Appendix
LAX Master Plan EIS/EIR

D. Aircraft Noise Technical Report

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Prepared for:

Los Angeles World Airports

Federal Aviation Administration
U.S. Department of Transportation

Prepared by:

Landrum & Brown

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1. INTRODUCTION

Detailed statistical data related to aircraft noise exposure patterns and impact evaluations presented in Section 4.1 of the Environmental Impact Statement/Report are presented in this Appendix. The Appendix includes that information necessary to compute the noise exposure patterns present around the Airport in 1996, as well as those forecast for the years 2005 and 2015 under each of four alternative scenarios. The patterns of aircraft-related noise are defined through use of noise contours and single-site data prepared with the Federal Aviation Administration's Integrated Noise Model (INM), Version 6.0. This is the most current version of the INM at the beginning of the year when noise evaluations were completed for this evaluation. Noise contours are presented using the Community Noise Equivalent Level (CNEL) metric, while single-site noise is described through use of CNEL and three supplemental noise level descriptors, including the Day-Night Average Sound Level (DNL), the Maximum Noise Level (Lmax), and the amount of time above preset decibel thresholds (TA).

Chapter 4, Section 4.1 *Noise,* presents the aircraft noise exposure patterns for the current, No Action Alternative, and "Build" (Build) alternatives as defined in Chapter 2, *Purpose and Need for the Proposed Action,* of this document.

1.1 The Physics and Measurement of Noise

Noise is simply defined as unwanted sound. Noise and sound are thus physically the same, the difference being in the subjective opinion of the receiver. A sound is produced by a source, which induces vibrations in the air. The vibration produces alternating bands of relatively dense and sparse particles of air, spreading outward from the source, much like ripples do on water after a stone is dropped into it. The result of the air movement is sound waves, which radiate in all directions and may be reflected or scattered.

Sound is measured by its pressure or energy in terms of decibels (dB). Decibels are expressed on a logarithmic scale due to the range of sound intensities being so great that it is inconvenient to compress linearly the scale to include all the sounds that need to be measured. The decibel scale from zero to 120 covers most of the range of everyday sounds, as shown in **Figure 1**. When the decibel counts go up by ten, the total sound energy increases tenfold and the perceived sound is doubled. Sound pressure levels of two separate sources are not directly additive. For example, if a sound of 60 dB is added to another sound of 60 dB, the total is a three-decibel increase to 63 dB for the combined events, not a doubling to 120 dB. The human ear has a wide range of perception; at the low end of the decibel scale, very faint sounds of less than 10 decibels can be heard, yet extremely loud sounds of more than 100 dB can also be heard.

1.2 Standard Aircraft Noise Descriptors

Under the guidance provided by FAA Order 5050.4A and Federal Aviation Regulation Part 150, noise exposure levels associated with aircraft activity are prepared to indicate cumulative noise exposure levels, averaged to represent single second expressions of the acoustic energy totals present on an average annual day of operation. Though a particular sound may be measured in decibels, the noise emanating from an airport rises, falls, and even ceases in many areas during the course of a 24-hour day. Therefore, various noise descriptors or measurements referred to as "metrics", have been developed to summarize how people interpret sound and to describe average noise exposure levels resulting from aircraft operations. The Community Noise Equivalent Level (CNEL) is the standard noise metric used in California for environmental evaluations and periodic reporting to Caltrans of noise levels in the vicinity of airports. It has been accepted for use in federally sponsored environmental evaluations in California.[1]

The CNEL metric employs the Hourly Noise Level (HNL), distributed over time, to result in a single numerical noise rating which for any given number of whole days, would contain the same sound energy as the time-varying sound level. It was developed to reflect the greater annoyance caused by a sound intrusion during evening or night hours. The CNEL metric assumes that the equivalent sound level occurring between 7:00 p.m. and 9:59:59 p.m. would be augmented by 4.77 dB, and that sound occurring between 10:00 p.m. and 6:59:59 a.m. would be augmented by 10 dB before being combined with the equivalent sound level for the daytime period (7:00 a.m. to 6:59:59 p.m.). The effect of these adjustments reflects the assumption that one evening event has the equivalent impact of three daytime events of the same type, and one night event has the equivalent impact of ten daytime events of the same type. The CNEL metric provides for a numeric description of the weighted 24-hour cumulative noise energy level using the A-weighted decibel (dBA) scale over a period of a year. The method of weighting the frequency spectrum (the A-weighted scale) was accepted by the Federal

[1] Paragraph 47(e)(1) of FAA Advisory Circular 5050.4A, Airport Environmental Handbook, allows the use of the CNEL metric as an acceptable exception to the Day-Night Average Sound Level (DNL), which is normally used in FAA EIS documents for airport noise impact analysis.

Interagency Committee On Noise as a standard of environmental analysis to describe noise because it most closely mimics the way people hear noise events.

In addition to the CNEL, which will be used for the general assessment of noise impact, information is presented in this appendix which details other metrics for numerous locations within the Airport environs. These other metrics are:

- Day Night Average Sound Level (DNL) – the 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between midnight and 7 a.m. and between 10 p.m. and midnight local time.
- Maximum Noise Level (Lmax) – indicates the highest decibel level of noise each location would typically experience on an average day of operation. The levels may occasionally be exceeded by some abnormal event. Of the metrics which can be computed by the INM, Airport neighbors often relate the Lmax as being the nearest metric to the noise they actually hear at their homes.
- Time Above (TA) — the amount of time a site is exposed to noise in excess of selected decibel threshold levels. Conventional aircraft noise analysis evaluates the amount of time sites are exposed to noise in excess of 65, 75, 85,and 95 dBA. The measure is helpful in determining the exposure of certain noise-sensitive uses (schools, sleeping quarters, religious facilities, etc.) to extended periods of noise at various levels that may be disruptive to the activity occurring there.

1.3 Noise Contours

Contours of equal levels of CNEL are the principal technique used in this evaluation to disclose noise exposure patterns and noise impacts. Noise contours connect points of equal noise levels (at 60, 65, 70, and 75 decibels of CNEL) to form patterns displaying the density of noise exposure. The size and shape of the contour pattern are functions of several different components of the aircraft fleet serving the Airport. The principal factors controlling the contour pattern include the number of operations, the loudness of the fleet as a whole (as determined by fleet mix), the location of flight patterns, the time of day of operations, and the type of operation (arrival, departure or run-up). Each of these elements must be forecast and documented before operating information can be processed for noise contour computation.

Aircraft noise contours presented in this appendix were generated using the Integrated Noise Model (INM), Version 6.0. The INM is the Federal Aviation Administration's (FAA) state-of-the-art approved computer model which is used to predict the noise impacts from aircraft operations. INM Version 6.0 is the most recent version of the aircraft noise calculation model originally released in the late 1970's. This version was released in late 1999 and includes all enhancements to previous versions to allow consideration of many local conditions that may have an effect on the location of the noise contours, including both flight and ground run-up activities.

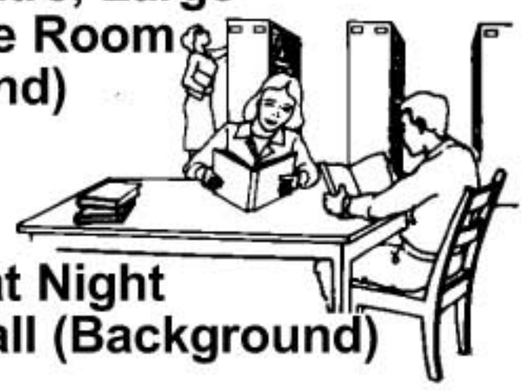
The INM computer program will predict the pattern of noise dispersion over the Airport environs, based on the operating characteristics and noise levels of the aircraft using or projected to use the Airport. It interpolates noise exposure contours from the noise dispersion data, or provides detailed noise level information for selected locations in the environs. The data requirements necessary to develop the CNEL noise contours presented in Section 4.1, *Noise*, of the EIS/EIR, as well as the detailed single point output data, are discussed in the sections that follow.

2. ENVIRONMENTAL BASELINE (1996)

Noise patterns were developed and impacts determined for the 1996 configuration at Los Angeles International Airport. Unlike previous noise modeling efforts that have been conducted for the Airport, this evaluation will include ground run-up noise exposure patterns, as well as the more traditional assessment of noise associated with aircraft in flight. The current noise conditions represent the average annual operating condition for the calendar year 1996.

In developing noise contours, extensive data are necessary to describe the operating conditions at the Airport. The following sections provide a description of the data and assumptions used to develop the noise contours. The input parameters include the average daily number of aircraft operations, the aircraft fleet mix and its distribution throughout the day, the current utilization of the runways, the location of the flight paths leading to and from the runways, and the distribution of flight operations on those flight paths.

The environmental baseline condition considers not only the noise produced by aircraft in flight, but also that produced by aircraft that conduct engine maintenance run-ups on the ground. Typically, flight noise affects a broader area along the paths of flight, while run-up noise of similar levels is limited to areas on or near the airport. Both types of noise exposure patterns are dependent on the level, timing and location of aircraft activity.

COMMON OUTDOOR SOUND LEVELS	NOISE LEVEL dB (A)	COMMON INDOOR SOUND LEVELS
 B-747-200 Takeoff at 2 mi.	110	Rock Band 
Gas Lawn Mower at 3 ft.		
Diesel Truck at 150 ft.		
DC-9-30 Takeoff at 2 mi.	100	Inside Subway Train (New York)
Noisy Urban Daytime		
B-757 Takeoff at 2 mi.	90	Food Blender at 3 ft.
 Commercial Area	80	Garbage Disposal at 3 ft. Shouting at 3 ft. 
	70	Vacuum Cleaner at 10 ft.
	60	Normal Speech at 3 ft.
Quiet Urban Daytime	50	Large Business Office Dishwasher Next Room
Quiet Urban Nighttime		
Quiet Suburban Nighttime	40	Small Theatre, Large Conference Room (Background) 
Quiet Rural Nighttime	30	Library Bedroom at Night
	20	Concert Hall (Background)
	10	Broadcast & Recording Studio
	0	Threshold of Hearing

February 17, 1998

LAX Master Plan EIS/EIR	Comparative Noise Levels	FIGURE 1

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The environmental baseline patterns of flight noise are presented first, followed by the pattern of ground run-up noise. These are combined to indicate the overall pattern of aircraft noise exposure for the current condition.

2.1 Data Sources and Assumptions

A variety of data from a number of sources are required in order to use the INM in the analysis of aircraft noise. This section presents the data employed in assessing the environmental baseline impact.

At LAX an automated noise and operations monitoring system is in use that provides daily records of flight operations by virtually all aircraft using the facility. The FAA's Automated Radar Terminal System (ARTS) records are accessed by software owned and operated by the Department of Airports' Noise Management Bureau to obtain location and other descriptive information related to each arrival and departure. This information is processed to assign each aircraft to one of several predefined flight track corridors and the resultant information is loaded into a relational database. The database includes aircraft type as designated by radar, runway and flight track assignments, user identification and flight number, type of operation (approach or take off), and its time of occurrence.

Records of flights are extracted from this database with proprietary software developed for and owned by the Noise Management Bureau to produce a compiled report of operations for any period desired. This processing automatically assigns an INM aircraft type (based on the aircraft fleet records of each carrier) to each operation and summarizes the number of arrivals and departure by each type during day, evening and night hours. Subsequent processing provides take off trip distance assignments based on the scheduled destinations served by each aircraft type/carrier combination, as extracted from the Official Airline Guide for the period under consideration. The data are then compiled into a format which may be processed by the INM to produce patterns of noise exposure. The Noise Management Bureau will continue to use this system in meeting its responsibility to regularly monitor and report on noise conditions in the airport environs. This EIS/EIR will rely on the results of the Noise Management Bureau's system in the definition of environmental baseline noise levels (per the 4th Quarter 1996 Noise Report). Future noise patterns will be defined using projected conditions for the annual average day condition to provide a projection of future conditions. The following paragraphs describe the important characteristics of the environmental baseline operation that are essential to the location and extent of the noise exposure pattern around the Airport.

2.1.1 Runway Definition

The environmental baseline airfield at Los Angeles International Airport consists of two complexes of two parallel runways. These runways are configured in the east to west (06/24 and 07/25) direction. The 06/24 runway complex is north of the core terminal area, while the 07/25 complex lies south of the terminal core. The north runways are laterally separated by 700 feet and the south runways are separated by 745 feet. The two interior runways (06R/24L and 07L/25R) are separated by 4,600 feet. The environmental baseline runways and their lengths are shown in **Table 1**, Environmental Baseline Runways/Lengths.

Runway 07R/25L is 200 feet wide and all other runways are 150 feet wide. Each is capable of accommodating aircraft weighing up to 900,000 pounds - virtually every aircraft in operation today. The landing threshold of Runway 06R is displaced 301 feet.

Table 1

Environmental Baseline Runways/Lengths

Runway	Total Length
06R/24L	10,285'
06L/24R	8,925'
07R/25L	11,095'
07L/25R	12,090'

Source Los Angeles Department of Airports

2.1.2 Environmental Baseline Runway Utilization

Runway end utilization refers to the percent of time that a particular runway end is used for aircraft departures or aircraft arrivals. The percentage usage of the existing runways during the 1996 calendar year was based on information provided by the Department of Airport's Noise Management Bureau through analysis of records of flight operations appearing on radar managed by the FAA Air Traffic Control Tower staff at Los Angeles International Airport. Each arrival and departure operation during the day (7:00 a.m. – 6:59 p.m.), evening

(7:00 p.m. – 9:59 p.m.) and night (10:00 p.m. – 6:59 a.m.), by each INM type of aircraft was determined by the processing software and allocated to the appropriate runway end. The overall runway end utilization percentages recorded for the environmental baseline condition are provided in **Table 2**, 2005 Runway Utilization Percentages No Action/No Project Alternative. The tale demonstrates that more than 99 percent of all departures during 1996 were made to the west, while over 93 percent of all arrivals were made from the east. The data further indicates that during the hours between 10 p.m. and 7 a.m., more than 27 percent of all arrivals were made to the east from over the ocean. Between midnight and 6:30 a.m., over ocean procedures are in effect that result in most arrivals during those hours being made from the west while departures are made to the west. During 1996, the annual proportions were approximately 99 percent west flow and 1 percent east flow between 6:30 a.m. and midnight. It should be noted that a large number of arrivals occur between 10 p.m. and midnight, before over-ocean approach procedures come into effect. These data are comparable to those proportions used in the Bureau's quarterly mapping of noise exposure patterns for several years.

