

# California State Airport Noise Standards Quarterly Report

Fourth Quarter 2015



**LAX**

*Los Angeles  
World Airports*

Los Angeles World Airports  
Los Angeles International Airport

March 1, 2016

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### Attachment

Noise contour map

**SUMMARY OF STATISTICAL INFORMATION  
FOR  
CALIFORNIA DEPARTMENT OF TRANSPORTATION**

Los Angeles International Airport  
Fourth Quarter 2015

1. Size of Noise Impact Area as defined in the Noise Standards (California Code of Regulations, Title 21, Chapter 2.5, Subchapter 6):

**723.1 Acres**

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2. Estimated number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:

**10,098**

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3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:

**35,627**

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4. Identification of aircraft type having highest takeoff noise level operating at this airport together with estimated number of operations by this aircraft type during the calendar quarter reporting period:

**B747: 2,956**

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5. Total number of aircraft operations during the calendar quarter\*:

**165,749**

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6. Number of Air Carrier operations during the calendar quarter: (Not Mandatory)\*

**148,432**

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7. Percentage of Air Carrier operations by aircraft certificated under Federal Aviation Regulation (FAR) Part 36, Stage III. (Not Mandatory)

**100 %**

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8. Estimated number of operations by General Aviation aircraft during the calendar quarter: (Not Mandatory)\*

**5,652**

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9. Estimated number of operations by Military aircraft during the calendar quarter: (Not Mandatory)\*

**516**

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# LOS ANGELES INTERNATIONAL AIRPORT

## Incompatible Land Use

### Annual Noise Impact Accumulated by Noise Zone: CNEL 65, 70, and 75 +

4Q15	Total Cumulative Noise Impact Areas - All Jurisdictions											
	CNEL 65 dB and Above				CNEL 70 dB and Above				CNEL 75 dB and Above			
	Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels
Single Family	346.4	2,429	2,486	8,808	75.3	512	519	2,227	4.3	18	19	93
Multi-Family	350.0	7,645	2,252	26,757	103.8	2,335	623	9,308	8.9	167	75	589
Mobile Home	1.0	1	3	3	0.0	0	0	0	0.0	0	0	0
Schools	2.1	0	2	0	0.0	0	0	0	0.0	0	0	0
Churches	23.0	23	51	58	2.4	0	2	0	0.0	0	0	0
Hospitals	0.6	0	2	0	0.0	0	0	0	0.0	0	0	0
<b>Total Incompatible</b>	<b>723.1</b>	<b>10,098</b>	<b>4,796</b>	<b>35,627</b>	<b>181.5</b>	<b>2,847</b>	<b>1,144</b>	<b>11,536</b>	<b>13.2</b>	<b>185</b>	<b>94</b>	<b>682</b>

Note: Parcels and dwelling units may not match for single family land uses due to subdivision.  
 Parcels for multifamily land uses reflect only the common area parcel, except for condominiums.

Report Date: 03/01/2016

# LOS ANGELES INTERNATIONAL AIRPORT

## Incompatible Land Use

### Annual Noise Impact Accumulated by Noise Zone: CNEL 65, 70, and 75 +

<b>4Q15</b>	<b>Total Cumulative Noise Impact Areas - Athens</b>											
	<i>CNEL 65 dB and Above</i>				<i>CNEL 70 dB and Above</i>				<i>CNEL 75 dB and Above</i>			
	Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels
Single Family	41.3	308	326	1,084	0.0	0	0	0	0.0	0	0	0
Multi-Family	49.6	935	315	3,240	0.0	0	0	0	0.0	0	0	0
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	1.6	4	7	14	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
<b>Total Incompatible</b>	<b>92.5</b>	<b>1,247</b>	<b>648</b>	<b>4,339</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: Parcels and dwelling units may not match for single family land uses due to subdivision.  
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# LOS ANGELES INTERNATIONAL AIRPORT

## Incompatible Land Use

### Annual Noise Impact Accumulated by Noise Zone: CNEL 65, 70, and 75 +

<b>4Q15</b>	<b>Total Cumulative Noise Impact Areas - Del Aire</b>											
	<i>CNEL 65 dB and Above</i>				<i>CNEL 70 dB and Above</i>				<i>CNEL 75 dB and Above</i>			
	Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels
Single Family	4.3	24	24	79	0.0	0	0	0	0.0	0	0	0
Multi-Family	0.9	13	4	25	0.0	0	0	0	0.0	0	0	0
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
<b>Total Incompatible</b>	<b>5.2</b>	<b>37</b>	<b>28</b>	<b>104</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: Parcels and dwelling units may not match for single family land uses due to subdivision.  
 Parcels for multifamily land uses reflect only the common area parcel, except for condominiums.

