

California State Airport Noise Standards Quarterly Report

Second Quarter 2020



LOS ANGELES INTERNATIONAL AIRPORT

Los Angeles World Airports

April 21, 2021

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Attachment

Noise contour map

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

Los Angeles International Airport
Second Quarter 2020

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

438.5 Acres

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

5,557

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

20,741

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: 3,293

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

50,665

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

46,020

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

100 %

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

1,777

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

81

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

2Q20	Total Cumulative Noise Impact Areas - All Jurisdictions											
	<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	Population
Single Family	222.1	1,533	1,571	5,679	45.8	311	314	1,378	0.5	1	1	5
Multi-Family	191.3	4,004	1,259	15,010	46.2	828	307	3,459	0.4	2	1	11
Mobile Home	0.6	0	2	0	0.0	0	0	0	0.0	0	0	0
Schools	4.9	0	20	0	3.0	0	17	0	0.0	0	0	0
Churches	19.0	20	39	51	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
Total Incompatible	438.5	5,557	2,893	20,741	97.4	1,139	640	4,837	0.9	3	2	16

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: 04/19/2021

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

2Q20	Total Cumulative Noise Impact Areas - Athens											
	<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	Population
Single Family	20.9	158	172	579	0.0	0	0	0	0.0	0	0	0
Multi-Family	22.5	403	151	1,412	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	1.3	3	6	11	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
Total Incompatible	44.7	564	329	2,002	0.0	0	0	0	0.0	0	0	0

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: 04/19/2021

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

2Q20	Total Cumulative Noise Impact Areas - Del Aire											
	<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	Population
Single Family	1.6	9	9	21	0.0	0	0	0	0.0	0	0	0
Multi-Family	0.7	12	3	22	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
Total Incompatible	2.3	21	12	43	0.0	0	0	0	0.0	0	0	0

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: 04/19/2021

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

2Q20	Total Cumulative Noise Impact Areas - City of El Segundo											
	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	Population
Single Family	70.0	462	465	1,210	7.5	48	48	121	0.0	0	0	0
Multi-Family	18.4	504	211	1,103	6.0	201	92	446	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	0.7	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
Total Incompatible	89.1	966	678	2,313	13.5	249	140	566	0.0	0	0	0

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: 04/19/2021

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

2Q20	Total Cumulative Noise Impact Areas - City of Inglewood											
	<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	Population
Single Family	65.6	448	463	1,777	3.2	24	24	109	0.0	0	0	0
Multi-Family	97.0	2,274	576	8,702	7.5	157	29	740	0.0	0	0	0
Mobile Home	0.6	0	2	0	0.0	0	0	0	0.0	0	0	0
Schools	1.4	0	1	0	0.0	0	0	0	0.0	0	0	0
Churches	11.4	10	19	21	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
Total Incompatible	176.6	2,732	1,063	10,499	12.8	181	54	849	0.0	0	0	0

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: 04/19/2021

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

2Q20	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	Population
Single Family	53.8	371	376	1,781	35.1	239	242	1,149	0.5	1	1	5
Multi-Family	49.2	742	290	3,524	32.9	470	186	2,273	0.4	2	1	11
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	3.5	0	19	0	3.0	0	17	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
Total Incompatible	108.1	1,114	688	5,309	71.3	709	446	3,421	0.9	3	2	16

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: 04/19/2021

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

2Q20	Total Cumulative Noise Impact Areas - South and South East LA											
	<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	Population
Single Family	10.2	85	86	311	0.0	0	0	0	0.0	0	0	0
Multi-Family	3.4	69	28	247	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	2.8	5	8	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
Total Incompatible	16.4	159	122	571	0.0	0	0	0	0.0	0	0	0

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: 04/19/2021

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

2Q20	Total Cumulative Noise Impact Areas - Westchester/Playa Del Rey											
	<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	Population
Single Family	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Multi-Family	0.0	0	0	0	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	1.3	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
Total Incompatible	1.3	1	1	2	0.0	0	0	0	0.0	0	0	0

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: 04/19/2021



April	AIR1	PDR1	PDR2	PDR3*	ESG1	ESG2	ESG3	ESG4*	ESG5	DEL1*	WCH1*	WCH2	WCH3	WCH4*	WCH5	WCH6	ING1	ING2	ING3	ING4	ING6	ING5*	ING7*	ING8	LNK1	LNK2	LNK3	LNK4	ATH1*	ATH2	SLA1	SLA2*	SLA3	SLA4*	SLA5	SLA6*	SLA7	SLA8*	SLA9*
1 Wed	77	63	59	--	63	65	61	56	58	55	53	61	57	54	69	60	61	62	64		69	59	53	63	73	67	63	65	61	64	61	58	63	58	62	59	62	--	57
2 Thu	77	62	58	--	64	66	61	55	57	53	52	59	53	49	69	58	56	61	62		68	56	54	58	72	57	58	62	58	63	61	56	60	56	62	59	62	--	59
3 Fri	76	62	58		63	66	60	55	56	58	54	59	58	56	68	58	55	61	63		67	57	53	60	71	58	59	61	57	63	61	58	59	56	61	57	61	63	60
4 Sat	76	62	57	--	62	65	59	54	55	39	51	57	53	49	68	57	55	60	61		66	56	52	58	71	57	58	62	58	64	60	55	59	55	62	59	62	59	57
5 Sun	78	61	57	--	63	65	59	54	54	40	52	57	55	49	67	59	54	60	60		65	55	52	58	71	57	58	62	57	63	59	54	58	55	61	58	62	58	57
6 Mon	78	63	60	--	62	65	59	54	55	45	56	59	58	53	67	57	55	59	60		67	56	50	58	72	59	59	63	58	64	58	54	59	54	62	58	62		55
7 Tue	79	62	58	--	63	66	60	55	56	46	52	57	52	47	65	55	54	58	59		67	56	49	58	72	58	59	63	58	63	57	54	59	55	61	55	61	--	55
8 Wed	79	62	58	--	62	65	65	55	56	46	53	59	56	50	68	57	55	61	62		66	56	52	57	71	58	58	62	57	63	60	62	60	55	61	57	61	--	57
9 Thu		61	56	--	61	64	57	55	57	59	49	55	57	53	61	59	63	57	60		66	63	54	63	70	68	66	66	61	61	56	60	62	52	59	59	57	--	48
10 Fri		64	57	--	62	65	59	55	63	55	49	55	55	51	64	58	59	57	59		65	59	50	60	70	64	62	63	59	62	56	57	60	52	61	58	59	--	52
11 Sat		61	55	--	61	64	57	54	55	43	50	57	53	48	65	54	53	57	58		65	54	50	56	70	56	57	61	56	63	57	52	58	53	59	56	59	--	56
12 Sun		61	57	--	61	64	58	52	53	41	49	55	53	48	67	56	53	59	60		64	57	51	56	70	56	57	60	56	63	59	53	57	54	59	55	60	--	59
13 Mon		61	58	--	61	64	59	53	54	49	49	56	52	48	66	55	53	58	59		65	53	49	57	69	59	57	60	56	62	58	53	57	53	59	55	60		56
14 Tue		61	56		61	64	61	57	61	57	51	58	58	58	67	56	54	59	60		65	54	49	57	70	58	57	60	55	62	58	53	56	53	59	58	59	57	60
15 Wed		59	54	51	62	66	62	59	61	61	48	55	54	53	65	55	53	58	59		65	55	51	56	72	58	58	62	57	62	57	52	57	51	60	59	60	63	55
16 Thu	75	60	57	52	62	66	59	54	56	44	51	56	53	53	66	56	54	59	61		65	54	52	56	70	57	58	61	57	62	59	54	58	54	60	61	60	60	57
17 Fri	76	62	57	52	62	65	58	53	54	48	51	57	55	53	66	56	57	59	60		65	56	51	57	70	56	57	61	56	62	64	58	58	54	60	56	60	58	56
18 Sat	75	61	57	51	61	64	58	53	54	43	51	56	51	48	66	55	56	59	60		65	54	50	57	70	64	56	60	56	62	58	53	57	54	60	55	60	58	54
19 Sun	75	60	56	52	62	65	58	53	54	42	51	55	51	47	67	57	59	60	61		66	56	51	57	72	58	59	62	57	62	59	54	59	55	61	57	60	58	62
20 Mon	74	61	57	53	61	64	58	53	55	45	51	56	54	49	67	56	58	59	60		66	55	52	58	72	59	58	62	57	63	59	54	59	54	61	56	61	58	55
21 Tue	76	61	56	51	62	65	60	55	57	49	50	55	51	45	64	53	54	57	59		68	57	48	59	73	59	60	64	59	67	57	54	60	55	63	57	62	60	56
22 Wed	77	61	56	53	63	66	62	59	62	55	51	56	54	52	67	56	54	59	61		64	53	49	55	70	56	57	61	55	63	59	57	57	52	59	55	59	59	55
23 Thu	76	62	56	53	63	65	61	61	64	59	56	60	58	57	66	56	54	58	60		70	55	49	56	71	57	58	61	56	62	58	56	58	54	60	57	60	60	56
24 Fri	76	59	53	51	62	64	59	56	58	56	52	57	58	55	66	55	53	58	60		64	55	48	57	69	56	57	60	55	60	58	50	56	51	59	56	58	58	54
25 Sat	76	61	56	53	61	64	60	58	57	54	55	59	59	56	66	56	53	58	59		64	53	49	55	69	55	58	60	55	60	57	57	57	52	59	53	60	65	53
26 Sun	75	62	56	52	60	64	57	55	54	45	51	56	56	52	71	60	57	63	64		64	54	54	55	71	56	57	61	56	61	62	55	57	56	59	57	64	58	59
27 Mon	76	62	58	54	61	64	58	55	55	44	51	59	53	52	67	57	53	59	60		64	53	51	57	69	56	56	60	56	61	59	53	57	53	59	55	59	57	56
28 Tue	76	60	55	50	61	64	58	53	53	37	51	58	52	51	67	56	53	59	61		65	53	50	57	69	59	56	60	56	65	58	53	57	53	60	57	60	56	55
29 Wed	76	59	53	50	60	64	57	54	55	44	51	55	54	50	71	59	56	62	62		66	55	51	58	71	61	58	61	58	63	60	54	58	54	61	58	60	59	57
30 Thu	75	62	54	48	61	66	59	54	55	48	47	54	47	51	68	57	54	60	62		65	54	52	56	70	56	57	61	56	62	59	53	59	53	60	56	60	57	58

