







**KLAX/LAX**  
LOS ANGELES INTL

**KLAX/LAX**  
LOS ANGELES INTL

D-ATIS Arrival **133.8**  
Apt Elev **126'**  
Alt Set: INCHES. Trans level: FL 180. Trans alt: 18000'.  
RADAR or DME required.

D-ATIS Arrival **133.8**  
Apt Elev **126'**  
Alt set: INCHES. Trans level: FL 180. Trans alt: 18000'.  
Procedure for non-turboprop aircraft only.

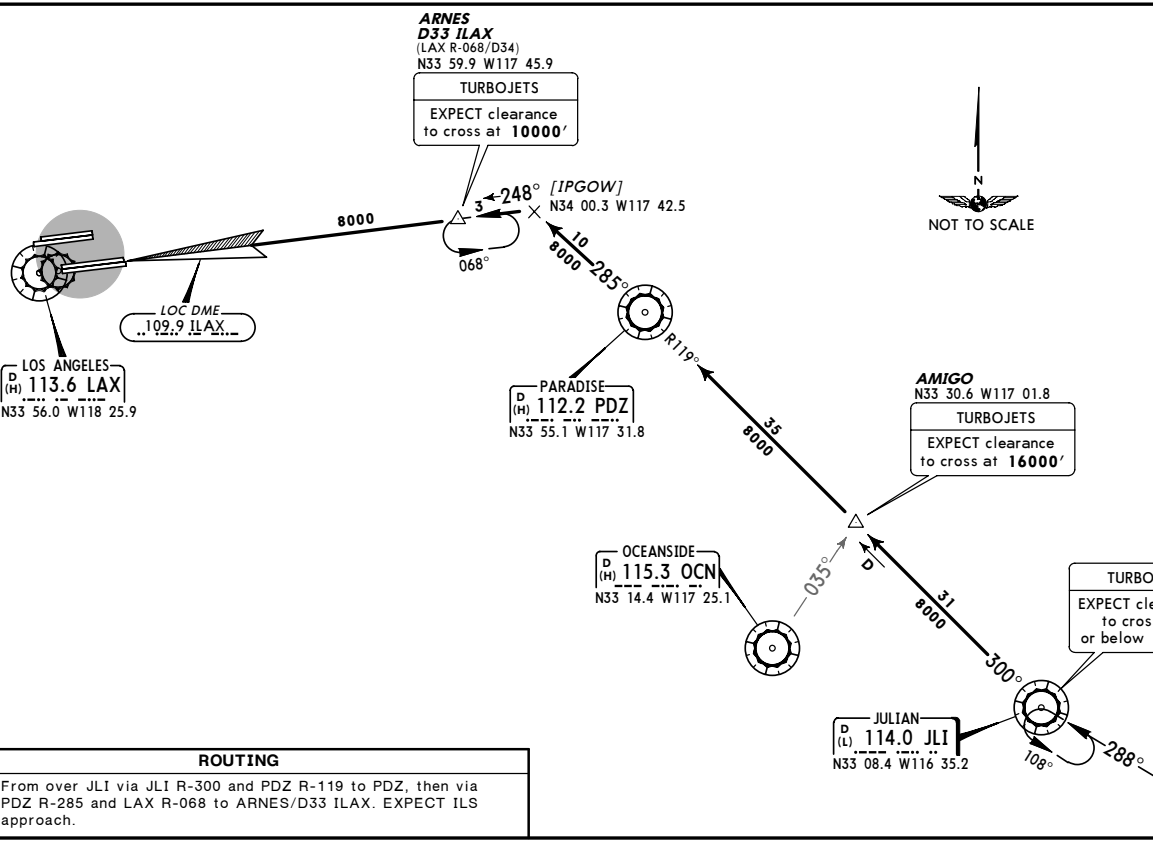
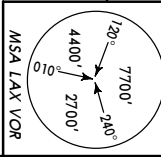
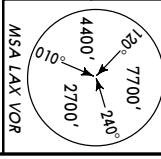
**JULIAN FOUR ARRIVAL (JLI.JLI4)**

**KIMMO TWO ARRIVAL (DARTS.KIMMO2)**

**JEPPERSEN**  
17 DEC 04 **10-2C**

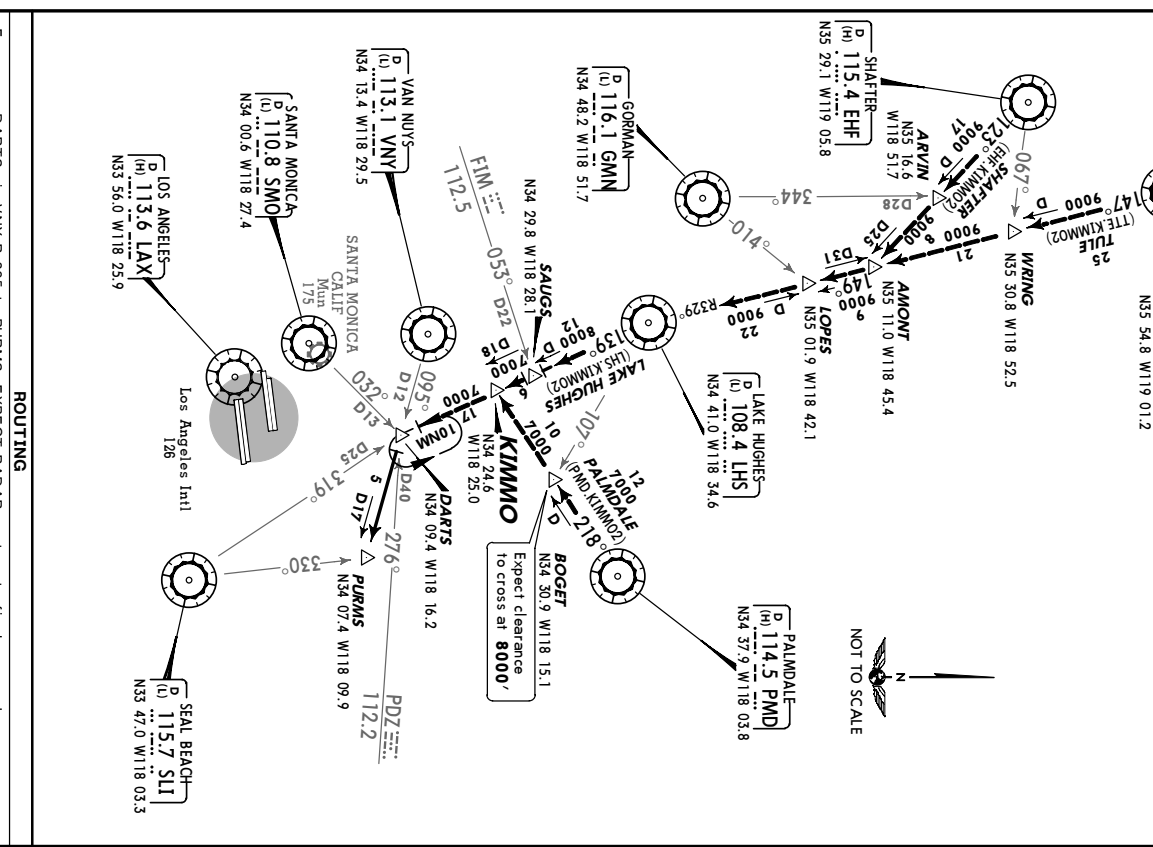
**JEPPERSEN**  
24 OCT 03 **10-2D**

**LOS ANGELES, CALIF**  
**STAR**



**ROUTING**

From over JLI via JLI R-300 and PDZ R-119 to PDZ, then via PDZ R-285 and LAX R-068 to ARNES/D33 ILAX. EXPECT ILS approach.



**ROUTING**

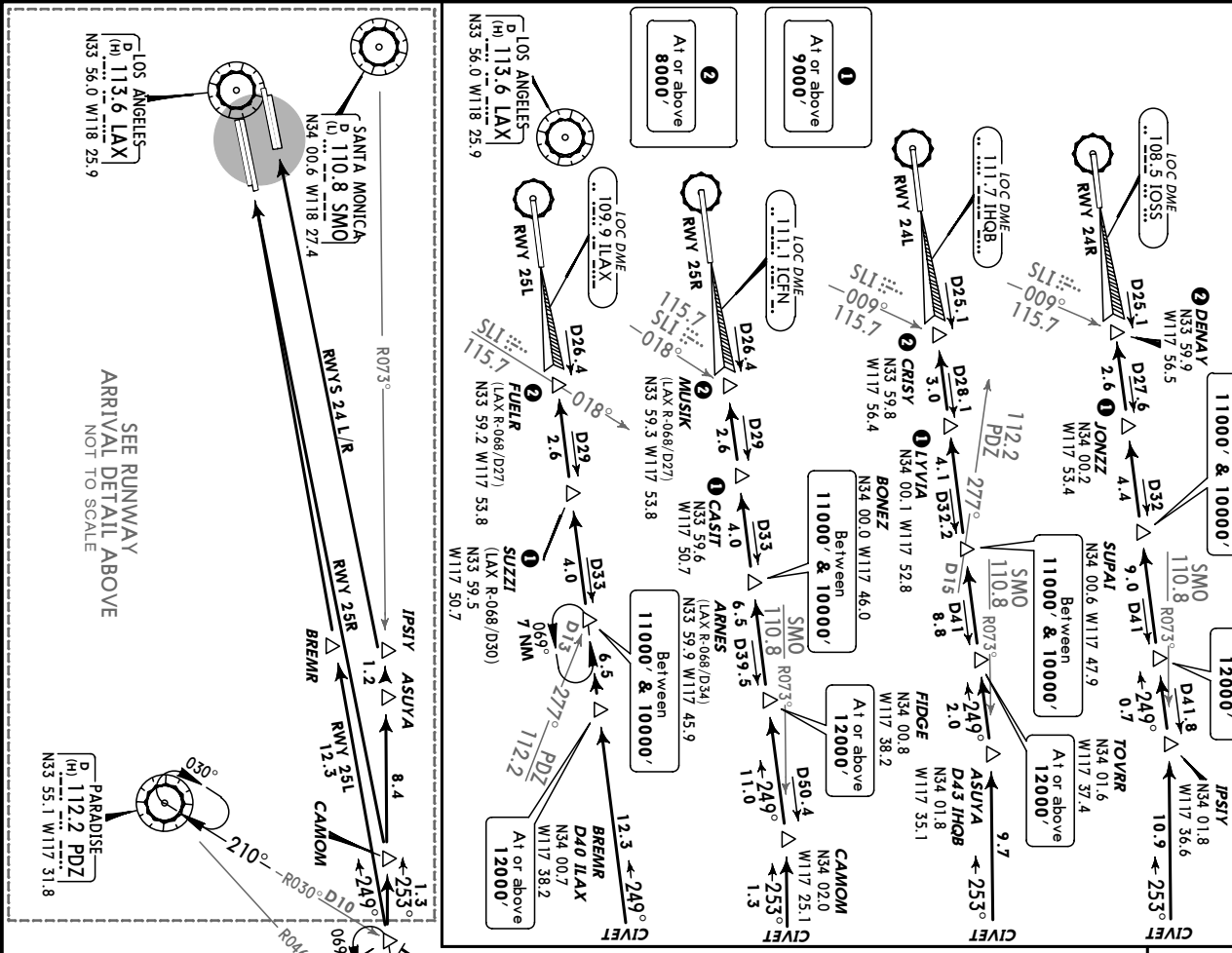
From over DARTS via VNY R-095 to PURMS. EXPECT RADAR vectors to final approach course.



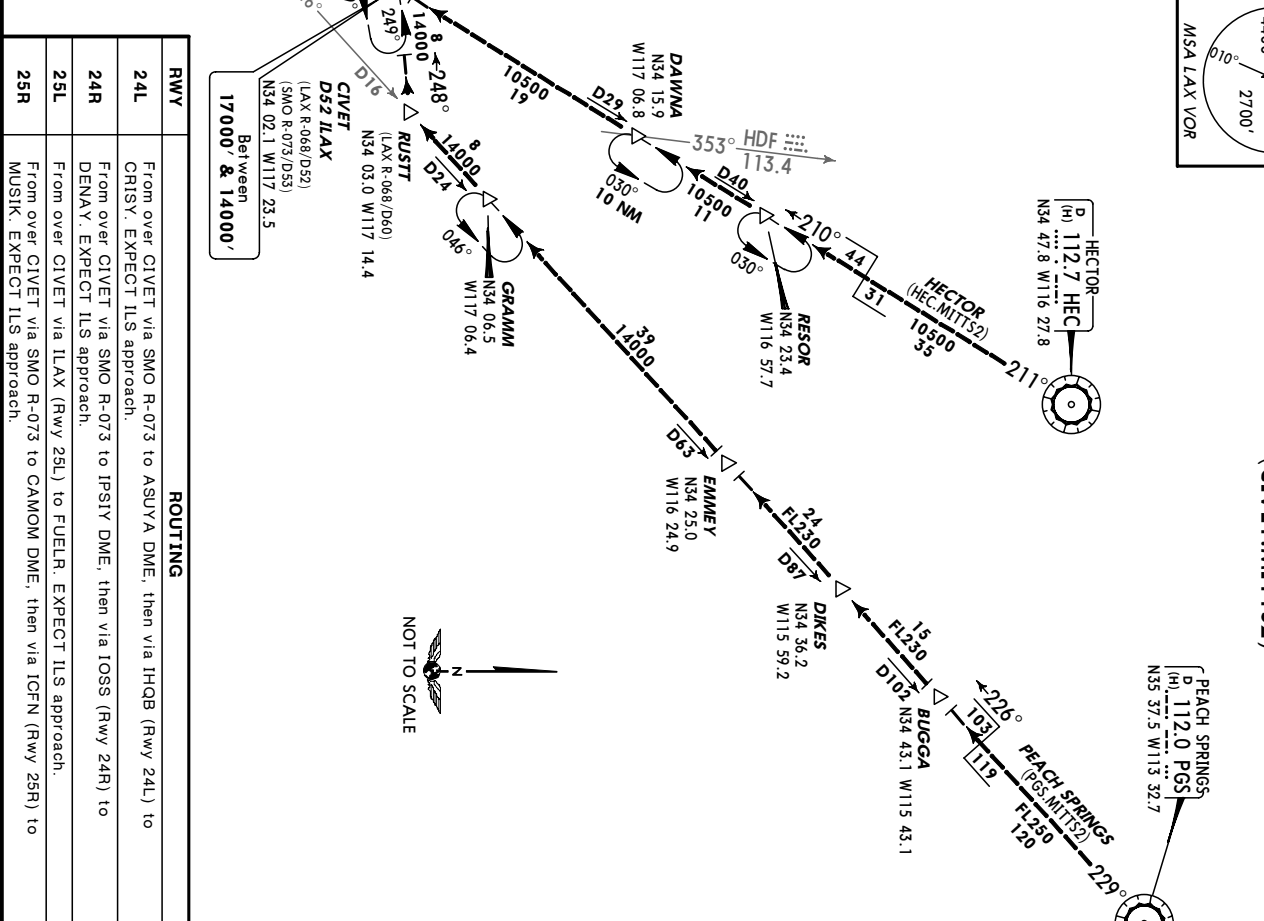
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

D-ATIS ARRIVAL <b>133.8</b>	Appt Elev <b>126'</b>	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'
--------------------------------	--------------------------	-----------------	---------------------	-------------------

**RUNWAY ARRIVAL DETAIL**  
NOT TO SCALE



**MITTS ARRIVAL DETAIL**  
NOT TO SCALE



RWY	ROUTING
24L	From over CIVET via SMO R-073 to ASUYA DME, then via IHQB (Rwy 24L) to CRISY. EXPECT ILS approach.
24R	From over CIVET via SMO R-073 to IPSY DME, then via IOSS (Rwy 24R) to DENNY. EXPECT ILS approach.
25L	From over CIVET via ILAX (Rwy 25L) to FUELR. EXPECT ILS approach.
25R	From over CIVET via SMO R-073 to CAMOM DME, then via IOFN (Rwy 25R) to MUSIK. EXPECT ILS approach.

**KLAX/LAX**  
LOS ANGELES INTL

24 SEP 04 **10-2F** **EFF 30 SEP**

**JEPPESSEN** **LOS ANGELES, CALIF** **STAR**

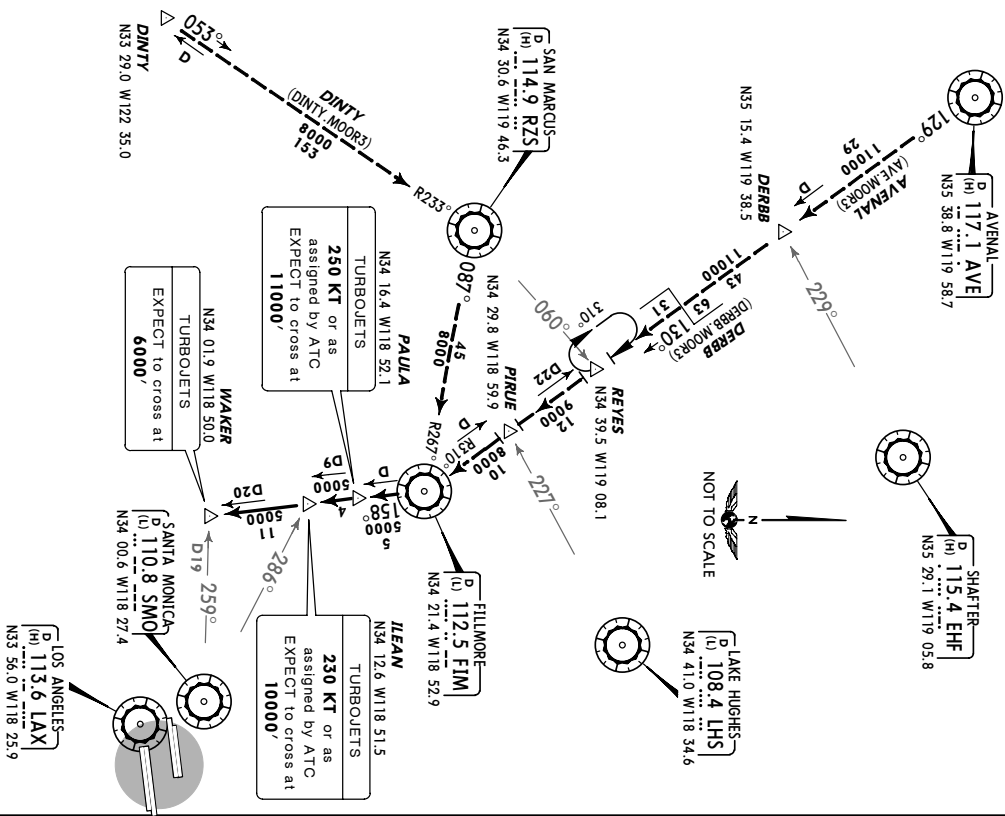
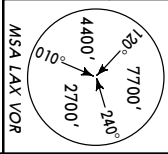
1. Aircraft to proceed via Rwy 25L unless otherwise instructed by ATIS.  
2. DME or RADAR required.

**KLAX/LAX**  
LOS ANGELES INTL

30 JUL 04 (10-2G) **JEPPesen** LOS ANGELES, CALIF **STAR**

D-ATIS Arrival	133.8	Apr' Elev	126'	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'
				RADAR or DME required.		

**MOORPARK THREE ARRIVAL (FIM.MOOR3)**



Direct distance from WAKER to:  
Los Angeles Intl **22 NM**

From over FIM via FIM R-158 to WAKER.