Report Date: 03/01/2016

# LOS ANGELES INTERNATIONAL AIRPORT

## Incompatible Land Use

### Annual Noise Impact Accumulated by Noise Zone: CNEL 65, 70, and 75 +

<b>4Q15</b>	<b>Total Cumulative Noise Impact Areas - City of El Segundo</b>											
	<i>CNEL 65 dB and Above</i>				<i>CNEL 70 dB and Above</i>				<i>CNEL 75 dB and Above</i>			
	Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels
Single Family	88.6	588	592	1,529	15.7	98	98	254	0.0	0	0	0
Multi-Family	29.6	784	319	1,711	8.9	280	107	616	2.1	94	53	203
Mobile Home	0.4	1	1	3	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	0.7	0	2	0	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
<b>Total Incompatible</b>	<b>119.3</b>	<b>1,373</b>	<b>914</b>	<b>3,243</b>	<b>24.6</b>	<b>378</b>	<b>205</b>	<b>870</b>	<b>2.1</b>	<b>94</b>	<b>53</b>	<b>203</b>

Note: Parcels and dwelling units may not match for single family land uses due to subdivision.  
Parcels for multifamily land uses reflect only the common area parcel, except for condominiums.

Report Date: 03/01/2016

# LOS ANGELES INTERNATIONAL AIRPORT

## Incompatible Land Use

### Annual Noise Impact Accumulated by Noise Zone: CNEL 65, 70, and 75 +

<b>4Q15</b>	<b>Total Cumulative Noise Impact Areas - City of Inglewood</b>											
	<i>CNEL 65 dB and Above</i>				<i>CNEL 70 dB and Above</i>				<i>CNEL 75 dB and Above</i>			
	Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels
Single Family	112.4	786	809	2,860	11.1	75	78	339	0.0	0	0	0
Multi-Family	161.3	3,605	950	12,849	39.7	1,066	195	4,503	0.0	0	0	0
Mobile Home	0.6	0	2	0	0.0	0	0	0	0.0	0	0	0
Schools	2.1	0	2	0	0.0	0	0	0	0.0	0	0	0
Churches	14.0	12	25	24	2.1	0	1	0	0.0	0	0	0
Hospitals	0.6	0	2	0	0.0	0	0	0	0.0	0	0	0
<b>Total Incompatible</b>	<b>291.0</b>	<b>4,403</b>	<b>1,790</b>	<b>15,733</b>	<b>52.9</b>	<b>1,141</b>	<b>274</b>	<b>4,842</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: Parcels and dwelling units may not match for single family land uses due to subdivision.  
Parcels for multifamily land uses reflect only the common area parcel, except for condominiums.

Report Date: 03/01/2016



# LOS ANGELES INTERNATIONAL AIRPORT

## Incompatible Land Use

### Annual Noise Impact Accumulated by Noise Zone: CNEL 65, 70, and 75 +

4Q15	Total Cumulative Noise Impact Areas - Lennox											
	CNEL 65 dB and Above				CNEL 70 dB and Above				CNEL 75 dB and Above			
	Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels
Single Family	76.0	533	541	2,560	48.5	339	343	1,634	4.3	18	19	93
Multi-Family	79.3	1,263	455	5,894	50.7	748	299	3,607	6.9	73	22	386
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	1.6	1	3	4	0.3	0	1	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
<b>Total Incompatible</b>	<b>156.9</b>	<b>1,797</b>	<b>999</b>	<b>8,459</b>	<b>99.5</b>	<b>1,087</b>	<b>643</b>	<b>5,241</b>	<b>11.2</b>	<b>91</b>	<b>41</b>	<b>479</b>

Note: Parcels and dwelling units may not match for single family land uses due to subdivision.  
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Report Date: 03/01/2016

# LOS ANGELES INTERNATIONAL AIRPORT

## Incompatible Land Use

### Annual Noise Impact Accumulated by Noise Zone: CNEL 65, 70, and 75 +

<b>4Q15</b>	<b>Total Cumulative Noise Impact Areas - South and South East LA</b>											
	<i>CNEL 65 dB and Above</i>				<i>CNEL 70 dB and Above</i>				<i>CNEL 75 dB and Above</i>			
	Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels
Single Family	22.1	180	183	671	0.0	0	0	0	0.0	0	0	0
Multi-Family	16.1	383	112	1,429	0.0	0	0	0	0.0	0	0	0
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	3.8	5	13	13	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
<b>Total Incompatible</b>	<b>42.0</b>	<b>568</b>	<b>308</b>	<b>2,113</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: Parcels and dwelling units may not match for single family land uses due to subdivision.  
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# LOS ANGELES INTERNATIONAL AIRPORT

