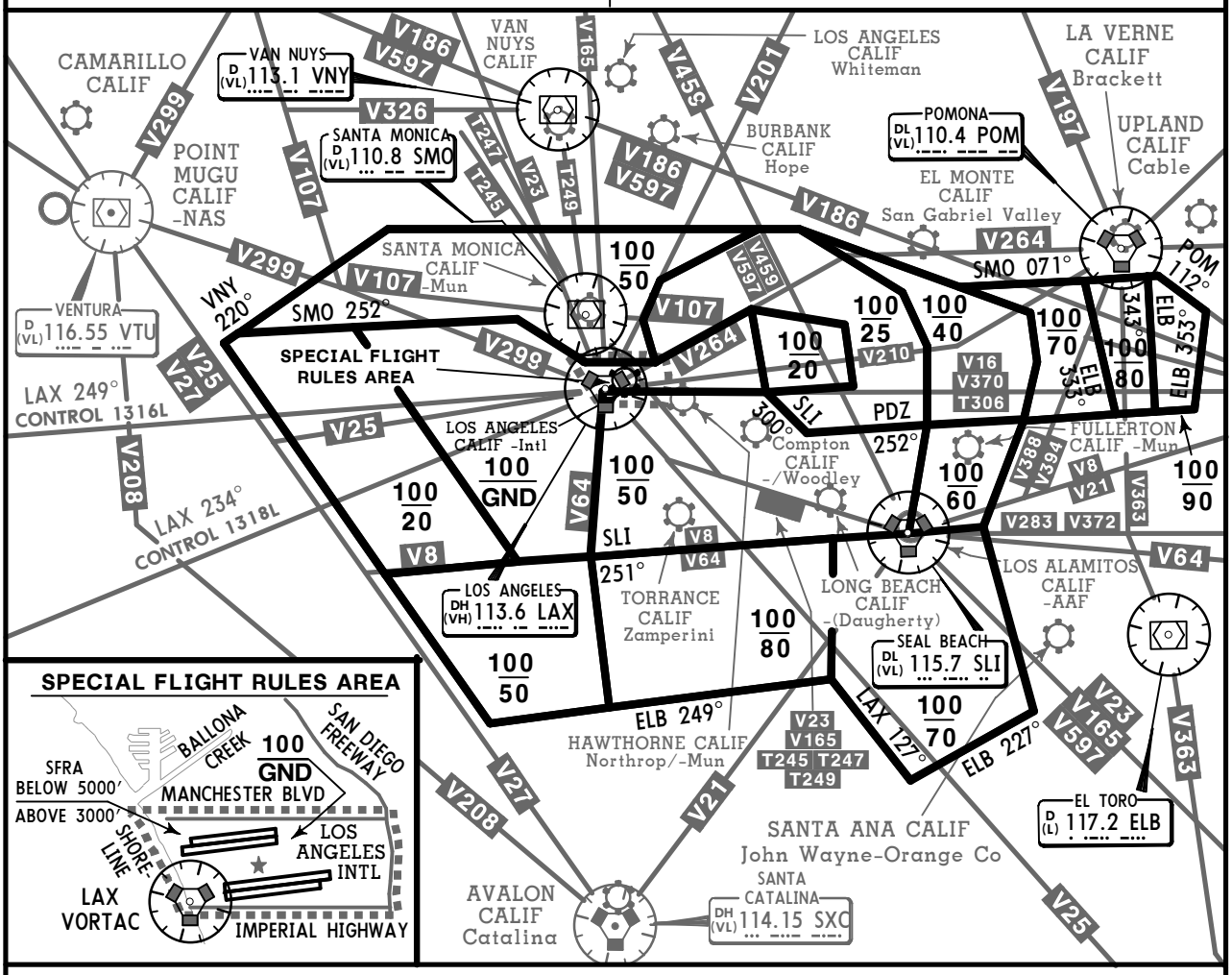
LOS ANGELES CLASS B AIRSPACE

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-

a. 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.

b. 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.

c. 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.

CHANGES: New format.

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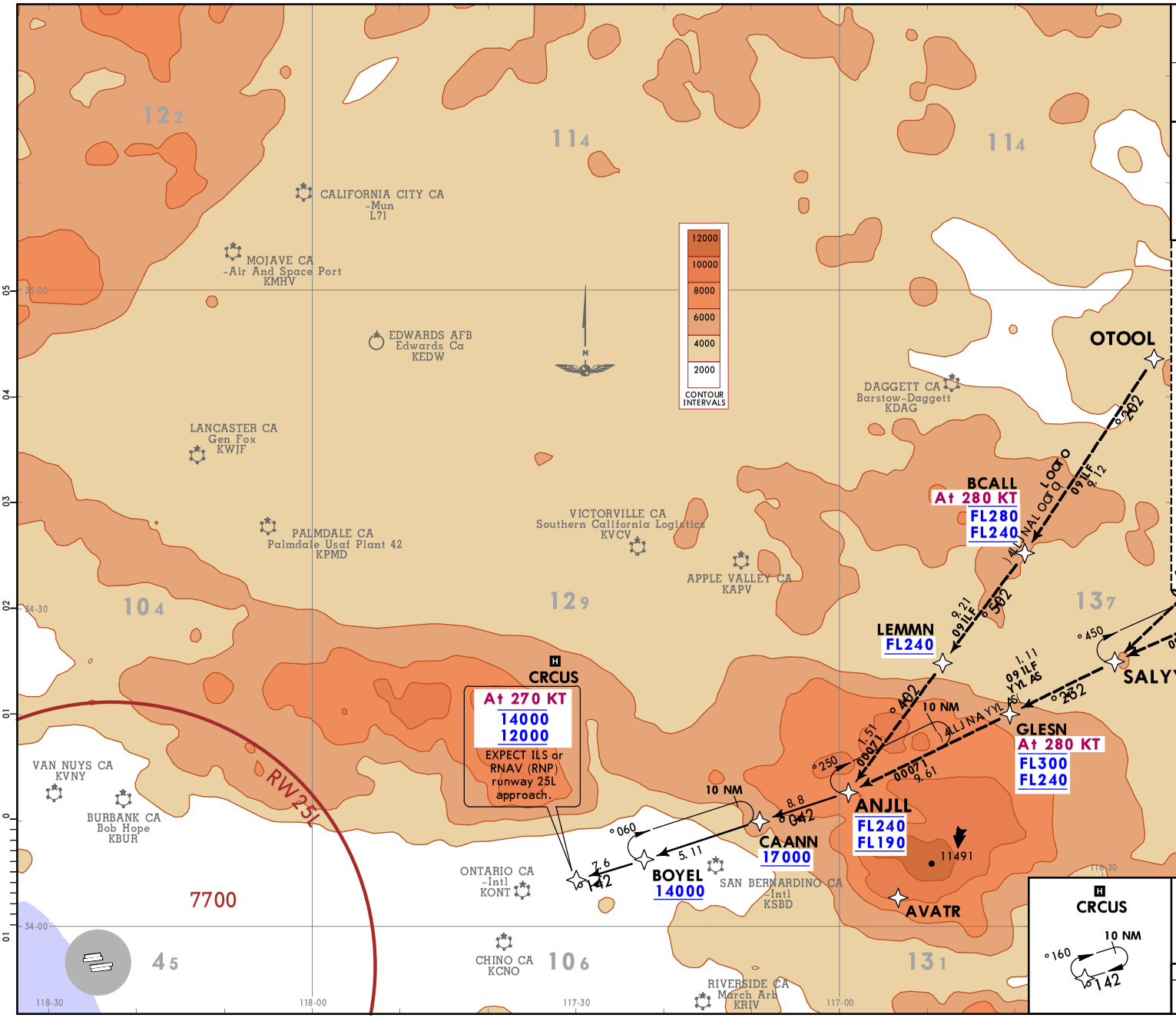
KLAX/LAX
LOS ANGELES INTL

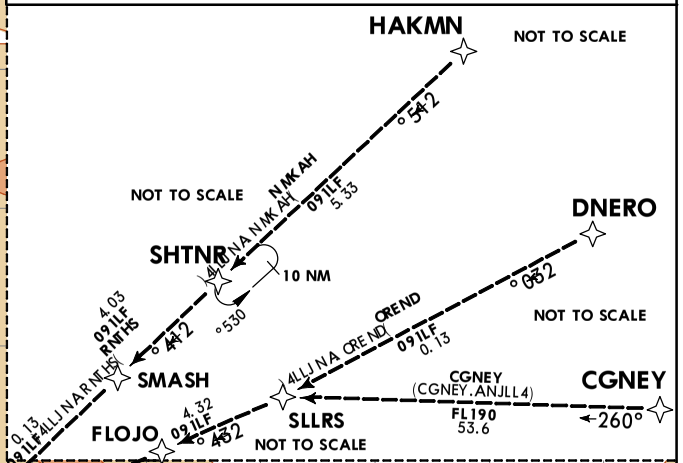
JEPPESEN LOS ANGELES, CALIF
26 SEP 25 (10-2) Eff 2 Oct
RNAV STAR

D-ATIS Arrival 133.8	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.
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.





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

ROUTING

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

CHANGES: None.

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D-ATIS Arrival	Apt Elev	Alt Set: INCHES Trans level: FL180	BASET 5 ARRIVAL (BASET.BASET5) (RWYS 6L/R, 7L/R)
133.8	128	1. RADAR required. 2. DME required. 3. Turbojet aircraft only.	

NOT TO SCALE

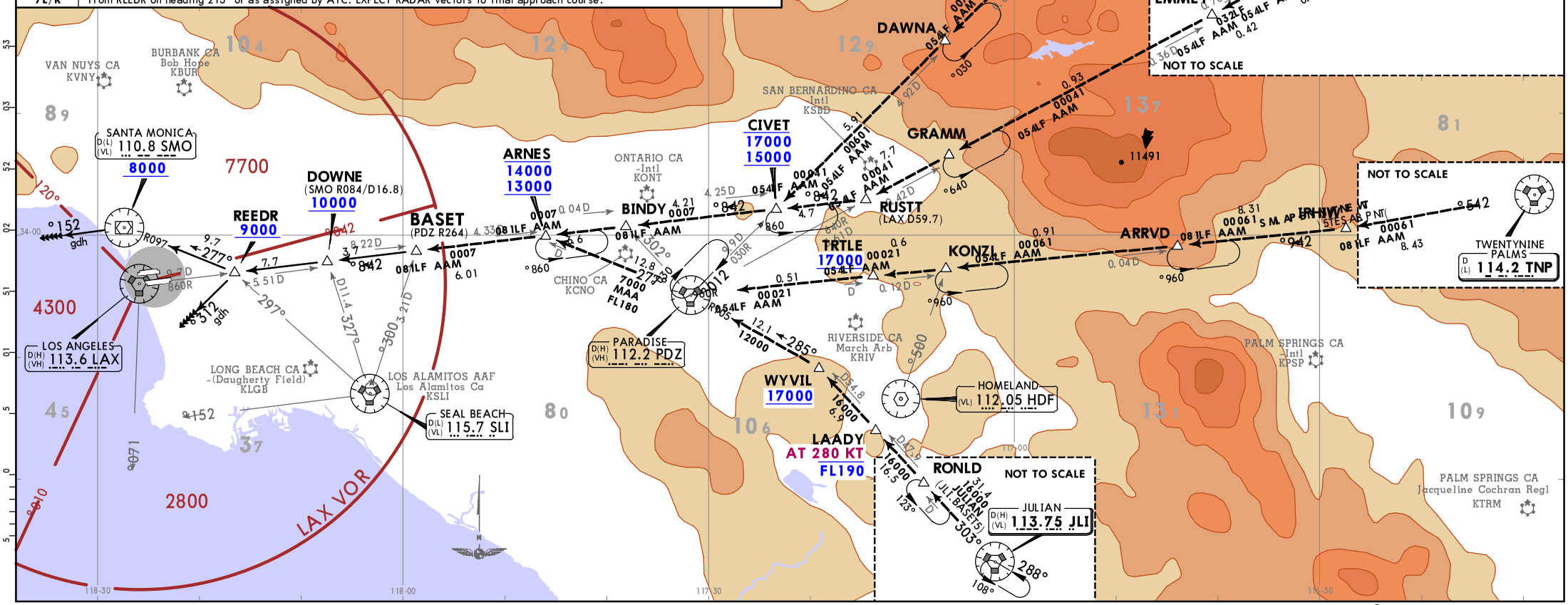
LOS ANGELES D(H) (VH) 113.6 LAX
REEDR
SEAL BEACH D(L) (VL) 115.7 SLI
TANDY
FIM 112.5 148°
312 gdh
152
D38.2
D3.3

In the event of lost communications:
If landing Rwy 6L/R proceed on the ILS or LOC Rwy 6R.
If landing Rwy 7L/R depart REEDR heading 213° to intercept SLI R251 to TANDY.

RESOR
012
030
2.211 ZDP
0.04D

ROUTING
From BASET on LAX R068 to DOWNE, then on LAX R068 to REEDR.

RWYS	LANDING
6L/R	From REEDR on SMO R097 to SMO VOR, then on heading 251° or as assigned by ATC. EXPECT RADAR vectors to final approach course.
7L/R	From REEDR on heading 213° or as assigned by ATC. EXPECT RADAR vectors to final approach course.



CHANGES: HDF and SMO VORs service volume and frequency.

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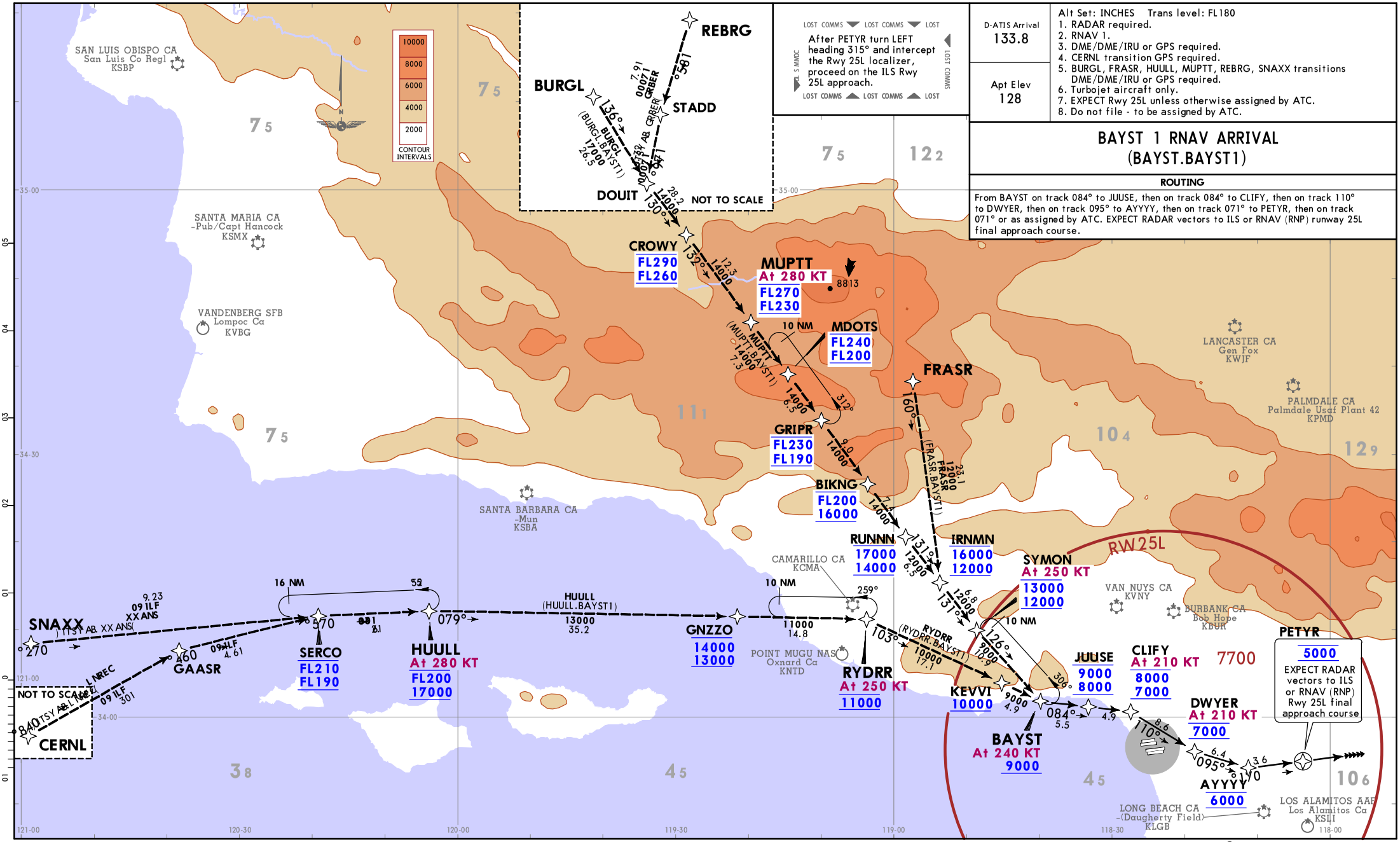

D-ATIS Arrival	Apt Elev
133.8	128

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

BAYST 1 RNAV ARRIVAL
(BAYST.BAYST1)

ROUTING

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

CHANGES: KLGB airport name.

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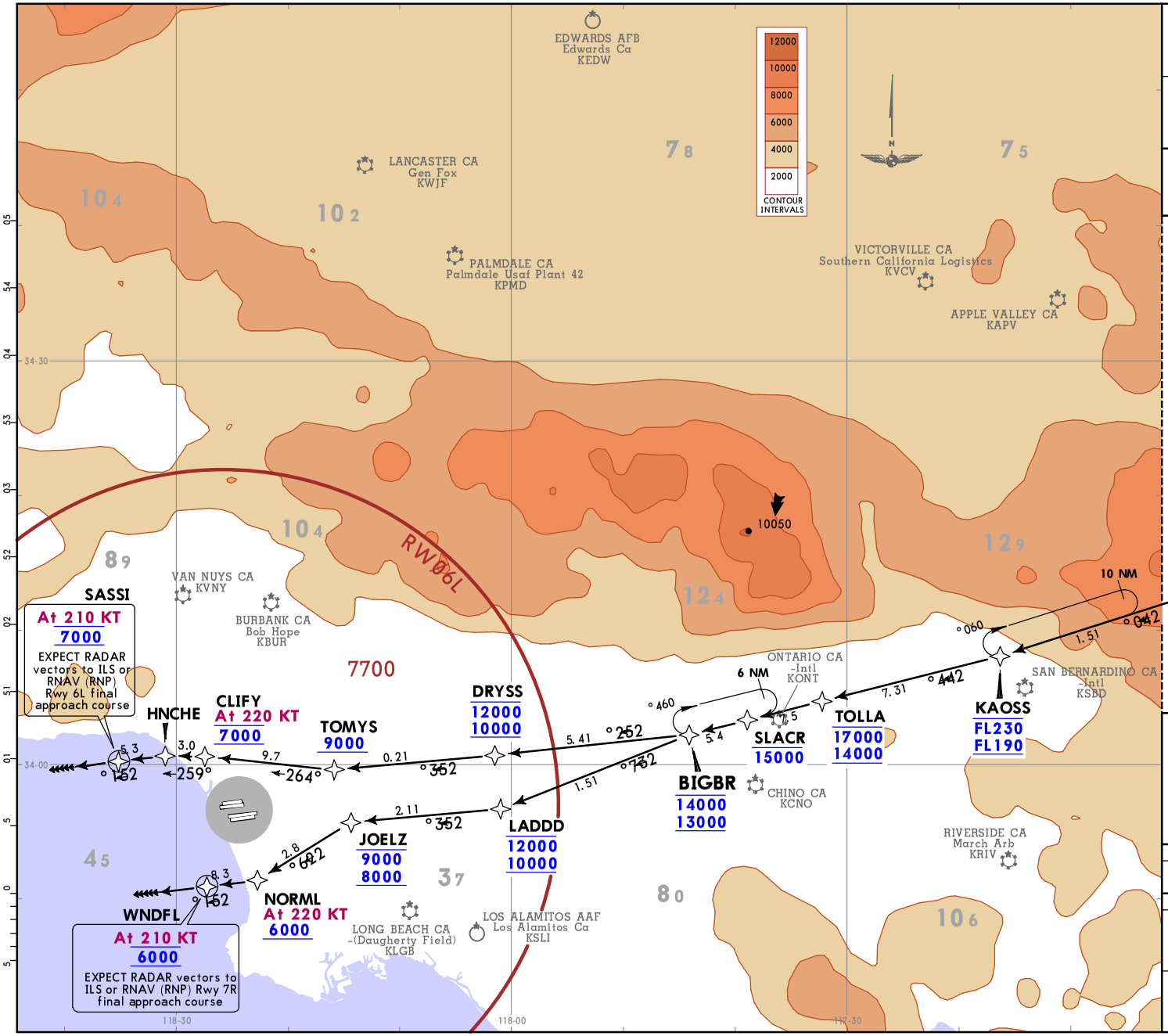
KLAX/LAX
LOS ANGELES INTL

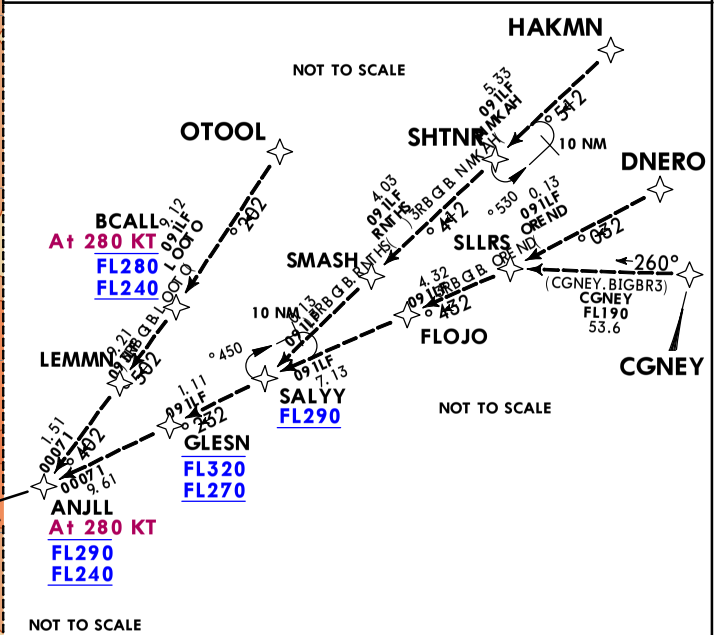
JEPPESEN
17 MAR 23 (10-2C)

LOS ANGELES, CALIF
RNAV STAR



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

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



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

In the event of lost communication proceed on the RNAV (RNP) Rwy 7R or ILS or LOC Rwy 7R approach.

TSQ 5 MMOC

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ROUTING

From ANJLL on track 240° to KAOSS, then on track 244° to TOLLA, then on track 244° to SLACR, then on track 244° to BIGBR.

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

CHANGES: SHTNR transition note.

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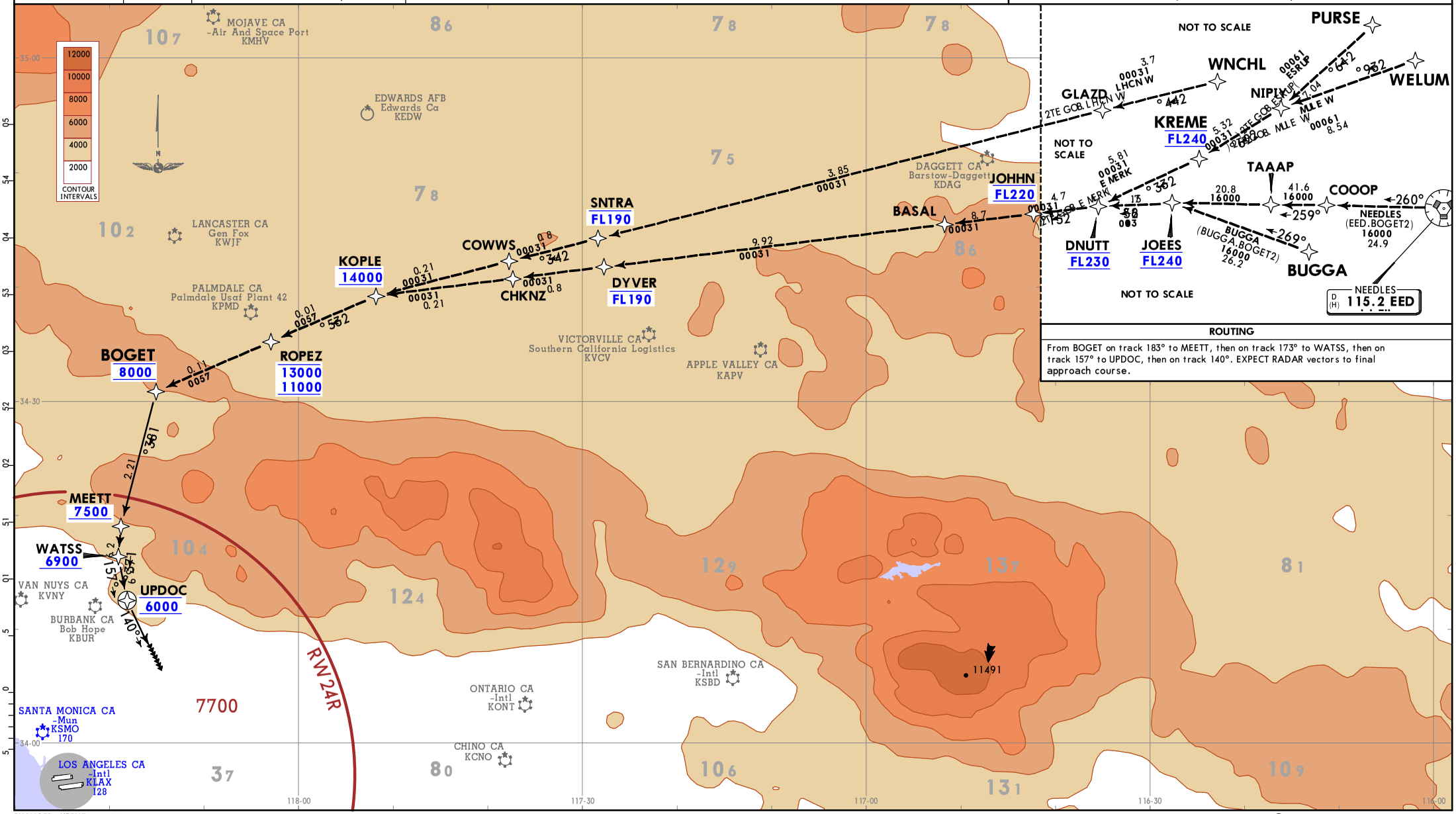
BOGET 2 RNAV ARRIVAL (BOGET.BOGET2)

D-ATIS Arrival	Apt Elev	Alt Set: INCHES Trans level: FL180	
133.8	See Graphic	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	4. EXPECT Rwy 24R unless otherwise assigned by ATC. 5. This procedure not authorized for turbojets landing Los Angeles Intl. 6. KREME transition restricted to KLAS departures only. 7. WNCHL transition ATC assigned only, do not file.



ROUTING

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

CHANGES: KREME transition note.

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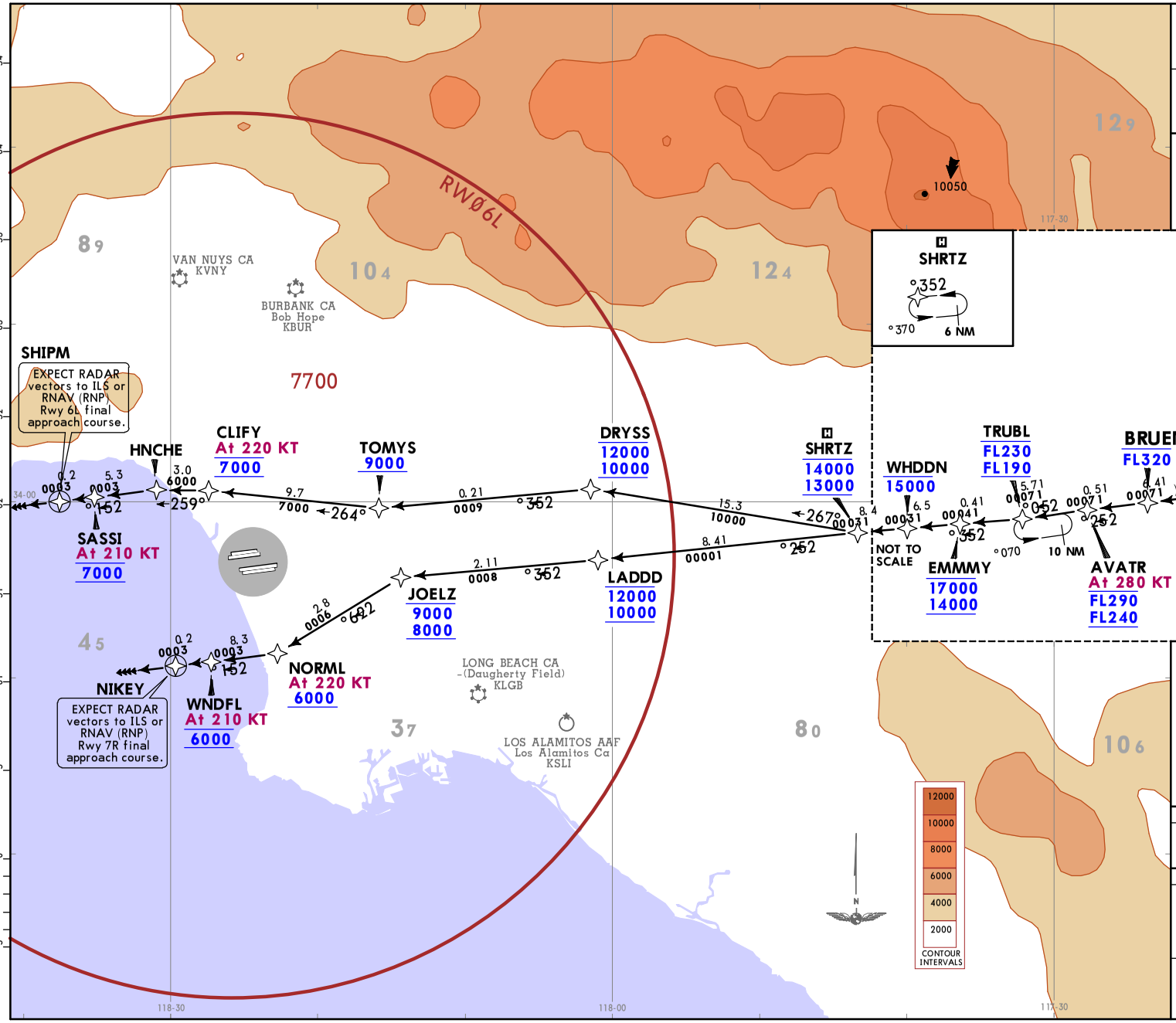
D-ATIS Arrival 133.8	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. EXPECT Rwy 7R unless otherwise assigned. 6. EXPECT local area altimeter reaching FL230. 7. Los Angeles landing EAST traffic. 8. MDLER transition ATC only,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

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



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

In the event of lost communication proceed on the RNAV (RNP) Rwy 7R or ILS or LOC Rwy 7R approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

TS OL S MMOC

LOST COMMS

ROUTING

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

RWY	LANDING
6L/R	From SHRTZ on track 267° to DRYSS, then on track 253° to TOMYS, then on track 264° to CLIFY, then on track 259° to HNCHE, then on track 251° to SASSI, then on track 251° to SHIPM, then on track 251°. EXPECT RADAR vectors to ILS or RNAV (RNP) Rwy 6L final approach course.
7L/R	From SHRTZ on track 252° to LADDD, then on track 253° to JOELZ, then on track 226° to NORML, then on track 251° to WNDFL, then on track 251° to NIKEY, then on track 251°. EXPECT RADAR vectors to ILS or RNAV (RNP) Rwy 7R final approach course.

CHANGES: KLGB airport name.

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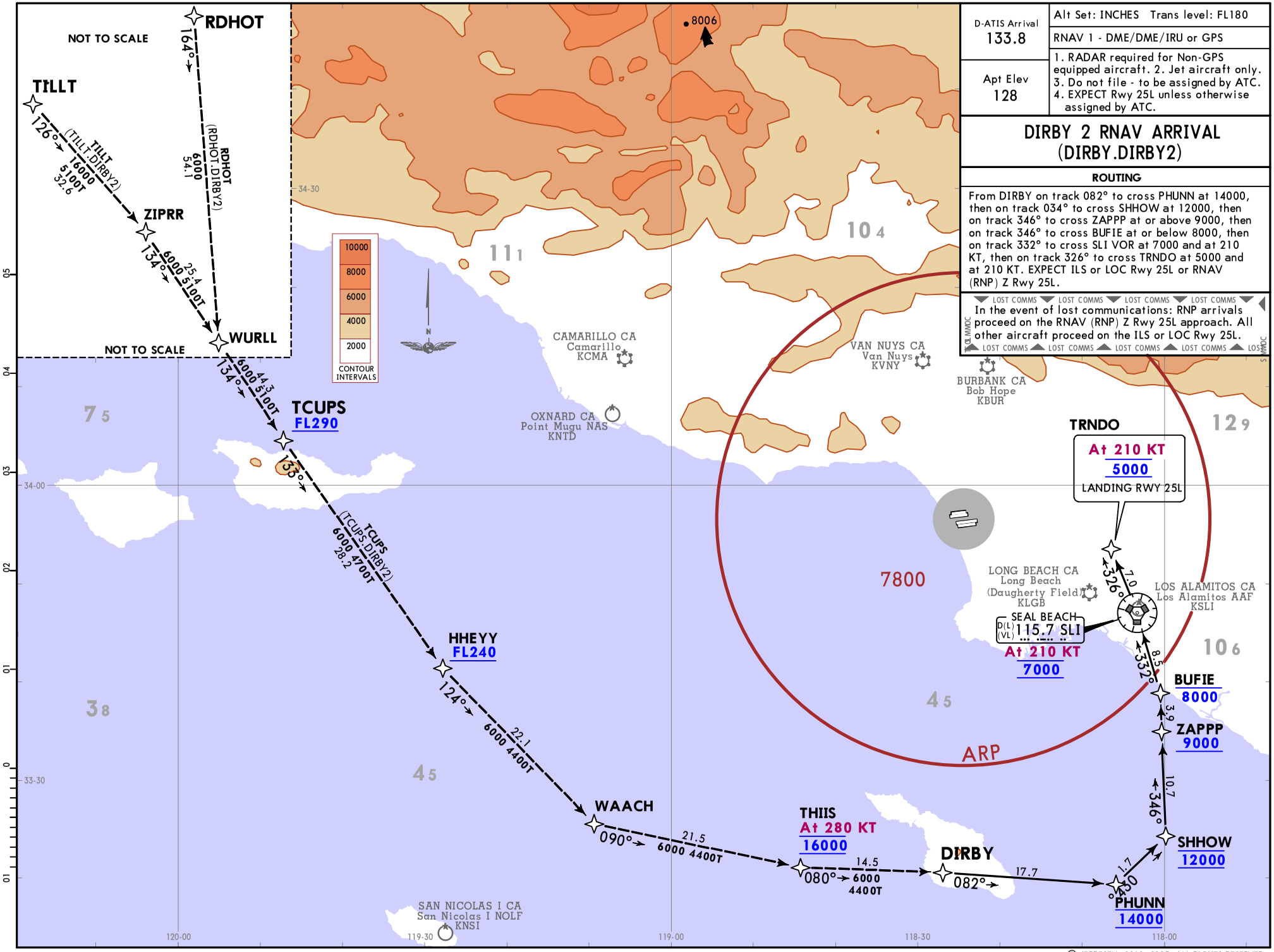

D-ATIS Arrival 133.8	Alt Set: INCHES Trans level: FL180
	RNAV 1 - DME/DME/IRU or GPS
Apt Elev 128	1. RADAR required for Non-GPS equipped aircraft. 2. Jet aircraft only. 3. Do not file - to be assigned by ATC. 4. EXPECT Rwy 25L unless otherwise assigned by ATC.

DIRBY 2 RNAV ARRIVAL (DIRBY.DIRBY2)

ROUTING

From DIRBY 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 LOST COMMS LOST COMMS LOST COMMS

In the event of lost communications: RNP arrivals proceed on the RNAV (RNP) Z Rwy 25L approach. All other aircraft proceed on the ILS or LOC Rwy 25L.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

CHANGES: RWY 25L removed from chart title.

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D-ATIS Arrival	Apt Elev	RNAV 1 - GPS	Alt Set: INCHES	Trans level: FL180
133.8	128	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)

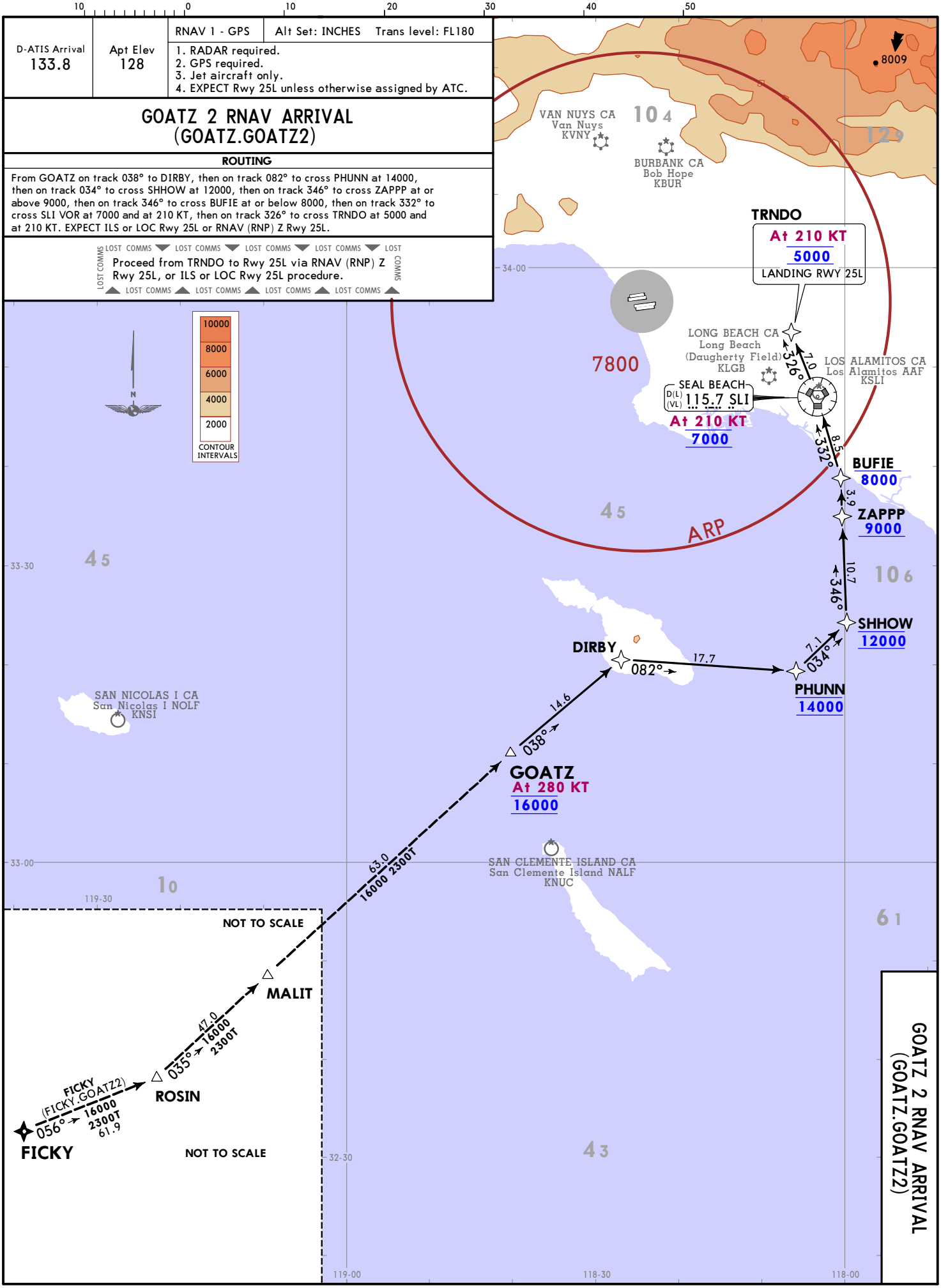
ROUTING

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

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

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



KLAX/LAX
LOS ANGELES INTL

JEPPESEN LOS ANGELES, CALIF
14 MAR 25 (10-2H)
RNAV STAR

GOATZ 2 RNAV ARRIVAL
(GOATZ.GOATZ2)

CHANGES: RWY 25L removed from chart title.

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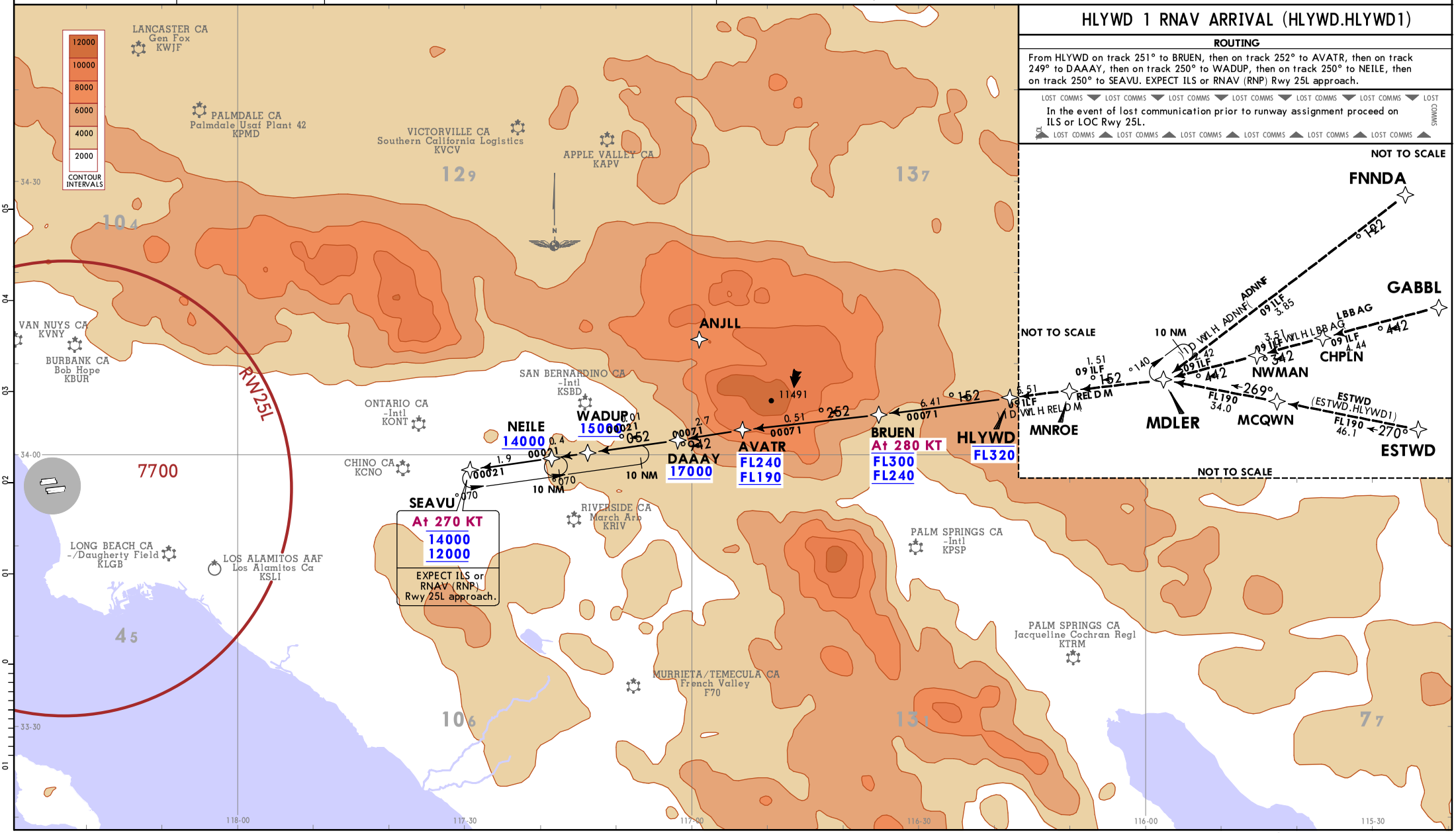
D-ATIS Arrival	Apt Elev	Alt Set: INCHES Trans level: FL180	1. RADAR required. 2. Turbojet aircraft only. 3. Los Angeles landing WEST traffic. 4. EXPECT Rwy 25L unless otherwise assigned. 5. EXPECT local area altimeter reaching FL230. 6. MDLER transition ATC only, do not file.
133.8	128	RNAV 1 DME/DME/IRU or GPS required	



CHANGES: Reissue.

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D-ATIS Arrival	Apt Elev
133.8	128

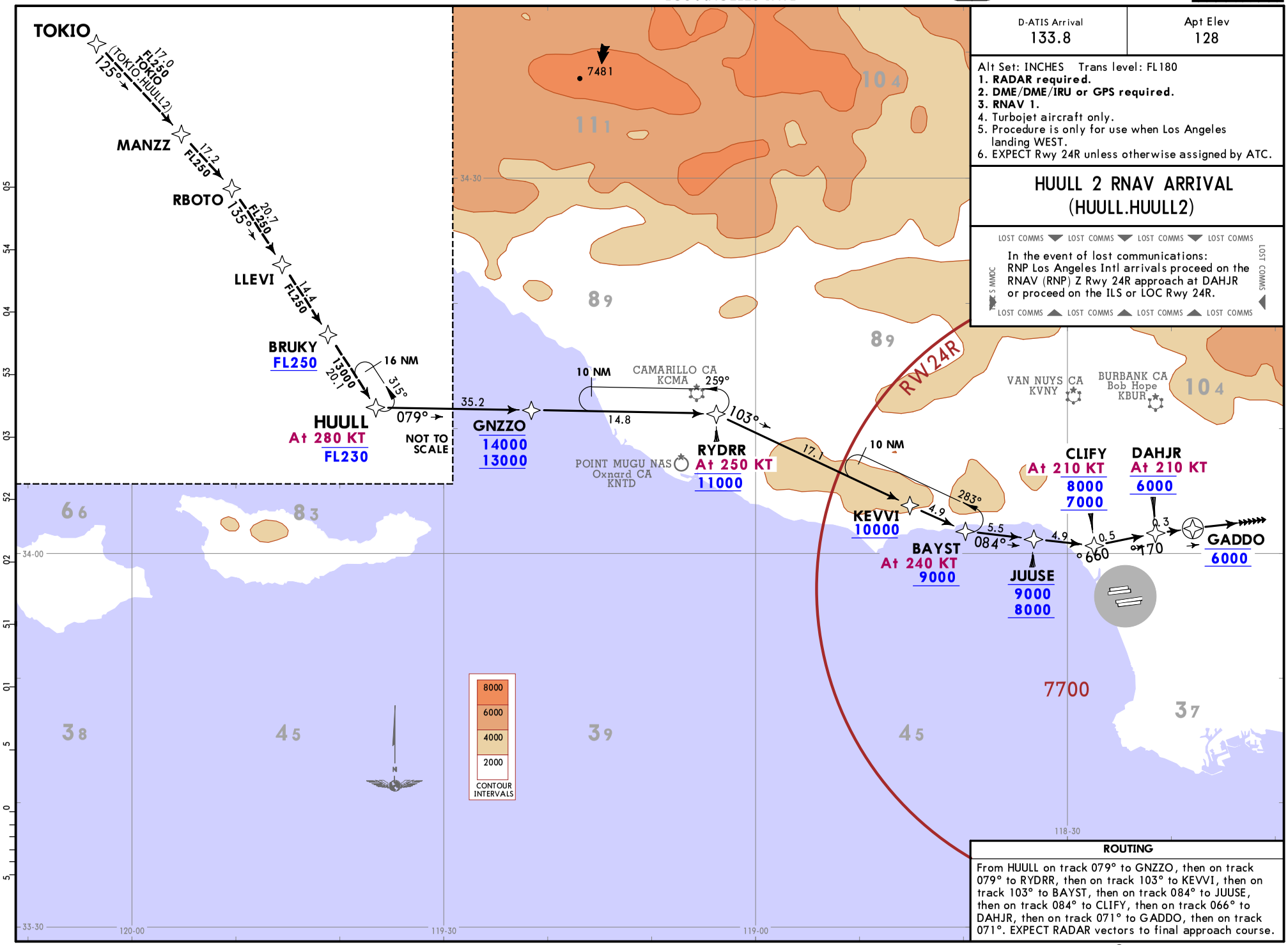
Alt Set: INCHES Trans level: FL180
1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. Turbojet aircraft only.
5. Procedure is only for use when Los Angeles landing WEST.
6. EXPECT Rwy 24R unless otherwise assigned by ATC.

HUULL 2 RNAV ARRIVAL (HUULL.HUULL2)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



ROUTING

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

CHANGES: None.

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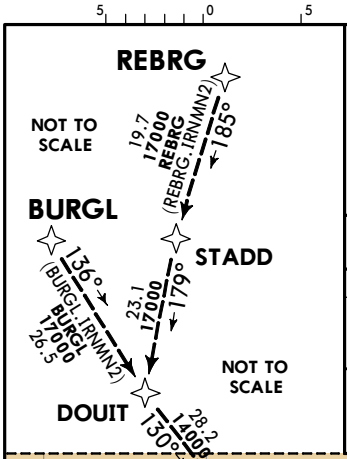
CHANGES: None.



D-ATIS Arrival 133.8	Apt Elev See Graphic	RNAV 1 DME/DME/ IRU or GPS required	Alt Set: INCHES Trans level: FL180

1. RADAR required.
2. Turbojet aircraft only.
3. FRASR transition ATC assigned only.
4. MUPTT transition restricted to FAT and BFL area departures, otherwise ATC assigned only.
5. Procedure is only for use when Los Angeles landing WEST.
6. EXPECT Rwy 24R unless otherwise assigned by ATC.