Table 2

2005 Runway Utilization Percentages No Action/No Project Alternative

	Landings				Takeoffs			
Runway	**Day**	**Eve**	**Night**	**Total**	**Day**	**Eve**	**Night**	**Total**
06L	0.6%	0.4%	2.9%	0.9%	0.2%	0.1%	0.1%	0.1%
06R	0.2%	>0.1%	11.7%	2.4%	0.3%	0.1%	0.3%	0.2%
07L	>0.1%	0.1%	8.8%	1.8%	0.7%	0.2%	0.7%	0.5%
07R	0.7%	0.3%	3.9%	1.2%	0.1%	>0.1%	0.1%	0.1%
24L	6.5%	7.7%	6.7%	7.0%	44.0%	44.4%	32.4%	41.8%
24R	39.0%	37.9%	25.1%	35.8%	7.5%	5.8%	4.7%	6.3%
25L	47.8%	45.1%	35.6%	44.3%	6.5%	10.5%	8.3%	8.4%
25R	5.1%	8.5%	5.4%	6.6%	40.8%	38.9%	53.5%	42.6%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

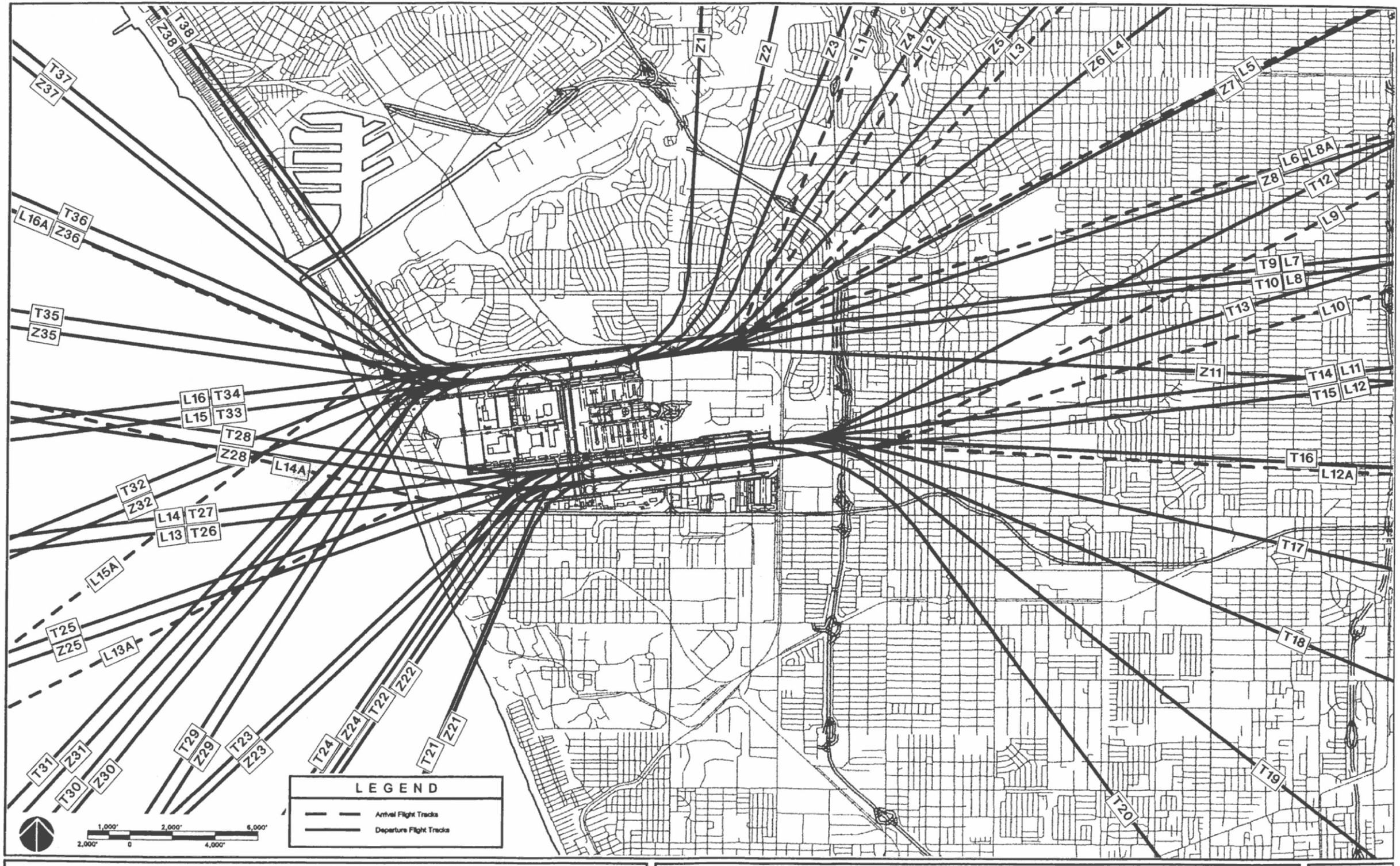
2.1.3 Flight Tracks

Flight tracks are the paths aircraft follow over the ground on approach to and departure from an airport. The existing noise management system has set a series of nominal representative flight corridors among which are distributed all operations recorded from ARTS data. Each flight track recorded on radar passes through a series of "gates" in space as it approaches or departs the Airport. Each gate is assigned one or more nominal flight tracks associated with a runway end and operation type. Nominal tracks are meant to represent a number of similar flight paths or a "flight corridor".[2] The assigned flight corridor is then stored with the record of each operation.

A total of 52 departure and 22 approach corridors were automatically assigned operations during the average day of the assessment period. The assignment of operations to actual flight corridors will automatically result in the dispersion of flights as they leave or approach the Airport. The flight tracks used in modeling noise exposure patterns for the current conditions are presented in **Figure 2**.

The Noise Management Bureau's computer program was used to automatically assign traffic to all consolidated flight tracks for all INM aircraft types. **Table 3**, Flight Track Utilization Percentages – Environmental Baseline, provides the percentage of total landing or departure utilization of each flight track for the baseline condition. These allocated operations were then coupled with digital information describing runway end point coordinates and the noise exposure pattern was computed. Using the NMB assignments, It was found that during west traffic flows, 96 percent of all arrivals, and 93 percent of all departures are conducted on straight-in or straight-

[2] The INM, Version 5.1a, allows for an unlimited number of flight tracks. However, the run time of the model is closely related to the number of flight tracks incorporated. Furthermore, the model becomes less accurate as the number of operations on each track becomes smaller through a profusion of discrete flight tracks. The 74 tracks used to describe existing conditions is adequate to define existing conditions, while providing sufficient diversion to represent the array of flights experienced during a year to and from the Airport.



LAX Master Plan EIS/EIR

Current Standard Flight Tracks

Exhibit 2

out alignments. An evaluation of the INM input files indicated that virtually all operations along other paths were conducted by small propeller aircraft.

Table 3

Flight Track Utilization Percentages – Environmental Baseline

Arrivals (East and West Flow)						Departures (East Flow)						Departures (West Flow)					
Rwy.	Track	Day	Eve	Night	Total	Rwy.	Track	Day	Eve	Night	Total	Rwy.	Track	Day	Eve	Night	Total
06L	L15	0.1%	-*-	2.2%	0.5%	06L	T1	-*-	-*-	-*-	-*-	24L	T29	0.2%	0.4%	0.3%	0.3%
06L	L16	0.4%	0.3%	0.7%	0.4%	06L	T10	-*-	-*-	-*-	-*-	24L	T30	0.3%	0.7%	0.6%	0.5%
06R	L15	0.1%	-*-	9.5%	1.9%	06L	T2	-*-	-*-	-*-	-*-	24L	T31	0.6%	1.0%	1.2%	0.9%
06R	L16	0.1%	-*-	2.2%	0.5%	06L	T3	-*-	-*-	-*-	-*-	24L	T32	1.6%	3.1%	5.0%	2.9%
07L	L13	-*-	0.1%	2.3%	0.5%	06L	T4	-*-	-*-	-*-	-*-	24L	T33	27.6%	26.9%	16.2%	25.1%
07L	L14	-*-	-*-	6.6%	1.3%	06L	T5	-*-	-*-	-*-	-*-	24L	T34	10.3%	9.2%	6.7%	9.2%
07R	L13	0.6%	0.3%	1.5%	0.7%	06L	T6	-*-	-*-	-*-	-*-	24L	T35	3.2%	3.0%	2.3%	2.9%
07R	L14	-*-	0.1%	2.4%	0.5%	06L	T7	-*-	-*-	-*-	-*-	24L	T36	0.1%	0.1%	0.1%	0.1%
24L	L2	-*-	-*-	-*-	-*-	06L	T8	0.1%	-*-	-*-	-*-	24L	T37	-*-	-*-	-*-	-*-
24L	L3	-*-	-*-	-*-	-*-	06L	T9	-*-	-*-	-*-	-*-	24R	T29	0.1%	0.1%	0.1%	0.1%
24L	L4	-*-	-*-	-*-	-*-	06R	T1	-*-	-*-	-*-	-*-	24R	T30	0.1%	0.2%	0.2%	0.2%
24L	L5	-*-	-*-	-*-	-*-	06R	T10	-*-	-*-	-*-	-*-	24R	T31	0.1%	0.1%	0.1%	0.1%
24L	L6	0.1%	0.1%	0.1%	0.1%	06R	T11	-*-	-*-	-*-	-*-	24R	T32	0.2%	0.3%	0.4%	0.3%
24L	L7	5.5%	6.4%	5.3%	5.8%	06R	T2	-*-	-*-	-*-	-*-	24R	T33	3.2%	2.5%	1.7%	2.6%
24L	L8	0.9%	1.1%	1.3%	1.1%	06R	T3	-*-	-*-	-*-	-*-	24R	T34	2.5%	1.8%	1.5%	2.0%
24L	L8A	-*-	-*-	-*-	-*-	06R	T4	-*-	-*-	-*-	-*-	24R	T35	1.1%	0.8%	0.7%	0.9%
24R	L1	-*-	-*-	-*-	-*-	06R	T5	-*-	-*-	-*-	-*-	24R	T36	-*-	-*-	-*-	-*-
24R	L2	-*-	-*-	-*-	-*-	06R	T6	-*-	-*-	-*-	-*-	25L	T21	-*-	-*-	-*-	-*-
24R	L3	-*-	-*-	-*-	-*-	06R	T7	0.1%	-*-	-*-	0.1%	25L	T22	-*-	-*-	-*-	-*-
24R	L4	-*-	-*-	-*-	-*-	06R	T8	0.1%	-*-	0.1%	0.1%	25L	T23	-*-	-*-	-*-	-*-
24R	L5	0.1%	0.1%	0.1%	0.1%	06R	T9	-*-	-*-	0.1%	-*-	25L	T24	0.1%	0.1%	0.1%	0.1%
24R	L6	0.7%	0.4%	0.3%	0.5%	07L	T12	-*-	-*-	-*-	-*-	25L	T25	1.0%	1.6%	0.9%	1.2%
24R	L7	33.9%	32.4%	20.6%	30.7%	07L	T13	0.1%	-*-	0.1%	0.1%	25L	T26	2.4%	4.7%	2.8%	3.4%
24R	L8	4.2%	5.0%	4.0%	4.5%	07L	T14	0.3%	0.1%	0.3%	0.2%	25L	T27	2.9%	3.8%	4.4%	3.6%
24R	L8A	-*-	-*-	-*-	-*-	07L	T15	0.2%	-*-	0.2%	0.1%	25L	T28	0.1%	0.2%	0.1%	0.2%
25L	L10	-*-	-*-	0.1%	-*-	07L	T16	0.1%	0.1%	0.1%	0.1%	25R	T21	-*-	-*-	-*-	-*-
25L	L11	4.0%	6.2%	3.9%	4.9%	07L	T17	-*-	-*-	-*-	-*-	25R	T22	-*-	-*-	-*-	-*-
25L	L12	43.8%	38.8%	31.6%	39.4%	07L	T18	-*-	-*-	-*-	-*-	25R	T23	-*-	-*-	-*-	-*-
25L	L9	-*-	-*-	-*-	-*-	07L	T19	-*-	-*-	-*-	-*-	25R	T24	0.2%	0.3%	0.2%	0.2%
25R	L10	-*-	-*-	-*-	-*-	07L	T20	-*-	-*-	-*-	-*-	25R	T25	2.3%	3.4%	2.5%	2.8%
25R	L11	0.5%	1.3%	0.7%	0.9%	07R	T13	-*-	-*-	-*-	-*-	25R	T26	9.2%	11.4%	13.5%	10.9%
25R	L12	4.7%	7.2%	4.7%	5.7%	07R	T14	-*-	-*-	-*-	-*-	25R	T27	28.2%	23.1%	36.6%	27.8%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**	07R	T15	-*-	-*-	-*-	-*-	25R	T28	0.9%	0.7%	0.8%	0.8%
						07R	T16	-*-	-*-	-*-	-*-	**Total**		**100.0%**	**100.0%**	**100.0%**	**100.0%**
						07R	T17	-*-	-*-	-*-	-*-						
						07R	T18	-*-	-*-	-*-	-*-						
						07R	T19	-*-	-*-	-*-	-*-						

Day: 7:00 a.m. to 6:59 p.m., Evening: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.

-*- = less than 0.05%

** Totals may not add to 100% due to rounding

Source: Landrum & Brown from INM output reports. Runway assignments based on output from DOA aircraft monitoring system.

2.1.4 Aircraft Performance Characteristics

The Integrated Noise Model provides a database of aircraft landing and takeoff performance characteristics for each aircraft type. These are based on standard conditions (sea level and 59 degrees Fahrenheit). For departing aircraft, the takeoff roll requirements and rate of climb are determined by aircraft weight, elevation and temperature. The INM uses the distance an aircraft flies to its initial destination as a surrogate for the weight of the aircraft. The model adjusts the takeoff database information to reflect average airport temperature and airport elevation conditions. For these evaluations, the elevation (126 feet above sea level) and the average annual temperature applicable at LAX (63 degrees Fahrenheit) are used. The model's default relative humidity function was used.

A common three-degree approach procedure is provided within the database of the model that may be assigned to all aircraft. Where the final instrument approach slope is three degrees, this standard is used. Where the approach slope varies from three degrees, approach procedures are defined to reflect local

conditions. Three-degree descent profiles provided by the model were used for all runways, as verified by examination of the published instrument landing procedures presented in the Jeppesen Manuals.