**ROUTING**

**ARRIVAL**

**RWYS**

**61/R, 7L/R** From WAKER, EXPECT vector to final approach course.

**CHANGES:** New format.

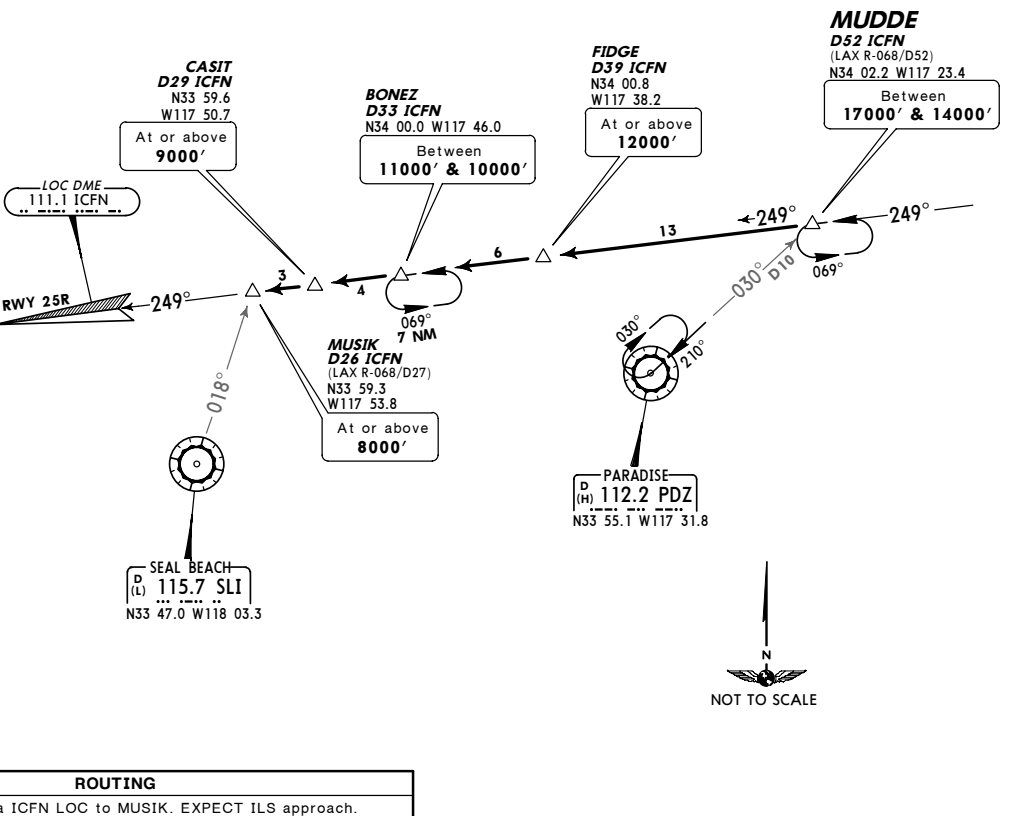
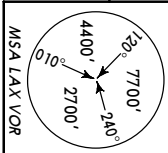
© JEPPESEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

**KLAX/LAX**  
LOS ANGELES INTL

30 JUL 04 (10-2H) **JEPPesen** LOS ANGELES, CALIF **STAR**

D-ATIS Arrival	133.8	Apr' Elev	126'	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'
				RADAR or DME required.		

**MUDDÉ FOUR ARRIVAL (MUDDÉ.MUDDÉ4)**



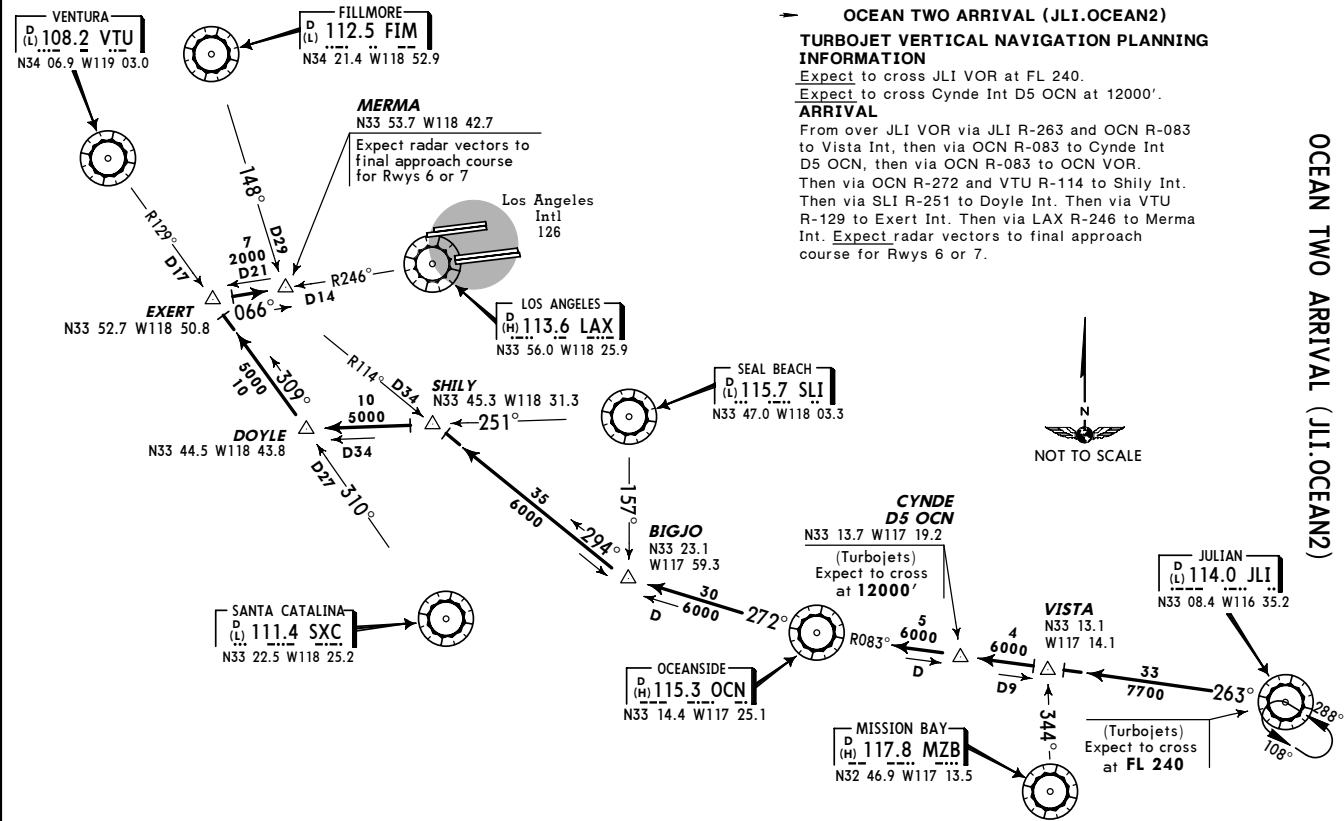
**ROUTING**

From over MUDDÉ via ICFN LOC to MUSIK. EXPECT ILS approach.

**CHANGES:** New format, BONEZ holding ml-seg.

© JEPPESEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

**OCEAN TWO ARRIVAL (JLI.OCEAN2)**  
**TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION**  
 Expect to cross JLI VOR at FL 240.  
 Expect to cross Cynde Int D5 OCN at 12000'.  
**ARRIVAL**  
 From over JLI VOR via JLI R-263 and OCN R-083 to Vista Int, then via OCN R-083 to Cynde Int D5 OCN, then via OCN R-083 to OCN VOR. Then via OCN R-272 and VTU R-114 to Shily Int. Then via SLI R-251 to Doyle Int. Then via VTU R-129 to Exert Int. Then via LAX R-246 to Merma Int. Expect radar vectors to final approach course for Rwy 6 or 7.



Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

**KLAX/LAX**  
LOS ANGELES INTL

D-ATIS Arrival  
**133.8**

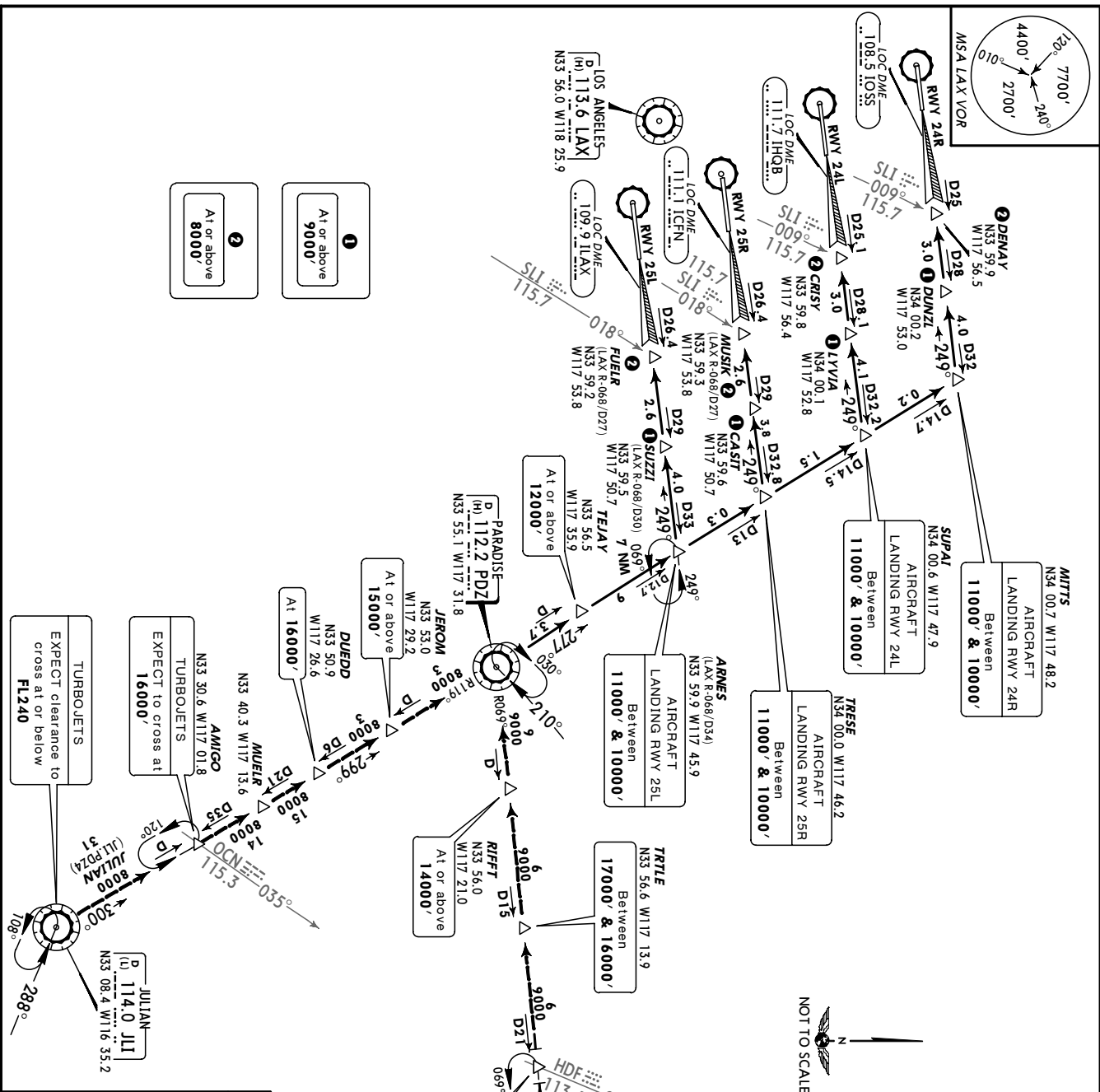
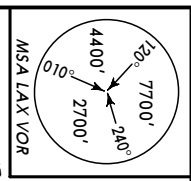
Ap'l Elev  
**126'**

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

1. RADAR or DME required.  
2. Aircraft to proceed via LANDING RWY 25L unless otherwise instructed by ATC.

JEPPesen  
30 JUL 04 10-2K Eff 5 Aug

LOS ANGELES  
CALIF  
STAR



**PARADISE FOUR ARRIVAL**  
(PDZ.PDZ4)

From over PDZ via PDZ R-277 to TEJAY.	ROUTING
From over PDZ R-277 to SUPAI.	24L
From over TEJAY via PDZ R-277 to SUPAI, then via IHQB LOC to LVYVA, then via IHQB LOC to CRISY. EXPECT ILS approach.	24L
From over TEJAY via PDZ R-277 to MITTS, then via IOSS LOC to DUNZL, then via IOSS LOC to DENAY. EXPECT ILS approach.	24R
From over TEJAY via PDZ R-277 to ARNES, then via ILAX LOC to SUZZI, then via ILAX LOC to FUELR. EXPECT ILS approach.	25L
From over TEJAY via PDZ R-277 to TRESSE, then via ICFN LOC to CASIT, then via ICFN LOC to MUSIK. EXPECT ILS approach.	25R

CHANGES: New format, ARNES holding mileage.

© JEPPESEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

**KLAX/LAX**  
LOS ANGELES INTL

D-ATIS Arrival  
**133.8**

Ap'l Elev  
**126'**

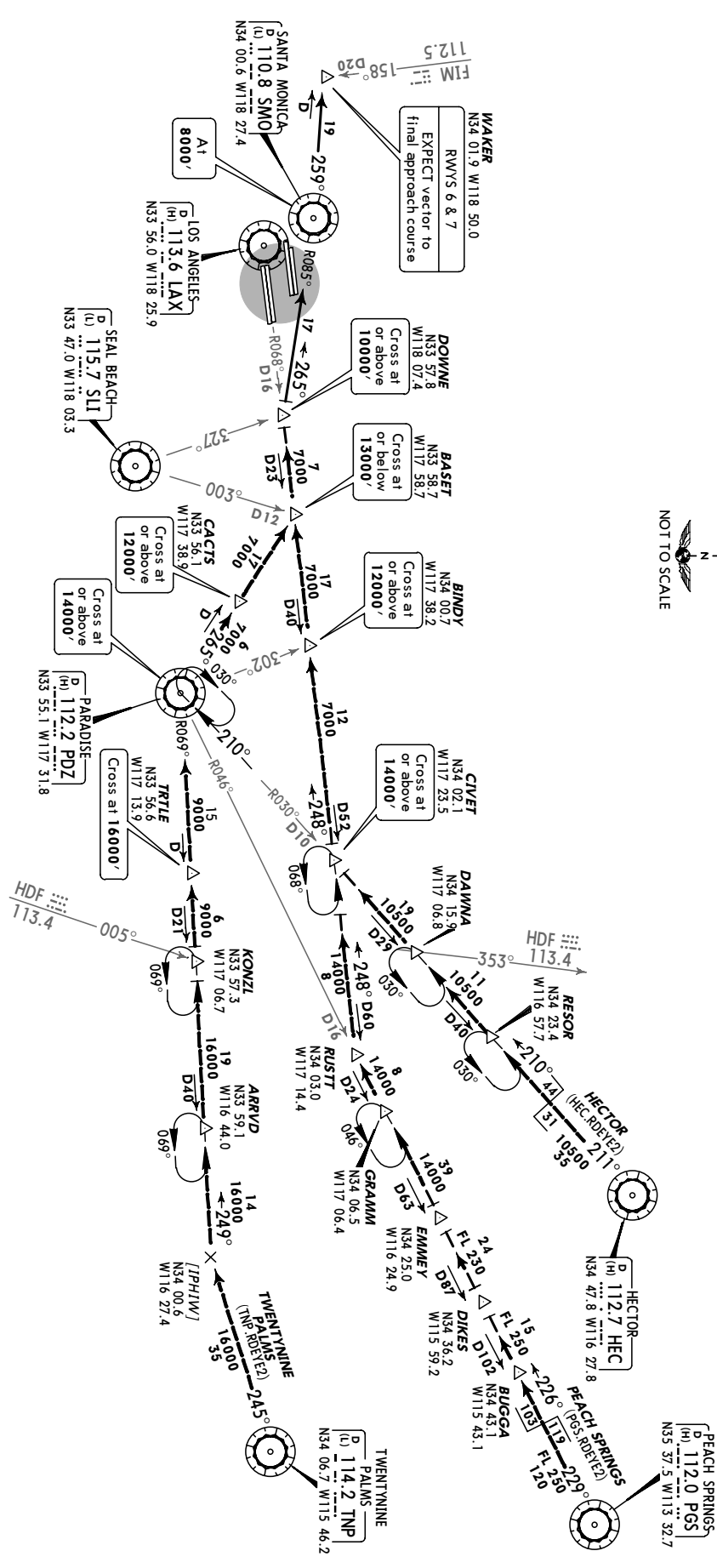
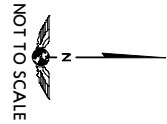
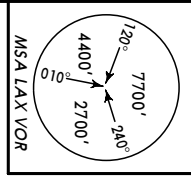
Alt Set: INCHES

Trans level: FL180

Trans alt: 18000'

1. Arrival utilized for noise abatement between 0000 LT and 0630 LT.
2. DME required.

**JEPPesen LOS ANGELES, CALIF**  
10-2L 25 MAR 05  
**STAR**



Direct distance from WAKER to:  
Los Angeles Intl **22 NM**

**ROUTING**

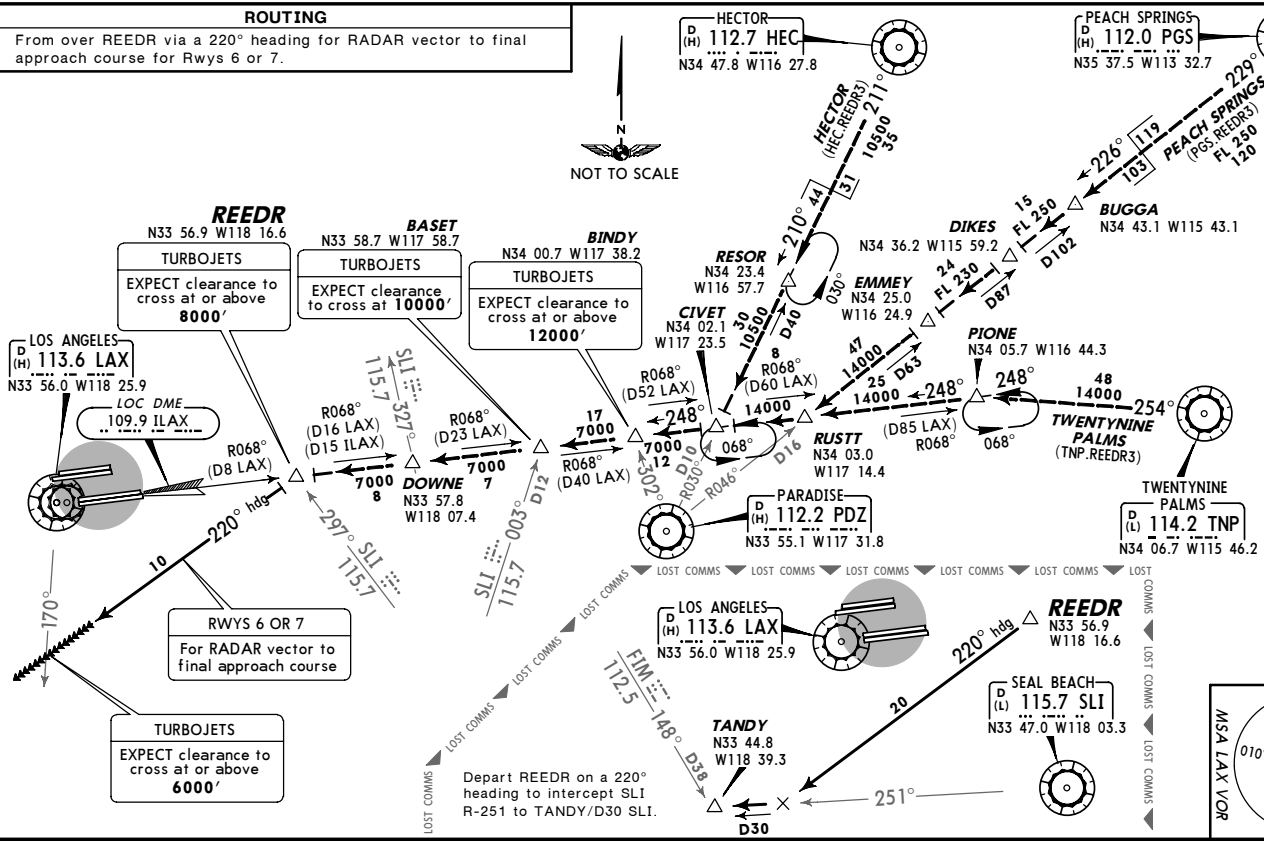
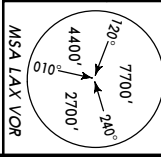
From over DOWNE via SMO R-085 to SMO, then via SMO R-259 to WAKER. EXPECT vector to final approach course for Rwy's 6 and 7.

CHANGES: TNP36 renamed IPHW.