* = Not Required for Title 21 Reporting



May	AIR1	PDR1	PDR2	PDR3*	ESG1	ESG2	ESG3	ESG4*	ESG5	DEL1*	WCH1*	WCH2	WCH3	WCH4*	WCH5	WCH6	ING1	ING2	ING3	ING4	ING6	ING5*	ING7*	ING8	LNK1	LNK2	LNK3	LNK4	ATH1*	ATH2	SLA1	SLA2*	SLA3	SLA4*	SLA5	SLA6*	SLA7	SLA8*	SLA9*
1 Fri	77	61	56	51	62	65	59	55	55	42	49	55	52	54	67	57	55	60	61		67	57	50	60	73	59	59	63	60	66	59	54	60	53	62	56	62	59	59
2 Sat	76	61	56	53	61	64	56	50	51	42	50	56	53	48	66	55	53	59	60		65	56	50	56	70	57	58	61	57	64	57	53	58	52	60	57	60	57	54
3 Sun	75	60	56	51	60	63	56	50	50	40	50	56	54	50	67	56	53	59	60		65	54	50	56	70	56	56	61	56	63	61	56	57	54	59	55	62	58	57
4 Mon	76	61	57		62	64	58	53	53	41	53	60	56	55	66	56	53	59	60		65	56	49	56	70	57	57	61	56	63	58	53	57	52	60	56	60	62	53
5 Tue	76	62	57	--	62	65	60	60	56	45	52	61	57	58	65	56	53	57	60		64	55	46	59	70	56	57	61	55	62	56	52	57	51	59	56	63	57	54
6 Wed	76	60	56	--	63	65	62	62	60	48	50	56	58	58	68	57	56	59	61		68	57	48	59	73	60	61	65	59	66	58	55	60	52	63	58	62	58	55
7 Thu	76	62	57	--	62	65	60	58	59	47	53	58	57	56	66	55	53	63	59		65	54	49	56	69	56	57	60	55	61	58	52	57	51	59	54	59	56	62
8 Fri	76	61	56	--	61	64	58	53	53	42	51	56	55	59	67	56	53	59	60		64	53	50	57	68	58	56	59	56	61	59	53	56	53	59	57	59	56	56
9 Sat	76	61	56	--	61	65	58	53	54	40	49	54	49	48	68	56	54	59	60		64	54	51	56	69	56	58	61	55	62	60	53	57	53	59	54	61	57	59
10 Sun	75	62	55	--	60	64	56	52	52	42	48	54	50	47	67	56	54	59	60		65	55	50	56	70	57	59	62	58	63	58	54	58	53	60	55	67	57	57
11 Mon	75	62	57	--	61	64	59	53	54	46	50	57	55	53	68	57	55	60	61		65	54	51	56	69	57	58	61	57	62	59	54	58	54	60	57	60	59	60
12 Tue	75	62	57	--	62	65	58	53	54	44	49	56	52	53	67	56	54	59	61		66	54	50	58	69	59	57	61	56	62	58	54	57	53	60	55	63	60	55
13 Wed	77	62	57	--	62	65	59	54	55	45	51	55	53	54	67	57	54	60	60		65	54	52	58	68	59	57	60	58	62	60	54	58	54	60	56	62	58	57
14 Thu	77	63	58	--	62	65	57	52	56	60	52	58	53	54	66	55	54	58	59		65	54	50	56	68	57	57	60	56	63	57	54	57	53	59	56	60	59	54
15 Fri	75	62	57	--	61	64	57	54	51	44	52	57	52	52	68	57	54	60	61		66	55	51	57		58	58	62	57	63	58	54	58	54	61	57	60	57	57
16 Sat	76	61	57	--	61	64	56	50	53	43	50	55	52	48	67	55	54	59	59		64	55	50	58		57	60	61	56	62	58	55	57	53	59	55	65	59	55
17 Sun	75	62		--	60	63	55	50	49	42	49	56	52	47	67	56	53	59	60		64	53	50	55		55	59	60	55	62	60	53	56	53	59	54	60	62	60
18 Mon	75	63	--	--	62	65	58	53	55	49	50	57	54	52	67	56	54	59	60		66	55	50	57		58	59	62	61	63	57	53	59	52	61	55	61	58	58
19 Tue	75	61	--	--	62	65	60	55	57	51	49	53	49	49	65	55	56	57	60		68	58	49	59		60	61	65	60	65	58	55	61	51	63	57	62	61	55
20 Wed	76	64	--	--	62	65	58	54	55	41	52	58	55	54	67	56	54	59	60		67	57	51	57		58	60	63	58	63	58	57	59	53	61	55	61	60	57
21 Thu	76	64	--	--	62	65	58	55	55	48	53	59	56	55	67	56	56	59	60		65	55	50	56		57	58	62	57	62	61	54	57	52	60	55	60	57	56
22 Fri	76	62		--	61	65	56	51	50	47	53	56	53	50	69	57	55	60	62		66	54	52	56		58	57	60	56	63	60	54	58	55	60	57	59	58	58
23 Sat	76	62	58	--	61	64	57	51	52	44	53	55	53	47	67	56	56	59	60		65	57	50	57		62	59	61	57	62	59	54	58	53	60	57	61	61	55
24 Sun	76	63	57	--	61	64	56	56	53	35	51	56	54	51	66	56	58	59	60		66	55	49	56		57	59	64	60	62	59	54	58	54	61	57	60	60	57
25 Mon	76	61	58	--	62	64	59	53	53	43	50	56	55	52	67	56	59	59	65		64	53	50	55		56	57	60	55	61	58	53	60	54	60	55	61	57	60
26 Tue	74	61	54	--	58	61	55	56	53	43	49	58	52	49	72	61	56	63	64		65	53	54	60		60	56	59	55	62	62	56	57	56	59	57	59	55	60
27 Wed	75	60	53	--	59	63	55	50	52	39	48	54	53	49	72	60	56	62	63		67	55	53	59		61	59	64	57	64	62	55	58	56	61	58	61	60	58
28 Thu	75	61	54	--	59	63	56	52	56	50	48	55	52	51	70	59	58	62	64		67	56	54	58		60	60	63	57	64	60	57	59	55	62	58	61	58	57
29 Fri	75	64	56	--	61	65	58	53	53	45	49	55	56	59	67	57	54	60	61		65	55	51	57		58	57	61	56	63	58	53	57	53	60	57	60	57	56
30 Sat	75	61	56		61	64	58	53	54	45	49	54	53	53	67	56	53	59	60		66	58	50	58		57	61	66	57	63	58	53	58	52	62	55	62	60	56
31 Sun	75	63	58		61	64	57	52	53	54	51	57	54	51	68	59	63	60	61		66	55	51	56		58	58	61	56	62	59	54	58	54	60	56	61	60	56

