

LAX Departure Advisory

Pilots departing the south runway complex at LAX and flying the LOOP6, LAXX6, and SEBBY7 departures are reminded of the **required** turn at the SMO 160 radial. This turn is essential to ensure separation from aircraft departing the north complex.

There have been numerous pilot deviations processed over the past 6 months due to an automatic reporting system that takes into account the radar track of the aircraft. When the system detects that an aircraft departing the south complex has not turned at the specified location, it records the event for investigation.

The SMO 160 radial is 1.3 miles from the departure end of Runway 25R/L. LAX has a waiver that allows pilots to fly up to 2 miles off the departure end of the runways before they must diverge with aircraft departing the north runway complex. This gives the pilots a very small margin of .7 miles to start the turn during a busy phase of flight. Therefore, it is imperative that the turn begin at the SMO 160 radial to ensure complex separation and adhere to the FAA prescribed procedures.

Attached is a copy of the departure procedures.

(LOOP6.LAX) 11013

LOOP SIX DEPARTURE

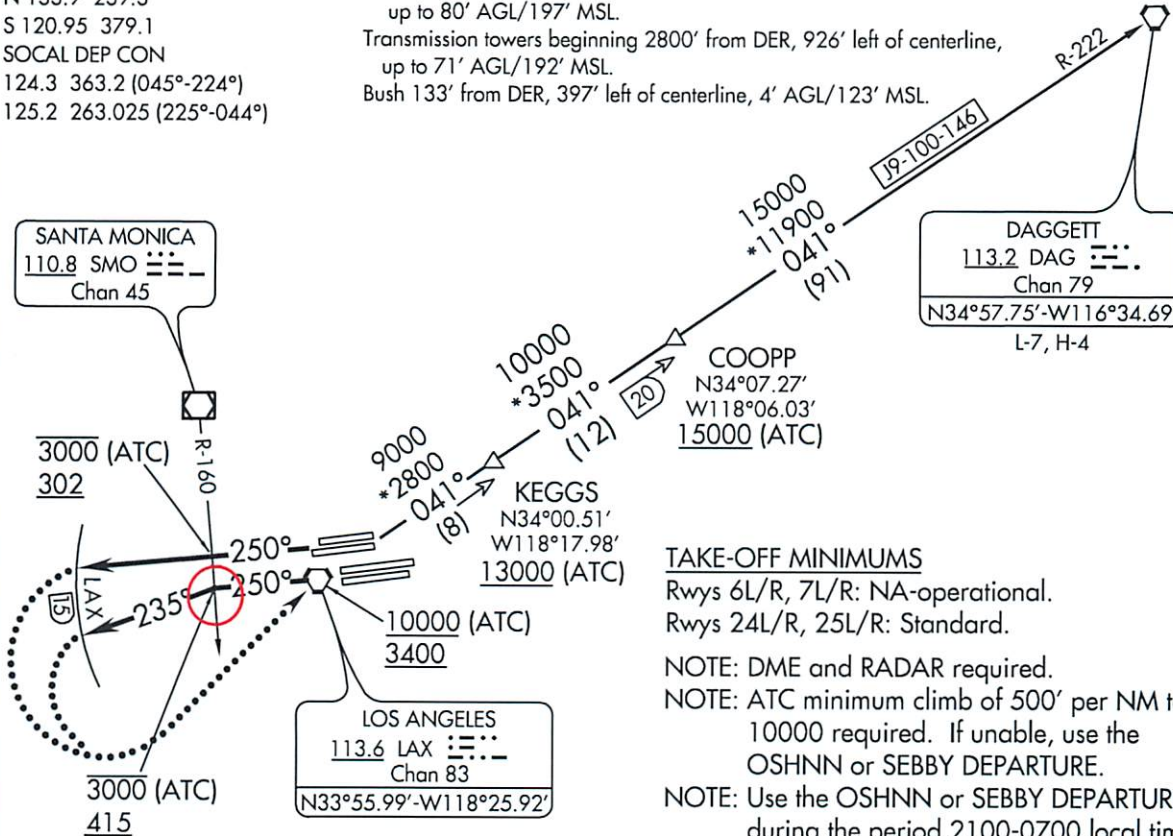
SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