## Incompatible Land Use

### Annual Noise Impact Accumulated by Noise Zone: CNEL 65, 70, and 75 +

<b>4Q15</b>	<b>Total Cumulative Noise Impact Areas - Westchester/Playa Del Rey</b>											
	<i>CNEL 65 dB and Above</i>				<i>CNEL 70 dB and Above</i>				<i>CNEL 75 dB and Above</i>			
	Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels
Single Family	1.6	10	11	26	0.0	0	0	0	0.0	0	0	0
Multi-Family	13.4	662	97	1,608	4.5	241	22	582	0.0	0	0	0
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	1.3	1	1	2	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
<b>Total Incompatible</b>	<b>16.3</b>	<b>673</b>	<b>109</b>	<b>1,637</b>	<b>4.5</b>	<b>241</b>	<b>22</b>	<b>582</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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October	AIR1	PDR1	PDR2	PDR3*	ESG1	ESG2	ESG3	ESG4*	ESG5	DEL1*	WCH1*	WCH2	WCH3	WCH4*	WCH5	WCH6	ING1	ING2	ING3	ING4	ING6	ING5*	ING7*	ING8	LN1	LN2	LN3	LN4	ATH1*	ATH2	SLA1	SLA2*	SLA3	SLA4*	SLA5	SLA6*	SLA7	SLA8*	SLA9*
1 Thu	80	67	61		65	69	62	58	57	52	56	62	60	59	67	60	63	62	68		71	59	52	62	75	63	63	66	--	67	--	61	62	57	64	63	64	62	61
2 Fri	81	67	61		66	69	63	58	60	48	55	61	58	55	66	58	63	61	67		71	62	51	63	76	63	63	67	--	67	--	61	63	57	65	62	65	63	61
3 Sat	80	66	60		65	68	59	56	58	53	55	60	57	53	65	57	61	60	66		69	57	51	60	74	61	64	64	--	60	--	60	60	56	63	62	63	63	60
4 Sun	79	67	62			68	61	56	56	47	53	57	55	51	67	59	63	61	67		72	61	52	63	77	64	65	68	--	69	--	61	64	57	66	62	66	63	61
5 Mon	79	68	63			69	61	58	58	45	54	61	58	58	74	63	61	66	67		70	59	57	61	75	62	62	66	--	67	--	59	63	59	65	61	65	61	61
6 Tue	80	67	62			68	62	58	59	48	53	59	56	52	74	63	60	66	67		70	58	57	61	76	61	62	66	--	66	--	59	62	59	65	61	65	62	61
7 Wed	80	67	62			69	61	58	58	53	55	62	58	55	74	63	60	66	66		69	59	57	60	74	63	61	65	--	65	--	60	61	60	64	60	64	60	60
8 Thu	80	67	62			68	63	63	63	54	59	66	63	61	74	63	61	66	67		70	59	58	60	75	62	63	66	--	67	--	59	62	59	64	61	64	60	61
9 Fri	80	67	61			67	63	61	64	58	58	63	64	61	74	63	60	65	66		69	60	55	60	74	61	63	65	--	66	--	57	60	58	64	61	63	61	60
10 Sat	80	65	58			67	64	61	67	55	58	64	59	54	72	61	58	63	64		68	57	53	59	74	60	63	65	--	65	--	57	61	58	63	61	63	60	59
11 Sun	80	67	61			67	63	62	63	54	56	61	58	53	74	63	61	65	66		68	59	55	59	74	64	62	65	--	65	--	57	60	58	63	62	63	59	61