* = Not Required for Title 21 Reporting



June	AIR1	PDR1	PDR2	PDR3*	ESG1	ESG2	ESG3	ESG4*	ESG5	DEL1*	WCH1*	WCH2	WCH3	WCH4*	WCH5	WCH6	ING1	ING2	ING3	ING4	ING6	ING5*	ING7*	ING8	LNK1	LNK2	LNK3	LNK4	ATH1*	ATH2	SLA1	SLA2*	SLA3	SLA4*	SLA5	SLA6*	SLA7	SLA8*	SLA9*	
1 Mon	75	62	58	--	62	64	59	57	56	49	50	56	54	52	66	56	54	58	60		65	56	48	61		59	58	62	58	63	57	54	58	53	61	54	68	60	54	
2 Tue	77	63	58	--	63	66	60	56	57	45	52	57	52	48	66	57	55	59	60		66	56	52	57		59	58	61	56	63	58	54	57	52	61	56	60	58	56	
3 Wed	76	62	56	--	62	65	60	58	59	53	51	57	51	51	66	55	55	59	60		66	55	50	57		59	59	63	57	62	59	56	58	53	60	56	60	60	56	
4 Thu	76	63	57	--	62	64	56	50	51	40	51	57	53	52	67	56	54	60	61		66	56	52	58		58	59	62	58	65	59	56	59	54	61	59	62	62	57	
5 Fri	76	62	57	--	62	65	58	51	54	48	52	57	54	52	68	57	60	61	62		65	55	52	65		57	59	61	57	64	59	54	58	54	60	61	61	59	57	
6 Sat	75	64	59	--	62	65	58	53	54	45	50	57	55	51	69	58	58	61	62		67	60	54	61		59	60	64	59	66	61	57	60	56	63	58	62	61	59	
7 Sun	77	63	57	--	61	64	59	55	58	50	50	56	51	47	67	57	56	60	62		65	59	50	57		57	60	62	58	64	58	53	59	54	61	56	62	60	60	
8 Mon	75	60	55	--	61	64	61	58	60	58	50	55	52	48	67	56	53	62			64	54	48	55		59	64	58	53	60	57	55	54	52	57	57	57	61	56	
9 Tue	74	60	54	--	59	63	61	58	63	61	46	53	53	50	65	54	52	57	--		65	55	44	56		58	59	61	57	61	56	51	55	49	60	58	59	57	53	
10 Wed	76	60	54		61	64	60	55	59	58	48	54	53	46	67	56	53	59			65	54	50	57		61	60	61	56	62	58	52	56	52	60	57	59	57	62	
11 Thu	76	61	56	--	61	65	59	54	58	52	50	55	52	46	68	57	57	62	60		67	55	50	57		57	59	61	56	63	58	55	57	53	65	61	60	61	56	
12 Fri	75	63	57	--	62	64	59	53	53	47	50	56	53	51	68	57	55	60	61		65	54	53	57		58	58	62	57	65	60	57	57	54	60	58	61	63	62	
13 Sat	75	64	58	--	61	64	57	52	52	45	52	58	55	49	69	58	60	61	62		67	59	53	63		59	61	64	62	64	60	57	60	55	62	64	64	61	64	
14 Sun	77	63	58	--	62	64	58	52	52	40	52	57	54	48	67	56	59	59	60		66	59	51	56		58	60	61	57	64	59	54	58	54	62	59	62	58	62	
15 Mon	76	63	58	--	62	65	58	53	53	43	51	59	54	51	69	58	57	61	62		66	60	53	56		64	58	63	58	63	60	54	58	54	61	60	60	60	57	
16 Tue	77	63	57	--	62	65	58	53	53	49	51	56	51	49	69	58	56	61	62		66	55	53	58		59	59	62	58	64	61	55	58	55	61	57	61	62	60	
17 Wed	78	63	58	--	63	66	58	53	54	48	52	57	54	48	68	59	60	60	61		66	55	51	57		58	59	62	59	64	60	55	58	55	61	61	61	60	58	
18 Thu	76	63	58	--	62	65	57	55	56	48	50	57	53	53	67	57	57	60	61		66	59	51	58		60	58	63	58	64	59	55	58	54	61	57	68	58	58	
19 Fri	76	63	57	--	61	64	58	53	53	44	50	55	53	51	68	58	60	61	61		66	60	54	59		58	60	62	59	66	60	56	60	55	60	55	62	64	62	62
20 Sat	76	63	57	--	62	65	58	53	53	46	50	55	51	47	68	57	55	60	61		66	58	51	57		59	66	67	61	64	61	59	59	55	62	64	64	61	65	
21 Sun	76	63	57	--	61	64	57	52	53	45	50	55	51	46	68	58	59	61	62		67	58	52	59		62	63	62	59	69	60	55	59	57	67	64	63	66	62	
22 Mon	76	63	58	--	61	64	58	52	53	48	49	55	54	50	68	57	60	64	63		66	55	52	56		60	58	62	56	67	59	54	58	54	61	62	61	58	59	
23 Tue	75	63	56	--	60	65	57	52	57	42	50	57	52	53	67	56	59	59	60		66	60	49	62		59	59	63	57	64	59	54	58	52	63	59	66	63	56	
24 Wed	76	63	56	--	60	65	58	53	55	41	49	54	51	49	68	57	56	60	61		66	57	51	57		59	60	64	58	64	59	54	60	53	61	59	60	60	62	
25 Thu	76	63	58	--	63	66	59	55	58	48	50	56	51	49	68	56	56	60	61		67	61	51	58		60	60	63	58	64	59	56	59	53	62	58	63	60	55	
26 Fri	76	62	55	--	61	65	59	54	59	48	49	55	53	52	68	58	56	60	63		67	57	51	58		58	68	63	58	67	59	54	59	53	62	63	63	59	56	
27 Sat	76	63	57	--	61	64	58	52	57	41	50	54	49	46	68	57	55	61	61		67	57	51	59		59	62	63	67	66	60	55	60	55	62	58	64	61	60	
28 Sun	77	64	59	--	62	65	58	53	53	44	51	56	53	52	68	57	56	62	68		66	56	52	57		56	62	61	58	67	60	55	58	55	62	59	62	61	59	
29 Mon	75	64	59		61	65	58	53	53	42	51	59	58	54	67	57	56	60	61		66	56	51	57		59	58	62	59	66	59	55	59	55	62	57	62	59	58	
30 Tue	76	64	58	--	62	65	58	52	54	45	51	55	54	54	66	56	59	59	62		67	61	50	58		58	61	63	58	65	59	55	59	53	63	56	62	60	60	

* = Not Required for Title 21 Reporting



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

Period : 04/01/2020 to 06/30/2020

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		
<u>Departures</u>															
Total Hours 24 Hours	0%	<1%	<1%	<1%	31%	<1%	13%	53%	276	67%	33%	98%	2%	86%	14%
CNEL Hours															
0700 - 1900	0%	<1%	<1%	<1%	37%	1%	14%	46%	188	61%	39%	98%	2%	85%	15%
1900 - 2200	0%	<1%	<1%	<1%	37%	<1%	22%	39%	29	62%	38%	98%	2%	77%	23%
2200 - 0700	0%	<1%	<1%	<1%	10%	<1%	7%	81%	58	90%	10%	99%	<1 %	92%	8%
Contra Hours															
Midnight - 0630	0%	<1%	<1%	<1%	3%	<1%	9%	87%	35	97%	3%	99%	<1 %	91%	9%
0630 - Midnight	0%	<1%	<1%	<1%	35%	1%	14%	48%	241	63%	37%	98%	2%	85%	15%
<u>Arrivals</u>															
Total Hours 24 Hours	<1%	5%	<1%	1%	2%	37%	51%	3%	276	55%	45%	92%	8%	10%	90%
CNEL Hours															
0700 - 1900	<1%	<1%	<1%	<1%	2%	41%	52%	3%	188	56%	44%	98%	2%	5%	95%
1900 - 2200	<1%	0%	0%	<1%	<1%	41%	56%	1%	49	58%	42%	99%	<1 %	2%	98%
2200 - 0700	3%	37%	2%	5%	<1%	11%	39%	2%	39	48%	52%	52%	48%	42%	58%
Contra Hours															
Midnight - 0630	6%	71%	4%	9%	<1%	3%	6%	1%	20	20%	80%	11%	89%	76%	24%
0630 - Midnight	<1%	<1%	<1%	<1%	2%	40%	55%	3%	256	58%	42%	98%	2%	5%	95%

All values are rounded to the nearest whole number.



