



Los Angeles International Airport/Community Noise Roundtable

# Preview of the Updated Report on the Implementation of the LAX Preferential Runway Use Policy

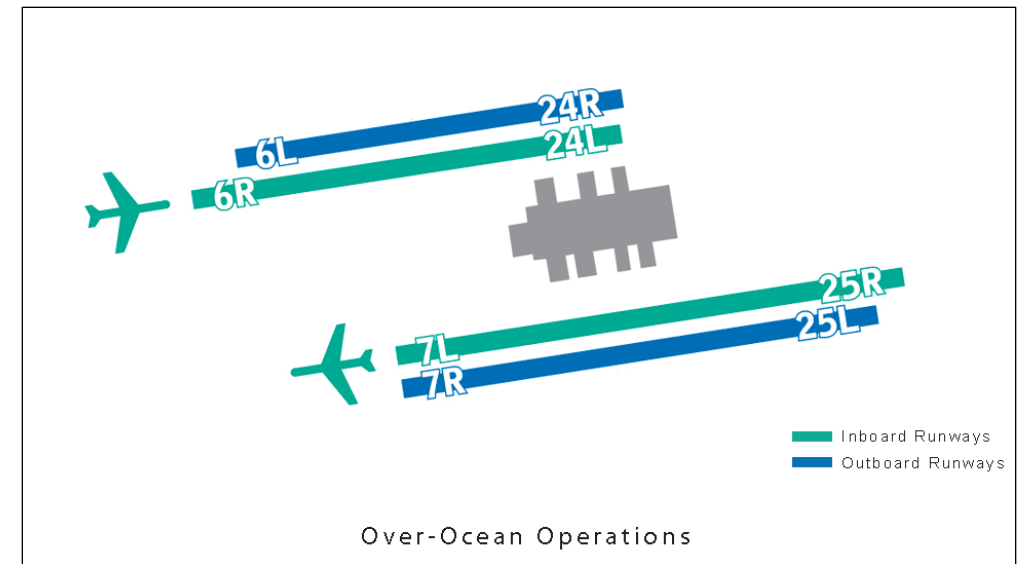
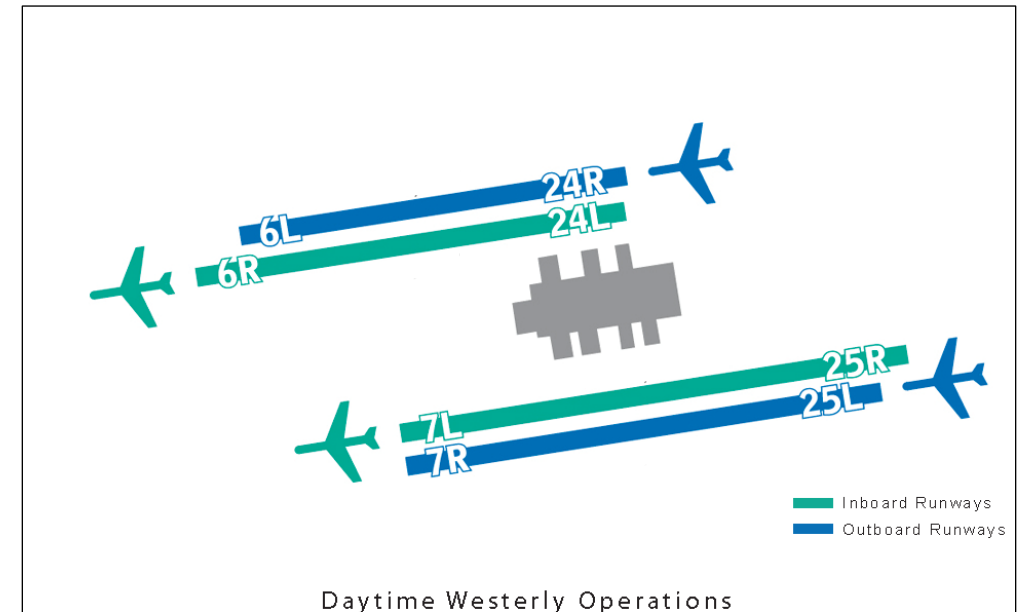
May 17, 2023

# Background

- Per Title 21, LAWA is required to develop and implement programs to reduce the noise impact area associated with LAX operations and in interim, apply for a variance from the State of California noise standards
- Current variance issued by Caltrans on August 14, 2020
- Pursuant to Order 6 of the variance, LAWA must update the 2014 Report, within three years from the variance issued date, on the implementation of the Preferential Runway Use Policy (Policy) in order to reevaluate conditions related to compliance with the Policy, how the Policy is implemented, and means for improving compliance
- The Policy was initially adopted in 1972
- Codified in Section 13 (Noise Abatement) of the LAX Rules and Regulations Manual

# Preferential Runway Use Procedures

- At all times, inboard runways shall be preferred for departures
- 10 p.m. and 7 a.m. – maximize use of inboard runways for departures and arrivals; maximize use of Taxiways C and E
- 12 a.m. and 6:30 a.m. – use over-ocean operation procedures



