Statistical Update on LAX Aircraft Operations

July 9, 2014

LAX/Community Noise Roundtable
Overview

Statistical information on the following operations:

- East Departures
- Early Turns
- Go-arounds
Total Operations & Passengers Trends

Total LAX Operations & Passengers

Operations vs Passengers

Operations: 1994 - 700,000
Passengers: 1994 - 51.1M

Operations: 2013 - 700,000
Passengers: 2013 - 66.7M

Chart showing trends in total operations and passengers from 1994 to 2013.
This report shows a summary of aircraft operations that departed to the east while the airport is still conducting westerly departures between midnight and 6:30 a.m. These individual easterly departures usually occur when the pilot of a heavy aircraft (e.g. B747s) determines that the tail wind is too great for the weight of the aircraft and requests to depart east into the wind for aircraft safety.
Non-Conforming East Departures by Operators
Midnight to 6:30 AM

One Year Period
(June 2013 to May 2014)

Total: 39 East Departures

Qantas Airways
Virgin Australia
Korean Airlines
All Nippon Airways
Asiana Airlines
Polar Air Cargo
Cathay Pacific
China Airlines
Nippon Cargo
Atlas Air
Lufthansa Cargo
China Southern
China Cargo
Air China

Number of East Departures
Early Turn to the North

Aircraft departing to the ocean turn early prior to reaching the shoreline
Early Turn to the South

Aircraft departing to the ocean turn early prior to reaching the shoreline

Note: Figures from June 2013 to January 2014 are revised to include additional early turns that were not previously reported. Most of these are Hyperion early turns.
Early Turns Breakdown

Result of Investigation
Only El Segundo and Playa Del Rey Gates

Note: Figures from June 2013 to January 2014 are revised to include additional early turns that were not previously reported. Most of these are Hyperion early turns.
Monitoring pilot or ATC initiated go-arounds or missed approaches

Go-Arounds

Example of Go-aways

Annual Comparison

Monthly Comparison

Total
North
South

Total
North
South
## Reasons for Go-Arounds

<table>
<thead>
<tr>
<th></th>
<th>January 2014</th>
<th>February 2014</th>
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<tbody>
<tr>
<td><strong>Pilot Initiated</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weather</td>
<td>18</td>
<td>12</td>
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<tr>
<td>Too high or too fast</td>
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<td>6</td>
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<tr>
<td>Aircraft Equipment</td>
<td>8</td>
<td>3</td>
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<tr>
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<td>Ground</td>
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<td>Ground Equipment</td>
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<td>2</td>
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<tr>
<td></td>
<td>In-trail</td>
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<td>Previous</td>
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<td>Arrival Traffic on Runway</td>
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<td>Runway Crossing Traffic</td>
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<td>Departure Traffic on Runway</td>
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<tr>
<td><strong>Total</strong></td>
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<td>41</td>
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</table>
Go-Arounds – Not Maintaining RWY Headings

Example of Go-around not maintaining runway heading
Go-Arounds – By Operators

Top 10 Operators
One Year Period
(June 2013 to May 2014)

- SkyWest: 64
- Southwest: 49
- American: 50
- United: 54
- Delta: 37
- Virgin America: 19
- Alaska: 11
- GA: 13
- Air Canada: 10
- Aeromexico: 2