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

Period: 04/01/2020 to 06/30/2020

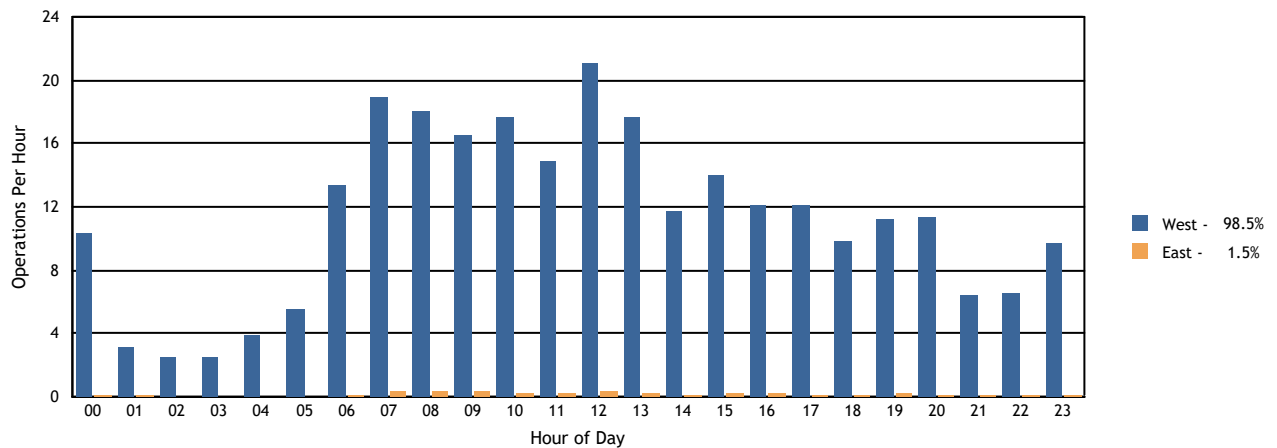
Airline : ALL

Aircraft : ALL

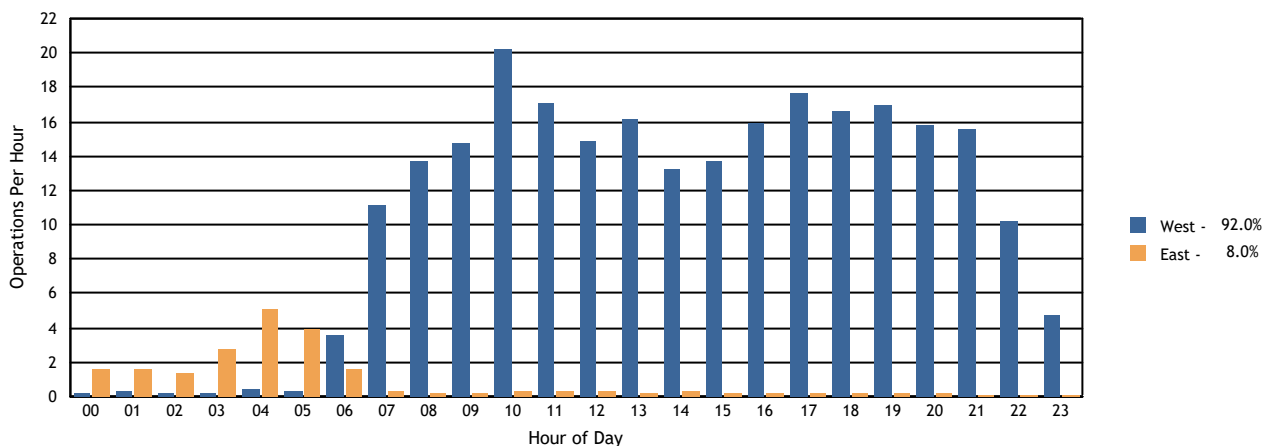
Time Period	Departures			Arrivals			Departures		Arrivals	
	West	East	Average	West	East	Average	West	East	West	East
Total Hours										
24 Hours	272	4	276	254	22	276	98%	2%	92%	8%
CNEL Hours										
0700-1900	185	3	188	185	3	188	98%	2%	98%	2%
1900-2200	29	<1	29	48	<1	49	98%	2%	99%	<1%
2200-0700	58	<1	58	20	18	39	99%	<1%	52%	48%
Contra Hours										
Midnight - 0630	35	<1	35	2	18	20	99%	<1%	11%	89%
0630 - Midnight	237	4	241	252	4	256	98%	2%	98%	2%

All percentages are rounded to the nearest whole number.

Departures Per Hour by Operational Direction



Arrivals Per Hour by Operational Direction



LAX Average Daily Runway Use By Aircraft Type - 24 Hours Second Quarter 2020

Arrivals (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
A20N	0.000	0.022	0.000	0.022	0.011	0.088	1.648	0.055
A21N	0.022	0.198	0.000	0.077	0.000	0.220	5.000	0.286
A306	0.099	0.725	0.066	0.088	0.000	0.022	1.198	0.022
A30B	0.000	0.011	0.000	0.000	0.000	0.000	0.022	0.000
A319	0.121	0.055	0.000	0.088	0.308	5.879	8.681	0.297
A320	0.011	0.011	0.000	0.121	0.022	0.791	8.857	0.604
A321	0.099	0.220	0.011	0.374	0.121	3.923	18.451	0.846
A332	0.000	0.022	0.011	0.011	0.044	1.692	1.033	0.000
A333	0.011	0.022	0.000	0.000	0.011	1.264	0.154	0.000
A343	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
A345	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
A359	0.033	0.000	0.000	0.000	0.121	3.055	0.593	0.011
A388	0.000	0.000	0.000	0.000	0.000	0.165	0.000	0.000
ASTR	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
B350	0.000	0.000	0.000	0.000	0.000	0.033	0.429	0.011
B733	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
B734	0.000	0.011	0.000	0.011	0.000	0.000	0.319	0.011
B735	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
B736	0.000	0.000	0.000	0.000	0.000	0.011	0.000	0.000
B737	0.505	0.165	0.000	0.000	0.934	19.132	0.319	0.011
B738	0.242	0.275	0.022	0.220	1.286	22.242	10.440	0.571
B739	0.099	0.154	0.011	0.154	0.209	4.901	5.286	0.176
B742	0.000	0.055	0.000	0.033	0.000	0.011	1.132	0.011
B744	0.121	2.110	0.132	0.308	0.022	0.582	7.857	0.330
B748	0.044	0.802	0.000	0.385	0.055	0.516	3.549	0.000
B752	0.220	2.396	0.000	0.011	0.077	2.242	0.780	0.033
B753	0.011	0.022	0.000	0.022	0.000	0.033	0.516	0.033
B762	0.011	0.187	0.000	0.044	0.000	0.000	1.363	0.000
B763	0.374	3.363	0.330	0.692	0.055	0.703	8.154	0.253
B772	0.011	0.088	0.000	0.022	0.011	0.407	0.846	0.000
B773	0.000	0.000	0.000	0.000	0.022	0.330	0.055	0.000
B77L	0.110	1.516	0.066	0.440	0.011	0.242	6.868	0.352
B77W	0.165	0.484	0.011	0.033	0.286	11.527	6.890	0.242
B788	0.000	0.011	0.000	0.022	0.000	0.352	1.407	0.022
B789	0.077	0.319	0.011	0.044	0.132	4.967	5.451	0.308
B78X	0.000	0.000	0.011	0.011	0.011	0.022	0.637	0.044
BE20	0.000	0.011	0.000	0.011	0.000	0.011	0.044	0.000
BE24	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
BE30	0.000	0.000	0.000	0.000	0.000	0.044	0.396	0.044
BE35	0.000	0.000	0.000	0.000	0.000	0.011	0.011	0.011
BE36	0.000	0.000	0.000	0.011	0.000	0.000	0.033	0.000

Departures (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
A20N	0.000	0.000	0.022	0.000	0.264	0.000	0.055	1.495
A21N	0.000	0.000	0.055	0.000	0.011	0.000	0.165	5.549
A306	0.000	0.000	0.011	0.022	0.000	0.000	0.516	1.692
A30B	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.033
A319	0.000	0.099	0.121	0.000	5.582	0.198	0.319	9.121
A320	0.000	0.011	0.165	0.000	0.549	0.011	0.330	9.352
A321	0.000	0.099	0.440	0.000	3.593	0.110	0.615	19.209
A332	0.000	0.000	0.044	0.000	1.451	0.022	0.088	1.187
A333	0.000	0.000	0.000	0.000	0.736	0.033	0.033	0.648
A343	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
A345	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
A359	0.000	0.000	0.044	0.000	1.527	0.011	0.033	2.187
A388	0.000	0.000	0.000	0.000	0.066	0.000	0.099	0.000
ASTR	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
B350	0.000	0.000	0.000	0.000	0.000	0.000	0.264	0.198
B733	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
B734	0.000	0.000	0.000	0.000	0.000	0.000	0.044	0.319
B735	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
B736	0.000	0.000	0.000	0.000	0.011	0.000	0.000	0.000
B737	0.000	0.538	0.044	0.000	19.615	0.473	0.066	0.374
B738	0.000	0.220	0.198	0.000	23.451	0.879	0.264	10.198
B739	0.000	0.077	0.220	0.000	4.220	0.198	0.297	6.077
B742	0.000	0.000	0.011	0.000	0.000	0.000	0.209	1.011
B744	0.000	0.000	0.044	0.066	0.011	0.000	4.703	6.681
B748	0.000	0.011	0.000	0.088	0.571	0.000	4.484	0.198
B752	0.000	0.077	0.033	0.000	4.495	0.121	0.077	0.912
B753	0.000	0.000	0.022	0.000	0.044	0.000	0.044	0.527
B762	0.000	0.000	0.000	0.000	0.011	0.000	0.143	1.473
B763	0.000	0.011	0.066	0.066	0.615	0.033	4.033	9.121
B772	0.000	0.000	0.055	0.000	0.440	0.011	0.011	0.879
B773	0.000	0.000	0.000	0.000	0.308	0.000	0.000	0.099
B77L	0.000	0.000	0.077	0.066	0.066	0.000	5.341	4.044
B77W	0.000	0.011	0.154	0.000	4.330	0.011	1.187	13.923
B788	0.000	0.011	0.000	0.000	0.209	0.011	0.088	1.505
B789	0.000	0.022	0.110	0.000	3.341	0.022	0.242	7.604
B78X	0.000	0.000	0.022	0.000	0.000	0.000	0.055	0.670
BE20	0.000	0.000	0.000	0.000	0.011	0.000	0.055	0.011
BE24	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
BE30	0.000	0.000	0.000	0.000	0.022	0.000	0.176	0.275
BE35	0.000	0.000	0.000	0.000	0.011	0.000	0.000	0.022
BE36	0.000	0.000	0.011	0.000	0.000	0.000	0.033	0.000