2.1.5 Environmental Baseline Fleet and Aircraft Operations

The ARTS records serve as the basis from which a table of average day operations for each INM aircraft type for the base period is prepared. A comparison of the historic ARTS data with the Air Traffic Control Tower's daily activity reports indicated that the radar system captured nearly 85 percent of all operations reported. Average day numbers of operations by each aircraft type are proportionately increased to assure that the noise exposure evaluations represented the actual number of operations recorded by the Tower[3]. The underlying assumptions used in modifying the fleet mix and operations data are:

- The number of landings and departures by individual aircraft types were approximately equal on the average annual day. Where radar data indicate an unequal distribution of arrivals and departures, the lower number was increased to approximate the higher number. This presumed that average day flight cycles could be no less than the higher of the two numbers.
- The total distribution of commercial aircraft types were in accordance with the number of arrivals by each type reported by each commercial carrier on monthly landing reports to the Department of Airports. Turbojet aircraft appeared to be accurately reported, but commuter turboprop and piston aircraft were under reported relative to tower reports. Therefore, commuter operations were proportionately adjusted to reflect the number of air taxi operations reported by the tower, less turbojet operations by air taxi operators.
- General aviation operations were reconciled by increasing the number of operations of general aviation aircraft types to assure first, that arrivals and departures of each type were equal; and second, that the total number of general aviation operations considered in the noise evaluations was equivalent to the total number reported by FAA Air Traffic Control Tower.
- Military operations were performed principally by helicopters operated by the Coast Guard located on the Airport. While the FAA reports approximately 2,200 annual military operations, no detailed records of military operations are maintained by the Airport. Noise Management Bureau officials report that helicopters, which operate almost exclusively over the Airport or over the ocean, account for approximately 90 percent of the military activity, while the remaining operations are distributed among a wide variety of aircraft types.[4] The noise energy contributed by each military aircraft type to the CNEL contours is masked by civilian operations.

The application of these assumptions for 1996 results in the distribution of operations among separate INM aircraft types as indicated on **Table 4**, Average Annual Day Operations and Fleet Mix – Environmental Baseline. The time of day at which operations occur is important as input to the INM determination of CNEL due to the penalty assessed against evening (7:00 p.m. to 9:59 p.m.) and nighttime (10:00 p.m. to 6:59 a.m.) flights. An assessment of the operational records indicates that approximately 27.7 percent of all departures occur during the evening and nighttime hours; approximately 31.3 percent of arrivals occur during those hours.

[3] The average day data is defined as the total data for all available days divided by the number of days available. This process eliminates the extremes of operation which occur infrequently.

[4] Discussion with Mark Adams, Noise Management Bureau, May 26, 1995 at Noise Management Bureau offices.

Table 4

Average Annual Day Operations and Fleet Mix – Environmental Baseline

INM Aircraft Type	Category	Part 36 Stage	Arrivals				Takeoffs				All Operations			
			Day	Eve	Night	Total	Day	Eve	Night	Total	Day	Eve	Night	Total
727D17	Jet	2	3	3	1	7	4	1	3	7	7	3	4	14
727EM1	Jet	3	0	0	5	5	0	5	0	5	0	5	5	10
727Q15	Jet	2	24	5	2	30	21	7	2	30	45	11	4	61
727Q7	Jet	2	0	0	0	0	0	0	0	0	1	0	0	1
727Q9	Jet	2	0	0	0	0	0	0	0	0	0	0	0	0
737300	Jet	3	120	27	18	165	121	26	19	165	240	53	36	329
737400	Jet	3	5	2	2	9	7	1	1	9	12	4	3	19
737500	Jet	3	47	13	5	64	48	11	5	64	95	23	10	128
737D17	Jet	2	5	1	0	6	4	1	0	6	9	2	0	11
737QN	Jet	2	7	3	1	11	6	3	2	11	13	6	3	21
747100	Heavy	2	1	0	1	2	1	0	1	2	2	0	2	4
74710Q	Heavy	3	1	0	0	2	2	0	0	2	3	0	0	3
747200	Heavy	3	1	1	0	2	1	0	1	2	2	1	1	3
74720A	Heavy	3	0	1	0	1	1	0	0	1	2	1	0	3
74720B	Heavy	3	9	1	2	11	6	1	4	11	15	2	6	23
747400	Heavy	3	28	3	2	33	21	3	9	33	49	6	11	67
747SP	Heavy	3	0	0	0	0	0	0	0	0	0	0	0	1
757PW	Jet	3	33	13	9	54	38	5	12	54	70	18	20	109
757RR	Jet	3	19	7	3	28	20	1	7	28	39	8	9	56
767300	Heavy	3	0	0	0	0	0	0	0	0	1	0	0	1
767CF6	Heavy	3	17	8	4	29	23	1	5	28	40	9	9	57
767JT9	Heavy	3	10	5	2	17	13	1	3	17	23	5	5	34
A300	Heavy	3	1	1	1	3	2	0	1	3	4	2	1	6
A310	Heavy	3	1	1	1	3	0	1	2	3	1	3	3	6
A320	Jet	3	25	10	4	39	27	5	7	39	52	16	11	78
BAE146	Jet	3	4	1	0	5	4	0	0	4	8	1	1	9
BEC58P	Prop	N/A	0	0	0	0	0	0	0	0	0	0	0	0
CL600	Jet	3	0	0	0	0	0	0	0	0	0	0	0	0
CNA441	Prop	N/A	98	21	14	133	98	22	13	133	196	43	26	265
CNA500	Jet	3	0	0	0	0	0	0	0	0	0	0	0	0
DC1010	Heavy	3	13	6	5	24	19	0	5	24	32	6	9	47
DC1030	Heavy	3	2	2	2	6	2	1	3	6	5	3	5	12
DC1040	Heavy	3	4	0	2	5	5	0	0	5	8	0	2	11
DC870	Heavy	3	1	0	1	1	0	1	0	1	1	1	1	2
DC8QN	Heavy	2	2	0	3	5	2	3	1	5	4	3	4	10
DC9Q7	Jet	2	3	2	0	6	6	0	0	6	9	2	0	12
DC9Q9	Jet	2	1	0	2	3	1	0	1	3	2	0	3	5
DHC6	Prop	N/A	99	24	14	137	101	21	16	137	199	45	31	275
DHC8	Prop	N/A	0	0	0	0	0	0	0	0	0	0	0	0
F10062	Jet	3	0	0	0	0	0	0	0	0	0	0	0	0
FAL20	Jet	3	0	0	0	0	0	0	0	0	0	0	0	0
GASEPF	Prop	N/A	24	5	4	32	25	5	1	31	49	10	5	63
GASEPV	Prop	N/A	1	1	0	2	1	1	0	2	2	1	1	4
GIIB	Jet	2	0	0	0	0	0	0	0	0	0	0	0	0
GIV	Jet	3	0	0	0	0	0	0	0	0	0	0	0	0
L1011	Heavy	3	10	4	6	20	15	2	3	20	25	6	8	39
LEAR25	Jet	2	0	0	0	0	0	0	0	0	0	0	0	0
LEAR35	Jet	3	0	0	0	0	0	0	0	0	0	0	0	0
MD11GE	Heavy	3	2	1	1	4	2	1	1	4	4	2	2	8
MD11PW	Heavy	3	6	0	1	7	5	1	1	7	11	2	2	14
MD81	Jet	3	0	0	0	0	0	0	0	0	0	0	0	0
MD82	Jet	3	43	13	6	62	50	5	8	62	93	18	14	125
MD83	Jet	3	12	3	1	16	12	2	1	16	25	5	2	32
SABR80	Jet	3	0	0	0	0	0	0	0	0	0	0	0	0
SF340	Prop	N/A	35	9	6	50	36	8	5	50	71	17	11	99
Total			**714**	**196**	**130**	**1039**	**749**	**147**	**140**	**1036**	**1462**	**343**	**270**	**2075**

Totals may not add due to rounding.

Source: LAWA Noise Management Bureau data, modified by Landrum & Brown, 1997.

2.1.6 Aircraft Ground Activity

Aircraft ground activity includes ground run-up activity, the testing of aircraft engines during or after maintenance. In June of 1994, the Department of Airports published a document reviewing its policies and the presence of ground noise at the airport. That document detailed information relative to ground noise levels on and around the airport. That document presents survey information of airlines that perform maintenance ground run-ups. That information was supplemented by a 1997 survey conducted for this EIS/EIR to confirm previous information or account for changes in the air carriers' patterns of run-up operations.

There are six primary sites on the airfield where aircraft run-up activity occurs. Four of the sites are located west of the International Terminal, between the runway complexes, while two are east of the terminal core. These locations are reflected by the run-up noise exposure map indicated on **Figure 3**. The number of aircraft run-ups on an average day was determined through interviews with the operators of each run-up location. According to an analysis of the results of these surveys, it is estimated that the average run-up lasts 432 seconds or 7.2 minutes. These run-ups are distributed among a variety of aircraft types and locations and vary in the amount of time and the amount of thrust used for each. The data is summarized in **Table 5**, Run-Up Operations Summary – Environmental Baseline.

Ground run-up activity at the Airport has changed since last evaluated in 1994. By 1997, run-up activity had been reduced by 36 percent. Furthermore, the general character of run-ups occurring at the Airport had changed from full power run-ups to less intrusive idle power run-ups. An analysis of the 1994 data estimated that 35 minutes of full power run-ups were conducted on an average day. In 1997, that number had been reduced to just under 4 minutes of full-power run-ups on an average day. Partial power (80 percent thrust) run-ups have been reduced by 40 percent between 1994 and 1997 and idle power run-ups had reduced by 25 percent.

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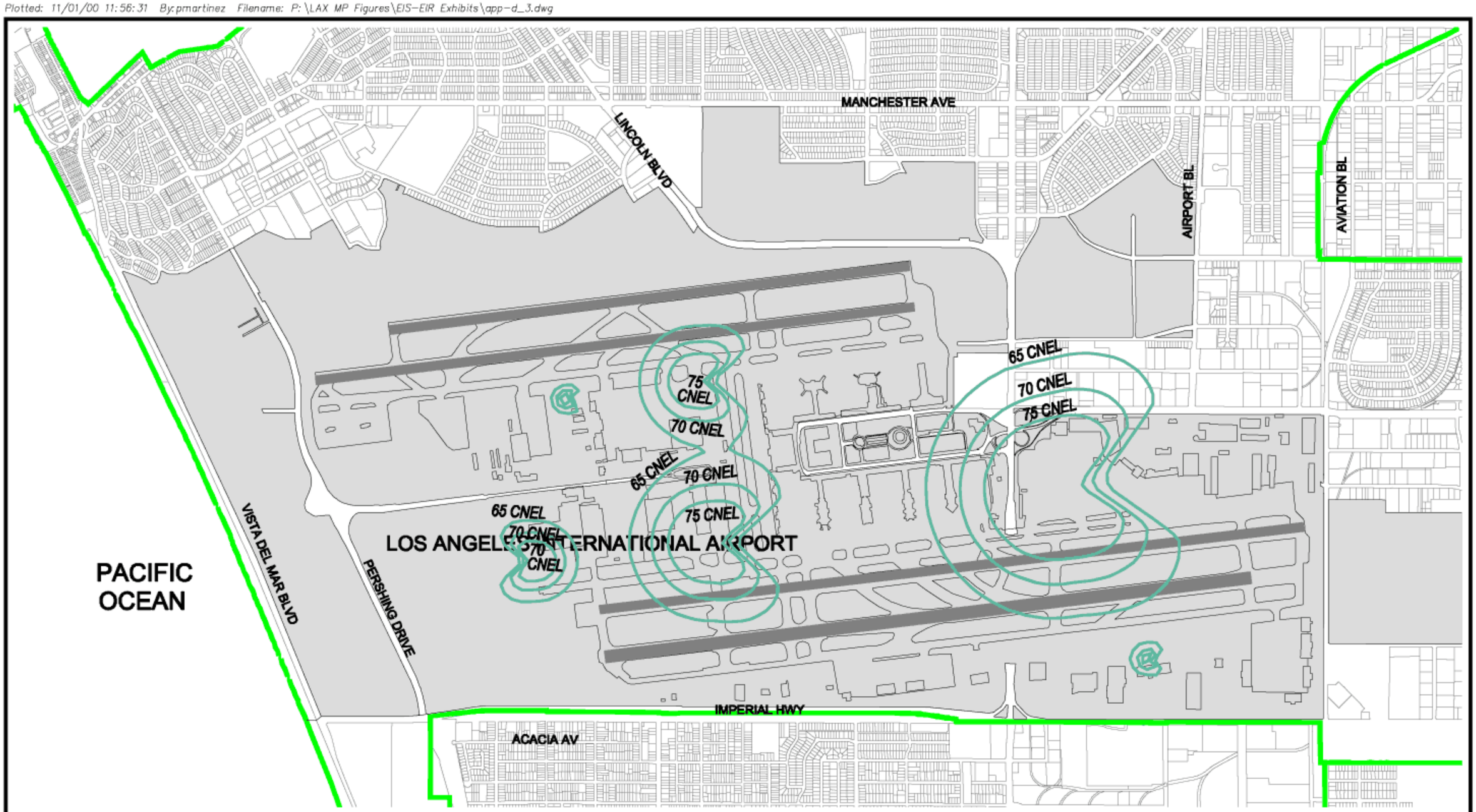

Prepared by: Landrum & Brown
Draft, Date: October, 2000
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LAX Master Plan EIS/EIR	Current Ground Noise Pattern	Figure 3

Table 5

Run-up Operations Summary - Environmental Baseline

Airline	Run-up Location	INM Aircraft Type	Engines On Aircraft	Engines Used in Run-up	Seconds Per Day at Power Settings								
					Idle			80 Percent			Full Power		
					Day	Eve.	Night	Day	Eve.	Night	Day	Eve.	Night
AA	3	767CF6	2	2	428		150						113
AA	3	DC1010	3	3	857		150						113
DL	6	L1011	3	3	3000			3000					
DL	6	767300	2	2				600					
DL	6	727D17	3	3				1800					
DL	6	MD11PW	3	3	1200								
CO	5	757PW	2	2	525		315						
CO	5	737300	2	2	131		79						
CO	5	MD82	2	2	394		236						
CO	5	DC1010	3	3	131		79						
FM	1	DC1010	3	3	59								
FM	1	DC1010	3	1	5			5					
FM	1	MD11GE	3	3	20								
FM	2	DC1010	3	3	75								
FM	2	MD11GE	3	3	75								
TW	4	MD82	2	1	462								
TW	4	MD82	2	2			47			47			
TW	4	767CF6	2	2			250			250			
TW	4	757PW	2	2			16			16			
UA	6	747400	4	2	75								
UA	5	747400	4	2	38								
UA	4	747400	4	2	38								
UA	6	737300	2	1		394			>1	3			
UA	5	737300	2	1		197			>1	1			
UA	4	737300	2	1		197			>1	1			
UA	6	737300	2	2		2	22						
UA	5	737300	2	2		1	11						
UA	4	737300	2	2		1	11						
UA	6	A320	2	1		394			>1	3			
UA	5	A320	2	1		197			>1	1			
UA	4	A320	2	1		197			>1	1			
UA	6	A320	2	2		2	22						
UA	5	A320	2	2		1	11						
UA	4	A320	2	2		1	11						
Total Seconds					**7,513**	**1,584**	**1,410**	**5,405**	**1**	**323**	**0**	**0**	**226**

Airline Code	Airline Name
AA	American Airlines
DL	Delta Airlines
CO	Continental Airlines
FM	Federal Express
TW	Trans World Airlines
UA	United Airlines

Location	Description
1	Federal Express hangar
2	Federal Express freight terminal
3	American Airlines hangar
4	TWA hangar
5	Continental hangar
6	Delta hangar

Source: Landrum & Brown interviews with airlines conducting maintenance operations, 1997

2.2 Comparison of Environmental Baseline Noise To Quarterly Noise Report

The Noise Management Bureau is responsible for the quarterly reporting of noise levels in the vicinity of the Airport. The INM noise contours produced by the Bureau do not include aircraft ground noise or noise generated by military aircraft. Otherwise, the noise contours prepared by the Bureau are initially prepared using a methodology virtually identical to that used to prepare the contours presented in this document. However, after computation, in accordance with state law, the Bureau adjusts the contours to reflect noise levels measured at twenty-six separate sites in the Airport environs. The raw measured noise includes noise from ground movements, but the adjustment process removes this from consideration through correlation with ARTS data. The official noise contours for the airport for the year ending with the Fourth Quarter of 1996, produced by the Department of Airports Noise Management Bureau for its Quarterly Report to the State of California Department of Transportation, are presented in Figure 2.3. The 26 noise measurement sites used to adjust the

INM contours to this official set of contours are indicated on the figure as NMS locations. Each site is named for the city in which it is located (ES=El Segundo, LE=Lennox, WE=Westchester, etc.) and the location number within each city. The noise levels computed for each site using the Integrated Noise Model and the measured noise levels at each Noise Measurement Site are provided in Table D-6**,** Comaprative Computed and Measured Noise Levels – Environmental Baseline.