**KLAX/LAX**  
LOS ANGELES INTL

D-ATIS Arrival	133.8	Apt Elev	126'	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'
DME required						

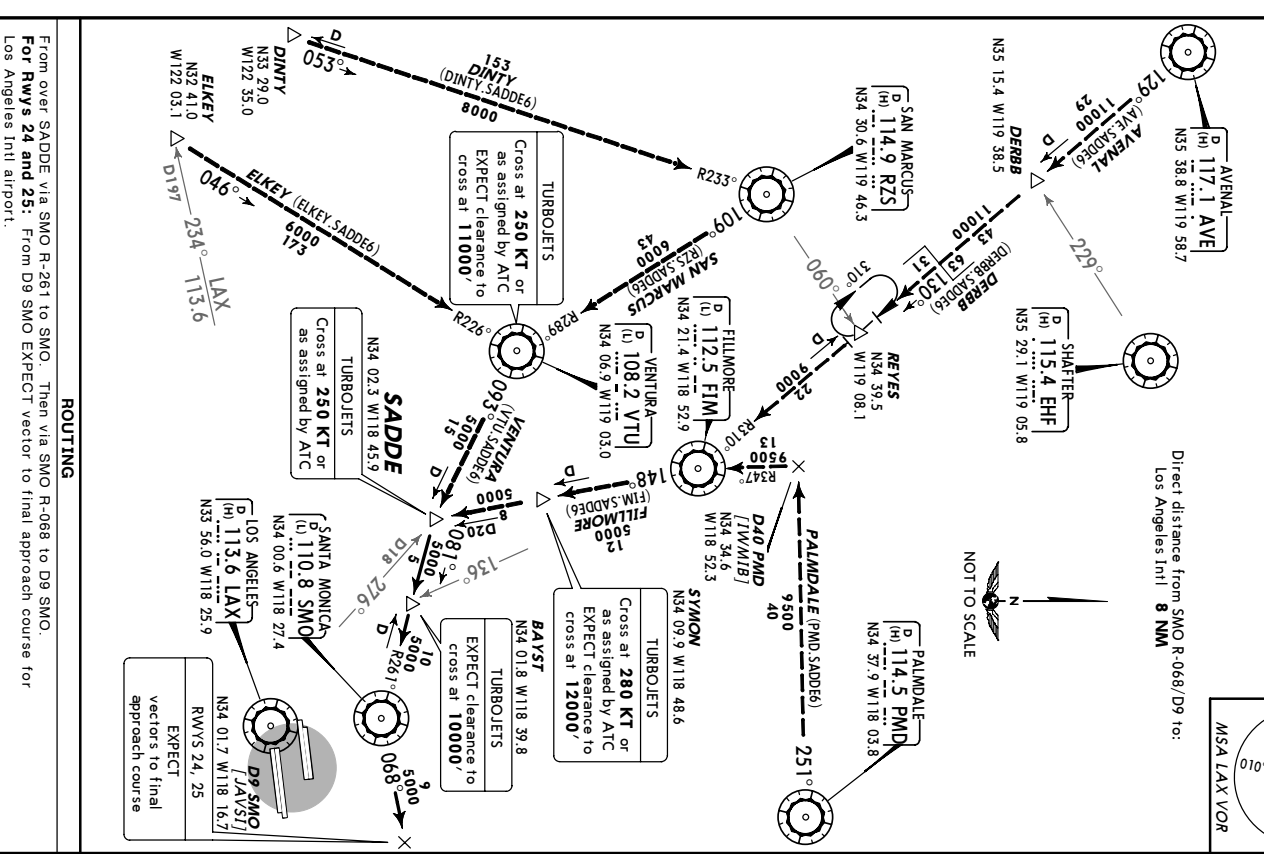
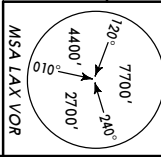
**REEDR THREE ARRIVAL (REEDR, REEDR3)**



**KLAX/LAX**  
LOS ANGELES INTL

D-ATIS Arrival	133.8	Apt Elev	126'	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'
DME required or RADAR required.						

**SADDE SIX ARRIVAL (SADDE, SADDE6)**

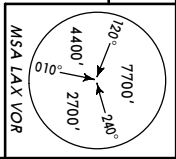


**KLAX/LAX**  
**LOS ANGELES INTL**

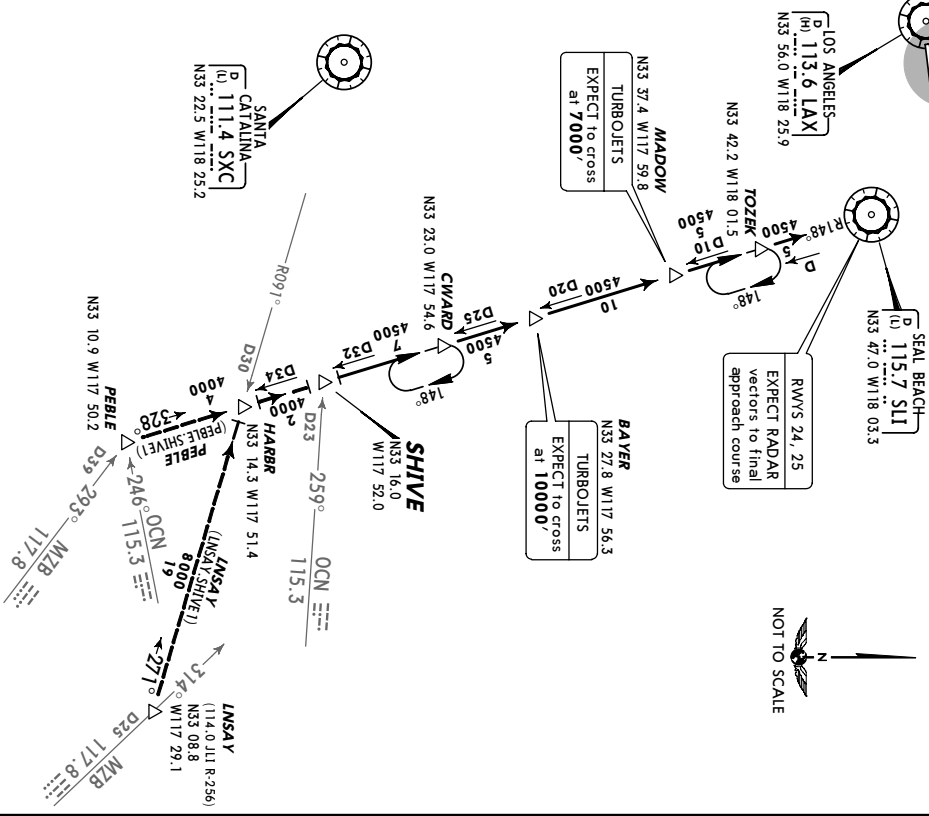
D-ATIS Arrival **133.8**  
 Apr/Elev **126'**  
 Alt. Set: INCHES. Trans level: FL180 Trans alt: 18000'.  
 1. DME required.  
 2. RADAR required.

**JEPPESEN** **LOS ANGELES, CALIF**  
 9 APR 04 **10-2P** **EFF 15 APR** **STAR**

**SHIVE ONE ARRIVAL (SHIVE,SHIVE1)**



Direct distance from SLI to:  
 Los Angeles Intl **20 NM**



**ROUTING**

From SHIVE to CWARD via SLI R-148. From CWARD to BAYER via SLI R-148.  
 From BAYER to MADOW via SLI R-148. From MADOW to TOZEK via SLI R-148.  
 From TOZEK to SLI via SLI R-148.  
 EXPECT RADAR vectors to final approach course for Rwy's 24 or 25.

Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

**KLAX/LAX**  
LOS ANGELES INTL

D-ATIS  
Arrival  
**133.8**

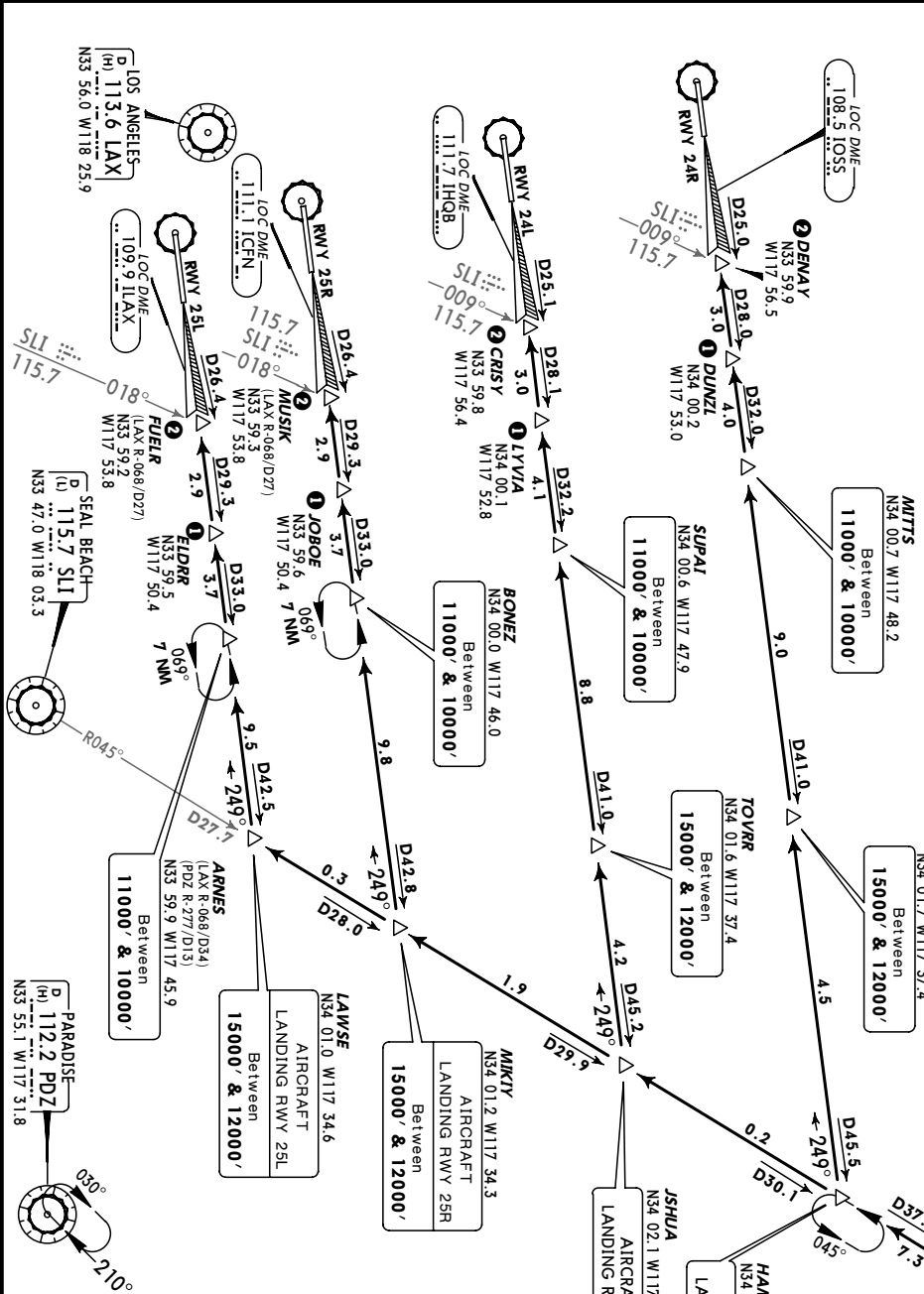
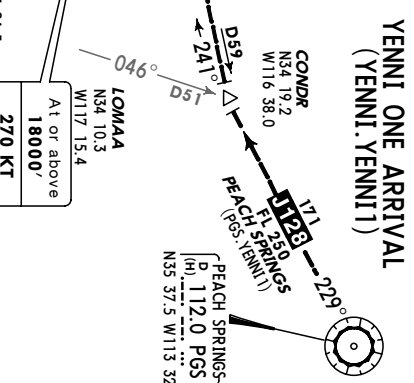
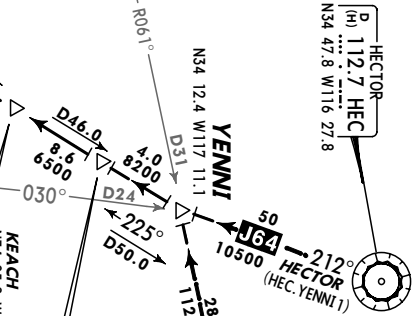
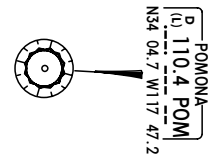
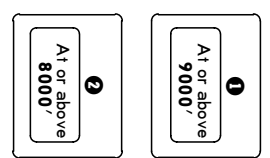
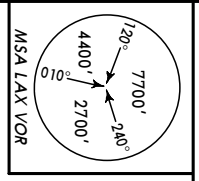
Ap/Elev  
**126'**

Alt Set: INCHES

Trans level: FL 180

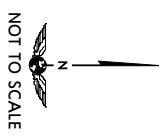
Trans alt: 18000'

RADAR or DME required.



RWY	ROUTING
24R	From over YENNI via SLI R-045 to LOMAA, then via SLI R-045 to KEACH, then via SLI R-045 to HAMRR, then via IOSB LOC to DENAY. EXPECT ILS approach.
24L	From over YENNI via SLI R-045 to LOMAA, then via SLI R-045 to KEACH, then via SLI R-045 to JSHUA, then via IHQB LOC to TOVRR, then via IHQB LOC to SUPAI, then via IHQB LOC to LYVIA, then via IHQB LOC to CRISY. EXPECT ILS approach.
25R	From over YENNI via SLI R-045 to LOMAA, then via SLI R-045 to KEACH, then via SLI R-045 to MIKIY, then via IOFN LOC to BONEZ, then via ILAX LOC to JOBOE, then via IFON LOC to MUSIK. EXPECT ILS approach.
25L	From over YENNI via SLI R-045 to LOMAA, then via SLI R-045 to KEACH, then via SLI R-045 to LAWSE, then via ILAX LOC to ARNES, then via ILAX LOC to FUELR. EXPECT ILS approach.

Aircraft to proceed via LANDING RWY 25L unless otherwise instructed by ATIS.



**KLAX/LAX**  
**LOS ANGELES INTL**  
**STAR**

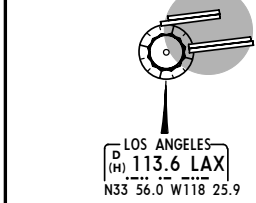
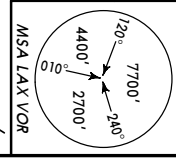
D-ATIS Arrival **133.8**  
 Apt Elev **126'**  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 1. DME required.  
 2. RADAR required.

**VISTA TWO ARRIVAL (VISTA.VISTA2)**

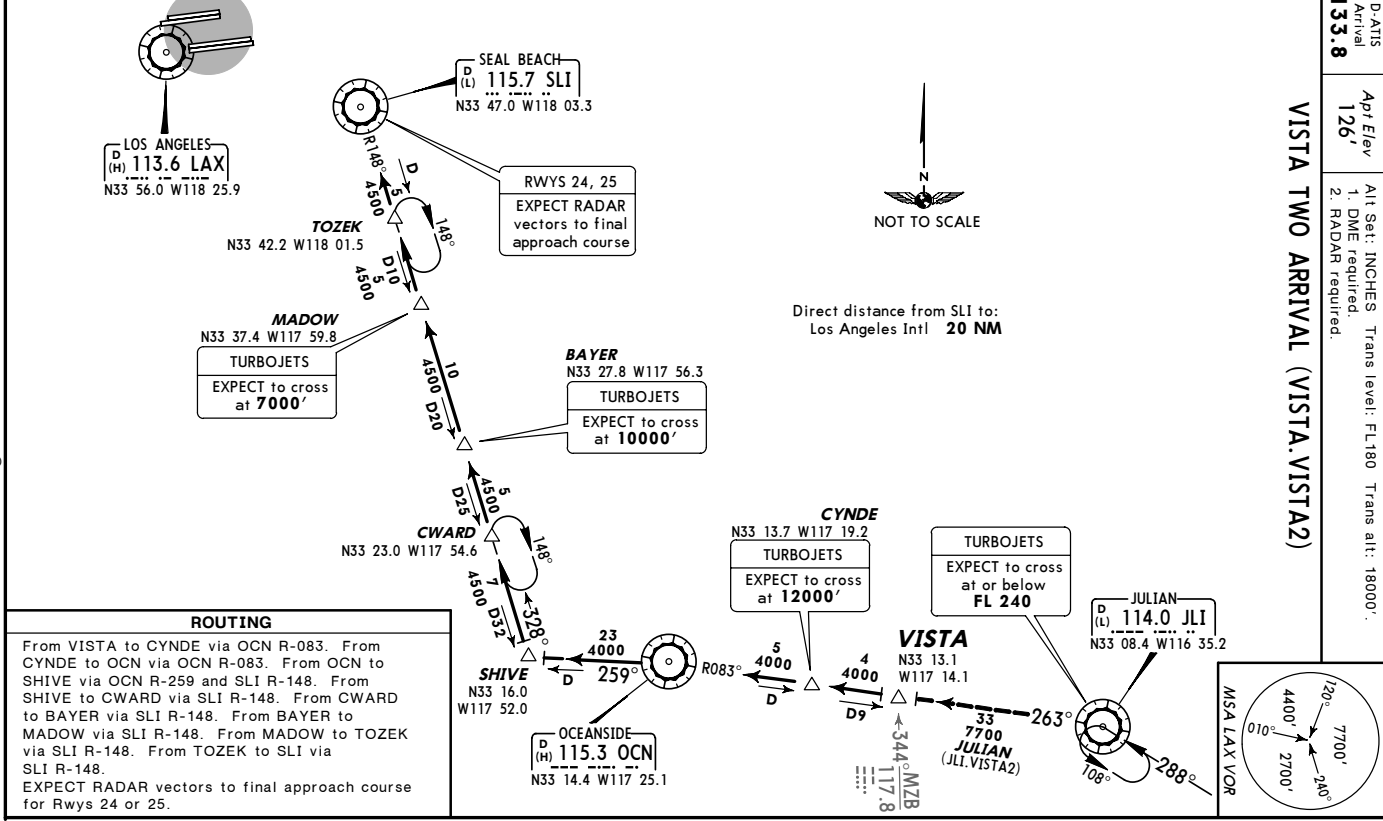
30 JUL 04 **10-25** **EFF 5 Aug**



Direct distance from SLI to:  
 Los Angeles Intl **20 NM**

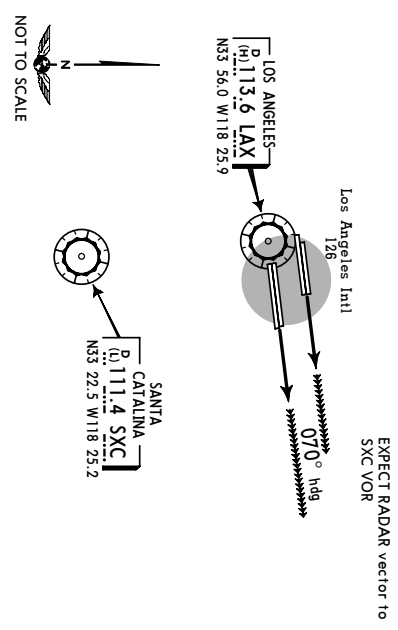


**ROUTING**  
 From VISTA to CYNDE via OCN R-083. From CYNDE to OCN via OCN R-083. From OCN to SHIVE via OCN R-259 and SLI R-148. From SHIVE to CWARD via SLI R-148. From CWARD to BAYER via SLI R-148. From BAYER to MADOW via SLI R-148. From MADOW to TOZEK via SLI R-148. From TOZEK to SLI via SLI R-148.  
 EXPECT RADAR vectors to final approach course for Rwy's 24 or 25.



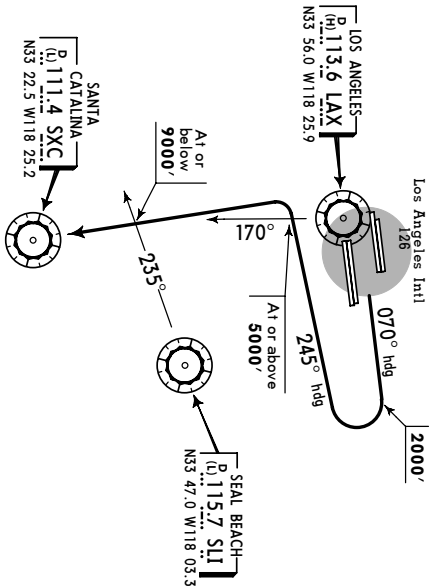
**THIS IS A RADAR VECTOR DEPARTURE**  
**TO SXC VOR.**  
 All aircraft EXPECT further clearance to filed altitude three minutes after departure.