IRNMN 2 RNAV ARRIVAL (IRNMN.IRNMN2)

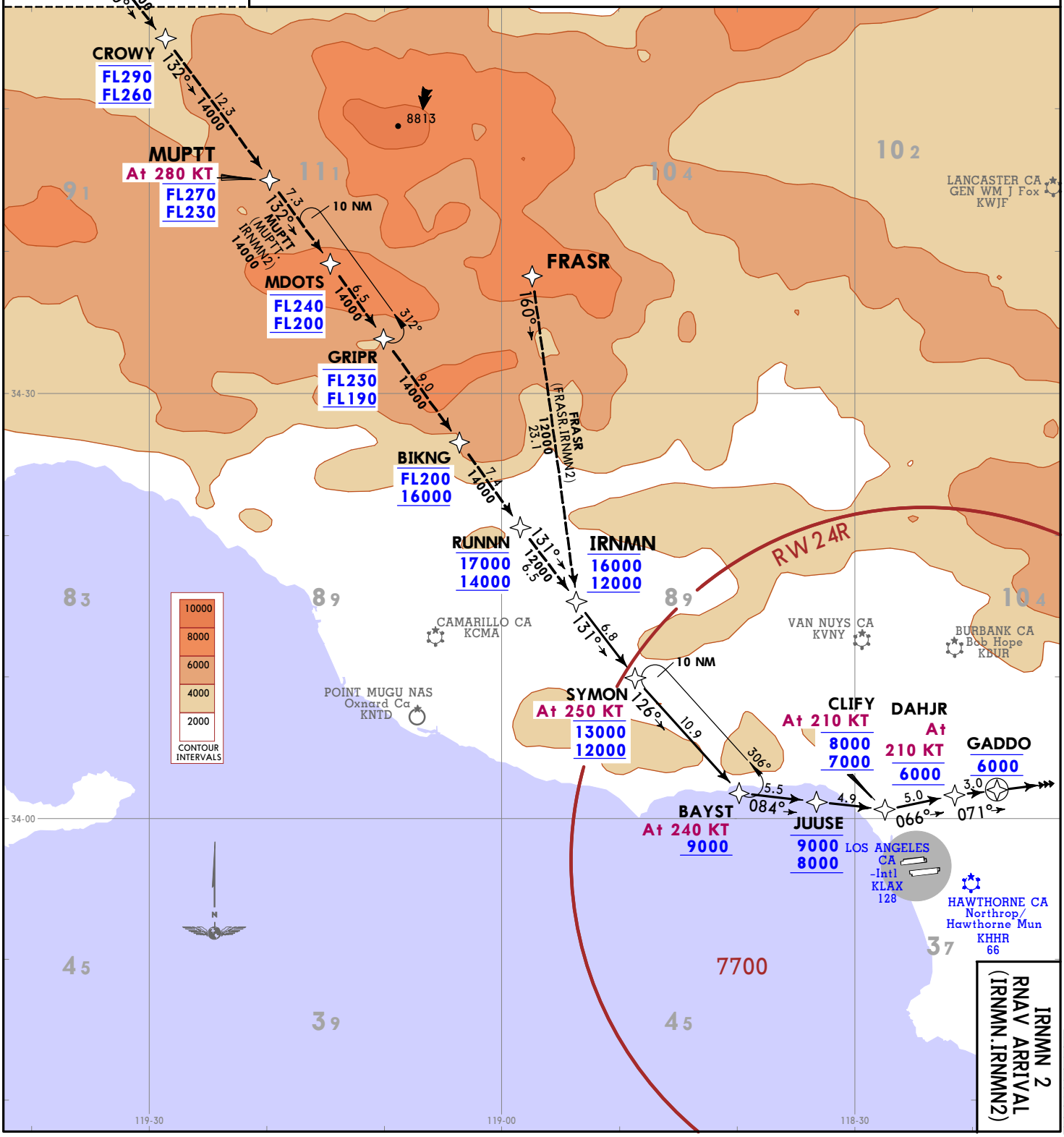
ROUTING

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

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

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

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



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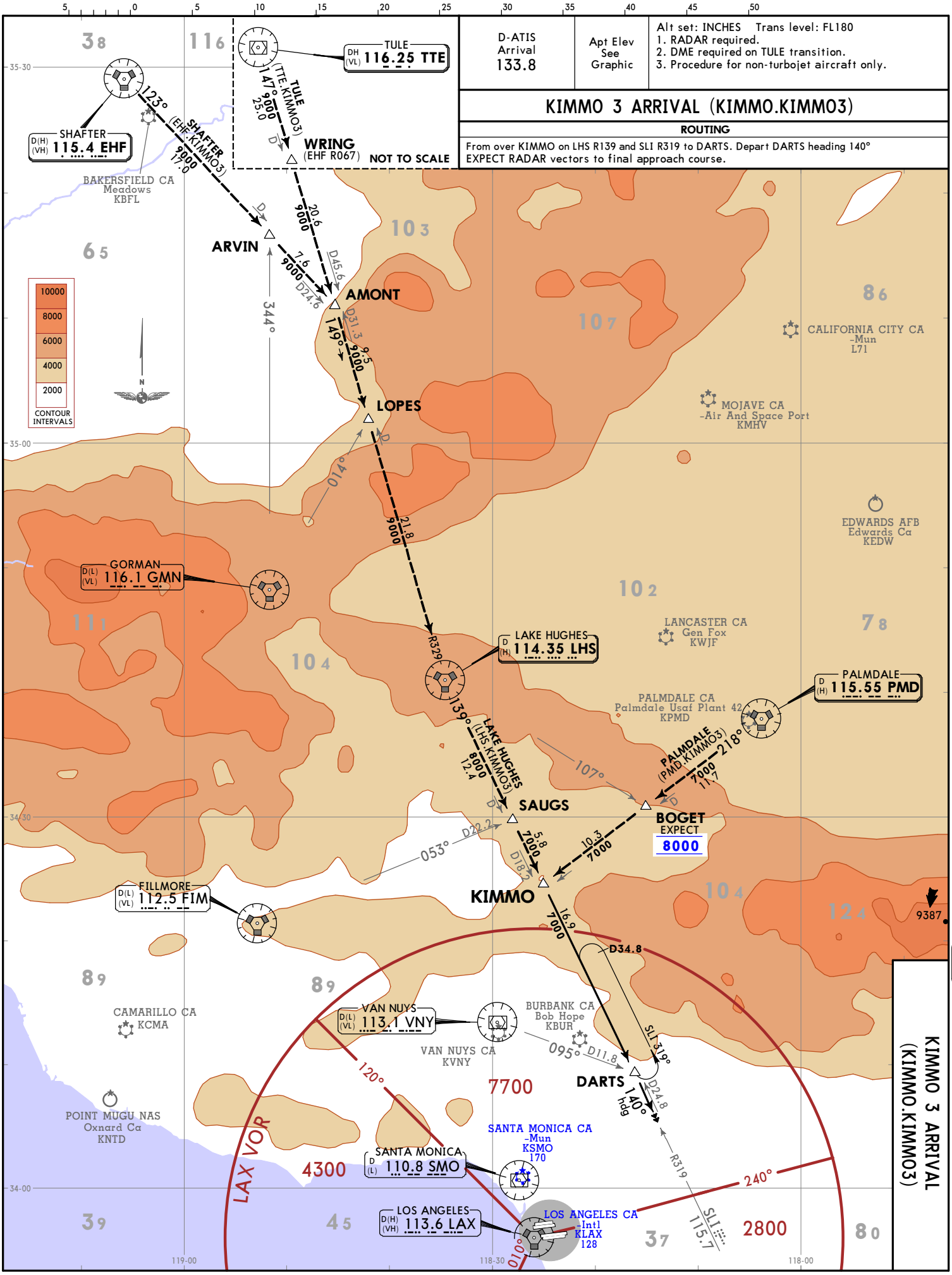
D-ATIS Arrival 133.8	Apt Elev See Graphic	Alt set: INCHES Trans level: FL180 1. RADAR required. 2. DME required on TULE transition. 3. Procedure for non-turbojet aircraft only.

KIMMO 3 ARRIVAL (KIMMO.KIMMO3)

ROUTING

From over KIMMO on LHS R139 and SLI R319 to DARTS. Depart DARTS heading 140°
EXPECT RADAR vectors to final approach course.



KLAX/LAX
LOS ANGELES INTL

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

LOS ANGELES, CALIF
STAR

KIMMO 3 ARRIVAL
(KIMMO.KIMMO3)

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

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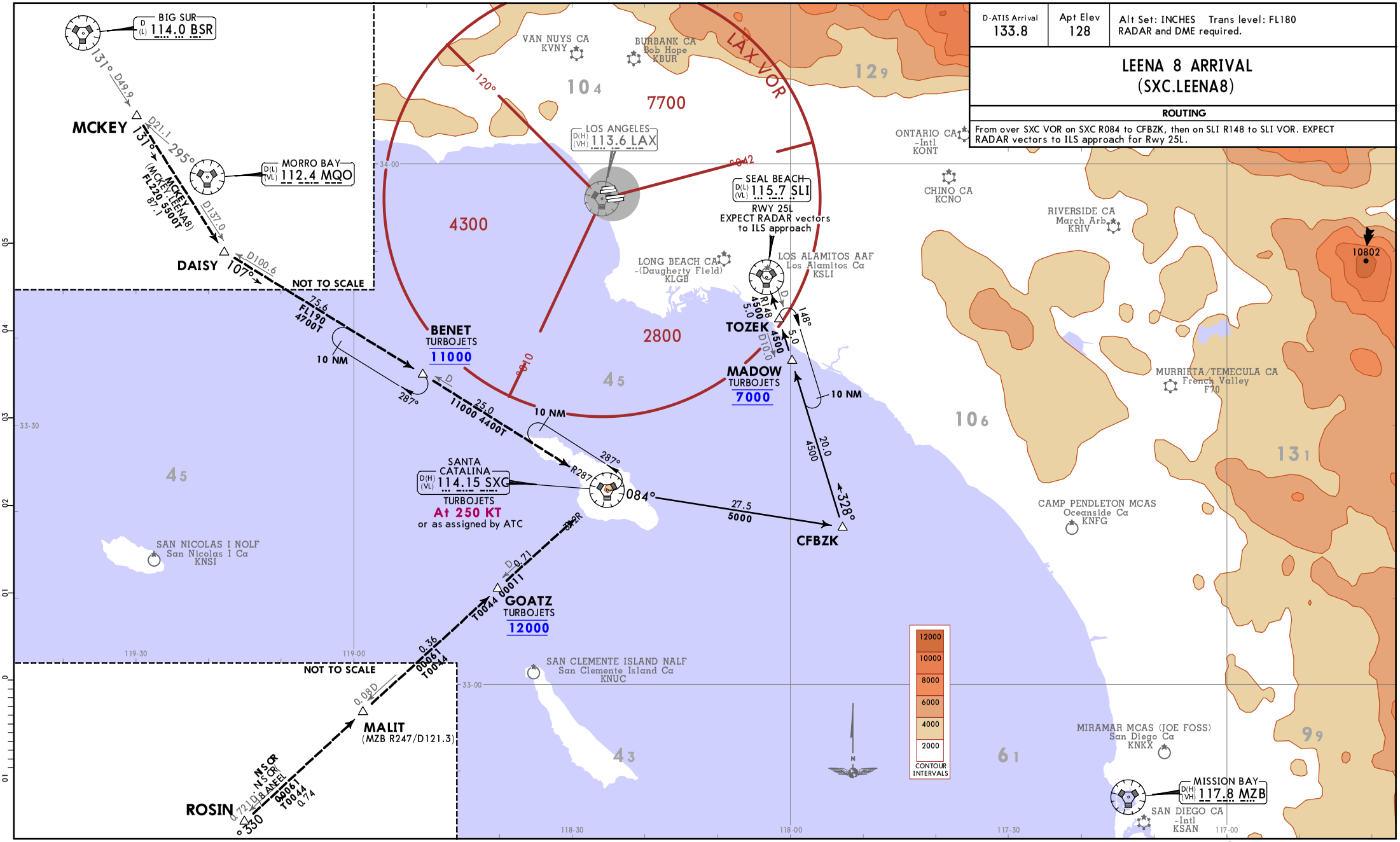
D-ATIS Arrival	Apt Elev	Alt Set: INCHES Trans level: FL180
133.8	128	RADAR and DME required.

LEENA 8 ARRIVAL
(SXC.LEENA8)

ROUTING

From over SXC VOR on SXC R084 to CFBZK, then on SLI R148 to SLI VOR. EXPECT RADAR vectors to ILS approach for Rwy 25L.



CHANGES: SLI, SXC VORs service volume, MSA.

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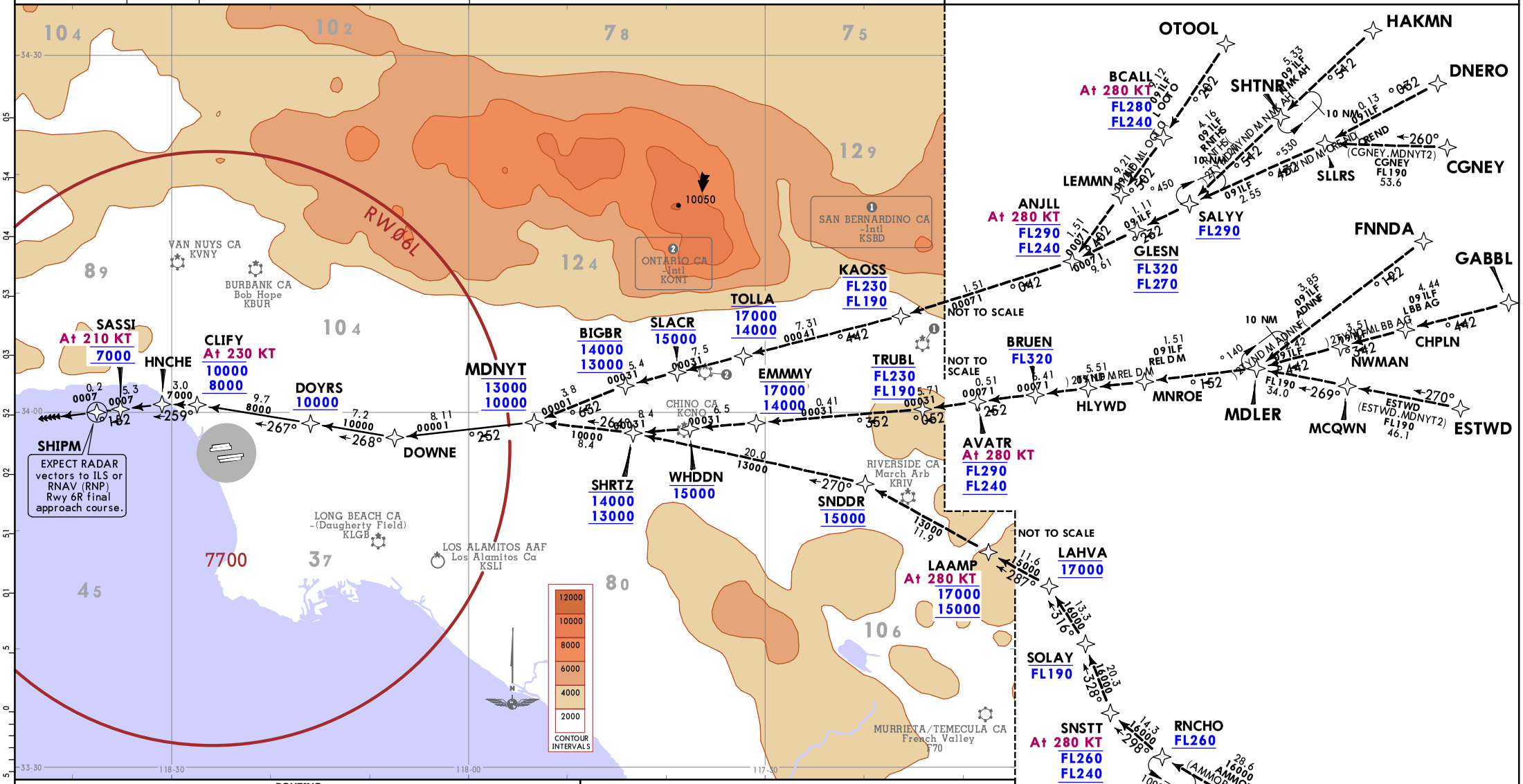
D-ATIS Arrival	Apt Elev
133.8	128

Alt Set: INCHES Trans level: FL180
1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.
4. EXPECT Rwy 6R unless otherwise assigned.
5. EXPECT local area altimeter reaching FL230.
6. CGNEY, MDLER and OTOOL transitions ATC assigned only, do not file.
7. SHTNR transition restricted to KLAS departures only.
8. This arrival for use only when noise abatement procedures are in effect.

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



ROUTING

From MDNYT on track 252° to DOWNE, then on track 268° to DOYRS, then on track 267° to CLIFY, then on track 259° to HNCHE, then on track 251° to SASSI, then on track 251° to SHIPM, then on track 251°. EXPECT RADAR vectors to ILS or RNAV (RNP) Rwy 6R final approach course.

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

In the event of lost communication proceed on the RNAV (RNP) Rwy 6R or ILS or LOC Rwy 6R approach.

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

CHANGES: None.

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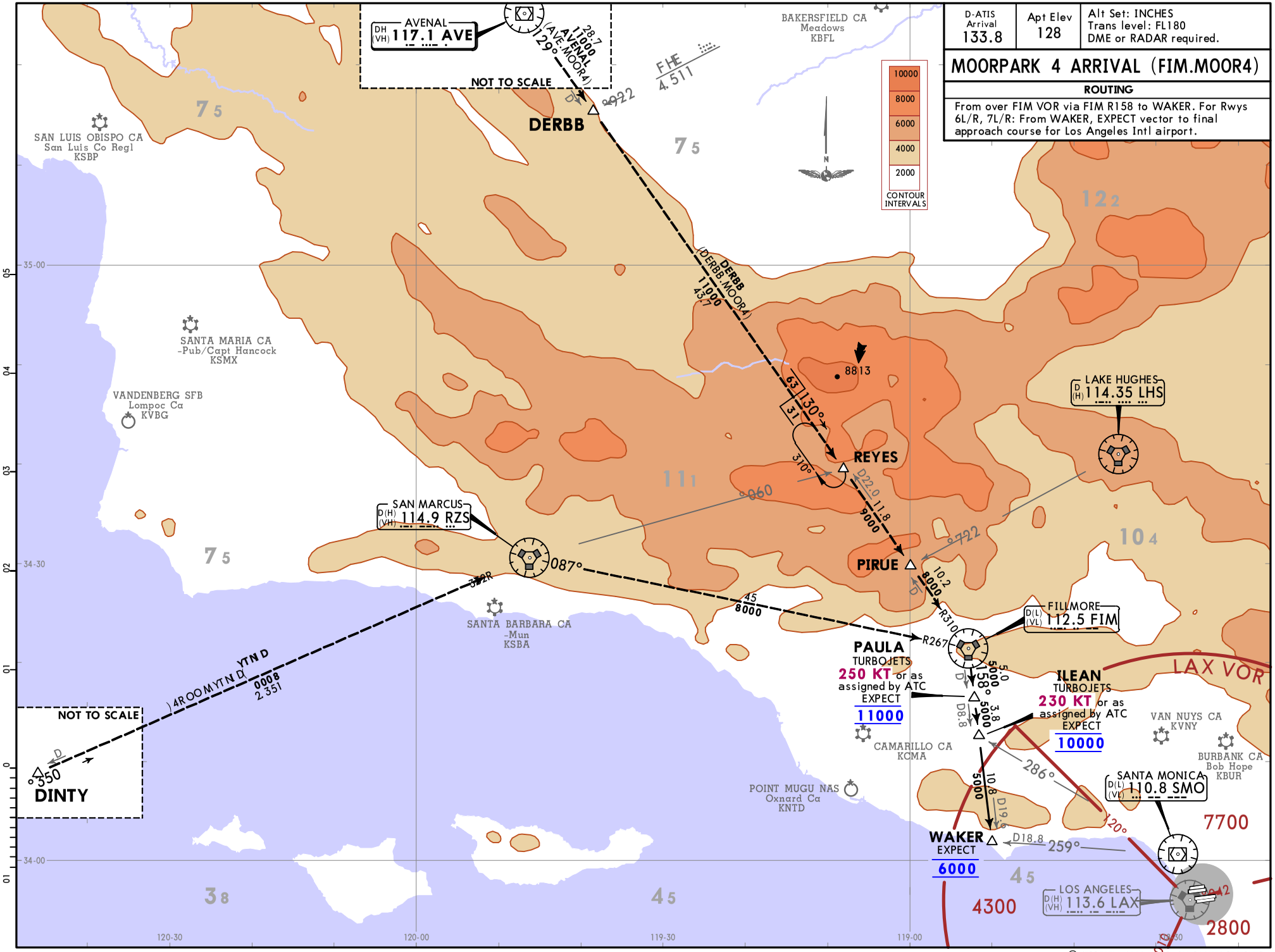
D-ATIS Arrival	Apt Elev	
133.8	128	Alt Set: INCHES Trans level: FL180 DME or RADAR required.

MOORPARK 4 ARRIVAL (FIM.MOOR4)

ROUTING

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



CHANGES: SMO VOR service volume.

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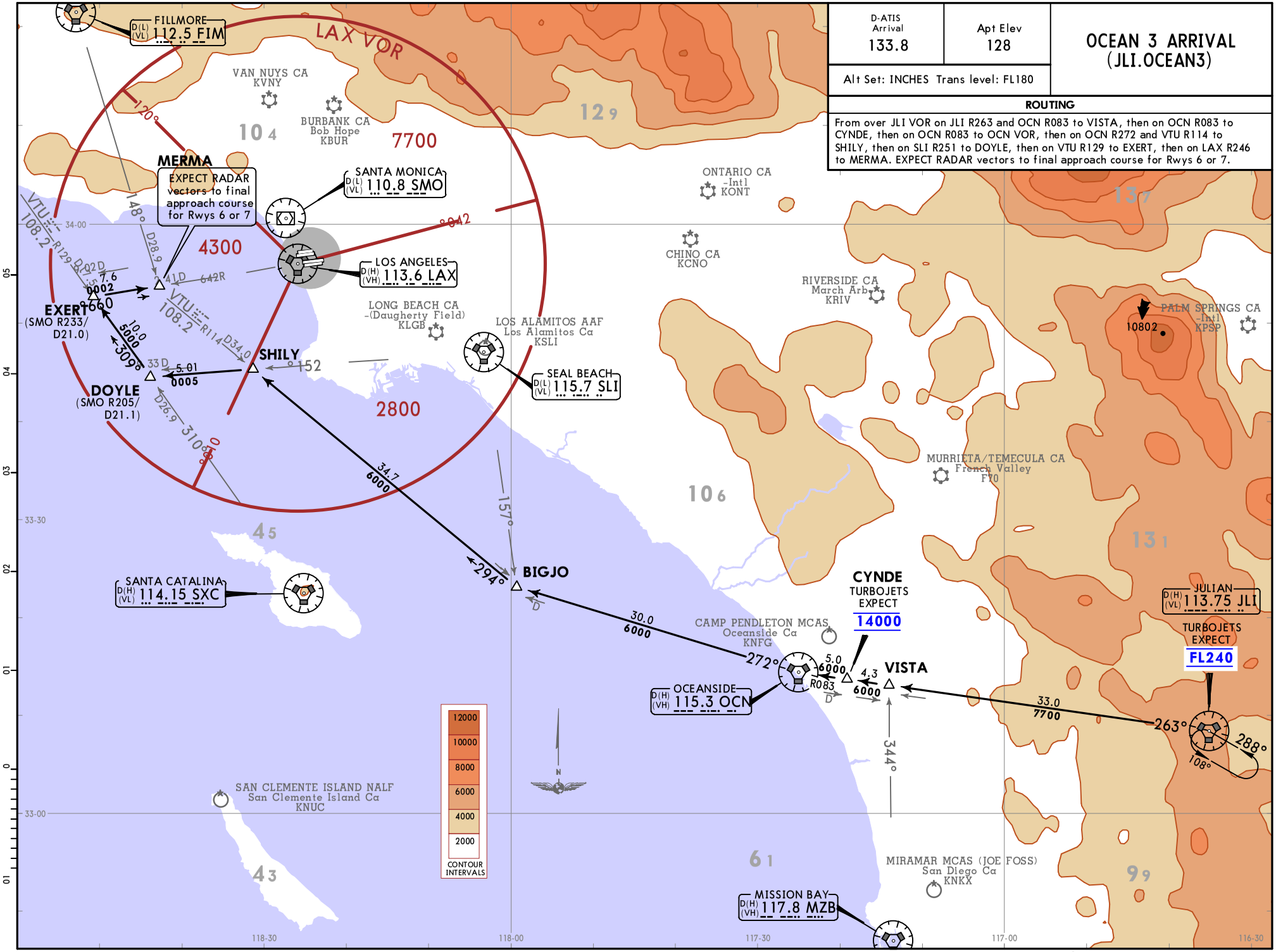
D-ATIS Arrival	Apt Elev
133.8	128
Alt Set: INCHES Trans level: FL180	

OCEAN 3 ARRIVAL (JLI.OCEAN3)

ROUTING

From over JLI VOR on JLI R263 and OCN R083 to VISTA, then on OCN R083 to CYNDE, then on OCN R083 to OCN VOR, then on OCN R272 and VTU R114 to SHILY, then on SLI R251 to DOYLE, then on VTU R129 to EXERT, then on LAX R246 to MERMA. EXPECT RADAR vectors to final approach course for Rwys 6 or 7.



CHANGES: VISTA formation.

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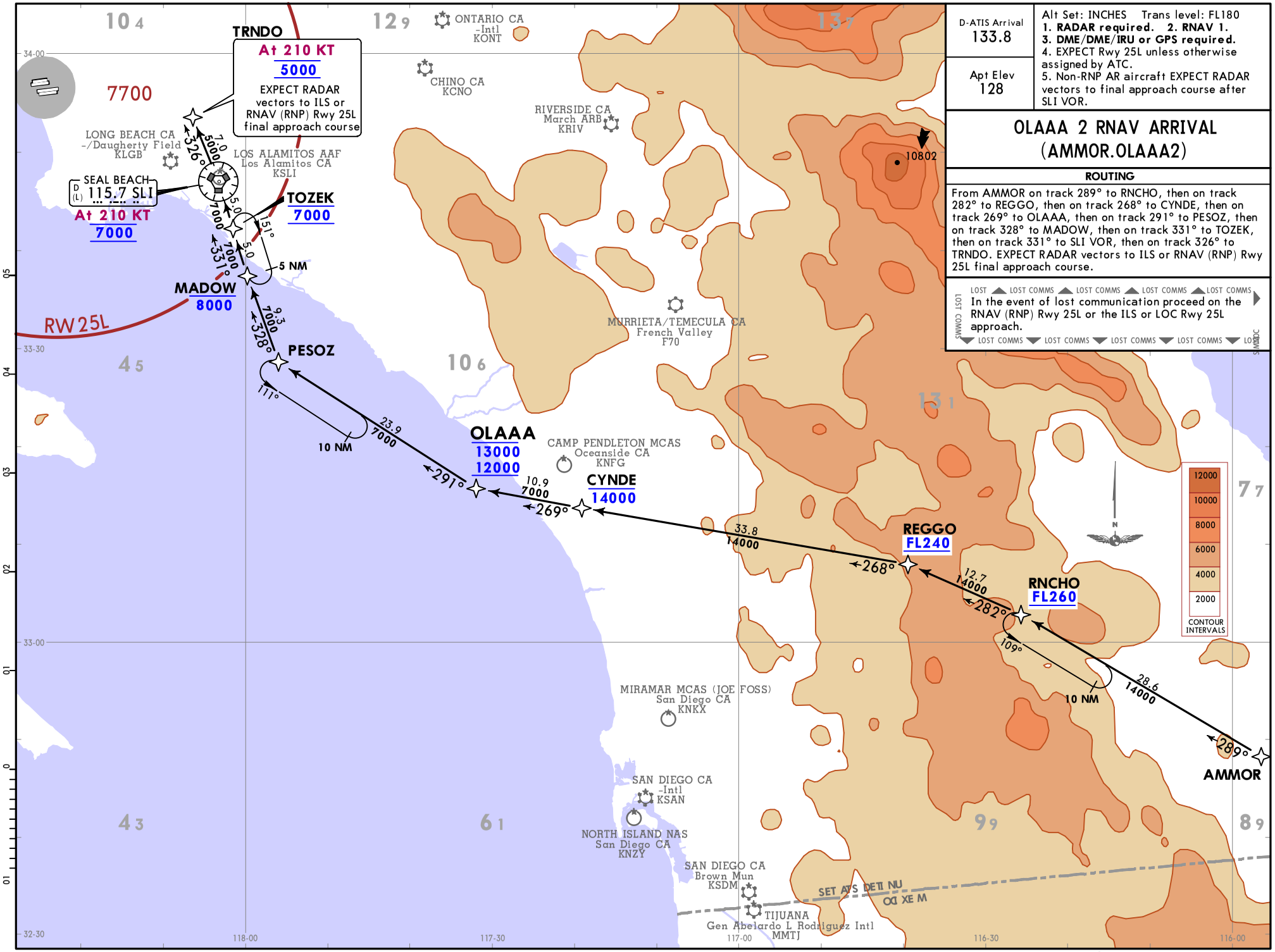

D-ATIS Arrival	Alt Set: INCHES Trans level: FL180
133.8	**1. RADAR required. 2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. EXPECT Rwy 25L unless otherwise assigned by ATC. 5. Non-RNP AR aircraft EXPECT RADAR vectors to final approach course after SLI VOR.
Apt Elev 128	

OLAAA 2 RNAV ARRIVAL (AMMOR.OLAAA2)

ROUTING

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

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

CHANGES: Procedure renumbered, lost comms.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN 28 OCT 22 (10-2U) Eff 03 Nov

LOS ANGELES, CALIF

RNAV STAR

D-ATIS Arrival 133.8	Alt Set: INCHES Trans level: FL180
	RNAV 1 SNAXX and EESSA transitions DME/DME/IRU or GPS required CERNL and ELKEY transitions GPS required
Apt Elev See Graphic	1. RADAR required. 2.Turbojet and turboprop aircraft only. 3. Procedure is only for use when Los Angeles landing WEST. 4. Los Angeles Intl arrivals EXPECT Rwy 24R unless otherwise assigned by ATC.

RYDRR 2 RNAV ARRIVAL
(RYDRR.RYDRR2)

ROUTING

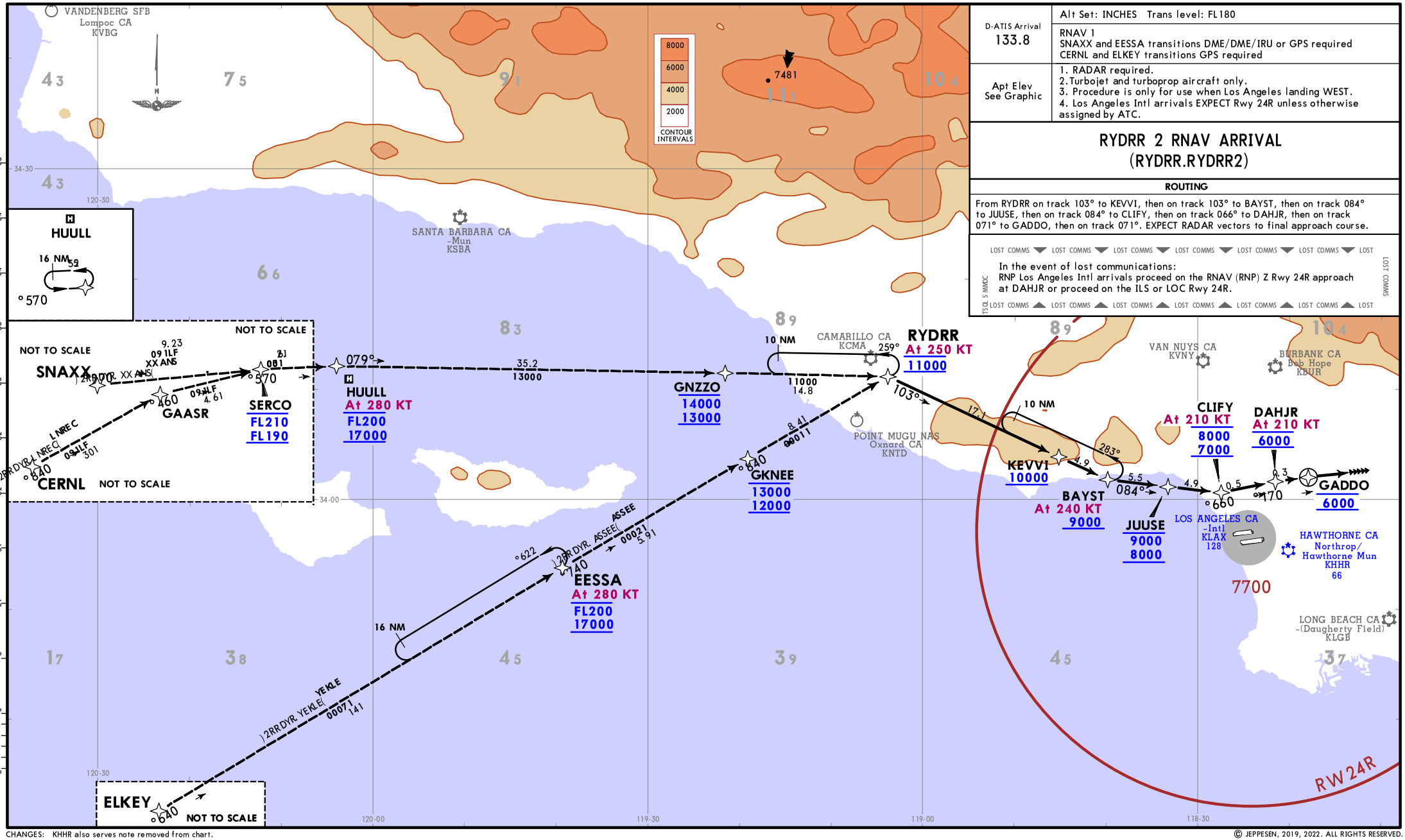
From RYDRR on track 103° to KEVVI, then on track 103° to BAYST, then on track 084° to JUUSE, then on track 084° to CLIFY, then on track 066° to DAHJR, then on track 071° to GADDO, then on track 071°. EXPECT RADAR vectors to final approach course.

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

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

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

TSQ, S MMOC



CHANGES: KHHR also serves note removed from chart.

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D-ATIS Arrival	Apt Elev	
133.8	128	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME required.

SADDE 8 ARRIVAL (SADDE.SADDE8)

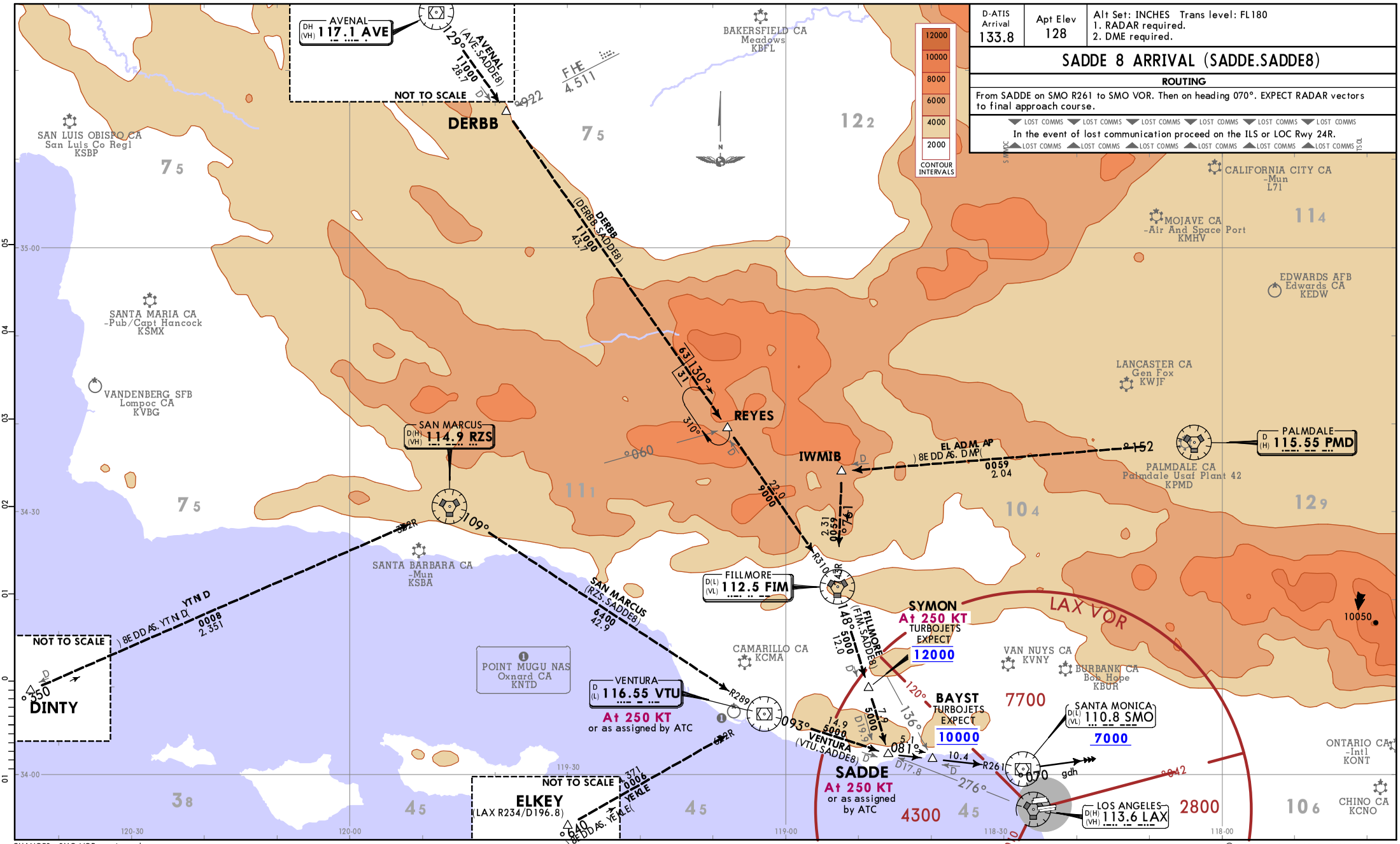
ROUTING

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

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

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

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



CHANGES: SMO VOR service volume.

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D-ATIS Arrival	Apt Elev	
133.8	128	Alt Set: INCHES Trans level: FL180 1. DME or RADAR required. 2. EXPECT runway assignment on initial contact with Southern California Tracon.

SEAVU 2 ARRIVAL (SEAVU.SEAVU2)

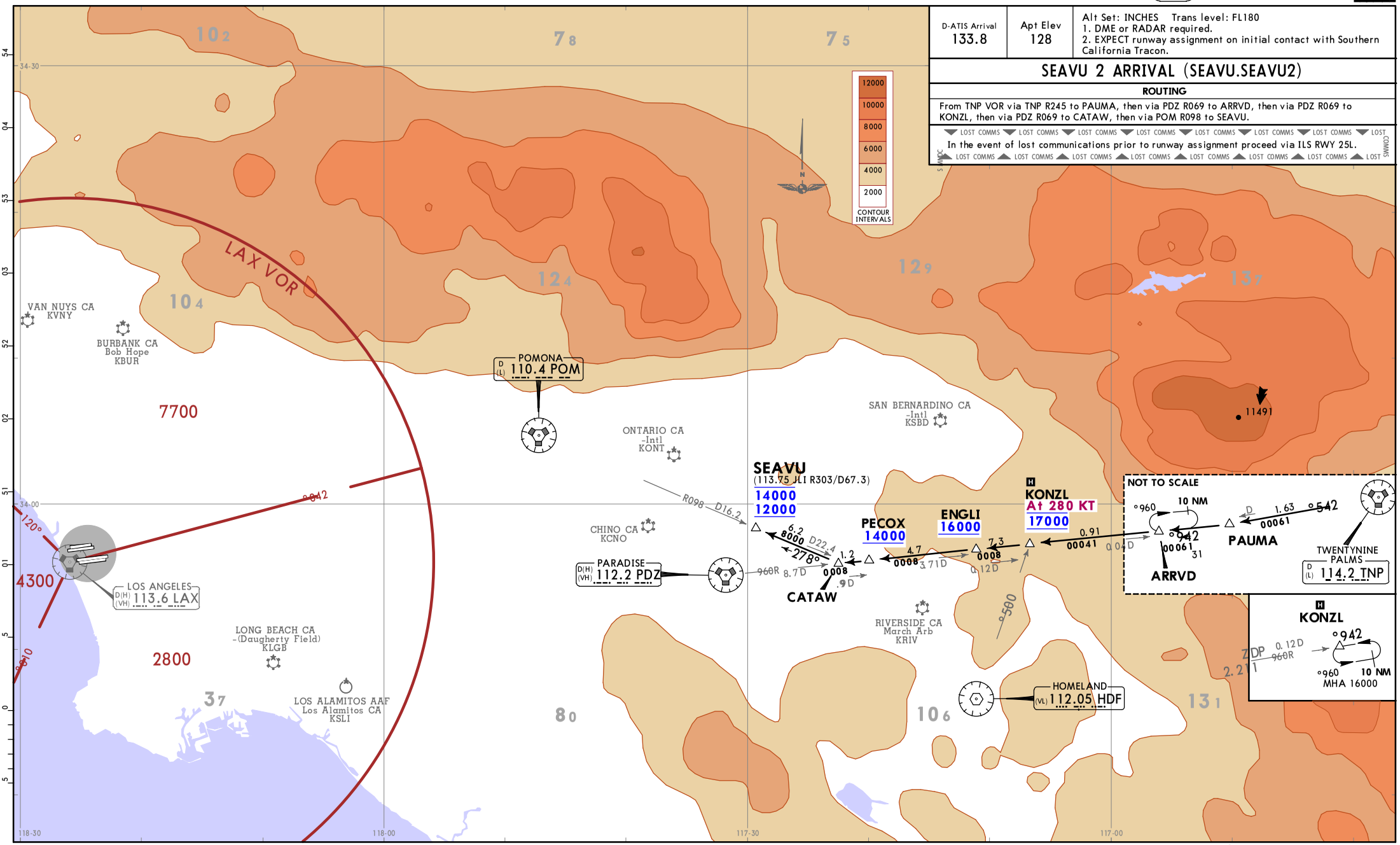
ROUTING

From TNP VOR via TNP R245 to PAUMA, then via PDZ R069 to ARRVD, then via PDZ R069 to KONZL, then via PDZ R069 to CATAW, then via POM R098 to SEAVU.

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

In the event of lost communications prior to runway assignment proceed via ILS RWY 25L.

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



CHANGES: HDF VOR service volume, JLI VOR frequency.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN

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

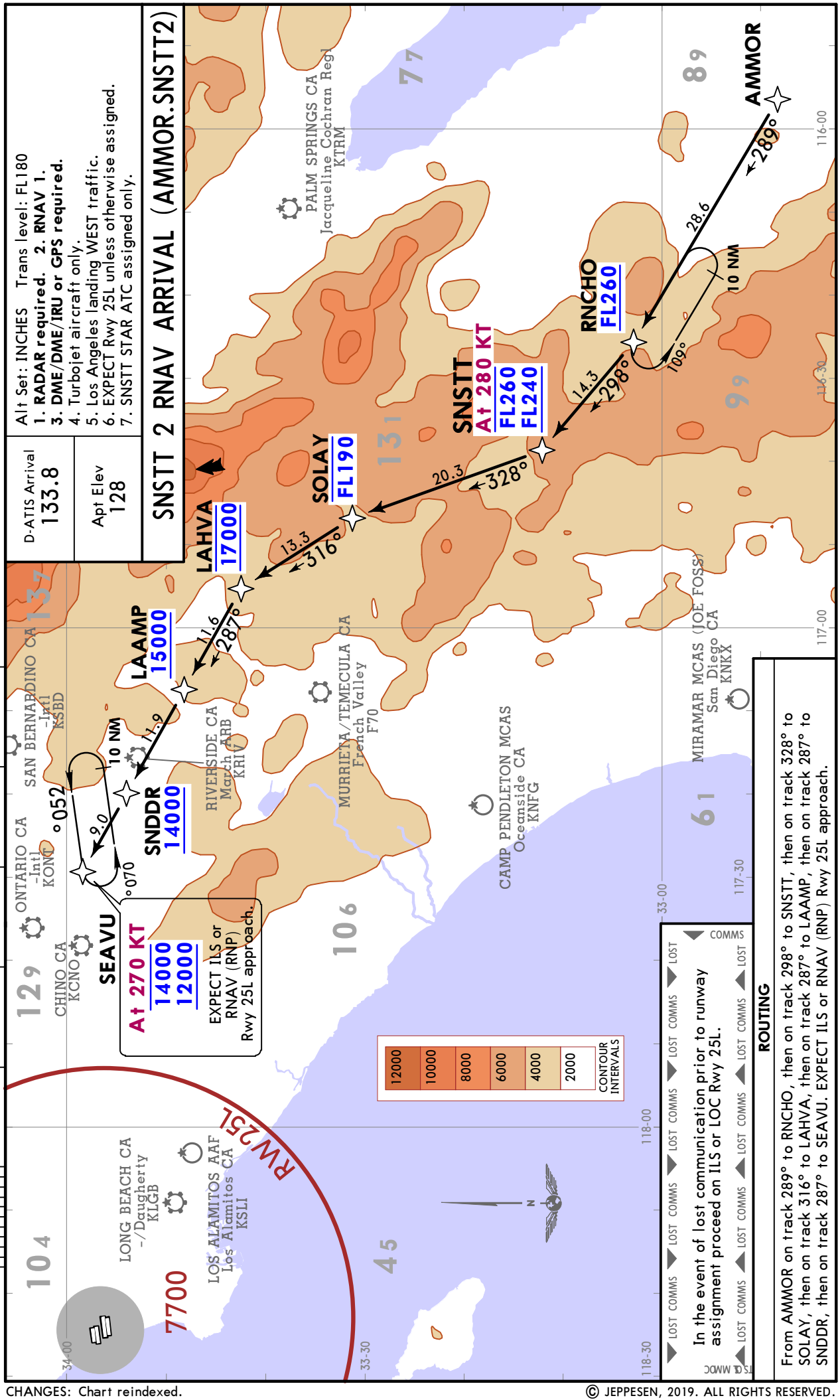
LOS ANGELES, CALIF
RNAV STAR

SNSTT 2 RNAV ARRIVAL (AMMOR.SNSTT2)

D-ATIS Arrival 133.8

Apt Elev 128

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



CHANGES: Chart reindexed.

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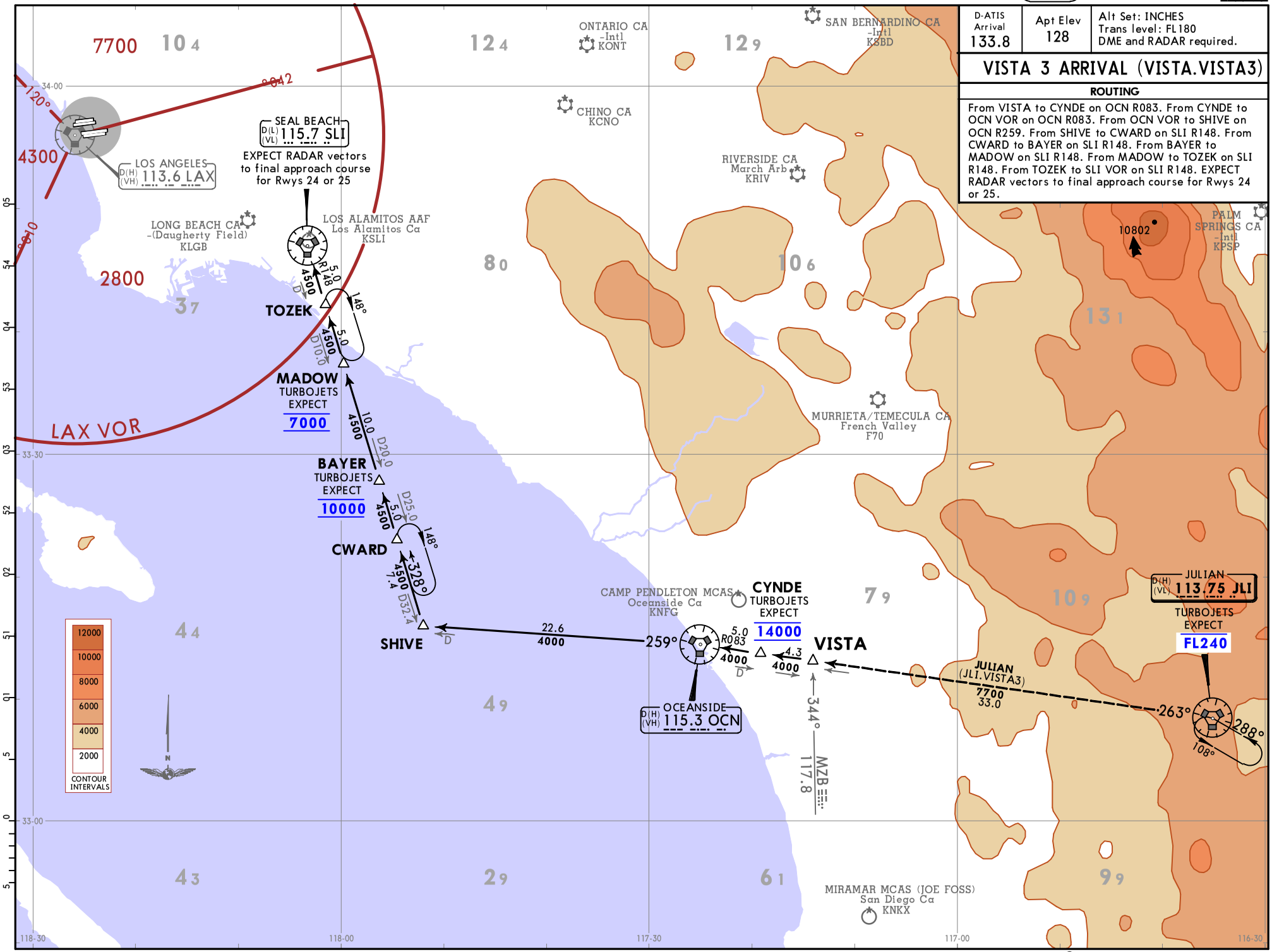
D-ATIS Arrival	Apt Elev	
133.8	128	Alt Set: INCHES Trans level: FL180 DME and RADAR required.

VISTA 3 ARRIVAL (VISTA.VISTA3)

ROUTING

From VISTA to CYNDE on OCN R083. From CYNDE to OCN VOR on OCN R083. From OCN VOR to SHIVE on OCN R259. From SHIVE to CWARD on SLI R148. From CWARD to BAYER on SLI R148. From BAYER to MADOW on SLI R148. From MADOW to TOZEK on SLI R148. From TOZEK to SLI VOR on SLI R148. EXPECT RADAR vectors to final approach course for Rwys 24 or 25.



CHANGES: VISTA formation.

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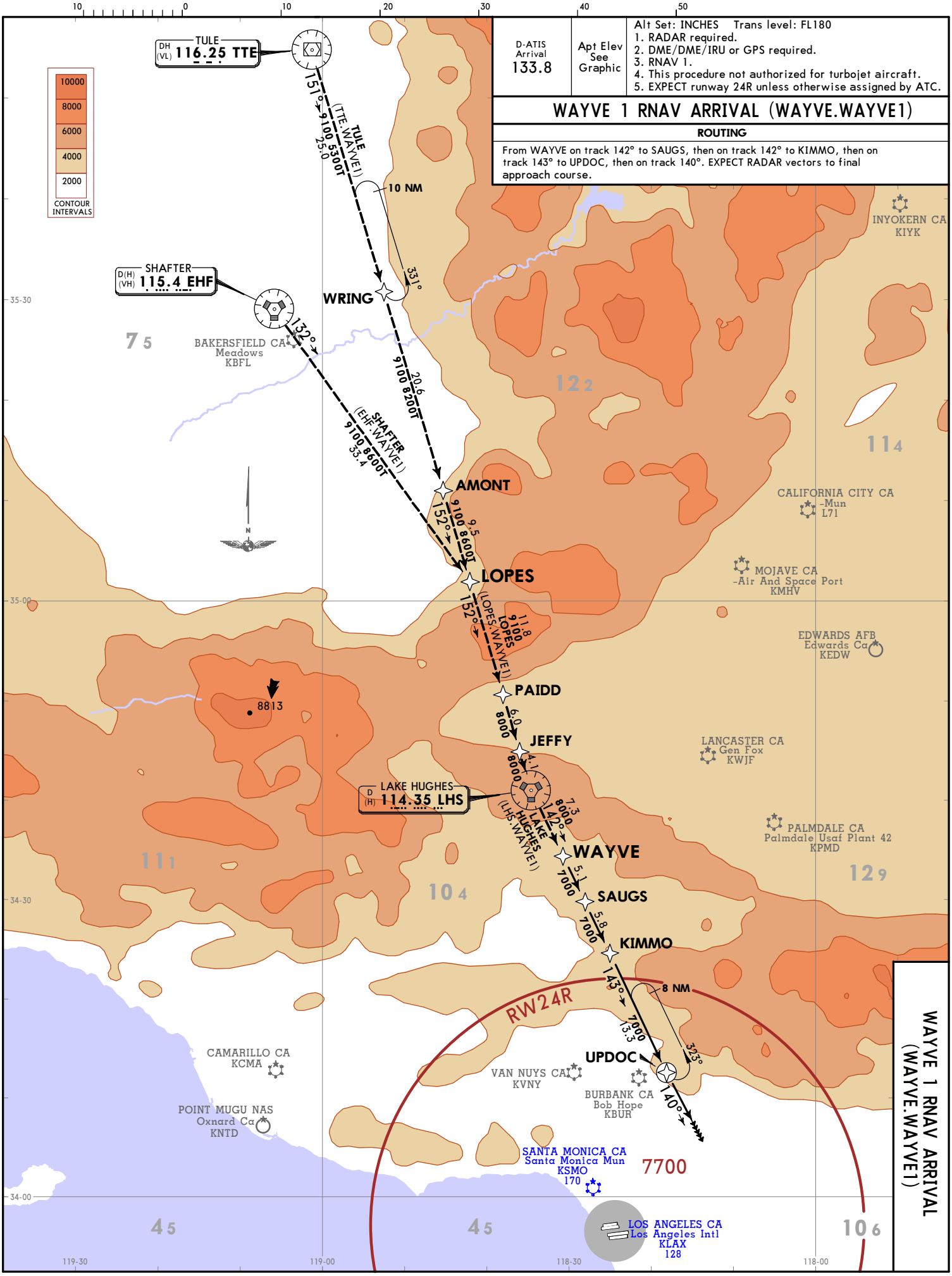
D-ATIS Arrival 133.8	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. This procedure not authorized for turbojet aircraft. 5. EXPECT runway 24R unless otherwise assigned by ATC.

WAYVE 1 RNAV ARRIVAL (WAYVE.WAYVE1)

ROUTING

From WAYVE on track 142° to SAUGS, then on track 142° to KIMMO, then on track 143° to UPDOC, then on track 140°. EXPECT RADAR vectors to final approach course.