12 Mon	79	67	63		65	68	62	62	62	52	58	63	62	58	74	63	60	65	66		69	57	56	59	75	60	62	64	--	65	--	57	61	58	63	61	63	59	61
13 Tue	78	66	60		62	67	60	57	57	48	55	60	58	54	74	63	60	66	66		70	58	56	60	75	61	61	65	--	66	--	58	61	58	64	60	64	61	61
14 Wed	80	67	61			67	62	59	60	46	53	59	60	56	75	64	61	67	67		72	60	57	62	77	63	64	68	--	67	--	59	63	59	65	61	65	61	60
15 Thu	79	68	62			68	61	57	56	45	55	60	60	57	75	64	62	67	68		70	59	57	61	75	62	63	66	--	66	--	60	62	60	65	62	64	61	61
16 Fri	79	68	62		64	68	63	57	57	49	54	59	59	58	75	63	61	66	67		71	60	56	61	76	60	63	66	--	66	--	59	62	59	64	61	65	63	61
17 Sat	79	67	61		65	68	62	56	57	52	53	58	59	56	74	63	59	65	66		68	56	56	61	73	63	60	63	--	65	--	58	60	58	63	60	63	62	60
18 Sun	78	68	62		--	68	60	56	56	41	53	59	60	57	76	64	61	67	68		69	57	58	60	74	61	62	66	--	66	--	59	62	60	65	62	65	60	62
19 Mon	79	67	63		--	68	61	58	58	47	54	63	59	58	75	64	61	66	67		69	58	57	60	74	62	61	65	--	65	--	59	61	60	63	63	64	60	61
20 Tue	79	68	62		64	68	61	58	58	49	58	64	59	57	75	64	61	66	68		69	56	57	61	73	63	61	64	--	66	--	60	61	60	64	63	64	62	62
21 Wed	80	68	61		65	68	61	60	60	53	58	65	62	61	75	65	64	68	68		70	62	58	62	76	67	65	68	--	66	--	62	62	60	66	63	64	61	61
22 Thu	80	68	62		65	69	62	58	59	47	57	64	61	57	74	64	63	67	67		70	59	58	61	75	62	62	66	--	66	--	60	62	60	65	62	64	61	63
23 Fri	80	67	62		63	68	64	63	61	52	56	63	63	63	--	64	62	67	68		70	59	57	61	75	63	63	66	--	66	--	59	62	60	64	60	65	62	62
24 Sat	80	65	59			68	65	63	66	57	54	63	59	56	--	62	58	64	65		68	57	54	59	75	60	61	65	--	66	--	57	60	57	64	63	64	62	60
25 Sun	80	67	61			66	62	62	62	48	56	62	61	59	--	63	60	66	66		68	58	56	59	74	60	61	65	--	65	--	58	60	59	63	60	64	61	60
26 Mon	79	68	63			67	62	62	61	52	57	63	63	61	--	64	61	66	67		69	60	56	60	74	61	61	65	--	66	--	58	61	59	65	60	63	60	61
27 Tue	79	67	61			68	62	58	60	50	56	63	60	58	75	63	60	65	66		69	61	55	59	74	61	60	64	--	65	--	57	61	58	63	62	63	59	60
28 Wed	80	67	61			69	63	60	61	52	54	62	59	56	73	63	59	65	66		69	58	56	61	75	61	62	66	--	66	--	58	62	59	64	62	64	60	61
29 Thu	79	67	60		40	66	65	62	65	61	54	57	55	55	75	64	61	66	68		71	61	57	62	76	64	63	67	--	68	--	61	64	60	66	63	66	63	61
30 Fri	78	66	58		61	68	65	63	66	59	52	61	57	55	74	63	58	65	66		70	59	55	61	75	62	64	67	--	66	--	58	63	58	65	63	66	62	60
31 Sat	79	65	59		63	67	63	60	63	55	55	62	60	59	72	61	58	64	64		68	57	54	60	74	64	61	64	--	65	--	55	60	56	62	61	62	62	58