LAX Average Daily Runway Use By Aircraft Type - 24 Hours Second Quarter 2020

Arrivals (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
BE40	0.000	0.000	0.000	0.000	0.000	0.000	0.198	0.000
BE58	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
BE99	0.000	0.033	0.000	0.011	0.000	0.000	0.527	0.121
C172	0.000	0.000	0.000	0.000	0.011	0.176	0.648	0.044
C182	0.000	0.000	0.000	0.000	0.000	0.044	0.110	0.011
C208	0.000	0.000	0.000	0.099	0.000	0.000	2.681	0.637
C210	0.000	0.000	0.000	0.000	0.000	0.000	0.033	0.000
C25A	0.000	0.000	0.011	0.000	0.011	0.011	0.143	0.011
C25B	0.000	0.000	0.000	0.000	0.000	0.022	0.264	0.022
C25C	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
C525	0.000	0.000	0.000	0.000	0.000	0.011	0.077	0.000
C550	0.000	0.000	0.000	0.000	0.000	0.000	0.077	0.000
C560	0.000	0.000	0.000	0.000	0.000	0.011	0.088	0.000
C56X	0.000	0.011	0.000	0.011	0.000	0.011	0.703	0.022
C650	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
C680	0.000	0.011	0.000	0.000	0.000	0.022	0.352	0.033
C68A	0.000	0.011	0.011	0.000	0.000	0.000	0.132	0.011
C750	0.000	0.022	0.000	0.022	0.011	0.033	0.758	0.033
CL30	0.000	0.011	0.000	0.000	0.000	0.022	0.879	0.055
CL35	0.000	0.000	0.000	0.000	0.000	0.000	0.374	0.011
CL60	0.000	0.000	0.000	0.022	0.000	0.033	0.374	0.055
CRJ2	0.022	0.000	0.000	0.033	0.000	0.330	0.527	0.022
CRJ7	0.000	0.000	0.000	0.011	0.000	0.198	0.604	0.022
DA40	0.000	0.000	0.000	0.000	0.000	0.033	0.044	0.000
DC10	0.022	0.187	0.000	0.000	0.000	0.000	0.604	0.011
E135	0.000	0.000	0.000	0.000	0.000	0.000	0.066	0.011
E190	0.000	0.000	0.000	0.000	0.000	0.000	0.055	0.000
E35L	0.000	0.000	0.000	0.000	0.000	0.000	0.088	0.000
E545	0.000	0.000	0.000	0.011	0.000	0.000	0.132	0.000
E550	0.000	0.000	0.000	0.011	0.000	0.000	0.209	0.000
E55P	0.000	0.000	0.000	0.000	0.000	0.000	0.527	0.055
E75L	0.220	0.000	0.000	0.154	0.648	13.418	8.879	0.571
F2TH	0.000	0.000	0.011	0.011	0.000	0.000	0.154	0.000
F900	0.000	0.000	0.000	0.000	0.000	0.000	0.352	0.022
FA20	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
FA50	0.000	0.000	0.000	0.000	0.000	0.000	0.044	0.011
FA7X	0.000	0.000	0.000	0.011	0.000	0.000	0.143	0.011
FA8X	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
G150	0.000	0.000	0.000	0.000	0.011	0.000	0.088	0.000
G280	0.000	0.000	0.000	0.000	0.000	0.000	0.055	0.000
GALX	0.000	0.000	0.000	0.000	0.011	0.011	0.286	0.011

Departures (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
BE40	0.000	0.000	0.000	0.000	0.000	0.000	0.110	0.088
BE58	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
BE99	0.000	0.000	0.000	0.000	0.000	0.000	0.044	0.637
C172	0.000	0.000	0.000	0.000	0.066	0.000	0.308	0.385
C182	0.000	0.000	0.000	0.000	0.022	0.000	0.066	0.066
C208	0.000	0.000	0.077	0.000	0.000	0.000	0.110	3.231
C210	0.000	0.000	0.000	0.000	0.000	0.000	0.033	0.000
C25A	0.000	0.000	0.000	0.000	0.000	0.000	0.099	0.088
C25B	0.000	0.000	0.000	0.000	0.000	0.000	0.165	0.143
C25C	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
C525	0.000	0.000	0.000	0.000	0.000	0.000	0.066	0.022
C550	0.000	0.000	0.000	0.000	0.000	0.000	0.044	0.033
C560	0.000	0.000	0.000	0.000	0.000	0.000	0.044	0.044
C56X	0.000	0.000	0.000	0.011	0.000	0.000	0.549	0.176
C650	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
C680	0.000	0.000	0.000	0.000	0.000	0.000	0.275	0.121
C68A	0.000	0.000	0.000	0.000	0.000	0.000	0.099	0.088
C750	0.000	0.000	0.000	0.022	0.000	0.000	0.626	0.242
CL30	0.000	0.000	0.000	0.000	0.000	0.000	0.692	0.286
CL35	0.000	0.000	0.011	0.000	0.000	0.000	0.286	0.110
CL60	0.000	0.000	0.000	0.011	0.000	0.000	0.319	0.121
CRJ2	0.000	0.000	0.044	0.000	0.011	0.000	0.033	0.857
CRJ7	0.000	0.000	0.011	0.000	0.000	0.011	0.000	0.813
DA40	0.000	0.000	0.000	0.000	0.033	0.000	0.022	0.022
DC10	0.000	0.000	0.000	0.000	0.000	0.000	0.363	0.473
E135	0.000	0.000	0.000	0.000	0.000	0.000	0.066	0.011
E190	0.000	0.000	0.000	0.000	0.000	0.000	0.055	0.000
E35L	0.000	0.000	0.000	0.000	0.000	0.000	0.077	0.011
E545	0.000	0.000	0.000	0.011	0.000	0.000	0.077	0.055
E550	0.000	0.000	0.000	0.011	0.000	0.000	0.143	0.066
E55P	0.000	0.000	0.000	0.000	0.000	0.000	0.407	0.176
E75L	0.000	0.198	0.165	0.000	9.571	0.330	0.396	13.341
F2TH	0.000	0.000	0.000	0.011	0.000	0.000	0.132	0.033
F900	0.000	0.000	0.000	0.000	0.000	0.000	0.220	0.132
FA20	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
FA50	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.044
FA7X	0.000	0.000	0.000	0.011	0.000	0.000	0.110	0.033
FA8X	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.022
G150	0.000	0.000	0.000	0.000	0.000	0.000	0.088	0.011
G280	0.000	0.000	0.000	0.000	0.000	0.000	0.044	0.011
GALX	0.000	0.000	0.000	0.000	0.000	0.000	0.176	0.143

