

September 2019



LOS ANGELES INTERNATIONAL AIRPORT (LAX)

EAST DEPARTURES REPORT

Background

Los Angeles World Airports (LAWA) is the City of Los Angeles department that owns and operates Los Angeles International (LAX) and Van Nuys (VNY) airports and is committed to minimizing noise impacts from aircraft operations. Since 1959, LAWA has worked with the Federal Aviation Administration (FAA) and in partnership with adjacent communities to implement noise abatement programs.

While all aircraft generate noise, technological advancements have produced quieter aircraft and airports have implemented programs and procedures to reduce the effects of aircraft noise on surrounding communities. [LAWA noise abatement policies and programs](#) include no early turn policy, runway use procedures, over-ocean flight procedures, helicopter operating procedures, maintenance and engine run-up restrictions, and residential sound insulation programs within communities neighboring LAX and VNY.

The purpose of this report is to provide information regarding LAX East Departures—aircraft operations that depart to the east while the airport is still conducting westerly departures between midnight and 6:30 a.m. East Departures are discouraged as they result in noise disturbances for the airport's neighboring communities. East Departure statistics for previous months and years are also included in this report.

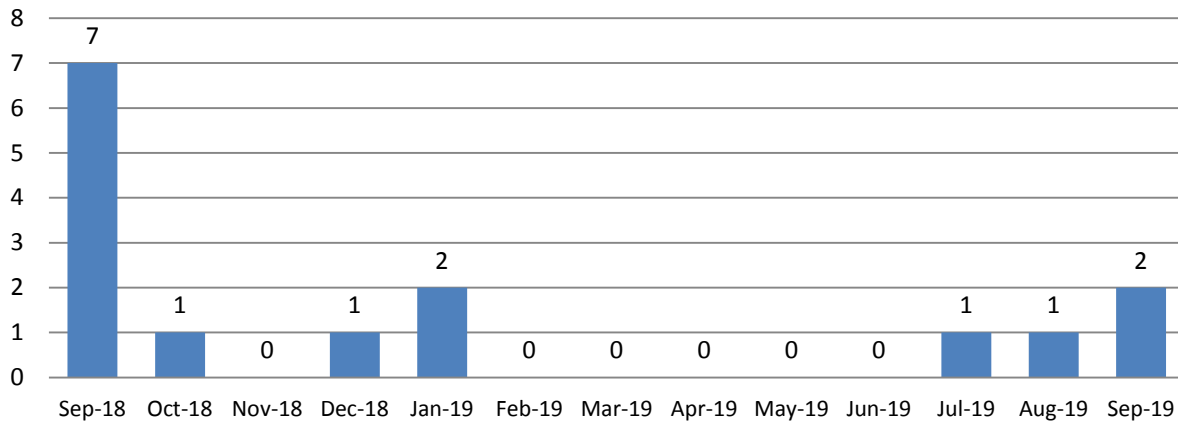
WHAT IS AN EAST DEPARTURE?

LAX aircraft generally depart to the west due to prevailing westerly winds. However, on occasion when the land cools faster than the ocean, a slight offshore wind occurs blowing from east to west known as a tailwind condition. This slight tailwind condition does not require the airport to change the traffic flow to [Easterly Operations](#) where all aircraft arrive and depart eastbound, as would be the case with stronger offshore winds, but it is a safety factor for certain large departing aircraft. It is left up to the pilot to determine whether the tailwind component is too great for that type of aircraft at a given weight to depart safely to the west. If the pilot determines that the tailwind is too great, he or she will request an east take-off instead to ensure the safe operation of the aircraft.



LAX – EAST DEPARTURES DURING OVER-OCEAN OR WESTERLY OPERATIONS (MIDNIGHT TO 6:30 A.M.)

East Departures Monthly Comparison



The number of East Departures may vary from month to month due to weather, air traffic volume, and/or operational factors.

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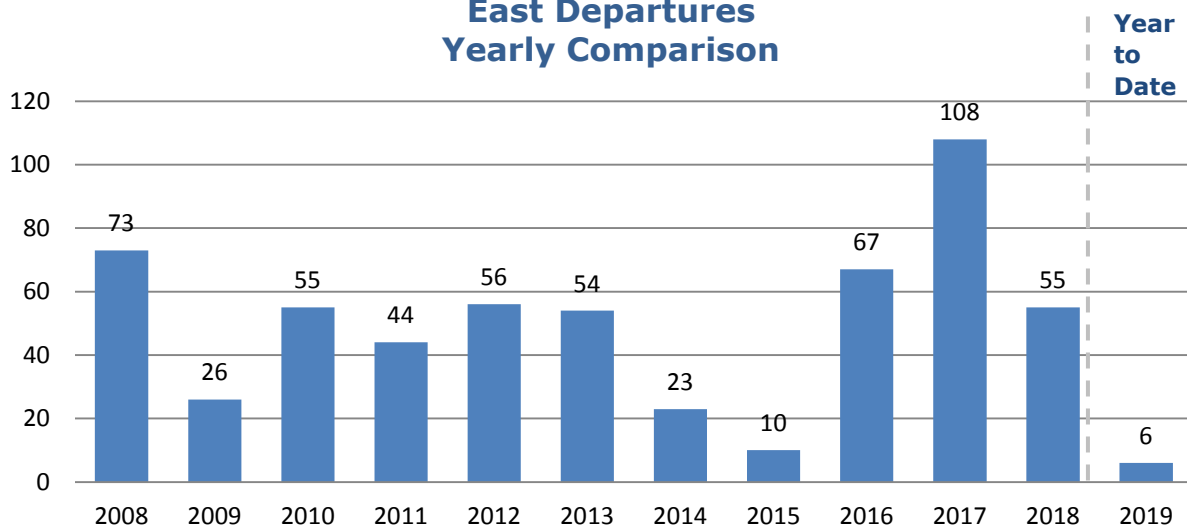
**TOTAL EAST DEPARTURES
THIS MONTH**



6

**TOTAL EAST DEPARTURES
THIS YEAR**

East Departures Yearly Comparison



LAWA'S EFFORTS TO MONITOR AND MINIMIZE EAST DEPARTURES

In early 2013, Los Angeles World Airports (LAWA) completed a Federal Aviation Regulations Part 161 Study and submitted it to the FAA to obtain approval to restrict these east departures between midnight and 6:30 a.m. when LAX is still conducting westerly departures. On November 7, 2014, the FAA rendered a decision disapproving the proposed restriction as it did not meet all six statutory conditions. To learn more about the LAX Part 161 Study and the FAA's decision, please visit this [webpage](#).

LAWA produces monthly reports to document these operations that have created a noise disturbance for numerous communities.

List of East Departures This Month

Airline Code	Date Time	Flight Number	Aircraft Type	Comments
DAL*	9/26/19 12:21 AM	DAL1305	B739	Wind 110 degrees at 8 knots
CSN*	9/26/19 1:45 AM	CSN328	A388	Wind 070 degrees at 7 knots

*Noise complaint(s) attributed to departure operation