\* = Not Required for Title 21 Reporting

November	AIR1	PDR1	PDR2	PDR3*	ESG1	ESG2	ESG3	ESG4*	ESG5	DEL1*	WCH1*	WCH2	WCH3	WCH4*	WCH5	WCH6	ING1	ING2	ING3	ING4	ING6	ING5*	ING7*	ING8	LN1	LN2	LN3	LN4	ATH1*	ATH2	SLA1	SLA2*	SLA3	SLA4*	SLA5	SLA6*	SLA7	SLA8*	SLA9*
1 Sun	80	68	63		64	68	62	58	62	48	56	62	60	56	74	63	60	66	67		68	58	57	60	73	61	60	64	--	65	--	58	61	59	64	62	64	61	60
2 Mon	79	69	63		66	69	63	61	60	51	56	62	60	58	75	66	62	67	68		71	60	59	63	77	64	64	67	--	68	--	61	64	60	66	64	67	62	62
3 Tue	79	68	63		65	69	64	61	63	55	56	63	58	57	75	64	61	67	68		71	62	58	63	77	64	65	68	--	68	--	60	64	60	66	65	66	62	63
4 Wed	79	67	61		65	69	64	62	64	57	57	62	57	55	74	63	61	66	66		70	60	57	62	76	64	63	67	--	68	--	59	63		65	62	65	61	61
5 Thu	79	67	62		--	69	64	62	65	64	56	60	59	55	74	64	61	66	67		70	60	58	61	75	63	62	66	--	67	--	60	63	--	65	66	66	63	61
6 Fri	78	67	61		--	68	64	62	64	63	58	64	64	63	74	64	61	66	67		70	59	56	62	76	65	64	67	--	67	--	59	63		66	65	66	61	61
7 Sat	80	64	59		--	68	64	60	65	65	58	64	60	57	72	63	59	64	65		67	58	54	60	73	63	60	64	--	64	--	58	60	--	57	64	62	60	59
8 Sun	78	68	62		--	68	62	59	63	59	56	63	63	60	74	63	61	66	67		70	59	57	61	75	62	66	66	--	67	--	59	62	--	66	65	65	62	61
9 Mon	78	68	63		--	69	63	60	60	58	59	63	62	62	74	64	63	66	68		71	60	58	62	75	64	63	66	--	67	--	61	63	--	65	64	65	61	62
10 Tue	78	68	62		--	70	64	61	65	64	54	59	58	57	74	63	61	65	66		71	61	56	62	77	64	63	68	--	68	--	62	64	--	66	64	66	62	64
11 Wed	79	67	61		--	69	65	64	67	66	56	62	56	52	73	62	59	64	65		68	59	55	59	73	61	61	64	--	65	--	57	60	--	63	63	63	59	60
12 Thu	77	65	59		--	67	64	62	66	65	56	62	62	59	74	64	61	65	66		69	58	55	61	75	62	62	65	--	66	--	57	61	--	64	66	63	59	60
13 Fri	78	66	60		--	66	64	58	66	64	57	66	64	61	75	64	61	66	67		70	59	56	61	75	62	63	66	--	66	--	57	62	--	65	67	64	62	61
14 Sat	80	66	61		--	68	64	60	64	63	58	64	60	56	73	63	59	65	65		69	61	56	60	74	63	62	65	--	65	--	60	60	--	63	64	62	59	58
15 Sun	78	69	63		--	69	64	62	63	59	59	63	62	60	75	65	62	68	68		70	62	59	62	76	64	64	67	--	67	--	61	63	--	65	63	66	62	62
16 Mon	78	67	62		--	71	65	64	64	64	56	61	59	59	75	66	62	67	68		70	60	58	62	75	63	63	66	--	67	--	61	64	--	65	63	65	62	61
17 Tue	78	66	59		--	69	63	61	65	65	57	64	60	57	73	62	60	65	66		69	57	55	59	73	61	61	64	--	64	--	60	60	--	63	65	63	59	60
18 Wed	79	68	62		--	70	67	64	68	59	60	65	62	58	74	63	60	66	66		68	57	56	59	74	62	61	65	--	65	--	59	60	61	63	64	64	62	60
19 Thu	80	68	62		--	69	66	63	67	67	59	64	64	62	75	64	63	66	67		68	57	57	59	73	61	62	64	--	64	--	58	60	58	63	67	62	58	60
20 Fri	78	66	60		--	68	66	61	67	67	58	66	63	62	74	64	61	65	66		69	59	55	60	74	62	62	64	--	65	--	58	61	59	65	66	64	61	60
21 Sat	79	66	60		--	68	65	61	66	66	55	58	57	52	70	59	57	62	63		67	59	52	58	72	60	58	62	--	65	--	55	64	56	63	63	62	61	57
22 Sun	78	67	60	--	--	67	63	60	64	56	51	57	56	54	71	59	56	62	63		66	57	51	58	72	58	57	62	--	64	--	54	58	55	62	61	62	58	57
23 Mon	78	65	61		--	68	63	62	62	62	55	61	58	61	73	63	59	65	65		69	58	55	60	75	63	62	66	--	67	--	57	62	58	65	64	65	61	60
24 Tue	78	68	63		--	69	63	60	60	50	59	64	62	61	74	64	62	68	67		70	59	58	61	75	62	62	65	--	67	--	59	62	60	65	64	65	61	65
25 Wed	79	69	64		--	70	65	61	64	55	58	62	61	62	75	65	62	67	68		72	61	58	63	77	64	64	68	--	--	--	61	64	61	67	65	67	63	62
26 Thu	79	67	62		--	68	62	58	61	48	58	63	57	53	71	61	59	63	64		67	56	55	59	72	59	59	63	--	--	--	58	59	58	63	61	62	59	59
27 Fri	79	67	61		--	69		61	63	54	58	65	60	56	73	63	60	65	66		68	59	58	60	74	62	61	65	--	--	--	60	61	59	64	64	64	61	60
28 Sat	79	66	62		--	69	--	60	63	53	57	63	59	58	73	62	59	65	66		68	58	56	59	73	60	63	65	--	--	--	59	61	58	64	62	63	61	60
29 Sun	77	67	61		--	68	--	59	62	53	51	57	55	53	73	62	59	65	66		67	55	56	59	72	60	59	63	--	--	--	58	60	59	63	61	64	60	60
30 Mon	78	67	63		--	68	--	63	65	57	54	61	58	55	74		60	66	66		70	61	56	61	76	63	62		--	--	--	58	62	58	65	63	65	60	57