**TAKE-OFF**  
**Rwys 6 and 7:** Climb via a 070° heading for vector to SXC VOR. Then via (assigned route).  
**SXC VOR 34 NM**  
 Direct distance from Los Angeles Intl to: SXC VOR



**LOST COMMUNICATIONS PROCEDURE ONLY**

**Rwys 6 and 7:** If not in contact with Departure Control after heading 2000°, turn RIGHT to a 245° heading. Cross LAX R-170 at or above 5000', then turn LEFT proceed direct SXC VOR. Cross SLI R-235 at or below 9000'. Thence via (assigned route).

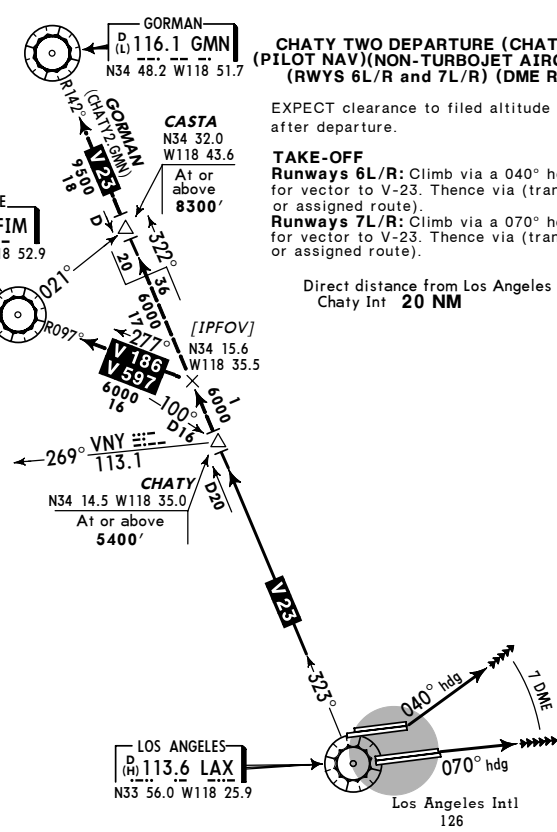


**CHATY TWO DEPARTURE (CHATY2.CHATY) (PILOT NAV)(NON-TURBOJET AIRCRAFT ONLY)**  
 (RWYS 6L/R and 7L/R) (DME REQUIRED)

EXPECT clearance to filed altitude 3 minutes after departure.

**TAKE-OFF**  
**Runways 6L/R:** Climb via a 040° heading for vector to V-23. Thence via (transition or assigned route).  
**Runways 7L/R:** Climb via a 070° heading for vector to V-23. Thence via (transition or assigned route).

Direct distance from Los Angeles Intl to: Chaty Int **20 NM**



Runway 6L/R take-off minimums 400-2 or standard with a minimum climb of 330' per NM to 1500'.

Gnd speed-Kts	75	100	150	200	250	300
330' per NM	413	550	825	1100	1375	1650

**LOST COMMUNICATIONS PROCEDURE ONLY**  
 Rwys 6L/R and 7L/R: If no transmissions are received upon reaching 7 DME LAX VOR, turn LEFT heading 270°, intercept V-23 to Chaty Int and resume the Chaty Two Departure. Continue climb on course.

# KLAX/LAX LOS ANGELES INTL

23 APR 04 10-3B

JEPPesen

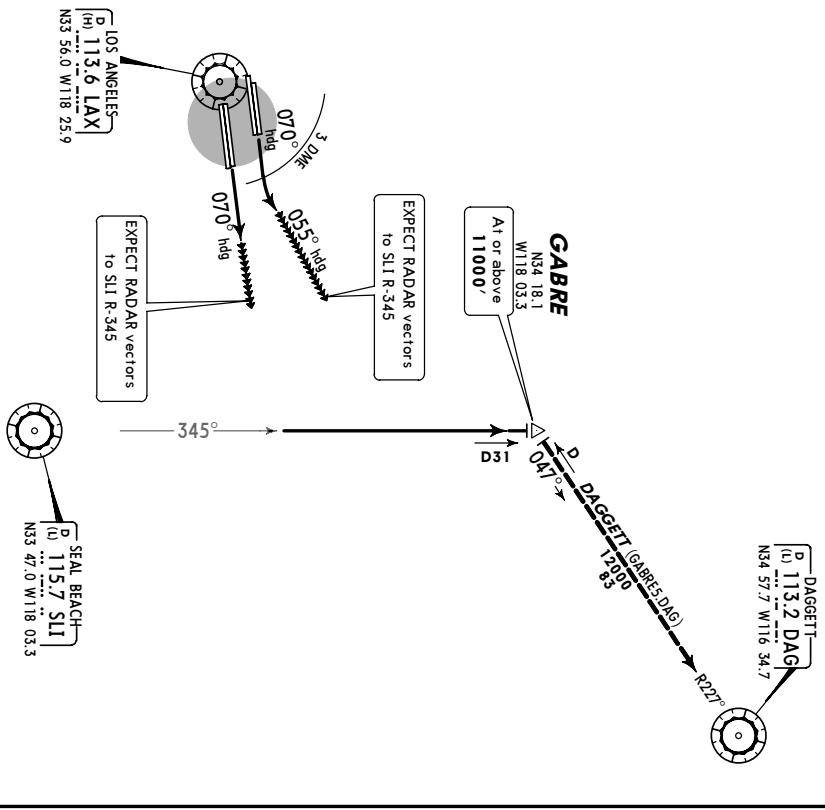
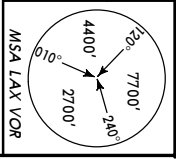
LOS ANGELES, CALIF

STD

SOCAL Departure (R) <b>125.2</b>	Apt Elev <b>126'</b>	Trans level: FL180 1. RADAR required. 2. DME required.	Trans alt: 18000'
--	-------------------------	--	-------------------

## GABRE FIVE DEPARTURE (GABRES.GABRE)

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



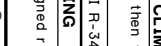
This SID requires a minimum climb gradient of 330' per NM to 12000'.

Gnd speed-KT	75	100	150	200	250	300
330' per NM	413	550	825	1100	1375	1650

Direct distance from Los Angeles Intl to:  
**GABRE 28 NM**

<b>RWY</b>	<b>INITIAL CLIMB</b>
<b>6L/R</b>	Climb via a 070° heading until LAX 3 DME, then turn LEFT to a 055° heading for vectors to SLI R-345.
<b>7L/R</b>	Climb via a 070° heading for vectors to SLI R-345.
<b>ROUTING</b>	Via SLI R-345 to GABRE, then via transition or assigned route. EXPECT further clearance to be filed after departure.

NOT TO SCALE



# KLAX/LAX LOS ANGELES INTL

23 APR 04 10-3C

JEPPesen

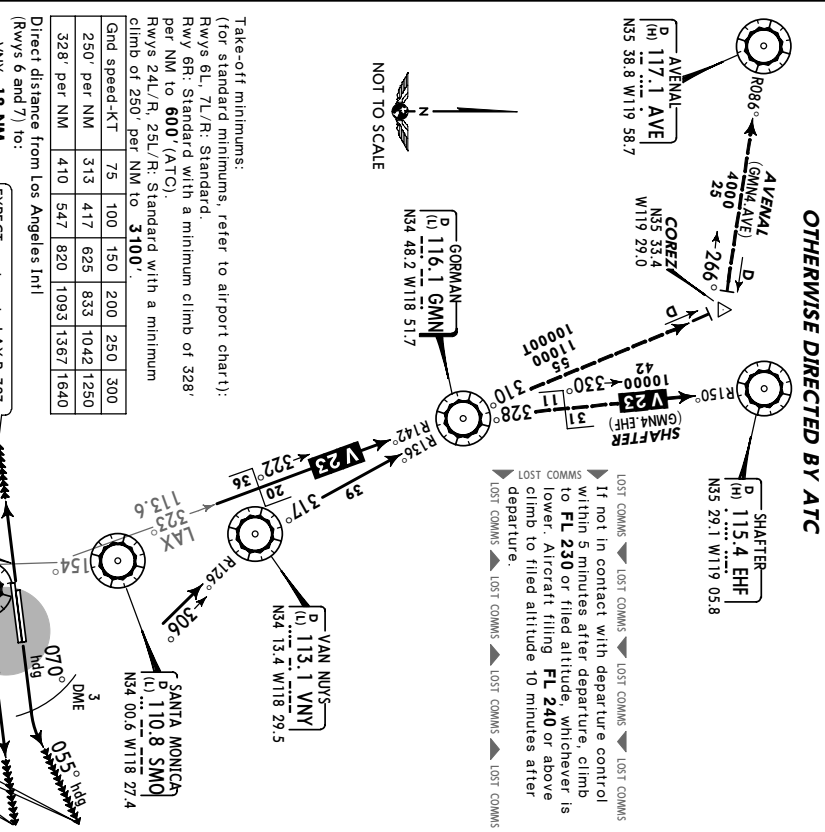
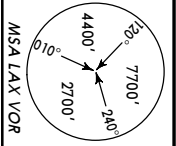
LOS ANGELES, CALIF

STD

SOCAL Departure (R) <b>125.2</b>	Apt Elev <b>126'</b>	Trans level: FL180 1. RADAR required. 2. DME required for RWY 6L/R departures and AVENAL transition. 3. Use the VENTURA Departure during the time periods of 2100-0700 local in lieu of the GORMAN Departure.	Trans alt: 18000'
--	-------------------------	--	-------------------

## GORMAN FOUR DEPARTURE (GMN4.GMN)

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



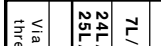
Take-off minimums: (for standard minimums, refer to airport chart):  
 Rwy 6L, 7L/R: Standard.  
 Rwy 6R: Standard with a minimum climb of 328' per NM to 600' (ATC).  
 Rwys 24L/R, 25L/R: Standard with a minimum climb of 250' per NM to 3100'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
328' per NM	410	547	820	1093	1367	1640

Direct distance from Los Angeles Intl to:  
**VNY 18 NM**  
**GMN 56 NM**

<b>RWY</b>	<b>INITIAL CLIMB</b>
<b>6L/R</b>	Climb via a 070° heading until LAX 3 DME, then turn LEFT to a 055° heading for vectors to join VNY R-126 to VNY. Then via VNY R-317 and GMN R-136 to GMN.
<b>7L/R</b>	Climb via a 070° heading for vectors to join VNY R-126 to VNY. Then via VNY R-317 and GMN R-136 to GMN.
<b>24L/R</b>	Climb via a 250° heading to cross SMO R-154 at or below 3000', then via RADAR vectors to proceed via LAX R-323 and GMN R-142 to GMN.
<b>25L/R</b>	Climb via a 250° heading to cross SMO R-154 at or below 3000', then via RADAR vectors to proceed via LAX R-323 and GMN R-142 to GMN.
<b>ROUTING</b>	Via transition or assigned route. All aircraft EXPECT further clearance to be filed three minutes after departure.

NOT TO SCALE



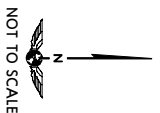
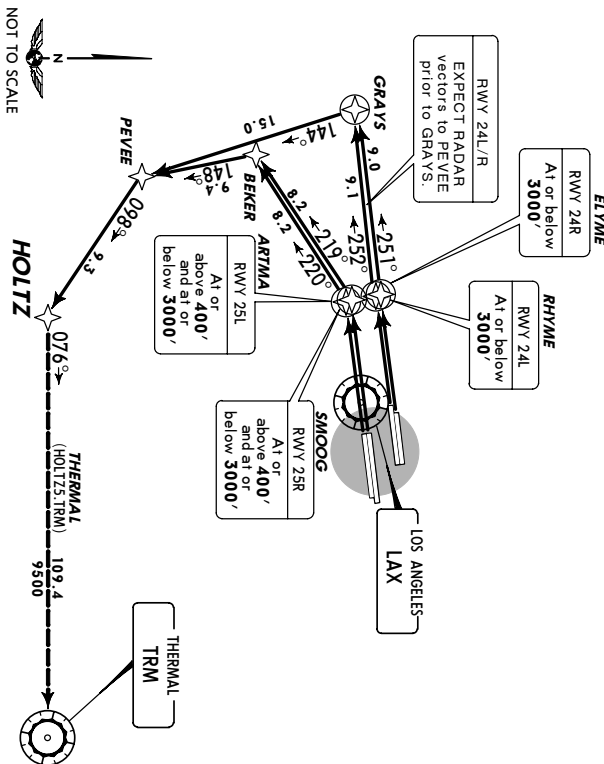
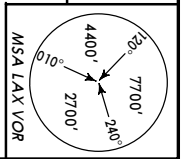
**KLAX/LAX**  
LOS ANGELES INTL

JEPPesen LOS ANGELES, CALIF  
4 JUL 03 (10-3D) EFF TO JUL  
DEPARTURE (DP)

SOCAL Departure (R) 124.3  
Apt Elev 126'

Trans level: FL180 Trans alt: 18000'  
1. For use by /E, /F, /R (RNP 2.0) and /G- equipped aircraft.  
2. RADAR required.  
3. Rwy 6L/R, 7L/R - NA.

**HOLTZ FIVE RNAV DEPARTURE (HOLTZ5.HOLTZ)**  
(RWYS 24L/R and 25L/R)



Take-off minimums:  
(For standard minimums, refer to airport chart):  
Rwy 24L/R: Standard.  
Rwy 25L/R: Standard with minimum climb gradient of 400' per NM until ARTMA and SMOOG (ATC).

**INITIAL CLIMB**

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000

- 24L** Climb direct to RHVME, then via 252° track to GRAYS, then LEFT turn via 144° track to PEVEE, then via 098° track to HOLTZ.
- 24R** Climb direct to ELYME, then via 251° track to GRAYS, then LEFT turn via 144° track to PEVEE, then via 098° track to HOLTZ.
- 25L** Climb direct to ARTMA, then via 220° track to BEKER, then LEFT turn via 148° track to PEVEE, then via 098° track to HOLTZ.
- 25R** Climb direct to SMOOG, then via 219° track to BEKER, then LEFT turn via 148° track to PEVEE, then via 098° track to HOLTZ.

CHANGES: See other side.  
© JEPPESEN SANDERSON, INC., 2003. ALL RIGHTS RESERVED.

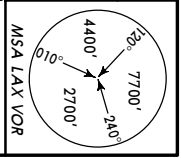
**KLAX/LAX**  
LOS ANGELES INTL

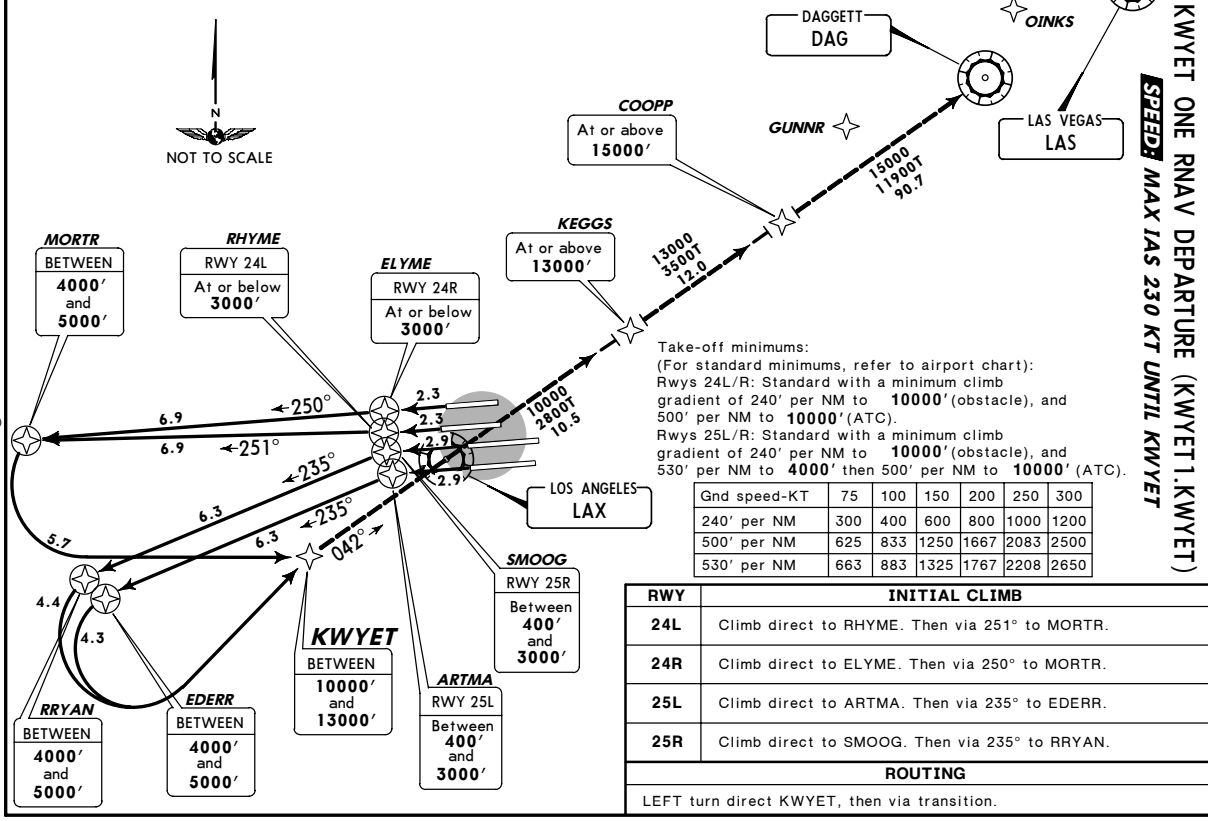
JEPPesen LOS ANGELES, CALIF  
4 JUL 03 (10-3E) EFF TO JUL  
DEPARTURE (DP)

SOCAL Departure (R) 124.3  
Apt Elev 126'

Trans level: FL180 Trans alt: 18000'  
RADAR required.

**IMPER ONE DEPARTURE (IMPER1.IMPER)**





**KWAYET ONE RWAY DEPARTURE (KWAYET1, KWAYET)**  
**SPEED MAX IAS 230 KT UNTIL KWAYET**

Trans level: FL180 Trans alt: 18000'  
 1. GPS and RADAR required.  
 2. For use by /E, /F, /R (RNP 2.0), and /G aircraft.  
 3. If unable to meet ATC climb rates/crossing restrictions, use OSHNN DP.  
 4. Use OSHNN DP during the time period 2100-0700 local in lieu of KWAYET DP.  
 5. Rwy 6L/R, 7L/R: N/A - ATC.

SOCAL Departure (R) **124.3**  
 Apt Elev **126'**

3 DEC 04 **10-3F**

**JEPPIEN**

LOS ANGELES, CALIF

**RNAV SID**

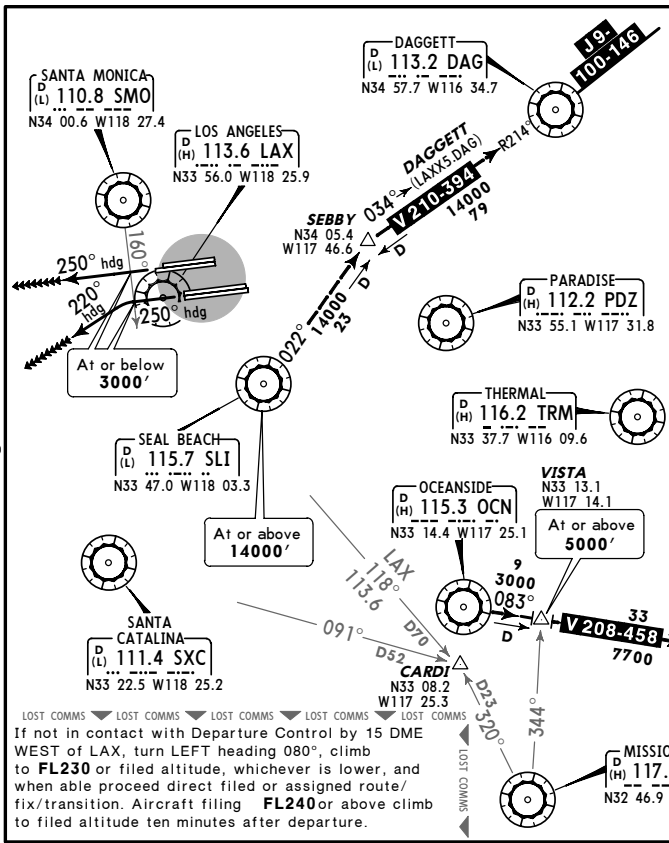
MSA LAX VOR

Take-off minimums:  
 (For standard minimums, refer to airport chart):  
 Rwy 24L/R: Standard with a minimum climb gradient of 240' per NM to 10000' (obstacle), and 500' per NM to 10000' (ATC).  
 Rwy 25L/R: Standard with a minimum climb gradient of 240' per NM to 10000' (obstacle), and 530' per NM to 4000' then 500' per NM to 10000' (ATC).

