Statistical Update on LAX Aircraft Operations

January 11, 2012

LAX/Community Noise Roundtable
Overview

Statistical information on the following operations:

- East Departures
- Early Turns
- Go-arounds
Total Operations Comparison

Total LAX Operations

- Total Ops (Arrivals & Departures)

Year 1994: 689,888
Year 1995: 732,639
Year 1996: 763,866
Year 1997: 773,569
Year 1998: 779,150
Year 1999: 783,433
Year 2000: 645,424
Year 2001: 622,378
Year 2002: 655,097
Year 2003: 650,629
Year 2004: 656,842
Year 2005: 680,954
Year 2006: 622,506
Year 2007: 544,833
Year 2008: 575,835
Non-Conforming East Departures
Midnight to 6:30 AM

This report shows a summary of aircraft operations that depart 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.

Sample of East Departure Flights

Annual Comparison

Monthly Comparison
Non-Conforming East Departures by Operators
Midnight to 6:30 AM

All Operators
One Year Period
(Dec 2010 to Nov 2011)

Total: 48 East Departures
Early Turn to the North

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

Annual Comparison

Monthly Comparison
Early Turn to the South

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

Early turn over El Segundo

Annual Comparison

Monthly Comparison
Early Turns by Operators

Top 10 Operators
One Year Period (Dec 2010 to Nov 2011)

Number of Early Turn

Jet Early Turn
Prop Early Turn

( ) = Percentage of Total Departure for each Operator
Early Turns Breakdown
November 2011

Total Early Turn Ops: 184
- Hyperion Gate: 148
- El Segundo Gate: 27
- Playa Del Rey Gate: 9

Result of Investigation
Only El Segundo and Playa Del Rey Gates

- Total: 36
- FAA instructed: 15
- Pilot initiated: 21
- Wind drift: 0
Go-Arounds

Monitoring pilot or ATC initiated go-arounds or missed approaches

Example of Go-arounds

Annual Comparison

Monthly Comparison

Los Angeles World Airports
### Reasons for Go-Arounds – November 2011

<table>
<thead>
<tr>
<th>Pilot Initiated</th>
<th>46</th>
</tr>
</thead>
<tbody>
<tr>
<td>Too high or too fast</td>
<td>21</td>
</tr>
<tr>
<td>Weather</td>
<td>19</td>
</tr>
<tr>
<td>Aircraft Equipment (flaps, gears, avionics)</td>
<td>5</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Controller Initiated</th>
<th>19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Previous Arrival Traffic on Runway</td>
<td>10</td>
</tr>
<tr>
<td>In-trail Spacing</td>
<td>4</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
</tr>
<tr>
<td>Departure Traffic on Runway</td>
<td>1</td>
</tr>
<tr>
<td>Unknown</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>71</td>
</tr>
</tbody>
</table>
Example of Go-around not maintaining runway heading
Top 10 Operators
One Year Period
(Dec 2010 to Nov 2011)