CHANGES: Chart sequence.
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KLAX/LAX
LOS ANGELES INTL

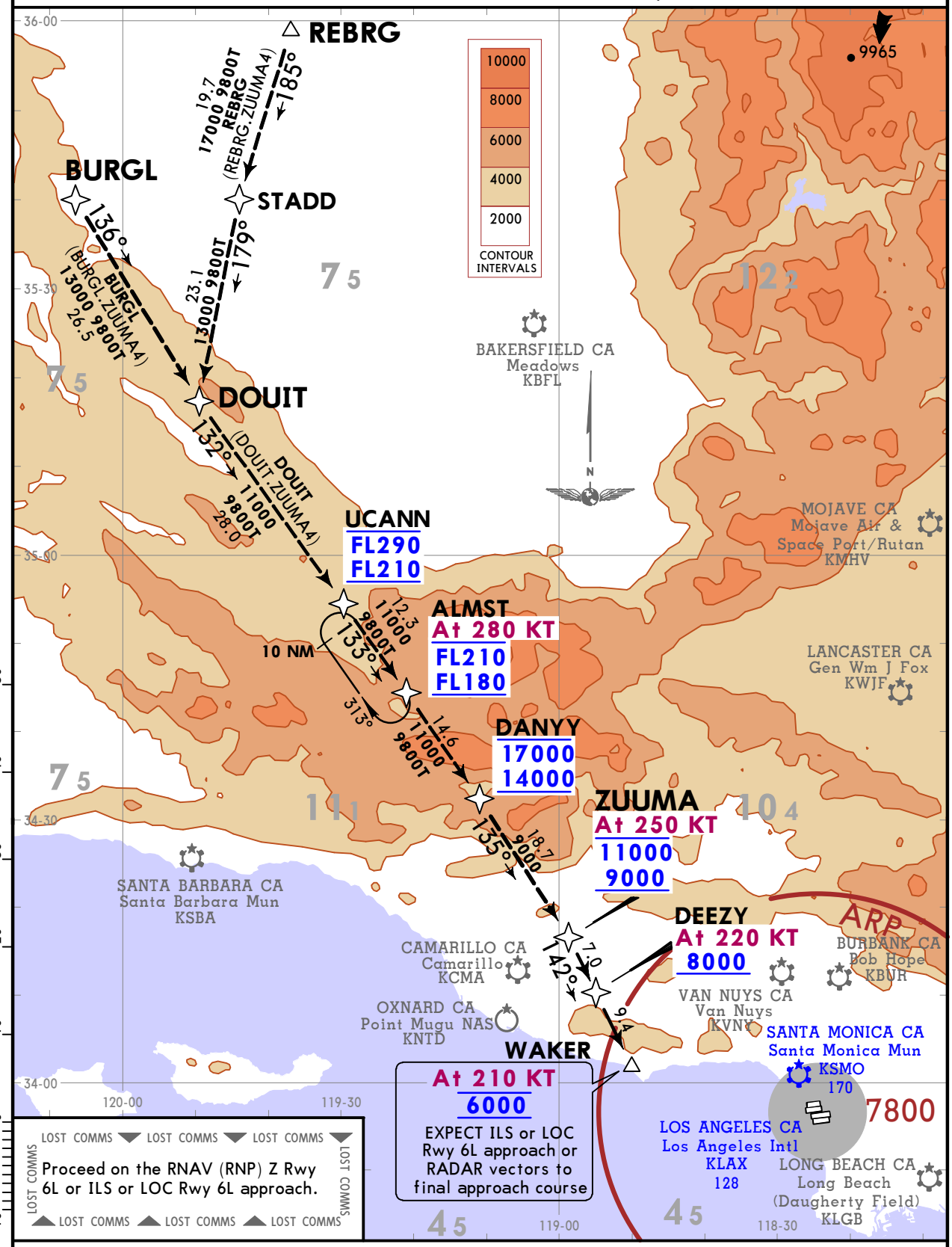
JEPPESEN

20 DEC 24 (10-2X4) Eff 26 Dec

LOS ANGELES, CALIF
RNAV STAR

D-ATIS Arrival 133.8	Apt Elev See Graphic	RNAV 1 - DME/DME/IRU or GPS	Alt Set: INCHES Trans level: FL180
		1. RADAR required. 2. Jet aircraft only. 3. ZUMMA STAR used during LAX EAST traffic operations and noise abatement configuation 0000-0630 LCL. 4. LAX traffic EXPECT Rwy 6L unless otherwise assigned.	

ZUUMA 4 RNAV ARRIVAL
(ZUUMA.ZUUMA4) (RWYS 6L/R, 7L/R)



ROUTING

From ZUUMA on track 142° to cross DEEZY at or above 8000 and at 220 KT, then on track 142° to cross WAKER at 6000 and at 210 KT. EXPECT ILS or LOC Rwy 6L approach or RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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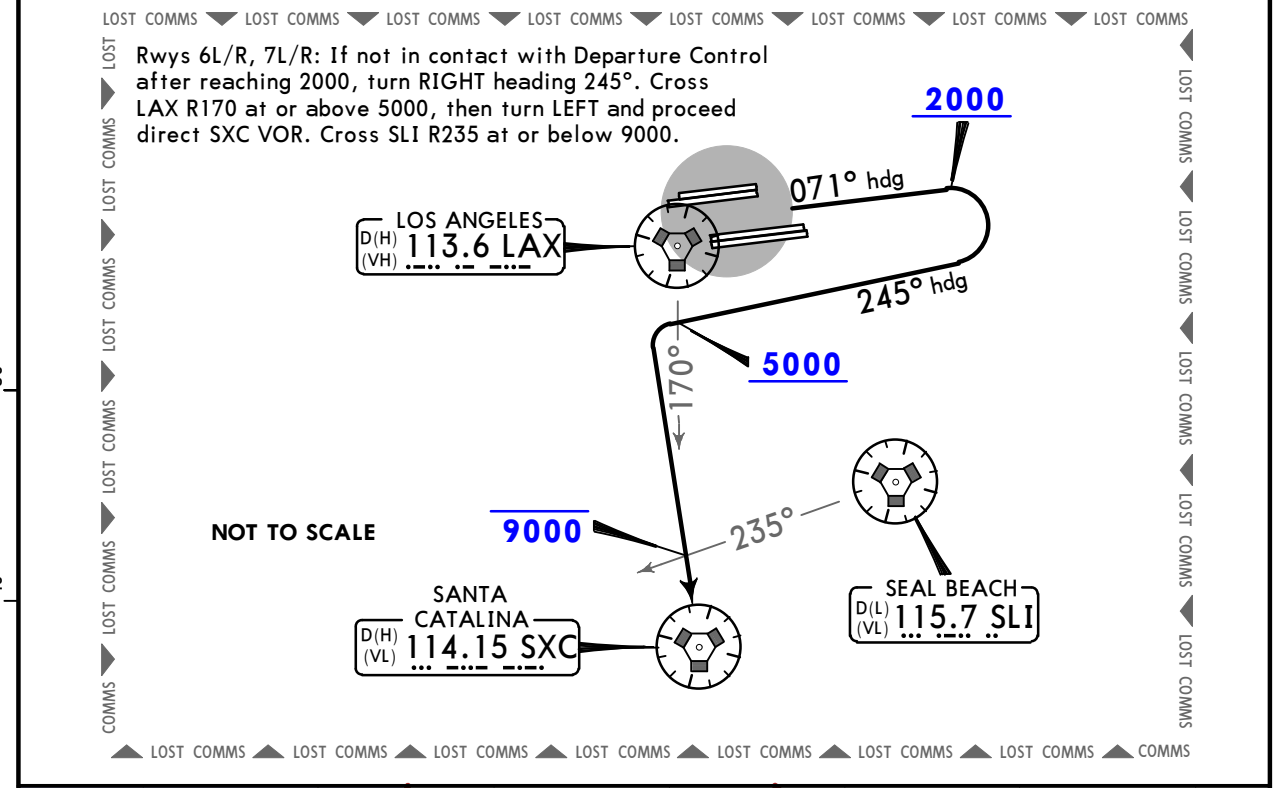
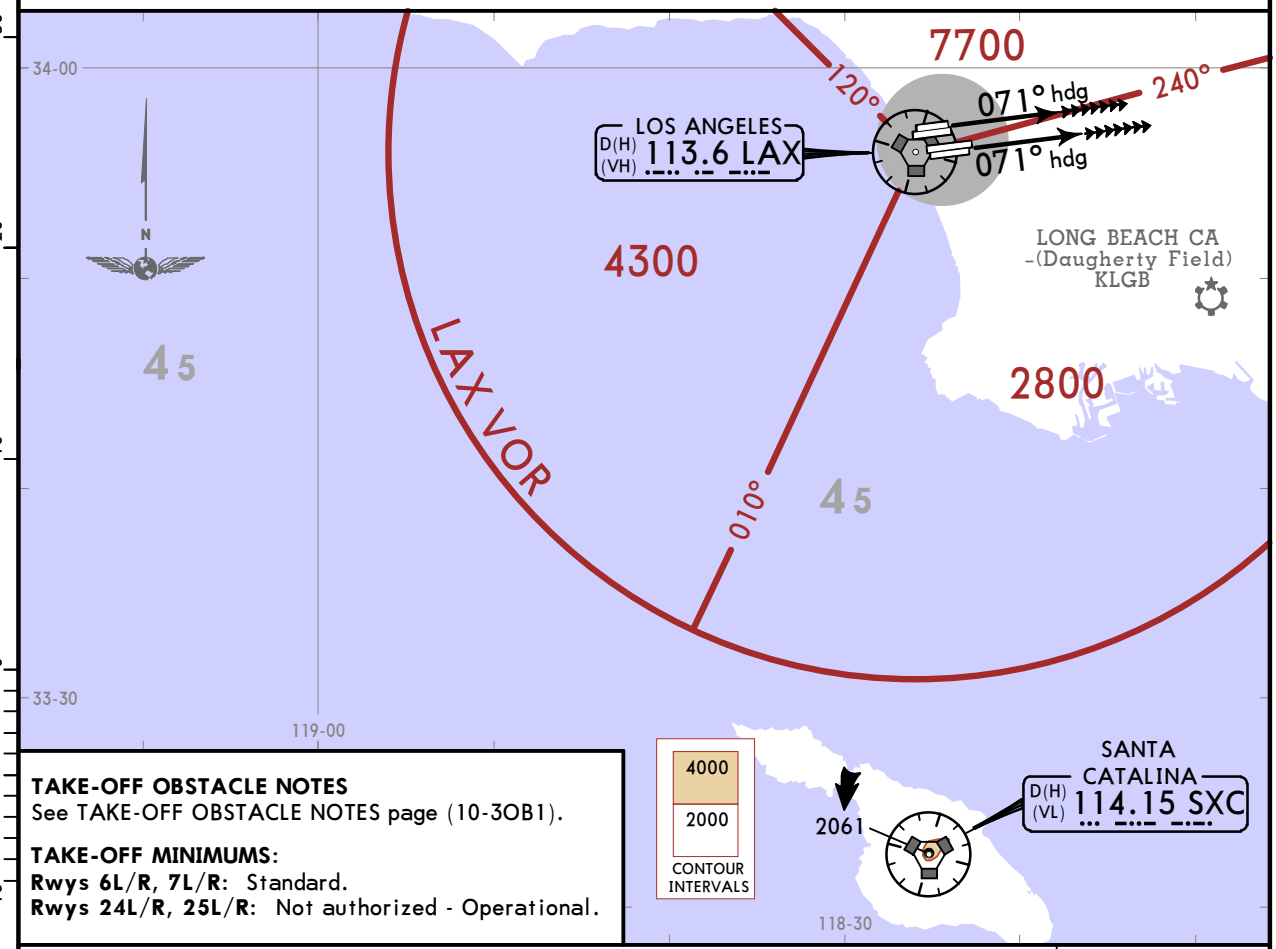
SOCAL Departure (R)	Apt Elev	
124.3	128	Trans alt: 18000 1. RADAR required. 2. This is a RADAR vector departure to SXC VOR. Route depicted is a lost communication procedure only.

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





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

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

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

CHANGES: LAX, SLI, SXC VORs service volume, MSA.

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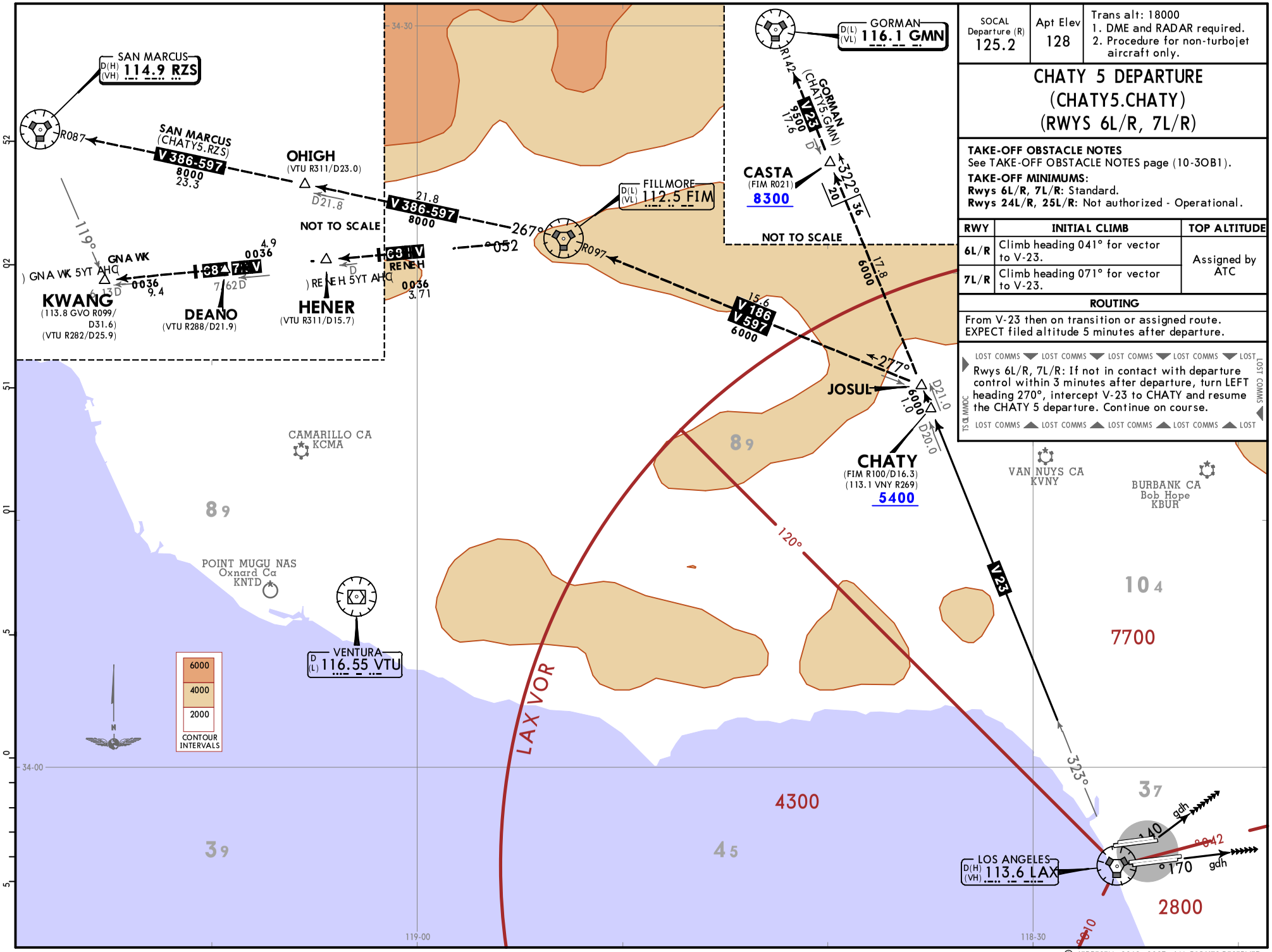

SOCAL Departure (R) 125.2	Apt Elev 128	Trans alt: 18000 1. DME and RADAR required. 2. Procedure for non-turbojet aircraft only.

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

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

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

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

ROUTING

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

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

TS CL MMOC

CHANGES: FIM and LAX VORs service volume, MSA.

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SOCAL Departure (R)	Apt Elev	Trans alt: 18000
125.2	128	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)

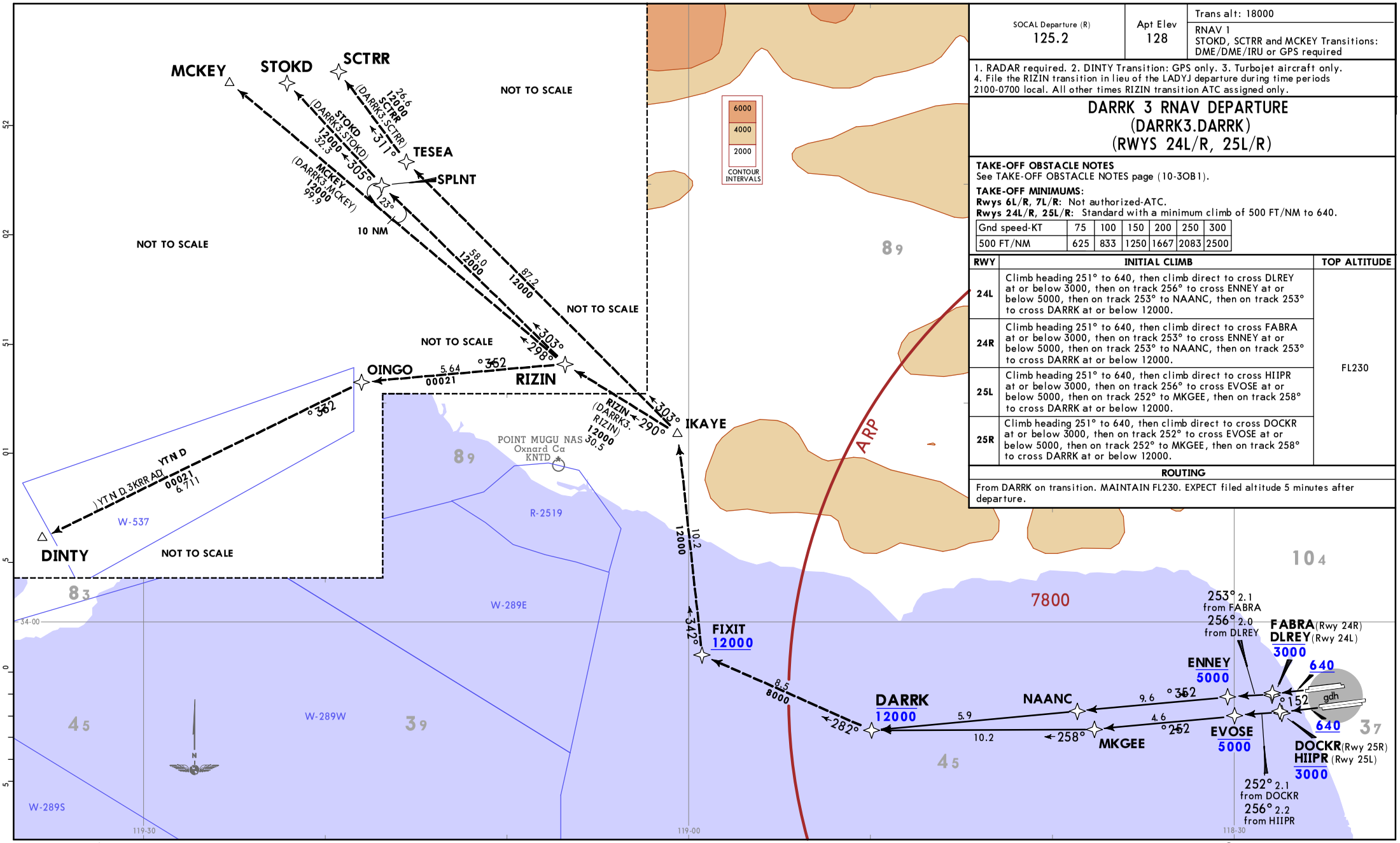
TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

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

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



CHANGES: Departure frequency, MSA.

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SOCAL Departure (R)	Apt Elev	RNAV 1 DME/DME/IRU or GPS required	Trans alt: 18000
124.3	128	1. RADAR required. 2. Turbojet aircraft only. 3. Turn at HIIPR and DOCKR are required for ATC separation.	

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

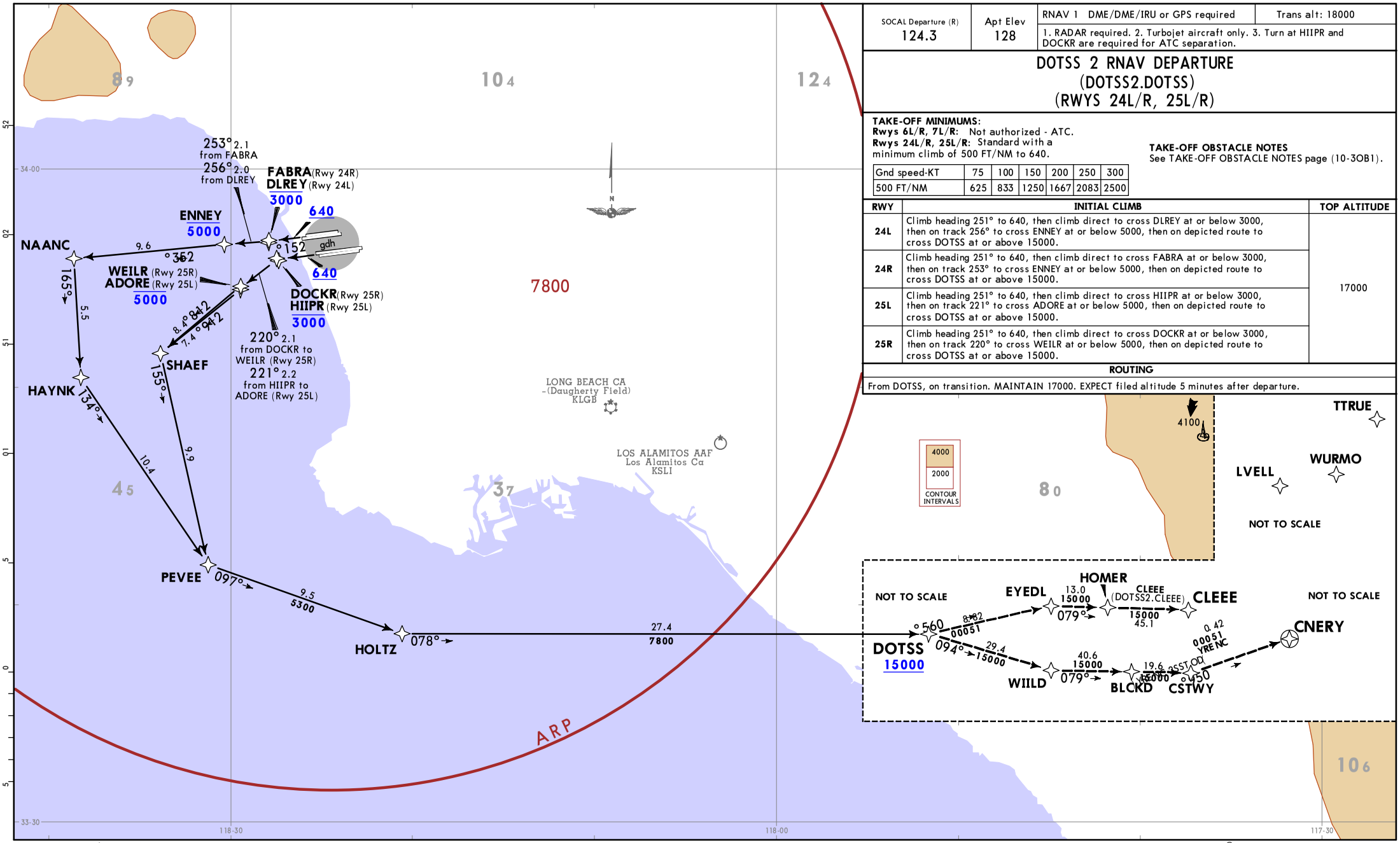
TAKE-OFF MINIMUMS:
Rwys 6L/R, 7L/R: Not authorized - ATC.
Rwys 24L/R, 25L/R: Standard with a minimum climb of 500 FT/NM to 640.

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

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

RWY	INITIAL CLIMB	TOP ALTITUDE
24L	Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000.	17000
24R	Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000.	
25L	Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to cross DOTSS at or above 15000.	
25R	Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to cross DOTSS at or above 15000.	

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



CHANGES: Departure frequency, MSA.

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SOCAL Departure (R)	Apt Elev	Trans alt: 18000	
125.2	128	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. HAILO/LAS VEGAS/NNAVY Transitions ATC only.	5. MISEN Transition restricted to aircraft landing Las Vegas terminal area. 6. If unable climb restrictions, use the TUSTI or LAXX SID.

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

ROUTING

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

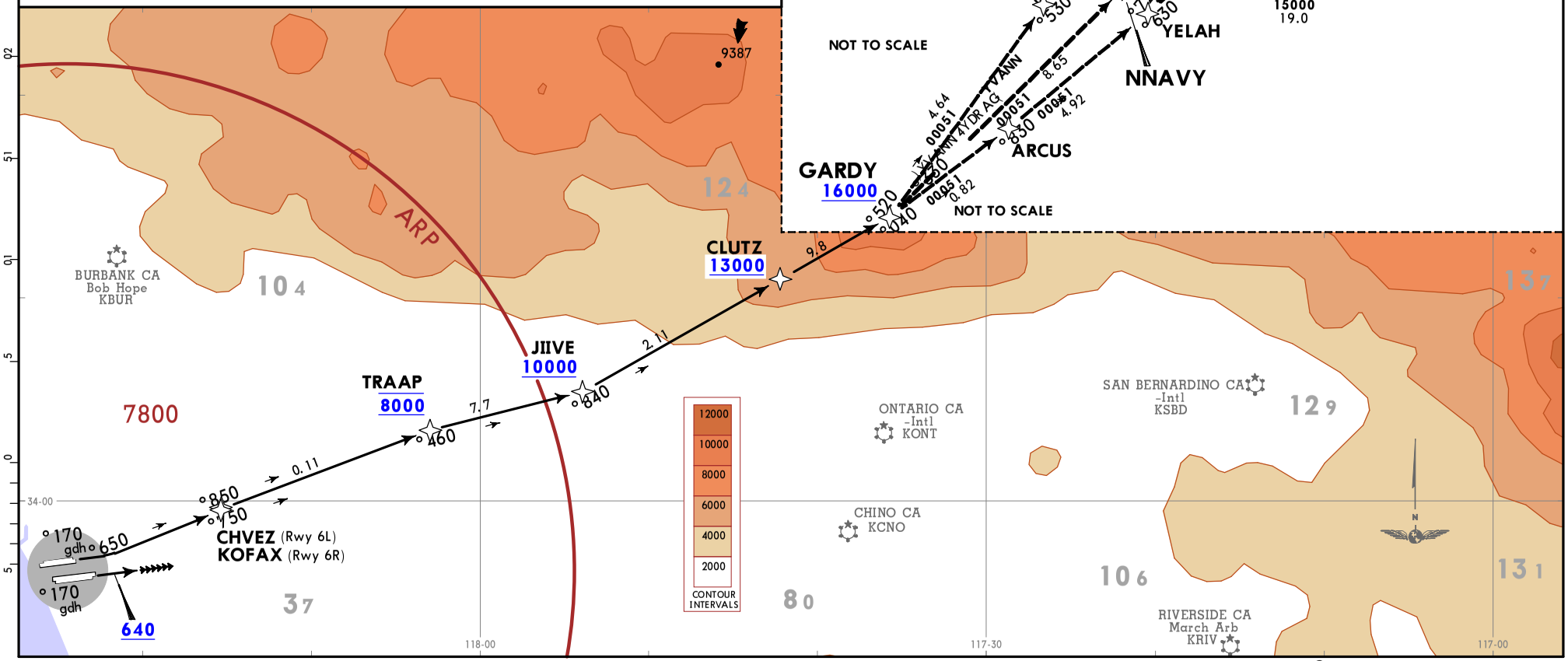
TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

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

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

GARDY 4 RNAV DEPARTURE (GARDY4.GARDY)
(RWYS 6L/R, 7L/R)

SPEED: MAINTAIN 250 KT UNTIL OTHERWISE ADVISED BY ATC



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CHANGES: None.

SOCAL Departure (R) 125.2	Apt Elev 128	Trans alt: 18000 1. RADAR required. 2. DME required for Rwys 6L/R departures and AVENAL Transition. 3. Use the VENTURA departure during the time periods of 2100-0700 local in lieu of the GORMAN departure procedure.

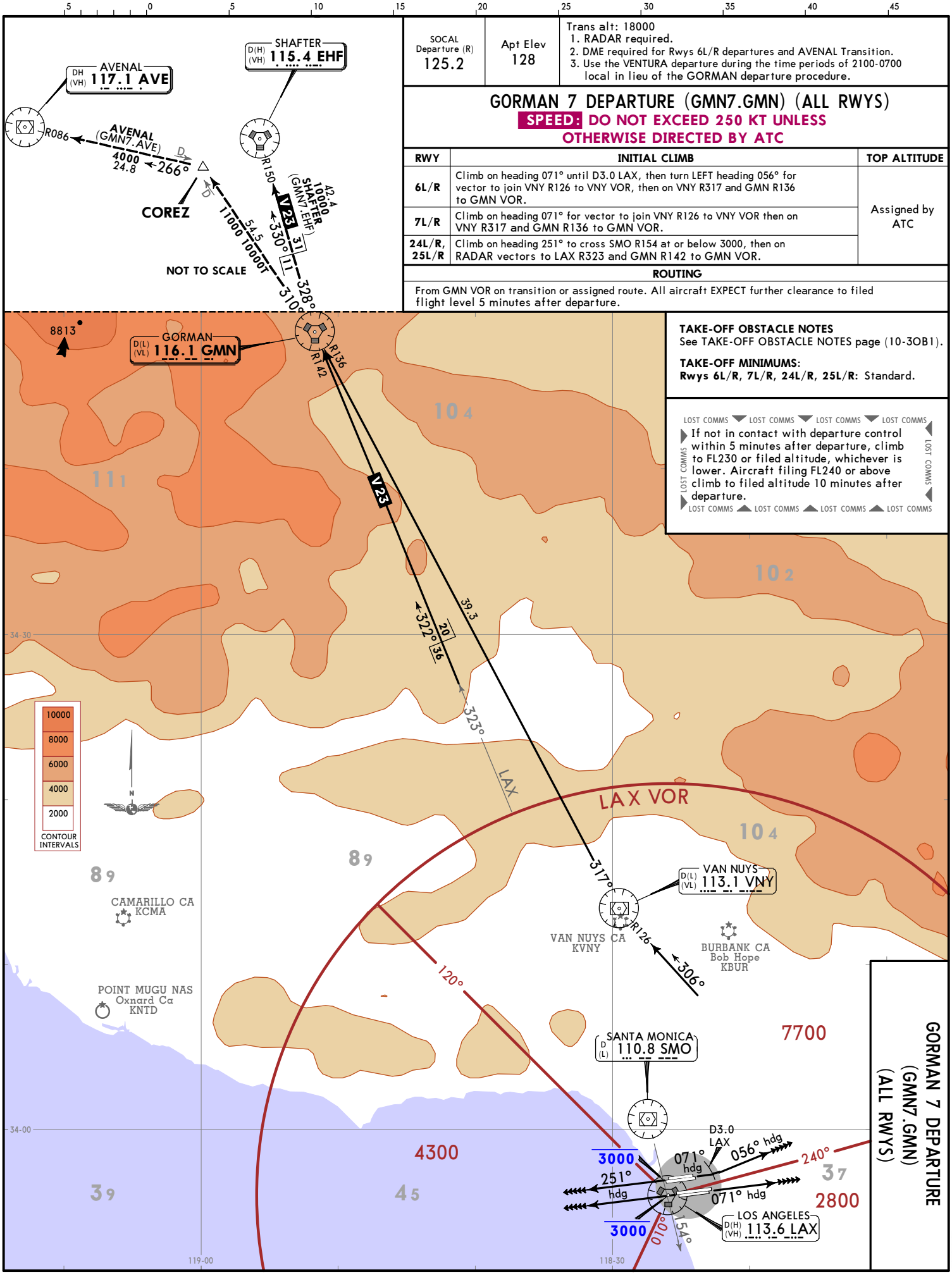
GORMAN 7 DEPARTURE (GMN7.GMN) (ALL RWYS)

SPEED: DO NOT EXCEED 250 KT UNLESS OTHERWISE DIRECTED BY ATC

RWY	INITIAL CLIMB	TOP ALTITUDE
6L/R	Climb on heading 071° until D3.0 LAX, then turn LEFT heading 056° for vector to join VNY R126 to VNY VOR, then on VNY R317 and GMN R136 to GMN VOR.	Assigned by ATC
7L/R	Climb on heading 071° for vector to join VNY R126 to VNY VOR then on VNY R317 and GMN R136 to GMN VOR.	
24L/R, 25L/R	Climb on heading 251° to cross SMO R154 at or below 3000, then on RADAR vectors to LAX R323 and GMN R142 to GMN VOR.	

ROUTING

From GMN VOR on transition or assigned route. All aircraft EXPECT further clearance to filed flight level 5 minutes after departure.



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

KLAX/LAX
LOS ANGELES INTL

LOS ANGELES, CALIF
SID

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

GORMAN 7 DEPARTURE
(GMN7.GMN)
(ALL RWYS)

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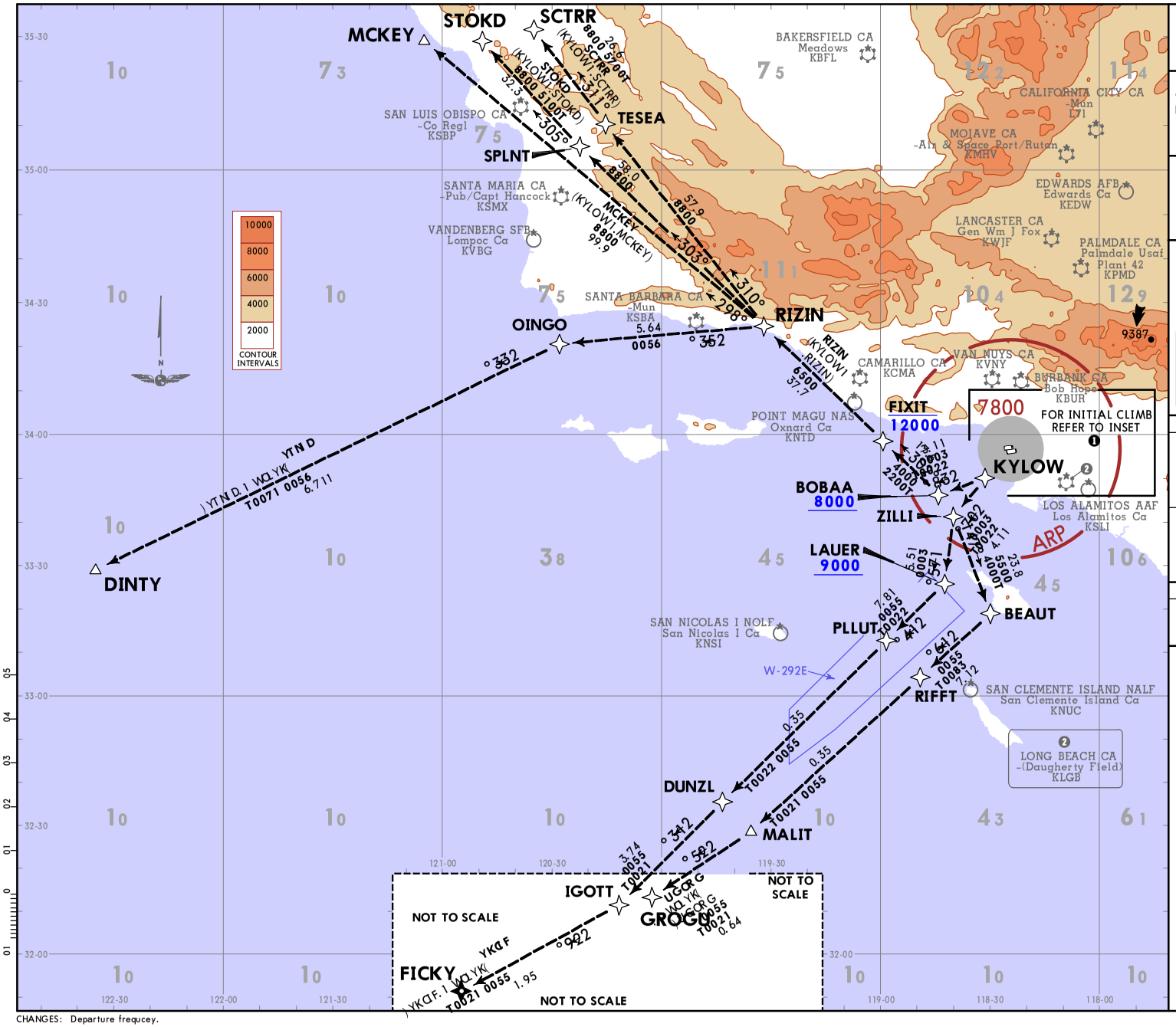


SOCAL Departure (R)	Apt Elev	Trans alt: 18000
124.3	128	RNAV 1 - DME/DME/IRU or GPS From KYLOW on DINTY, FICKY, and GROGU transitions: GPS

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 (10-3OB1).

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.

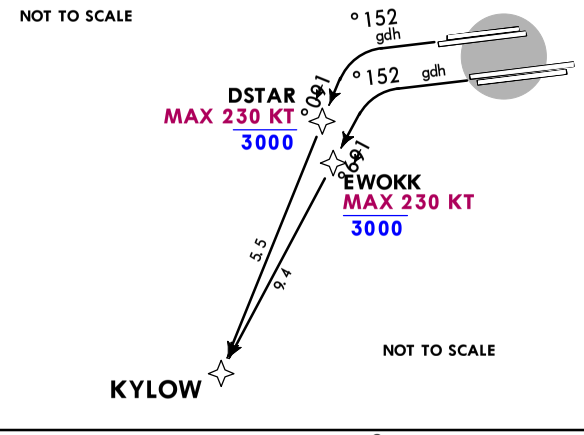
Gnd speed-KT	75	100	150	200	250	300
230 FT/NM	288	383	575	767	958	1150
260 FT/NM	325	433	650	867	1083	1300
280 FT/NM	350	467	700	933	1167	1400

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.

INITIAL CLIMB ❶



CHANGES: Departure frequcey.

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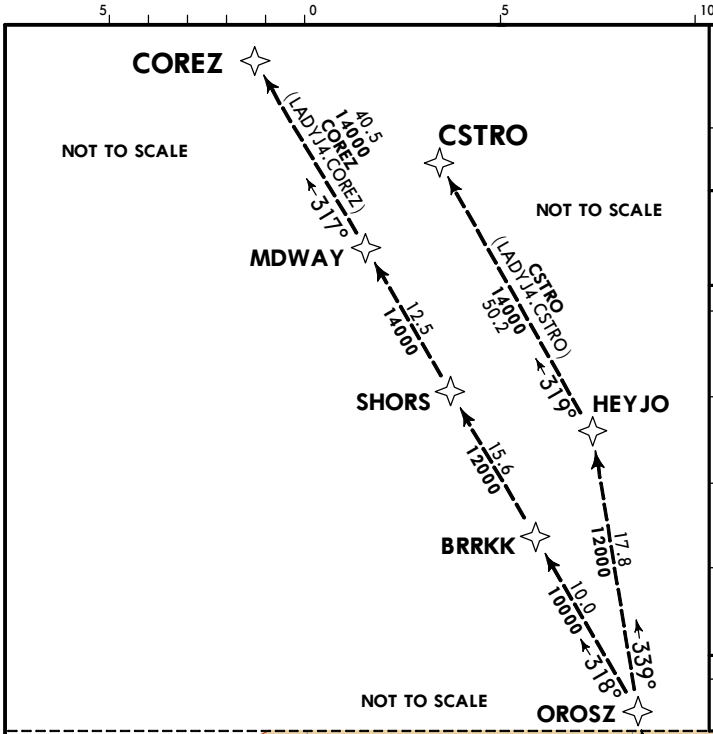


SOCAL Departure (R) 125.2	Trans alt: 18000 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Restricted to turbojet aircraft only. 5. Some departures may be RADAR vectored to LADYJ, MLIBU, or OROSZ. 6. Use the DARRK, SUMMR, or VENTURA Departure during the time periods of 2100-0700 local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

LADYJ 4 RNAV DEPARTURE (LADYJ4.LADYJ)

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

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

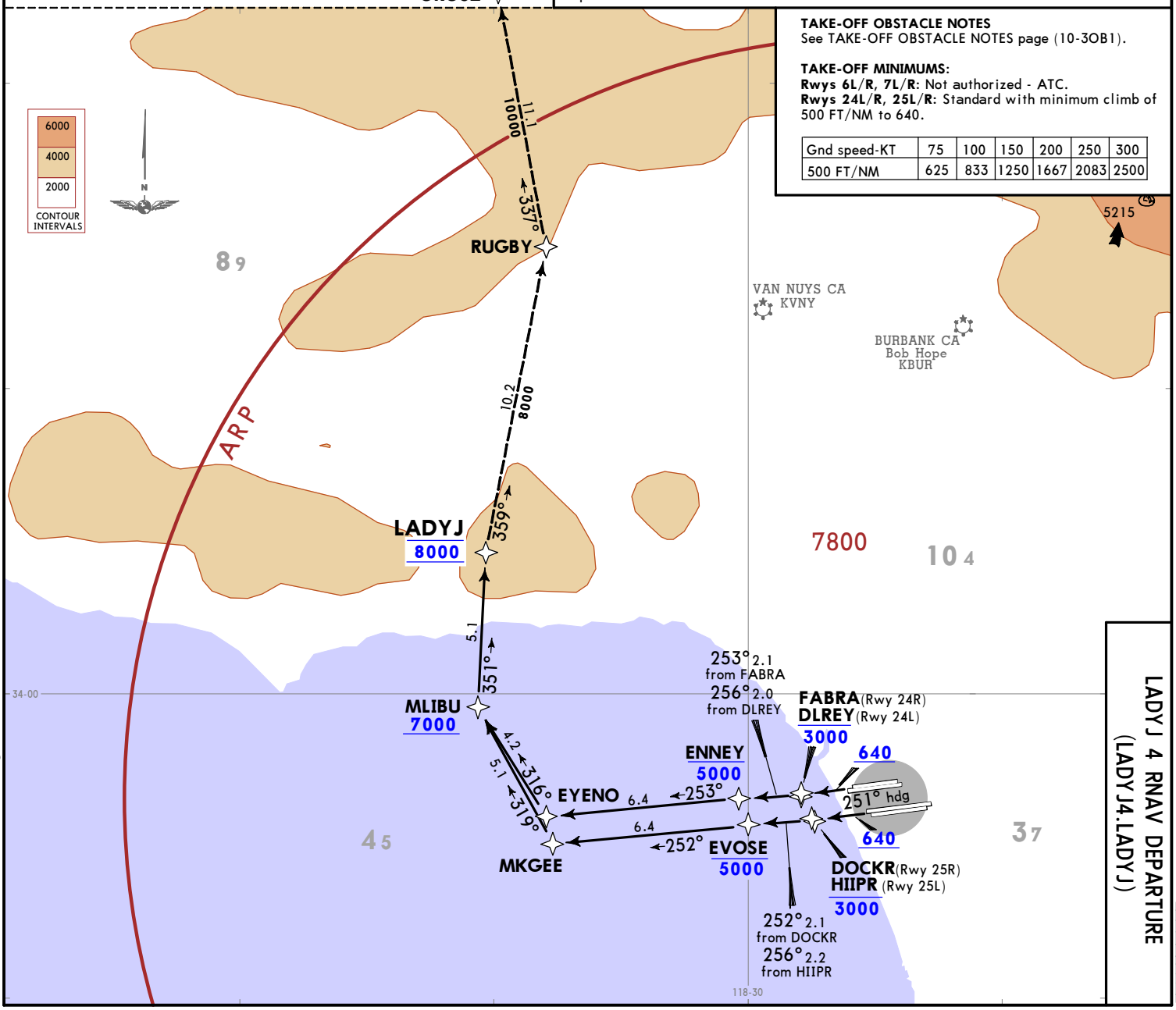
ROUTING

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

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

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



LADYJ 4 RNAV DEPARTURE
(LADYJ4.LADYJ)

CHANGES: Departure frequency, MSA.
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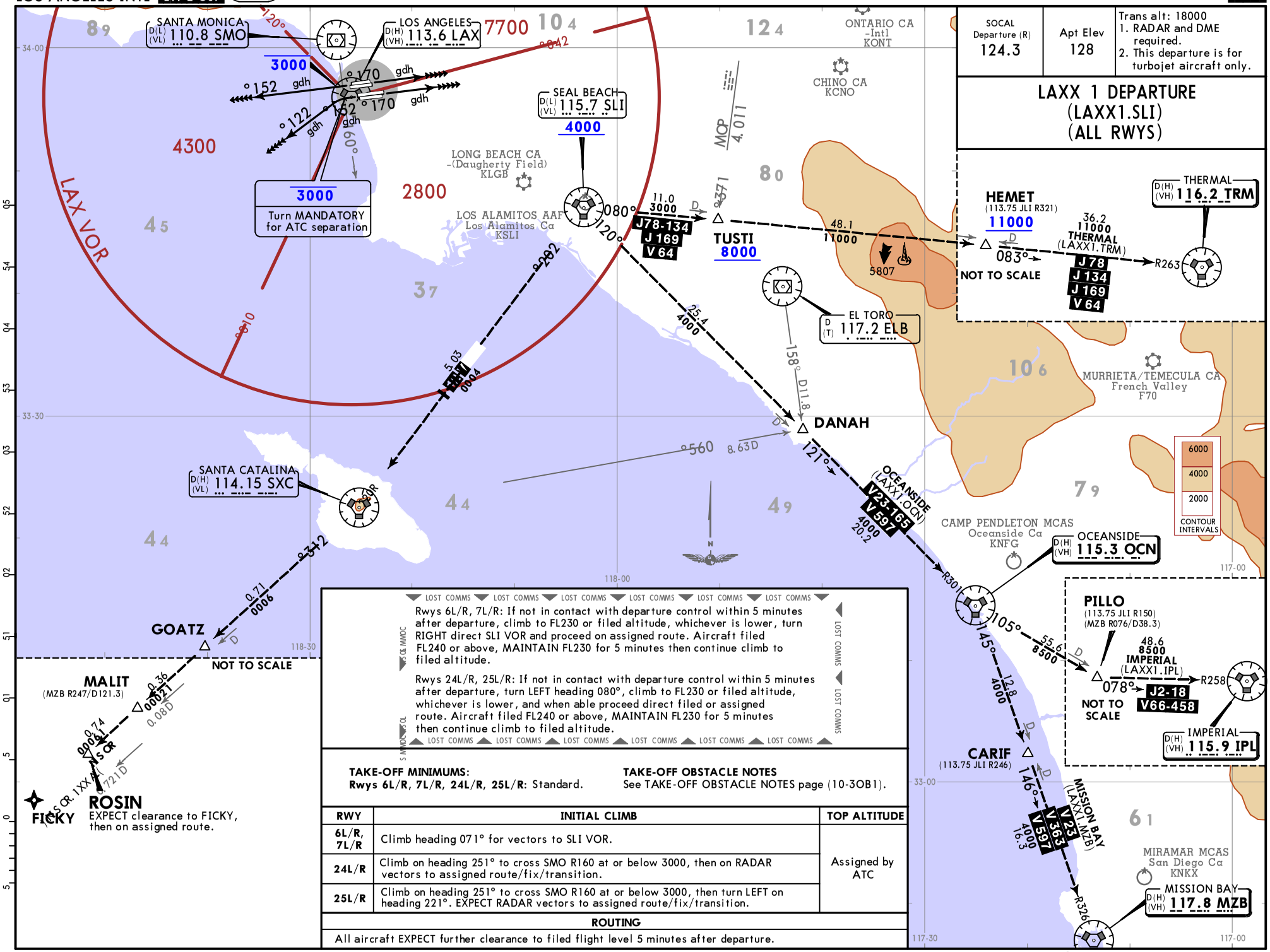
SOCAL Departure (R)	Apt Elev	Trans alt: 18000
124.3	128	1. RADAR and DME required. 2. This departure is for turbojet aircraft only.

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



CHANGES: JLI VOR frequency, SMO VOR service volume.

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KLAX/LAX
LOS ANGELES INTL

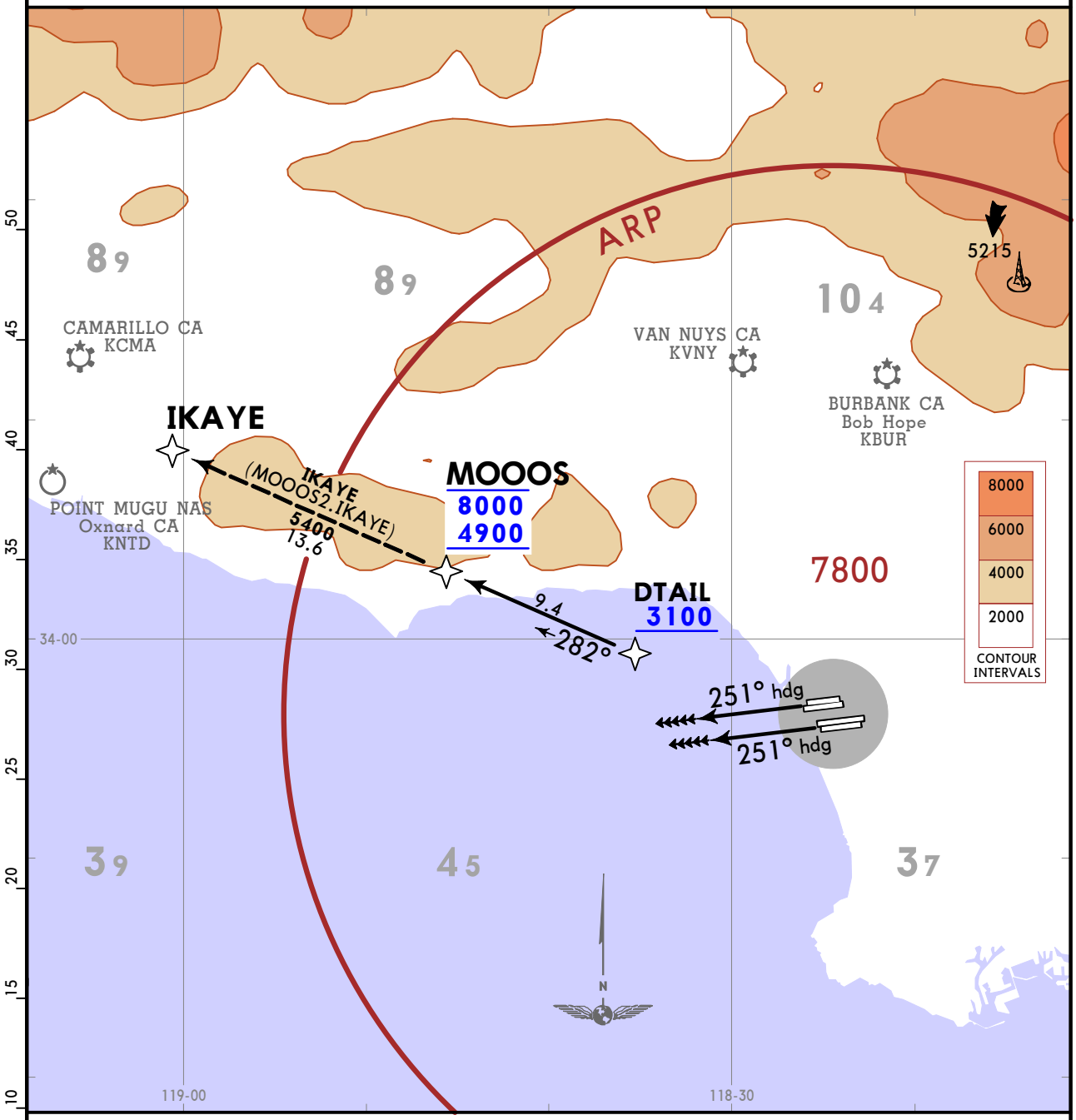
JEPPESEN

21 NOV 25 (10-3H) Eff 27 Nov

LOS ANGELES, CALIF
RNAV SID

SOCAL Departure (R)	Apt Elev	
125.2	128	Trans alt: 18000 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turboprop aircraft only.

MOOOS 2 RNAV DEPARTURE (MOOOS2.MOOOS)



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

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

LOST COMMS

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

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

ROUTING

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

CHANGES: Departure frequency, MSA.