LAX Average Daily Runway Use By Aircraft Type - 24 Hours Second Quarter 2020

Arrivals (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
GL5T	0.000	0.000	0.000	0.000	0.000	0.000	0.242	0.011
GLAS	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
GLEX	0.000	0.033	0.000	0.000	0.000	0.011	1.011	0.066
GLF3	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
GLF4	0.000	0.022	0.000	0.011	0.011	0.011	0.989	0.033
GLF5	0.000	0.022	0.000	0.011	0.000	0.000	0.505	0.011
GLF6	0.000	0.000	0.000	0.011	0.000	0.000	0.407	0.022
H25B	0.000	0.000	0.000	0.011	0.000	0.022	0.626	0.033
H25C	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.011
HA4T	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
HUSK	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
J328	0.000	0.011	0.000	0.000	0.000	0.000	0.011	0.000
LJ31	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
LJ35	0.000	0.011	0.000	0.000	0.000	0.000	0.022	0.000
LJ40	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
LJ45	0.000	0.000	0.000	0.000	0.000	0.000	0.319	0.022
LJ55	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
LJ60	0.000	0.000	0.000	0.000	0.000	0.000	0.187	0.000
LJ75	0.000	0.000	0.000	0.000	0.000	0.000	0.033	0.000
MD11	0.066	0.901	0.055	0.253	0.000	0.044	2.901	0.077
P28A	0.000	0.000	0.000	0.000	0.000	0.044	0.110	0.000
P46T	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
PA24	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
PC12	0.000	0.000	0.011	0.044	0.000	0.275	1.934	0.527
PRM1	0.000	0.011	0.000	0.000	0.000	0.000	0.066	0.000
SR22	0.000	0.000	0.000	0.000	0.000	0.022	0.132	0.000
SW4	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000

Departures (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
GL5T	0.000	0.000	0.000	0.000	0.000	0.000	0.154	0.099
GLAS	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
GLEX	0.000	0.000	0.000	0.000	0.000	0.000	0.725	0.407
GLF3	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
GLF4	0.000	0.000	0.000	0.011	0.000	0.000	0.725	0.319
GLF5	0.000	0.000	0.000	0.000	0.000	0.000	0.352	0.209
GLF6	0.000	0.000	0.000	0.000	0.000	0.000	0.352	0.099
H25B	0.000	0.000	0.011	0.000	0.000	0.000	0.374	0.308
H25C	0.000	0.000	0.000	0.000	0.000	0.000	0.033	0.000
HA4T	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
HUSK	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
J328	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
LJ31	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
LJ35	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.011
LJ40	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
LJ45	0.000	0.000	0.000	0.000	0.000	0.000	0.242	0.099
LJ55	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
LJ60	0.000	0.000	0.000	0.000	0.000	0.000	0.110	0.077
LJ75	0.000	0.000	0.000	0.000	0.000	0.000	0.033	0.000
MD11	0.000	0.000	0.044	0.022	0.000	0.000	2.176	2.066
P28A	0.000	0.000	0.000	0.000	0.011	0.000	0.099	0.011
P46T	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
PA24	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
PC12	0.000	0.000	0.055	0.000	0.000	0.000	0.110	2.637
PRM1	0.000	0.000	0.000	0.000	0.000	0.000	0.066	0.011
SR22	0.000	0.000	0.000	0.000	0.000	0.011	0.077	0.044
SW4	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000

LAX Average Daily Runway Use By Aircraft Type - Night Time (10pm - 7am) Second Quarter 2020

Arrivals (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
A20N	0.000	0.022	0.000	0.000	0.000	0.000	0.484	0.011
A21N	0.022	0.198	0.000	0.000	0.000	0.000	0.473	0.055
A306	0.099	0.725	0.066	0.077	0.000	0.022	0.363	0.011
A30B	0.000	0.011	0.000	0.000	0.000	0.000	0.000	0.000
A319	0.000	0.055	0.000	0.000	0.000	0.011	0.429	0.000
A320	0.000	0.011	0.000	0.000	0.000	0.044	0.473	0.000
A321	0.022	0.220	0.011	0.022	0.000	0.066	1.121	0.011
A332	0.000	0.022	0.011	0.000	0.000	0.308	0.593	0.000
A333	0.011	0.022	0.000	0.000	0.000	0.099	0.011	0.000
B350	0.000	0.000	0.000	0.000	0.000	0.000	0.077	0.000
B734	0.000	0.011	0.000	0.000	0.000	0.000	0.033	0.000
B737	0.055	0.110	0.000	0.000	0.033	1.560	0.000	0.000
B738	0.011	0.253	0.022	0.033	0.011	0.813	1.055	0.011
B739	0.011	0.154	0.000	0.011	0.000	0.066	0.352	0.000
B742	0.000	0.055	0.000	0.022	0.000	0.000	0.451	0.000
B744	0.121	2.110	0.132	0.253	0.011	0.132	1.209	0.088
B748	0.044	0.802	0.000	0.319	0.000	0.044	0.549	0.000
B752	0.154	2.396	0.000	0.011	0.044	0.132	0.055	0.000
B753	0.000	0.022	0.000	0.000	0.000	0.000	0.011	0.000
B762	0.011	0.187	0.000	0.044	0.000	0.000	0.934	0.000
B763	0.374	3.363	0.330	0.615	0.000	0.176	2.297	0.088
B772	0.000	0.088	0.000	0.011	0.000	0.000	0.143	0.000
B77L	0.099	1.516	0.066	0.319	0.000	0.033	0.692	0.055
B77W	0.066	0.484	0.011	0.000	0.011	0.209	0.385	0.044
B788	0.000	0.011	0.000	0.011	0.000	0.011	0.484	0.000
B789	0.000	0.319	0.011	0.011	0.000	0.077	0.615	0.000
B78X	0.000	0.000	0.011	0.000	0.000	0.000	0.011	0.000
BE20	0.000	0.011	0.000	0.011	0.000	0.000	0.000	0.000
BE30	0.000	0.000	0.000	0.000	0.000	0.000	0.077	0.033
BE99	0.000	0.033	0.000	0.011	0.000	0.000	0.527	0.121
C208	0.000	0.000	0.000	0.000	0.000	0.000	0.121	0.066
C25A	0.000	0.000	0.011	0.000	0.000	0.000	0.044	0.011
C25B	0.000	0.000	0.000	0.000	0.000	0.000	0.033	0.011
C56X	0.000	0.011	0.000	0.000	0.000	0.000	0.022	0.000
C680	0.000	0.011	0.000	0.000	0.000	0.000	0.000	0.000
C68A	0.000	0.011	0.011	0.000	0.000	0.000	0.000	0.000
C750	0.000	0.022	0.000	0.000	0.000	0.000	0.000	0.000
CL30	0.000	0.011	0.000	0.000	0.000	0.000	0.011	0.000
CL60	0.000	0.000	0.000	0.011	0.000	0.011	0.011	0.000
CRJ2	0.000	0.000	0.000	0.000	0.000	0.011	0.044	0.000
CRJ7	0.000	0.000	0.000	0.011	0.000	0.011	0.044	0.000

Departures (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
A20N	0.000	0.000	0.000	0.000	0.011	0.000	0.000	0.495
A21N	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.110
A306	0.000	0.000	0.011	0.011	0.000	0.000	0.099	1.582
A30B	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.033
A319	0.000	0.000	0.000	0.000	0.011	0.000	0.011	1.033
A320	0.000	0.000	0.033	0.000	0.000	0.000	0.011	1.330
A321	0.000	0.022	0.121	0.000	1.824	0.066	0.011	4.681
A332	0.000	0.000	0.000	0.000	0.253	0.000	0.000	0.011
A333	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.187
A359	0.000	0.000	0.000	0.000	0.143	0.000	0.000	0.978
A388	0.000	0.000	0.000	0.000	0.066	0.000	0.099	0.000
B350	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.121
B734	0.000	0.000	0.000	0.000	0.000	0.000	0.033	0.319
B737	0.000	0.033	0.011	0.000	0.516	0.011	0.044	0.330
B738	0.000	0.000	0.033	0.000	0.659	0.000	0.044	3.286
B739	0.000	0.000	0.011	0.000	0.571	0.011	0.044	1.220
B742	0.000	0.000	0.011	0.000	0.000	0.000	0.088	0.967
B744	0.000	0.000	0.022	0.011	0.000	0.000	0.187	4.780
B748	0.000	0.011	0.000	0.022	0.022	0.000	2.516	0.198
B752	0.000	0.000	0.022	0.000	0.692	0.022	0.022	0.538
B753	0.000	0.000	0.000	0.000	0.022	0.000	0.000	0.022
B762	0.000	0.000	0.000	0.000	0.000	0.000	0.077	1.418
B763	0.000	0.000	0.022	0.011	0.011	0.000	0.549	7.604
B772	0.000	0.000	0.033	0.000	0.000	0.000	0.000	0.022
B77L	0.000	0.000	0.011	0.000	0.011	0.000	0.154	2.407
B77W	0.000	0.000	0.066	0.000	0.593	0.000	0.022	5.571
B788	0.000	0.000	0.000	0.000	0.000	0.000	0.055	0.670
B789	0.000	0.000	0.000	0.000	0.374	0.000	0.044	2.538
B78X	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.055
BE20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
BE30	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.198
BE40	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.022
BE99	0.000	0.000	0.000	0.000	0.000	0.000	0.044	0.637
C208	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
C25A	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.033
C25B	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
C25C	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
C525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.022
C560	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
C56X	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.044
C680	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.022

LAX Average Daily Runway Use By Aircraft Type - Night Time (10pm - 7am) Second Quarter 2020