The locations that are under predicted by one dB or more by the INM include AP2, located on the Airport west of the runway complexes, under the primary departure paths; PL-1, located at the Airport boundary near Playa del Rey; WE-1, located on the Airport north of the north runway complex; at WE-3 and WE-4, located on the Airport under the arrival spike to the north runway complex; and at all sites in Lennox, Inglewood, Athens and the City of Los Angeles, in areas located under and between the between the arrival spikes to both the north and south runway complexes. In contrast, the INM over predicts the measured noise levels by at least 1 dB at one site in El Segundo (ES-2) and at one site in Westchester (WE-6).

Table 6

Comparative Computed and Measured Noise Levels – Environmental Baseline

Site Number	Site Community	INM	CNEL in dBA Monitored	Decibel Deviation
NMS-AP1	West Airport	81.3	N/A	N/A
NMS-AP2	West Airport	81.1	83	1.9
NMS-PL1	Playa del Rey	71.5	71	-0.5
NMS-PL2	Playa del Rey	65.1	66	0.9
NMS-PL3	Playa del Rey	61.3	60	-1.3
NMS-ES1	El Segundo	67.6	67	-0.6
NMS-ES2	El Segundo	72.4	71	-1.4
NMS-ES3	El Segundo	65.6	65	-0.6
NMS-ES4	El Segundo	63.3	64	0.7
NMS-WE1	Westchester	66.3	69	2.7
NMS-WE2	Westchester	61.6	62	0.4
NMS-WE3	Westchester	74.6	76	1.6
NMS-WE4	Westchester	71.3	73	1.7
NMS-WE5	Westchester	64.9	65	0.1
NMS-WE6	Westchester	67.0	64	-3.0
NMS-LE1	Lennox	72.7	74	1.3
NMS-LE2	Lennox	75.4	77	1.6
NMS-LE3	Lennox	64.1	67	2.9
NMS-IN1	Inglewood	60.9	63	2.1
NMS-IN2	Inglewood	65.4	68	2.6
NMS-IN3	Inglewood	67.1	69	1.9
NMS-IN4	Inglewood	60.5	64	3.5
NMS-IN5	Inglewood	69.8	72	2.2
NMS-IN6	Inglewood	61.6	63	1.4
NMS-LA1	Los Angeles	63.1	66	2.9
NMS-AT1	Athens	64.2	67	2.8
Average Difference				1.1

N/A: not available

Source: Landrum & Brown analysis of INM output and Noise Management Bureau 4Q96 Quarterly Report data.

In summary, the INM Version 6.0 noise exposure contours, which are computer predictions of environmental baseline noise, were generally confirmed by the actual noise measurements taken by the Noise Management Bureau for the same period. The average deviation between measured and modeled noise levels was 1.2 decibels at the 26 sites. The adjusted contours used for the Quarterly Report to the California Department of Transportation for the fourth quarter of 1996 are longer to the east than the contours modeled with the INM, in some cases by up to three decibels, and are wider to the sides along the extended approach. Adjacent to the Airport, the adjusted contours are slightly wider than modeled contours. In areas where departure noise is predominant (to the sidelines west of the midpoints of the runways, the adjusted contours are nearly identical to the modeled contours.

The measured noise data collected at the various sites around the Airport is not adequate to allow the modification of the INM databases to better reflect measured noise levels. The absence of thrust level information for each distance (from ARTS) and noise level combination produced by the monitoring system prevents the modification of the databases in accord with the guidance of the FAA provided in Appendix C of the

INM User's Guide. Furthermore, draft FAA Order 1050.1E indicates that measurements should not be used to calibrate noise contours.

The INM is intended to be a planning tool for the relative comparison of noise exposure patterns and intensities among future No Action (baseline) and build alternative development conditions. It was not designed for, nor intended to provide, highly defined noise levels reflecting measured local conditions. Consequently, the modeled noise levels associated with environmental baseline conditions will have consistent relative relationships to future noise patterns prepared with the INM.

3. FUTURE AIRCRAFT OPERATING CONDITIONS

Noise exposure patterns were projected for a No Action/No Project Alternative case and three build alternatives in two future target years. Contours were computed for both 2005 and 2015. The alternatives are:

- No Action/No Project Alternative
- Alternative A - Five runways - three north and two south
- Alternative BB - Five runways - two north and three south
- Alternative C - Four runways - two north and two south

The No Action/No Project Alternative assumes the continued presence of the environmental baseline runways and previously approved development, while the Build Alternatives anticipate the movement of aircraft activity onto additional and/or relocated runways constructed through the intermediate and long-term (conceptual) course of the fifteen year planning horizon.

Alternatives A, B, and C assume the construction of runway facilities located either to the north of the existing north runway complex (Runways 6R/24L and 6L/24R) or to the south of the existing south runway complex (Runways 7R/25L and 7L/25R), as well as extensions and/or relocations of the existing runways, as described in the Project Description Section of the Environmental Impact Statement/Environmental Impact Report. In addition to the runway development actions, the taxiway system associated with each will change from environmental baseline conditions, as will the locations designated for aircraft engine maintenance run-ups.

The numbers of operations associated with each condition vary by year and alternative. In each case, the number of operations and their distribution throughout the average annual day were based on forecast schedules prepared for the Design Day condition of the Master Plan. Specific INM aircraft types selected to model the noise of each aircraft were based on current fleet configurations and aircraft acquisition trends among user carriers. Where the forecasts provided no guidance to the selection of specific INM aircraft types, the nationally dominant type(s) expected in the year of operation for each user group was selected.

The numeric and time of day distribution of the Design Day forecasts of the Master Plan assume the presence of Visual Meteorological Conditions (VMC), the best available weather category when aircraft operate under Visual Flight Rules (VFR), which accommodates the greatest number of operations per hour. The three weather-based operational conditions governing aircraft operations at the Airport are defined as follows:

VFR (VMC)	Ceiling is above 5,000 feet, and visibility is three miles or more.
VFR (ILS/LDA)	VFR use of Instrument Landing System or Locationally Displaced Approach technology, when ceiling is between 1,000 and 5,000 feet, and visibility is three miles or more
IFR (IMC)	Instrument Flight Rules during Instrument Meteorological Conditions when ceiling is less than 1,000 feet and/or visibility is less than three miles

Using the Design Day forecasts, flight schedules are created based on the airlines' flight patterns at the airport for the selected design day. The time-of-day distribution used represents the airlines' estimates of when each flight will arrive or depart its gate. In reality, the ability of the flights to operate on time depends on many factors, including airborne travel times, taxi times, ground delay encountered at the origin airport, airspace delays, and ground delays at the destination airport.

When the operational weather conditions drop below VMC, the capacity of the airport to accommodate the design day traffic decreases because some runways may be unusable or restricted due to inadequate spacing. During ILS/LDA and IMC conditions, the airport can only accept a certain number of arrivals, which may exceed the scheduled number of departures. When this happens, airlines must control the flow of traffic into the destination airport. Flow control is often accomplished by cancellation of flights if the delays become excessive. In the simulation model, the operating schedule accounts for the potential for such cancellations in assessing delays and capacity of conditions that are not VMC.

Airspace/delay simulations (using the SIMMOD capacity model) were also prepared for two instrument flight conditions (ILS and IFR),[5] as well as for average east flow conditions (which are typically ILS), each of which will accommodate a lesser number of operations than VMC. The number of operations were modified during simulation modeling to reflect anticipated cancellations due to excessive delays during poor weather conditions.[6] The simulation modeling results, used to develop input to the INM, reflect the combination of all weather and service level conditions present during the forecast year of operation. The ratios between the resulting Design Day operations and the average annual level of operations, for each user group and alternative, were applied to reduce the number of operations to Design Day operations output from the simulation modeling to Average Annual Day operational levels used as input to the INM. This process provides for the annualization of operations, runway utilization, and time of day distributions for all cases to result in compatibility between the environmental baseline and future alternative cases.

3.1 No Action/No Project Alternative Conditions

The No Action/No Project Alternative assumes that no new improvements will be implemented during the planning period with the exception of currently planned and programmed projects at the airport and related regional transportation infrastructure. The airlines are expected to change the air service provided at the airport as a result of the capacity limitations imposed by the continuation of the environmental baseline four system runway and airspace configuration and by environmental baseline terminal facility and aircraft gate limitations. The fleet of aircraft is expected to include a larger share of wide-body aircraft up to the capacity of the present terminals. The schedule of operations will still show variations throughout the day but the peak period will be at or exceed the airfield capacity. Congestion, delays, and passenger inconvenience are anticipated be common all year, not just during peak holiday periods.

3.1.1 No Action/No Project Alternative Operations and Fleet Mix

The LAX Master Plan forecast the number and mix of operations which are expected to use the Airport in future years. These data are summarized in **Table 7** and **Table 8** for the years 2005 and 2015 respectively.

[5] ILS (instrument landing system) operations occur during Visual Flight Rule conditions when approaches are made to two runways simultaneously. IFR (instrument flight rule) operations take place during poor weather conditions when ceiling and visibility minima for visual flight are not present.

[6] Cancellations during poor weather conditions are assumed to occur first among commuter and general aviation operations, then among regional (nearby origin/destination) operations, and not at all among long-haul domestic or international flights.

Table 7

2005 Average Annual Day Operations and Fleet Mix No Action/No Project Alternative

INM Aircraft Type	Aircraft Group	Part 36 Stage	Landings				Takeoffs				Total Operations			
			Day	Eve	Night	Total	Day	Eve	Night	Total	Day	Eve	Night	Total
727EM2	Jet	3	6	1	1	8	8	0	0	8	14	1	1	16
737300	Jet	3	73	14	11	98	81	12	10	103	154	26	21	201
7373B2	Jet	3	20	7	4	31	20	3	4	27	40	10	8	58
737400	Jet	3	9	1	1	11	6	1	2	9	15	2	3	20
737500	Jet	3	26	9	2	37	25	8	6	39	51	17	8	76
737N9	Jet	3	0	3	3	6	1	0	5	6	1	3	8	12
747200	Heavy	3	1	0	0	1	1	0	0	1	2	0	0	2
74720B	Heavy	3	18	1	4	23	14	1	7	22	32	2	11	45
747400	Heavy	3	37	15	3	55	37	4	15	56	74	19	18	111
757PW	Jet	3	45	17	9	71	44	9	16	69	89	26	25	140
757RR	Jet	3	50	15	15	80	53	13	16	82	103	28	31	162
767300	Heavy	3	10	5	1	16	17	0	1	18	27	5	2	34
767CF6	Heavy	3	17	5	3	25	22	1	4	27	39	6	7	52
767JT9	Heavy	3	7	4	5	16	10	3	3	16	17	7	8	32
777200	Heavy	3	13	3	5	21	18	1	1	20	31	4	6	41
A300	Heavy	3	9	10	9	28	24	3	4	31	33	13	13	59
A310	Heavy	3	15	2	0	17	8	5	5	18	23	7	5	35
A320	Jet	3	16	9	5	30	25	1	6	32	41	10	11	62
CL601	Jet	3	8	2	0	10	8	2	0	10	16	4	0	20
CNA441	Prop	N/A	44	10	6	60	44	11	6	61	88	21	12	121
DC1010	Heavy	3	16	6	4	26	21	1	4	26	37	7	8	52
DC1030	Heavy	3	3	0	5	8	3	2	2	7	6	2	7	15
DC870	Heavy	3	6	4	0	10	5	0	5	10	11	4	5	20
DC95HW	Jet	3	10	1	0	11	10	1	0	11	20	2	0	22
DHC6	Prop	N/A	51	12	6	69	53	11	6	70	104	23	12	139
DHC7	Prop	N/A	6	2	0	8	9	0	1	10	15	2	1	18
DHC8	Prop	N/A	26	8	3	37	27	8	4	39	53	16	7	76
DHC830	Prop	N/A	2	0	0	2	1	0	0	1	3	0	0	3
F10062	Jet	3	3	1	0	4	2	2	2	6	5	3	2	10
F10065	Jet	3	4	0	0	4	4	0	0	4	8	0	0	8
HS748A	Prop	N/A	12	5	2	19	13	3	1	17	25	8	3	36
L1011	Heavy	3	6	2	2	10	6	1	1	8	12	3	3	18
LEAR35	Jet	3	6	1	1	8	7	1	0	8	13	2	1	16
MD11GE	Heavy	3	11	2	1	14	12	1	3	16	23	3	4	30
MD11PW	Heavy	3	16	4	1	21	15	3	0	18	31	7	1	39
MD81	Jet	3	4	0	0	4	4	0	0	4	8	0	0	8
MD82	Jet	3	35	11	7	53	38	9	6	53	73	20	13	106
MD83	Jet	3	7	2	3	12	10	0	2	12	17	2	5	24
MD9028	Jet	3	18	2	1	21	19	1	3	23	37	3	4	44
SD330	Prop	N/A	4	2	2	8	6	3	0	9	10	5	2	17
SF340	Prop	N/A	44	7	3	54	41	6	6	53	85	13	9	107
Total			**714**	**205**	**128**	**1047**	**772**	**131**	**157**	**1060**	**1,486**	**336**	**285**	**2,107**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.