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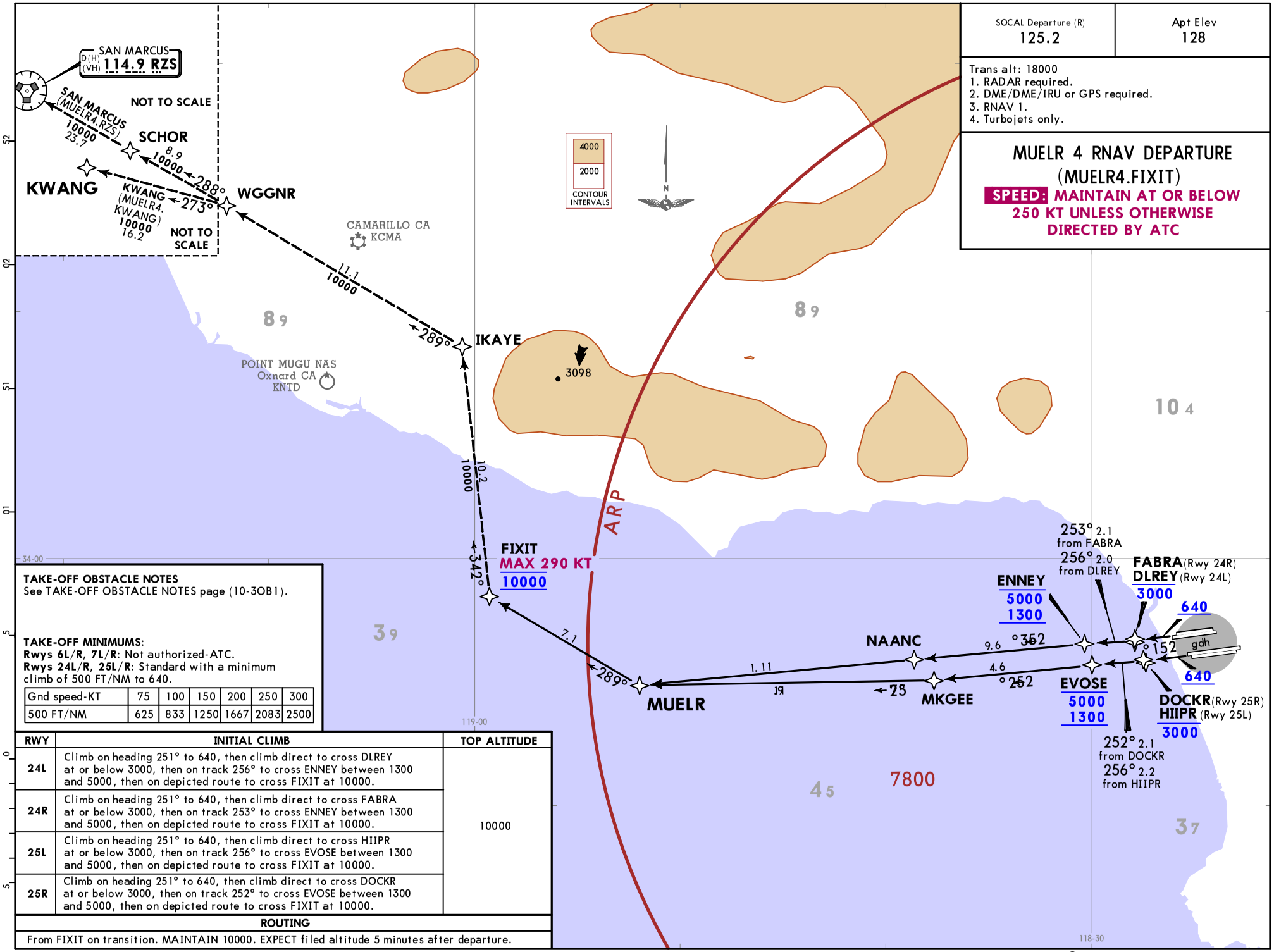
SOCAL Departure (R)	Apt Elev
125.2	128

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

MUELR 4 RNAV DEPARTURE (MUELR4.FIXIT)

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



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

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

ROUTING
From FIXIT on transition. MAINTAIN 10000. EXPECT filed altitude 5 minutes after departure.

CHANGES: Departure frequency, RZS VOR service volume, MSA.

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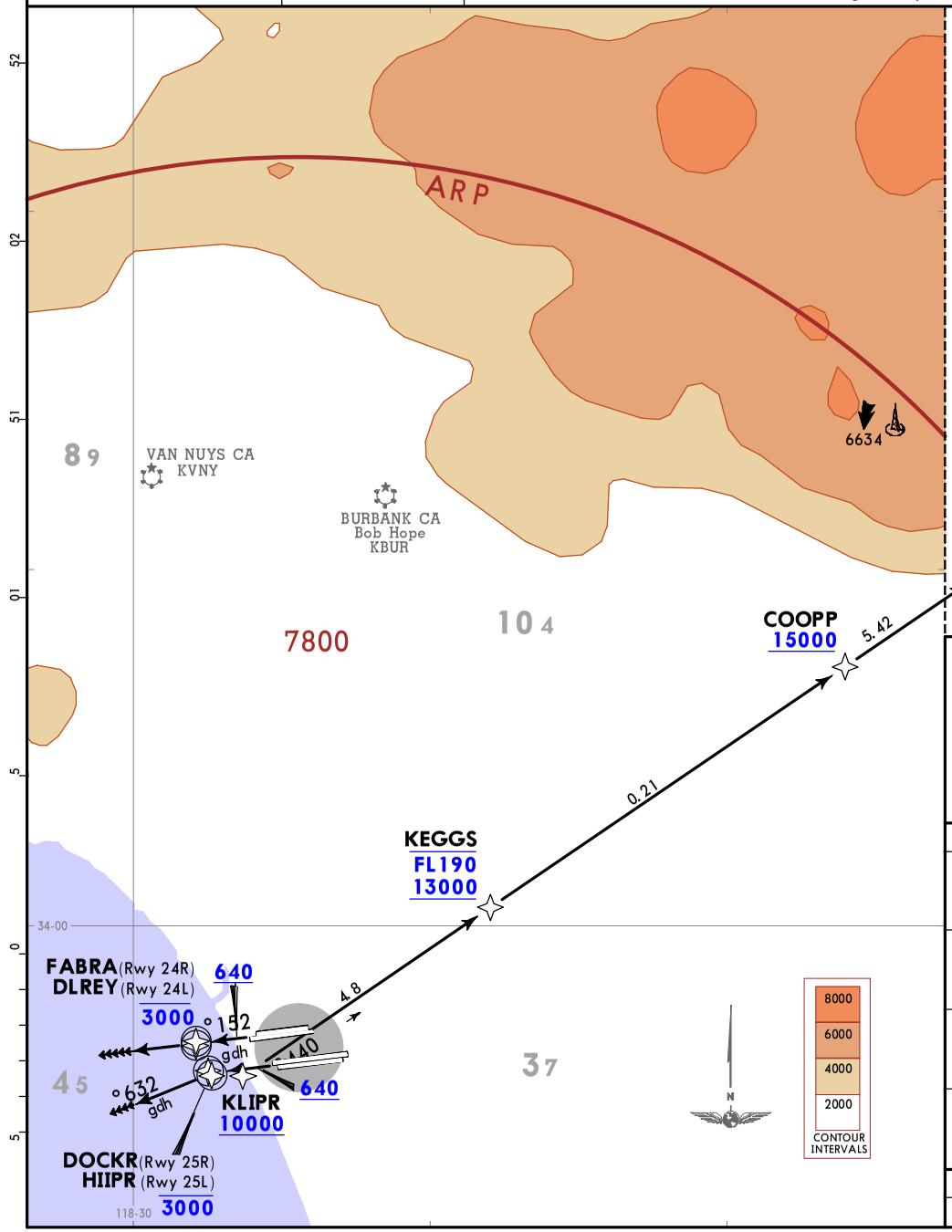
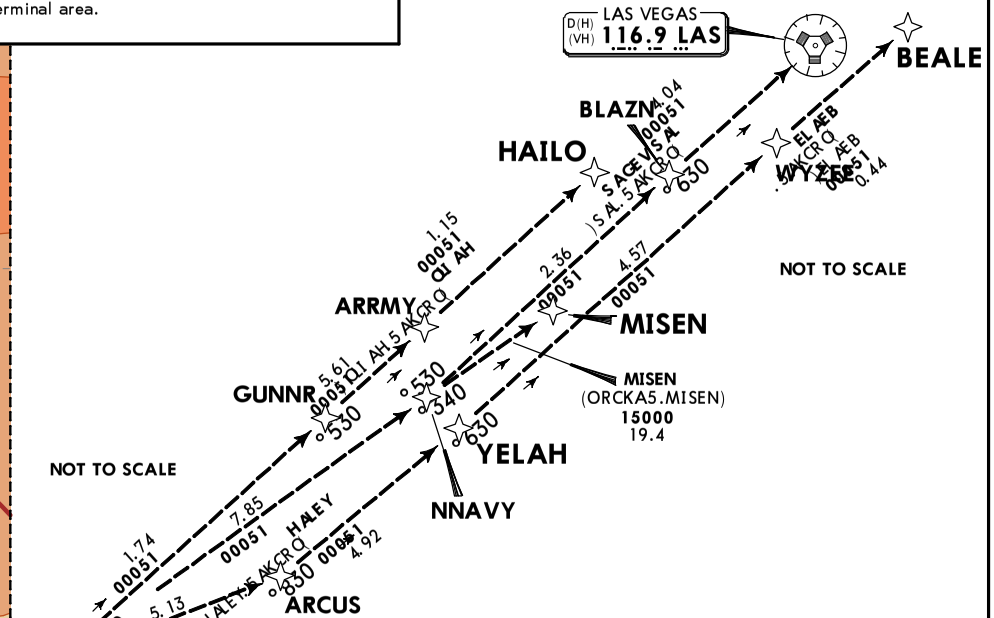
SOCAL Departure (R)	Apt Elev
124.3	128

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

ORCKA 5 RNAV DEPARTURE (ORCKA5.ORCKA)





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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
If not in contact with departure control within 5 minutes after departure, turn LEFT and proceed direct KLIPR waypoint, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude 10 minutes after departure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲
COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

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

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

ROUTING

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

CHANGES: Departure frequency, LAS VOR service volume, MSA.

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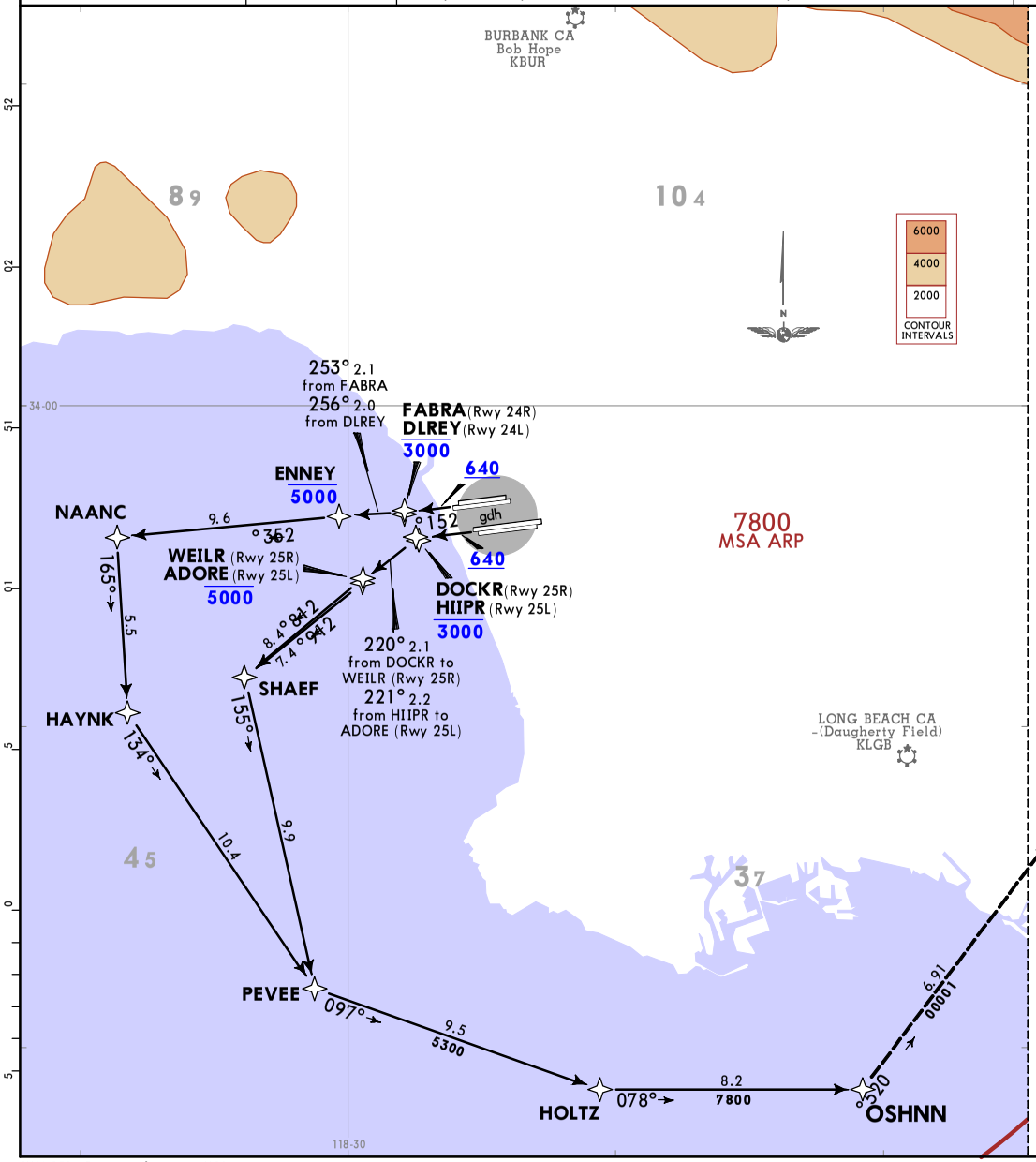
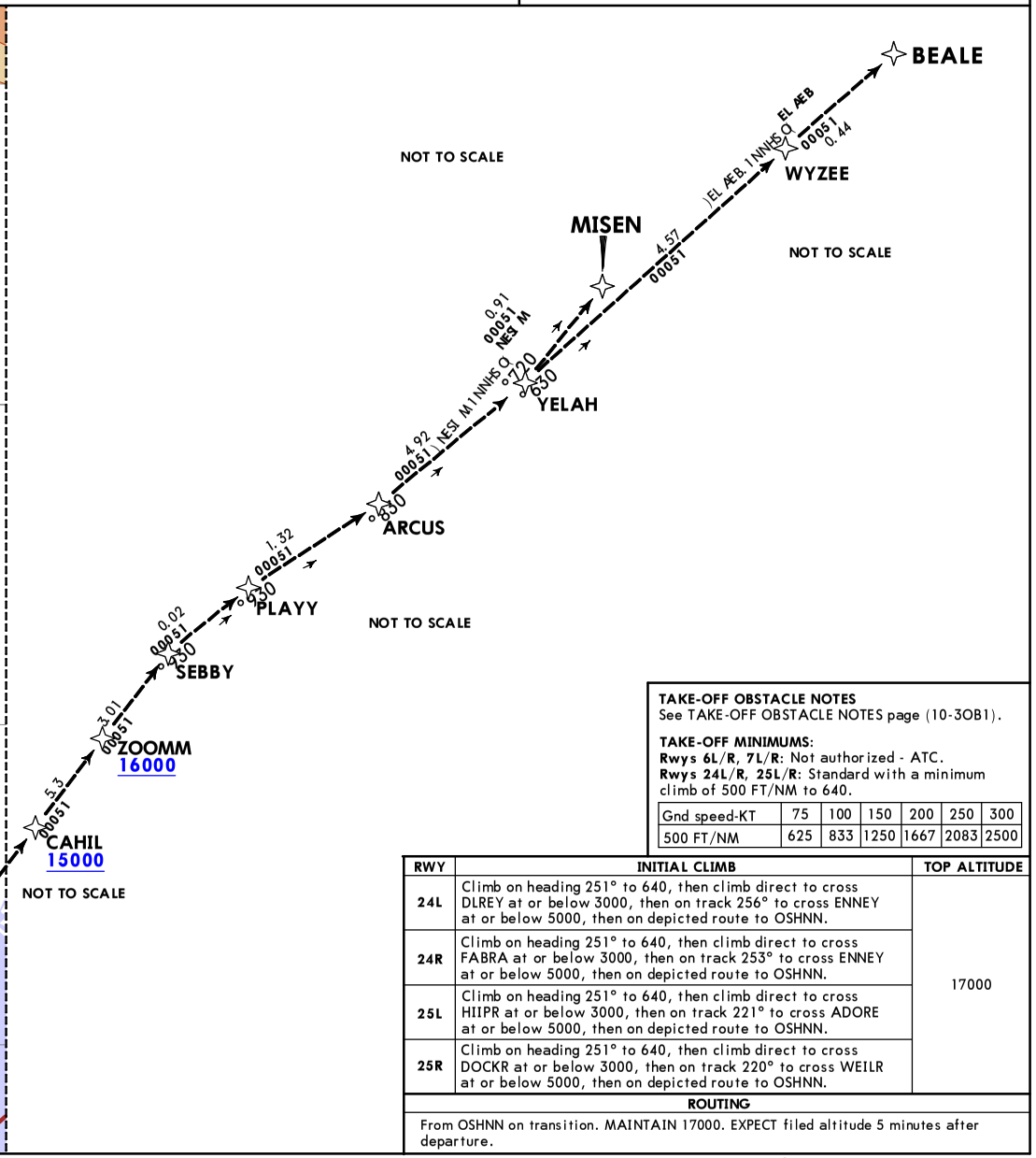
SOCAL Departure (R)	Apt Elev
124.3	128

Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. This departure to be used only if unable to use the ORCKA Departure.
5. Rwys 24L/R departure EXPECT RADAR vector to PEVEE prior to NAANC.
6. Turn at HIIPR and DOCKR are required for ATC separation.
7. MISEN Transition restricted to aircraft landing Las Vegas terminal area.

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





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

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

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

CHANGES: Departure frequency, MSA.

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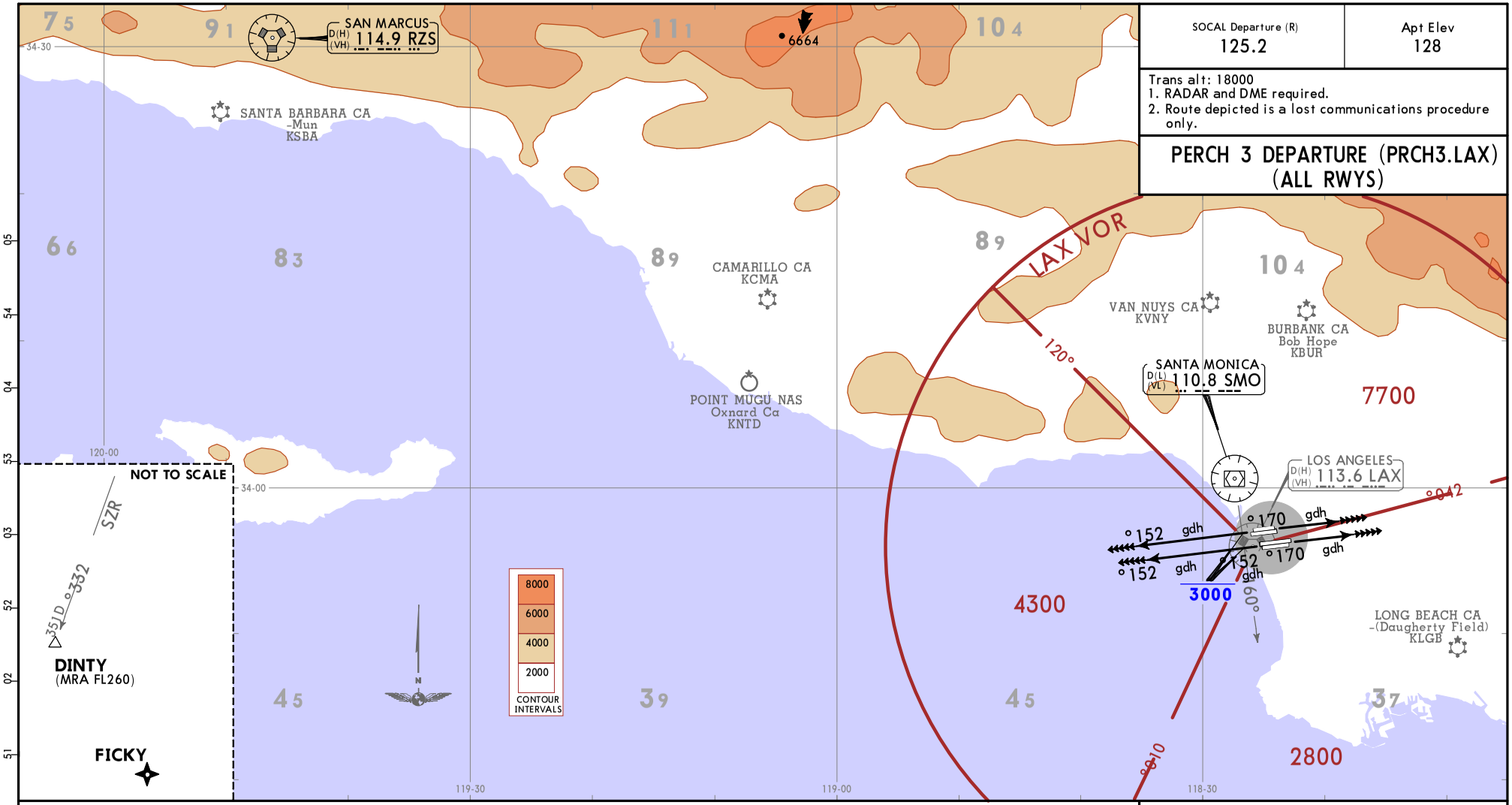
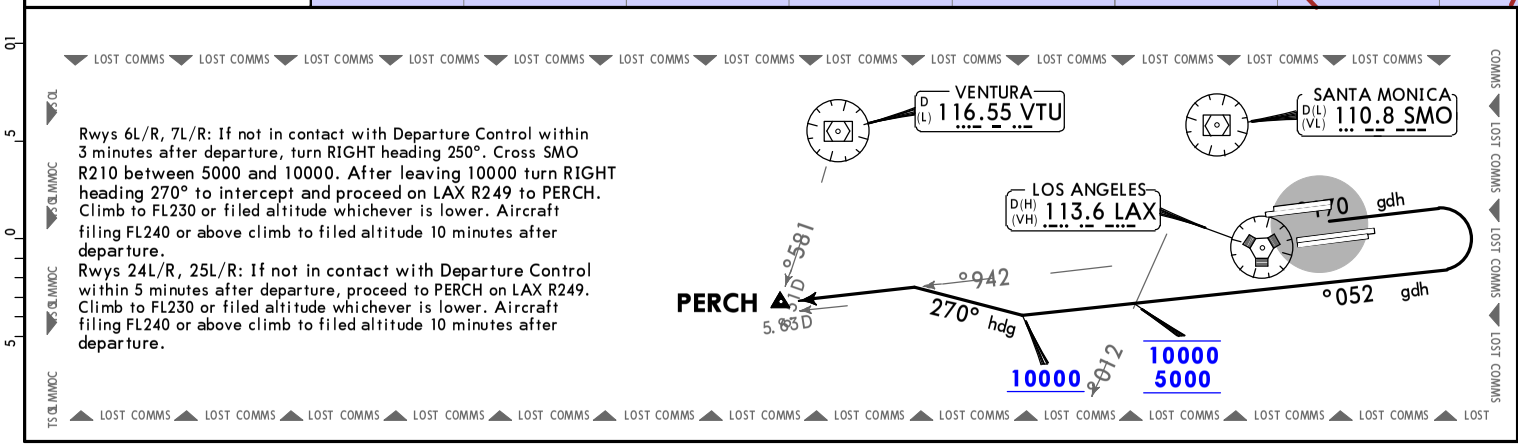
SOCAL Departure (R)	Apt Elev
125.2	128

Trans alt: 18000
1. RADAR and DME required.
2. Route depicted is a lost communications procedure only.

PERCH 3 DEPARTURE (PRCH3.LAX) (ALL RWYS)





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.

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.

RWY	INITIAL CLIMB	TOP ALTITUDE
6L/R, 7L/R	Climb on heading 071° for RADAR vectors to DINTY or FICKY.	Assigned by ATC
24L/R, 25L/R	Climb on heading 251° to cross SMO R160 at or below 3000, then on RADAR vectors to DINTY or FICKY.	

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

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

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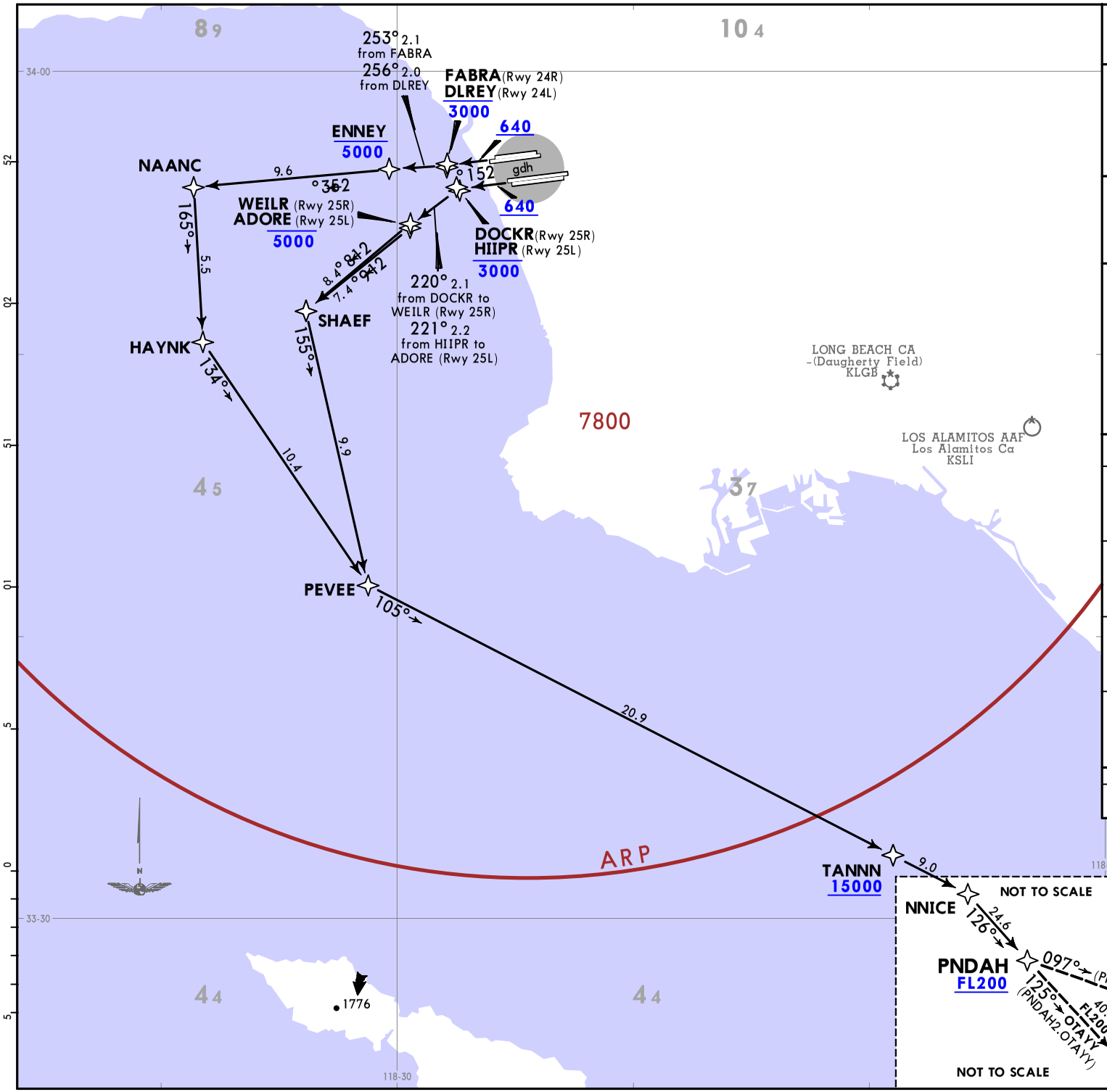

SOCAL Departure (R)	Apt Elev
124.3	128

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

PNDAH 2 RNAV DEPARTURE (PNDAH2.PNDAH) (RWYS 24L/R, 25L/R)

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

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 depicted route to PNDAH.	FL200
24R	Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to PNDAH.	
25L	Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to PNDAH.	
25R	Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to PNDAH.	

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

CHANGES: Departure frequency, MSA.

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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.

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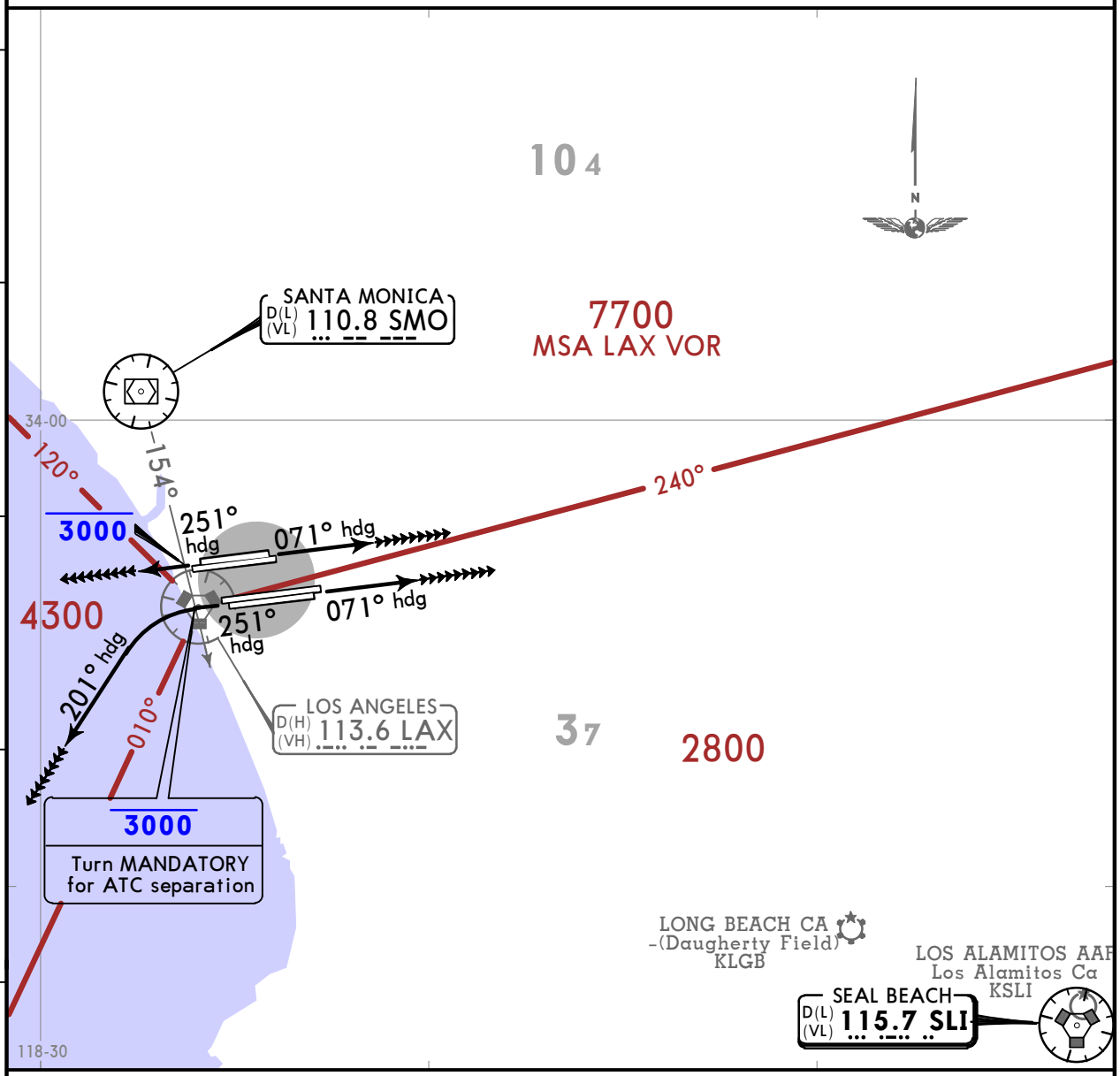
SOCAL Departure (R)	Apt Elev	
124.3	128	Trans alt: 18000 Takeoff Rwys 24L/R and 25L/R: This departure is for non-turbojet aircraft. Turbojet aircraft use LAXX Departure.

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.

CHANGES: SMO VOR service volume.

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SOCAL Departure (R)
124.3

Apt Elev
128

Trans alt: 18000
DME and RADAR required.

SEBBY 3 DEPARTURE (SEBBY3.DAG) (RWYS 24L/R, 25L/R)

RWY	INITIAL CLIMB	TOP ALTITUDE
24L/R	Climb on heading 251° to cross SMO R160 at or below 3000.	Assigned by ATC
25L/R	Climb on heading 251°, at the SMO R160 turn LEFT heading 221°, cross SMO R160 at or below 3000.	

ROUTING

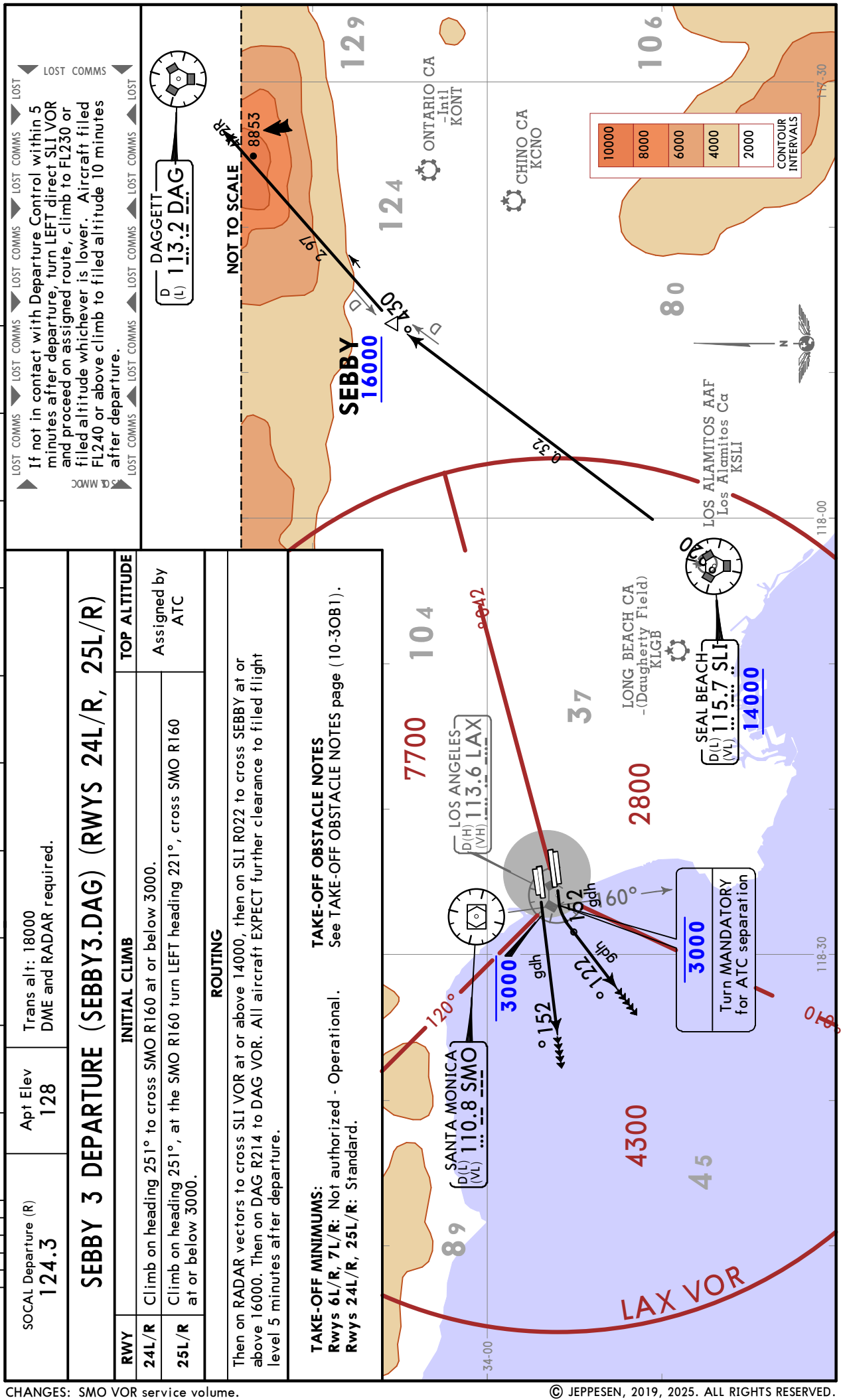
Then on RADAR vectors to cross SLI VOR at or above 14000, then on SLI R022 to cross SEBBY at or above 16000. Then on DAG R214 to DAG VOR. All aircraft EXPECT further clearance to filed flight level 5 minutes after departure.

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

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

If not in contact with Departure Control within 5 minutes after departure, turn LEFT direct SLI VOR and proceed on assigned route, climb to FL230 or filed altitude whichever is lower. Aircraft filed FL240 or above climb to filed altitude 10 minutes after departure.

LOST COMMS



CHANGES: SMO VOR service volume.

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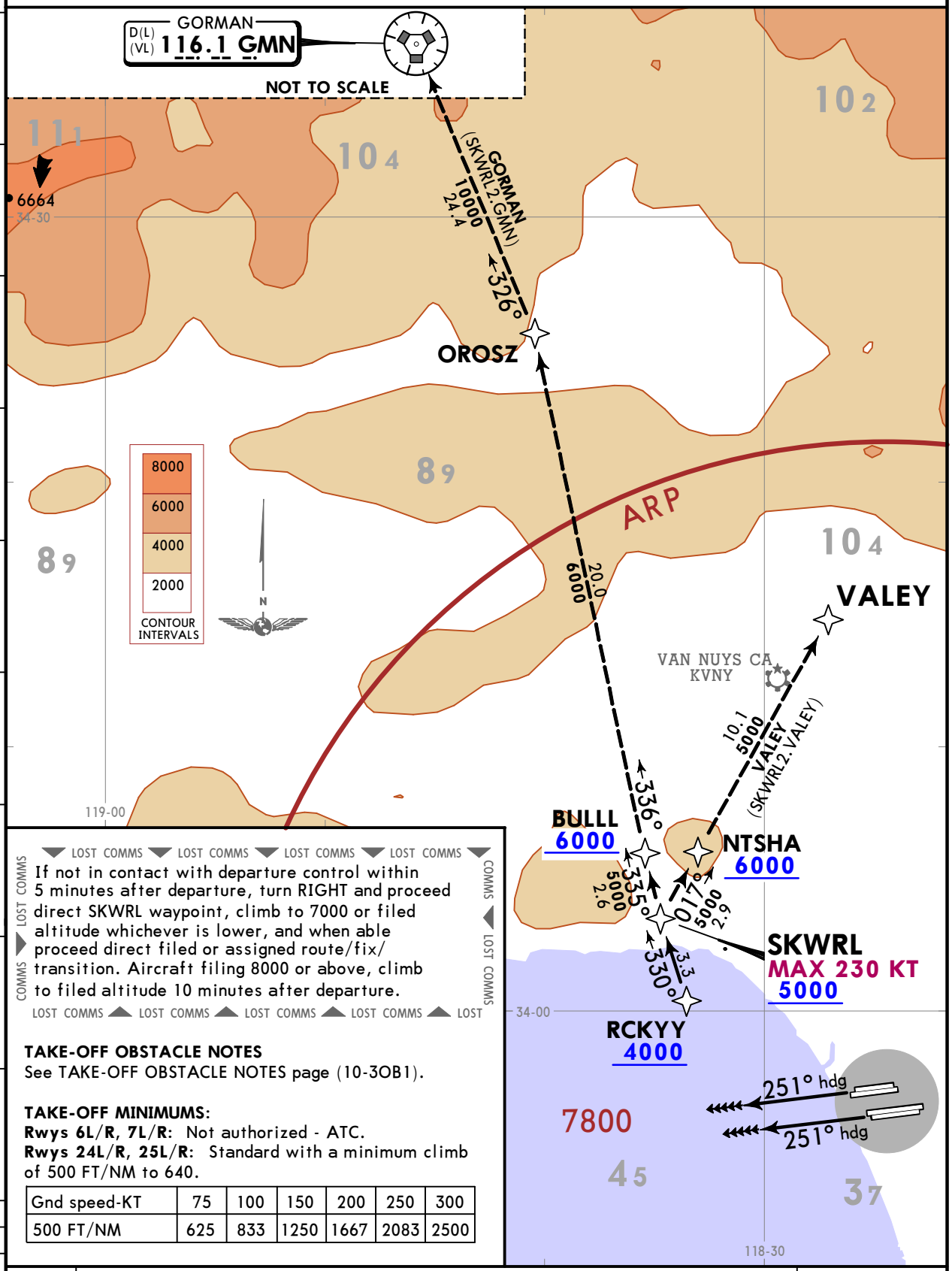
SOCAL Departure (R)	Apt Elev	
125.2	128	Trans alt: 18000 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turboprop aircraft only.

SKWRL 2 RNAV DEPARTURE (SKWRL2.SKWRL) (RWYS 24L/R, 25L/R)



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

If not in contact with departure control within 5 minutes after departure, turn RIGHT and proceed direct SKWRL waypoint, climb to 7000 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing 8000 or above, climb to filed altitude 10 minutes after departure.

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

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

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

ROUTING

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

CHANGES: Departure frequency, MSA.

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SOCAL Departure (R)	Apt Elev	Trans alt: 18000
124.3	128	RNAV 1 - DME/DME/IRU or GPS

1. RADAR required for non-GPS equipped aircraft.
2. Jets only.
3. For use only when nighttime noise abatement procedures are in effect.
4. MISEN transition for Las Vegas terminal area arrivals only.

STHBY 1 RNAV DEPARTURE
(STHBY1.STHBY)
(RWYS 24L/R, 25L/R)

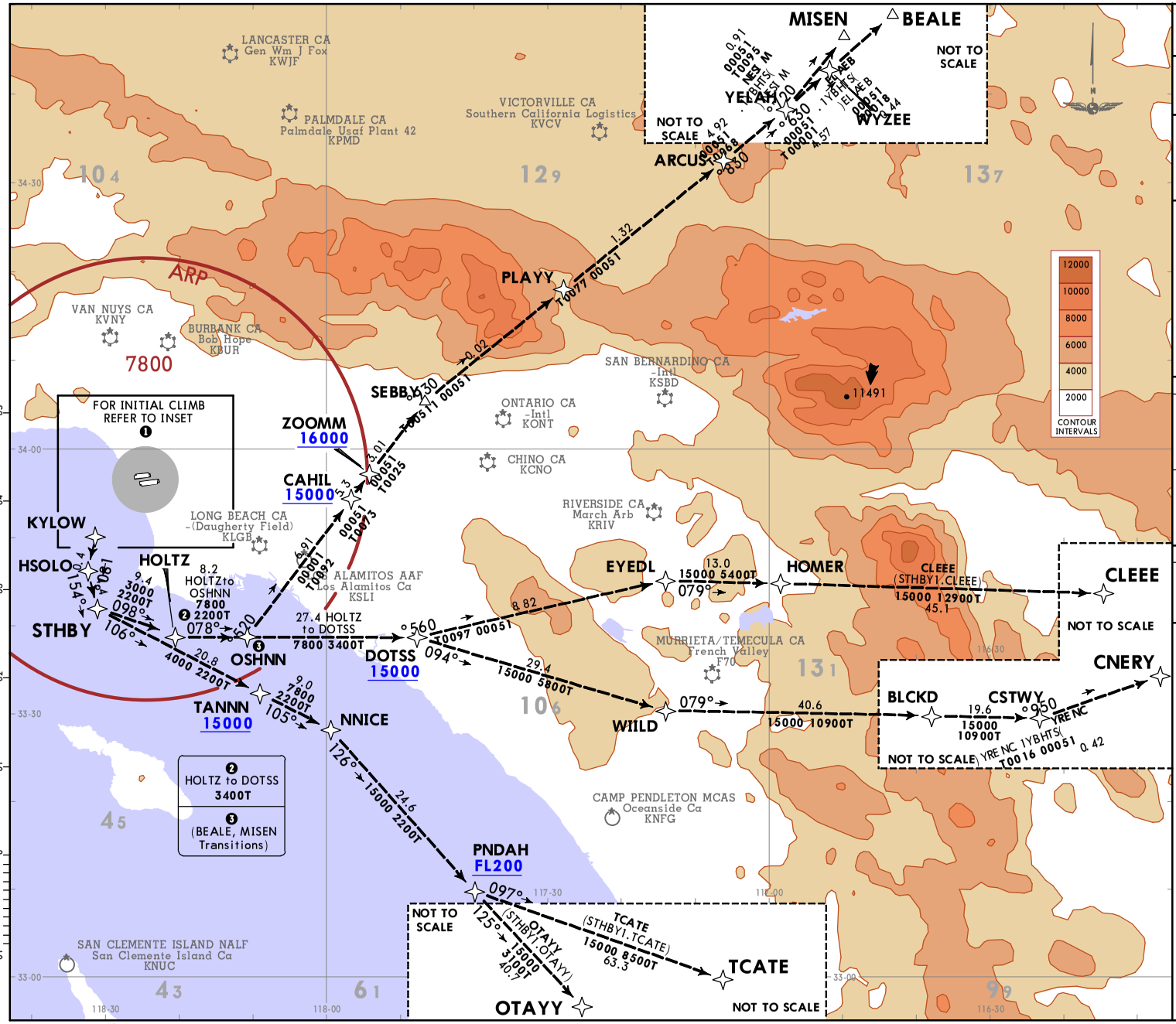
TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

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.

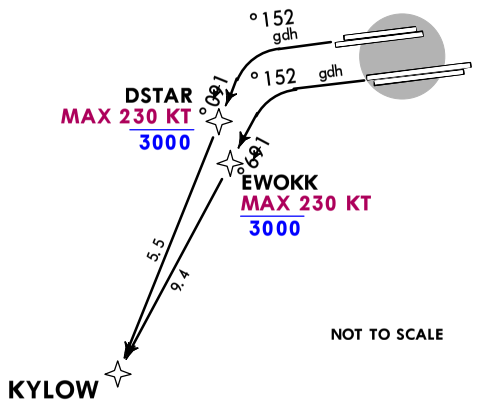
Gnd speed-KT	75	100	150	200	250	300
230 FT/NM	288	383	575	767	958	1150
260 FT/NM	325	433	650	867	1083	1300
280 FT/NM	350	467	700	933	1167	1400

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.	BEALE, CLEEE, CNERY, AND MISEN TRANSITIONS 17000
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.	OTAYY AND TCATE TRANSITIONS Assigned by ATC

ROUTING
From KYLOW, on track 180° to HSOLO, then on track 154° to STHBY, then on transition. Departures on OTAYY and TCATE transitions MAINTAIN ATC assigned altitude. Departures on BEALE, CLEEE, CNERY and MISEN transitions MAINTAIN 17000, EXPECT filed altitude 10 minutes after departure.



INITIAL CLIMB



CHANGES: Departure frequency.

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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, then on track 260° to SUMMR.	FL230
24R	Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, then on track 260° to SUMMR.	
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, then on track 260° to SUMMR.	
25R	Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to 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.

SOCAL Departure (R)	Apt Elev	Trans alt: 18000
125.2	128	

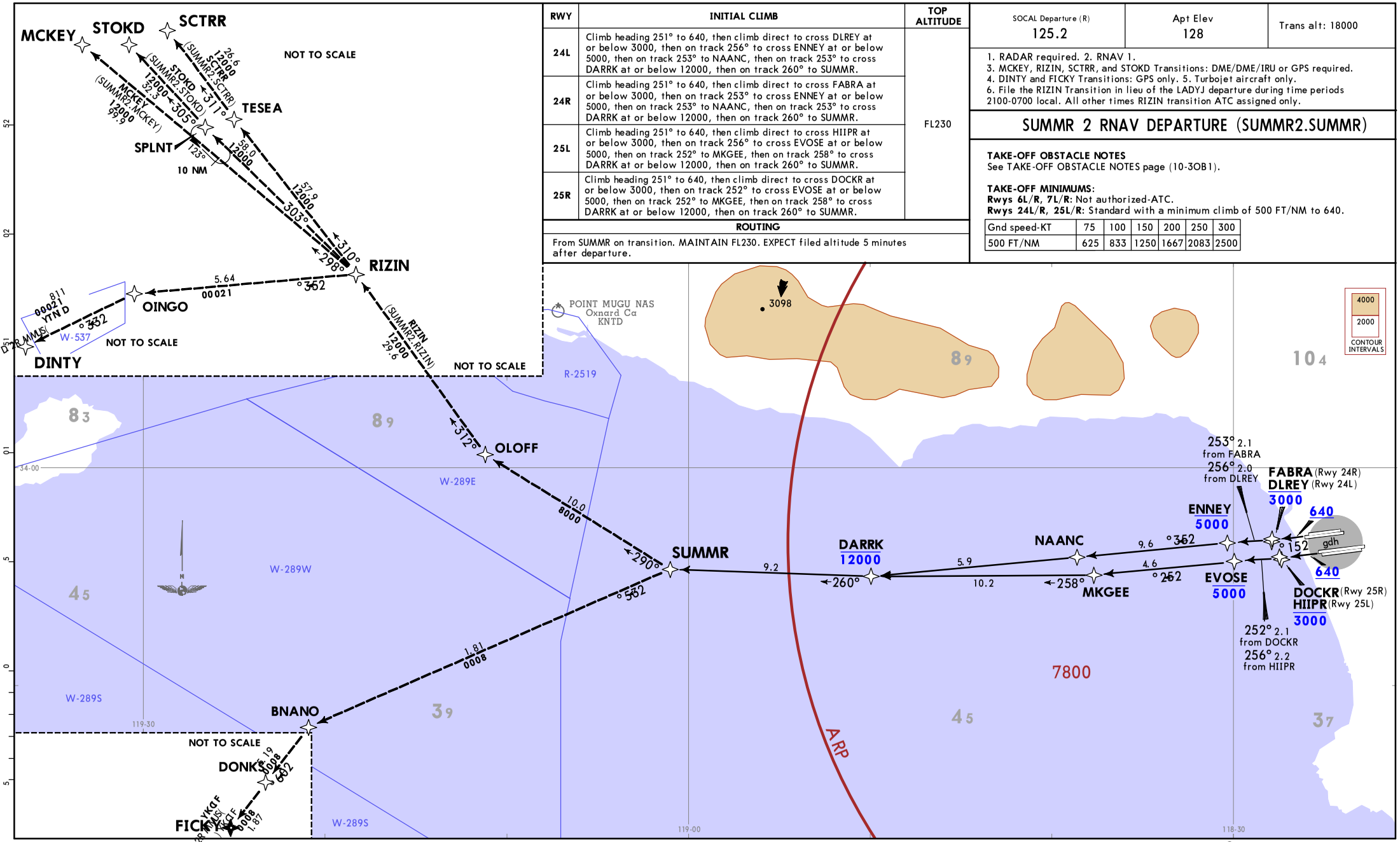
1. RADAR required. 2. RNAV 1.
3. MCKEY, RIZIN, SCTRR, and STOKD Transitions: DME/DME/IRU or GPS required.
4. DINTY and FICKY Transitions: GPS only. 5. Turbojet aircraft only.
6. File the RIZIN Transition in lieu of the LADYJ departure during time periods 2100-0700 local. All other times RIZIN transition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

SUMMR 2 RNAV DEPARTURE (SUMMR2.SUMMR)

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

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



CHANGES: Departure frequency, MSA.

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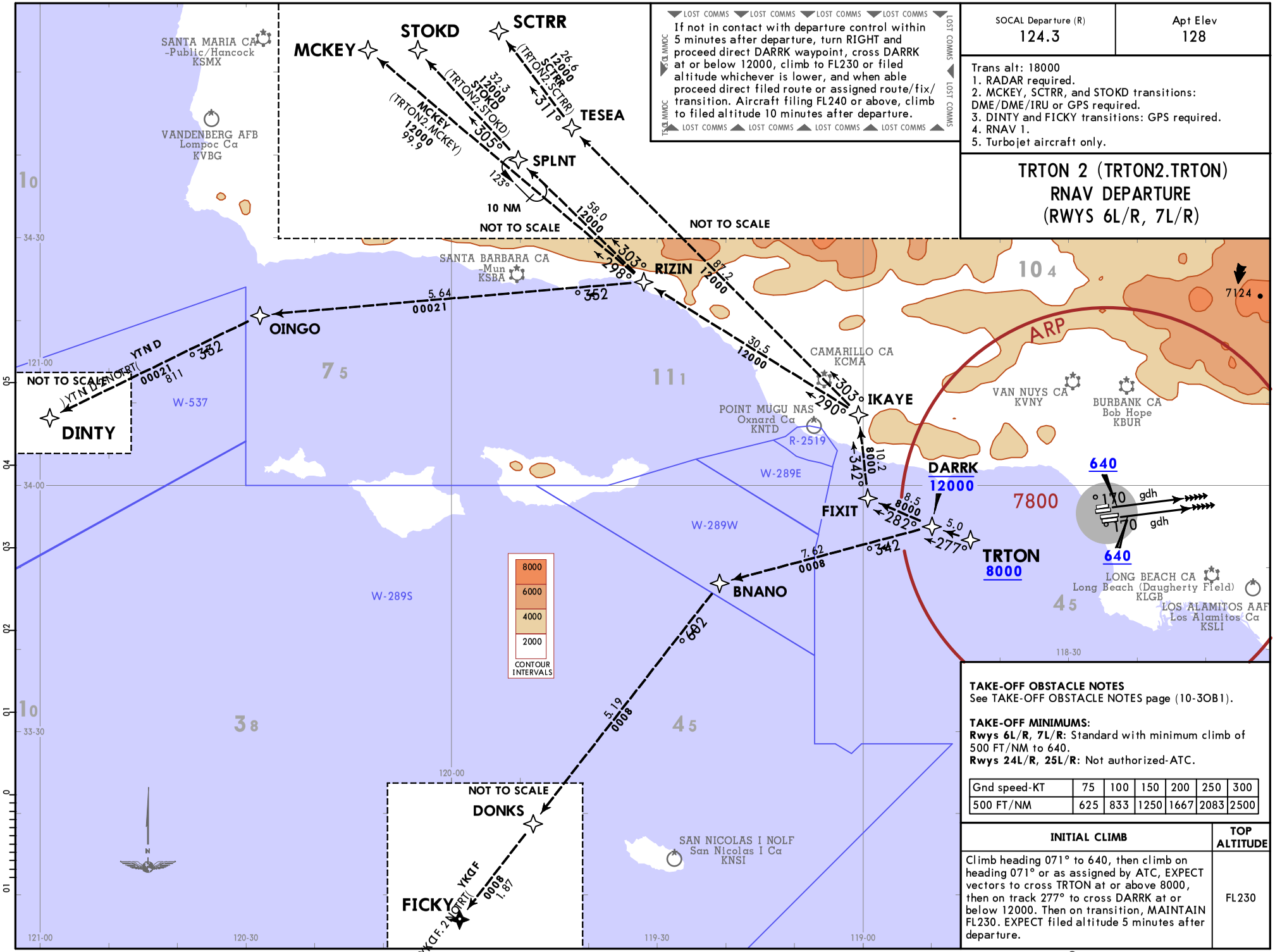

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
If not in contact with departure control within 5 minutes after departure, turn RIGHT and proceed direct DARRK waypoint, cross DARRK at or below 12000, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed route or assigned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

SOCAL Departure (R)	Apt Elev
124.3	128

Trans alt: 18000
1. RADAR required.
2. MCKEY, SCTRR, and STOKD transitions: DME/DME/IRU or GPS required.
3. DINTY and FICKY transitions: GPS required.
4. RNAV 1.
5. Turbojet aircraft only.