ATIS DEP 135.65
 CLNC DEL
 121.4 327.0
 GND CON
 N 121.65 327.0
 S 121.75 327.0
 LOS ANGELES TOWER
 N 133.9 239.3
 S 120.95 379.1
 SOCAL DEP CON
 124.3 363.2 (045°-224°)
 125.2 263.025 (225°-044°)

TAKE-OFF OBSTACLE NOTES

Rwy 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL.
 Light poles beginning 273' from DER, 425' left of centerline, up to 10' AGL/120' MSL.
 Antenna on pole 1357' from DER 286' right of centerline, 36' AGL/144' MSL.
 Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL.
 Rwy 24R: OL on GS 212' from DER, 399' left of centerline, 39' AGL/151' MSL.
 Rwy 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL.
 Transmission towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL.
 Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 6L/R, 7L/R: NA-operational.
 Rwy 24L/R, 25L/R: Standard.

NOTE: DME and RADAR required.
 NOTE: ATC minimum climb of 500' per NM to 10000 required. If unable, use the OSHNN or SEBBY DEPARTURE.

NOTE: Use the OSHNN or SEBBY DEPARTURE during the period 2100-0700 local time in lieu of the LOOP DEPARTURE.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 24L/R: Climb heading 250° to cross SMO VOR/DME R-160 at or below 3000 (ATC)/302, expect radar vectors to cross LAX VORTAC at or above 10000 (ATC)/3400. Thence....

TAKE-OFF RUNWAYS 25L/R: Climb heading 250° to cross SMO VOR/DME R-160 at or below 3000 (ATC)/415, then turn left heading 235° expect radar vectors to cross LAX VORTAC at or above 10000 (ATC)/3400. Thence....

.... via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control by 15 DME west of LAX VORTAC, turn left and proceed direct LAX VORTAC, climb to FL230 or filed altitude whichever is lower, and when able proceed via filed or assigned route/fix/transition. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

DAGGETT TRANSITION (LOOP6.DAG): From over LAX VORTAC via LAX R-041 and DAG R-222 to DAG VORTAC.