\* = Not Required for Title 21 Reporting

December	AIR1	PDR1	PDR2	PDR3*	ESG1	ESG2	ESG3	ESG4*	ESG5	DEL1*	WCH1*	WCH2	WCH3	WCH4*	WCH5	WCH6	ING1	ING2	ING3	ING4	ING6	ING5*	ING7*	ING8	LN1	LN2	LN3	LN4	ATH1*	ATH2	SLA1	SLA2*	SLA3	SLA4*	SLA5	SLA6*	SLA7	SLA8*	SLA9*
1 Tue	78	66	60		--	68	64	63	67	61	54	60	58	54	73	63	59	64	66		70	59	54	61	75	63	62	66	--	65	--	60	62	58	65	66	65	61	--
2 Wed	78	66	59		--	67	65	62	65	61	53	60	58	57	72	60	59	63	64		67	54	51	58	72	59	58	62	--	62	--	55	58	57	61	61	61	58	--
3 Thu	78	68	63		--	68	64	59	64	57	59	64	63	58	75	65	61	66	67		69	59	58	61	74	62	61	65	--	65	--	60	61	59	64	66	63	60	--
4 Fri	79	68	62		--	69	65	60	63	57	58	64	59	58	74	63	62	66	67		69	59	57	62	74	61	60	65	--	66	--	59	63	60	64	63	64	62	--
5 Sat	80	67	61		--	69	66	63	66	59	54	60	54	47	72	60	58	63	64		67	56	54	58	72	60	61	63	--	64	--	58	59	57	64	63	62	59	--
6 Sun	78	66	59		--	68	65	64	66	58	53	61	61	57	73	62	59	64	65		67	56	53	57	73	61	62	63	--	63	--	57	59	57	62	63	61	59	--
7 Mon	77	65	60		--	69	66	64	68	61	54	63	60	57	73	62	60	64	65		69	59	53	59	74	61	62	64	--	64	--	57	60	57	63	65	63	59	--
8 Tue	79	67	61		--	69	66	62	68	60	58	65	63	62	74	64	61	66	67		69	59	56	61	75	62	64	66	--	67	--	60	62	59	65	65	64	61	--
9 Wed	79	68	62		64	69	63	61	62	54	61	67	63	63	76	65	62	67	68		69	58	58	61	74	62	61	64	--	65	--	60	61	60	64	65	63	61	--
10 Thu	79	68	63		65	69	63	59	60	53	57	61	62	61	76	65	62	68	68		72	62	58	63	78	65	65	68	--	69	--	61	65	60	66	63	67	62	--
11 Fri	78	68	62		68	70	65	62	64	61	56	59	58	58	75	65	63	67	69		72	63	59	65	78	65	65	69	--	69	--	62	66	62	67	65	68	64	--
12 Sat	78	65	58		67	70	65	62	64	60	49	50	50	45	73	65	60	65	66		71	60	56	63	76	60	62	66	--	67	--	59	63	58	65	62	65	62	--
13 Sun	79	69	59		67	69	65	62	64	56	58	63	60	57	76	65	62	67	68		69	59	59	62	74	63	62	65	--	66	--	62	62	60	64	62	65	61	--
14 Mon	78	66	--		67	69	65	62	64	60	53	59	56	60	75	65	62	67	68		69	59	59	62	73	62	62	65	--	65	--	61	62	61	64	63	65	61	--
15 Tue	79	67	--		65	69	65	62	67	60	56	60	59	57	73	63	59	65	66		68	57	56	61	73	61	60	64	--	65	--	59	60	59	63	65	63	60	--
16 Wed	78	67	--		64	68	63	61	63	60	56	60	58	54	74	63	64	67	67		70	61	59	64	74	65	65	67	--	66	--	63	63	60	65	64	64	62	--
17 Thu	79	67	--		66	70	65	63	66	57	59	62	58	56	75	64	61	66	67		69	58	58	61	74	61	62	65	--	65	--	59	62	59	64	63	64	61	--
18 Fri	80	67	--		65	69	65	62	65	60	57	64	60	59	74	63	64	66	67		70	60	56	62	76	62	63	67	--	68	--	59	62	59	65	64	65	61	
19 Sat	80	68	--		67	70	65	60	64	57	58	62	58	58	75	65	63	67	68		72	62	59	64	77	65	66	69	--	69	--	63	65	60	67	66	68	63	63
20 Sun	79	68	--		66	70	65	62	64	55	55	60	57	54	74	64	61	67	67		69	58	58	61	74	62	63	65	--	66	--	60	62	61	65	65	65	62	63
21 Mon	81	68	64		67	70	65	62	64	55	60	66	57	55	76	65	62	68	69		70	60	59	62	75	62	63	66	--	67	--	60	63	60	65	64	65	61	63
22 Tue	81	69	62		69	70	65	62	63	57	57	61	60	57	77	66	64	68	69		73	63	60	65	79		66	70	--	69	--	61	66	61	67	64	68	64	63
23 Wed	81	68	61		67	70	65	62	64	61	54	60	58	56	77	67	63	69	70		71	60	60	63	76	63	63	67	--	67	--	62	64	62	65	65	66	63	65
24 Thu	79	68	61		67	70	65	62	64	56	54	57	57	56	74	63	62	66	67		70	60	57	62	75		64	66	--	65	--	61	63	59	65	62	66	62	62
25 Fri	77	66	59		67	69	65	62	63	58	53	56	54	52	74	63	61	65	66		68	59	57	61	74	--	61	65	--	61	--	62	62	59	64	61	64	63	62
26 Sat	77	66	59		65	68	63	60	62	53	57	62	63	60	73	62	59	64	65		69	59	53	60	74	--	62	65	--	61	--	59	61	57	64	64	64	60	61
27 Sun	77	67	61		64	68	65	60	66	58	56	62	62	58	75	64	61	66	67		69	57	57	60	74	--	62	65	--	62	--	58	61	59	64	63	64	60	60
28 Mon	79	67	62		67	70	66	63	66	60	58	64	59	59	75	65	61	66	67		69	59	57	61	73	--	60	65	--	66	--	60	61	60	64	62	65	62	62
29 Tue	79	68	63		66	70	66	63	66	59	58	65	60	57	75	64	61	67	68		70	60	58	63	75	--	62	67	--	68	--	61	63	61	66	66	66	63	62
30 Wed	79	68	63		66	70	66	64	66	56	57	63	59	55	75	64	61	67	68		70	59	58	62	74	--	62	65	--	68	--	61	62		65	65	65	61	62
31 Thu	79	65	60		65	68	65	62	65	58	54	59	53	50	72	61	61	65	65		67	59	55	59	72		59	64	--	65	--	58	60	--	65	64	63	62	62

\* = Not Required for Title 21 Reporting



Runway Utilization Report  
 Summary of Runway Use (Average)  
 Los Angeles International Airport