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200
500' per NM	625	833	1250	1667	2083	2500
530' per NM	663	883	1325	1767	2208	2650

RWY	INITIAL CLIMB
24L/R	Climb direct to RHYME. Then via 251° to MORTR.
24R	Climb direct to ELYME. Then via 250° to MORTR.
25L	Climb direct to ARTMA. Then via 235° to EDERR.
25R	Climb direct to SMOOG. Then via 235° to RRYAN.

ROUTING	
LEFT turn direct KWAYET, then via transition.	



**LAXX FIVE DEPARTURE (LAXX5, LAX)**  
**(RWYS 24L/R and 25L/R)**

Trans level: FL180 Trans alt: 18000'  
 1. RADAR required.  
 2. DME required.  
 3. Rwy 6L/R, 7L/R - NA.

SOCAL Departure (R) **124.3**  
 Apt Elev **126'**

3 DEC 04 **10-3G**

**JEPPIEN**

LOS ANGELES, CALIF

**SID**

MSA LAX VOR

RWY	INITIAL CLIMB
24L/R	Climb via 250° heading to cross SMO R-160 at or below 3000', then via RADAR vectors to transition or assigned route.
25L/R	Climb via 250° heading to cross SMO R-160 at or below 3000', then turn LEFT heading 220° for vector to assigned route/fix/transition.

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

Take-off minimums:  
 (For standard minimums, refer to airport chart):  
 Rwy 24L/R: Standard.  
 Rwy 25L/R: Standard with minimum climb gradient of 410' per NM to 600' MSL (ATC).

Gnd speed-KT	75	100	150	200	250	300
410' per NM	513	683	1025	1367	1708	2050

**OBSTACLES**  
 Rwy 24L, tree 956' SOUTH of DER, 35' AGL/148' MSL.  
 Rwy 24R, glideslope antenna 213' SOUTH of DER, 34' AGL/151' MSL.  
 Rwy 25L, pole 819' SOUTH of DER, 59' AGL/184' MSL.

**KWAYET ONE RWAY DEPARTURE (KWAYET1, KWAYET)**  
**SPEED MAX IAS 230 KT UNTIL KWAYET**

Trans level: FL180 Trans alt: 18000'  
 1. GPS and RADAR required.  
 2. For use by /E, /F, /R (RNP 2.0), and /G aircraft.  
 3. If unable to meet ATC climb rates/crossing restrictions, use OSHNN DP.  
 4. Use OSHNN DP during the time period 2100-0700 local in lieu of KWAYET DP.  
 5. Rwy 6L/R, 7L/R: N/A - ATC.

SOCAL Departure (R) **124.3**  
 Apt Elev **126'**

3 DEC 04 **10-3F**

**JEPPIEN**

LOS ANGELES, CALIF

**RNAV SID**

MSA LAX VOR

# KLAX/LAX LOS ANGELES INTL

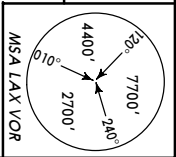
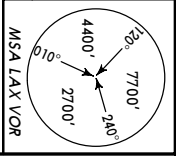
# KLAX/LAX LOS ANGELES INTL

SOCAL Departure (R)	124.3	Appt Elev	126'
Trans level: FL 180 Trans alt: 18000' 1. Use LAXX Departure DAGGETT transition during the period 2100-0700 LT in lieu of LOOP Departure. 2. DME required. 3. RADAR required. 4. Rwy's 6L/R, 7L/R - NA.			

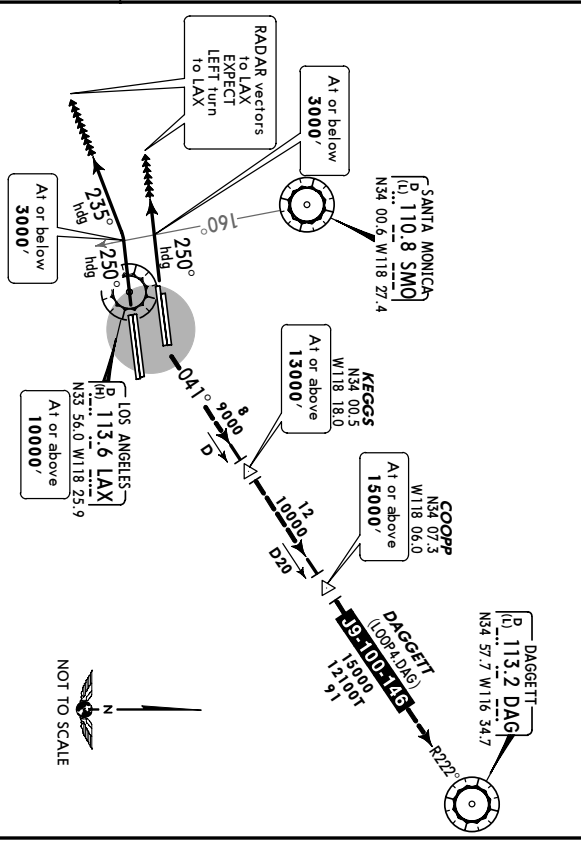
SOCAL Departure (R)	124.3	Appt Elev	126'
Trans level: FL 180 Trans alt: 18000' 1. For use by /E, /F, /R (RNP 2.0) and /G-equipped aircraft. 2. RADAR required. 3. Rwy's 6L/R, 7L/R - NA.			

## LOOP FOUR DEPARTURE (LOOP4.LAX)

(RWYS 24L/R and 25L/R)



LOST COMMS  
 If not in contact with Departure Control 15 DME WEST of LAX, turn LEFT and proceed direct LAX, climb to FL230 or filed altitude, whichever is lower, and when able proceed via filed or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.



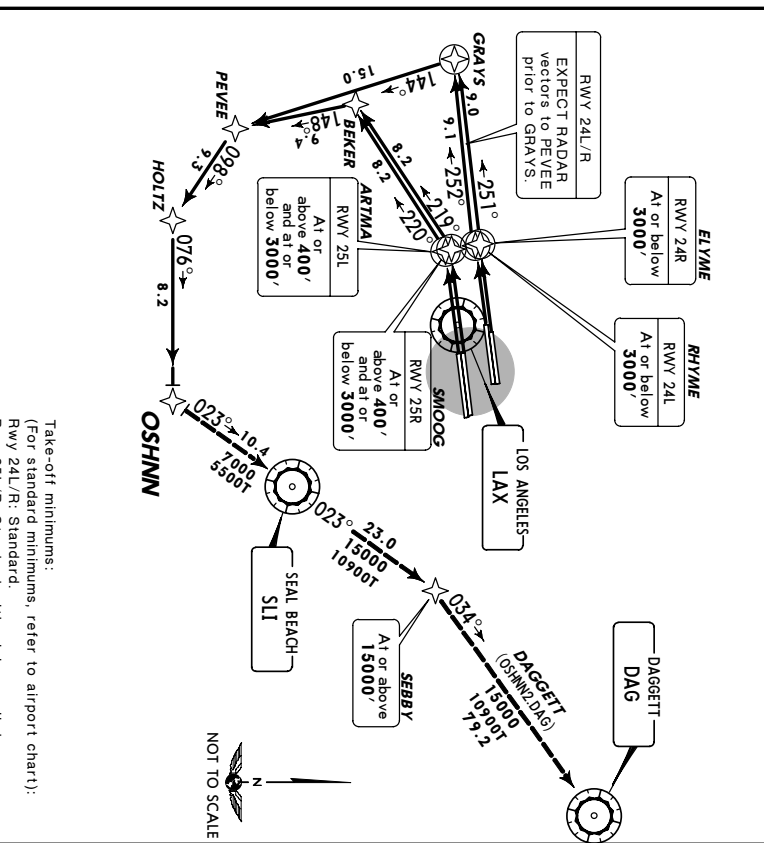
Take-off minimums:  
 (For standard minimums, refer to airport chart):  
 Rwy's 24L/R, 25L/R: Standard with minimum climb gradient of 500' per NM to 10000' (ATC).  
 If unable, use LAXX Departure.

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

INITIAL CLIMB	
RWY	Climb via 250° heading to cross SMO R-160 at or below 3000', then via RADAR vectors to LAX. EXPECT LEFT turn direct LAX.
24L/R	Climb via 250° heading to cross SMO R-160 at or below 3000', then via RADAR vectors to LAX. EXPECT LEFT turn direct LAX.
25L/R	Climb via 250° heading to cross SMO R-160 at or below 3000', then turn LEFT heading 235° for vector to LAX. EXPECT LEFT turn direct LAX.

INITIAL CLIMB	
RWY	Climb direct to RHYME, then via 251° track to GRAYS, then LEFT turn via 144° track to PEVEE, then via depicted route to OSHNN.
24R	Climb direct to ELYME, then via 251° track to GRAYS, then LEFT turn via 144° track to PEVEE, then via depicted route to OSHNN.
25L	Climb direct to ARTMA, then via 220° track to BEKER, then LEFT turn via 148° track to PEVEE, then via depicted route to OSHNN.
25R	Climb direct to SMOOG, then via 219° track to BEKER, then LEFT turn via 148° track to PEVEE, then via depicted route to OSHNN.

Gnd speed-KT	75	100	150	200	250	300
215' per NM	269	358	538	717	896	1075
400' per NM	500	667	1000	1333	1667	2000





**LOS ANGELES, CALIF**  
**DEPARTURE (DP)**

4 JUL 03 (10-3M) EFF TO JUL

**JEPPESEN**

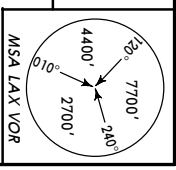
LOS ANGELES INTL

**KLAX/LAX**  
 LOS ANGELES INTL

SOCAL  
 Departure (R)  
**124.3**

Ap1 Elev  
**126'**

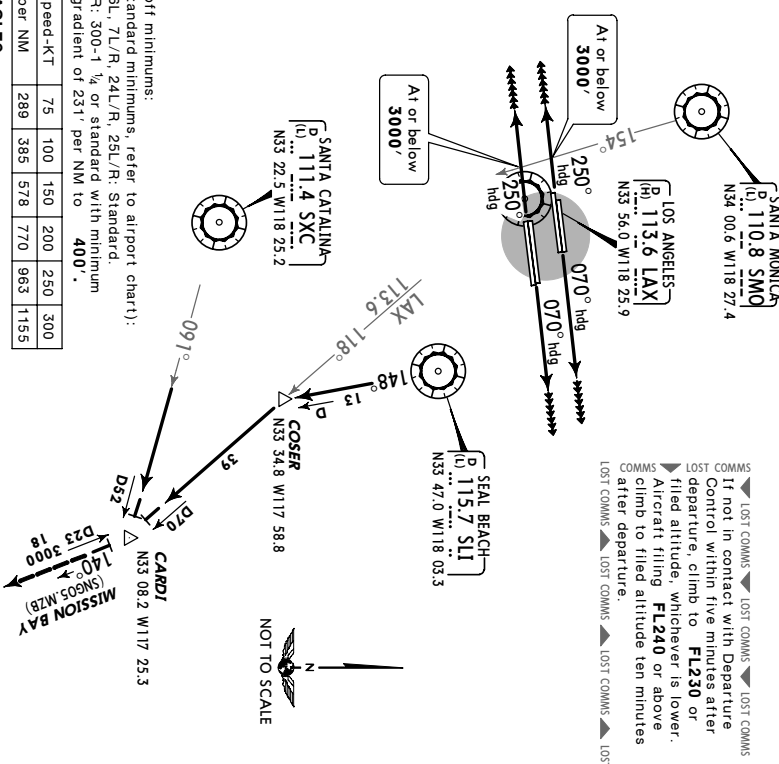
Trans level: FL180 Trans alt.: 18000'  
 Rwy's 24L/R and 25L/R departures for this DP are for non-turboprop aircraft. Turboprop aircraft use LAXX DP.  
 2. RADAR required.  
 3. DME required.



MSA LAX VOR

**SAN DIEGO FIVE DEPARTURE (SNG05.CARDI)**

LOST COMMS  
 If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude, whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.



231' per NM	289	385	578	770	963	1155
-------------	-----	-----	-----	-----	-----	------

Take-off minimums:  
 (For standard minimums, refer to airport chart):  
 Rwy's 6L, 7L/R, 24L/R, 25L/R: Standard.  
 Rwy 6R: 300-1 1/4 or standard with minimum climb gradient of 231' per NM to 400'.  
 Gnd speed-KT 75 100 150 200 250 300  
 231' per NM 289 385 578 770 963 1155

<b>OBSTACLES</b>						
Rwy 6L, building 1780'	from DER, 922'	LEFT				
of centerline, 201'	MSL.					
Rwy 6R, building 5551'	from DER, 1790'	RIGHT				
of centerline, 306'	MSL.					
Direct distance from Los Angeles Intl to: SLI <b>20 NM</b> (Rwys 24L/R and 25L/R) to: CARDI <b>69 NM</b>						

<b>INITIAL CLIMB</b>						
Rwy 6L/R	Climb on a 070° heading for vector to SLI. Then via SLI R-148 to COSER then via LAX					
7L/R	R-118 to CARDI.					
24L/R	Climb on a 250° heading, then via RADAR vector to join SXC R-091 to CARDI.					
25L/R						

Via assigned transition or assigned route. All aircraft EXPECT further clearance to filed flight level three minutes after departure.

CHANGES: Procedure revised, resequenced, renumbered.

**LOS ANGELES, CALIF**  
**DEPARTURE (DP)**

4 JUL 03 (10-3M) EFF TO JUL

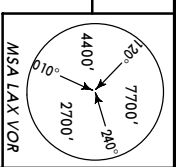
LOS ANGELES INTL

**KLAX/LAX**  
 LOS ANGELES INTL

SOCAL  
 Departure (R)  
**124.3**

Ap1 Elev  
**126'**

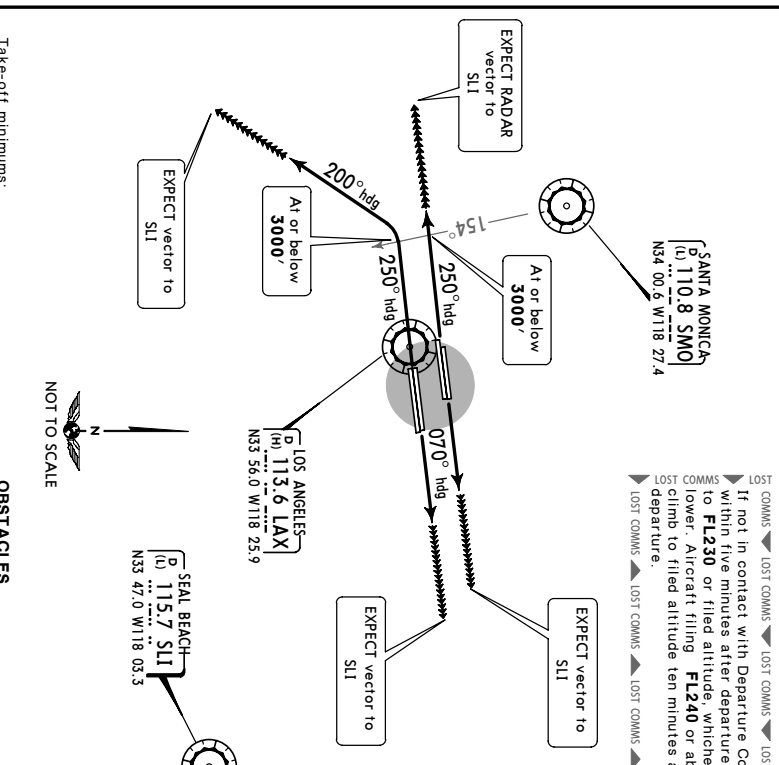
Trans level: FL180 Trans alt.: 18000'  
 Rwy's 24L/R and 25L/R departures for this DP are for non-turboprop aircraft only. Turboprop aircraft use the LAXX DP.



MSA LAX VOR

**SEAL BEACH FIVE DEPARTURE (SLI5.SLI)**

LOST COMMS  
 If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude, whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.



410' per NM	513	683	1025	1367	1708	2050
-------------	-----	-----	------	------	------	------

Take-off minimums:  
 (For standard minimums, refer to airport chart):  
 Rwy's 6L, 7L/R, 24L/R: Standard.  
 Rwy 6R: 300-1 1/4 or standard with a minimum climb of 231' per NM to 400'.  
 Rwy 25L/R: Minimum climb gradient of 410' per NM to 600' required (ATC).  
 Gnd speed-KT 75 100 150 200 250 300  
 231' per NM 289 385 578 770 963 1155  
 410' per NM 513 683 1025 1367 1708 2050

<b>OBSTACLES</b>						
Rwy 6L, building 1780'	from DER, 922'	LEFT				
of centerline, 201'	MSL.					
Rwy 6R, building 5551'	from DER, 1790'	RIGHT				
of centerline, 306'	MSL.					
Direct distance from Los Angeles Intl to: SLI <b>20 NM</b>						

<b>INITIAL CLIMB</b>						
Rwy 6L/R	Climb on a 070° heading for vectors to SLI.					
7L/R	Climb on a 250° heading to cross SMO R-154 at or below 3000', then RADAR vectors to SLI.					
24L/R						
25L/R	Climb on a 250° heading to cross SMO R-154 at or below 3000', then turn LEFT heading 200° for vectors to SLI.					

Via assigned route. All aircraft EXPECT further clearance to filed flight level three minutes after departure.

CHANGES: Procedure revised, resequenced, renumbered.



Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

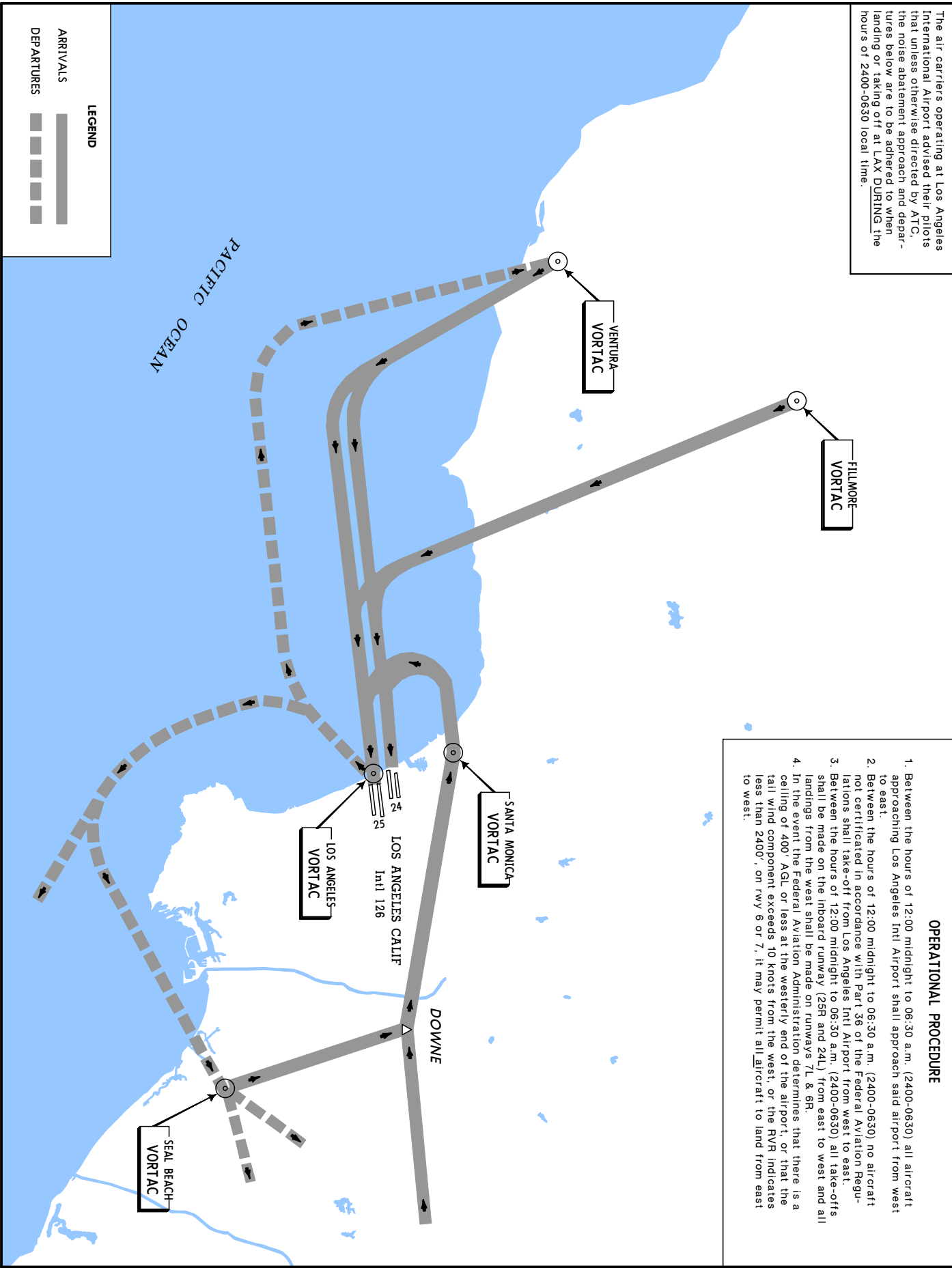
**JEPPESSEN NOISE ABATEMENT AND RUNWAY USE PROCEDURES**

The air carriers operating at Los Angeles International Airport advised their pilots that unless otherwise directed by ATC, the noise abatement approach and departures below are to be adhered to when landing or taking off at LAX DURING the hours of 2400-0630 local time.

