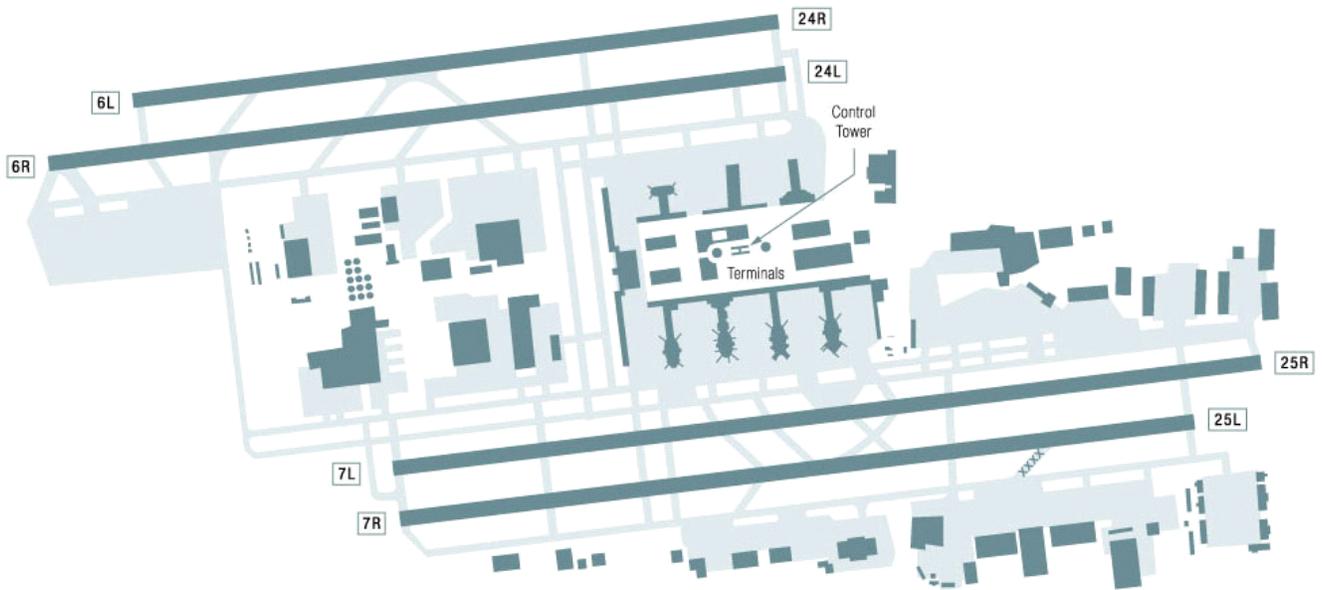


LOS ANGELES – Los Angeles International (LAX)



Note: Some buildings/structures have been removed for clarity



LOS ANGELES – Los Angeles International Airport (LAX)

Benchmark Results

- The capacity benchmark for Los Angeles International Airport today is 137-148 flights per hour (arrivals and departures) in Optimum weather.
- The benchmark rate decreases to 126-132 flights per hour in Marginal conditions, and to 117-124 flights per hour in IFR conditions, for the most commonly used runway configuration in these conditions. Throughput may be less when ceiling and visibility are low, or if other runway configurations are used.
- Note that these benchmark rates do not always represent balanced operations. Rather, there may be more arrivals than departures in all three weather scenarios. If the facility reported rates are significantly unbalanced (i.e., unequal numbers of arrivals and departures), the benchmark rates will be unbalanced as well. The facility reported rates reflect current operations at the airport during a busy hour, but such unbalanced rates cannot be sustained for extended periods.
- According to LAX facility reports, the most common configuration used at LAX under all three weather scenarios is arrivals on Runways 24R and 25L with some sidestep arrivals on Runways 24L and 25R in good weather. Departures use the inboard runways, Runways 24L and 25R.
- Planned technological improvements at LAX would increase the benchmark rate slightly in Marginal conditions due to CEF, which will allow suitably equipped aircraft to maintain visual separations, and advanced TMA and RNAV procedures which are assumed to improve delivery accuracy.
- The following charts compare actual hourly traffic with the calculated capacity curves for LAX. A few points lie outside the capacity curves, especially in IFR. There are many possible reasons why this may occur without affecting operational safety. Higher throughputs may be possible through more efficient sequencing of aircraft, or when pilot and controller performance is better than average. Also, actual weather conditions during the hour may have been better than the hourly readings in the database, allowing the use of different ATC procedures.

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the airport or for the individual programs.