Source: Landrum & Brown, 2000

Table 8

2015 Average Annual Day Operations and Fleet Mix No Action/No Project Alternative

INM Aircraft Type	Aircraft Group	Part 36 Stage	Landings				Takeoffs				Total Operations			
			Day	Eve	Night	Total	Day	Eve	Night	Total	Day	Eve	Night	Total
737300	Jet	3	62	13	5	80	68	17	3	88	130	30	8	168
7373B2	Jet	3	7	6	6	19	8	0	6	14	15	6	12	33
737400	Jet	3	20	6	8	34	24	5	9	38	44	11	17	72
737500	Jet	3	32	11	13	56	47	11	5	63	79	22	18	119
74720B	Heavy	3	5	2	3	10	4	1	5	10	9	3	8	20
747400	Heavy	3	56	21	4	81	47	7	23	77	103	28	27	158
757PW	Jet	3	74	19	6	99	70	17	9	96	144	36	15	195
757RR	Jet	3	40	9	6	55	35	7	9	51	75	16	15	106
767300	Heavy	3	35	16	6	57	48	4	9	61	83	20	15	118
767CF6	Heavy	3	19	7	4	30	19	1	5	25	38	8	9	55
767JT9	Heavy	3	7	2	6	15	10	3	2	15	17	5	8	30
777200	Heavy	3	9	1	6	16	13	0	1	14	22	1	7	30
A300	Heavy	3	33	11	11	55	50	3	11	64	83	14	22	119
A310	Heavy	3	17	2	1	20	9	6	2	17	26	8	3	37
A320	Jet	3	8	10	3	21	14	1	8	23	22	11	11	44
BAE146	Jet	3	2	1	0	3	1	0	1	2	3	1	1	5
CL601	Jet	3	13	3	0	16	12	3	1	16	25	6	1	32
CNA441	Prop	N/A	45	11	8	64	49	9	6	64	94	20	14	128
DC1030	Heavy	3	3	0	3	6	3	2	1	6	6	2	4	12
DC870	Heavy	3	6	2	1	9	5	0	2	7	11	2	3	16
DC95HW	Jet	3	8	3	3	14	12	1	1	14	20	4	4	28
DHC6	Prop	N/A	43	11	7	61	45	7	6	58	88	18	13	119
DHC7	Prop	N/A	19	3	1	23	17	3	3	23	36	6	4	46
DHC8	Prop	N/A	22	5	3	30	23	1	5	29	45	6	8	59
DHC830	Prop	N/A	7	0	0	7	7	0	0	7	14	0	0	14
F10062	Jet	3	2	1	0	3	1	1	1	3	3	2	1	6
F10065	Jet	3	0	1	0	1	2	0	1	3	2	1	1	4
HS748A	Prop	N/A	26	4	2	32	27	3	2	32	53	7	4	64
LEAR35	Jet	3	7	0	1	8	7	1	0	8	14	1	1	16
MD11GE	Heavy	3	13	2	3	18	13	1	6	20	26	3	9	38
MD11PW	Heavy	3	31	2	3	36	30	5	3	38	61	7	6	74
MD81	Jet	3	1	0	0	1	1	0	0	1	2	0	0	2
MD82	Jet	3	8	4	2	14	8	0	2	10	16	4	4	24
MD83	Jet	3	21	6	4	31	28	5	2	35	49	11	6	66
MD9028	Jet	3	10	3	1	14	11	2	2	15	21	5	3	29
SD330	Prop	N/A	2	1	0	3	2	1	0	3	4	2	0	6
SF340	Prop	N/A	11	3	3	17	13	1	1	15	24	4	4	32
Total			**724**	**202**	**133**	**1059**	**783**	**129**	**153**	**1065**	**1507**	**331**	**286**	**2124**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.

Source: Landrum & Brown, 2000

The number of Average Annual Day operations during No Action/No Project Alternative conditions is expected to increase from 2,074 in 1996 to 2,105 per day by 2005. By 2015, the number of operations is forecast to increase by only 13 additional flights to 2,118 daily, although the number of passengers is forecast to increase by nearly 28,000 per day. This disproportionate passenger growth is a consequence of the forecast increase in aircraft size. An examination of **Table 7**, 2005 Average Annual Day Operations and Fleet Mix, and **Table 8**, 2015 Average Annual Day Operations and fleet Mix No Action/No Project Alternative, demonstrates that the number of daily operations by propeller aircraft is expected to decline from 516 in 2005 to 339 in 2015, a reduction of approximately 35 percent, while heavy jet aircraft are projected to increase from 565 per day in 2005 to 706 daily by 2015, an increase of 25 percent. The distribution of operations among day, evening and night periods is forecast to remain virtually constant for No Action/No Project Alternative conditions.

3.1.2 No Action/No Project Alternative Runway Utilization

The Master Plan evaluations of the capacity and delay characteristics of the No Action/No Project and build alternatives, as modeled with airspace/flight simulation technology, resulted in the automatic assignment of aircraft to available runways for approach and departure activity, based upon a network of operational parameters developed by the simulation technicians. The assumed runway usage forming the basic operating parameters for the No Action/No Project Alternative case is illustrated in **Figure 4**. The simulation model

assigns each forecast aircraft operation to a specific runway for each of four weather conditions, based on the operating parameters (flight origin or destination location), separation requirements between aircraft of the same or different types, the location of the aircraft on the airfield or its destination/originating gate.

Table 9, 2005 Runway Utilization Percentages No Action/No Project Alternative, and **Table 10**, 2015 Runway Utilization Percentages No Action/No Project Alternative, present the runway utilization statistics automatically developed by the simulation model for the No Action/No Project Alternative cases of the years 2005 and 2015. These data reflect the runway usage modeled to describe the noise exposure pattern in the airport environs.

In all four operating configurations illustrated in Figure 4, the far north and far south (or outboard) runways are used principally for aircraft arrivals and the middle (inboard) runways are used primarily for aircraft departures. Mixed arrival and departure operations occur on all runways during VFR conditions, and on the outboard runways during ILS or IFR conditions.

The airport's present noise abatement measures, which express a preference for over ocean procedures between midnight and 6:30 a.m., are reflected in the frequent use of runway 6R for arrival operations during the night hours. The dominant operating configuration during the period when over ocean procedures are in effect consists of approaches to the north inboard runway (Runway 6R) and departures from the south inboard runway (Runway 25R). Also reflected in the nighttime usage is the airport's policy that, to the extent practical, operations between 10 p.m. and 7 a.m. will be made to and from the inboard runways. Minor fluctuations in the use of specific runways between 2005 and 2015 are the result of the simulation model's assignment of individual flights to specific runways based largely on minimizing separation requirements between various aircraft types to increase operational efficiency and reduce delay.

3.1.3 No Action/No Project Alternative Flight Track Usage

For simulation modeling, a network of flight corridors is defined from each runway to each of several departure fixes (navigational waypoints) and from each of several arrival fixes used by jet and propeller aircraft. These fixes define locations at which aircraft leave or enter the airspace controlled by the Los Angeles air traffic control system. These corridors reflect the airspace rules/procedures necessary to efficiently operate at the airport and to maintain safety mandated separations between aircraft using LAX and those operating at other airports in Southern California. The SIMMOD model considers each forecast flight from the airport and assigns that operation to a specific flight path based on whether it is a departure or arrival, the runway assignment, the type of aircraft operated and the flight's origin or destination location. These flight path assignments are extracted from simulation output and used as input to the noise model.

Because SIMMOD flight tracks are more generally depicted than INM flight corridors, the SIMMOD flight paths were refined to reflect radar tracings of actual flight locations prior to noise modeling. The flight tracks used to model aircraft noise during No Action/No Project Alternative conditions are illustrated in **Figure 5** while the proportion of operations assigned to each is indicated on **Table 11**, 2005 Average Annual Flight Track Utilization No Action/No Project Alternative, and **Table 12,** 2015 Average Annual Flight Track Utilization No Action/No Project Alternative. The dominant flight paths that affect the location of noise exposure impacts near LAX are associated with the arrivals from the east. Departure operations along tracks to the east have little impact upon the noise contour locations, owing to the low frequency of east flow operations. Departure tracks to the west define the greatest area of the noise exposure pattern, but the least area of overflight impact because virtually all the area under the contours to the west is water of the Santa Monica Bay.

Table 9

2005 Runway Utilization Percentages No Action/No Project Alternative

	Landings				Takeoffs			
Runway	**Day**	**Eve**	**Night**	**Total**	**Day**	**Eve**	**Night**	**Total**
06L	2.3%	2.1%	1.0%	2.1%	0.3%	0.4%	0.1%	0.3%
06R	0.1%	0.0%	33.6%	4.2%	1.9%	2.6%	2.3%	2.1%
07L	0.0%	0.0%	4.4%	0.6%	2.2%	1.3%	2.3%	2.1%
07R	2.4%	2.3%	1.0%	2.2%	0.4%	0.8%	0.2%	0.4%
24L	6.8%	5.2%	14.7%	7.5%	41.9%	49.0%	29.2%	40.9%
24R	37.5%	37.9%	13.2%	34.6%	6.0%	7.2%	1.6%	5.5%
25L	45.5%	43.9%	16.3%	41.5%	9.9%	13.9%	3.7%	9.5%
25R	5.4%	8.6%	15.7%	7.3%	37.3%	24.9%	60.5%	39.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

Table 10

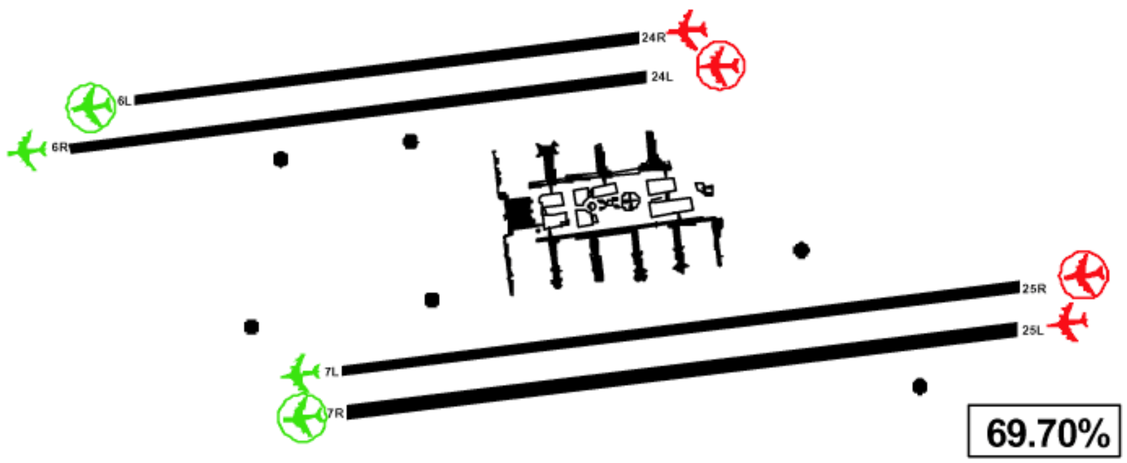
2015 Runway Utilization Percentages No Action/No Project Alternative

	Landings				Takeoffs			
Runway	**Day**	**Eve**	**Night**	**Total**	**Day**	**Eve**	**Night**	**Total**
06L	2.2%	2.2%	1.1%	2.0%	0.5%	0.5%	0.2%	0.4%
06R	0.0%	0.0%	31.2%	4.0%	2.2%	2.3%	2.8%	2.3%
07L	0.0%	0.0%	4.1%	0.5%	1.8%	1.0%	1.9%	1.7%
07R	2.5%	2.3%	1.3%	2.3%	0.4%	0.7%	0.3%	0.4%
24L	7.4%	6.0%	13.0%	7.8%	41.5%	51.2%	27.4%	40.6%
24R	37.0%	38.5%	13.3%	34.3%	8.5%	7.7%	2.4%	7.6%
25L	46.1%	45.8%	18.9%	42.6%	7.7%	14.9%	6.1%	8.3%
25R	4.8%	5.2%	17.1%	6.4%	37.5%	21.6%	58.8%	38.6%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

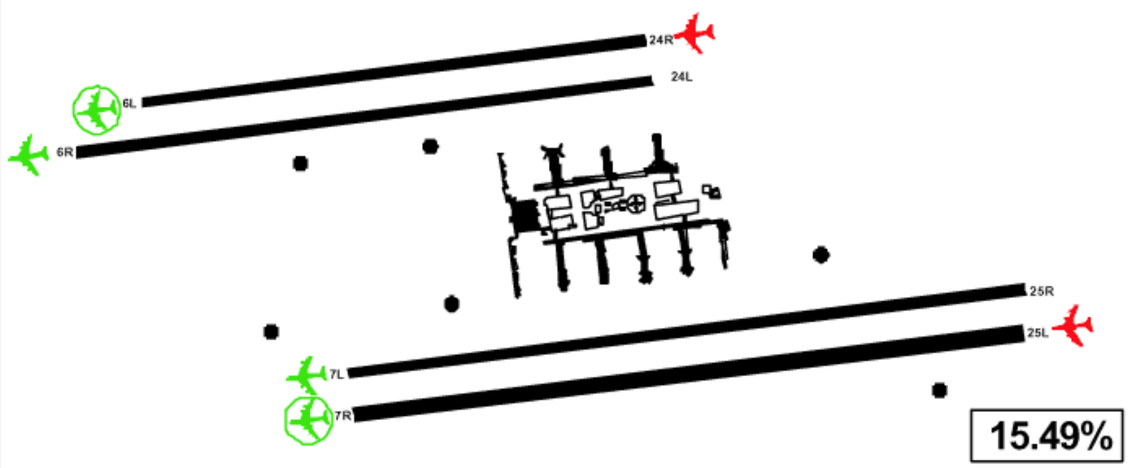
Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