DEC 19-86 **10-4**  
**LOS ANGELES, CALIF**  
**LOS ANGELES INTL**

**OPERATIONAL PROCEDURE**

1. Between the hours of 12:00 midnight to 06:30 a.m. (2400-0630) all aircraft approaching Los Angeles Intl Airport shall approach said airport from west to east.
2. Between the hours of 12:00 midnight to 06:30 a.m. (2400-0630) no aircraft not certificated in accordance with Part 36 of the Federal Aviation Regulations shall take-off from Los Angeles Intl Airport from west to east.
3. Between the hours of 12:00 midnight to 06:30 a.m. (2400-0630) all take-offs shall be made on the inboard runway (25R and 24L) from east to west and all landings from the west shall be made on runways 7L & 6R.
4. In the event the Federal Aviation Administration determines that there is a ceiling of 400' AGL or less at the westerly end of the airport, or that the tail wind component exceeds 10 knots from the west, or the RVR indicates less than 2400', on rwy 6 or 7, it may permit all aircraft to land from east to west.



**LEGEND**

ARRIVALS ————

DEPARTURES - - - - -

CHANGES: Note 5 deleted.

**STANDARD TAXI ROUTES**  
 (Includes Low Visibility Routes)  
**READ BACK RUNWAY AND HOLD SHORT INSTRUCTIONS**

North Route	
Route Ident	Routing via
NORTH	Taxi via Charlie (C) towards taxiway Quebec (Q), taxi northbound on taxiway Quebec (Q), and at Check-point-1 contact Ground Control on frequency 121.65, hold short of taxiway Delta (D). When advised by the north Ground Control, the North Route continues on taxiway Echo (E) to Runway 24L or the gate, whichever applies.

South Route	
Route Ident	Routing via
SOUTH	If the aircraft is west of taxiway Sierra (S), taxi eastbound on taxiway Echo (E) and turn right on taxiway Sierra (S), if the aircraft is east of taxiway Sierra (S), taxi westbound on taxiway Delta (D) and turn left on taxiway Sierra (S). And at Check-point-2, contact Ground Control on frequency 121.75, hold short of taxiway Charlie (C). When advised by south Ground Control, the South Route continues on taxiway Bravo (B) to Runway 25R or the gate whichever applies.

Routing via	
Route Ident	Routing via
WEST	Taxi via taxiway Charlie (C) west-bound, hold short of taxiway Alfa Alfa (AA), contact Ground on frequency 121.65 when number one approaching taxiway Alfa Alfa (AA).

Routing via	
Route Ident	Routing via
BRIDGE	Taxi via taxiway Echo (E) then south on taxiway Alfa Alfa (AA), hold short of taxiway Charlie (C) contact Ground on frequency 121.75 when number one approaching taxiway Charlie (C).

Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

**KLAX/LAX**

Apr Elev **126'**  
N33 56.6 W118 24.5

D-ATIS Departure <b>135.65</b>	ACARS: D-ATIS PDC	LOS ANGELES Clearance <b>121.4</b>	Ground North Complex <b>121.65</b>	South Complex contact Metering <b>120.35</b>	Between 1100 and 1400 LT* departure aircraft contact Metering <b>120.35</b> prior to contacting South Complex Ground Control)
North Complex <b>133.9</b>	Tower South Complex <b>120.95</b>	SOICAL Departure (R) 225°-044° <b>125.2</b>	Helicopter <b>124.3</b>	<b>119.8</b>	

**Jeppesen LOS ANGELES, CALIF**  
**10-9** 20 MAY 05 LOS ANGELES INTL

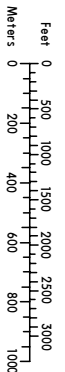
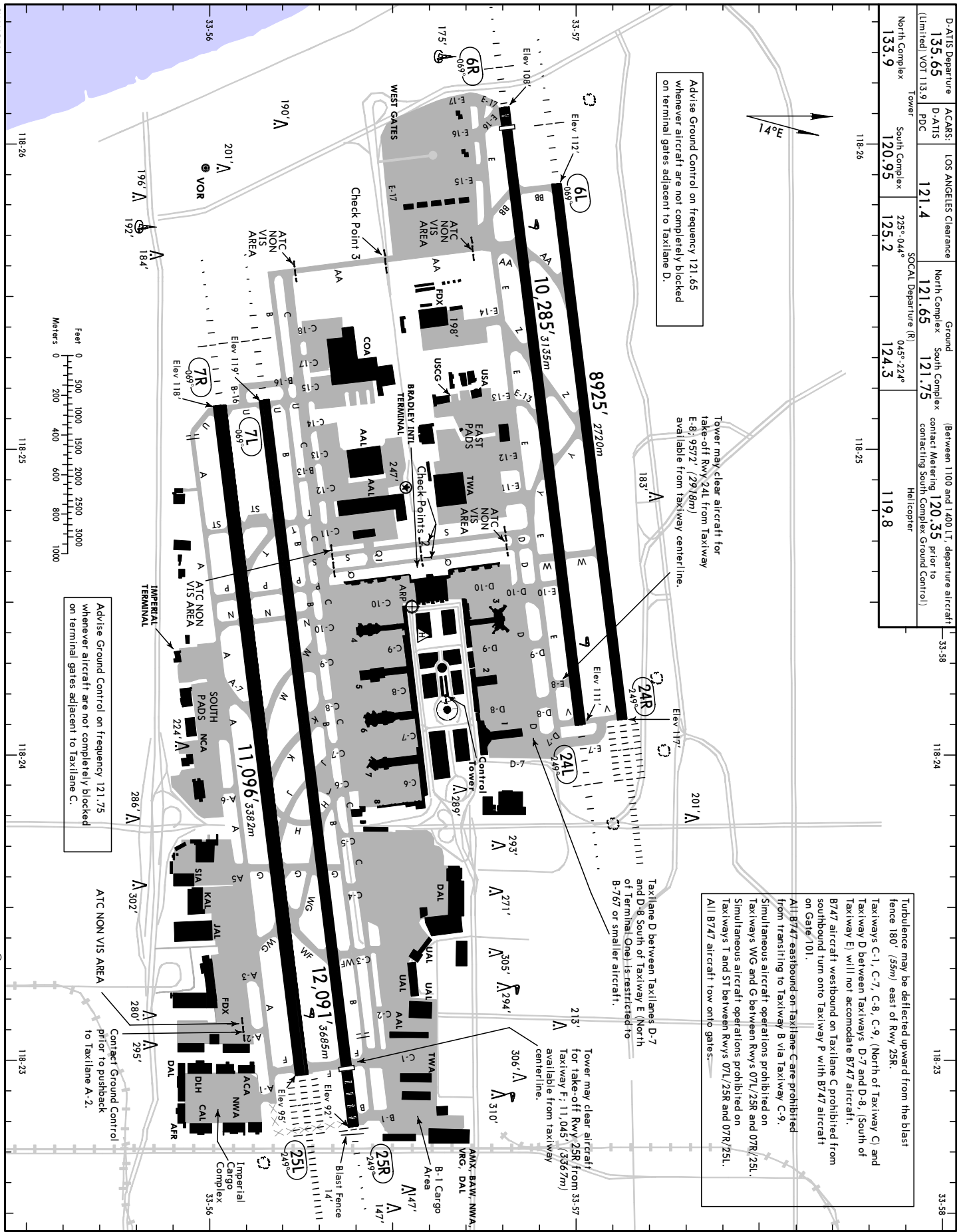
Advise Ground Control on frequency 121.65 whenever aircraft are not completely blocked on terminal gates adjacent to Taxiway D.

Tower may clear aircraft for take-off Rwy 24L from Taxiway E-8; 9572' (2918m) available from taxiway centerline.

Turbulence may be deflected upward from the blast fence 180' (55m) east of Rwy 25R.  
Taxiways C-1, C-7, C-8, C-9, (North of Taxiway C) and Taxiway D between Taxiways D-7 and D-8, (South of Taxiway E) will not accommodate B747 aircraft.  
B747 aircraft westbound on Taxiway C prohibited from southbound turn onto Taxiway P with B747 aircraft on Gate 101.  
All B747 eastbound on Taxiway C are prohibited from transiting to Taxiway B via Taxiway C-9.  
Simultaneous aircraft operations prohibited on Taxiways WG and G between Rwy's 07L/25R and 07R/25L.  
Simultaneous aircraft operations prohibited on Taxiways T and ST between Rwy's 07L/25R and 07R/25L.  
All B747 aircraft tow onto gates.

Tower may clear aircraft for take-off Rwy 25R from 33-57 Taxiway F: 11,045' (3367m) available from taxiway centerline.

Taxiway D between Taxiways D-7 and D-8 South of Taxiway E (North of Terminal One) is restricted to B-767 or smaller aircraft.



CHANGES: Notes. 118-26 118-25 118-24 118-23 33-58

**KLAX/LAX**

20 MAY 05 **(10-9A)**

**LOS ANGELES, CALIF**  
**LOS ANGELES INTL**

**GENERAL**  
 Taxiway closures throughout the airport. Consult current NOTAMS.  
 Birds in vicinity of airport.  
 Low-level wind shear alert system.

**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE OFF	WIDTH
		Threshold	Glide Slope		
6R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°) grooved RVR	9954'	3034m	9138'	2765m
24L	HIRL CL MALSR grooved RVR	9259'	2822m		150' 46m

6L	HIRL CL MALSR PAPI-L (angle 3.0°) grooved RVR	7920'	2414m		150' 46m
24R	HIRL CL <b>1</b> ALSF-II TDZ grooved RVR	7899'	2408m		

**1** Operates as SSALR until weather goes below VFR.

7R	HIRL CL MALSR PAPI-L (angle 3.0°) grooved RVR	10,023'	3055m		200' 61m
25L	HIRL CL <b>2</b> ALSF-II TDZ grooved RVR	10,095'	3077m		

**2** Operates as SSALR until weather goes below VFR.

7L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°) grooved RVR	11,017'	3358m		150' 46m
25R	HIRL CL MALSR grooved RVR	11,134'	3394m	10,090'	3075m

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

RWys 6L/R, 7L/R, 24L/R		RWys 25L/R	
CL & RCLM any RVR out, other two required	Adequate Vis Ref	CL & RCLM any RVR out, other two required	Adequate Vis Ref
TDZ RVR <b>6</b>	RVR <b>16 or 1/4</b>	TDZ RVR <b>6</b>	RVR <b>50 or 1</b>
Mid RVR <b>6</b>		Mid RVR <b>6</b>	
Rollout RVR <b>6</b>		Rollout RVR <b>6</b>	RVR <b>24 or 1/2</b>

**Turbojet**

Turbojet		Non-Turbojet	
CL & RCLM any RVR out, other two required		With Min climb of 350' /NM to 800'	
Adequate Vis Ref	STD	Adequate Vis Ref	STD
TDZ RVR <b>6</b>	RVR <b>50 or 1</b>	TDZ RVR <b>6</b>	RVR <b>50 or 1</b>
Mid RVR <b>6</b>		Mid RVR <b>6</b>	
Rollout RVR <b>6</b>	RVR <b>16 or 1/4</b>	Rollout RVR <b>6</b>	RVR <b>24 or 1/2</b>

**OBSTACLE DP**

Rwys 6L/R, 7L/R: Climb to 2000' heading 070°, then climbing right turn. Rwys 24 L/R: Climb to 3000' heading 250°, then climbing left turn. Rwys 25 L/R: Turbojet climb to 3000' heading 250°, then climbing left turn; Non-Turbojet climb via heading 250°, at the SMO R-154 turn left heading 200°. Then all aircraft climb direct SLL VOR, then climb on course.

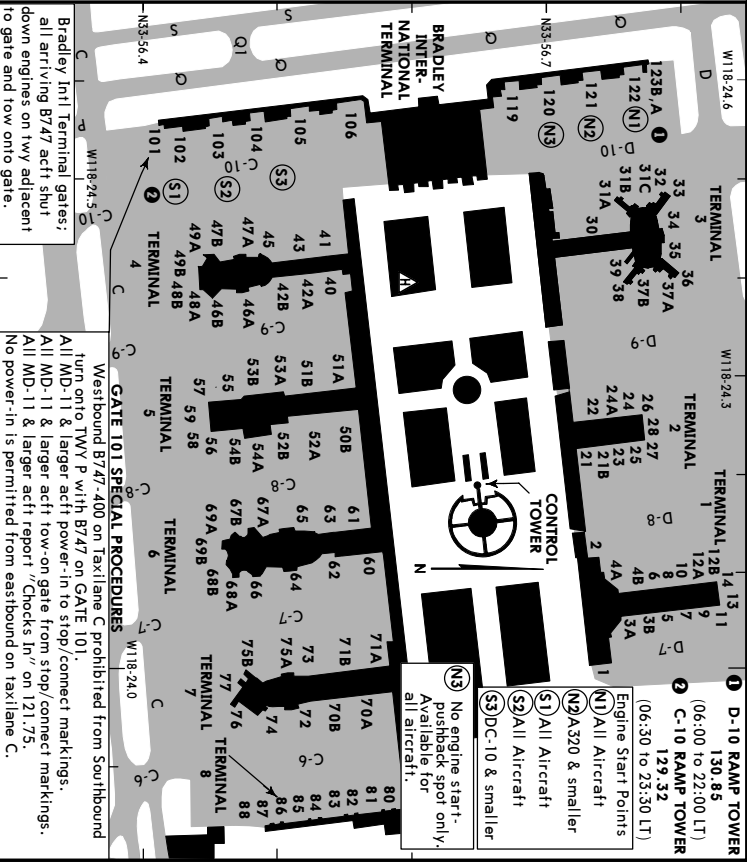
**FOR FILING AS ALTERNATE**

Precision		Non-Precision		RNAV (GPS) All Rwys	
A					
B	600-2		800-2		NA
C					
D					

11 FEB 05 (10-9B)

10-9B

LOS ANGELES, CALIF  
LOS ANGELES INTL



(N3) No engine start-pushtack spot only. Available for all aircraft.

(S1) All Aircraft  
(S2) All Aircraft  
(S3) DC-10 & smaller

(N1) All Aircraft  
(N2) A320 & smaller  
(N3) All Aircraft

Engine Start Points  
(06:30 to 23:30 LT)

(C-10) RAMP TOWER  
129.32

(D-10) RAMP TOWER  
130.85  
(06:00 to 22:00 LT)

(S1) All Aircraft  
(S2) All Aircraft  
(S3) DC-10 & smaller

**GATE 101 SPECIAL PROCEDURES**  
Westbound B747-400 on Taxiway C prohibited from Southbound turn onto TWY P with B747 on GATE 101.  
All MD-11 & larger acft power-in to stop/connect markings.  
All MD-11 & larger acft tow-in to gate from stop/connect markings.  
All MD-11 & larger acft report "Checks In" on 121.75.  
No power-in is permitted from eastbound on taxiway C.

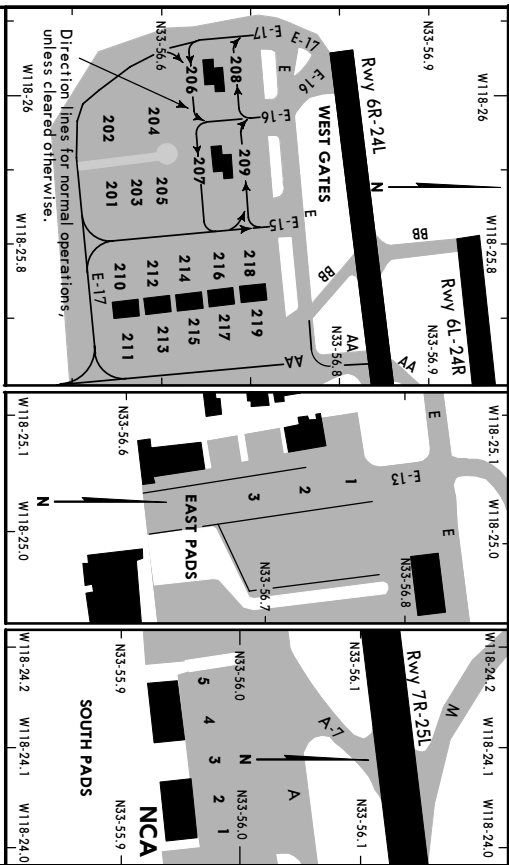
**PARKING BAY COORDINATES**

BAY No.	COORDINATES	BAY No.	COORDINATES
<b>Bradley International Terminal</b>			
101, 102	N33 56.4 W118 24.5	50B	N33 56.6 W118 24.2
103 thru 105	N33 56.5 W118 24.5	51A, 51B	N33 56.5 W118 24.5
106	N33 56.6 W118 24.6	52A, 52B	N33 56.5 W118 24.5
119 thru 121	N33 56.7 W118 24.6	53A, 53B	N33 56.5 W118 24.5
122, 123A, B	N33 56.8 W118 24.6	54A, 54B	N33 56.5 W118 24.5
<b>Passenger Terminal</b>			
<b>Terminal 1</b>			
1	N33 56.7 W118 24.0	55	N33 56.5 W118 24.3
2	N33 56.7 W118 24.1	56	N33 56.5 W118 24.2
3A, 3B	N33 56.8 W118 24.0	57	N33 56.4 W118 24.3
4A thru 14	N33 56.8 W118 24.1	58	N33 56.4 W118 24.2
		59	N33 56.4 W118 24.3
<b>Terminal 2</b>			
21, 21B	N33 56.7 W118 24.2	60, 61	N33 56.6 W118 24.1
22	N33 56.7 W118 24.2	62	N33 56.5 W118 24.1
23	N33 56.7 W118 24.2	63	N33 56.5 W118 24.2
24, 24A	N33 56.8 W118 24.3	64	N33 56.5 W118 24.1
25	N33 56.8 W118 24.3	65	N33 56.5 W118 24.2
26	N33 56.8 W118 24.2	66	N33 56.5 W118 24.1
27, 28	N33 56.8 W118 24.2	67A, 67B	N33 56.5 W118 24.2
<b>Terminal 3</b>			
30 thru 31A	N33 56.7 W118 24.5	70A	N33 56.6 W118 24.0
31B thru 34	N33 56.8 W118 24.5	70B	N33 56.5 W118 24.0
35 thru 39	N33 56.8 W118 24.4	71A, 71B	N33 56.6 W118 24.0
<b>Terminal 4</b>			
40 thru 43	N33 56.5 W118 24.4	80 thru 82	N33 56.6 W118 23.9
45 thru 47B	N33 56.5 W118 24.4	83 thru 88	N33 56.5 W118 23.9
48A thru 49B	N33 56.4 W118 24.4		