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

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

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

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

INITIAL CLIMB	TOP ALTITUDE
Climb heading 071° to 640, then climb on heading 071° or as assigned by ATC, EXPECT vectors to cross TRTON at or above 8000, then on track 277° to cross DARRK at or below 12000. Then on transition, MAINTAIN FL230. EXPECT filed altitude 5 minutes after departure.	FL230

CHANGES: Departure frequency, MSA.

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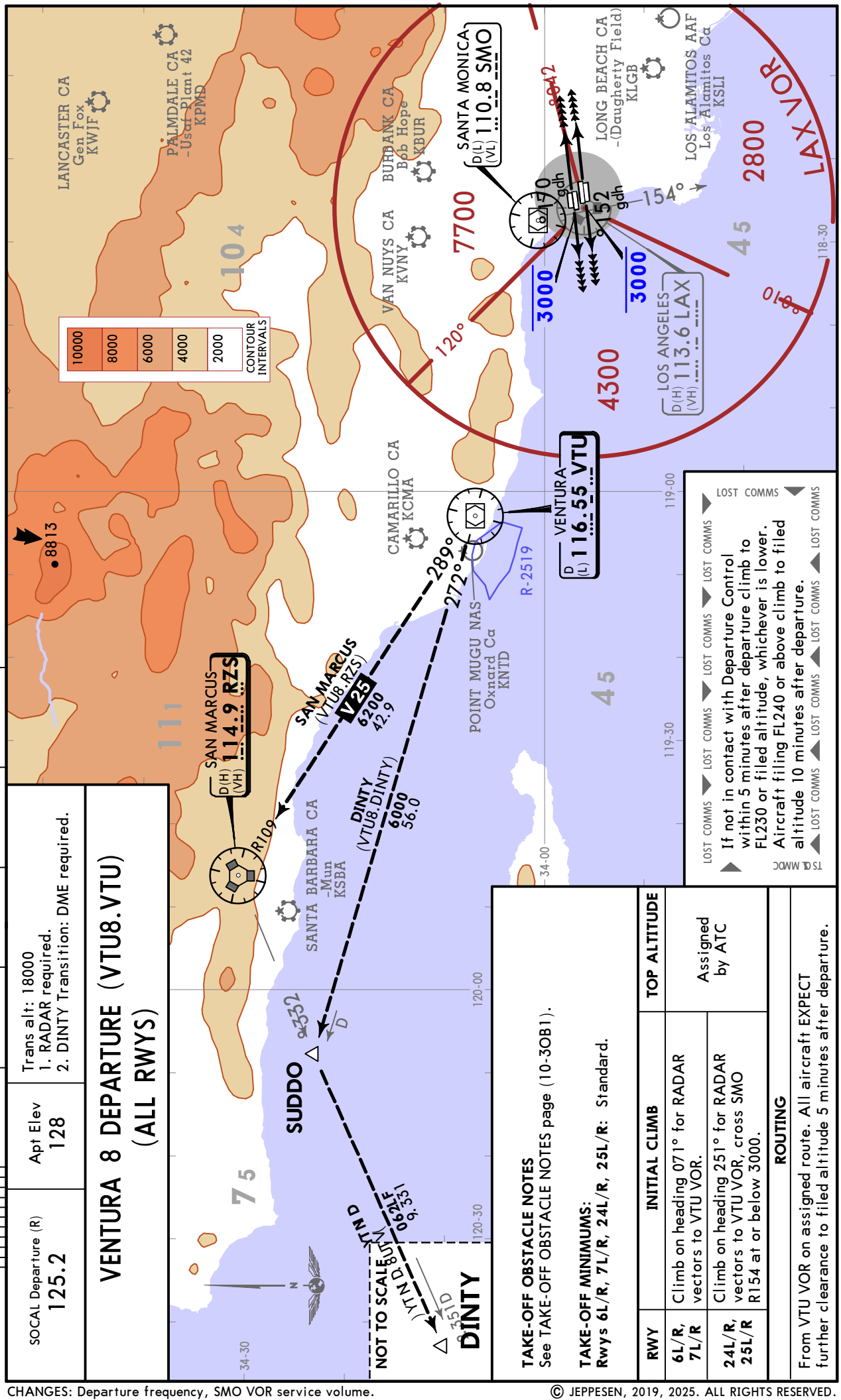
KLAX/LAX
LOS ANGELES INTL

JEPPESEN

21 NOV 25 (10-3V) Eff 27 Nov

LOS ANGELES, CALIF
SID



CHANGES: Departure frequency, SMO VOR service volume.

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SOCAL Departure (R)	Apt Elev	Trans alt: 18000
125.2	128	1. RADAR required. 2. RNAV 1. 3. Turbojet aircraft only.

WNNDY 3 RNAV DEPARTURE (WNNDY3.WNNDY)

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

LOST COMMS

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

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

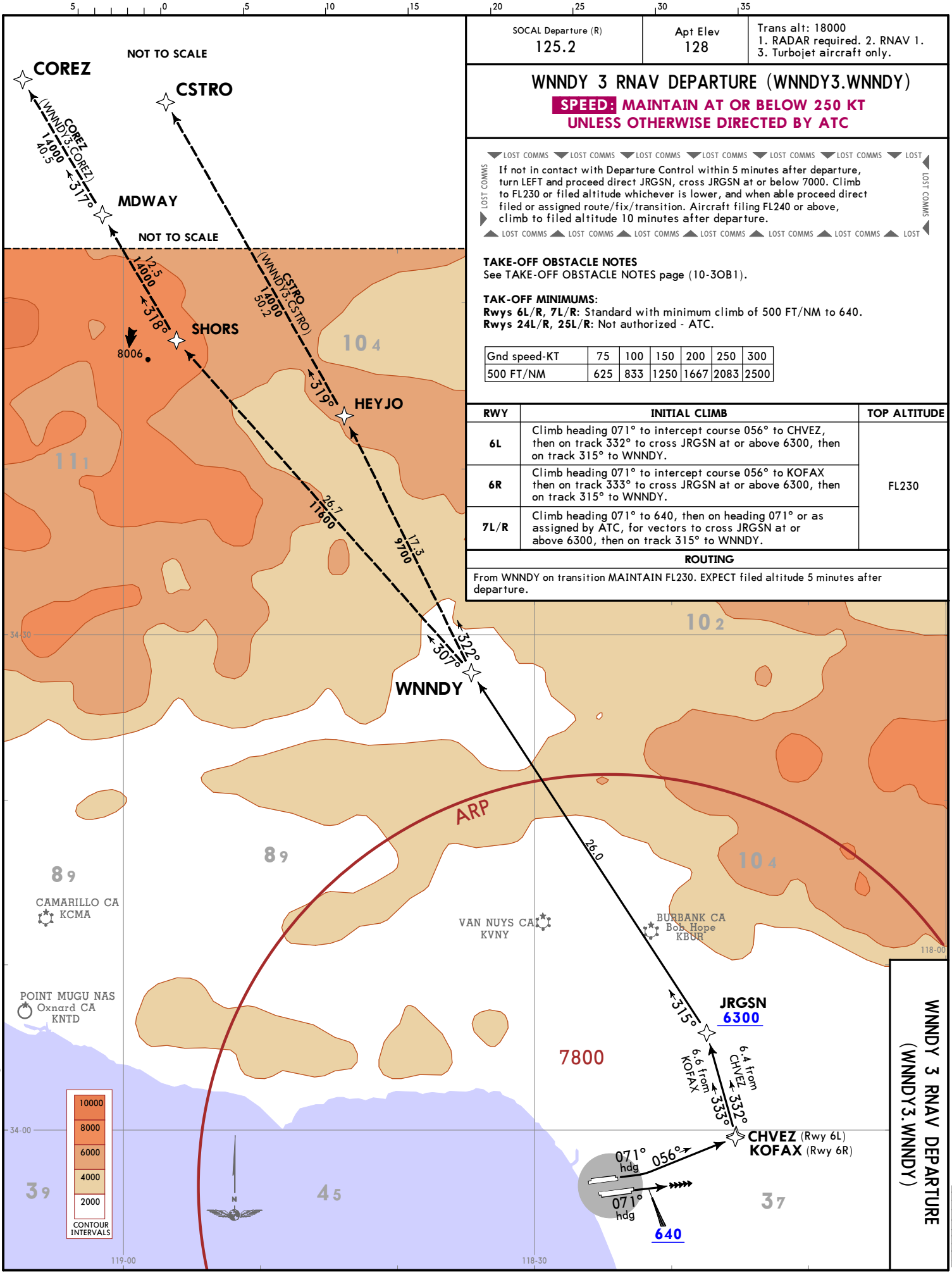
TAK-OFF MINIMUMS:
Rwys 6L/R, 7L/R: Standard with minimum climb of 500 FT/NM to 640.
Rwys 24L/R, 25L/R: Not authorized - ATC.

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

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

ROUTING

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



CHANGES: Departure frequency, MSA.

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SOCAL Departure (R)	Apt Elev
124.3	128

Trans alt: 18000

RNAV 1 - GPS

1. RADAR required. 2. Turn at HIIPR and DOCKR are required for ATC separation. 3. Rwy 24 L/R departures: EXPECT RADAR vectors to BEAUT, LAUER, TANDY or ZILLI prior to 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 (10-3OB1).

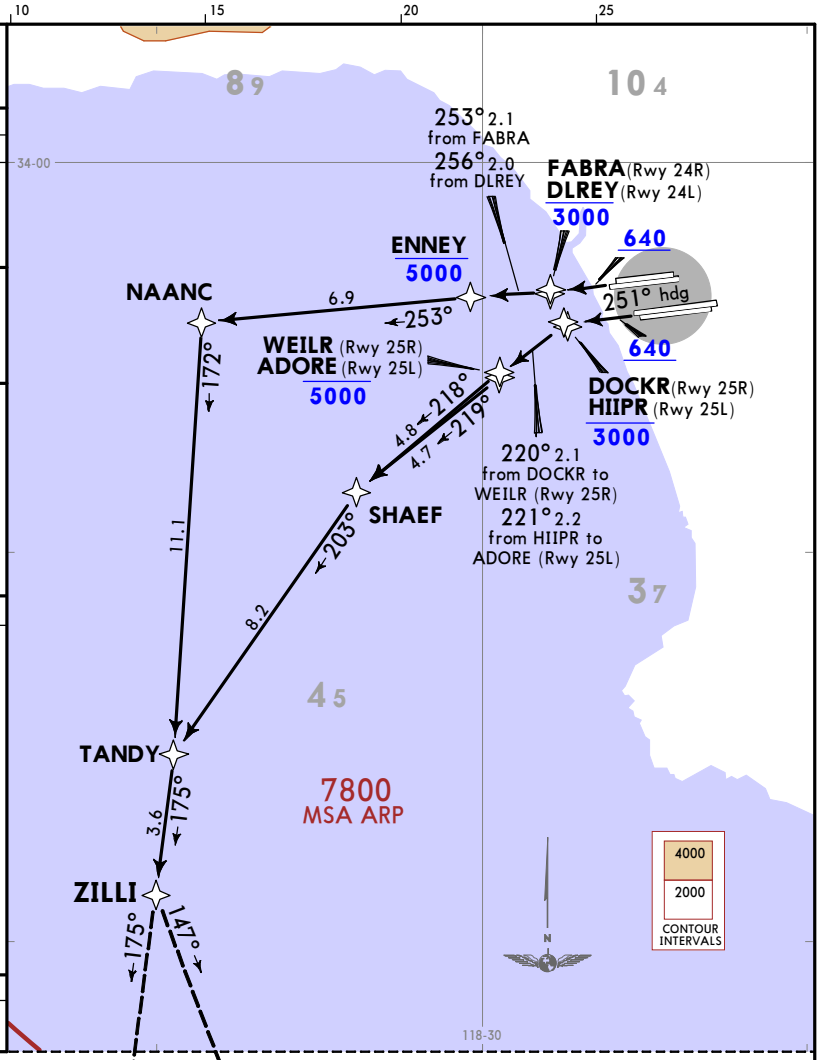
TAKE-OFF MINIMUMS:
Rwys 6L/R, 7L/R: Not authorized - ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500 FT/NM to 640.

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

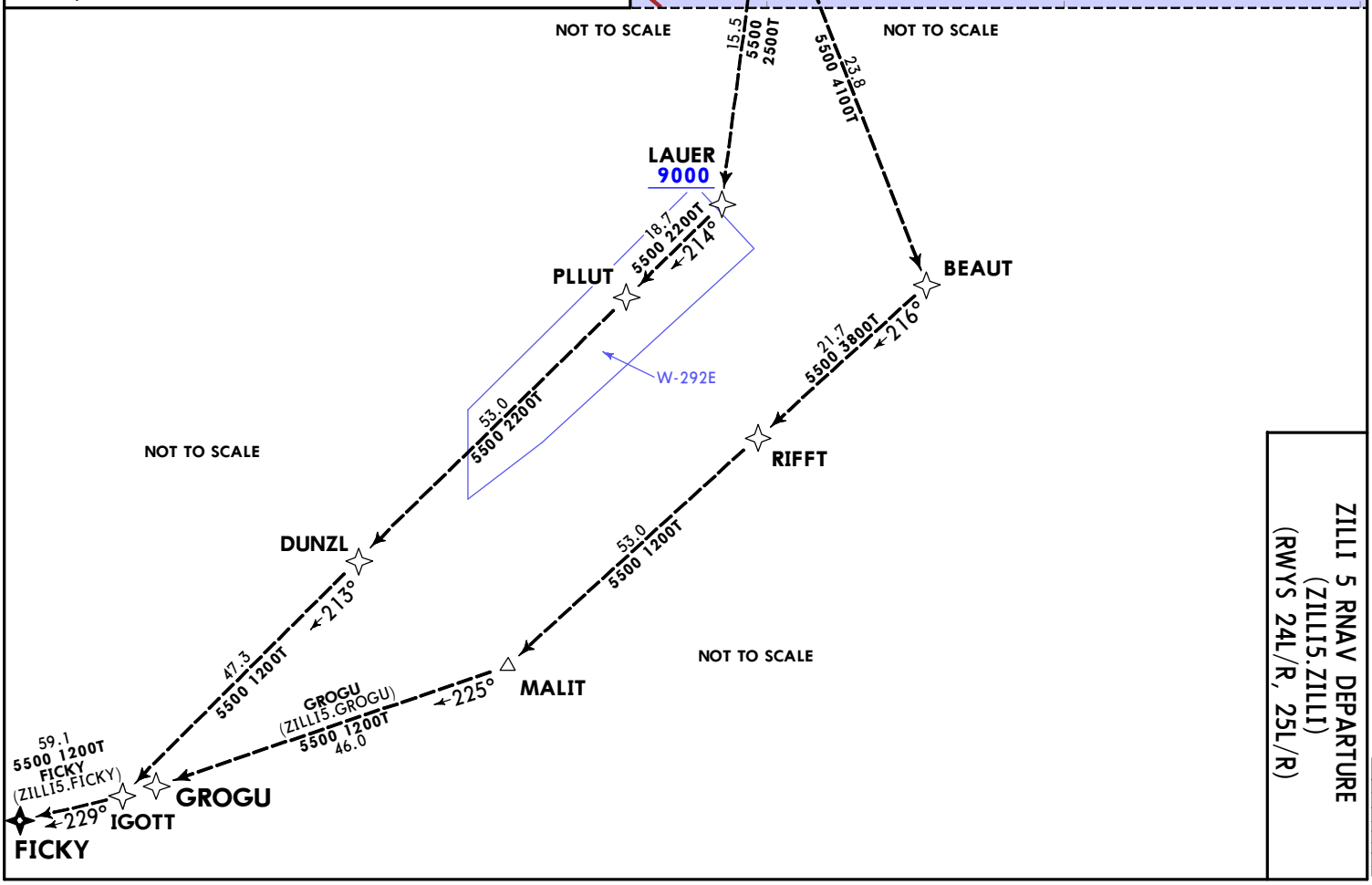
RWY	INITIAL CLIMB	TOP ALTITUDE
24L	Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to ZILLI.	14000
24R	Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 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.



NOT TO SCALE



NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

KLAX/LAX
LOS ANGELES INTL

LOS ANGELES, CALIF
RNAV SID

ZILLI 5 RNAV DEPARTURE
(ZILLI5.ZILLI)
(RWYS 24L/R, 25L/R)

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

CHANGES: Departure frequency, MSA.

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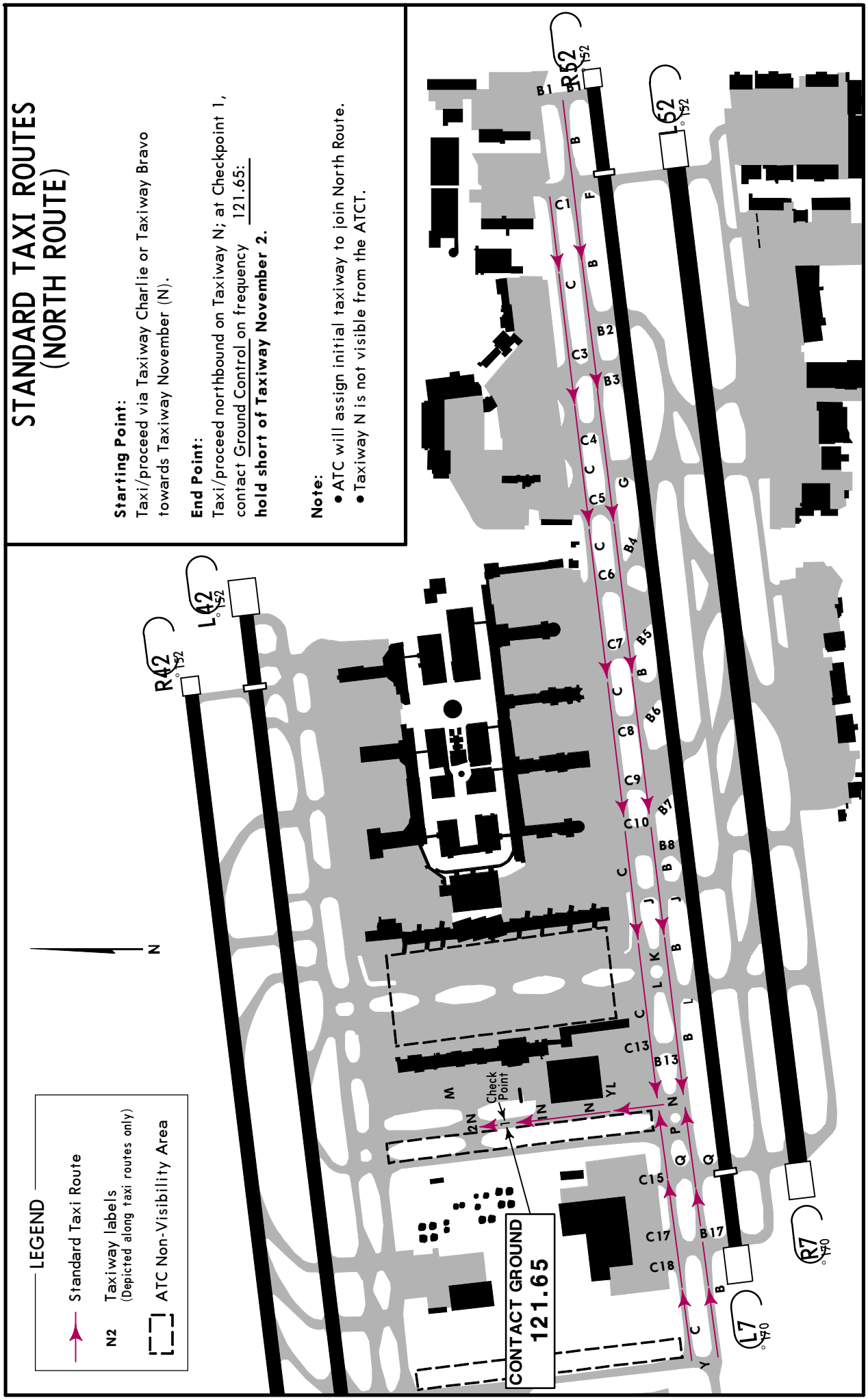

CHANGES: Apron and terminal building.

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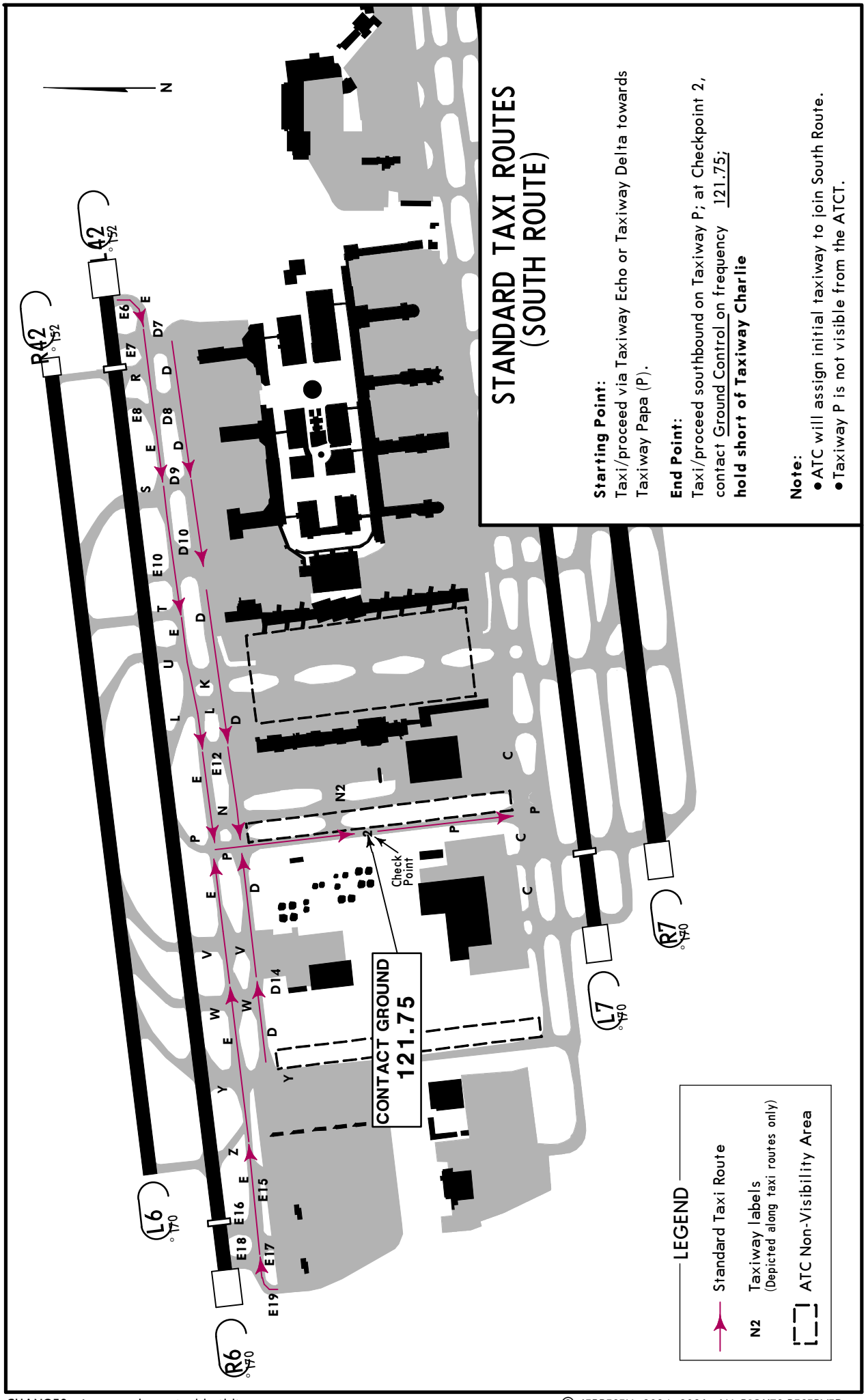

CHANGES: Apron and terminal building.

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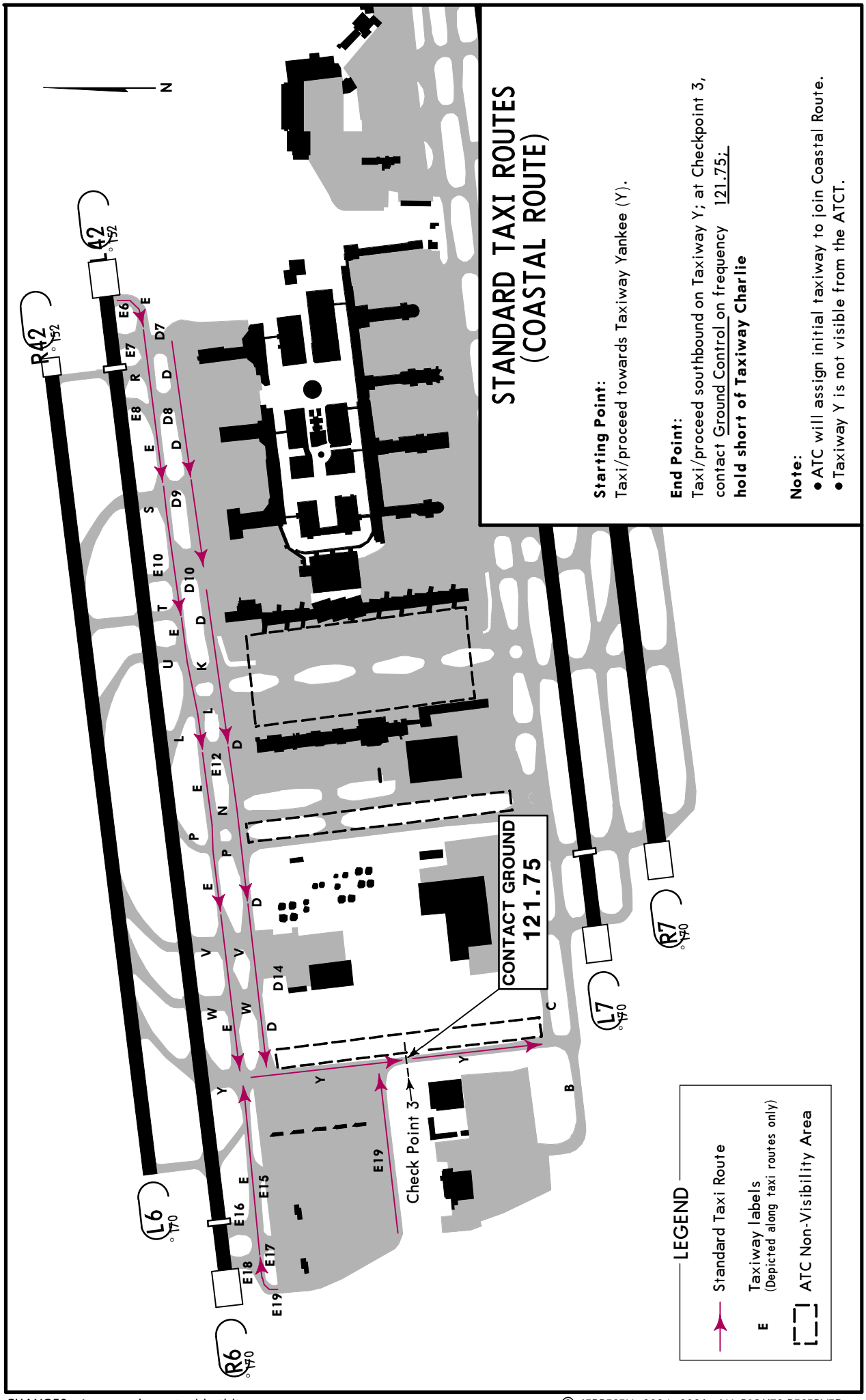

CHANGES: Apron and terminal building.

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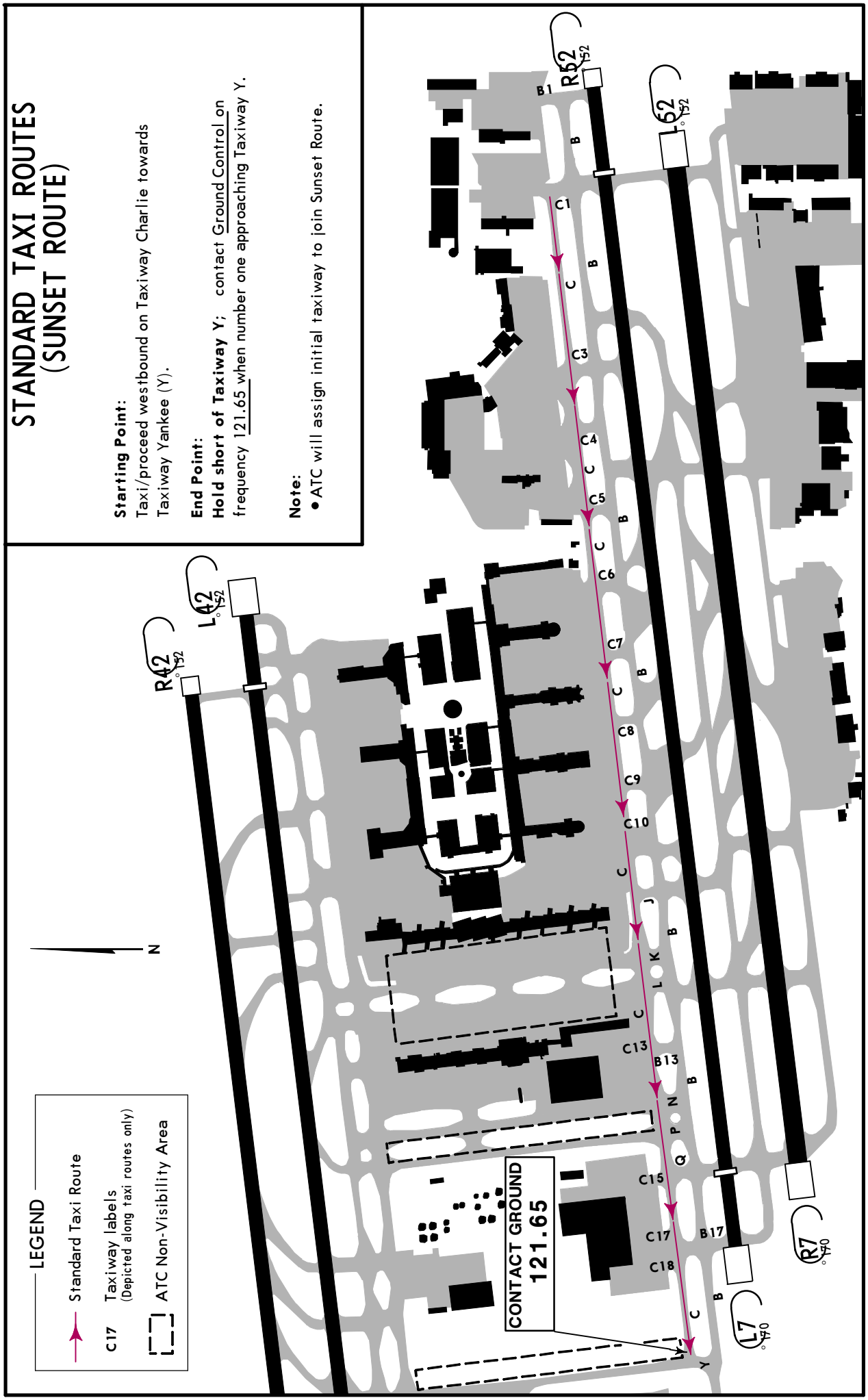

CHANGES: Apron and terminal building.

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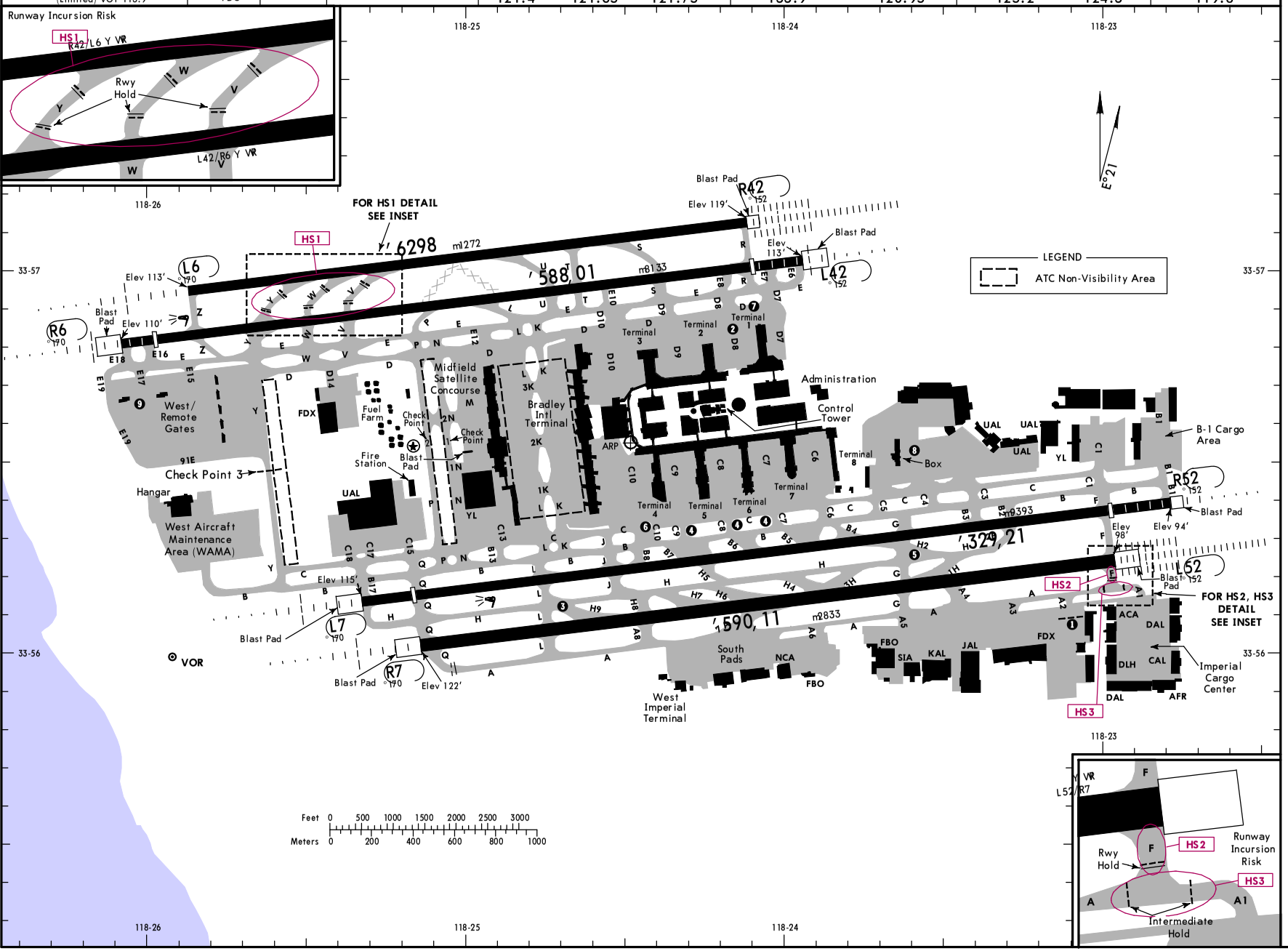
D-ATIS Departure	Data Comm	LOS ANGELES Clearance	Ground			Tower		SOCAL Departure (R)		Helicopter
135.65 (Limited) VOT 113.9	ACARS: D-ATIS PDC / CPDLC: DCL	120.35	West 121.4	North Complex 121.65	South Complex 121.75	North Complex 133.9	South Complex 120.95	225°-044° 125.2	045°-224° 124.3	119.8



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. Rwy incursion risk. Limited distance between rwys.

1. Contact Ground Control prior to pushback to Taxilane A-2.
2. Aircraft with wingspan greater than 198′ outbound from Taxilane D8 may not turn westbound onto Taxilane D.
3. Simultaneous aircraft operations prohibited on Twys L and H-9 between Rwys 7L/25R and 7R/25L.
4. Aircraft with length greater than 240′ (73m) are prohibited on Taxilanes C-7, C-8 and C-9 between Taxilane C and Twy B.
5. Simultaneous aircraft operations prohibited on Twys H-2 and G between Rwys 7L/25R and 7R/25L.
6. Aircraft with wingspan greater than 155′ (47m) westbound on taxilane 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

HS1

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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GENERAL

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
Taxiway closures throughout the airport. Consult current NOTAMs.
Rwy 7R/25L preferred emergency runway.
Birds in vicinity of airport.
Runway Status Lights are in operation.
Low-level wind shear alert system.
Pilots should use caution for possible laser activity in the LAX area.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
6R	HIRL CL TDZ MALSR PAPI-L (angle 3.0°) grooved RVR	❶10,384' 3165m	9367' 2855m	10,285' 3135m	150' 46m
24L	HIRL CL MALSR PAPI-R (angle 3.0°) grooved RVR	❷10,084' 3074m	9058' 2761m		

❶ LDA 9748' 2971m.
❷ LDA 9483' 2890m.

6L	HIRL CL MALSR PAPI-L (angle 3.0°) grooved RVR	❺	7921' 2414m		150' 46m
24R	HIRL CL ❸ ALSF-II TDZ ❹ PAPI-L grooved RVR		7900' 2408m		

❸ Operates as SSALR till weather goes below VFR.
❹ Angle 3.0°.
❺ LDA 8566' 2611m.

7R	HIRL CL MALSR PAPI-L (angle 3.0°) grooved RVR		9988' 3044m		200' 61m
25L	HIRL CL ❻ ALSF-II TDZ ❼ PAPI-R grooved RVR		10,095' 3077m		

❻ Operates as SSALR till weather goes below VFR.
❼ Angle 3.0°.

7L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°) grooved RVR	❽12,091' 3685m	11,027' 3361m	12,091' 3685m	150' 46m
25R	HIRL CL MALSR PAPI-L (angle 3.0°) grooved RVR	❾11,966' 3647m	10,931' 3332m		

❽ LDA 11,259' 3432m.
❾ LDA 11,134' 3394m.

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 (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	1 & 2 Eng
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	TDZ RVR 16 (if TDZ inop) MID RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

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

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

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

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

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

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 6)

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

FOR FILING AS ALTERNATE

		LOC Rwy 6L	RNAV (GPS) Y Rwy 6L	RNAV (RNP) Z Rwy 6L
		LOC Rwy 6R	RNAV (GPS) Y Rwy 6R	RNAV (RNP) Z Rwy 6R
		LOC Rwy 7L	RNAV (GPS) Y Rwy 7L	RNAV (RNP) Z Rwy 7L
		LOC Rwy 7R	RNAV (GPS) Y Rwy 7R	RNAV (RNP) Z Rwy 7R
ILS Rwy 6L	ILS Rwy 24L	LOC Rwy 24L	RNAV (GPS) Y Rwy 24L	RNAV (RNP) Z Rwy 24L
ILS Rwy 6R	ILS Rwy 24R	LOC Rwy 24R	RNAV (GPS) Y Rwy 24R	RNAV (RNP) Z Rwy 24R
ILS Rwy 7L	ILS Rwy 25L	LOC Rwy 25L	RNAV (GPS) Y Rwy 25L	RNAV (RNP) Z Rwy 25L
ILS Rwy 7R	ILS Rwy 25R	LOC Rwy 25R	RNAV (GPS) Y Rwy 25R	RNAV (RNP) Z Rwy 25R

A	600-2	800-2
B		
C		
D		

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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.

CHANGES: Obstacles revised.

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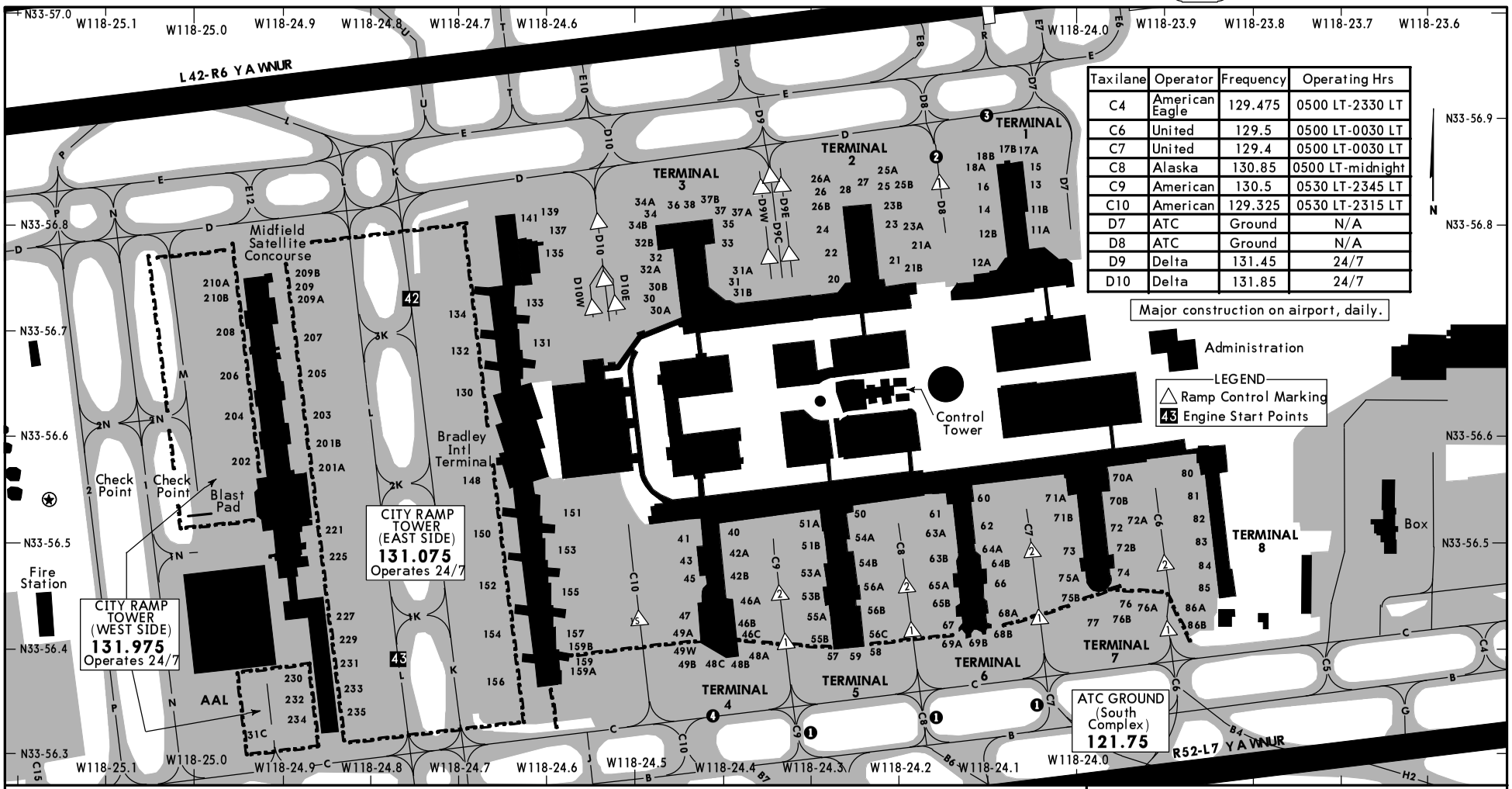

Taxilane	Operator	Frequency	Operating Hrs
C4	American Eagle	129.475	0500 LT-2330 LT
C6	United	129.5	0500 LT-0030 LT
C7	United	129.4	0500 LT-0030 LT
C8	Alaska	130.85	0500 LT-midnight
C9	American	130.5	0530 LT-2345 LT
C10	American	129.325	0530 LT-2315 LT
D7	ATC	Ground	N/A
D8	ATC	Ground	N/A
D9	Delta	131.45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

Major construction on airport, daily.

PARKING GATE COORDINATES

GATE No.	COORDINATES
Tom Bradley International Terminal	
130	N33 56.6 W118 24.7
131, 133	N33 56.7 W118 24.6
132, 134	N33 56.7 W118 24.7
135 thru 141	N33 56.8 W118 24.6
148	N33 56.6 W118 24.7
150 thru 153	N33 56.5 W118 24.6
154 thru 159B	N33 56.4 W118 24.6
Terminal 1	
11A, 11B	N33 56.8 W118 24.0
12A, 12B	N33 56.8 W118 24.1
13, 15	N33 56.8 W118 24.0
14, 16	N33 56.9 W118 24.1
17A thru 18B	N33 56.8 W118 24.1
Terminal 2	
20	N33 56.8 W118 24.3
21, 21, 21B	N33 56.7 W118 24.2
22, 24	N33 56.8 W118 24.3
23, 23A, 23B	N33 56.8 W118 24.2
24, 26, 26A, 26B	N33 56.8 W118 24.3
25, 25A, 25B	N33 56.8 W118 24.2
27, 28	N33 56.8 W118 24.2
Terminal 3	
30, 30A, 30B	N33 56.7 W118 24.5
31, 31B	N33 56.7 W118 24.4
31A	N33 56.8 W118 24.4
32, 32A, 32B	N33 56.8 W118 24.5
33	N33 56.8 W118 24.4
34, 34A, 34B	N33 56.8 W118 24.5
35	N33 56.8 W118 24.4
36	N33 56.8 W118 24.5
37, 37A, 37B	N33 56.8 W118 24.4
38	N33 56.8 W118 24.5
Terminal 4	
40 thru 43	N33 56.5 W118 24.4
45, 46A	N33 56.5 W118 24.4
46B thru 49W	N33 56.4 W118 24.4
Terminal 5	
50	N33 56.5 W118 24.2
51A, 51B	N33 56.5 W118 24.3
53A	N33 56.5 W118 24.3
53B	N33 56.4 W118 24.3
54A, 54B	N33 56.5 W118 24.2
55A, 55B	N33 56.4 W118 24.3
56A, 56B, 56C	N33 56.4 W118 24.2
57	N33 56.4 W118 24.3
58, 59	N33 56.4 W118 24.2
Terminal 6	
60 thru 65A	N33 56.5 W118 24.1
65B thru 69B	N33 56.4 W118 24.1
Terminal 7	
70A thru 71B	N33 56.5 W118 24.0
71A, 71B	N33 56.5 W118 24.0
72, 72A, 72B	N33 56.5 W118 23.9
73	N33 56.5 W118 24.0
74	N33 56.5 W118 23.9
75A	N33 56.5 W118 24.0
75B	N33 56.4 W118 24.0
76, 76A	N33 56.4 W118 23.9
76B, 77	N33 56.4 W118 24.0
Terminal 8	
80, 81	N33 56.6 W118 23.9
82 thru 86A	N33 56.5 W118 23.9
86B	N33 56.4 W118 23.9
Midfield Satellite Concourse	
201A thru 204	N33 56.6 W118 24.9
205 thru 209B	N33 56.7 W118 24.9
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
230, 232	N33 56.4 W118 24.9
234	N33 56.3 W118 24.9
235	N33 56.3 W118 24.8

NOTES:

1. Aircraft with length greater than 240' (73m) are prohibited on Taxilanes C7, C8 and C9 between Taxilane C and Twy B.
2. B777-200 aircraft and greater outbound from Taxilane D8 may not turn westbound onto Taxilane 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 taxilane C are not authorized to make left turn onto taxiway C-10 under power.

CHANGES: None.

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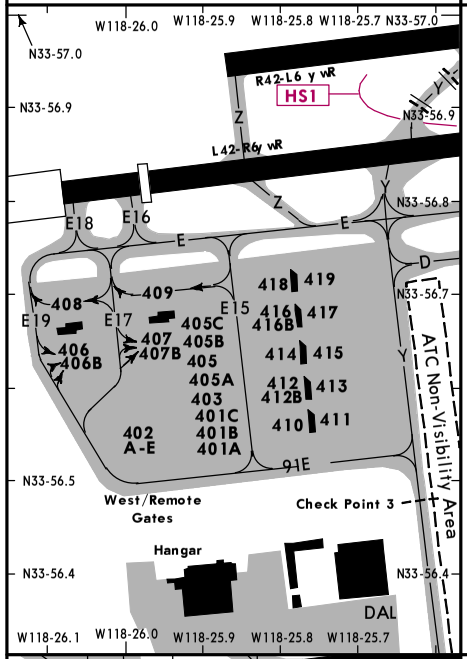
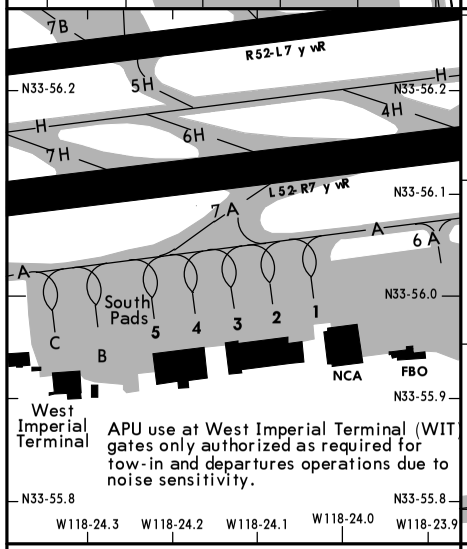
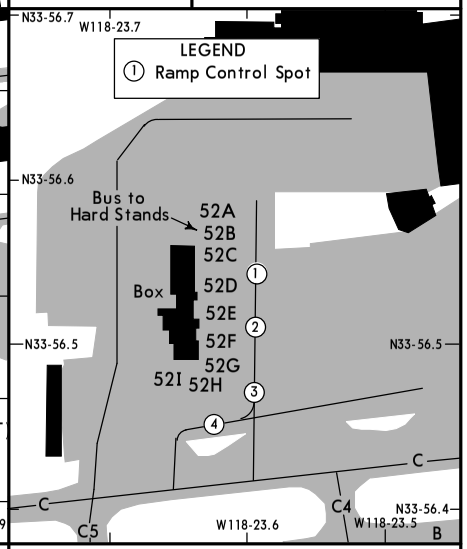
For individual gate restrictions, please check LAX Rules and Regulations.

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



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

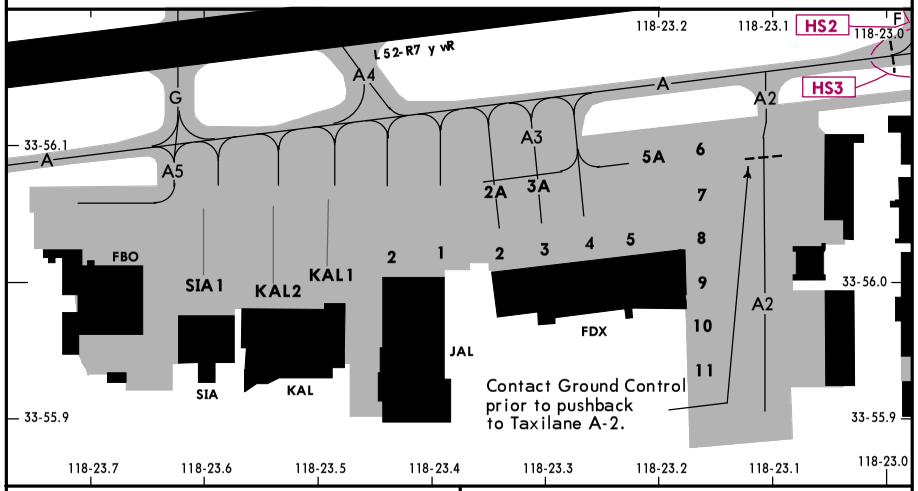




PARKING BAY COORDINATES	
BAY No.	COORDINATES
IMPERIAL Terminal	
B	N33 55.9 W118 24.3
C	N33 56.0 W118 24.3
SOUTH Pads	
1	N33 56.0 W118 24.0
2, 3	N33 56.0 W118 24.1
4, 5	N33 56.0 W118 24.2

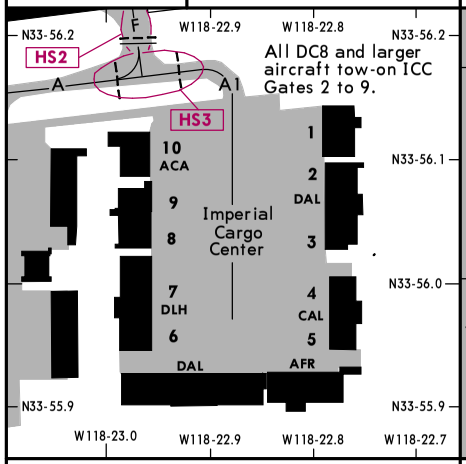
PARKING BAY COORDINATES	
BAY No.	COORDINATES
The Box	
52A, 52B	N33 56.6 W118 23.6
52C thru 52H	N33 56.5 W118 23.6
52I	N33 56.5 W118 23.7

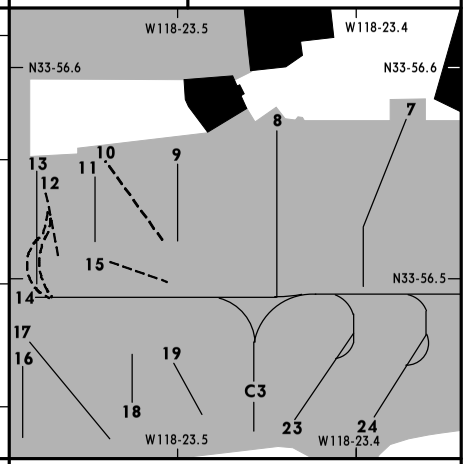
For individual gate restrictions, please check LAX Rules and Regulations.