LOOP SIX DEPARTURE

(LOOP6.LAX) 11013

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 22 AUG 2013 to 19 SEP 2013

SW-3, 22 AUG 2013 to 19 SEP 2013

SW-3, 22 AUG 2013 to 19 SEP 2013

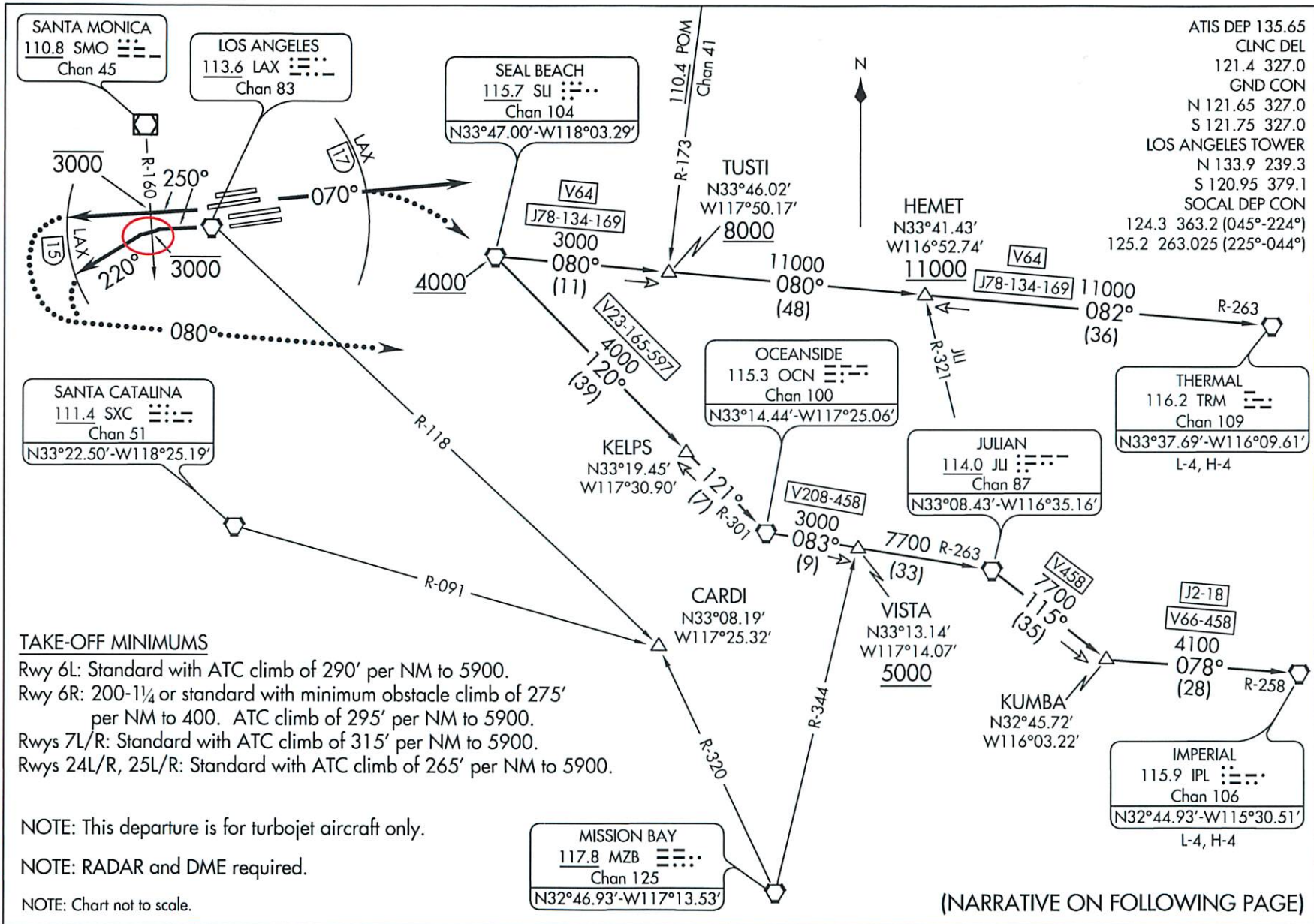
LAXX SIX DEPARTURE
(LAXX6.LAX) 12040

LAXX SIX DEPARTURE
(LAXX6.LAX) 12040

SI-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

ATIS DEP 135.65
CLNC DEL 121.4 327.0
GND CON N 121.65 327.0
S 121.75 327.0
LOS ANGELES TOWER N 133.9 239.3
S 120.95 379.1
SOCAL DEP CON 124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)



TAKE-OFF MINIMUMS

- Rwy 6L: Standard with ATC climb of 290' per NM to 5900.
- Rwy 6R: 200-1/4 or standard with minimum obstacle climb of 275' per NM to 400. ATC climb of 295' per NM to 5900.
- Rwys 7L/R: Standard with ATC climb of 315' per NM to 5900.
- Rwys 24L/R, 25L/R: Standard with ATC climb of 265' per NM to 5900.

NOTE: This departure is for turbojet aircraft only.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-3, 22 AUG 2013 to 19 SEP 2013

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 24L/R: Climb heading 250° to cross SMO R-160 at or below 3000, then via radar vectors to assigned route/fix/transition. Thence....

TAKE-OFF RUNWAYS 25L/R: Climb heading 250° to cross SMO R-160 at or below 3000, then via heading 220° for radar vectors to assigned route/fix/transition. Thence....

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb heading 070° for vectors to SLI VORTAC. Thence....

....all aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS:

RUNWAYS 24L/R, 25L/R: If not in contact with departure control by 15 DME west of LAX VORTAC, then turn left heading 080°, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route. Aircraft filed FL240 or above, maintain FL230 for five minutes then continue climb to filed altitude.

RUNWAYS 6L/R, 7 L/R: If not in contact with departure control by 17 DME east of LAX VORTAC, climb to FL230 or filed altitude whichever is lower, turn right direct SLI and proceed via assigned route. Aircraft filed FL240 or above, maintain FL230 for five minutes then continue climb to filed altitude.

THERMAL TRANSITION (LAXX6.TRM): From over SLI VORTAC via SLI R-080 and TRM R-263 to TRM VORTAC.

IMPERIAL TRANSITION (LAXX6.IPL): From over SLI VORTAC via SLI R-120 and OCN R-301 to OCN VORTAC, then via OCN R-083 and JLI R-263 to JLI VORTAC, then via JLI R-115 and IPL R-258 to IPL VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 6L: Buildings and signs beginning 1693' from DER, 339' left of centerline, up to 50' AGL/201' MSL.