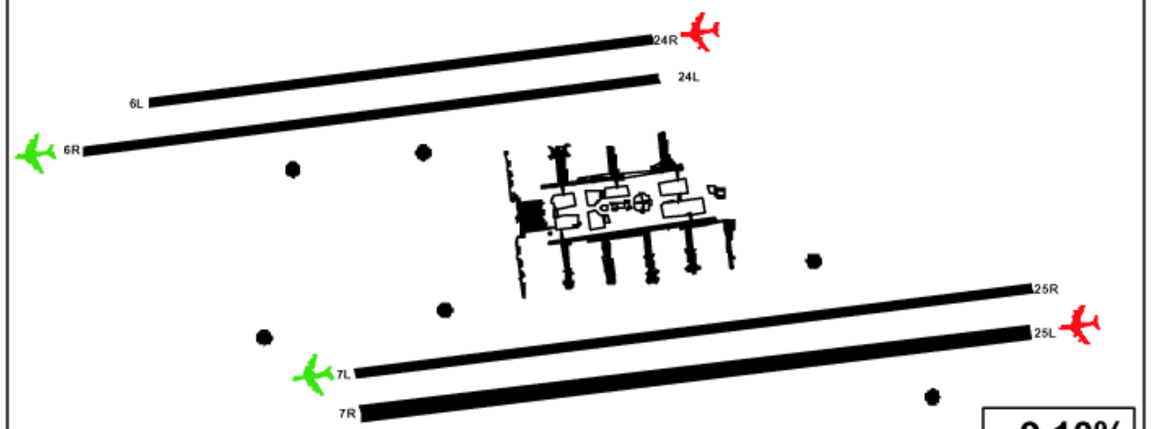
VFR-Visual Approaches
(West Flow)



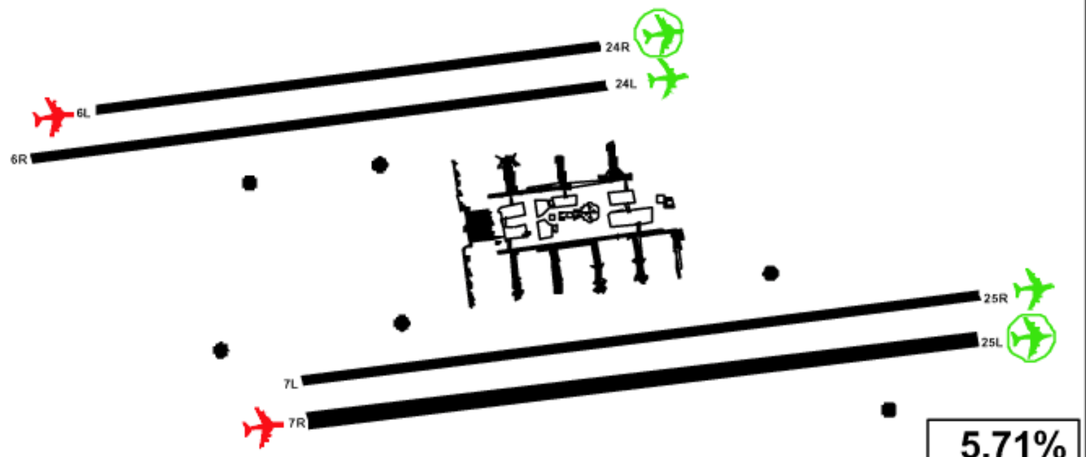
VFR-SimultaneousILS Approaches
(West Flow)



IFR-Simultaneous ILS Approaches
(West Flow)



VFR-SimultaneousILS Approaches
(East Flow)



Peak Period Use Only Except for Cargo and General Aviation Departures on 25L/7R

Departures

Arrivals

Maintenance Runup Pad

Not to Scale

Draft, 2/17/98

Source:SoCalTRACON,LAXAirTrafficControlTower
PreparedBy:Landrum&Brown
Draft:5/5/2000

LAX Master Plan
EIS/EIR

AssumedRunwayUseCharacteristics
NoAction/NoProjectAlternative

Figure
4

X:\LAX\Runwayuseexhibits\RWYOPCON.CDR

A6L7

A4R0
A4R1
A4R8
A4L1
A4L8
A5L0
A5L1
A5L8

D6RW

A4R0
A4R1
A4R2
A4R4
A4R5
A4R6
A4R7

D6R0

A4L0
A4L1
A4L2
A4L3
A4L4
A4L6
A4L7

D6R1

D7L5

A5L0
A5L1
A5L2
A5L3
A5L4
A5L5
A5L6
A5L7

A5R0
A5R1
A5R2
A5R4
A5R6
A5R7

D7L1
D7LY

A6L1
A6L2
A6L5
A6L6
A6L7

D4RV
D4RW
D4RX

D5LW
D5LV
D5LX

D4LW
D4LX
D4LV

D4R0
D4L1

D4L0
D4L1

A6R1
A6R2
A6R4
A6R6
A6R7

A7L1
A7L2
A7L5
A7L6
A7L7

A7R1
A7R2
A7R4
A7R6
A7R7

D4L6

D5L6

D5LY
D5LZ
D5RY
D5RZ

D5R6

D5L5
D4L5
D5R4
D5L4
D5R5

D5LY
D5RY
D5LZ
D5RZ

D4C6
D4L6
D5R6

A7R7

SEPULVEDA BLVD

LA CIENEGA BLVD

8000 0 8000 Feet

LEGEND

Runways

Departure Tracks

Arrival Tracks

11/17/00

Filename: p:\lax99arcview\apr\fittracks.apr

Los Angeles International Airport Master Plan	Assumed Flight Tracks - Base	Figure 5

Table 11

2005 Average Annual Flight Track Utilization No Action/No Project Alternative

Arrivals						Departures					
Runway	**Track**	**Day**	**Eve**	**Night**	**Total**	**Runway**	**Track**	**Day**	**Eve**	**Night**	**Total**
24L	A4L0	0.1%	0.0%	1.2%	0.2%	24L	D4L0	4.6%	8.9%	1.9%	4.7%
24L	A4L1	0.0%	0.0%	1.9%	0.3%	24L	D4L1	7.6%	10.6%	4.7%	7.5%
24L	A4L2	0.5%	0.0%	1.3%	0.5%	24L	D4L4	1.7%	1.4%	0.4%	1.5%
24L	A4L7	1.5%	3.2%	4.3%	2.2%	24L	D4L5	6.1%	7.7%	4.8%	6.1%
24L	A4L8	4.7%	2.0%	6.0%	4.3%	24L	D4L6	13.3%	6.3%	8.3%	11.7%
24R	A4R0	1.2%	1.0%	0.8%	1.1%	24L	D4LN	0.0%	0.0%	3.7%	0.5%
24R	A4R1	4.7%	3.1%	2.1%	4.1%	24L	D4LW	3.3%	6.3%	1.8%	3.4%
24R	A4R2	4.2%	2.6%	0.5%	3.4%	24L	D4LX	5.4%	7.7%	3.5%	5.4%
24R	A4R4	1.0%	0.9%	0.5%	0.9%	24R	D4R0	2.6%	3.4%	0.7%	2.4%
24R	A4R6	0.1%	0.0%	0.0%	0.0%	24R	D4R1	0.4%	0.5%	0.1%	0.4%
24R	A4R7	15.4%	18.8%	5.8%	14.9%	24R	D4RW	1.1%	0.5%	0.4%	0.9%
24R	A4R8	11.0%	11.5%	3.5%	10.2%	24R	D4RX	1.9%	2.8%	0.4%	1.8%
25L	A5L0	0.9%	0.9%	0.3%	0.8%	25L	D5L1	0.4%	0.6%	0.7%	0.5%
25L	A5L1	0.7%	0.7%	0.5%	0.7%	25L	D5L4	3.4%	0.0%	0.9%	2.6%
25L	A5L2	1.3%	1.1%	0.0%	1.1%	25L	D5L5	1.1%	7.7%	0.5%	1.8%
25L	A5L3	1.7%	0.0%	0.0%	1.2%	25L	D5LV	0.3%	0.7%	0.0%	0.3%
25L	A5L4	14.3%	13.5%	5.0%	13.0%	25L	D5LW	1.0%	1.2%	0.5%	0.9%
25L	A5L5	0.8%	2.1%	0.0%	1.0%	25L	D5LX	1.3%	1.8%	0.0%	1.2%
25L	A5L6	4.1%	3.1%	0.6%	3.5%	25L	D5LY	0.3%	0.0%	0.0%	0.2%
25L	A5L7	14.8%	13.7%	7.0%	13.6%	25L	D5LZ	2.0%	1.8%	1.1%	1.9%
25L	A5L8	6.8%	8.8%	3.0%	6.8%	25R	D5R1	6.4%	2.7%	3.2%	5.5%
25R	A5R0	0.0%	0.0%	0.2%	0.0%	25R	D5R4	9.0%	11.3%	4.5%	8.6%
25R	A5R2	0.0%	0.0%	0.7%	0.1%	25R	D5R5	18.3%	4.3%	14.9%	16.1%
25R	A5R4	0.1%	0.0%	5.6%	0.8%	25R	D5RN	0.0%	0.0%	33.3%	4.9%
25R	A5R6	0.1%	0.0%	2.7%	0.4%	25R	D5RY	0.7%	2.7%	1.6%	1.1%
25R	A5R7	5.1%	8.6%	5.5%	5.8%	25R	D5RZ	2.9%	3.9%	3.1%	3.0%
25R	A5R8	0.1%	0.0%	1.0%	0.2%	06L	D6L0	0.1%	0.1%	0.1%	0.1%
06L	A6L1	1.2%	0.8%	0.6%	1.1%	06L	D6L1	0.1%	0.2%	0.0%	0.1%
06L	A6L2	0.2%	0.1%	0.0%	0.2%	06L	D6LX	0.0%	0.1%	0.0%	0.0%
06L	A6L6	0.0%	0.0%	0.0%	0.0%	06R	D6R0	0.2%	0.6%	0.1%	0.3%
06L	A6L7	0.9%	1.2%	0.3%	0.9%	06R	D6R1	0.3%	0.3%	0.2%	0.3%
06R	A6R1	0.0%	0.0%	33.3%	4.2%	06R	D6R4	0.1%	0.1%	0.0%	0.1%
06R	A6R2	0.0%	0.0%	0.0%	0.0%	06R	D6R5	0.3%	0.4%	1.5%	0.5%
06R	A6R7	0.0%	0.0%	0.3%	0.0%	06R	D6R6	0.5%	0.4%	0.3%	0.5%
07L	A7L1	0.0%	0.0%	4.0%	0.5%	06R	D6RW	0.2%	0.4%	0.0%	0.2%
07L	A7L2	0.0%	0.0%	0.0%	0.0%	06R	D6RX	0.3%	0.5%	0.1%	0.3%
07L	A7L6	0.0%	0.0%	0.2%	0.0%	07L	D7L1	0.3%	0.2%	0.2%	0.3%
07L	A7L7	0.0%	0.0%	0.3%	0.0%	07L	D7L4	0.6%	0.5%	0.3%	0.5%
07R	A7R1	1.1%	1.0%	0.4%	1.0%	07L	D7L5	1.1%	0.2%	1.7%	1.1%
07R	A7R2	0.1%	0.0%	0.0%	0.0%	07L	D7LY	0.0%	0.1%	0.1%	0.1%
07R	A7R5	0.0%	0.1%	0.0%	0.0%	07L	D7LZ	0.2%	0.2%	0.0%	0.1%
07R	A7R6	0.2%	0.2%	0.0%	0.2%	07R	D7R1	0.0%	0.0%	0.1%	0.0%
07R	A7R7	1.0%	0.9%	0.6%	0.9%	07R	D7R4	0.0%	0.0%	0.0%	0.0%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**	07R	D7R5	0.1%	0.4%	0.0%	0.1%
						07R	D7RV	0.0%	0.0%	0.0%	0.0%
						07R	D7RW	0.1%	0.1%	0.0%	0.1%
						07R	D7RX	0.1%	0.1%	0.0%	0.1%
						07R	D7RZ	0.1%	0.1%	0.1%	0.1%
						Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding

Source Landrum & Brown, 2000

Table 12

2015 Average Annual Flight Track Utilization No Action/No Project Alternative

Arrivals						Departures					
Runway	**Track**	**Day**	**Eve**	**Night**	**Total**	**Runway**	**Track**	**Day**	**Eve**	**Night**	**Total**
06L	A6L1	1.1%	1.1%	0.6%	1.0%	06L	D6L0	0.2%	0.2%	0.2%	0.2%
06L	A6L2	0.2%	0.0%	0.0%	0.1%	06L	D6L1	0.1%	0.2%	0.1%	0.1%
06L	A6L7	0.9%	1.1%	0.5%	0.9%	06L	D6LX	0.2%	0.1%	0.0%	0.1%
06R	A6R1	0.0%	0.0%	30.8%	3.9%	06R	D6R0	0.3%	0.7%	0.1%	0.3%
06R	A6R2	0.0%	0.0%	0.2%	0.0%	06R	D6R1	0.5%	0.3%	0.6%	0.5%
06R	A6R7	0.0%	0.0%	0.2%	0.0%	06R	D6R4	0.1%	0.0%	0.0%	0.1%
07L	A7L1	0.0%	0.0%	3.7%	0.5%	06R	D6R5	0.4%	0.4%	1.7%	0.6%
07L	A7L6	0.0%	0.0%	0.1%	0.0%	06R	D6R6	0.5%	0.5%	0.2%	0.5%
07L	A7L7	0.0%	0.0%	0.3%	0.0%	06R	D6RW	0.2%	0.2%	0.1%	0.2%
07R	A7R1	1.3%	0.9%	0.7%	1.2%	06R	D6RX	0.2%	0.1%	0.1%	0.1%
07R	A7R2	0.1%	0.0%	0.0%	0.1%	07L	D7L4	0.6%	0.3%	0.2%	0.5%
07R	A7R5	0.1%	0.0%	0.0%	0.1%	07L	D7L5	1.0%	0.5%	1.7%	1.0%
07R	A7R6	0.2%	0.2%	0.1%	0.2%	07L	D7LY	0.1%	0.0%	0.1%	0.1%
07R	A7R7	0.8%	1.1%	0.4%	0.8%	07L	D7LZ	0.1%	0.1%	0.1%	0.1%
24L	A4L0	0.4%	0.3%	1.9%	0.6%	07R	D7R1	0.1%	0.0%	0.1%	0.1%
24L	A4L1	4.4%	1.4%	3.5%	3.7%	07R	D7R4	0.0%	0.0%	0.0%	0.0%
24L	A4L2	0.1%	0.0%	2.9%	0.4%	07R	D7R5	0.1%	0.4%	0.1%	0.1%
24L	A4L7	2.4%	4.3%	4.7%	3.1%	07R	D7R6	0.0%	0.0%	0.0%	0.0%
24R	A4R0	3.1%	4.5%	1.3%	3.2%	07R	D7RV	0.0%	0.0%	0.0%	0.0%
24R	A4R1	12.7%	13.2%	4.3%	11.7%	07R	D7RW	0.1%	0.1%	0.0%	0.1%
24R	A4R2	3.5%	1.8%	1.1%	2.9%	07R	D7RX	0.1%	0.1%	0.0%	0.1%
24R	A4R4	1.0%	0.7%	0.1%	0.8%	07R	D7RZ	0.1%	0.1%	0.1%	0.1%
24R	A4R6	0.2%	0.0%	0.0%	0.1%	24L	D4L0	6.5%	14.5%	2.2%	6.8%
24R	A4R7	16.4%	18.5%	6.5%	15.5%	24L	D4L1	8.9%	7.9%	9.8%	8.9%
25L	A5L0	4.3%	5.1%	1.5%	4.1%	24L	D4L4	1.8%	0.7%	0.0%	1.4%
25L	A5L1	7.9%	4.8%	4.2%	6.8%	24L	D4L5	7.5%	9.1%	3.9%	7.1%
25L	A5L2	1.4%	1.6%	0.0%	1.3%	24L	D4L6	10.0%	12.2%	2.5%	9.2%
25L	A5L3	2.2%	0.1%	0.0%	1.5%	24L	D4LN	0.0%	0.0%	4.0%	0.6%
25L	A5L4	14.0%	13.3%	6.2%	12.9%	24L	D4LW	3.0%	3.7%	2.6%	3.0%
25L	A5L5	1.6%	1.5%	0.0%	1.4%	24L	D4LX	3.9%	3.2%	2.5%	3.6%
25L	A5L6	4.5%	3.6%	0.9%	3.8%	24R	D4R0	2.5%	2.7%	0.5%	2.2%
25L	A5L7	10.2%	15.7%	6.1%	10.8%	24R	D4R1	2.1%	2.2%	0.2%	1.8%
25R	A5R0	0.1%	0.0%	1.5%	0.2%	24R	D4RW	1.7%	1.0%	0.4%	1.4%
25R	A5R2	0.0%	0.0%	0.5%	0.1%	24R	D4RX	2.3%	1.8%	1.3%	2.1%
25R	A5R4	0.0%	0.0%	6.7%	0.8%	25L	D5L1	1.1%	0.6%	2.4%	1.2%
25R	A5R6	0.0%	0.0%	2.4%	0.3%	25L	D5L4	0.9%	0.0%	0.6%	0.7%
25R	A5R7	4.7%	5.2%	6.0%	5.0%	25L	D5L5	1.1%	8.6%	1.6%	2.1%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**	25L	D5L6	0.2%	0.0%	0.0%	0.2%
						25L	D5LV	0.3%	0.7%	0.0%	0.3%
						25L	D5LW	1.0%	1.2%	0.5%	0.9%
						25L	D5LX	1.3%	1.9%	0.0%	1.2%
						25L	D5LZ	1.7%	1.9%	1.0%	1.6%
						25R	D5R1	1.7%	2.6%	0.4%	1.6%
						25R	D5R4	11.9%	7.9%	3.5%	10.2%
						25R	D5R5	19.4%	6.2%	15.6%	17.3%
						25R	D5RN	0.0%	0.0%	36.0%	5.1%
						25R	D5RY	1.6%	1.7%	1.2%	1.6%
						25R	D5RZ	2.8%	3.2%	2.2%	2.8%
						Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding

Source: Landrum & Brown, 2000

The tracks indicated on **Figure 5**, Assumed Flight Tracks – Base, do not indicate the dispersion which can be expected for occasional deviations from the consolidated tracks that will continue to be present along and to either side of the indicated locations. These dispersions will include shortened base approaches west of the Harbor Freeway, some early turns for departures to the west, and occasional missed approach procedures. The flight paths indicated are meant to indicate the centers of a range of individual flight track locations flown under many different future conditions. Their variability from the consolidated track will be greater as distance from the airport increases. However, the dispersion of individual aircraft departure tracks around the flight paths will reflect less variance in future time frames as the industry movement toward the development of Global

Positioning Satellite (GPS) flight procedures matures and Flight Management System (FMS) departure procedures become more common. Recent plans by FAA's Facilities and Equipment division indicate that virtually all navigational aides other than GPS/FMS procedures will be phased out over the next decade. Use of these procedures will result in the maintenance of more consistent flight paths than has been the case historically, because pilots (or on-board flight management systems) will use specific geographic coordinates to navigate their way to and from the Airport. Further, the dispersion of flight tracks in the dominant departure direction lends no refinement to the definition of impacts, because there are no incompatible properties directly west of the runways.

3.1.4 No Action/No Project Alternative Ground Noise

Run-up locations will remain unchanged from today's environmental baseline conditions. Since the number of run-up operations was not forecast, it is assumed that they will increase in direct proportion to the increase in operations volume. The aircraft that conduct run-up activity will change to reflect the fleet mix in use at the future date under consideration. **Table 13**, Run-Up Operations Summary No Action/No Project Alternative, provides the number of operations by aircraft type assumed for future run-up conditions of the No Action/No Project Alternatives.

Table 13

Run-up Operations Summary No Action/No Project Alternative

	2005			2015		
INM Aircraft	**Day**	**Evening**	**Night**	**Day**	**Evening**	**Night**
737300	0.32	3.82	0.37	0.32	3.90	0.38
747400	1.01	0.00	0.00	1.03	0.00	0.00
757PW	4.31	0.00	0.81	4.39	0.00	0.83
767300	1.01	0.00	0.00	1.03	0.00	0.00
767CF6	0.72	0.00	3.38	0.74	0.00	3.45
A320	0.00	3.82	0.18	0.00	3.90	0.19
MD11GE	2.27	0.00	2.72	2.32	0.00	2.78
MD11PW	12.16	0.00	0.00	12.41	0.00	0.00
MD82	1.73	0.00	0.73	1.77	0.00	0.74
Total	**23.53**	**7.64**	**8.19**	**24.01**	**7.80**	**8.37**

Location	Percent	
North Airfield Run-up Sites	33%	Average Run-up Duration:
South Airfield Run-up Sites	50%	2005 = 7.2 minutes
East Airfield Run-up Site	17%	2015 = 6.4 minutes

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000; Landrum & Brown, based on interpolation of forecasted operations for future conditions, 2000.

3.2 Future Alternative A Conditions

The conceptual plan (year 2015) for Alternative A assumes the construction of a new 6,700-foot long Runway 6L/24R in the north airfield 400 feet north of existing Runway 6L/24R. Existing Runway 6L/24R will be relocated 450 feet south of its present location, and be redesignated as Runway 6C/24C. Existing Runway 6R/24L will be relocated 500 feet south of its existing centerline. Both runways will be shifted eastward and extended to 12,000 feet in length to assure a more balanced distribution between the north and south runway complexes and enhanced airfield operating efficiency. The lateral spacing between the relocated inboard and the new outboard runway will be 1,600 feet, enabling operation of an instrument approach with a visual final segment to the new Runway 24R (e.g., Localizer Direction Aid (LDA)) in conditions down to 1,200 foot ceilings and four miles visibility. In the future, operating minimums of 1,000-foot ceiling and three miles visibility may prove possible.

In the south airfield, Runway 7L/25R will be reconstructed on its existing centerline at 12,000 feet in length. Runway 7R/25L will be reconstructed on an alignment 156 feet south of the existing runway centerline with a length of 12,000 feet. Its east end will be approximately 950 feet east of the relocated threshold of existing Runway 25L and the west end will be even with the existing 7R runway end.

Other facilities will be added which will not directly impact upon the location or extent of the aircraft noise contours beyond the Airport boundaries. These include the construction of Ground Run-up Enclosures (GREs) to house run-up operations at locations between the runways. The expansion of the terminal area to the west and the cargo area to the southeast may result in the modification of single-event noise levels from aircraft ground sources, such as taxiing and run-up noise, in adjacent off-airport areas.

By the year 2005, the only runway construction planned will be the extension, as an interim measure, of Runway 6R/24L by approximately 2,650 feet to the east along its existing alignment to provide adequate length to serve Pacific Asian rim markets from the north airfield complex. Construction of the new runway in the north complex and other runway relocations are not expected to be accomplished until the period between 2005 and 2015.

3.2.1 Alternative A Aircraft Operations and Fleet Mix

Table 14, 2005 Average Annual Day Operations and Fleet Mix Alternative A, and Table 15, 2015 Average Annual Day Operations and Fleet Mix Alternative A, provide the number and mix of operations forecast to be present under Alternative A conditions. Since the number of runways are expected to remain unchanged in the intermediate term (2005), the number of operations expected is virtually the same as for the No Action/No Project Alternative for that year. Subsequent to that time period, however, the construction of new Runway 6L/24R, and the resulting increase in airfield capacity occasioned by the third independent approach, will allow a growth of 396 operations over average annual day forecasts of the No Action/No Project Alternative for 2015. The additional runway provides an ability to accommodate 2,515 average daily operations in 2015, an increase of 21 percent over that of the environmental baseline condition and of 19 percent over the no action condition.

Table 14

2005 Average Annual Day Operations and Fleet Mix Alternative A

INM Aircraft Type	Aircraft Group	Part 36 Stage	Landings				Takeoffs				Total Operations			
			Day	Eve	Night	Total	Day	Eve	Night	Total	Day	Eve	Night	Total
727EM2	Jet	3	6	1	4	11	8	0	3	11	14	1	7	22
737300	Jet	3	72	13	12	97	82	12	9	103	154	25	21	200
7373B2	Jet	3	20	7	4	31	20	3	4	27	40	10	8	58
737400	Jet	3	9	1	1	11	6	1	2	9	15	2	3	20
737500	Jet	3	26	9	2	37	25	7	6	38	51	16	8	75
737N9	Jet	3	1	3	1	5	0	1	4	5	1	4	5	10
747200	Heavy	3	1	0	0	1	1	0	0	1	2	0	0	2
74720B	Heavy	3	18	2	5	25	16	1	6	23	34	3	11	48
747400	Heavy	3	39	14	1	54	36	3	15	54	75	17	16	108
757PW	Jet	3	44	17	10	71	44	10	16	70	88	27	26	141
757RR	Jet	3	50	17	14	81	54	14	16	84	104	31	30	165
767300	Heavy	3	10	5	1	16	17	0	1	18	27	5	2	34
767CF6	Heavy	3	17	5	3	25	22	1	4	27	39	6	7	52
767JT9	Heavy	3	7	5	5	17	10	4	1	15	17	9	6	32
777200	Heavy	3	13	3	5	21	18	1	1	20	31	4	6	41
A300	Heavy	3	9	10	9	28	23	3	5	31	32	13	14	59
A310	Heavy	3	15	1	2	18	8	5	6	19	23	6	8	37
A320	Jet	3	16	9	5	30	25	1	6	32	41	10	11	62
CL601	Jet	3	9	1	0	10	8	2	0	10	17	3	0	20
CNA441	Prop	N/A	44	12	7	63	45	12	5	62	89	24	12	125
DC1010	Heavy	3	16	5	5	26	21	1	4	26	37	6	9	52
DC1030	Heavy	3	3	1	5	9	4	0	4	8	7	1	9	17
DC870	Heavy	3	6	4	0	10	5	0	5	10	11	4	5	20
DC95HW	Jet	3	9	2	2	13	10	2	1	13	19	4	3	26
DHC6	Prop	N/A	52	13	5	70	52	12	6	70	104	25	11	140
DHC7	Prop	N/A	6	1	0	7	9	0	1	10	15	1	1	17
DHC8	Prop	N/A	25	8	4	37	27	8	4	39	52	16	8	76
DHC830	Prop	N/A	2	0	0	2	1	0	0	1	3	0	0	3
F10062	Jet	3	3	1	0	4	2	2	2	6	5	3	2	10
F10065	Jet	3	4	0	0	4	4	0	0	4	8	0	0	8
HS748A	Prop	N/A	12	4	2	18	13	2	1	16	25	6	3	34
L1011	Heavy	3	6	2	2	10	5	1	1	7	11	3	3	17
LEAR35	Jet	3	6	1	1	8	7	1	0	8	13	2	1	16
MD11GE	Heavy	3	11	2	0	13	12	1	3	16	23	3	3	29
MD11PW	Heavy	3	16	4	1	21	15	3	0	18	31	7	1	39
MD81	Jet	3	4	0	0	4	4	0	0	4	8	0	0	8
MD82	Jet	3	35	11	8	54	38	9	6	53	73	20	14	107
MD83	Jet	3	7	2	3	12	10	0	2	12	17	2	5	24
MD9028	Jet	3	18	2	1	21	19	0	4	23	37	2	5	44
SD330	Prop	N/A	3	2	2	7	6	2	0	8	9	4	2	15
SF340	Prop	N/A	40	7	6	53	40	7	6	53	80	14	12	106
Total			**710**	**207**	**138**	**1055**	**772**	**132**	**160**	**1064**	**1482**	**339**	**298**	**2119**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