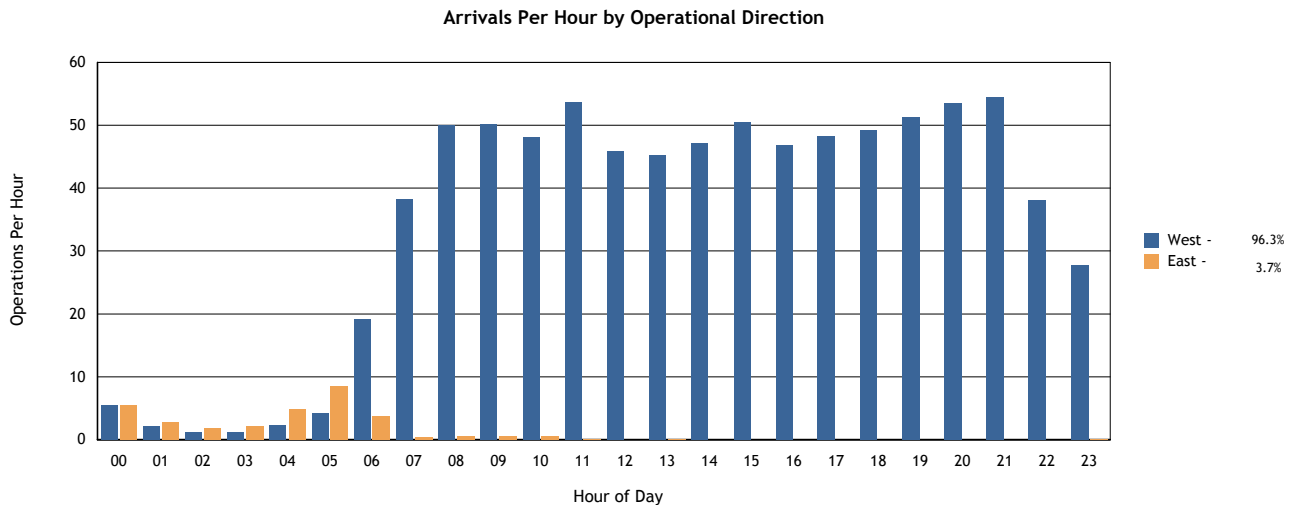
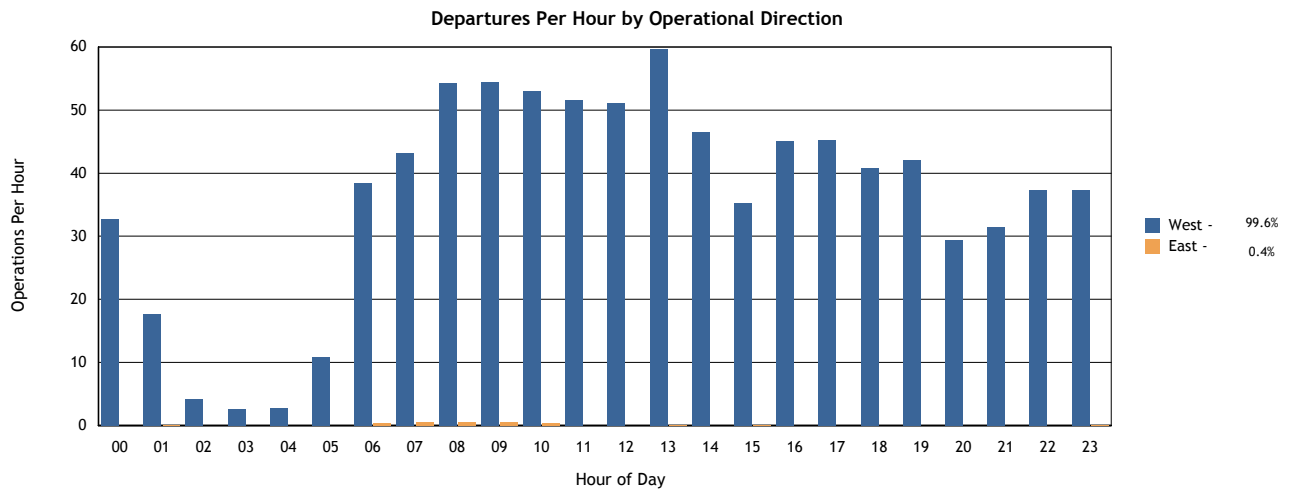
Period : 10/01/2015 to 12/31/2015  
 Airline : ALL  
 Aircraft : ALL