11 FEB 05 (10-9C)

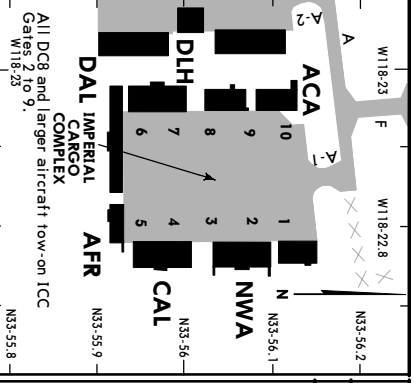
10-9C

LOS ANGELES, CALIF  
LOS ANGELES INTL



**PARKING BAY COORDINATES**

BAY No.	COORDINATES	BAY No.	COORDINATES
<b>West Gates</b>			
201 thru 205	N33 56.6 W118 25.9	1, 2	N33 56.0 W118 24.0
206	N33 56.6 W118 26.0	3, 4	N33 56.0 W118 24.1
207	N33 56.6 W118 25.9	5	N33 56.0 W118 24.2
208	N33 56.7 W118 26.0		
209	N33 56.7 W118 25.9	<b>South Pads</b>	
210 thru 215	N33 56.6 W118 25.7	1, 2	N33 56.0 W118 24.0
216	N33 56.7 W118 25.8	3, 4	N33 56.0 W118 24.1
217	N33 56.7 W118 25.7	5	N33 56.0 W118 24.2
218	N33 56.7 W118 25.8		
219	N33 56.7 W118 25.7	<b>East Pads</b>	
		1	N33 56.8 W118 25.0
		2, 3	N33 56.7 W118 25.0



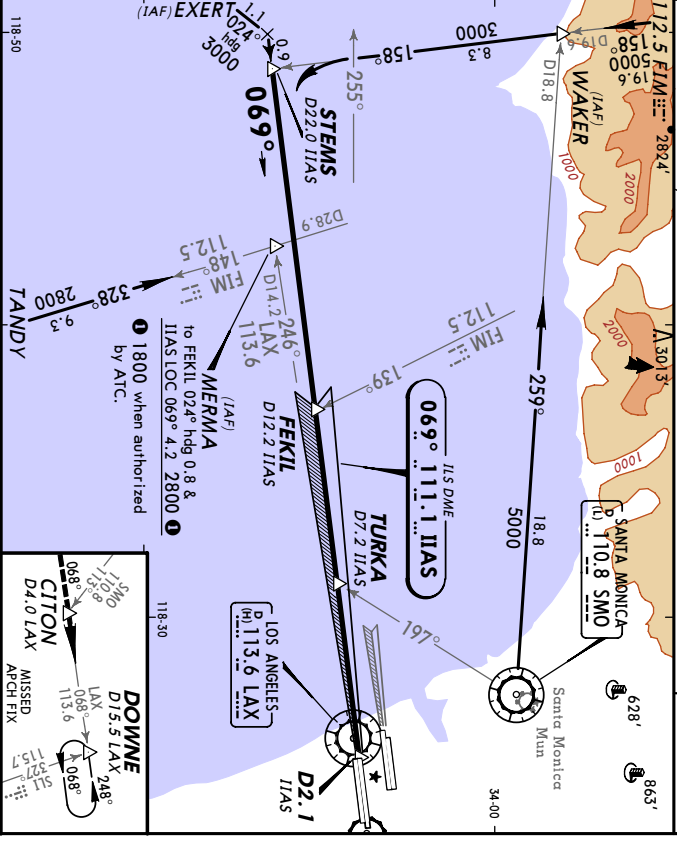
**PARKING BAY COORDINATES**

BAY No.	COORDINATES
<b>Imperial Gates</b>	
1, 2	N33 56.1 W118 22.8
3, 4	N33 56.0 W118 22.8
5	N33 55.9 W118 22.8
6	N33 55.9 W118 22.8
7, 8	N33 56.0 W118 22.9
9, 10	N33 56.1 W118 22.9



**KLAX/LAX**  
 LOS ANGELES INTL  
 22 APR 05 (1-3)  
**JEPPESSEN**  
 LOS ANGELES, CALIF  
 ILS RWY 7L

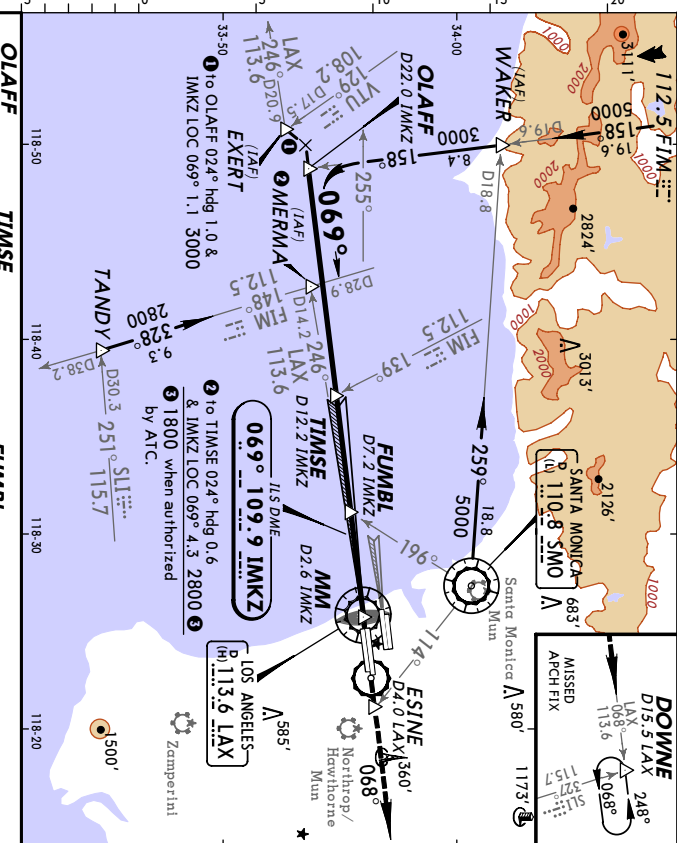
D-ATIS	225°-044°	SOCAL Approach (R)	090°-224°	LOS ANGELES Tower	Ground	Helicopter
Arrival	045°-089°	North Complex	South Complex	North Complex	South Complex	119.8
133.8	124.5	128.5	124.9	133.9	120.95	121.65
121.75	119.8					
LOC	Final	GS	DA(H)	ILS	Apt Elev	126'
111.1	069°	1800' (1674')	326' (200')	TDZE 7L	126'	
ILS	Apch Crs	TURKA	DA(H)	TDZE 7R	126'	
		1800' (1674')	326' (200')			
MISSED APCH: Climb outbound via LAX VOR R-068 to cross CITON INT/D4.0 LAX at or below 2000', then climb to 3500' outbound via LAX VOR R-068 to DOWNE INT/D15.5 LAX and hold.						
Trans alt: 18000'						
Alt Set: INCHES						
Simultaneous approaches authorized with Rws 6/L/R. 2. Disregard MM indications.						
M5A LAX VOR						



Grid speed-Kts	70	90	100	120	140	160	MAISR	LAX	At or
GS	3,00*	377	484	538	646	753	861	113.6	Below
MAP at D2.1 ILAS or TURKA to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53		R-068	2000'
ILS STRAIGHT-IN LANDING RWY 7L (GS out)									
LOC (GS out)									
DA(H) 326' (200')									
M5A(H) 460' (334')									
FULL									
TDZ or Cl out RAIL or ALS out									
RAIL out									
ALS out									
RAIL or ALS out									
A	RVR 50 or 1								
B	RVR 24 or 1/2								
C	RVR 18 or 1/2								
D	RVR 40 or 3/4								

**KLAX/LAX**  
 LOS ANGELES INTL  
 22 APR 05 (1-4)  
**JEPPESSEN**  
 LOS ANGELES, CALIF  
 ILS RWY 7R

D-ATIS	225°-044°	SOCAL Approach (R)	090°-224°	LOS ANGELES Tower	Ground	Helicopter
Arrival	045°-089°	North Complex	South Complex	North Complex	South Complex	119.8
133.8	124.5	128.5	124.9	133.9	120.95	121.65
121.75	119.8					
LOC	Final	GS	DA(H)	ILS	Apt Elev	126'
109.9	069°	1800' (1675')	325' (200')	TDZE 7R	125'	
ILS	Apch Crs	FUMBL	DA(H)	TDZE 7L	125'	
		1800' (1675')	325' (200')			
MISSED APCH: Climb outbound via LAX VOR R-069 to cross ESINE INT/D4.0 LAX at or below 2000', then climb to 3500' outbound via LAX VOR R-068 to DOWNE INT/D15.5 LAX and hold.						
Trans alt: 18000'						
Alt Set: INCHES						
Simultaneous approaches authorized with Rws 6/L/R. 2. MAISR & PAPl-L on Rwy 7L.						
M5A LAX VOR						



Grid speed-Kts	70	90	100	120	140	160	MAISR	LAX	At or
GS	3,00*	377	484	538	646	753	861	113.6	Below
MAP at D2.6 IMKZ or FUMBL to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43		R-069	2000'
ILS STRAIGHT-IN LANDING RWY 7R (GS out)									
LOC (GS out)									
DA(H) 325' (200')									
M5A(H) 460' (334')									
FULL									
TDZ or ALS out									
RAIL out									
ALS out									
RAIL or ALS out									
A	RVR 50 or 1								
B	RVR 24 or 1/2								
C	RVR 40 or 3/4								
D	RVR 40 or 3/4								







**KLAX**  
 LOS ANGELES INTL  
 26 APR 02 (12-1)  
**JEPPERSEN**  
 LOS ANGELES, CALIF  
 RNAV (GPS) Rwy 6L

D-ATIS	225°-044°	SOCAL Approach (R)	090°-224°	LOS ANGELES Tower	Ground	Helicopter
Arrival	043°-089°			North Complex	South Complex	
133.8	124.5	128.5	124.9	133.9	120.95	121.65 121.75 119.8
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	TDZE	Apt Elev	
	069°	1800' (1683')	460' (343')	117'	126'	

**MISSED APCH:** Climbing LEFT turn to 2000' direct CEDEX, then continue climb to 5000' via 020° course to BIKNE then via 069° course to POM VOR and hold.

**FILLMORE VOR**  
 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.  
 3. VGS1 and descent angles not coincident.



14.5	10.5	5.0	5.0	4.4	0.6	0
70	90	100	120	140	160	
3.05°	3.05°	3.05°	3.05°	3.05°	3.05°	
378	486	540	648	755	863	
MAP at IGUPE						
STRAIGHT-IN LANDING RWY 6L						
LNAV/VNAV						
MDA(H) 460' (343')						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D-> CEDEX						
LNAV/VNAV						
RAIL out						
ALS out						
MAJSA 2000'						
PAPI						
LT						
D						

**KLAX/LAX**  
LOS ANGELES INTL  
22 APR 05 (12-3)  
**JEPPESEN**  
LOS ANGELES, CALIF  
RNAV (GPS) Rwy 7L

D-ATIS	225-044°	SOCCAL Approach R	090°-224°	LOS ANGELES Tower	Ground	119.8
Arrival	133.8	045-089°	124.5	North Complex	South Complex	121.75
RNAV	Final	Apch Crs	069°	Minimum Alt	LNNAV/VNAV DA(H) 560' (434')	TDZE 126'
						126'
						126'

**MISSED APCH:** Climb direct to DIVNE cross at or below 2000', then climb to 3500' via 070° track to DOWNE and hold.

Trans alt: 18000'

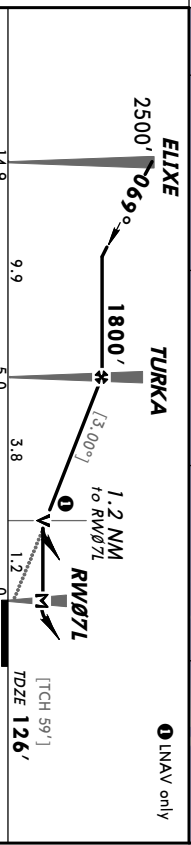
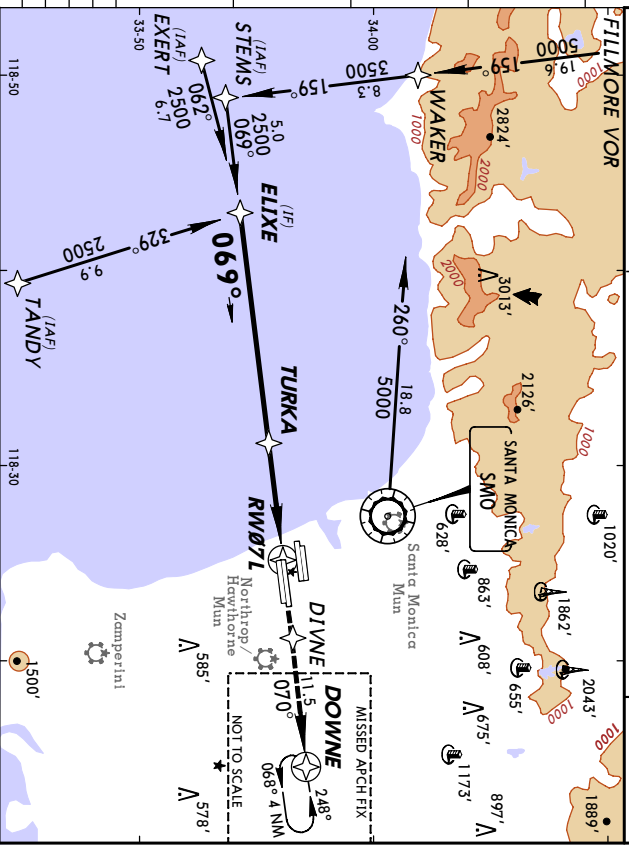
MSA RW07L

**ALL SET: INCHES**

1. Baro: VNAV not authorized below -15°C (5°F); 2. GPS or RNP-0.3 required.

3. DME/DME RNP-0.3 not authorized; 4. WAAS VNAV outages may occur.

WAAS VNAV NOTAM service not provided.



Grid speed-Kts	70	90	100	120	140	160	MAKSR				
Descent angle	[3.00°]	372	478	531	637	743	849	PAPI			
MAP at RW07L											

A	LNNAV/VNAV	RAIL out	ALS out	LNNAV	RAIL out	ALS out
B	DA(H) 560' (434')			MDA(H) 560' (434')		
C	RVR 50 or 1	1 1/2		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
D				RVR 40 or 3/4	1 1/4	1 1/2

**KLAX/LAX**  
LOS ANGELES INTL  
22 APR 05 (12-4)  
**JEPPESEN**  
LOS ANGELES, CALIF  
RNAV (GPS) Rwy 7R

D-ATIS	225-044°	SOCCAL Approach R	090°-224°	LOS ANGELES Tower	Ground	119.8
Arrival	133.8	045-089°	124.5	North Complex	South Complex	121.75
RNAV	Final	Apch Crs	069°	Minimum Alt	LNNAV/VNAV DA(H) 560' (435')	TDZE 125'
						125'
						125'

**MISSED APCH:** Climb direct to ESINE cross at or below 2000', then climb to 3500' via 069° track to DOWNE and hold.

Trans alt: 18000'

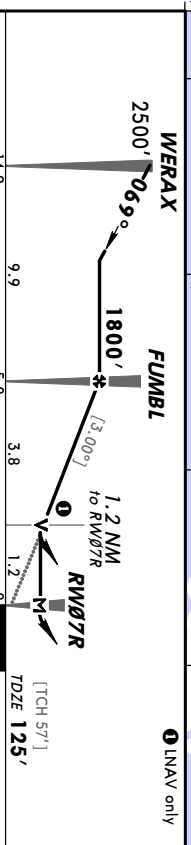
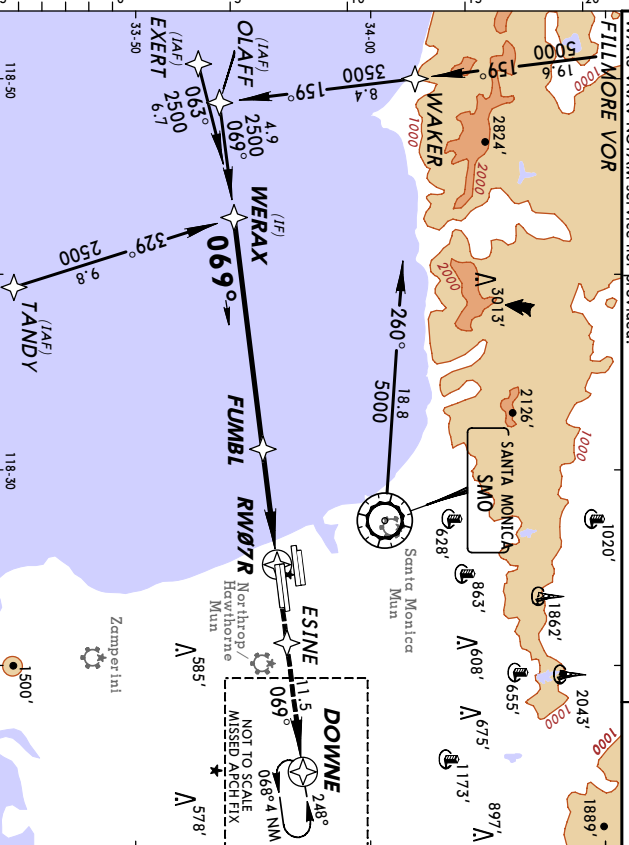
MSA RW07R

**ALL SET: INCHES**

1. Baro: VNAV not authorized below -15°C (5°F); 2. GPS or RNP-0.3 required.

3. DME/DME RNP-0.3 not authorized; 4. WAAS VNAV outages may occur.

WAAS VNAV NOTAM service not provided.



Grid speed-Kts	70	90	100	120	140	160	MAKSR				
Descent angle	[3.00°]	372	478	531	637	743	849	PAPI			
MAP at RW07R											

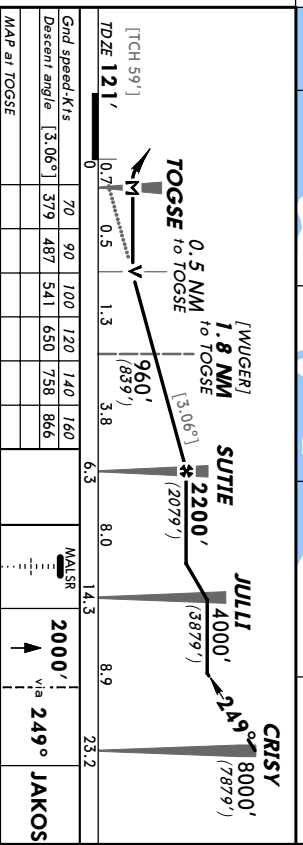
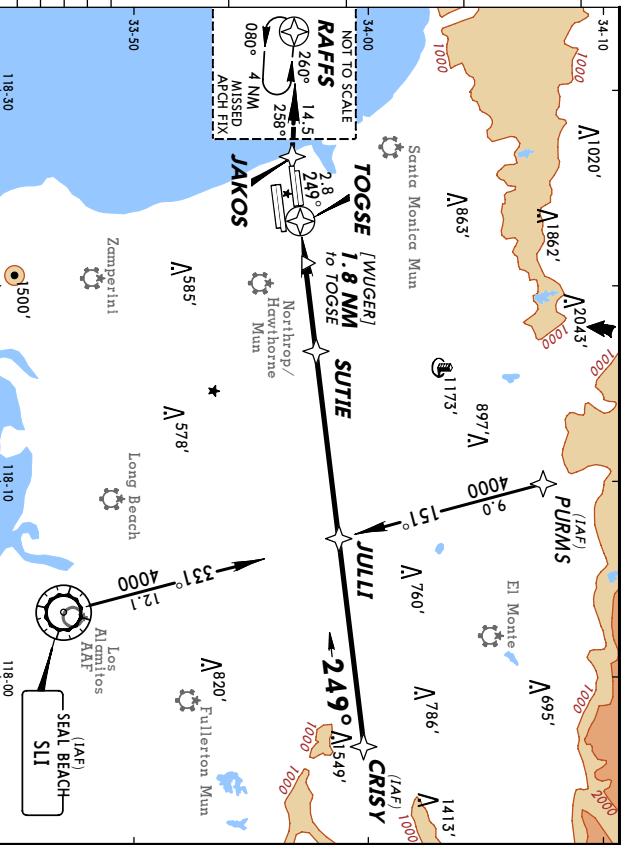
A	LNNAV/VNAV	RAIL out	ALS out	LNNAV	RAIL out	ALS out
B	DA(H) 560' (435')			MDA(H) 560' (435')		
C	RVR 50 or 1	1 1/2		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
D				RVR 40 or 3/4	1 1/4	1 1/2

**KLAX**  
**LOS ANGELES INTL**  
 12 APR 02 **(2-5) EFF 18 APR**  
**LOS ANGELES, CALIF**  
**RNAV (GPS) Rwy 24L**

D-ATIS	225-044 <sup>e</sup>	SOCAL Approach (R)	090°-224 <sup>e</sup>	LOS ANGELES Tower	Ground	North Complex	South Complex	Helicopter
Arrival	133.8	124.5	128.5	124.9	135.9	120.95	121.65	121.75
Final								
Apch Crs	249°							
Minimum Alt	2200' (2079')							
MDA(H)	560' (439')							
TDZE	121'							
Appt Elev	126'							
7800'								

**MISSED APCH:** Climb to 2000' via 249° course to JAKOS then RIGHT turn via 258° course to RAFFS and hold.

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.