PARKING BAY COORDINATES	
BAY No.	COORDINATES
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

PARKING BAY COORDINATES	
BAY No.	COORDINATES
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
IMPERIAL Cargo Complex	
1, 2	N33 56.1 W118 22.8
3 thru 5	N33 56.0 W118 22.8
6 thru 8	N33 56.0 W118 22.9
9, 10	N33 56.1 W118 22.9

PARKING BAY COORDINATES	
BAY No.	COORDINATES
United Airlines Ramp	
7, 8	N33 56.6 W118 23.4
9, 10, 11	N33 56.6 W118 23.5
12, 14, 16, 17	N33 56.5 W118 23.6
15, 19	N33 56.5 W118 23.5
18	N33 56.4 W118 23.5
23, 24	N33 56.4 W118 23.4

CHANGES: Twy DD renamed Twy E18, Twy CC renamed Twy E16.

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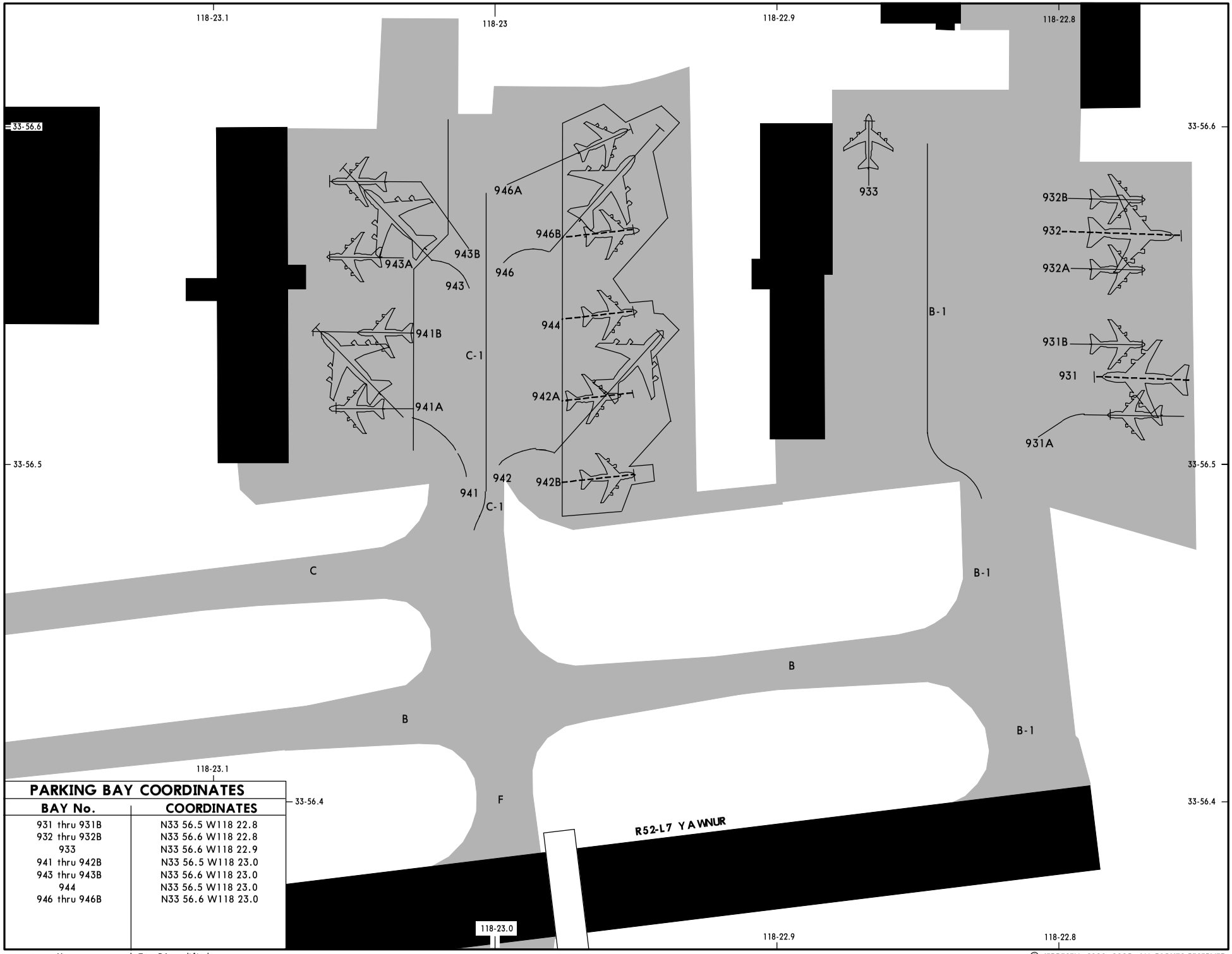

PARKING BAY COORDINATES

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

CHANGES: Hot spot removed, Twy B1 modified.

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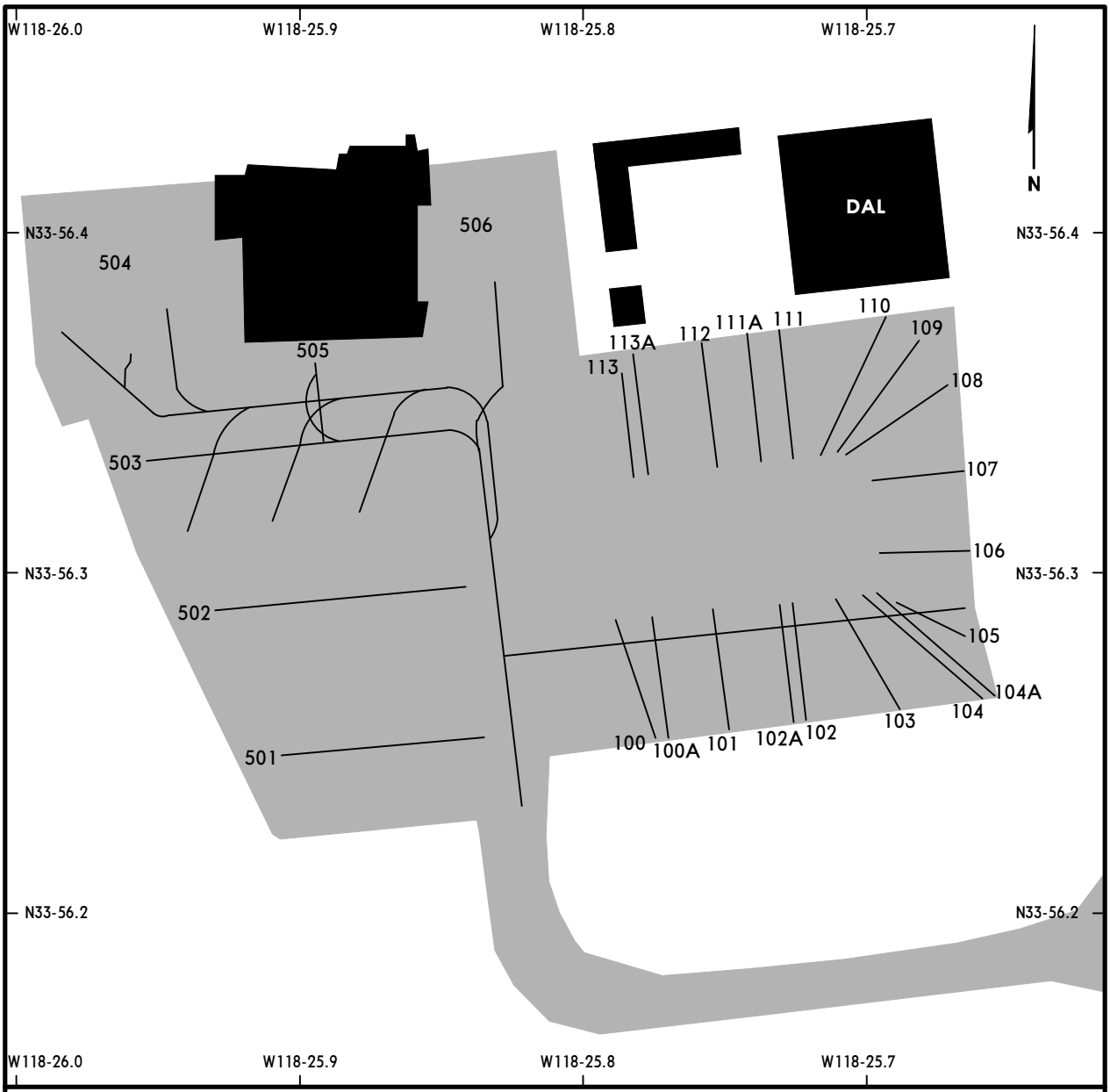

PARKING GATE COORDINATES

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

CHANGES: Buildings and label.

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KLAX/LAX

LOS ANGELES INTL

JEPPESEN

16 JAN 26
Eff 22 Jan

(10-9E)

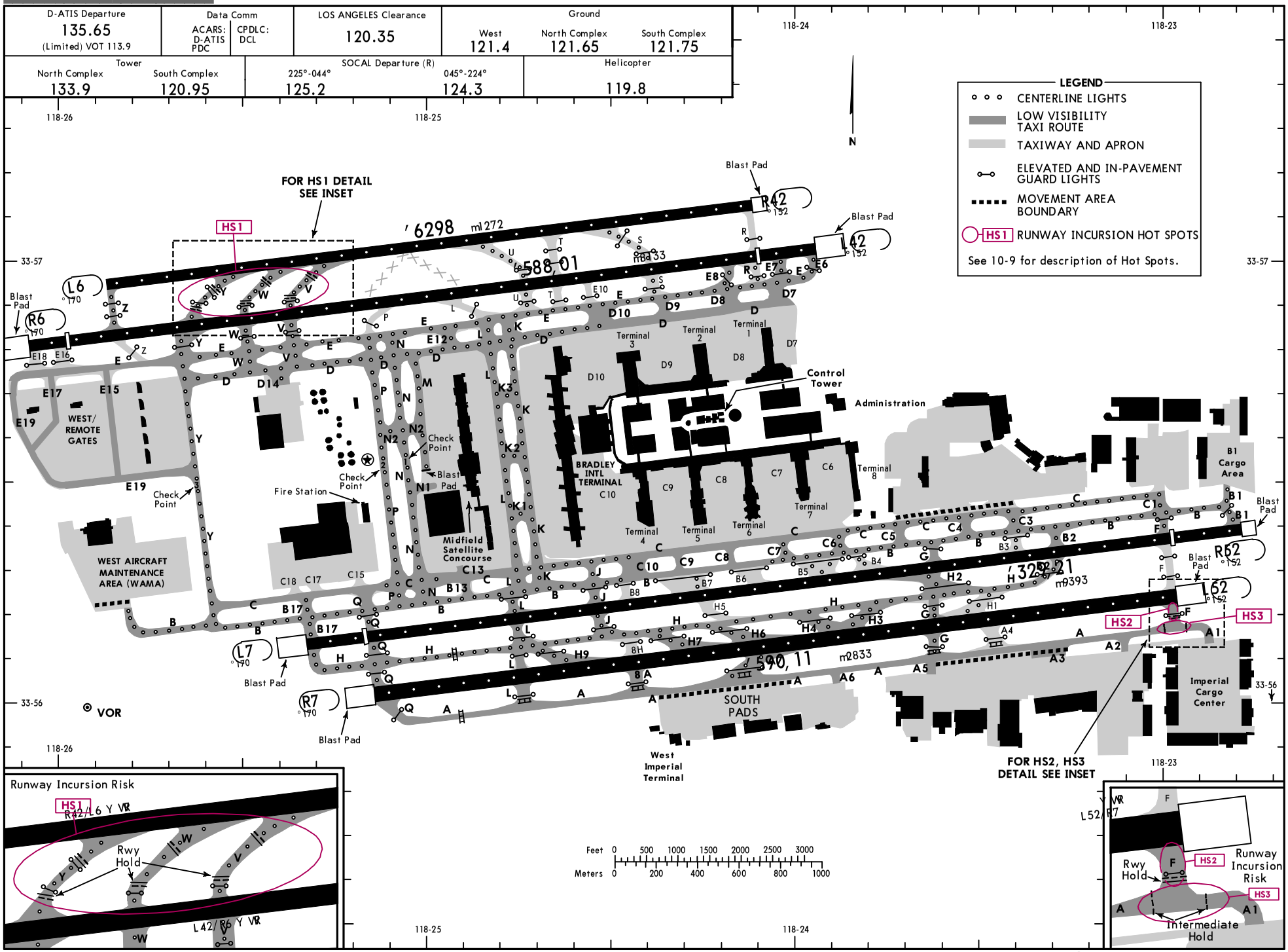
SMGCS

LOS ANGELES, CALIF
LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200

D-ATIS Departure	Data Comm		LOS ANGELES Clearance	Ground		
135.65 (Limited) VOT 113.9	ACARS: D-ATIS PDC	CPDLC: DCL	120.35	West 121.4	North Complex 121.65	South Complex 121.75

Tower		SOCAL Departure (R)		Helicopter
North Complex 133.9	South Complex 120.95	225°-044° 125.2	045°-224° 124.3	119.8



CHANGES: Midfield Satellite Concourse ramp, Midfield Satellite Concourse south terminal building.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN

13 MAY 22 (11-1)

LOS ANGELES, CALIF
ILS or LOC Rwy 6L

BRIEFING STRIP™

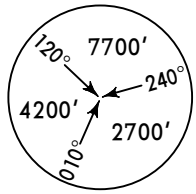
D-ATIS Arrival	SOCAL Approach (R) 225°-044°	045°-089°	090°-224°	LOS ANGELES Tower North Complex	South Complex	Ground West	North Complex	South Complex	Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8

LOC IUWU	Final Apch Crs	ALISN	ILS DA(H)	Apt Elev 128′ TDZE 6L 119′
108.5	071°	1800′ (1681′)	369′ (250′)	

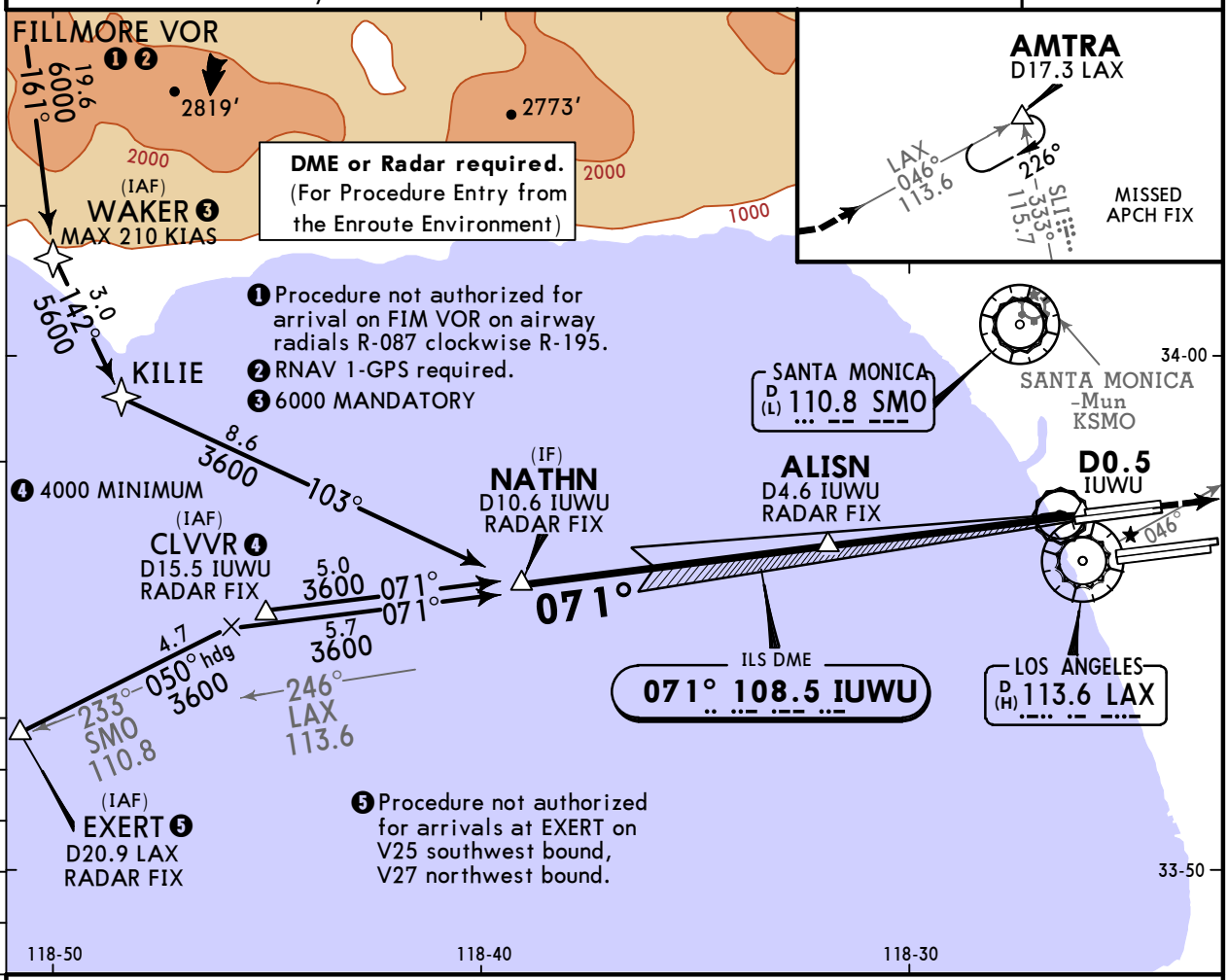
MISSED APCH: Climb to 600′ then climbing LEFT turn to 3000′ outbound on LAX VOR R-046 to AMTRA INT/D17.3 LAX and hold.

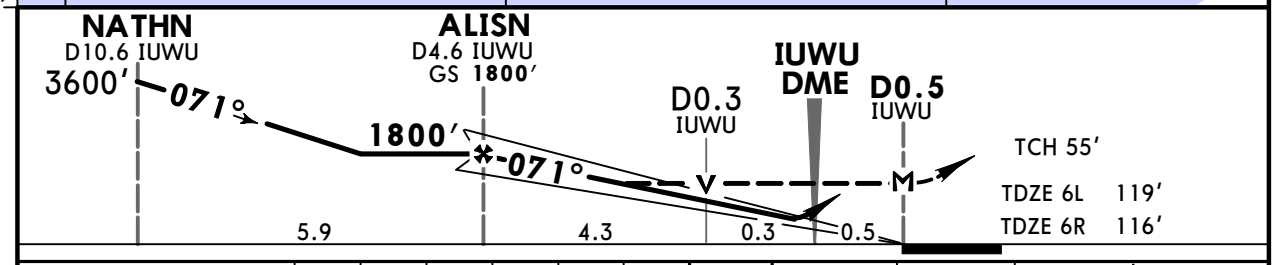
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

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.



MSA LAX VOR





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

MALSR / PAPI — 600′ — 3000′ LT on LAX 113.6 R-046

TERPS — STRAIGHT-IN LANDING RWY **6L** — SIDESTEP LANDING RWY **6R**

	ILS DA(H) 369′ (250′) FULL	ILS DA(H) 369′ (250′) RAIL/ALS out	LOC (GS out) MDA(H) 460′ (341′)	LOC (GS out) MDA(H) 460′ (341′) RAIL/ALS out	SIDESTEP MDA(H) 460′ (344′)	SIDESTEP MDA(H) 460′ (344′) RAIL/ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 55 or 1¼	
B						
C			RVR 30 or ⅝	RVR 55 or 1¼	RVR 55 or 1¼	1¾
D					1½	2

TERPS AMEND 14A 27 APR 2017

CHANGES: Notes, chart format.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN

13 MAY 22 (11-2)

LOS ANGELES, CALIF
ILS or LOC Rwy 6R

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

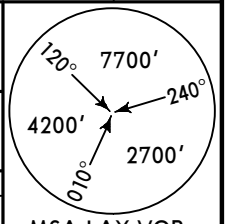
BRIEFING STRIP ™

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

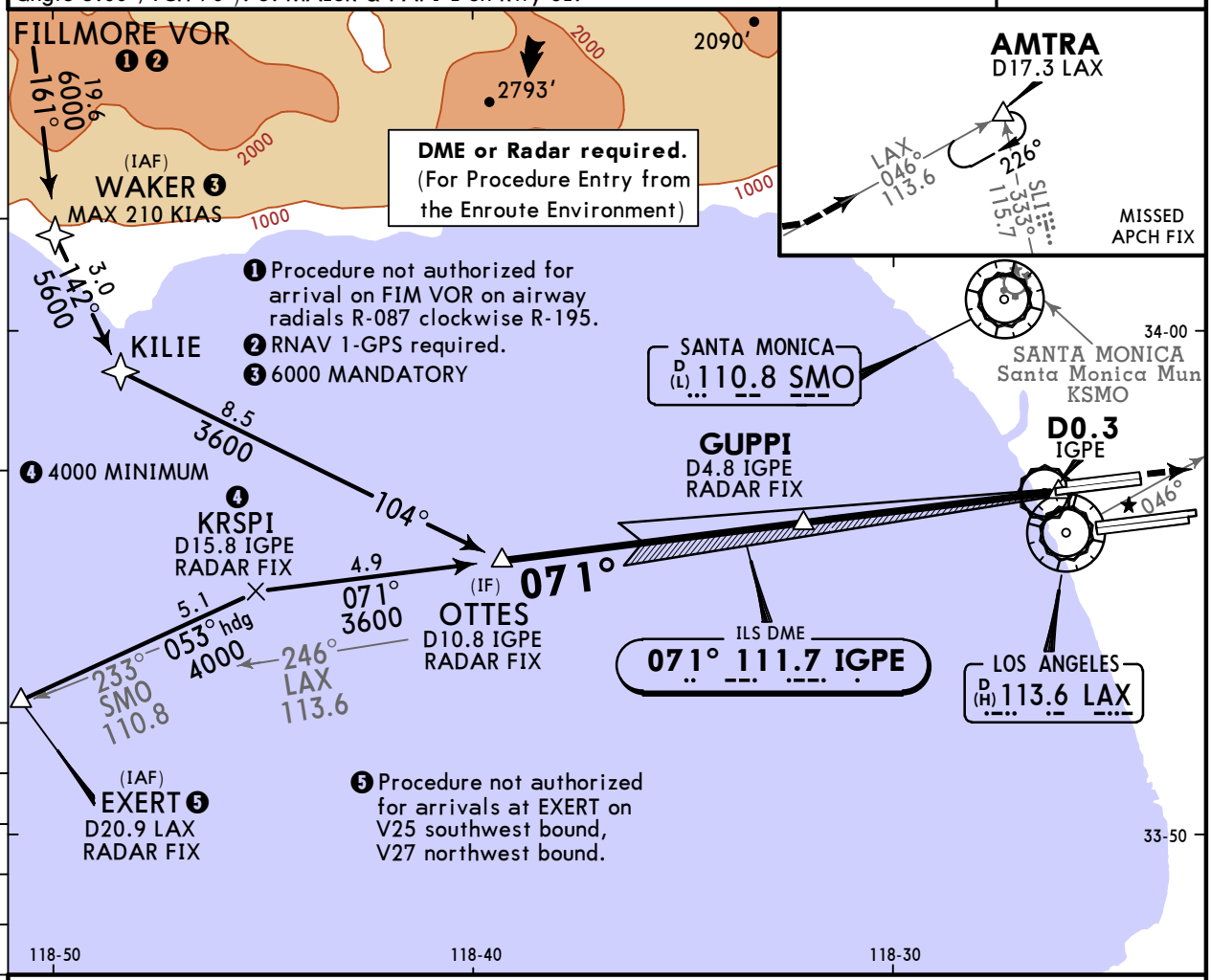
MISSED APCH: Climb to 600′ then climbing LEFT turn to 3000′ outbound on LAX VOR R-046 to AMTRA INT/D17.3 LAX and hold.

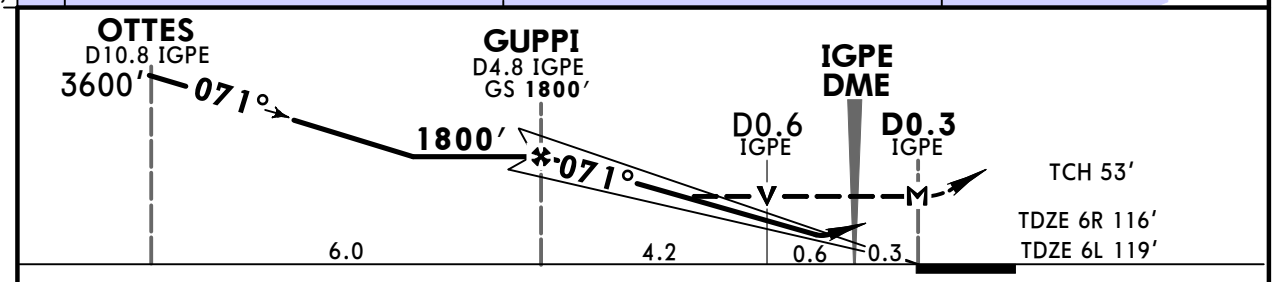
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70′). 3. MALSR & PAPI-L on Rwy 6L.



MSA LAX VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.3 IGPE or GUPPI to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR — PAPI

600′ ↑ — 3000′ LT on LAX 113.6 R-046

TERPS — STRAIGHT-IN LANDING RWY 6R — SIDESTEP LANDING RWY 6L

	ILS DA(H) 316′ (200′) FULL	ILS DA(H) 316′ (200′) RAIL/ALS out	LOC (GS out) MDA(H) 460′ (344′)	LOC (GS out) MDA(H) 460′ (344′) RAIL/ALS out	SIDESTEP MDA(H) 460′ (341′)	SIDESTEP MDA(H) 460′ (341′) RAIL/ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 55 or 1¼	
B						
C			RVR 30 or ⅝	RVR 55 or 1¼	RVR 55 or 1¼	1¾
D					1½	2

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

TERPS AMEND 18 10 NOV 2016

CHANGES: Chart format.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN

30 OCT 20
Eff 5 Nov

(11-3)

LOS ANGELES, CALIF
ILS or LOC 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

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

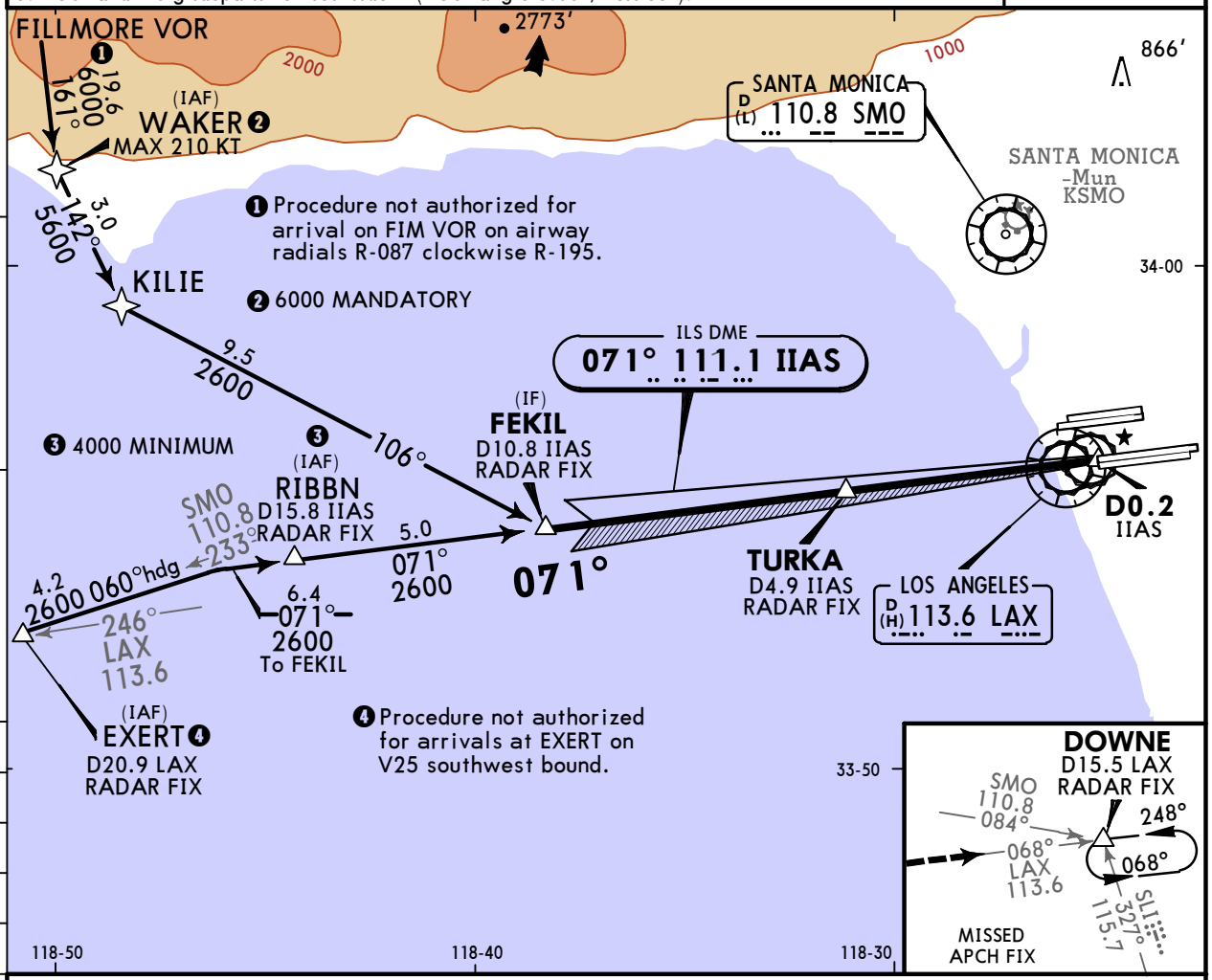
MISSED APCH: Climb to 3000′ outbound on LAX VOR R-068 to DOWNE INT/D15.5 LAX/RADAR FIX and hold.

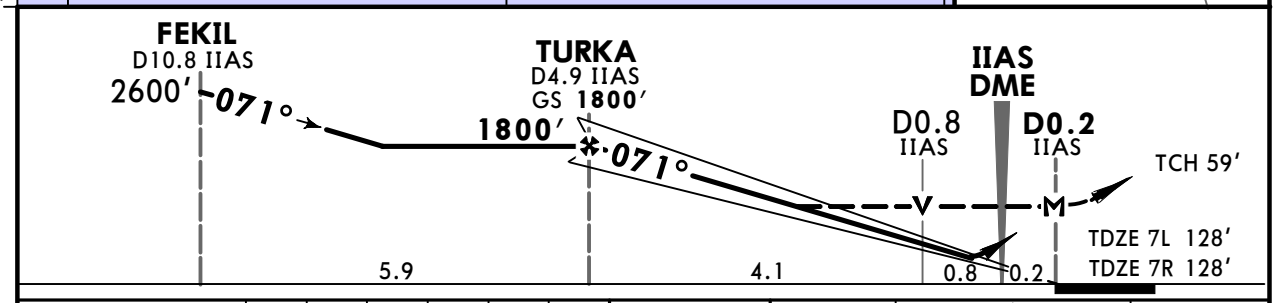
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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

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

MSA LAX VOR: 120° 7700; 240° 4200; 010° 2700





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IIAS or TURKA to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
PAPI

3000′ LAX on 113.6 R-068

DOWNE

TERPS

STRAIGHT-IN LANDING RWY 7L

	ILS DA(H) 336′ (208′) FULL	TDZ/CL out	RAIL/ALS out	LOC (GS out) MDA(H) 520′ (392′)	RAIL/ALS out	SIDESTEP LANDING RWY 7R MDA(H) 520′ (392′)	RAIL/ALS out
A	RVR 18 or ½	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 55 or 1	
B							
C				RVR 35 or ¾	RVR 60 or 1¼	RVR 55 or 1	1½
D						1½	2

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

TERPS AMEND 9A 5 NOV 2020

CHANGES: Notes, minimums.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN

30 OCT 20
Eff 5 Nov

11-4

LOS ANGELES, CALIF
ILS or LOC Rwy 7R

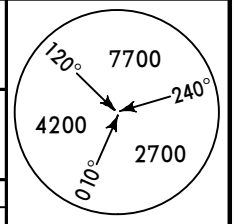
D-ATIS Arrival	SOCAL Approach (R) 225°-044°	045°-089°	090°-224°	LOS ANGELES Tower North Complex	South Complex	Ground West	North Complex	South Complex	Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8

LOC IMKZ	Final Apch Crs	FUMBL	ILS DA(H)	Apt Elev 128′ TDZE 7R 128′
109.9	071°	1800′ (1672′)	328′ (200′)	

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

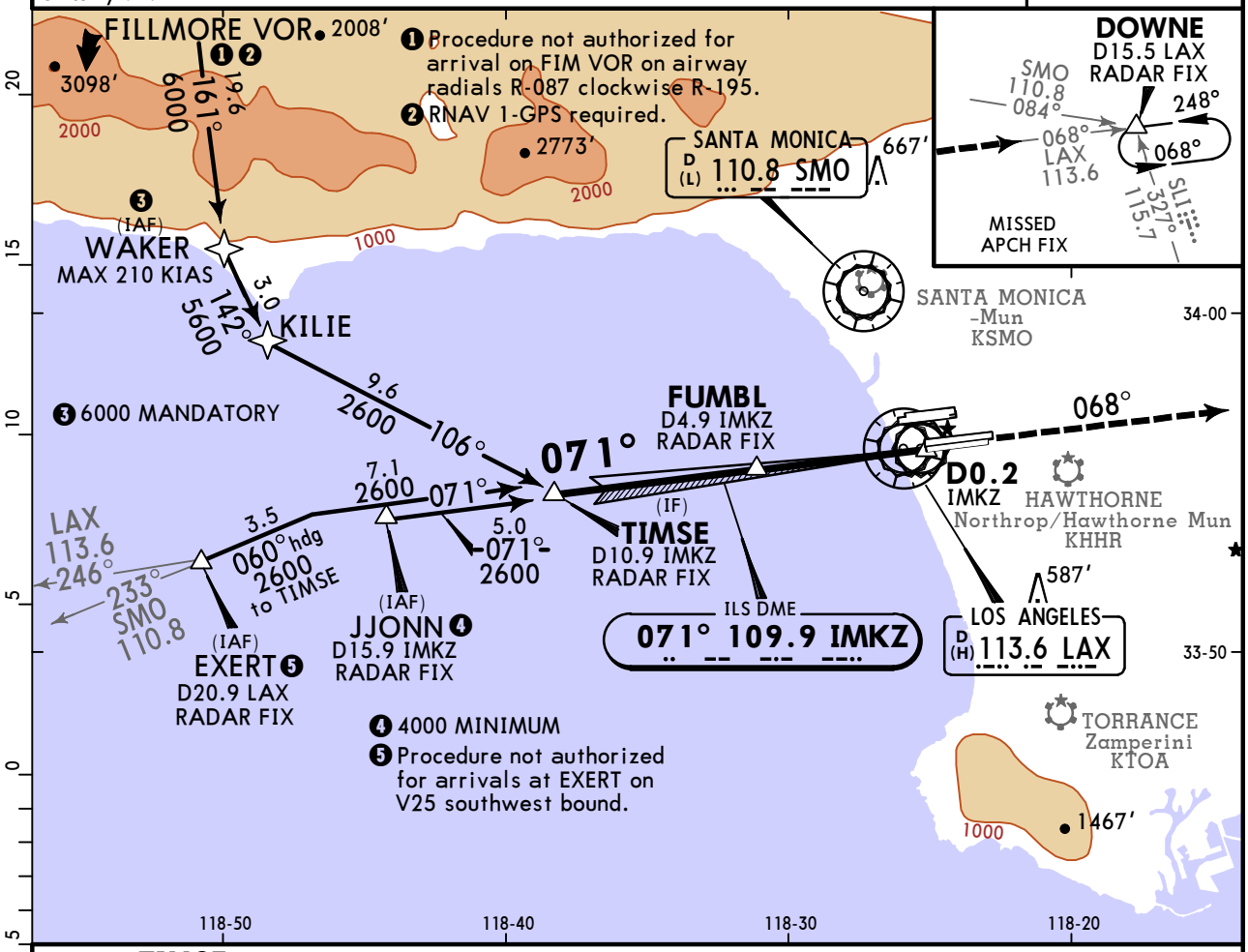
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

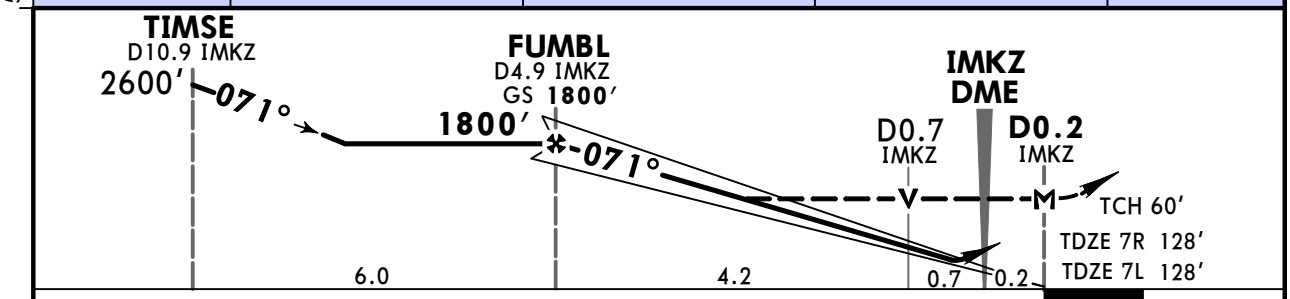
1. DME or Radar required. 2. Simultaneous approach authorized. 3. MALSR & PAPI-L on Rwy 7L.



MSA LAX VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IMKZ or FUMBL to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
PAPI

3000′ LAX on 113.6 R-068 DOWNE

TERPS

	STRAIGHT-IN LANDING RWY 7R ILS DA(H) 328′ (200′) FULL	RAIL/ALS out	LOC (GS out) MDA(H) 460′ (332′)	RAIL/ALS out	SIDESTEP LANDING RWY 7L MDA(H) 520′ (392′)	RAIL/ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 55 or 1	
B						
C			RVR 26 or ½		RVR 55 or 1	1½
D					1½	2

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

TERPS AMEND 8A 7 DEC 2017

CHANGES: Minimums, chart format.

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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

LOC IHQB	Final Apch Crs	SUTIE	ILS DA(H)	Apt Elev 128′
111.7	251°	2200′ (2077′)	323′ (200′)	TDZE 24L 123′

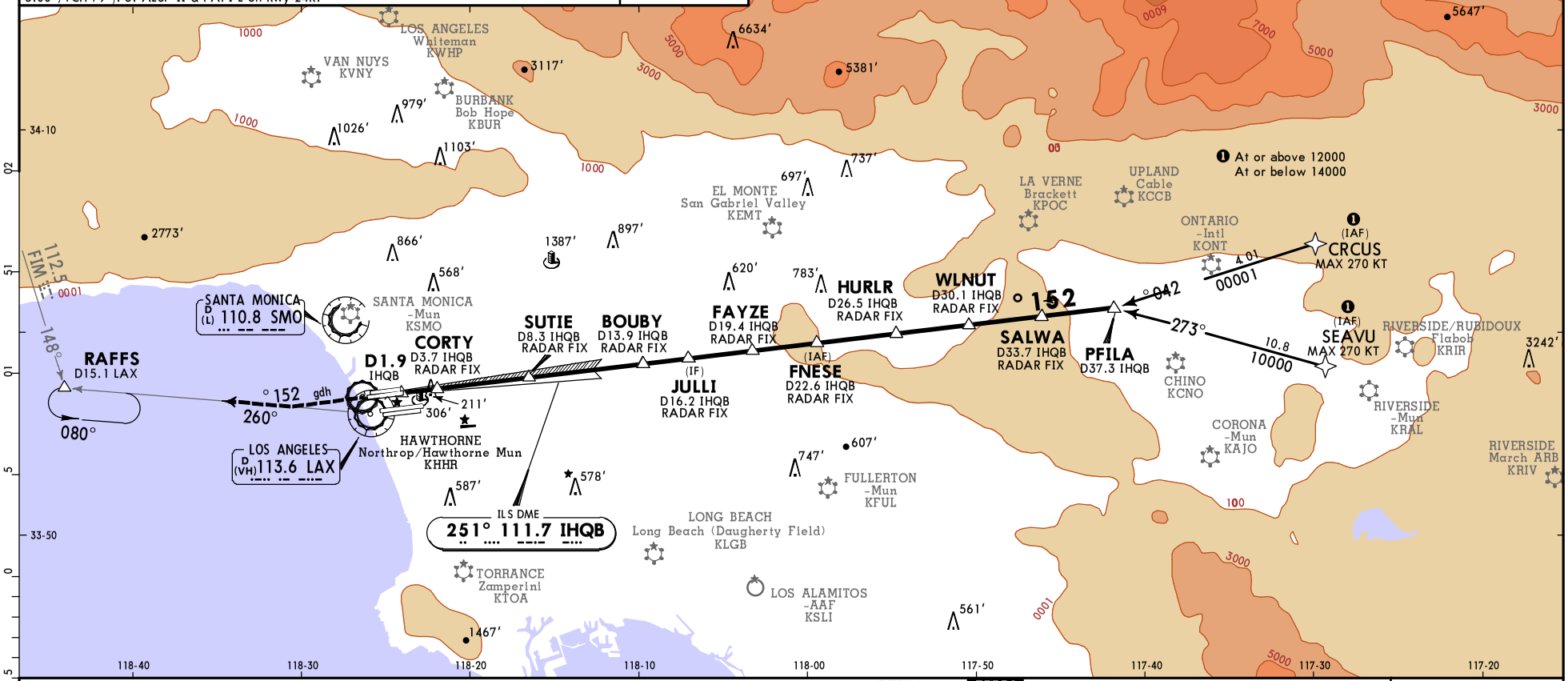
MISSED APCH: Climb to 2000′ on heading 251° and outbound on LAX VOR R-260 to RAFFS/D15.1 LAX and hold.

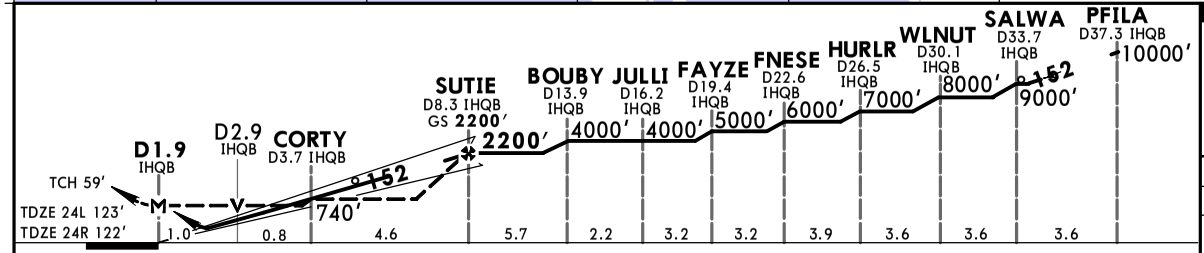
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

RNAV 1: RNAV 1-GPS or radar required for procedure entry. From CRCUS RNAV 1-GPS required. From SEAVU: RNAV 1-GPS required.

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

MSA LAX VOR: 120° 7700, 042° 4200, 010° 2700





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.9 IHQB or SUTIE to MAP	6.4	5:29	4:16	3:50	3:12	2:45	2:24

MALSR — PAPI — 2000′ on 251° hdg and LAX 113.6 R-260 — RAFFS

TERPS

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

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

CHANGES: Notes, LAX VOR service volume, chart format.

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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

LOC IOSS	Final Apch Crs	KOBEE	ILS DA(H)	Apt Elev 128'
108.5	251°	2200' (2078')	322' (200')	TDZE 24R 122'

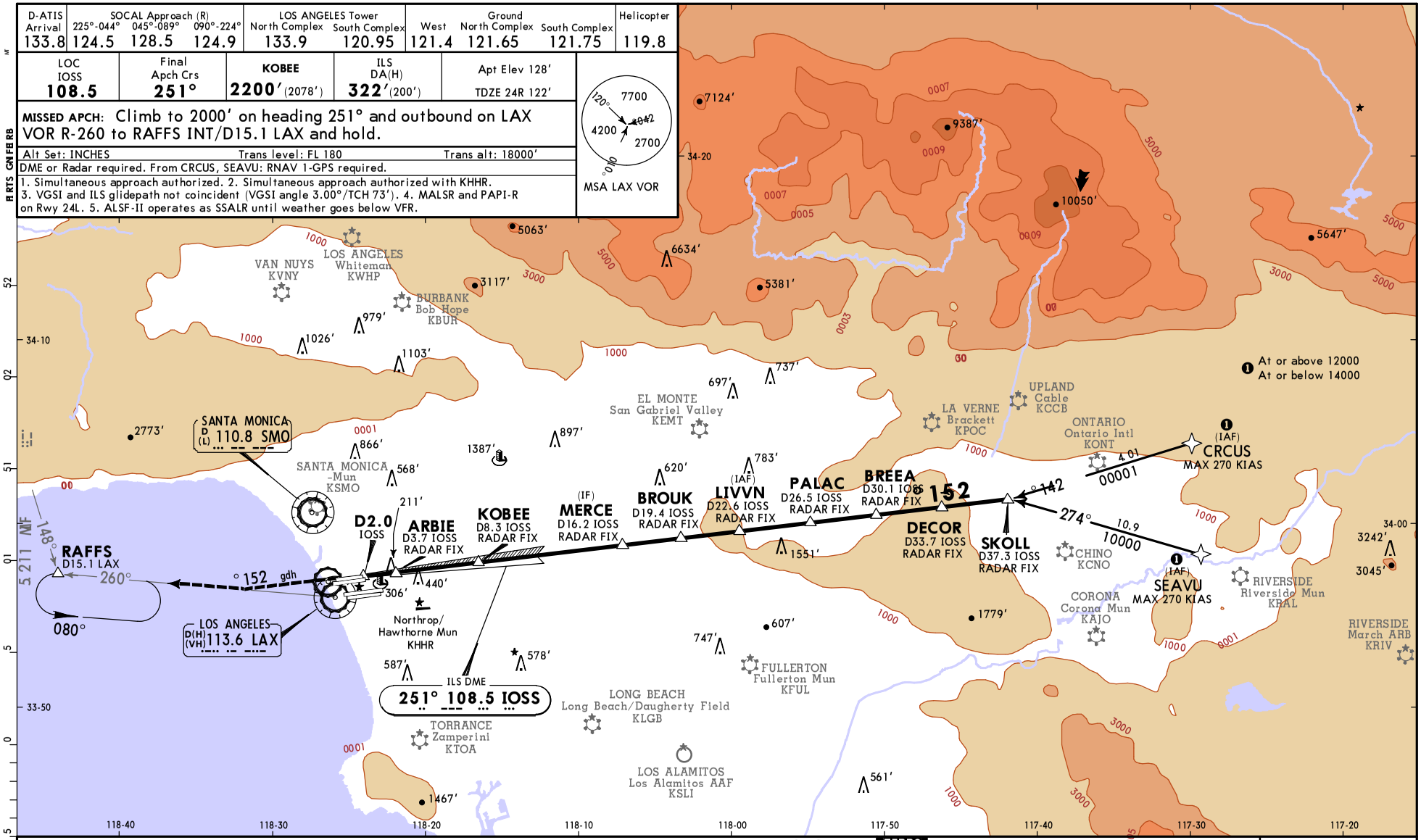
MISSED APCH: Climb to 2000' on heading 251° and outbound on LAX VOR R-260 to RAFFS INT/D15.1 LAX and hold.

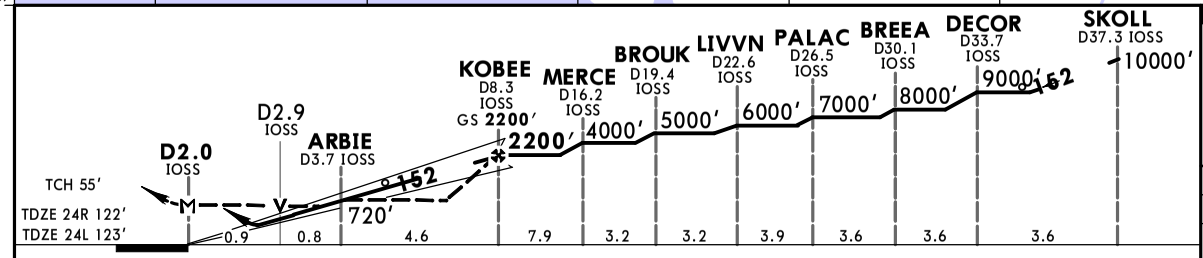
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

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

1. Simultaneous approach authorized. 2. Simultaneous approach authorized with KHHR. 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: 120° 7700, 042 4200, 2700, 010°





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.0 IOSS or KOBEE to MAP 6.4	5:29	4:16	3:50	3:12	2:45	2:24

ALSF-II PAPI 2000' on 251° hdg

TERPS

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

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

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

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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

LOC IOSS	Final Apch Crs	KOBEE	CAT III ILS	CAT II ILS	Apt Elev 128′
108.5	251°	2200′ (2078′)	Refer to Minimums	RA 118′ DA(H) 222′ (100′)	TDZE 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 CRCUS, SEAVU: RNAV 1-GPS required.

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. Simultaneous approach authorized with KHHR. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73′). 5. ALSF-II operates as SSALR until weather goes below VFR.