Time Period	Percent Daily Operations Per Runway								Average Operations	Runway Complex		Runway Flow		In Board	Out Board	
	06L	06R	07L	07R	24L	24R	25L	25R		South	North	West	East			
<b>Departures</b>																
<b>Total Hours</b>																
24 Hours	<1%	<1%	<1%	<1%	37%	1%	3%	58%	870	62%	38%	100%	<1 %	95%	5%	
<b>CNEL Hours</b>																
0700 - 1900	<1%	<1%	<1%	<1%	41%	2%	3%	54%	582	57%	43%	100%	<1 %	96%	4%	
1900 - 2200	0%	0%	0%	0%	41%	1%	4%	54%	103	58%	42%	100%	0%	95%	5%	
2200 - 0700	0%	<1%	<1%	<1%	21%	<1%	5%	73%	185	78%	22%	100%	<1 %	94%	6%	
<b>Contra Hours</b>																
Midnight - 0630	0%	<1%	<1%	<1%	10%	<1%	8%	81%	91	89%	11%	100%	<1 %	92%	8%	
0630 - Midnight	<1%	<1%	<1%	<1%	40%	1%	3%	55%	779	59%	41%	100%	<1 %	96%	4%	
<b>Arrivals</b>																
<b>Total Hours</b>																
24 Hours	2%	1%	<1%	<1%	2%	42%	50%	2%	866	53%	47%	96%	4%	6%	94%	
<b>CNEL Hours</b>																
0700 - 1900	<1%	<1%	<1%	<1%	3%	44%	52%	2%	576	54%	46%	100%	<1 %	4%	96%	
1900 - 2200	0%	0%	0%	0%	3%	45%	51%	2%	159	53%	47%	100%	0%	4%	96%	
2200 - 0700	11%	9%	2%	<1%	2%	29%	45%	2%	131	50%	50%	77%	23%	14%	86%	
<b>Contra Hours</b>																
Midnight - 0630	27%	23%	6%	2%	<1%	11%	30%	1%	51	39%	61%	42%	58%	31%	69%	
0630 - Midnight	<1%	<1%	<1%	<1%	3%	44%	52%	2%	815	54%	46%	100%	<1 %	4%	96%	

All values are rounded to the nearest whole number.

Time Period	Departures			Arrivals			Departures		Arrivals	
	West	East	Average	West	East	Average	West	East	West	East
<b>Total Hours</b>										
24 Hours	867	3	870	834	32	866	100%	<1%	96%	4%
<b>CNEL Hours</b>										
0700-1900	580	2	582	574	2	576	100%	<1%	100%	<1%
1900-2200	103	0	103	159	0	159	100%	0%	100%	0%
2200-0700	184	<1	185	101	29	131	100%	<1%	77%	23%
<b>Contra Hours</b>										
Midnight - 0630	90	<1	91	21	29	51	100%	<1%	42%	58%
0630 - Midnight	777	3	779	813	3	815	100%	<1%	100%	<1%

All percentages are rounded to the nearest whole number.





## **Summary of Actions Taken by LAWA to Comply with the Specific Requirements Imposed by Conditions of the Current Noise Variance for Los Angeles International Airport**

Fourth Quarter 2015

The Los Angeles World Airports (LAWA) continuously works to operate an airport that maintains the highest possible environmental quality of life for surrounding communities. To that end, LAWA continues to take the following actions:

- LAWA continues to implement its Aircraft Noise Mitigation Program (ANMP), designed to fund the mitigation of all incompatible land uses within the noise impact boundary as defined in the State Noise Standards. LAWA updates the ANMP report periodically to ensure that it reasonably represents the mitigation and funding programs that are in place.
- With each second quarter Quarterly Report, LAWA submits an annual update of the ANMP. This update includes the number of dwellings acoustically insulated, the cost of the program, the anticipated funding availability, and the anticipated completion date of the project.
- LAWA continues to monitor and enforce, as appropriate, all of its informal noise abatement procedures in place at LAX, including but not limited to the early turn program, preferential runway use procedures and over ocean operations procedures.
- LAWA continues to work with Federal Aviation Administration and pilots to improve compliance with its “no turns before the shoreline” policy.
- LAWA will conduct the design study for the proposed development of two Ground Run-up Enclosures within the five-year time frame.
- LAWA analyzed the implementation of the existing Preferential Runway Use Policy and submitted a report evaluating compliance and implementation of the policy, including recommendations for any possible improvements.

- LAWA continues to submit to the State of California Department of Transportation (CalTrans) and the County of Los Angeles the required Quarterly Reports. These reports depict the noise impact area, and report on the incompatible land uses along with the daily and annual CNEL values at each monitoring station.
- LAWA has not submitted “any proposed new or modified noise monitoring plan or system” to Caltrans during this Variance period and, therefore, has not needed to provide a copy to the County. The existing airport noise and operations monitoring system was certified by Caltrans in February 2010 and the County was provided with all submitted documentation at that time. The County continues to review and audit the data LAWA submits in each Quarterly Report.
- LAWA continues to include tabular data and graphical illustrations with each Quarterly Report describing and comparing the level and type of usage for each runway at LAX during the quarter.
- LAWA continues to monitor and enforce its maintenance run-up curfew (2300-0600). When applicable, LAWA will include with each Quarterly Report, information regarding monitoring and enforcement activities undertaken during the quarter. There were no enforcement actions reported during the fourth quarter 2015.
- LAWA continues to provide a live answered noise complaint hotline as appropriate. Unanswered calls are retrieved, lodged, and responded to in a timely manner.
- LAWA’s aircraft noise and operations monitoring system continues to measure noise levels for all operations at LAX, including the Airbus A380 and the Boeing 747-800. This data is currently available and was presented to the LAX/Community Noise Roundtable and the LAX Area Advisory Committee.