RWY 6R: Antenna on building 560' from DER, 479' right of centerline, 18' AGL/127' MSL.

OL on building 5550' from DER, 1791' right of centerline, 202' AGL/306' MSL.

RWY 7L: OL on sign and sign beginning 1866' from DER, 920' left of centerline, up to 49' AGL/161' MSL.

OL on blast fence 168' from DER, 33' left of centerline, 14' AGL/106' MSL.

Poles beginning 1290' from DER, 505' left of centerline, up to 55' AGL/147' MSL.

Antenna on building 1576' from DER, 315' left of centerline, 55' AGL/147' MSL.

Sign and railroad beginning 351' from DER, 10' left of centerline, up to 29' AGL/124' MSL.

Railroad 275' from DER, 500' right of centerline, 23' AGL/115' MSL.

App light and OL on LOC beginning 979' from DER, on rwy centerline, up to 27' AGL/119' MSL.

RWY 7R: Trees and building beginning 790' from DER, 606' right of centerline, up to 58' AGL/157' MSL.

RWY 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL.

Light poles beginning 273' from DER, 425' left of centerline, up to 10' AGL/120' MSL.

Antenna on pole 1357' from DER, 286' right of centerline, 36' AGL/144' MSL.

Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL.

RWY 24R: OL on GS, 212' from DER, 399' left of centerline, 39' AGL/151' MSL.

RWY 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL.

Trmsn towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL.

Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.

SW-3, 22 AUG 2013 to 19 SEP 2013

SW-3, 22 AUG 2013 to 19 SEP 2013

(SEBBY7.DAG) 11069

SEBBY SEVEN DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

ATIS DEP 135.65
 CLNC DEL
 121.4 327.0
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 LOS ANGELES TOWER
 N 133.9 239.3
 S 120.95 379.1
 SOCAL DEP CON
 124.3 363.2 (045°-224°)
 125.2 263.025 (225°-044°)

NOTE: This departure to be used only if unable to use the LOOP DEPARTURE.
 NOTE: DME and RADAR required.
 NOTE: Rwy 25L/R, ATC minimum climb of 410 feet per NM to 600 required.

TAKE-OFF MINIMUMS

Rwys 6L/R, 7L/R: NA- operational.
 Rwys 24L/R, 25L/R: Standard.

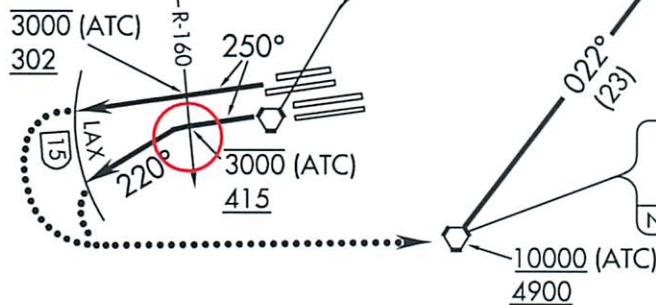
DAGGETT
 113.2 DAG
 Chan 79
 N34°57.75'-W116°34.69'
 L-7, H-4

SANTA MONICA
 110.8 SMO
 Chan 45

LOS ANGELES
 113.6 LAX
 Chan 83

SEBBY
 N34°05.38'
 W117°46.62'
 16000

SEAL BEACH
 115.7 SLI
 Chan 104
 N33°47.00'-W118°03.29'



TAKE-OFF OBSTACLE NOTES

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NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 24L/R: Climb on heading 250° to cross SMO VOR/DME R-160 at or below 3000 (ATC)/302, thence....

TAKE-OFF RUNWAYS 25L/R: Climb on heading 250° to cross SMO VOR/DME R-160 at or below 3000 (ATC)/415, then turn left heading 220°, thence....

....expect radar vectors to cross SLI VORTAC at or above 10000 (ATC)/4900, then on SLI R-022 to cross SEBBY/23 DME fix at or above 16000. Then on DAG R-214 to DAG VORTAC. All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control by 15 DME west of LAX VORTAC, turn left direct SLI VORTAC and proceed on assigned route, climb to FL230 or filed altitude whichever is lower. Aircraft filed FL240 or above climb to filed altitude ten minutes after departure.

SEBBY SEVEN DEPARTURE

(SEBBY7.DAG) 11069

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