Arrivals (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
DC10	0.022	0.187	0.000	0.000	0.000	0.000	0.077	0.011
E35L	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
E55P	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
E75L	0.011	0.000	0.000	0.000	0.033	0.385	0.011	0.000
F2TH	0.000	0.000	0.011	0.000	0.000	0.000	0.000	0.000
F900	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
FA50	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
FA8X	0.000	0.000	0.000	0.000	0.000	0.000	0.022	0.000
G150	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
G280	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
GL5T	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
GLEX	0.000	0.033	0.000	0.000	0.000	0.000	0.055	0.000
GLF4	0.000	0.022	0.000	0.000	0.000	0.000	0.110	0.000
GLF5	0.000	0.022	0.000	0.011	0.000	0.000	0.033	0.000
GLF6	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
H25B	0.000	0.000	0.000	0.011	0.000	0.000	0.022	0.000
J328	0.000	0.011	0.000	0.000	0.000	0.000	0.000	0.000
LJ35	0.000	0.011	0.000	0.000	0.000	0.000	0.000	0.000
LJ45	0.000	0.000	0.000	0.000	0.000	0.000	0.044	0.000
LJ55	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
LJ60	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
MD11	0.066	0.901	0.055	0.209	0.000	0.033	0.198	0.044
PC12	0.000	0.000	0.000	0.000	0.000	0.000	0.121	0.044
PRM1	0.000	0.011	0.000	0.000	0.000	0.000	0.000	0.000

Departures (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
C68A	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
C750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.044
CL30	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.033
CL35	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.000
CL60	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.022
CRJ2	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.231
DC10	0.000	0.000	0.000	0.000	0.000	0.000	0.033	0.374
E545	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
E55P	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
E75L	0.000	0.000	0.011	0.000	0.000	0.000	0.033	0.341
F2TH	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
F900	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.044
FA50	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
FA7X	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
GALX	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.011
GLEX	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.154
GLF4	0.000	0.000	0.000	0.000	0.000	0.000	0.011	0.099
GLF5	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.066
GLF6	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.033
H25B	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.077
LJ60	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.022
MD11	0.000	0.000	0.011	0.000	0.000	0.000	0.022	1.582
PC12	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.044

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

Second Quarter 2020

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 completed and evaluated the Siting Study pertaining to two Ground Run-up Enclosures.
- 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. In addition, LAWA is now including tabular data describing the daily average number of arrivals and departures by aircraft type on each runway during all hours and during nighttime hours from 10 pm to 7 am.
- 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 second quarter 2020.
- LAWA continues to provide the LAX Noise Comment Phone Line with an option for callers to have a live answer as available, and continues to retrieve any complaint messages and provide appropriate responses 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.

ANMP - Table 1
LAX ANMP Summary

Residential Mitigation					
	Single Family	Multi-Family			
Number of Incompatible Dwelling Units:	2,000	4,782			
Residential Incompatible Area:	297 acres	232 acres			
Sound Insulation (SI)	Dwellings Proposed for Sound Insulation:	1,772	3,691	Non-Residential Incompatible Area	
	Percentage Proposed for Sound Insulation:	88.6%	77.2%		
	Estimated Participating Dwellings (80.0%):	1,418	2,953		
	Estimated Unit Insulation Cost (Average):	\$52,285	\$44,427	Schools:	8 acres
	---all dwelling types:		\$46,976	Hospitals:	1 acres
	Estimated Total Sound Insulation Cost:	\$74 million	\$131 million	Churches:	23 acres
	---all dwelling types:		\$205 million	(Not currently proposed for mitigation)	
	Average Annual Units to be Insulated:		511	Estimated Annual Budget	
	Estimated Time Until Completion:		9 years		
Land Recycling	Dwellings Proposed for Recycling:	193	1,031	LAWA:	\$5 million
	Percentage Proposed for Recycling:	9.7%	21.6%	FAA :	\$18 million
	Estimated Unit Recycling Cost:	\$510,000	\$154,365	Other:	\$1 million
	---all dwelling types:		\$210,441	Total:	\$24 million
	Estimated Total Recycling Cost:	\$98 million	\$159 million	Remaining Cost and Time	
	---all dwelling types:		\$258 million		
	Average Annual Units to be Recycled:		\$ 0 *	Total Cost:	\$463 million
	Estimated Time Until Completion:		Undetermined *	Time:	9 years (SI only)
Progress To Date		Funding Provided To Date		LAWA: 1 billion	
Total Dwelling Units Mitigated: 24,004				FAA: 468 million	

Note: Summary table reflects ANMP progress through December 2019. Estimates for future mitigation of incompatible land use are based on parcels within the Noise Exposure Map (2020 NEM) 65 dB CNEL contour and on past program performance.

*City of Inglewood currently does not have an active property acquisition program at this time.

ANMP - Table 2

Dwelling Units Made Compatible Within the ANMP Contours
Through Sound Insulation

Land Use	City of Los Angeles	County of Los Angeles	City of Inglewood	City of El Segundo	Total Units
Single Family	2,244	769	2,222	831	6,066
Two Family	446	962	680	143	2,231
Multi-Family	4,551	2,167	4,616	932	12,266
Other	0	0	1	0	1
Total	7,241	3,898	7,519	1,906	20,564

ANMP - Table 3

Dwelling Units Made Compatible Within the ANMP Contours
Through Land Recycling

Land Use	City of Los Angeles	County of Los Angeles	City of Inglewood	City of El Segundo	Total Units
Single Family	284	0	26	0	310
Two Family	141	0	15	0	156
Multi-Family	2,199	0	724	0	2,923
Mobile Home	0	0	10	0	10
Other	0	0	41	0	41
Total	2,624	0	816	0	3,440

ANMP - Table 5

Counts of Compatible and Incompatible Land Use Units and
Acreage Within the ANMP Contours (2020 NEM)
(All Jurisdictions)

LANDUSE	CNEL Zone						Total	
	65 - 70		70 - 75		75 +			
	Units	Acres	Units	Acres	Units	Acres	Units	Acres
<u>Incompatible Residential</u>								
Single Family	1,576	232.5	414	61.1	9	2.2	1,999	295.8
Two Family*	873	67.4	329	25.9	14	1.4	1,216	94.7
Multi-Family	2,737	104.2	791	29.9	38	3.6	3,566	137.7
Mobile Homes	1	1.0	0	0.0	0	0.0	1	1.0
<u>Other Incompatible</u>								
Schools	1	5.3	0	3.0	0	0.0	1	8.3
Hospitals	1	0.7	0	0.0	0	0.0	1	0.7
Churches	20	19.8	0	2.9	0	0.0	20	22.7
<u>Compatible Residential</u>								
Title 21 Compliance**	9,519	594.0	2,082	127.1	3	0.4	11,604	721.5
Easement***	3,029	259.1	1,364	89.9	92	7.3	4,485	356.3
Title 24 Compliance	722	18.1	0	0.0	0	0.0	722	18.1
<u>Other Compatible</u>								
Title 21 (Schools,Hospitals,Churches)	0	0.0	0	0.0	0	0.0	0	0.0
Easement (Schools,Hospitals,Churches)	0	14.1	0	6.7	0	0.0	0	20.8
Commercial,Industrial,etc (Hotels, Motels, Mixed use, etc)	3,136	2,070.4	1,787	764.3	8	3,073.8	4,931	5,908.5
Total Incompatible Residential	5,187	405.1	1,534	116.9	61	7.2	6,782	529.2
Total Other Incompatible	22	25.8	0	5.9	0	0.0	22	31.7
<u>Total Incompatible</u>	5,209	430.9	1,534	122.8	61	7.2	6,804	560.9
Total Residential Compatible	13,270	871.2	3,446	217.0	95	7.7	16,811	1,095.9
Total Other Compatible	3,136	2,084.5	1,787	771.0	8	3,073.8	4,931	5,929.3
<u>Total Compatible</u>	16,406	2,955.7	5,233	988.0	103	3,081.5	21,742	7,025.2
Grand Total:	21,615	3,386.6	6,767	1,110.8	164	3,088.7	28,546	7,586.1

* Considered separately from Multi-Family for purposes of cost estimation.