MAP at TOGSE		MAP at TOGSE		MAP at TOGSE		MAP at TOGSE	
LNAV/VNAV		LNAV/VNAV		LNAV/VNAV		LNAV/VNAV	
STRAIGHT-IN LANDING RWY 24L		STRAIGHT-IN LANDING RWY 24L		STRAIGHT-IN LANDING RWY 24L		STRAIGHT-IN LANDING RWY 24L	
LNAV		LNAV		LNAV		LNAV	
MDA(H) 560' (439')		MDA(H) 560' (439')		MDA(H) 560' (439')		MDA(H) 560' (439')	
RAIL out		RAIL out		RAIL out		RAIL out	
ALS out		ALS out		ALS out		ALS out	
A		A		A		A	
B	RVR 24 or 1/2	B	RVR 24 or 1/2	B	RVR 24 or 1/2	B	RVR 24 or 1/2
C	RVR 40 or 3/4	C	RVR 40 or 3/4	C	RVR 40 or 3/4	C	RVR 40 or 3/4
D	RVR 50 or 1	D	RVR 50 or 1	D	RVR 50 or 1	D	RVR 50 or 1

CHANGES: New procedure.

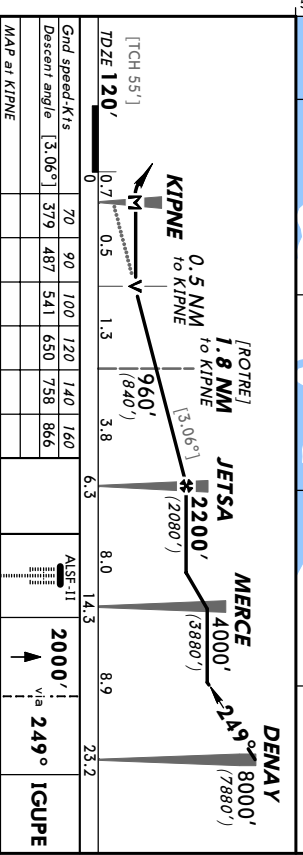
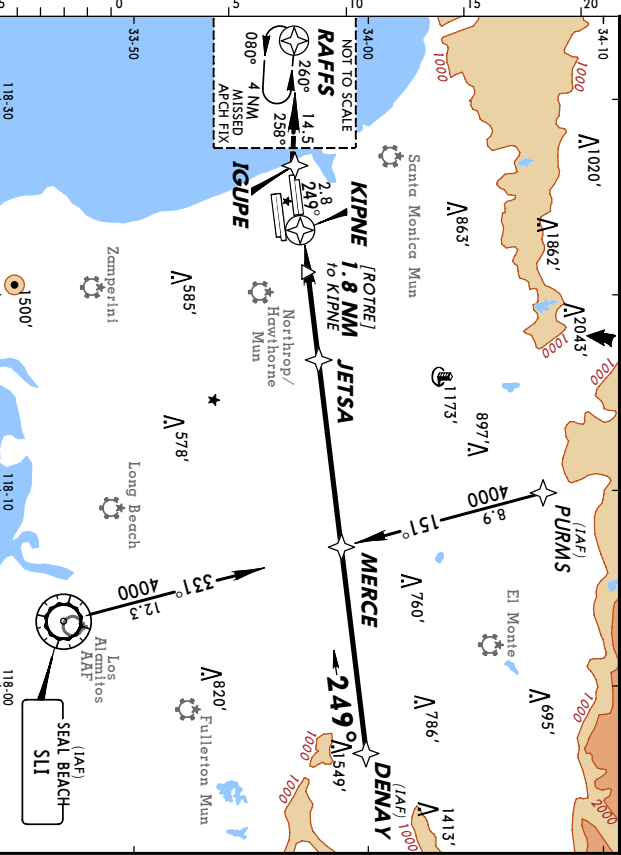
© JEPPESEN SANDERSON, INC., 2002. ALL RIGHTS RESERVED.

**KLAX**  
**LOS ANGELES INTL**  
 12 APR 02 **(2-6) EFF 18 APR**  
**LOS ANGELES, CALIF**  
**RNAV (GPS) Rwy 24R**

D-ATIS	225-044 <sup>e</sup>	SOCAL Approach (R)	090°-224 <sup>e</sup>	LOS ANGELES Tower	Ground	North Complex	South Complex	Helicopter
Arrival	133.8	124.5	128.5	124.9	135.9	120.95	121.65	121.75
Final								
Apch Crs	249°							
Minimum Alt	2200' (2080')							
MDA(H)	560' (440')							
TDZE	120'							
Appt Elev	126'							
7800'								

**MISSED APCH:** Climb to 2000' via 249° course to IGUPE then RIGHT turn via 258° course to RAFFS and hold.

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.



MAP at KIPNE		MAP at KIPNE		MAP at KIPNE		MAP at KIPNE	
LNAV/VNAV		LNAV/VNAV		LNAV/VNAV		LNAV/VNAV	
STRAIGHT-IN LANDING RWY 24R		STRAIGHT-IN LANDING RWY 24R		STRAIGHT-IN LANDING RWY 24R		STRAIGHT-IN LANDING RWY 24R	
LNAV		LNAV		LNAV		LNAV	
MDA(H) 560' (440')		MDA(H) 560' (440')		MDA(H) 560' (440')		MDA(H) 560' (440')	
RAIL out		RAIL out		RAIL out		RAIL out	
ALS out		ALS out		ALS out		ALS out	
A		A		A		A	
B	RVR 24 or 1/2	B	RVR 24 or 1/2	B	RVR 24 or 1/2	B	RVR 24 or 1/2
C	RVR 40 or 3/4	C	RVR 40 or 3/4	C	RVR 40 or 3/4	C	RVR 40 or 3/4
D	RVR 50 or 1	D	RVR 50 or 1	D	RVR 50 or 1	D	RVR 50 or 1

CHANGES: New procedure.

© JEPPESEN SANDERSON, INC., 2002. ALL RIGHTS RESERVED.

**KLAX**  
LOS ANGELES INTL

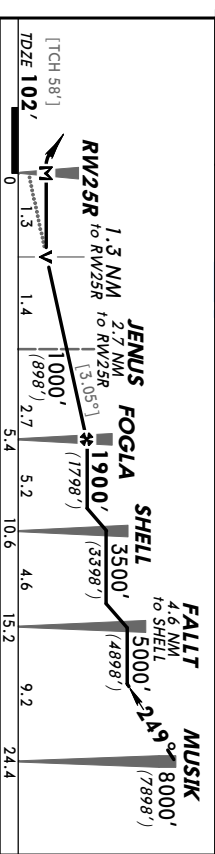
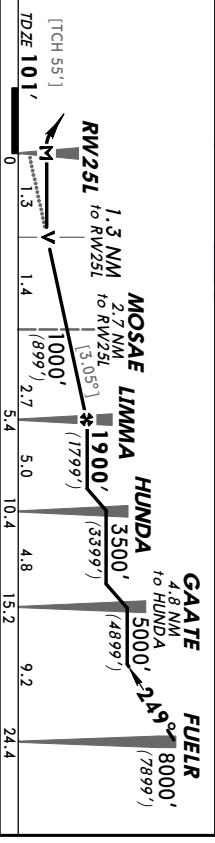
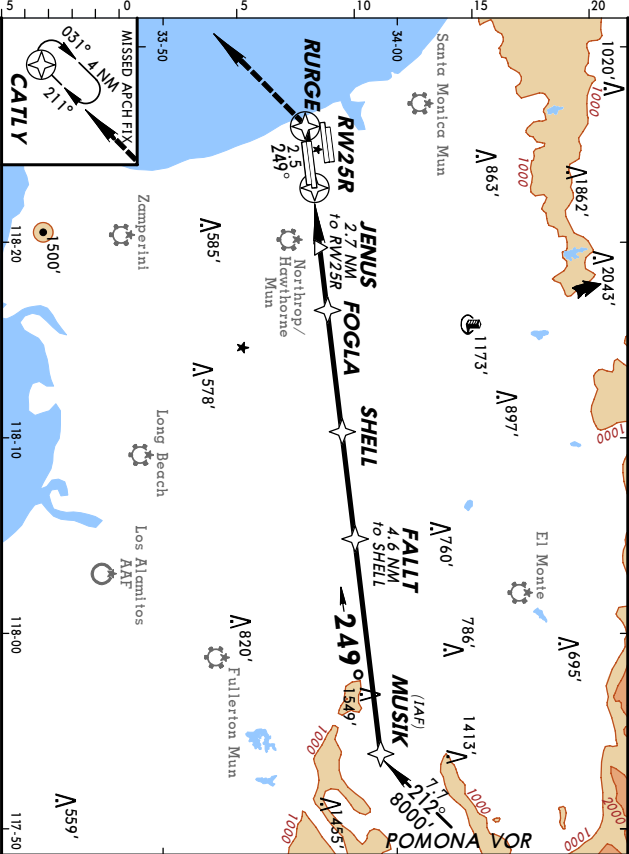
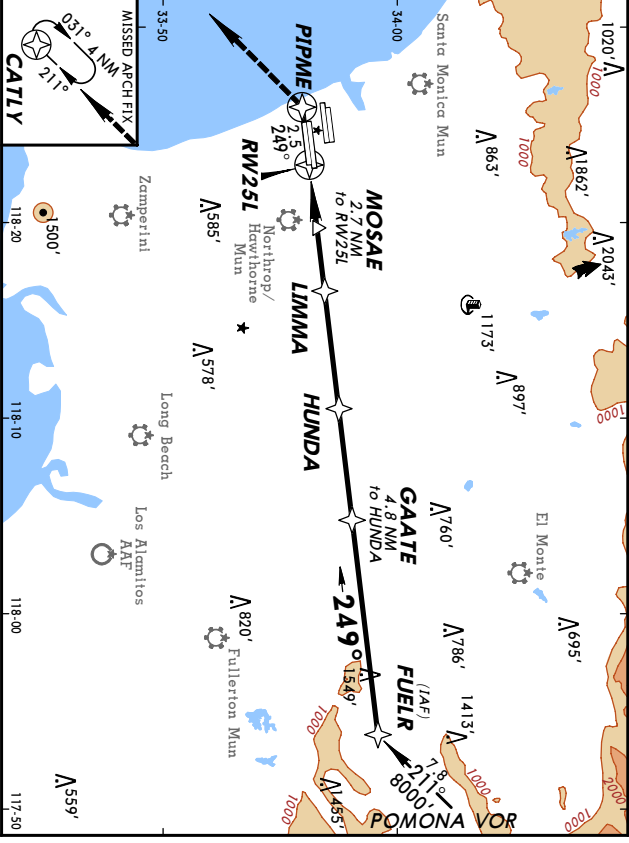
**KLAX**  
LOS ANGELES INTL

D-ATIS	225°-044°	SOICAL Approach (R)	090°-224°	LOS ANGELES Tower	South Complex	North Complex	Ground	South Complex	North Complex	Helicopter
Arrival	133.8	124.5	128.5	124.9	120.95	133.9	121.75	121.65	119.8	119.8
RNAV	Final		Minimum Alt		LNAV		Apt Elev		7800'	
	249°		1900' (1799')		MDA(H)		126'			
	Apch Crs		FOGLA		560' (458')		TDZE		102'	

D-ATIS	225°-044°	SOICAL Approach (R)	090°-224°	LOS ANGELES Tower	South Complex	North Complex	Ground	South Complex	North Complex	Helicopter
Arrival	133.8	124.5	128.5	124.9	120.95	133.9	121.75	121.65	119.8	119.8
RNAV	Final		Minimum Alt		LNAV		Apt Elev		7800'	
	249°		1900' (1798')		MDA(H)		126'			
	Apch Crs		FOGLA		560' (458')		TDZE		102'	

MISSED APCH: Climb to 2000' via 249° course to PIPME then LEFT turn direct CATLY and hold.

MISSED APCH: Climb to 2000' via 249° course to RURGE then LEFT turn direct CATLY and hold.



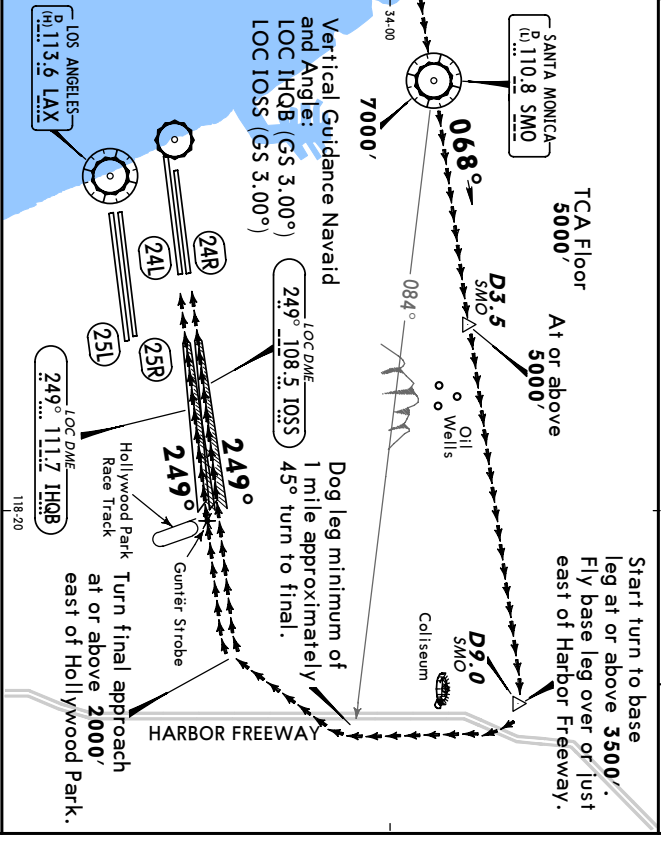
MAP at RW25L		MAP at RW25R	
LNAV/VNAV		LNAV/VNAV	
STRAIGHT-IN LANDING RWY 25L		STRAIGHT-IN LANDING RWY 25R	
LNAV		LNAV	
MDA(H) 560' (459')		MDA(H) 560' (458')	
ALS out		ALS out	
A	RVR 24 or 1/2	A	RVR 24 or 1/2
B	RVR 40 or 3/4	B	RVR 40 or 3/4
C	RVR 50 or 1	C	RVR 50 or 1
D	RVR 50 or 1	D	RVR 50 or 1

MAP at RW25L		MAP at RW25R	
LNAV/VNAV		LNAV/VNAV	
STRAIGHT-IN LANDING RWY 25L		STRAIGHT-IN LANDING RWY 25R	
LNAV		LNAV	
MDA(H) 560' (459')		MDA(H) 560' (458')	
ALS out		ALS out	
A	RVR 24 or 1/2	A	RVR 24 or 1/2
B	RVR 40 or 3/4	B	RVR 40 or 3/4
C	RVR 50 or 1	C	RVR 50 or 1
D	RVR 50 or 1	D	RVR 50 or 1



**LOS ANGELES, CALIF**  
**STADIUM VISUAL RWY 24L/R**

<b>KLAX (19-1) EFF 28 Feb</b> LOS ANGELES INTL		<b>20 FEB 98</b> EFF 28 Feb		<b>LOS ANGELES, CALIF</b> STADIUM VISUAL RWY 24L/R	
ATIS Arrival 133.8 124.5 128.5 124.9	SOCAL Approach (R) 090°-224° 045°-089° 124.9	North Complex 133.9 120.95 121.65 121.75	South Complex 120.95 121.65 121.75	Ground North Complex 121.65 South Complex 121.75	Helicopter 119.8
Nav aids- See Planview 249° 249°	Rwy 24L Rwy 24R 249° 249°	No FAF	Ceiling-Vis 3000-3	Aprt Elev TDZE 24L TDZE 24R 126' 121' 120'	No MSA published
No missed approach procedure.					
1. RADAR required. 2. ALSF-II Rwy 24R operates as SSALR until weather goes below VFR.					



**STADIUM VISUAL APPROACH**

When visual approaches to Runway 24L/R are in progress, clearances to aircraft from the north and northwest will be given utilizing the following phraseology:

“(IDENT) CLEARED FOR STADIUM VISUAL RUNWAY 24 LEFT/RIGHT APPROACH.”

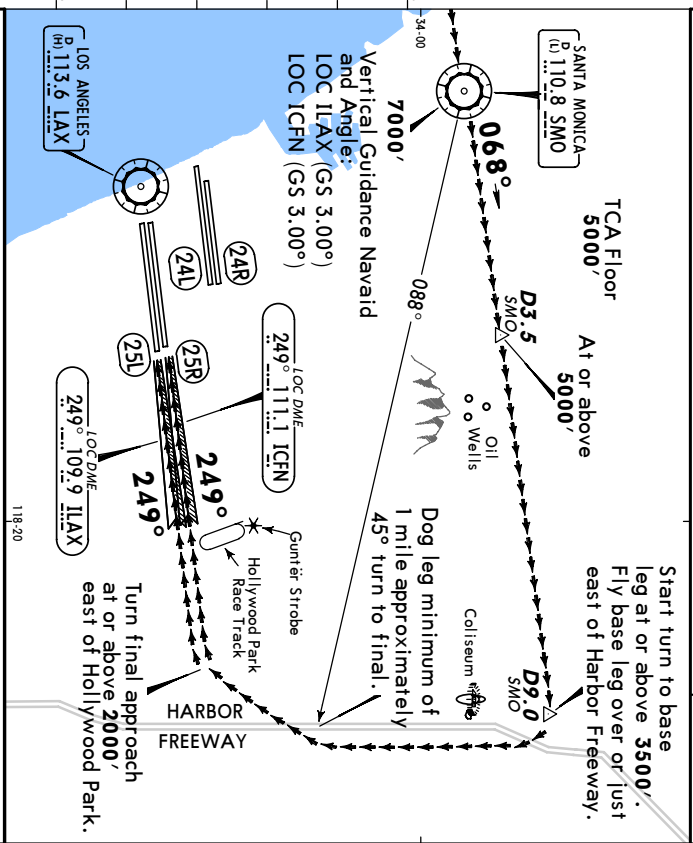
A descent profile of approximately 3° starting at 7000' over SMO VOR may be made with reference to the minimum altitudes above.

**WEATHER MINIMUMS**  
 Ceiling 3000 - Vis 3



**LOS ANGELES, CALIF**  
**HARBOR VISUAL RWY 25L/R**

<b>KLAX (19-2) EFF 28 Feb</b> LOS ANGELES INTL		<b>20 FEB 98</b> EFF 28 Feb		<b>LOS ANGELES, CALIF</b> HARBOR VISUAL RWY 25L/R	
ATIS Arrival 133.8 124.5 128.5 124.9	SOCAL Approach (R) 090°-224° 045°-089° 124.9	North Complex 133.9 120.95 121.65 121.75	South Complex 120.95 121.65 121.75	Ground North Complex 121.65 South Complex 121.75	Helicopter 119.8
Nav aids- See Planview 249° 249°	Rwy 25L Rwy 25R 249° 249°	No FAF	Ceiling-Vis 3000-3	Aprt Elev TDZE 25L TDZE 25R 126' 101' 102'	No MSA published
No missed approach procedure.					
1. RADAR required. 2. ALSF-II Rwy 25L operates as SSALR until weather goes below VFR.					



**HARBOR VISUAL APPROACH**

When visual approaches to Runway 25L/R are in progress, clearances to aircraft from the north and northwest will be given utilizing the following phraseology:

“(IDENT) CLEARED FOR HARBOR VISUAL RUNWAY 25 LEFT/RIGHT APPROACH.”

A descent profile of approximately 3° starting at 7000' over SMO VOR may be made with reference to the minimum altitudes above.

**WEATHER MINIMUMS**  
 Ceiling 3000 - Vis 3