The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

LOS ANGELES – Los Angeles International Airport (LAX)

Weather	Scenario	Configuration	Procedures	Benchmark Rate (per hour)
Optimum Rate Ceiling and visibility above minima for visual approaches (2500 ft ceiling and 3 mi visibility) <i>Occurrence: Insufficient data</i>	Today	Arrivals on Runways 24R, 25L Departures on 24L, 25R <i>Frequency of Use: Insufficient data; facility reported configuration</i>	Visual approaches, visual separation	137-148
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		173
Marginal Rate Below visual approach minima but better than instrument conditions <i>Occurrence: Insufficient data</i>	Today	Arrivals on Runways 24R, 25L Departures on 24L, 25R <i>Frequency of Use: Insufficient data; facility reported configuration</i>	Instrument approaches, visual separation	126-132
	New Runway	N/A		N/A
	Planned improvements (2013)	Same	Visual approaches, visual separation	173
IFR Rate Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles) <i>Occurrence: Insufficient data</i>	Today	Arrivals on Runways 24R, 25L Departures on 24L, 25R <i>Frequency of Use: Insufficient data; facility reported configuration</i>	Instrument approaches, radar separation	117-124
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		128

NOTE: Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

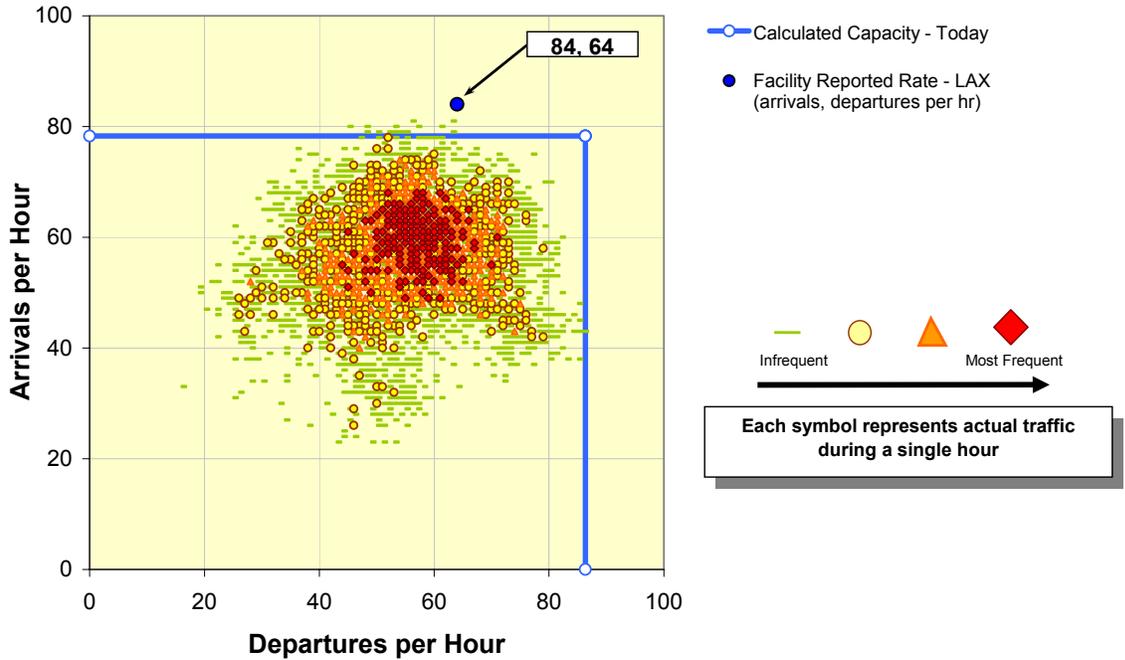
Planned Improvements at LAX include:

- CEFR, for reduced in-trail separations between arrivals in Marginal conditions.
- Advanced TMA/RNAV to improve delivery accuracy and help LAX consistently utilize their available capacity.

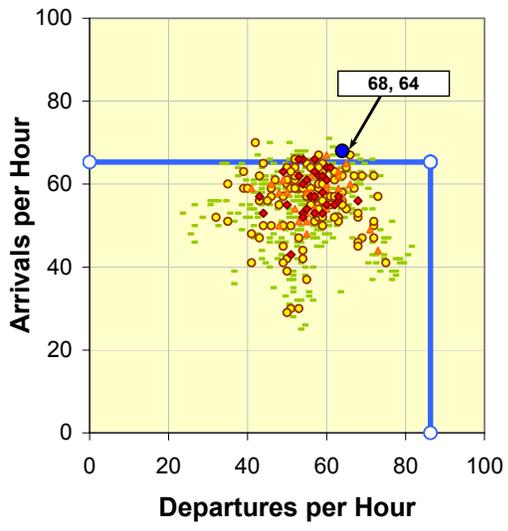
Additional information on these improvements may be found in the Introduction and Overview of this report, under “Assumptions.”

Calculated Capacity (Today) and Actual Throughput

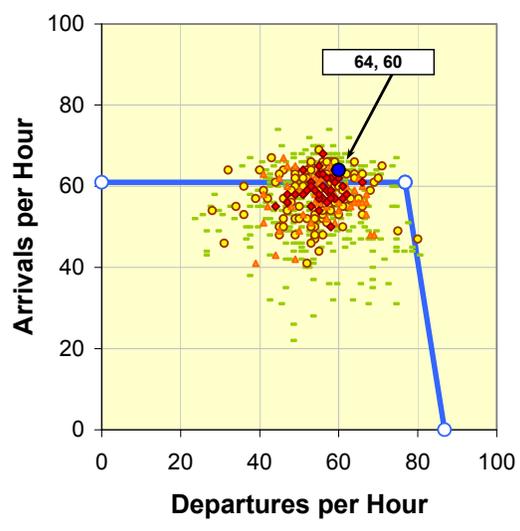
Optimum Rate



Marginal Rate



IFR Rate



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were reviewed by ATC personnel at LAX.