MSA LAX VOR: 120° 7700, 042 4200, 2700, 000°

R RTS GN FB RB

At or above 12000
At or below 14000

SANTA MONICA (D) (L) 110.8 SMO

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

ILS DME 251° 108.5 IOSS

RAFFS D15.1 LAX — 260° — 080° — 148° — 5 211 MF

152 gdh

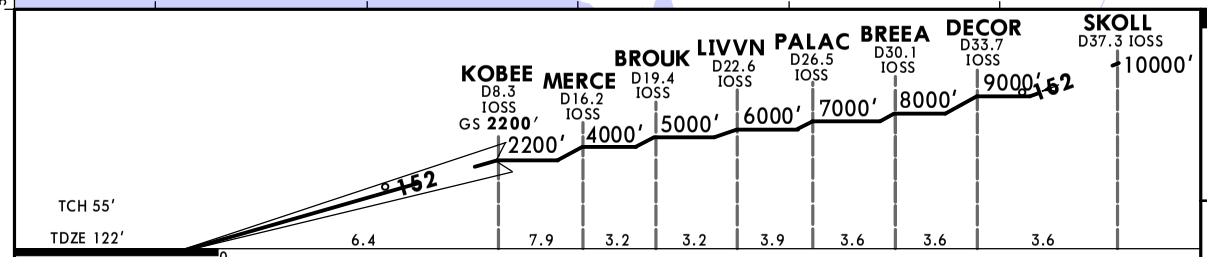
KOBEE D8.3 IOSS RADAR FIX — MERCE (IF) D16.2 IOSS RADAR FIX — BROUK D19.4 IOSS RADAR FIX — LIVVN (IAF) D22.6 IOSS RADAR FIX — PALAC D26.5 IOSS RADAR FIX — BREEA D30.1 IOSS RADAR FIX — DECOR D33.7 IOSS RADAR FIX — SKOLL D37.3 IOSS RADAR FIX

152 — 142 — 274° 10.9 10000 — 00001 4.01

CRCUS (IAF) MAX 270 KIAS

SEAVU (IAF) MAX 270 KIAS

VAN NUYS KVNY — LOS ANGELES Whiteman KWHP — BURBANK Bob Hope KBUR — SANTA MONICA -Mun KSMO — EL MONTE San Gabriel Valley KEMT — LA VERNE Brackett KPOC — UPLAND Cable KCCB — ONTARIO Ontario Intl KONT — CHINO KCNO — RIVERSIDE Riverside Mun KRAL — RIVERSIDE March ARB KRIV — CORONA Corona Mun KAJO — FULLERTON Fullerton Mun KFUL — LONG BEACH Long Beach/Daugherty Field KLGB — TORRANCE Zamperini KTOA — LOS ALAMITOS Los Alamitos AAF KSLI — Northrop/ Hawthorne Mun KHHR



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI 2000′ on 251° hdg

TERPS — STRAIGHT-IN LANDING RWY 24R

CAT III ILS	CAT II ILS RA 118′ DA(H) 222′ (100′)
RVR 6	RVR 12

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

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KLAX/LAX
LOS ANGELES INTL

22 DEC 23
Eff 28 Dec

JEPPESEN

LOS ANGELES, CALIF
ILS or LOC Rwy 25L

(11-7)

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

LOC ILAX	Final Apch Crs	GIGII	ILS DA(H)	Apt Elev 128'
109.9	251°	1900' (1796')	304' (200')	TDZE 25L 104'

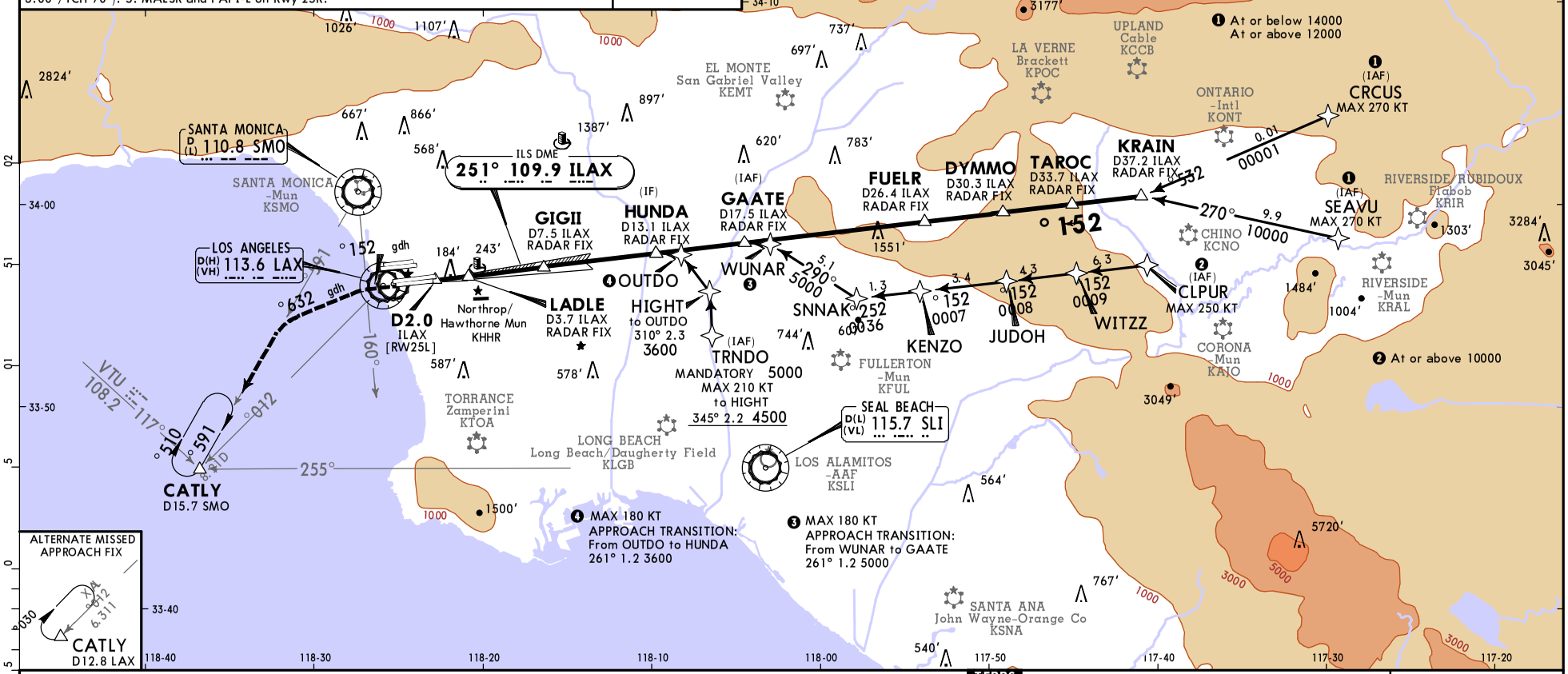
MISSED APCH: Climb to 2000' on heading 251° until crossing the SMO VOR R-160, then LEFT turn on heading 236° and outbound on the SMO VOR R-195 to CATLY INT/D15.7 SMO and hold.

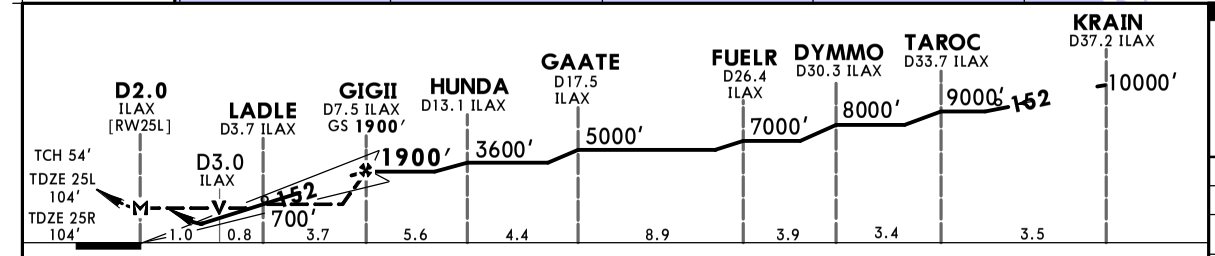
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000'

RNP Apch-GPS. From CLPUR or CRCUS or SEAVU or TRNDO.

1. DME or Radar required. 2. Simultaneous approach authorized. 3. Simultaneous approach authorized with KHHR. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70'). 5. MALSR and PAPI-L on Rwy 25R.

MSA LAX VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.0 ILAX or GIGII to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

ALSF-II PAPI — 2000' — 251° hdg

TERPS

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

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

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

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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

LOC ILAX	Final Apch Crs	GIGII	CAT III ILS	CAT II ILS	Apt Elev 128′
109.9	251°	1900′(1796′)	Refer to Minimums	RA 107′ DA(H) 204′ (100′)	TDZE 104′

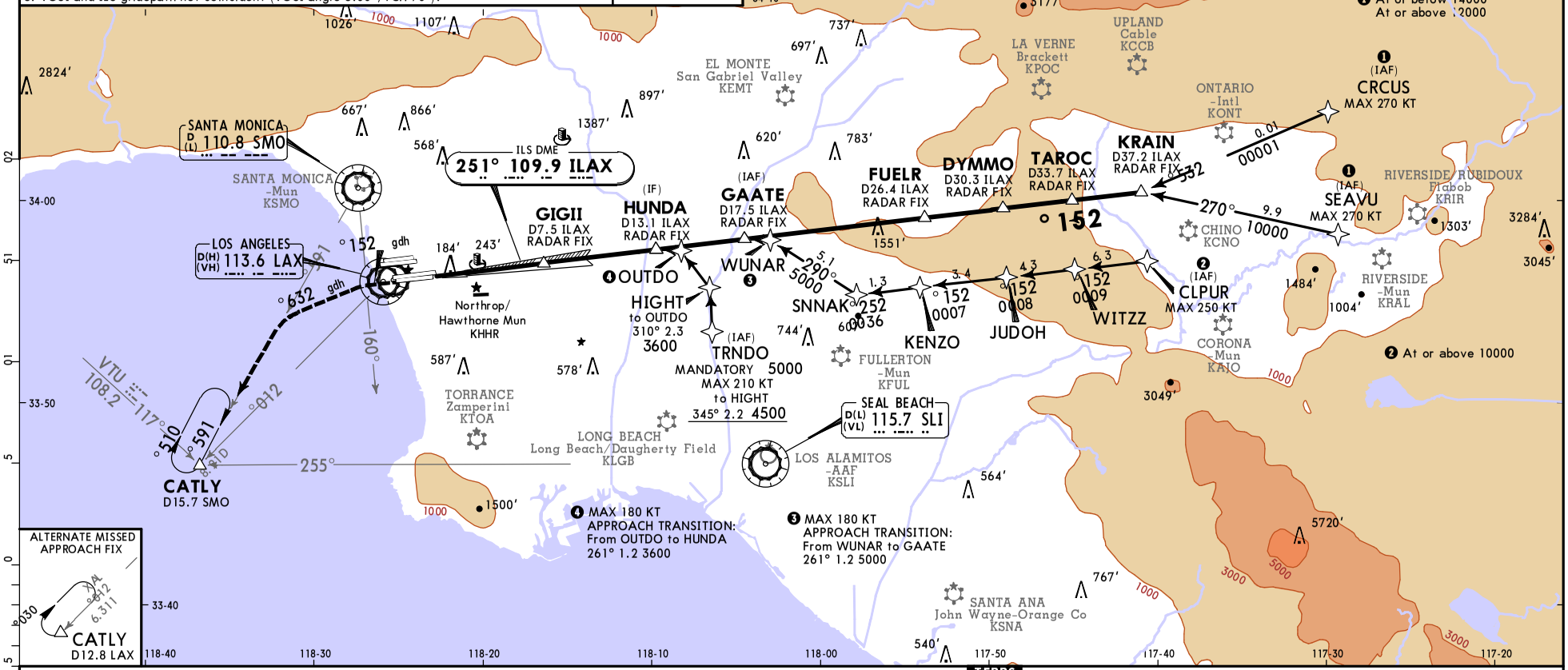
MISSED APCH: Climb to 2000′ on heading 251° until crossing the SMO VOR R-160, then LEFT turn on heading 236° and outbound on the SMO VOR R-195 to CATLY INT/D15.7 SMO and hold.

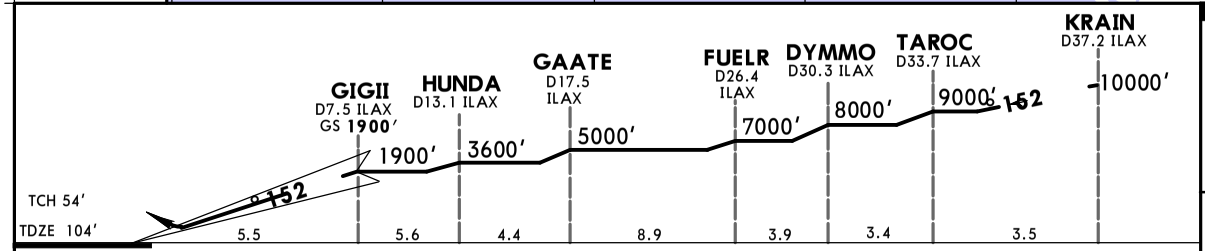
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

RNP Apch-GPS. From CLPUR or CRCUS or SEAVU or TRNDO.

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized. 4. Simultaneous approach authorized with KHHR.
5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70′).

MSA LAX VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 2000′ 251° hdg

TERPS

STRAIGHT-IN LANDING RWY 25L

CAT III ILS	CAT II ILS RA 107′ DA(H) 204′ (100′)
RVR 6	RVR 12

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

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN

16 APR 21
Eff 22 Apr

(11-8)

LOS ANGELES, CALIF
ILS or LOC Rwy 25R

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

LOC ICFN	Final Apch Crs	FOGLA	ILS DA(H)	Apt Elev 128′
111.1	251°	1900′(1796′)	304′(200′)	TDZE 25R 104′

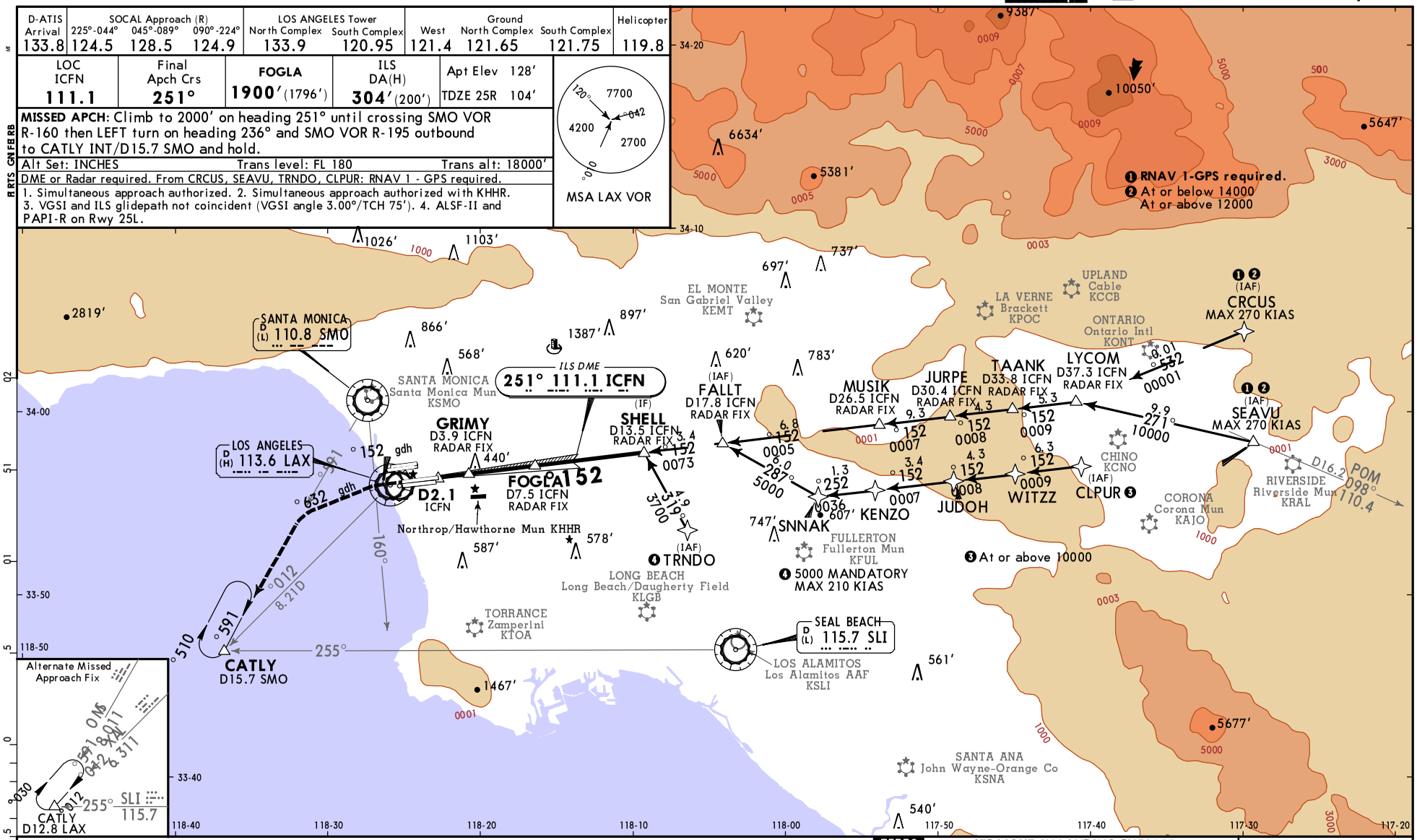
MISSED APCH: Climb to 2000′ on heading 251° until crossing SMO VOR R-160 then LEFT turn on heading 236° and SMO VOR R-195 outbound to CATLY INT/D15.7 SMO and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

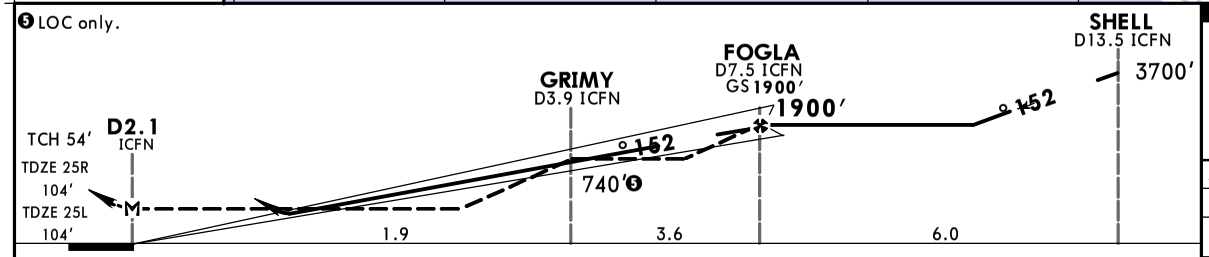
DME or Radar required. From CRCUS, SEAVU, TRNDO, CLPUR: RNAV 1 - GPS required.

1. Simultaneous approach authorized. 2. Simultaneous approach authorized with KHHR. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75′). 4. ALSF-II and PAPI-R on Rwy 25L.

MSA LAX VOR



❺ LOC only.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.1 ICFN or FOGLA to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR
PAPI
2000′ on
251° hdg

TERPS

	STRAIGHT-IN LANDING RWY 25R ILS DA(H) 304′(200′) FULL	RAIL/ALS out	LOC (GS out) MDA(H) 700′(596′)	RAIL/ALS out	SIDESTEP LANDING RWY25L MDA(H) 700′(596′)	ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 55 or 1¼	1¾
B						
C			1¼	1¾	1¼	1½
D					1½	2

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

CHANGES: Notes, ballflags, chart format.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN

11 AUG 17 (12-1)

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

D-ATIS Arrival	SOCAL Approach (R) 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

BRIEFING STRIP ™

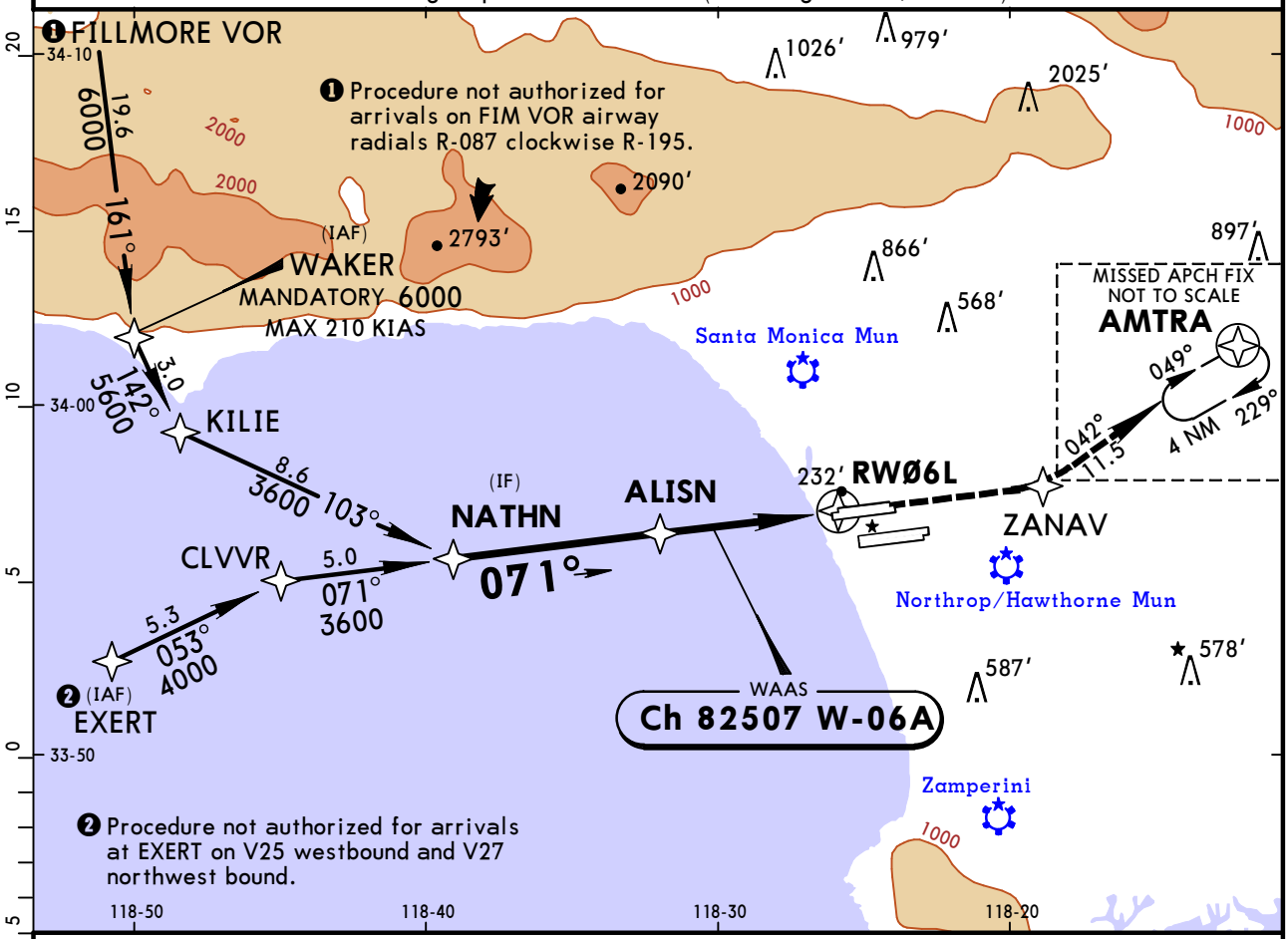
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 128′
Ch 82507 W-06A	**071°**	**ALISN** **1800′**(1681′)	**369′**(250′)	TDZE 119′

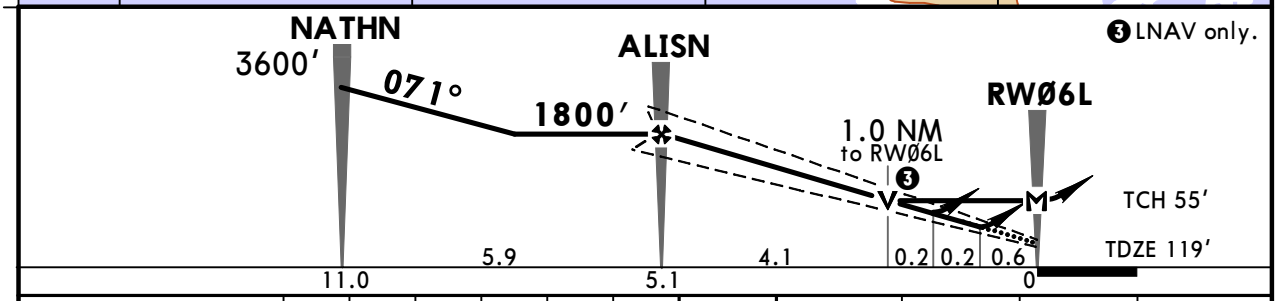
MISSED APCH: Climb to 3000′ direct ZANAV and track 042° to AMTRA and hold.

7700′ MSA RWØ6L

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
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ6L							

MALSR PAPI 3000′ ZANAV

TERPS STRAIGHT-IN LANDING RWY **6L**

TERPS AMEND 2 10 NOV 2016

	LPV DA(H) 369′(250′)	RAIL/ALS out	LNAV/VNAV DA(H) 411′(292′)	RAIL/ALS out	❶ LNAV MDA(H) 500′(381′)	RAIL/ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 35 or ¾	RVR 60 or 1¼
D						

❶ Not authorized during simultaneous operations.

CHANGES: None.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN

11 AUG 17 (12-2)

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

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

BRIEFING STRIP ™

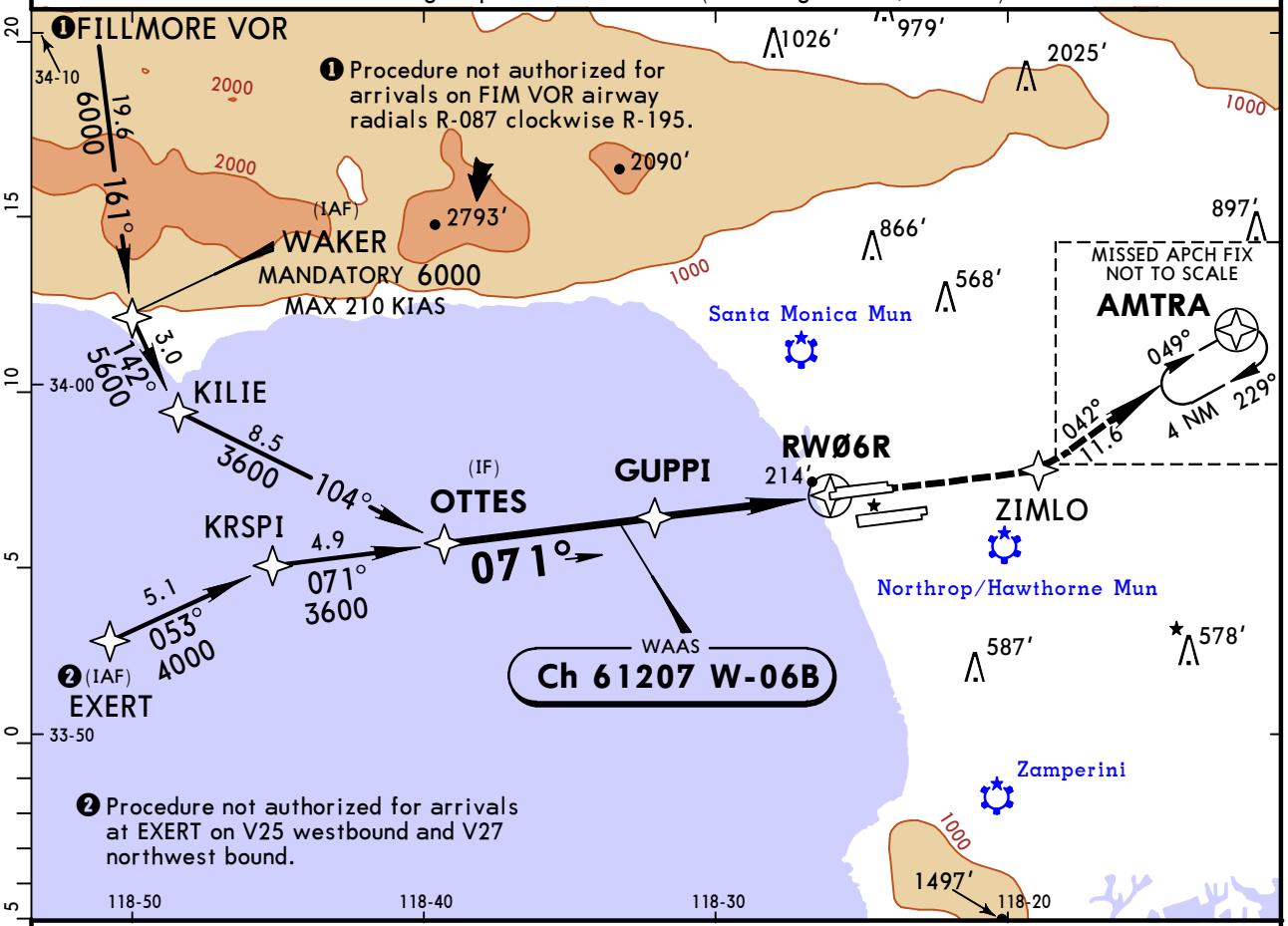
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 128′
Ch 61207 W-06B	**071°**	**GUPPI** **1800′**(1684′)	**316′**(200′)	TDZE 116′

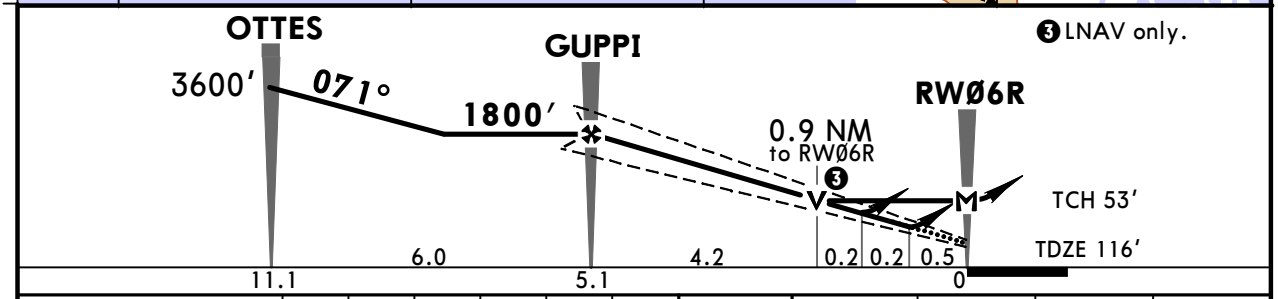
7700′ MSA RWØ6R

MISSED APCH: Climb to 3000′ direct ZIMLO and on track 042° to AMTRA and hold.

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

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. Simultaneous approach authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69′).





❸ LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ6R						

MALSR PAPI 3000′ ZIMLO

TERPS STRAIGHT-IN LANDING RWY **6R**

TERPS AMEND 2A 17 AUG 2017

	LPV DA(H) **316′**(200′)		LNAV/VNAV DA(H) **398′**(282′)		❷ LNAV MDA(H) **480′**(364′)	
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 45 or ⅞	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 35 or ¾	RVR 55 or 1¼
D						

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ 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

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

BRIEFING STRIP™

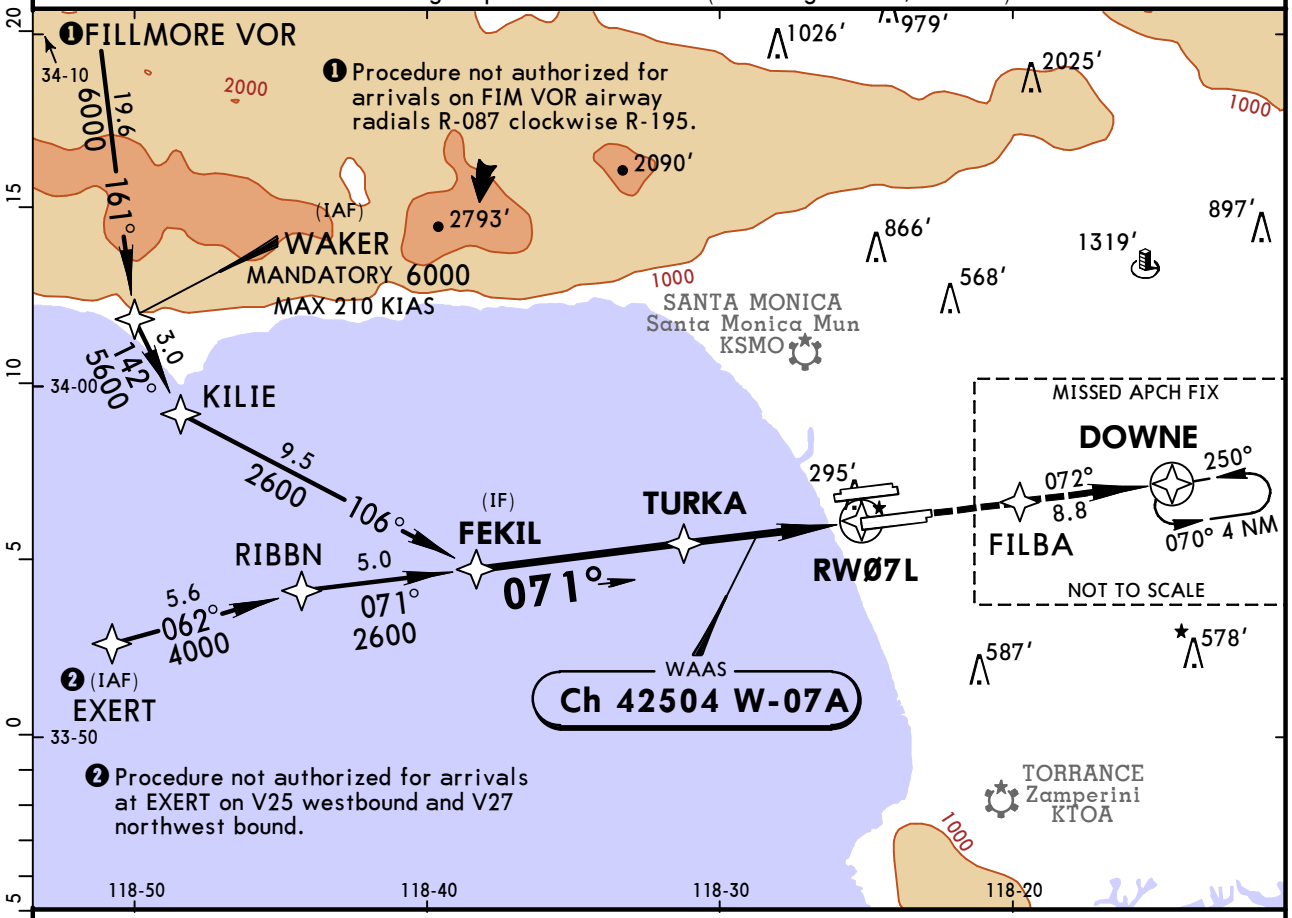
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 128′
Ch 42504 W-07A	071°	TURKA 1800′(1672′)	344′(216′)	TDZE 128′

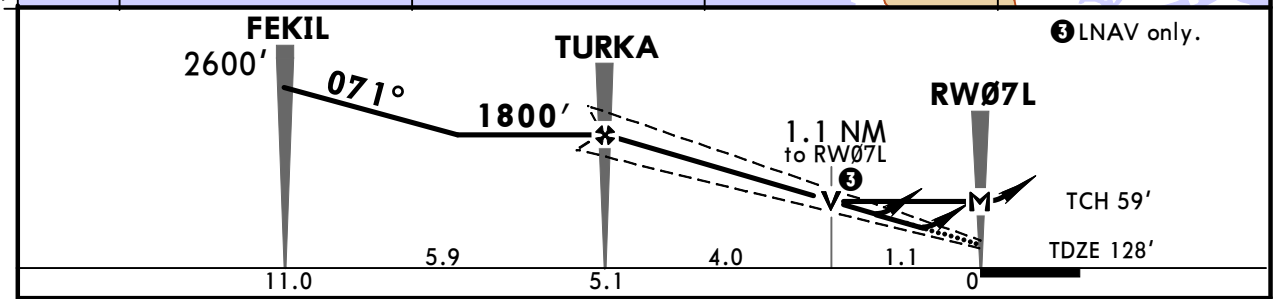
7700 MSA RWØ7L

MISSED APCH: Climb to 3000′ direct FILBA and on track 072° to DOWNE and hold.

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

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. Simultaneous approach authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 83′).





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ7L							

MALSR PAPI 3000′ FILBA

TERPS STRAIGHT-IN LANDING RWY 7L

	LPV DA(H) 344′(216′) TDZ/CL out	RAIL/ALS out	LNAV/VNAV DA(H) 464′(336′)	RAIL/ALS out	❶ LNAV MDA(H) 560′(432′)	RAIL/ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 50 or 1
B						
C						RVR 40 or 3/4	RVR 60 or 1 1/4
D						

❶ Not authorized during simultaneous operations.

TERPS AMEND 3A 7 DEC 2017

CHANGES: Chart format, minimums.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN

1 DEC 17 (12-4)

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

D-ATIS Arrival	SOCAL Approach (R) 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

BRIEFING STRIP™

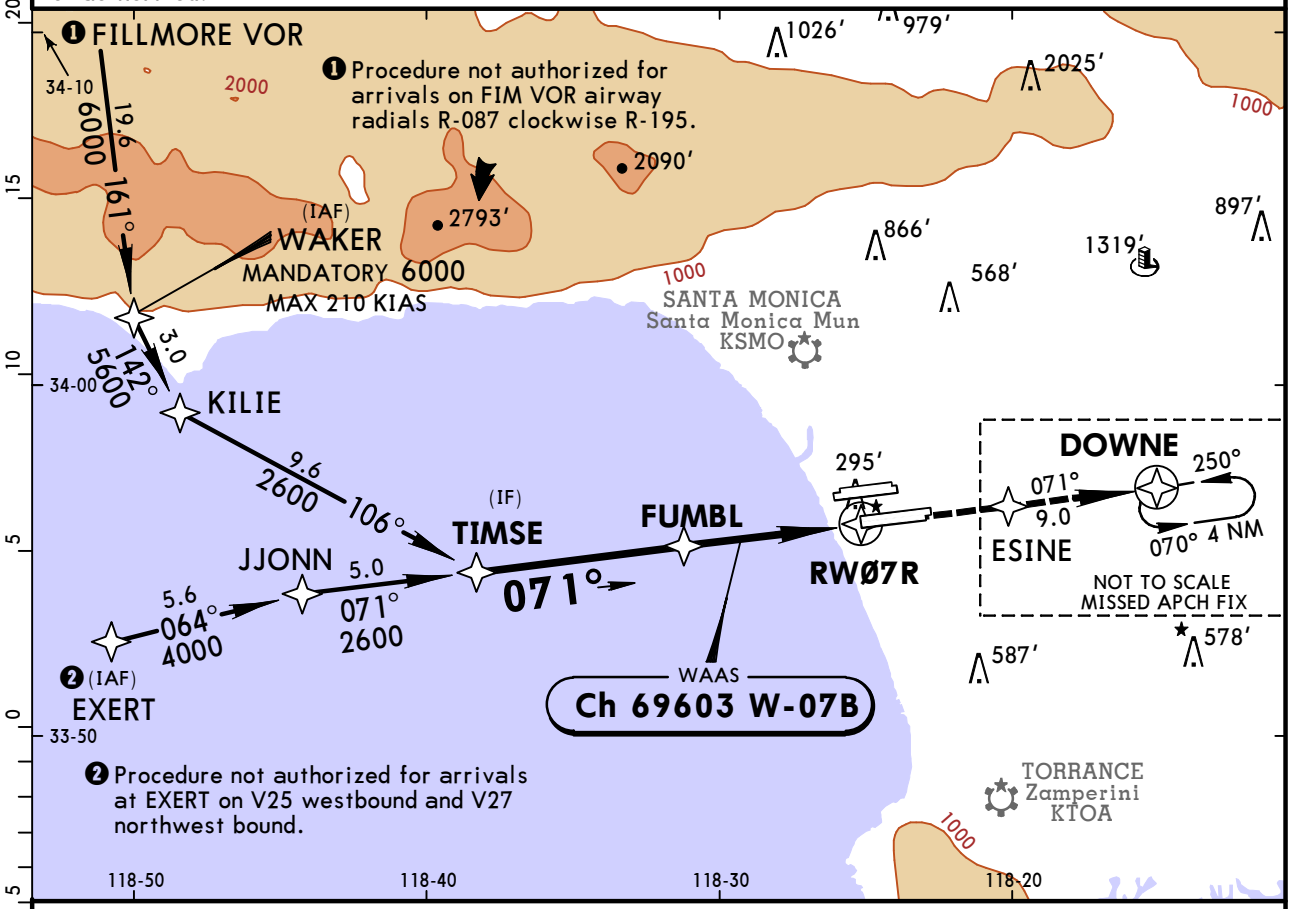
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 128′
Ch 69603 W-07B	**071°**	**FUMBL** **1800′** (1672′)	**328′** (200′)	TDZE 128′

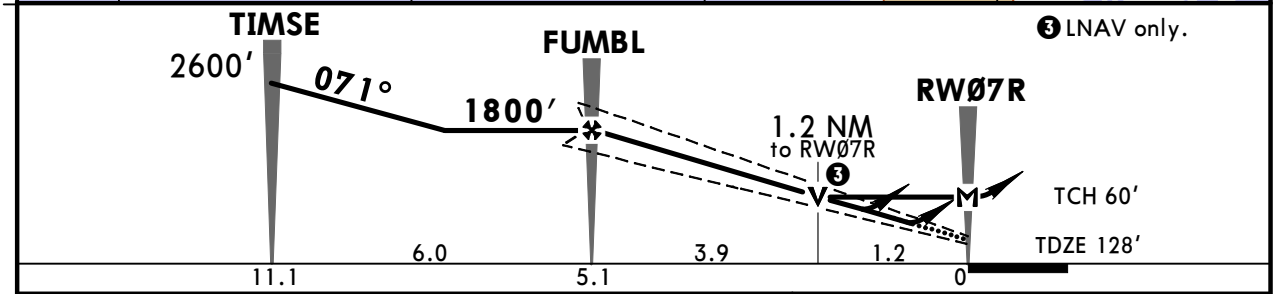
MISSED APCH: Climb to 3000′ direct ESINE and on track 071° to DOWNE and hold.

7700 MSA RWØ7R

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
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ7R							

MALSR PAPI **3000′** ESINE

TERPS STRAIGHT-IN LANDING RWY **7R**

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

TERPS AMEND 3A 7 DEC 2017

CHANGES: Chart format, minimums.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN LOS ANGELES, CALIF
2 FEB 24 (12-5) RNAV (GPS) Y Rwy 24L

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

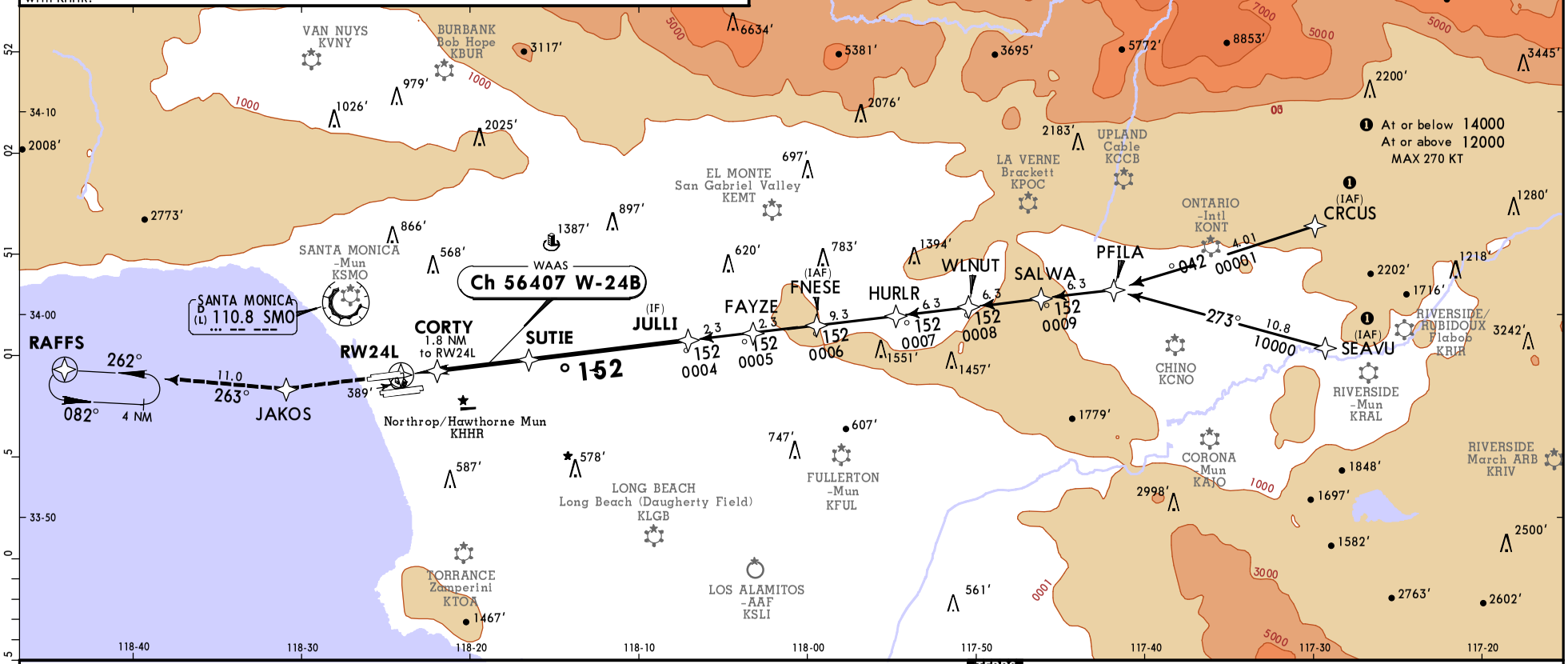
WAAS	Final Apch Crs	SUTIE	LPV DA(H)	Apt Elev 128'
Ch 56407 W-24B	251°	2200' (2077')	323' (200')	TDZE 123'

7700 MSA RW24L

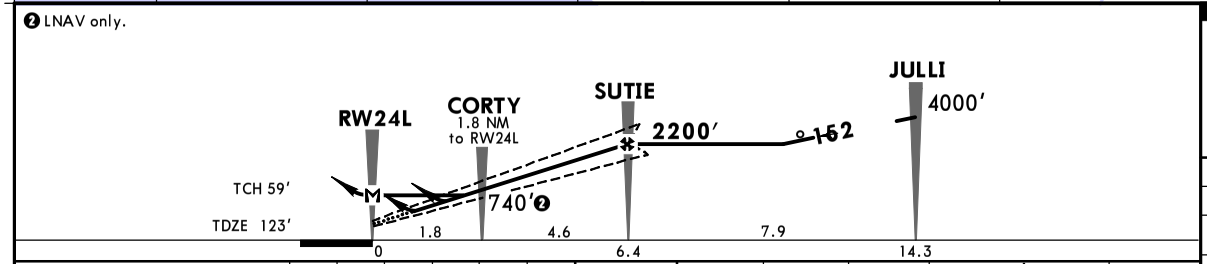
MISSED APCH: Climb to 2000' direct JAKOS and on track 263° to RAFFS and hold.

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

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 54°C . 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00° /TCH 79'). 4. Simultaneous approach authorized. 5. Simultaneous approach authorized with KHHR.



❷ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24L						

MALSR PAPI | 2000' | JAKOS on 263° | RAFFS

TERPS STRAIGHT-IN LANDING RWY 24L

	LPV DA(H) 323' (200')		LNAV/VNAV DA(H) 608' (485')		❷ LNAV MDA(H) 660' (537')	
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
A	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 3/8	RVR 24 or 1/2	RVR 50 or 1
B						
C					RVR 55 or 1	1 1/2
D						

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

CHANGES: Chart format.

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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	Final Apch Crs	KOBEE	LPV DA(H)	Apt Elev 128'
Ch 69307 W-24A	251°	2200' (2078')	322' (200')	TDZE 122'

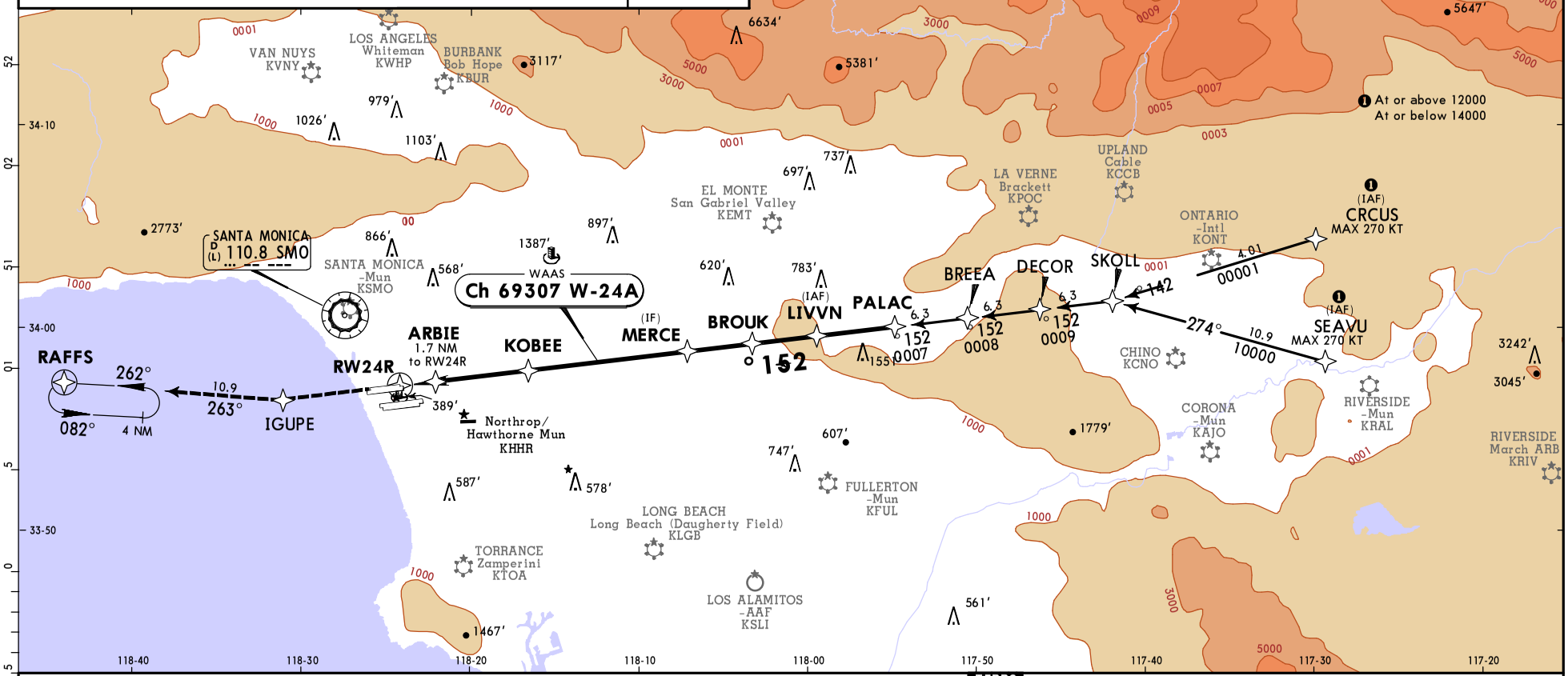
MISSED APCH: Climb to 2000' direct IGUPE and track 263° to RAFFS and hold.

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

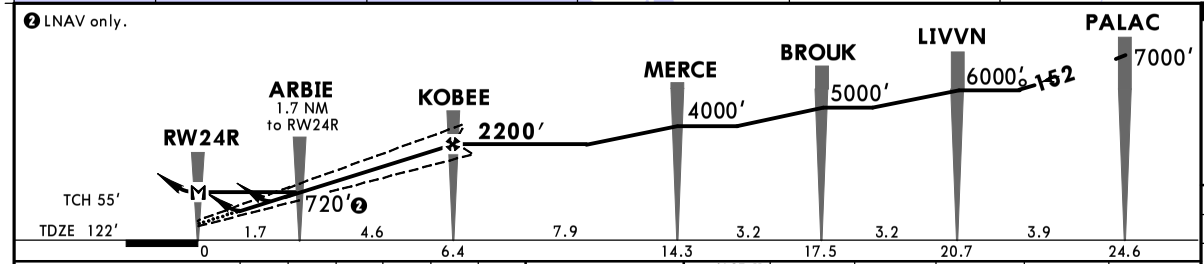
1. Use of Flight Director or Autopilot required during simultaneous operations.
2. Simultaneous approach authorized. 3. Simultaneous approach authorized with KHHR.
4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 6°C or above 54°C. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73').

7700

MSA RW24R



❷ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24R						

ALSF-II | PAPI | 2000' | D | IGUPE | 263° | RAFFS

TERPS STRAIGHT-IN LANDING RWY 24R

	LPV DA(H) 322' (200')			LNAV/VNAV DA(H) 589' (467')		❷ LNAV MDA(H) 640' (518')	
		TDZ/CL out	ALS out		ALS out		ALS out
A	RVR 18 or ½	❶ RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1½	RVR 24 or ½	RVR 50 or 1
B						RVR 55 or 1	1⅜
C							
D							

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

CHANGES: Secondary airport L67 removed, chart format.

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JEPPESEN LOS ANGELES, CALIF
(12-7) RNAV (GPS) Y Rwy 25L

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	Final Apch Crs	GIGII	LPV DA(H)	Apt Elev 128'
Ch 53507 W-25A	251°	1900' (1796')	304' (200')	TDZE 104'

MISSED APCH: Climb to 2000' direct ZERAN and on track 187° to CATLY and hold.

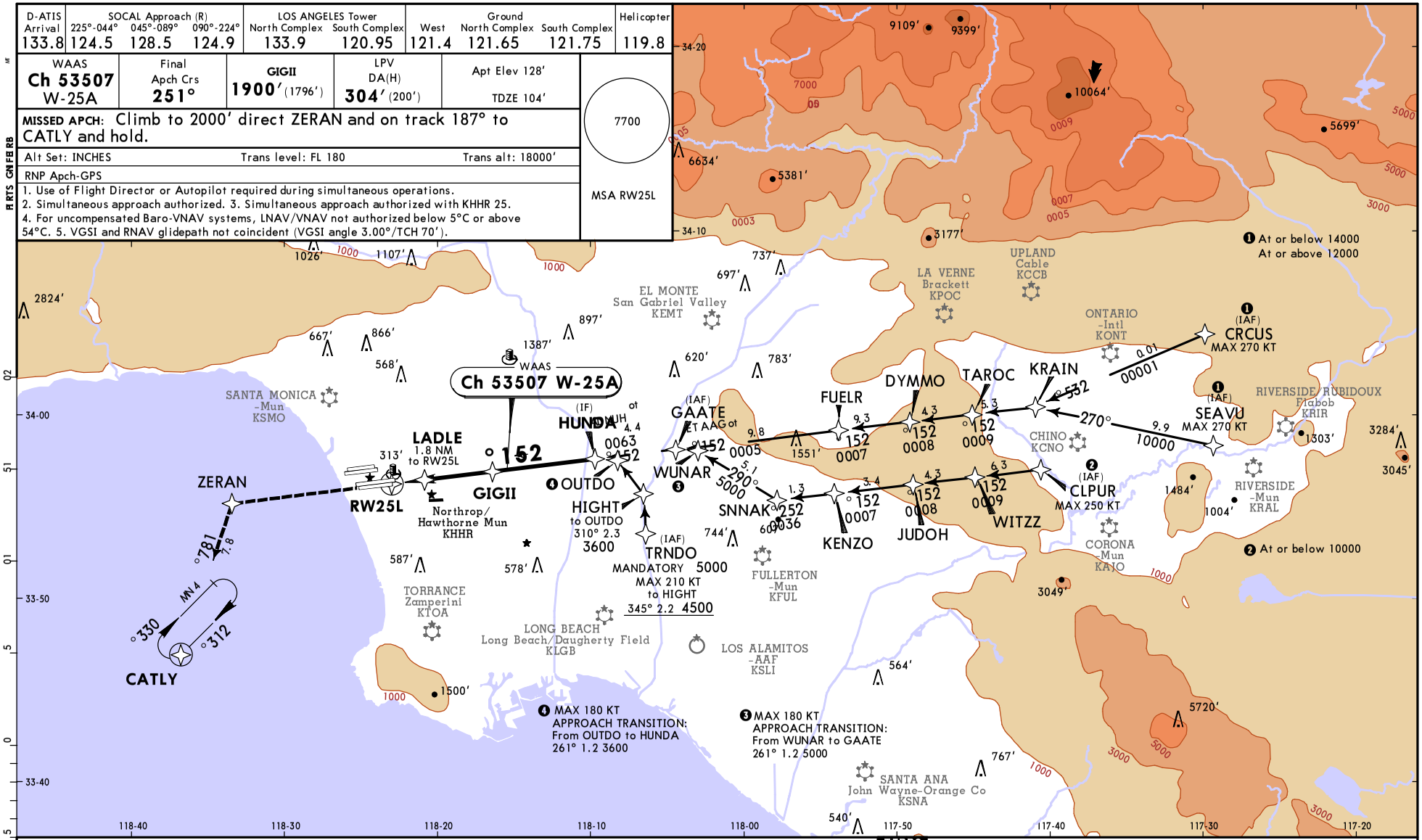
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000'

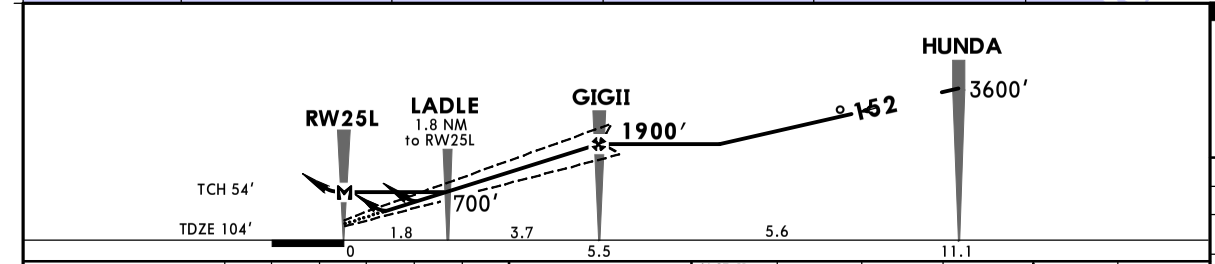
RNP Apch-GPS

1. Use of Flight Director or Autopilot required during simultaneous operations.
2. Simultaneous approach authorized. 3. Simultaneous approach authorized with KHHR 25.
4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 54°C. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70').