** Easement not obtained.

*** May or may not be sound insulated.

ANMP - Table 5A

Counts of Compatible and Incompatible Land Use Units and
Acreage Within the ANMP Contours (2020 NEM)
(City of Los Angeles Only)

LANDUSE	CNEL Zone						Total	
	65 - 70		70 - 75		75 +			
	Units	Acres	Units	Acres	Units	Acres	Units	Acres
<u>Incompatible Residential</u>								
Single Family	0	0.0	0	0.0	0	0.0	0	0.0
Two Family*	0	0.0	0	0.0	0	0.0	0	0.0
Multi-Family	0	0.0	0	0.0	0	0.0	0	0.0
Mobile Homes	0	0.0	0	0.0	0	0.0	0	0.0
<u>Other Incompatible</u>								
Schools	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
Churches	3	3.4	0	0.0	0	0.0	3	3.4
<u>Compatible Residential</u>								
Title 21 Compliance**	1,804	67.3	343	7.5	0	0.0	2,147	74.8
Easement***	2,282	199.5	263	12.5	56	2.5	2,601	214.5
Title 24 Compliance	450	4.6	0	0.0	0	0.0	450	4.6
<u>Other Compatible</u>								
Title 21 (Schools,Hospitals,Churches)	0	0.0	0	0.0	0	0.0	0	0.0
Easement (Schools,Hospitals,Churches)	0	14.1	0	0.0	0	0.0	0	14.1
Commercial,Industrial,etc (Hotels, Motels, Mixed use, etc)	2,105	520.0	1,680	581.2	8	3,068.9	3,793	4,170.1
Total Incompatible Residential	0	0.0	0	0.0	0	0.0	0	0.0
Total Other Incompatible	3	3.4	0	0.0	0	0.0	3	3.4
<u>Total Incompatible</u>	3	3.4	0	0.0	0	0.0	3	3.4
Total Residential Compatible	4,536	271.4	606	20.0	56	2.5	5,198	293.9
Total Other Compatible	2,105	534.1	1,680	581.2	8	3,068.9	3,793	4,184.2
<u>Total Compatible</u>	6,641	805.5	2,286	601.2	64	3,071.4	8,991	4,478.1
Grand Total:	6,644	808.9	2,286	601.2	64	3,071.4	8,994	4,481.5

*Considered separately from Multi-Family for purposes of cost estimation.

**Easement not obtained.

***May or may not be sound insulated.

ANMP - Table 5B

Counts of Compatible and Incompatible Land Use Units and
Acreage Within the ANMP Contours (2020 NEM)
(LA County)

LANDUSE	CNEL Zone						Total	
	65 - 70		70 - 75		75 +			
	Units	Acres	Units	Acres	Units	Acres	Units	Acres
<u>Incompatible Residential</u>								
Single Family	305	41.8	225	32.4	9	2.2	539	76.4
Two Family*	285	21.2	231	17.7	14	1.4	530	40.3
Multi-Family	419	18.4	175	10.0	38	3.6	632	32.0
Mobile Homes	0	0.0	0	0.0	0	0.0	0	0.0
<u>Other Incompatible</u>								
Schools	0	2.2	0	3.0	0	0.0	0	5.2
Hospitals	0	0.0	0	0.0	0	0.0	0	0.0
Churches	4	2.3	0	0.3	0	0.0	4	2.6
<u>Compatible Residential</u>								
Title 21 Compliance**	1,769	115.7	647	45.8	3	0.4	2,419	161.9
Easement***	305	19.6	360	28.9	36	4.7	701	53.2
Title 24 Compliance	0	0.0	0	0.0	0	0.0	0	0.0
<u>Other Compatible</u>								
Title 21 (Schools,Hospitals,Churches)	0	0.0	0	0.0	0	0.0	0	0.0
Easement (Schools,Hospitals,Churches)	0	0.0	0	6.7	0	0.0	0	6.7
Commercial,Industrial,etc (Hotels, Motels, Mixed use, etc)	192	65.1	9	37.9	0	4.9	201	107.9
Total Incompatible Residential	1,009	81.4	631	60.1	61	7.2	1,701	148.7
Total Other Incompatible	4	4.5	0	3.3	0	0.0	4	7.8
<u>Total Incompatible</u>	1,013	85.9	631	63.4	61	7.2	1,705	156.5
Total Residential Compatible	2,074	135.3	1,007	74.7	39	5.1	3,120	215.1
Total Other Compatible	192	65.1	9	44.6	0	4.9	201	114.6
<u>Total Compatible</u>	2,266	200.4	1,016	119.3	39	10.0	3,321	329.7
Grand Total:	3,279	286.3	1,647	182.7	100	17.2	5,026	486.2

* Considered separately from Multi-Family for purposes of cost estimation.

** Easement not obtained.

*** May or may not be sound insulated.

ANMP - Table 5C

Counts of Compatible and Incompatible Land Use Units and
Acreage Within the ANMP Contours (2020 NEM)
(City of El Segundo Only)

LANDUSE	CNEL Zone						Total	
	65 - 70		70 - 75		75 +			
	Units	Acres	Units	Acres	Units	Acres	Units	Acres
<u>Incompatible Residential</u>								
Single Family	622	97.0	116	18.5	0	0.0	738	115.5
Two Family*	112	8.4	28	2.4	0	0.0	140	10.8
Multi-Family	267	8.6	268	6.9	0	0.0	535	15.5
Mobile Homes	1	0.4	0	0.0	0	0.0	1	0.4
<u>Other Incompatible</u>								
Schools	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
Churches	0	1.3	0	0.5	0	0.0	0	1.8
<u>Compatible Residential</u>								
Title 21 Compliance**	638	73.7	482	30.5	0	0.0	1,120	104.2
Easement***	10	1.1	545	30.8	0	0.0	555	31.9
Title 24 Compliance	0	0.0	0	0.0	0	0.0	0	0.0
<u>Other Compatible</u>								
Title 21 (Schools,Hospitals,Churches)	0	0.0	0	0.0	0	0.0	0	0.0
Easement (Schools,Hospitals,Churches)	0	0.0	0	0.0	0	0.0	0	0.0
Commercial,Industrial,etc (Hotels, Motels, Mixed use, etc)	350	206.2	7	41.7	0	0.0	357	247.9
Total Incompatible Residential	1,002	114.4	412	27.8	0	0.0	1,414	142.2
Total Other Incompatible	0	1.3	0	0.5	0	0.0	0	1.8
<u>Total Incompatible</u>	1,002	115.7	412	28.3	0	0.0	1,414	144.0
Total Residential Compatible	648	74.8	1,027	61.3	0	0.0	1,675	136.1
Total Other Compatible	350	206.2	7	41.7	0	0.0	357	247.9
<u>Total Compatible</u>	998	281.0	1,034	103.0	0	0.0	2,032	384.0
Grand Total:	2,000	396.7	1,446	131.3	0	0.0	3,446	528.0

* Considered separately from Multi-Family for purposes of cost estimation.

** Easement not obtained.

*** May or may not be sound insulated.

ANMP - Table 5D

Counts of Compatible and Incompatible Land Use Units and
Acreage Within the ANMP Contours (2020 NEM)
(City of Inglewood Only)

LANDUSE	CNEL Zone						Total	
	65 - 70		70 - 75		75 +			
	Units	Acres	Units	Acres	Units	Acres	Units	Acres
<u>Incompatible Residential</u>								
Single Family	649	93.6	73	10.1	0	0.0	722	103.7
Two Family*	476	37.8	70	5.7	0	0.0	546	43.5
Multi-Family	2,051	77.2	348	12.9	0	0.0	2,399	90.1
Mobile Homes	0	0.6	0	0.0	0	0.0	0	0.6
<u>Other Incompatible</u>								
Schools	1	3.2	0	0.0	0	0.0	1	3.2
Hospitals	1	0.7	0	0.0	0	0.0	1	0.7
Churches	13	12.8	0	2.1	0	0.0	13	14.9
<u>Compatible Residential</u>								
Title 21 Compliance**	5,308	337.2	610	43.2	0	0.0	5,918	380.4
Easement***	432	38.8	196	17.7	0	0.0	628	56.5
Title 24 Compliance	272	13.5	0	0.0	0	0.0	272	13.5
<u>Other Compatible</u>								
Title 21 (Schools,Hospitals,Churches)	0	0.0	0	0.0	0	0.0	0	0.0
Easement (Schools,Hospitals,Churches)	0	0.0	0	0.0	0	0.0	0	0.0
Commercial,Industrial,etc (Hotels, Motels, Mixed use, etc)	489	1,279.1	91	103.6	0	0.0	580	1,382.7
Total Incompatible Residential	3,176	209.2	491	28.7	0	0.0	3,667	237.9
Total Other Incompatible	15	16.7	0	2.1	0	0.0	15	18.8
<u>Total Incompatible</u>	3,191	225.9	491	30.8	0	0.0	3,682	256.7
Total Residential Compatible	6,012	389.5	806	60.9	0	0.0	6,818	450.4
Total Other Compatible	489	1,279.1	91	103.6	0	0.0	580	1,382.7
<u>Total Compatible</u>	6,501	1,668.6	897	164.5	0	0.0	7,398	1,833.1
Grand Total:	9,692	1,894.5	1,388	195.3	0	0.0	11,080	2,089.8

*Considered separately from Multi-Family for purposes of cost estimation.

**Easement not obtained.

***May or may not be sound insulated.