# Policy Implementation

- **FAA ATCT**
  - Implements the Policy adopted by LAWA
  - Assigns runways to departing and arriving aircraft at LAX
  - Has the discretion to utilize all four runways as necessary for the purposes of safety and air traffic efficiency
- **LAWA**
  - Tracks implementation of Policy as a routine part of its noise management program; using ANOMS to gather and review operational data
  - Shares adherence information with FAA ATCT on a regular basis and engages directly as required
  - Reports on operations and runway usage in a quarterly report it prepares pursuant to its Variance

# Updated Report

- Includes an updated description of existing operational and land use conditions at LAX
- Describes how the Policy is implemented
- Quantifies its effectiveness by analyzing adherence statistics using the most recent four years (2019 to 2022) of operational data
  - The 2014 Report also utilized the most recent four years (2010 to 2013) of operational data
- Includes additional information on the historic breakdown of runway use by commercial, air cargo, and general aviation operations by complex
- Identifies continuing efforts that may be utilized to further improve adherence rates

# Overall Effectiveness

- 2022 adherence with policy is very high
  - ~90% of all operations using preferred runways on North and South Complexes
- Consistent with adherence in the 2014 Report using 2013 data
- Average adherence from 2019-2022
  - North Complex
    - Departures on inboard runway at 99%
    - Arrivals on outboard runway at 91%
  - South Complex
    - Departures on inboard runway at 93%
    - Arrivals on inboard runway at 95%

2019-2022 RUNWAY UTILIZATION – NORTH AND SOUTH AIRFIELD COMPLEXES				
Calendar Year	Departures		Arrivals	
	Inboard	Outboard	Inboard	Outboard
<b>NORTH COMPLEX</b>				
2022	99%	1%	10%	90%
2021	99%	1%	9%	91%
2020	99%	1%	10%	90%
2019	>99%	<1%	7%	93%
<b>Four Year Average</b>	99%	1%	9%	91%
<b>SOUTH COMPLEX</b>				
2022	92%	8%	2%	98%
2021	93%	7%	15%	85%
2020	89%	11%	3%	97%
2019	96%	4%	2%	98%
<b>Four Year Average</b>	93%	7%	5%	95%

Source: LAWA ANOMS, 2023

# Runway Use for Commercial Passenger Operations

2019-2022 COMMERCIAL PASSENGER OPERATIONS				
Calendar Year	Departures		Arrivals	
	Inboard	Outboard	Inboard	Outboard
<b>NORTH COMPLEX</b>				
2022	99%	1%	8%	92%
2021	99%	1%	7%	93%
2020	99%	1%	7%	93%
2019	>99%	<1%	6%	94%
<b>SOUTH COMPLEX</b>				
2022	97%	3%	2%	98%
2021	97%	3%	15%	85%
2020	95%	5%	2%	98%
2019	98%	2%	2%	98%
Source: LAWA ANOMS, 2023				

# Runway Use for Air Cargo Operations

2019-2022 AIR CARGO OPERATIONS				
Calendar Year	Departures		Arrivals	
	Inboard	Outboard	Inboard	Outboard
<b>NORTH COMPLEX</b>				
2022	100%	0%	82%*	18%
2021	100%	0%	83%*	17%
2020	100%	0%	86%*	14%
2019	99%	1%	82%*	18%
<b>SOUTH COMPLEX</b>				
2022	70%	30%	4%	96%
2021	75%	25%	20%	80%
2020	63%	37%	5%	95%
2019	78%	22%	4%	96%
<p>Note: * = Majority arriving to inboard Runway 06R/24L in accordance with the Over-Ocean operations procedure.            Source: LAWA ANOMS, 2023</p>				



# Runway Use for General Aviation Operations

2019–2022 GENERAL AVIATION OPERATIONS				
Calendar Year	Departures		Arrivals	
	Inboard	Outboard	Inboard	Outboard
<b>NORTH COMPLEX</b>				
2022	98%	2%	8%	92%
2021	94%	6%	8%	92%
2020	98%	2%	11%	89%
2019	99%	1%	7%	93%
<b>SOUTH COMPLEX</b>				
2022	65%	35%	1%	99%
2021	73%	27%	14%	86%
2020	55%	45%	2%	98%
2019	80%	20%	1%	99%
Source: LAWA, 2023				

# Continuing Efforts to Improve

- **Education and Outreach**
  - Provide outreach to promote the Policy and its implementation
  - Engage stakeholders to solicit suggestions for improving Policy implementation
  - Distribute runway closure schedules
  - Encourage operators who are familiar with the airport to routinely request inboard runways for departures
- **Monitoring**
  - Monitor implementation of the Policy and provide periodic updates to the Roundtable; runway utilization reports to be posted on the Roundtable website
  - Monitor Policy implementation for any abnormal increases in non-adherent operations
  - Focus efforts on tracking and investigating non-adherent operations that occur during the nighttime hours and on the South Complex
  - Utilize ANOMS to automate, to the greatest extent possible, the process of identifying and investigating abnormal increases in non-adherent operation

# Continuing Efforts to Improve

- **Operational Measures**
  - Minimize duration of Runway 07L/25R closures
  - Minimize duration of certain taxiway closures
  - Assign South Complex air cargo and general aviation aircraft departures to the inboard runway as safety and workload allows
  - Conduct outboard runway departures between midnight and 6:30 a.m. only when necessary
  - Follow the Modification of Standards of 2019 to allow Boeing 747-800 aircraft to depart on Runway 07L/25R of the South Complex

# Questions