7700

MSA RW25L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25L						

ALSF-II PAPI 2000' D ZERAN on 187° CATLY

TERPS STRAIGHT-IN LANDING RWY 25L

	LPV DA(H) 304' (200')			LNAV/VNAV DA(H) 479' (375')		2 LNAV MDA(H) 580' (476')	
		TDZ/CL out	ALS out		ALS out		ALS out
A	RVR 18 or 1/2	1				RVR 24 or 1/2	RVR 50 or 1
B		RVR 24 or 1/2	RVR 40 or 3/4	RVR 35 or 5/8	RVR 55 or 1		
C						RVR 50 or 1	1 3/8
D							

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

CHANGES: OUTDO & WUNAR MAX KT added, chart format.

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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	Final Apch Crs	FOGLA	LPV DA(H)	Apt Elev 128′
Ch 49007 W-25B	251°	1900′ (1796′)	304′ (200′)	TDZE 104′

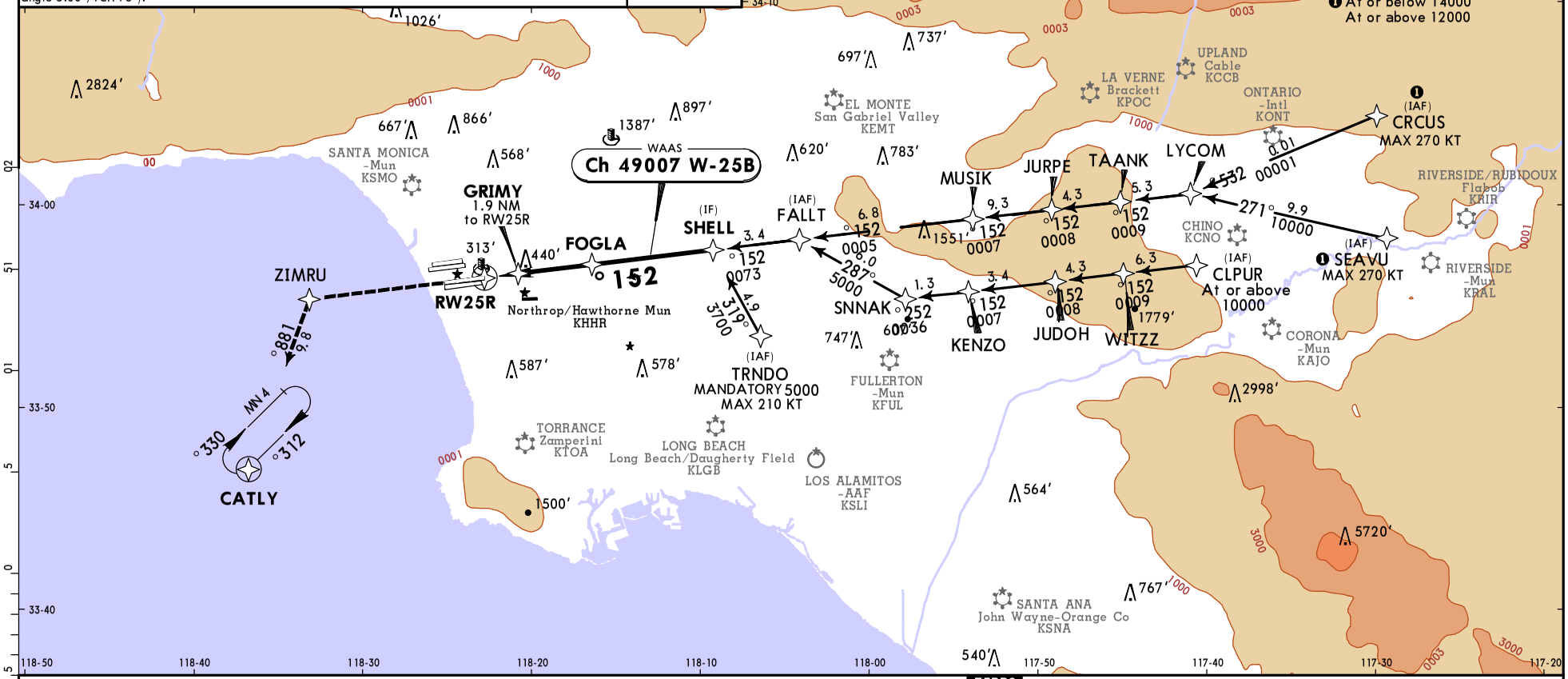
MISSED APCH: Climb to 2000′ direct ZIMRU and on track 188° to CATLY and hold.

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

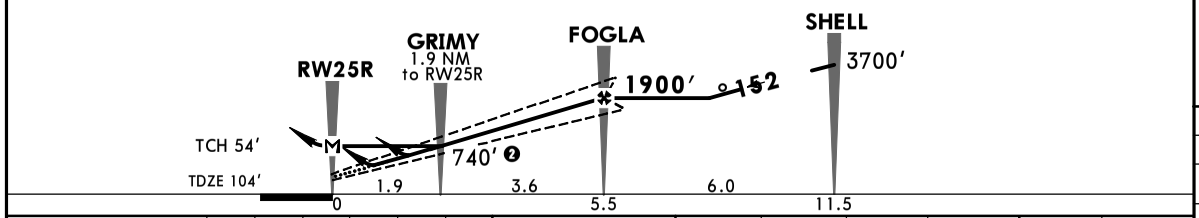
1. Use of Flight Director or Autopilot required during simultaneous operations. 2. Simultaneous approach authorized. 3. Simultaneous approach authorized with KHHR. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 54°C. 5. VGSI and RNAV glidepath not coincident (VGSI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

7700

MSA RW25R



LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25R						

MALSR | PAPI | 2000′ | ZIMRU | 188° | CATLY

TERPS STRAIGHT-IN LANDING RWY 25R

	LPV DA(H) 304′(200′)	RAIL/ALS out	LNAV/VNAV DA(H) 578′(474′)	RAIL/ALS out	2 LNAV MDA(H) 640′(536′)	RAIL/ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	RVR 24 or 1/2	RVR 50 or 1
B						
C					RVR 55 or 1	1 1/2
D						

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

CHANGES: None.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN

10 MAR 17 (12-20)

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

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

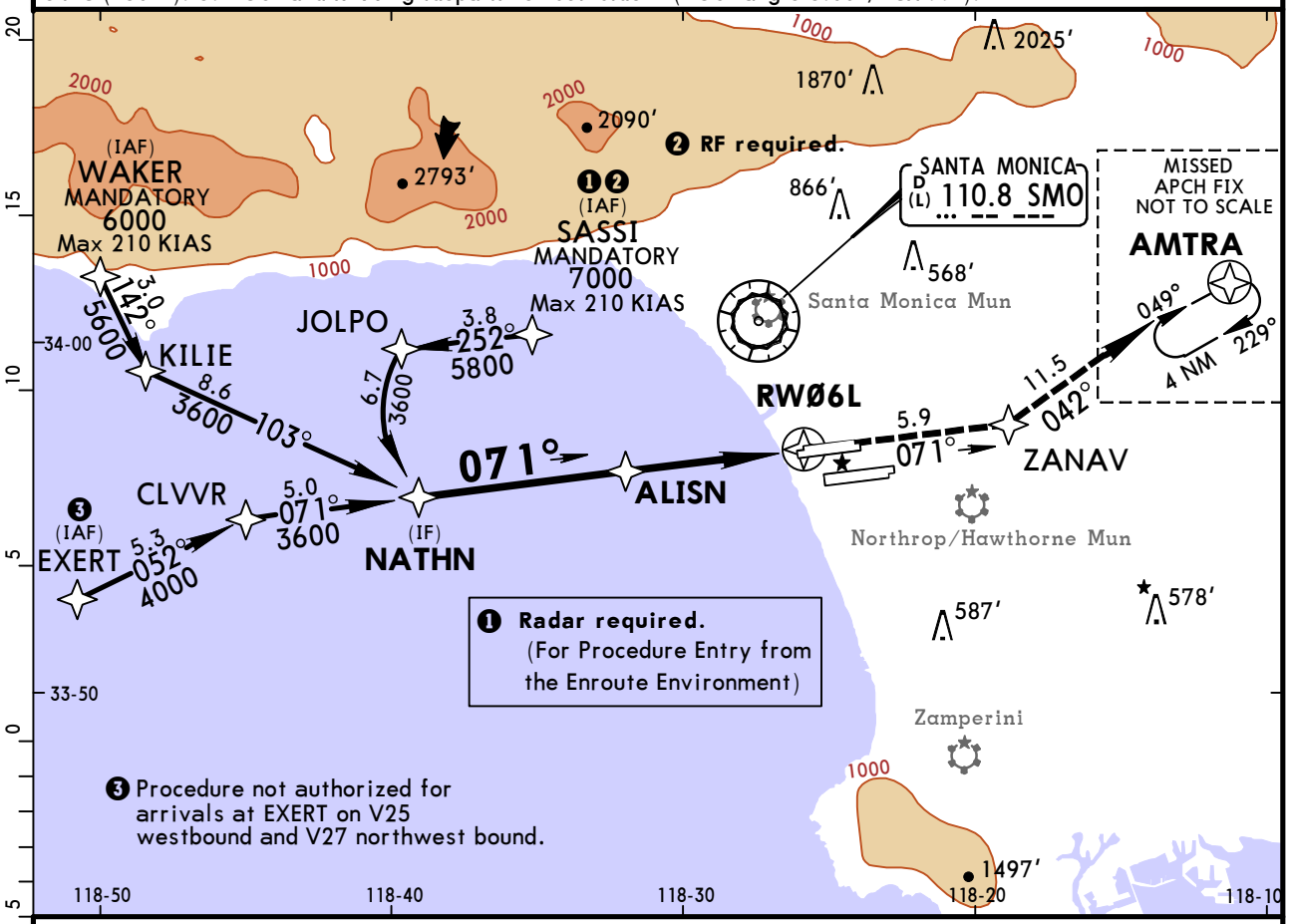
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 128′
	071°	ALISN 1800′ (1681′)	484′ (365′)	TDZE 119′

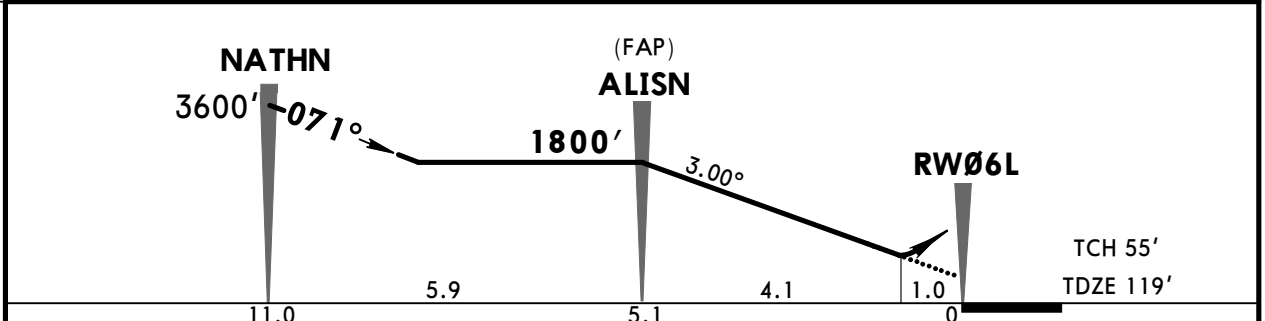
7700′ MSA RWØ6L

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

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

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





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

MALSR PAPI — 3000′ on 071° — ZANAV

TERPS STRAIGHT-IN LANDING RWY **6L**

RNP 0.30

DA(H) **484′** (365′)

		RAIL/ALS out
A		
B		
C	RVR 40 or ¾	RVR 60 or 1¼
D		

TERPS AMEND 1 10 NOV 2016

CHANGES: None.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN

10 MAR 17 (12-21)

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

BRIEFING STRIP ™

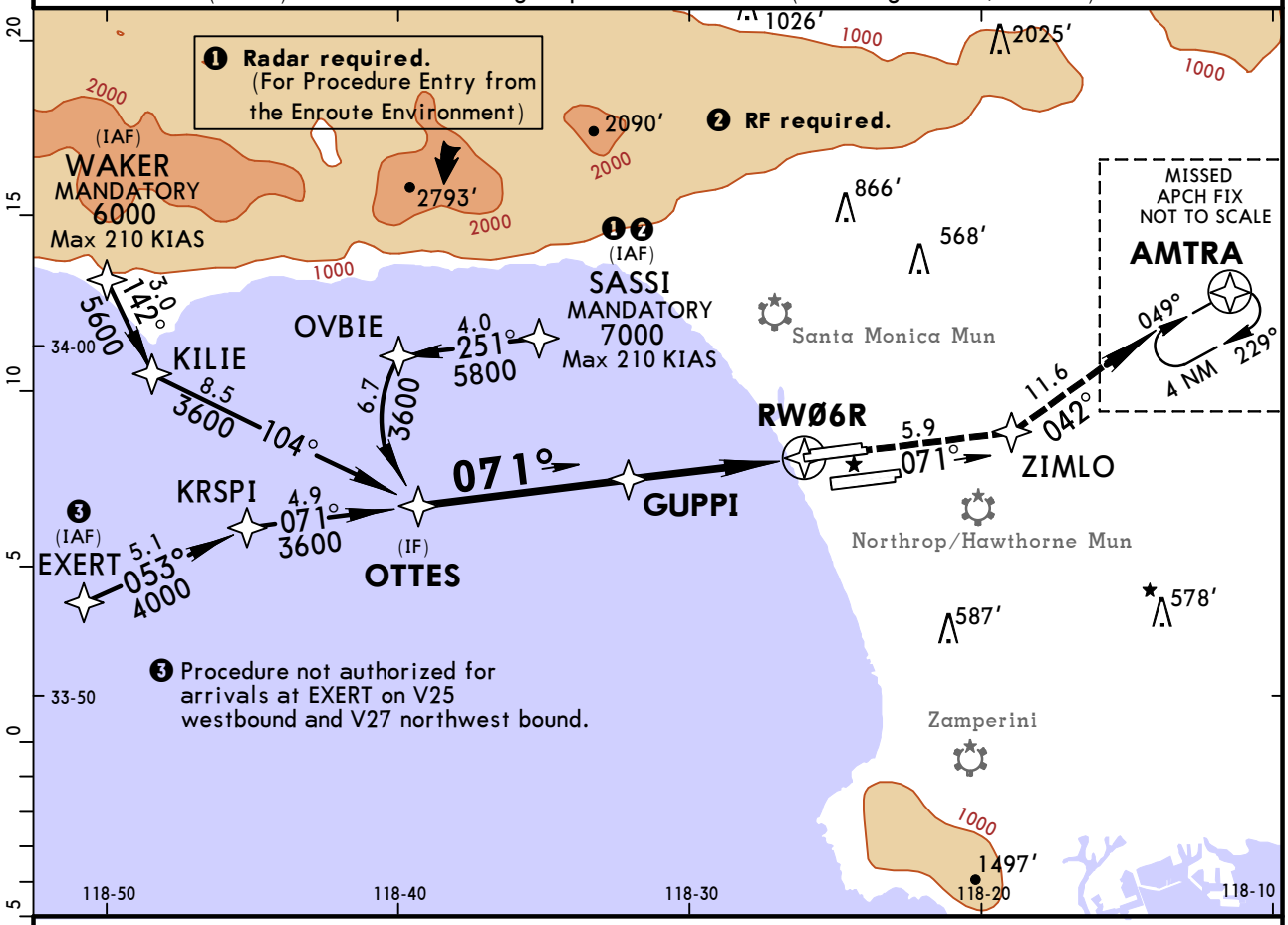
D-ATIS Arrival	SOCAL Approach (R) 225°-044°	045°-089°	090°-224°	LOS ANGELES Tower North Complex	South Complex	Ground West	North Complex	South Complex	Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8

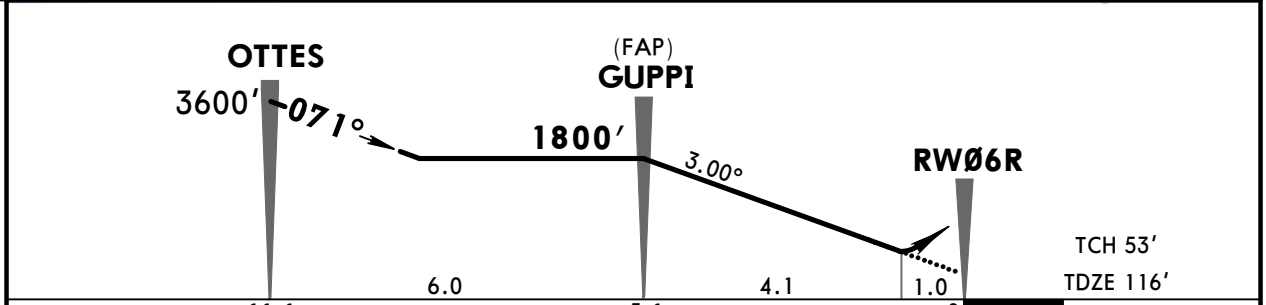
RNAV	Final Apch Crs	Minimum Alt GUPPI	RNP 0.30 DA(H)	Apt Elev 128′ TDZE 116′	7800′ MSA RWØ6R
	071°	1800′ (1684′)	471′ (355′)		

MISSED APCH: Climb to 3000′ on track 071° to ZIMLO and on track 042° to AMTRA and hold.

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

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





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR / PAPI — 3000′ on 071° — ZIMLO

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

		RAIL/ALS out
A	RVR 40 or ¾	RVR 60 or 1¼
B		
C		
D		

TERPS AMEND 1 10 NOV 2016

CHANGES: Terps label.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN
4 NOV 16
Eff 10 Nov
12-22

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

BRIEFING STRIP™

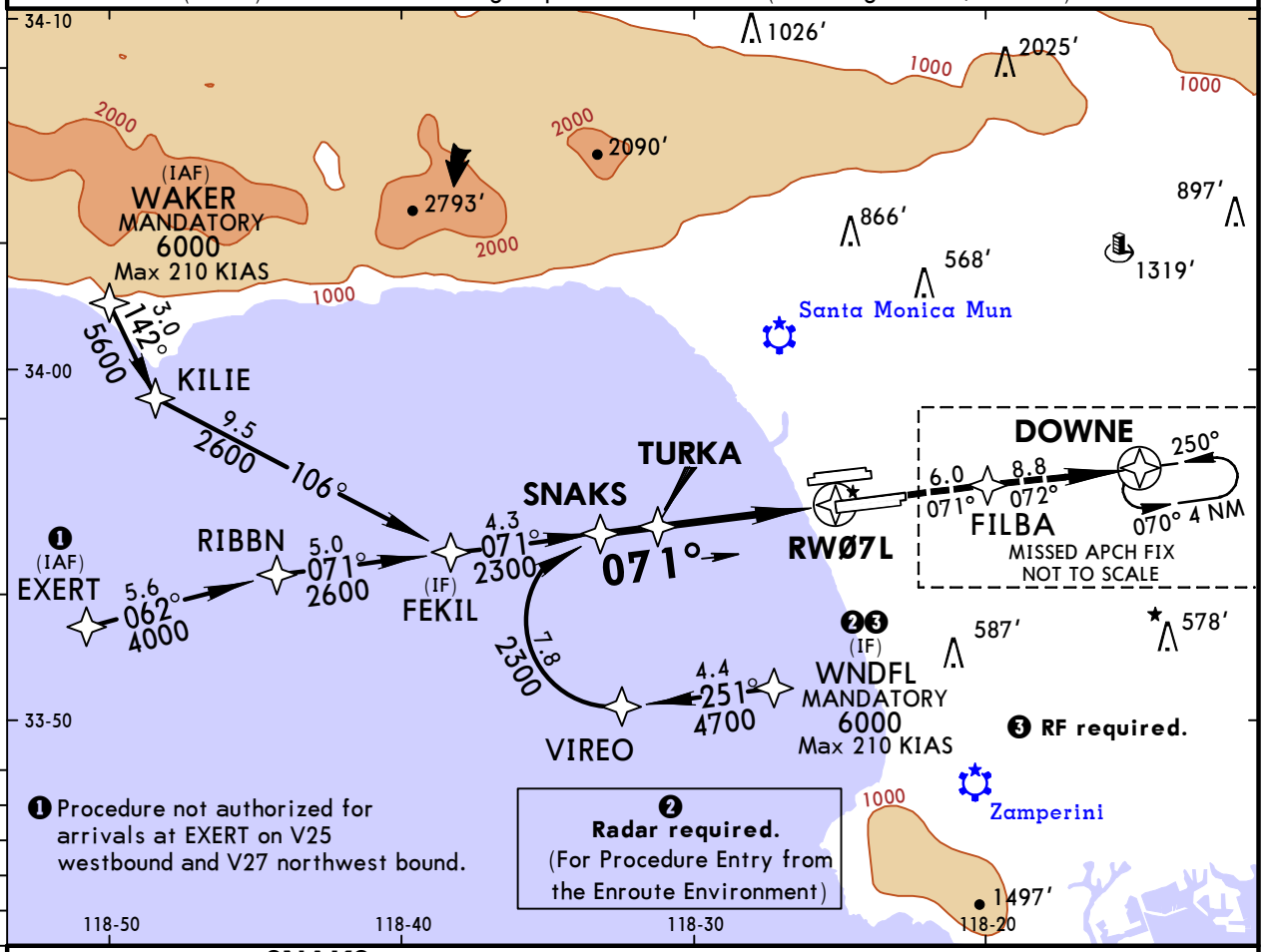
D-ATIS Arrival	SOCAL Approach (R) 225°-044°	045°-089°	090°-224°	LOS ANGELES Tower North Complex	South Complex	Ground West	North Complex	South Complex	Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8

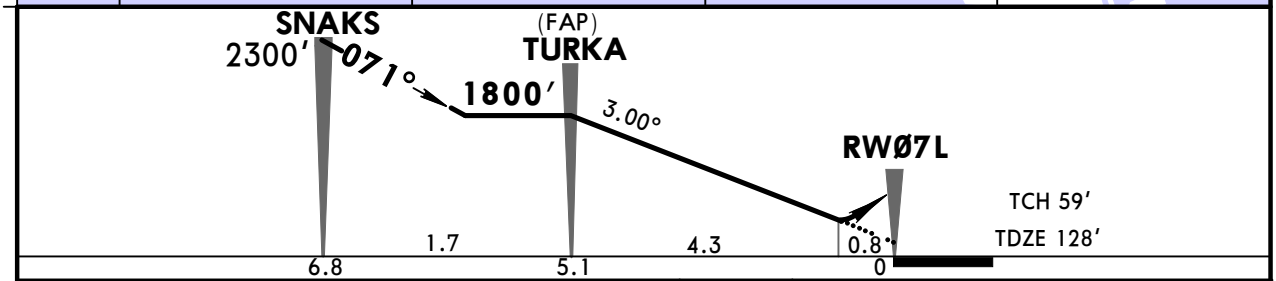
RNAV	Final Apch Crs	Minimum Alt TURKA	RNP 0.11 DA(H)	Apt Elev 128′ TDZE 128′	7700′ MSA RWØ7L
	071°	1800′(1672′)	441′(313′)		

MISSED APCH: Climb to 3000′ on track 071° to FILBA and on track 072° to DOWNE and hold.

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

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





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
3000′ on 071°
FILBA

TERPS

STRAIGHT-IN LANDING RWY **7L**

	RNP 0.11 DA(H) 441′(313′)		RNP 0.30 DA(H) 485′(357′)	
		RAIL/ALS out		RAIL/ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼
B				
C				
D				

TERPS AMEND 1 10 NOV 2016

CHANGES: Procedure.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN
4 NOV 16
Eff 10 Nov
(12-23)

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

D-ATIS Arrival	SOCAL Approach (R) 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

BRIEFING STRIP™

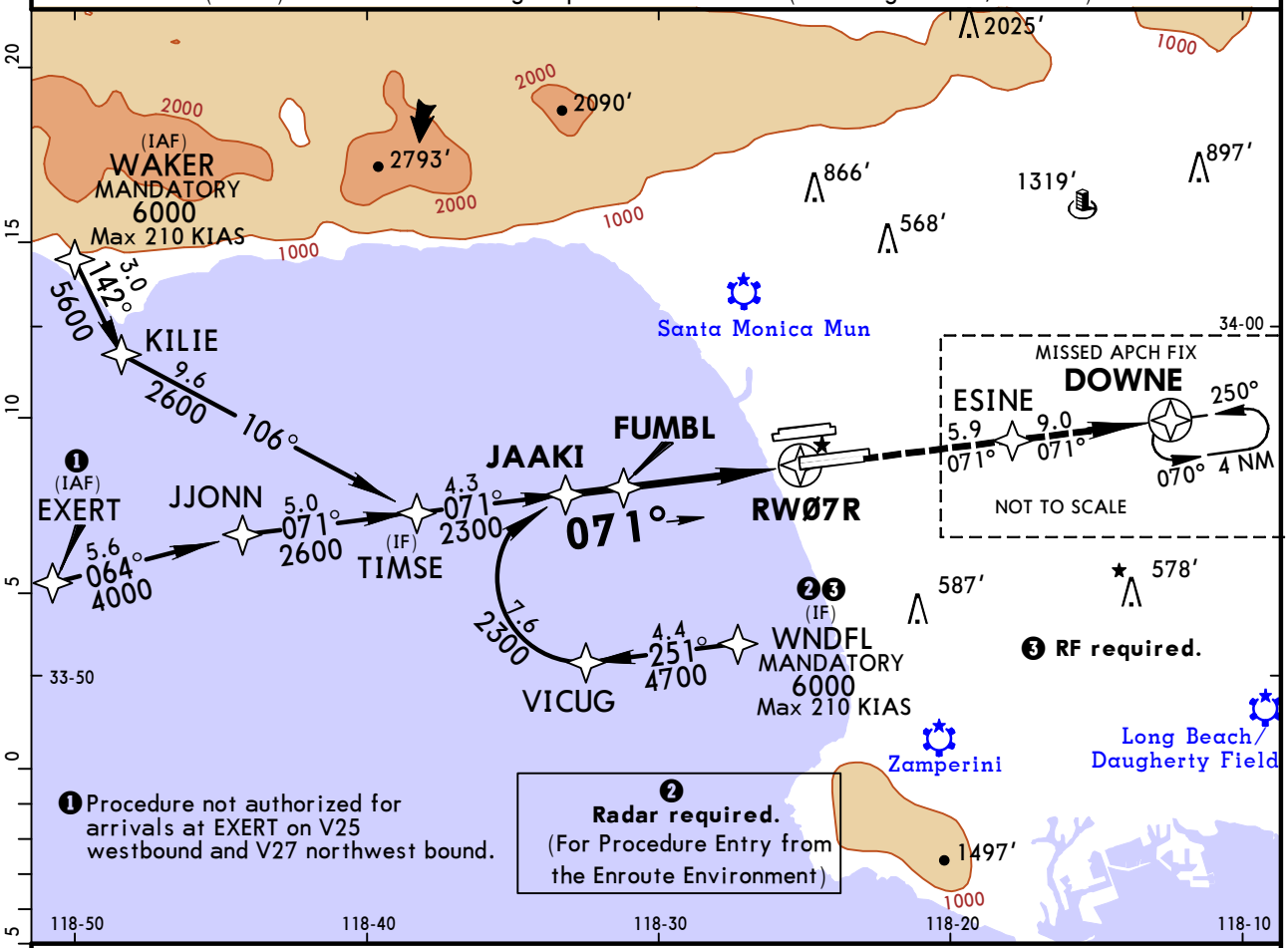
RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 128′ TDZE 128′
	071°	FUMBL 1800′(1672′)	414′(286′)	

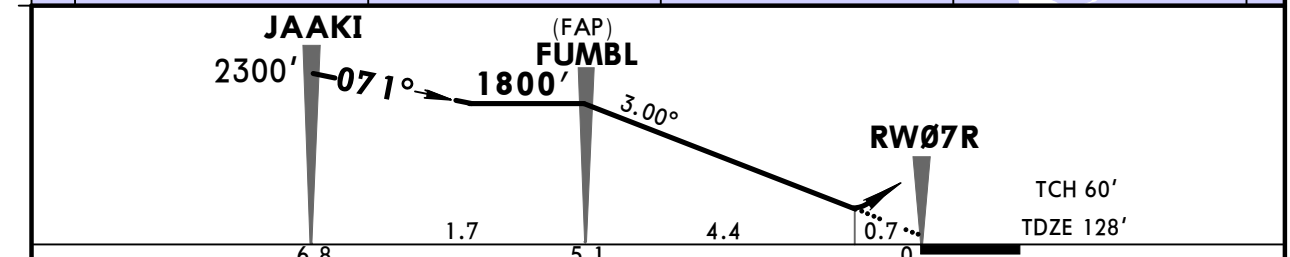
7700′ MSA RWØ7R

MISSED APCH: Climb to 3000′ on track 071° to ESINE and on track 071° to DOWNE and hold.

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

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





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR
PAPI
3000′ on 071° ESINE

TERPS STRAIGHT-IN LANDING RWY **7R**

	RNP 0.11 DA(H) 414′(286′)	RAIL/ALS out	RNP 0.30 DA(H) 538′(410′)	RAIL/ALS out
A				
B				
C	RVR 24 or ½	RVR 45 or ⅞	RVR 45 or ⅞	1⅜
D				

TERPS AMEND 1 10 NOV 2016

CHANGES: Procedure, notes, minimums.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN LOS ANGELES, CALIF
8 DEC 23 (12-24) RNAV (RNP) Z Rwy 24L

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

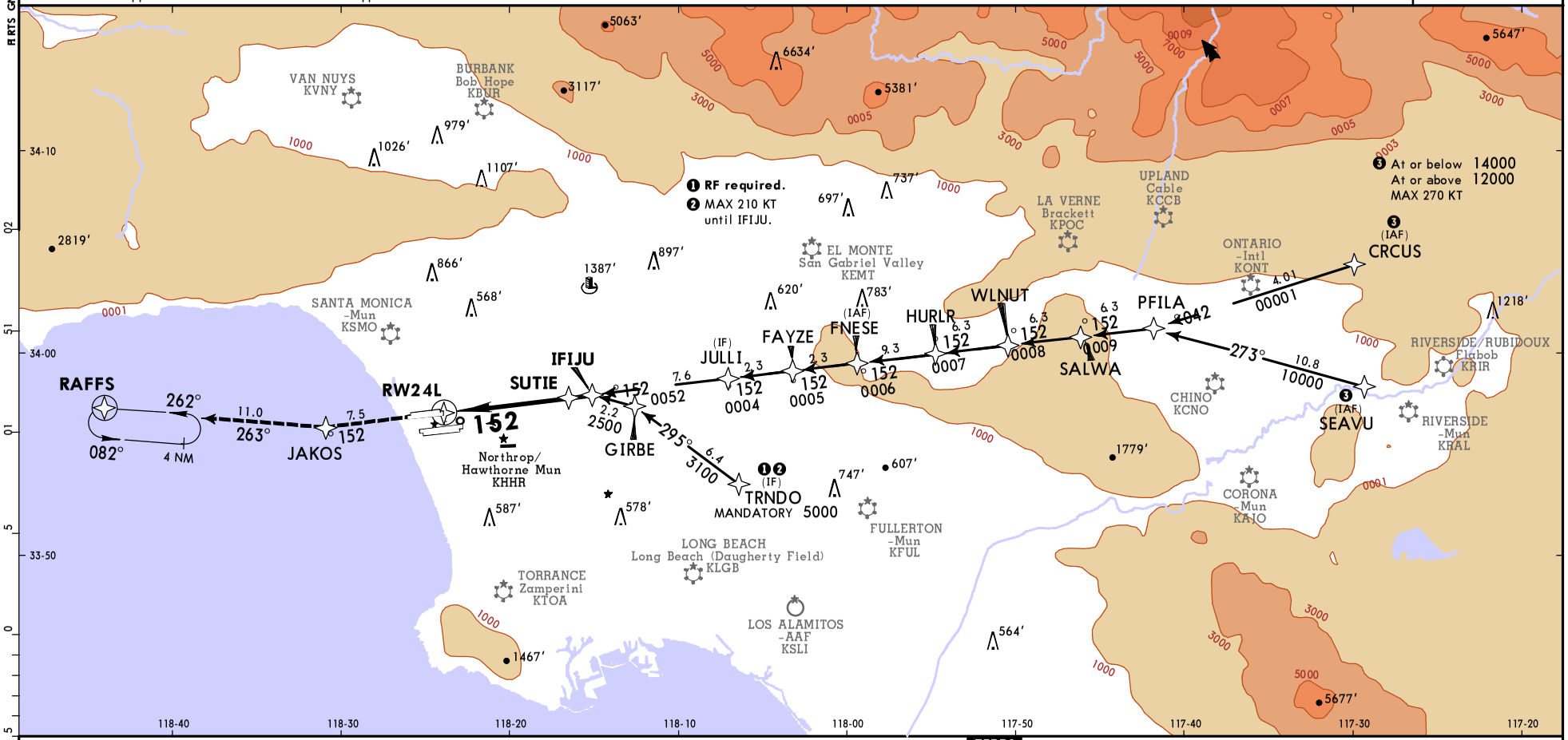
RNAV	Final Apch Crs 251°	SUTIE 2200′ (2077′)	RNP 0.15 DA(H) 545′ (422′)	Apt Elev 128′ TDZE 123′

7700
MSA RW24L

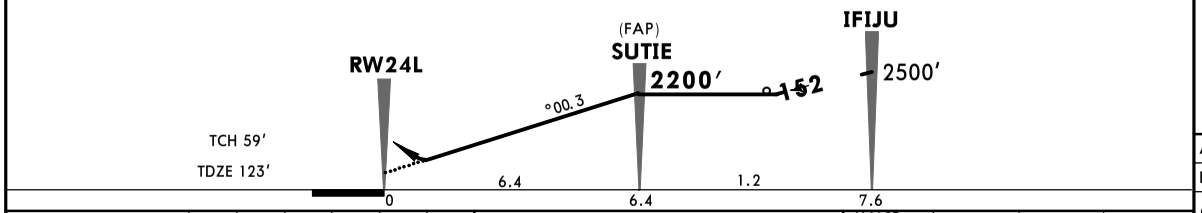
MISSED APCH: Climb to 2000′ on track 251° to JAKOS and on track 263° to RAFFS and hold.

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 KHHR.



See planview for multiple IF locations.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
2000′ on 251°
JAKOS

TERPS STRAIGHT-IN LANDING RWY 24L

	RNP 0.15 DA(H) 545′ (422′)	RAIL/ALS out	RNP 0.30 DA(H) 592′ (469′)	RAIL/ALS out
A	RVR 35 or 5/8	1 3/8	RVR 45 or 7/8	1 3/8
B				
C				
D				

CHANGES: Notes, chart format.

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KLAX/LAX
LOS ANGELES INTL

JEPPESEN LOS ANGELES, CALIF
8 DEC 23 (12-25) RNAV (RNP) Z Rwy 24R

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

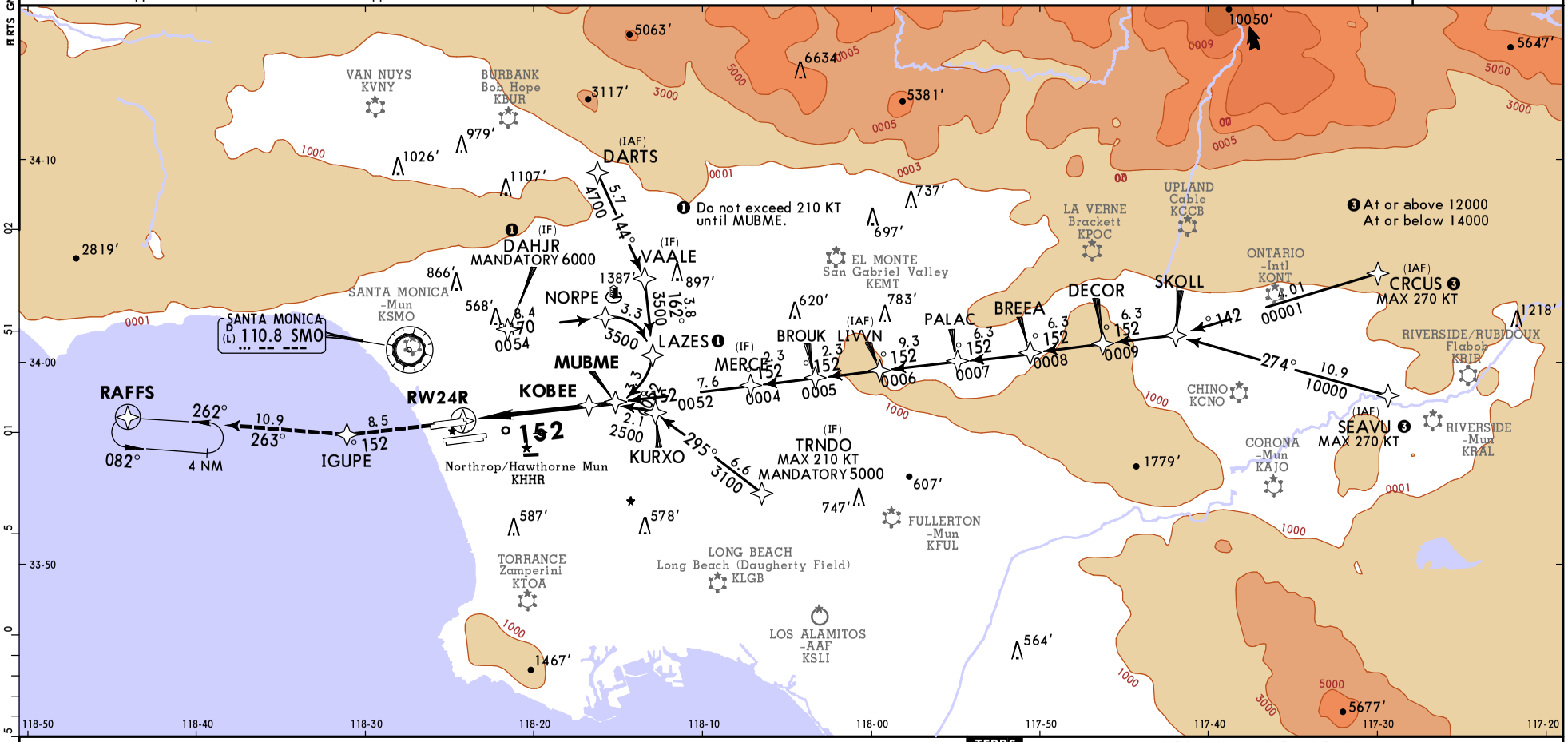
RNAV	Final Apch Crs 251°	KOBEE 2200′ (2078′)	RNP 0.15 DA(H) 484′ (362′)	Apt Elev 128′ TDZE 122′

7700
MSA RW24R

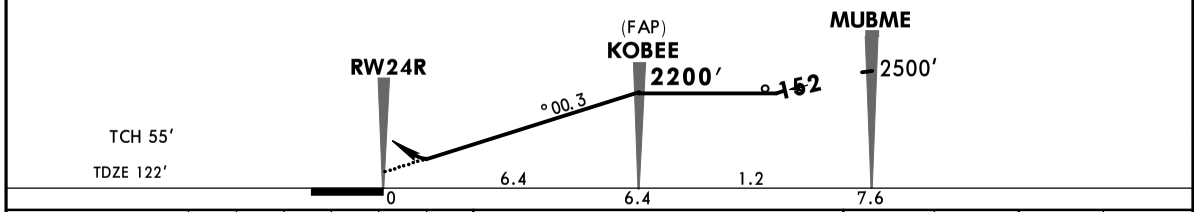
MISSED APCH: Climb to 2000′ on track 251° to IGUPE and on track 263° to RAFFS and hold.

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 KHHR.



See planview for multiple IF locations.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI 2000′ on 251° IGUPE

TERPS STRAIGHT-IN LANDING RWY 24R

	RNP 0.15 DA(H) 484′ (362′)		RNP 0.30 DA(H) 586′ (464′)	
		ALS out		ALS out
A B C D	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1½

CHANGES: Chart format.

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KLAX/LAX
LOS ANGELES INTL

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

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	GIGII	RNP 0.15 DA(H)	Apt Elev 128' TDZE 104'
	251°	1900' (1796')	445' (341')	

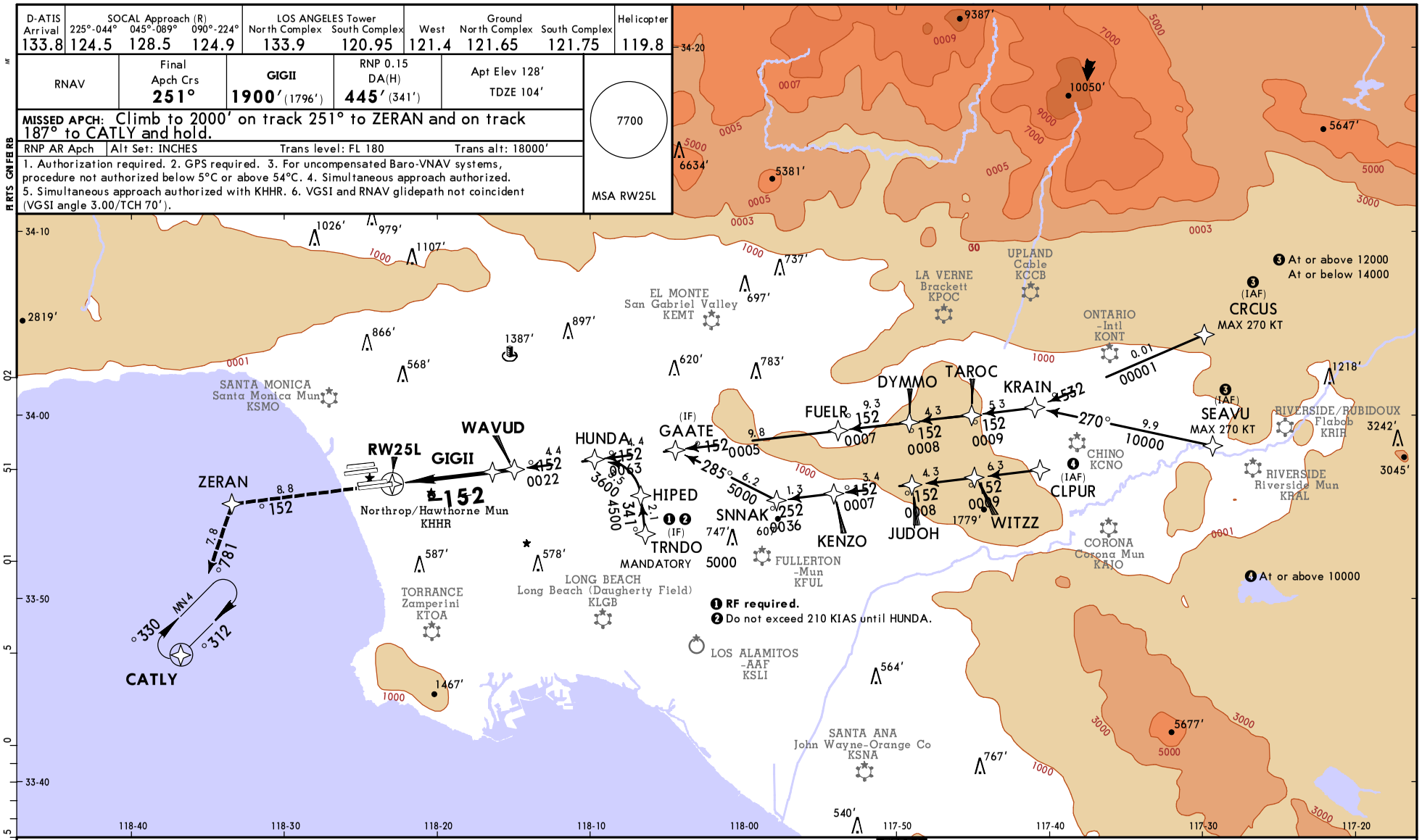
MISSED APCH: Climb to 2000' on track 251° to ZERAN and on track 187° to CATLY and hold.

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

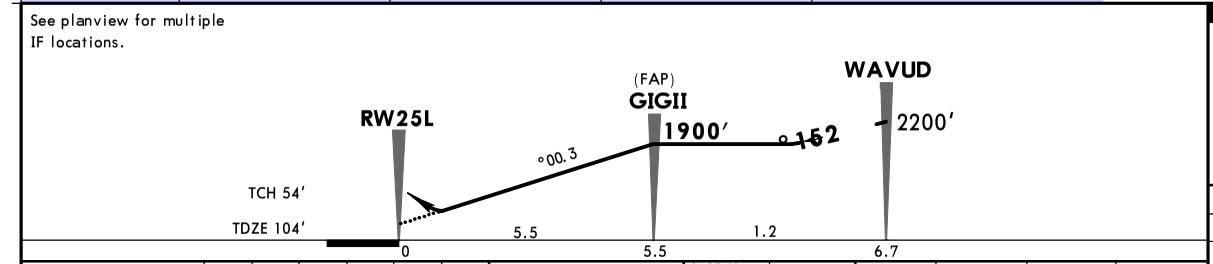
1. Authorization required. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C or above 54°C. 4. Simultaneous approach authorized. 5. Simultaneous approach authorized with KHHR. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 70').

7700

MSA RW25L



See planview for multiple IF locations.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI | 2000' | 251° | ZERAN | 187° | CATLY

TERPS STRAIGHT-IN LANDING RWY 25L

	RNP 0.15 DA(H) 445' (341')		RNP 0.30 DA(H) 543' (439')	
		ALS out		ALS out
A B C D	RVR 30 or 5/8	RVR 60 or 1¼	RVR 50 or 1	1½

CHANGES: Transitions from DAHJR & FODIG removed, notes.

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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 251°	FOGLA 1900′ (1796′)	RNP 0.11 DA(H) 453′ (349′)	Apt Elev 128′ TDZE 104′

7700

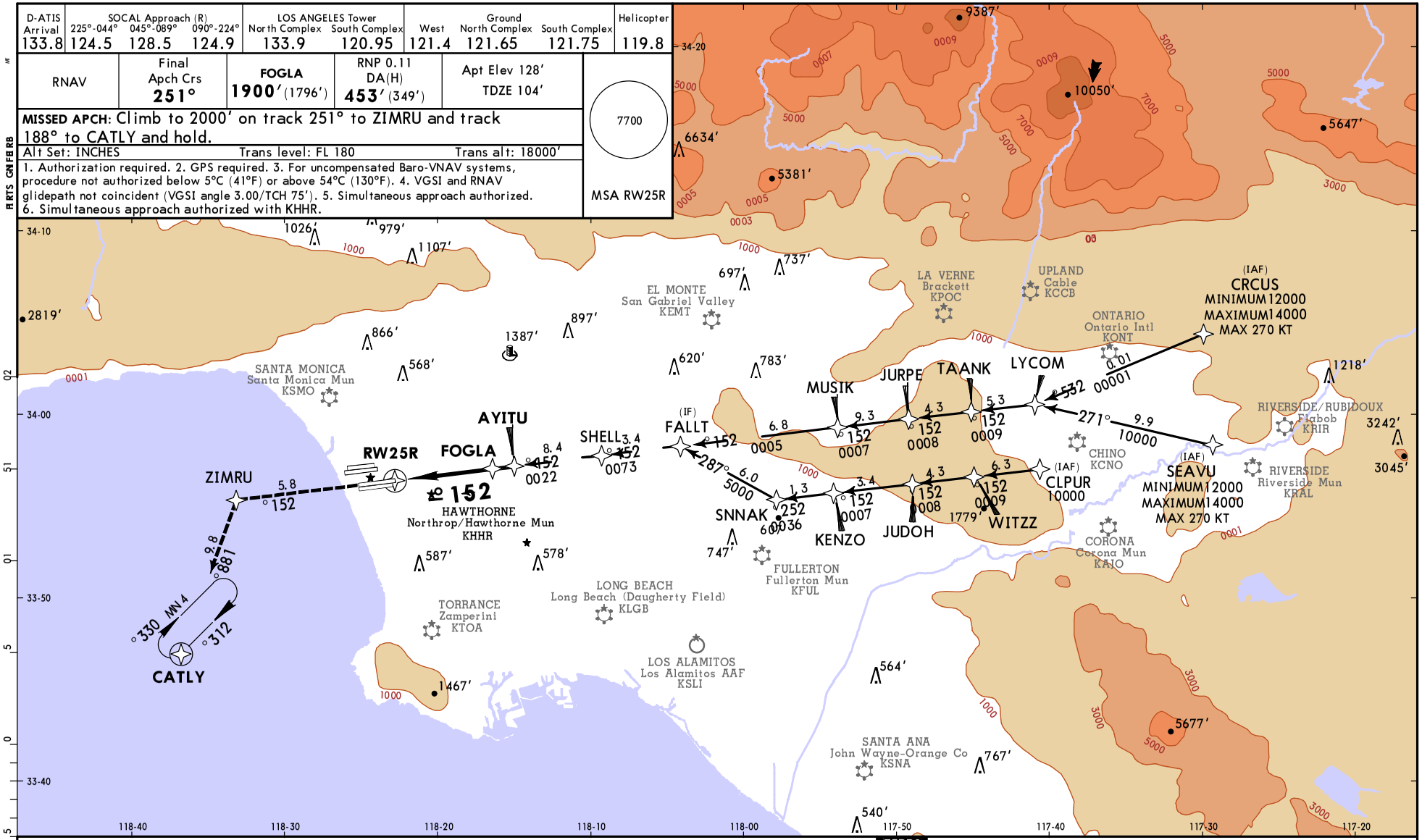
MSA RW25R

MISSED APCH: Climb to 2000′ on track 251° to ZIMRU and track 188° to CATLY and hold.

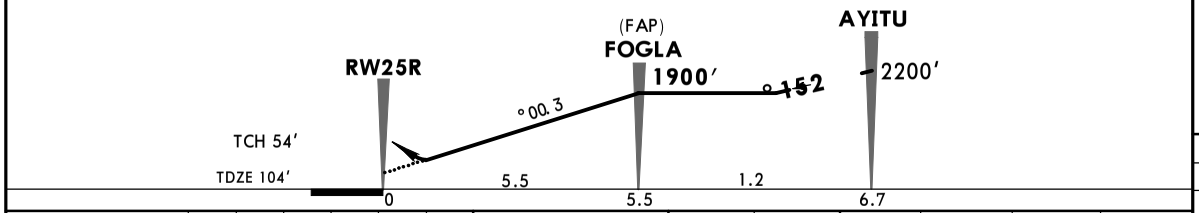
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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. VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 75′). 5. Simultaneous approach authorized. 6. Simultaneous approach authorized with KHHR.

FR RTS GN FR RB



See planview for multiple IF locations.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 2000′ on 251° ZIMRU 188° CATLY

TERPS STRAIGHT-IN LANDING RWY25R

	RNP 0.11 DA(H) 453′ (349′)		RNP 0.30 DA(H) 544′ (440′)	
		RAIL/ALS out		RAIL/ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½
B				
C				
D				

CHANGES: Transitions removed.

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