Table 15

2015 Average Annual Day Operations and Fleet Mix Alternative A

INM Aircraft Type	Aircraft Group	Part 36 Stage	Landings				Takeoffs				Total Operations			
			Day	Eve	Night	Total	Day	Eve	Night	Total	Day	Eve	Night	Total
737300	Jet	3	34	7	6	47	44	6	3	53	78	13	9	100
7373B2	Jet	3	16	10	10	36	20	5	9	34	36	15	19	70
737400	Jet	3	21	2	2	25	22	0	2	24	43	2	4	49
737500	Jet	3	20	5	3	28	21	3	3	27	41	8	6	55
74720B	Heavy	3	6	1	5	12	5	1	6	12	11	2	11	24
747400	Heavy	3	74	19	2	95	63	6	27	96	137	25	29	191
757PW	Jet	3	60	23	8	91	63	13	17	93	123	36	25	184
757RR	Jet	3	100	26	22	148	97	30	21	148	197	56	43	296
767300	Heavy	3	32	11	2	45	44	3	1	48	76	14	3	93
767CF6	Heavy	3	22	5	3	30	19	1	7	27	41	6	10	57
767JT9	Heavy	3	9	3	6	18	12	3	1	16	21	6	7	34
777200	Heavy	3	30	7	8	45	35	4	4	43	65	11	12	88
A300	Heavy	3	36	18	12	66	54	3	9	66	90	21	21	132
A310	Heavy	3	23	4	4	31	13	7	8	28	36	11	12	59
A320	Jet	3	17	9	3	29	23	1	8	32	40	10	11	61
BAE146	Jet	3	1	1	0	2	1	0	1	2	2	1	1	4
CL601	Jet	3	25	5	0	30	21	6	1	28	46	11	1	58
CNA441	Prop	N/A	44	12	11	67	50	11	7	68	94	23	18	135
DC1030	Heavy	3	3	0	3	6	4	1	2	7	7	1	5	13
DC870	Heavy	3	10	7	1	18	10	0	9	19	20	7	10	37
DC95HW	Jet	3	14	3	1	18	15	4	0	19	29	7	1	37
DHC6	Prop	N/A	44	14	4	62	43	11	5	59	87	25	9	121
DHC7	Prop	N/A	20	7	1	28	22	5	4	31	42	12	5	59
DHC8	Prop	N/A	28	9	4	41	30	4	7	41	58	13	11	82
DHC830	Prop	N/A	12	0	0	12	12	0	0	12	24	0	0	24
F10062	Jet	3	3	1	0	4	3	1	1	5	6	2	1	9
F10065	Jet	3	4	0	0	4	3	0	0	3	7	0	0	7
HS748A	Prop	N/A	31	9	5	45	36	7	2	45	67	16	7	90
LEAR35	Jet	3	11	2	1	14	12	1	0	13	23	3	1	27
MD11GE	Heavy	3	19	6	1	26	18	3	7	28	37	9	8	54
MD11PW	Heavy	3	39	5	3	47	41	2	0	43	80	7	3	90
MD81	Jet	3	4	0	0	4	3	0	0	3	7	0	0	7
MD82	Jet	3	21	7	5	33	26	4	5	35	47	11	10	68
MD83	Jet	3	6	1	3	10	9	0	2	11	15	1	5	21
MD9028	Jet	3	17	2	2	21	18	0	3	21	35	2	5	42
SD330	Prop	N/A	5	1	1	7	4	2	0	6	9	3	1	13
SF340	Prop	N/A	14	3	2	19	15	2	2	19	29	5	4	38
Total			**875**	**245**	**144**	**1264**	**931**	**150**	**184**	**1265**	**1806**	**395**	**328**	**2529**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

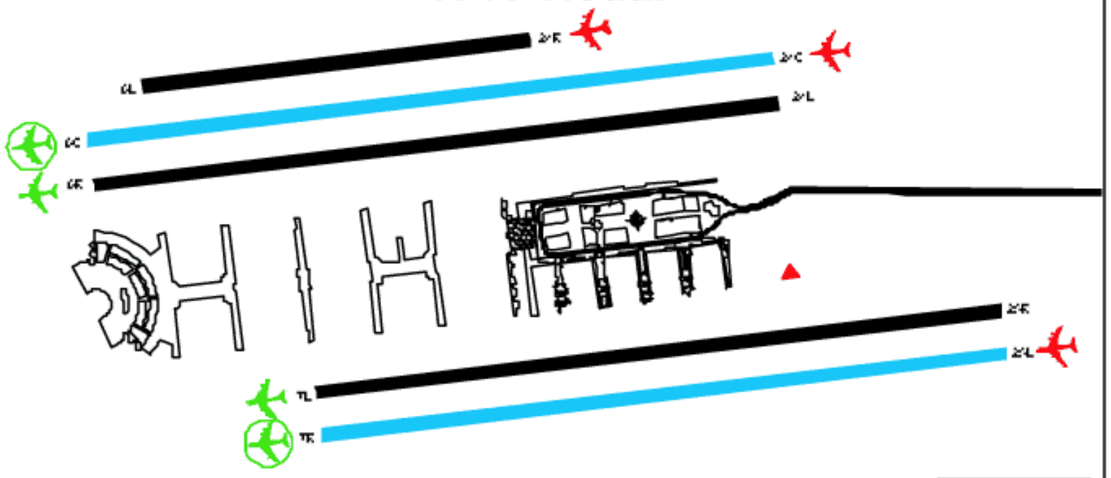
Under both future Alternative A conditions, the aircraft fleet mix is forecast to include more heavy aircraft than the no action cases. In 2005, the proportion of operations by heavy aircraft is forecast to be 26 percent (less than one percent higher than the no action forecast, but an increase of 9 percent from environmental baseline conditions). However, by 2015, the proportion of heavy jet operations will increase to 35 percent (868 of 2,515 total operations), while in the no action case heavy jets will comprise 33 percent of the mix (706 of 2,119 operations). The absolute growth in the numbers of wide-body aircraft would impact on the noise contours by contributing greater levels of noise energy to the total operation. The proportions of both light jets and propeller aircraft in the fleet mix will decline in the future, as heavy aircraft become a larger factor in the fleet.

3.2.2 Alternative A Runway Utilization

Figure 6 displays the general runway usage patterns for operation of the airport during the daytime hours in each of the four operating configurations identified for the facility. The information on the figure applies to the completed Alternative A airfield system development.

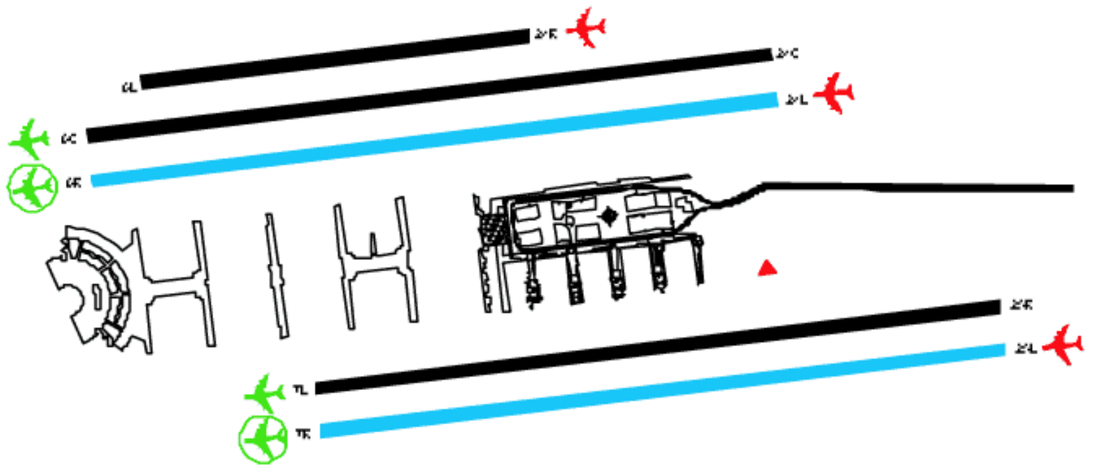
In the north complex, new Runway 6L/24R will be used for arrivals in both east and west traffic flows. The center Runway 6C/24C will be used primarily for arrivals and occasional departures in west flow, during east

VFR-Visual



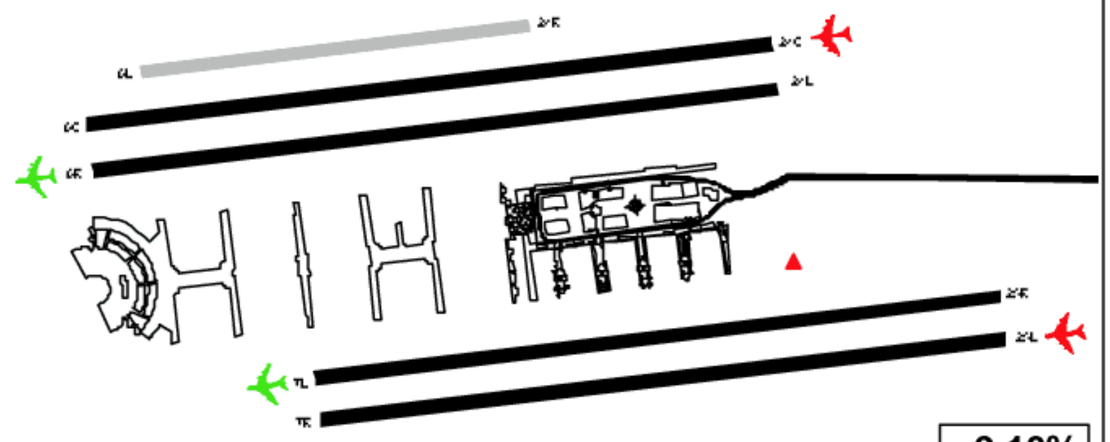
69.70%

VFR ILS/LDA



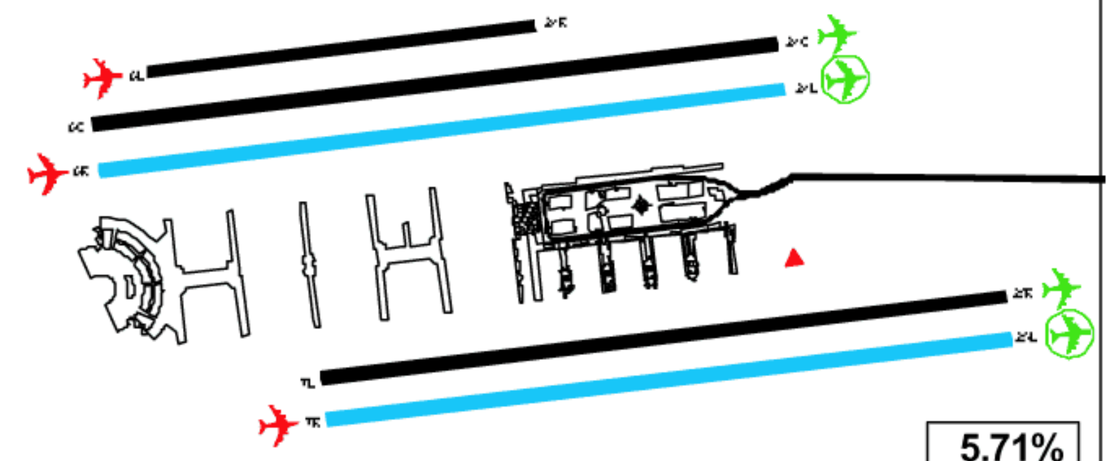
15.49%

IFR



9.10%

East



5.71%

Ground Runup Enclosure

Not Used

Arrivals

Departures

Mixed

Denotes occasional departure use

Not to Scale

Source:Landrum&BrownSIMMODAnalysisOutput,1997
PreparedBy:Landrum&Brown
Draft: 5/5/2000
X:\LAX\Runwayuseexhibits\AlternativeA.CDR

LAX Master Plan
EIS/EIR

Assumed Runway Use Characteristics
Alternative A

Figure
6

flow, Runway 6C/24C will be a primary departure runway. In west flow, Runway 6R/24L will be used primarily for departures in visual weather, primarily for arrivals and occasional departures in VFR ILS/LDA conditions, and as a primary departure runway in IMC. In east flow, the runway will be used primarily for arrivals with occasional departures.

In the south airfield, Runway 7L/25R will continue to be a primary departure runway in all conditions. During heavy arrival periods in visual weather conditions, that runway may also be used for arrivals. Runway 7R/25L will continue to operate as it does presently, a primary arrival runway with occasional departures both in east and west flows, as based on the output of capacity simulation modeling. The runway usage percentages forecast for the Alternative A conditions in 2005 and 2015 are presented on **Table 16**, 2005 Runway Utilization Percentages Build Alternative A, and **Table 17**, 2015 Runway Utilization Percentage Build Alternative A. The addition of a third approach with the construction of Runway 6L/24R in the 2005 to 2015 time period will result in the redistribution of nearly two-thirds of all west flow arrival traffic to the north airfield complex (compared to an equal distribution between the north and south airfield under No Action Alternative conditions). The departure traffic distribution will remain essentially balanced between the north and south airfields during west flow.

The Airport's present noise abatement procedure, mandatory over ocean flight procedures between midnight and 6:30 a.m., are expected to continue and are reflected in the frequent use of inboard Runway 6R for arrival operations during the night hours and the use of inboard Runway 25R for departures -- the dominant operating configuration during the period when over ocean procedures are in effect. Also reflected in the nighttime usage is the Airport's policy that, to the extent practical, activity between 10 p.m. and 7 a.m. will be made to and from the inboard runways. The addition of the fifth runway in the 2005 to 2015 time period accounts for the substance of the differences between runway usage patterns between the two years. Other minor fluctuations between the utilization of specific runways in the two time periods are the result of the simulation model's assignment of individual flights to specific runways based largely on minimizing delay due to the varying separation requirements of the aircraft types.

3.2.3 Alternative A Flight Track Usage

Until Runway 6L/24R is constructed, the flight tracks of the No Action/No Project Alternative will be applicable to the conditions of Alternative A. The flight tracks used to model aircraft noise for Alternative A conditions after completion of all runway construction and relocation are illustrated in **Figure 7**, while the proportion of operations assigned to each is indicated on Table D-18, 2005 Flight Track Utilization Percentages Alternative A, and Table D-19, 2015 Track Utilization Percentages Alternative A. The dominant flight paths that affect the location of the noise exposure pattern at LAX are associated with aircraft arrivals from the east. Aircraft departure operations along tracks to the east have little impact upon the noise contour locations, owing to the infrequent use of east flow operations. Departure tracks to the west define the greatest area of the noise exposure pattern, but the least area of overflight impact because virtually all the area encompassed by the contours to the west is over the Santa Monica Bay.

The dispersion of individual aircraft departure tracks around the flight paths will become less variable in the future as the industry-wide movement toward the development of GPS/FMS flight procedures becomes more refined. Use of GPS procedures will result in the maintenance of more consistent flight paths than has been the case historically, because pilots (or FMS) will use specific geographic coordinates to navigate their way to and from the Airport. Further, the dispersion of flight tracks in the dominant departure direction lends no refinement to the definition of impacts, because there are no incompatible properties directly west of the runways. Dispersion lateral to the defined departure courses will be corrected by greater navigational controls on aircraft locations.

Table 16

2005 Runway Utilization Percentages Build Alternative A

	Landings				Takeoffs			
Runway	**Day**	**Eve**	**Night**	**Total**	**Day**	**Eve**	**Night**	**Total**
06L	2.4%	2.2%	0.9%	2.1%	0.1%	0.2%	0.0%	0.1%
06R	0.1%	0.0%	33.2%	4.5%	1.9%	2.2%	2.5%	2.0%
07L	0.0%	0.0%	4.6%	0.6%	2.5%	2.7%	2.3%	2.5%
07R	2.3%	2.2%	1.0%	2.1%	0.3%	0.1%	0.2%	0.3%
24L	7.6%	7.6%	13.2%	8.3%	35.3%	36.5%	28.2%	34.4%
24R	34.5%	32.7%	10.9%	31.0%	8.6%	8.1%	2.9%	7.7%
25L	45.6%	44.1%	15.5%	41.3%	6.5%	1.2%	2.2%	5.2%
25R	7.6%	11.1%	20.6%	10.0%	44.8%	49.0%	61.8%	47.9%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

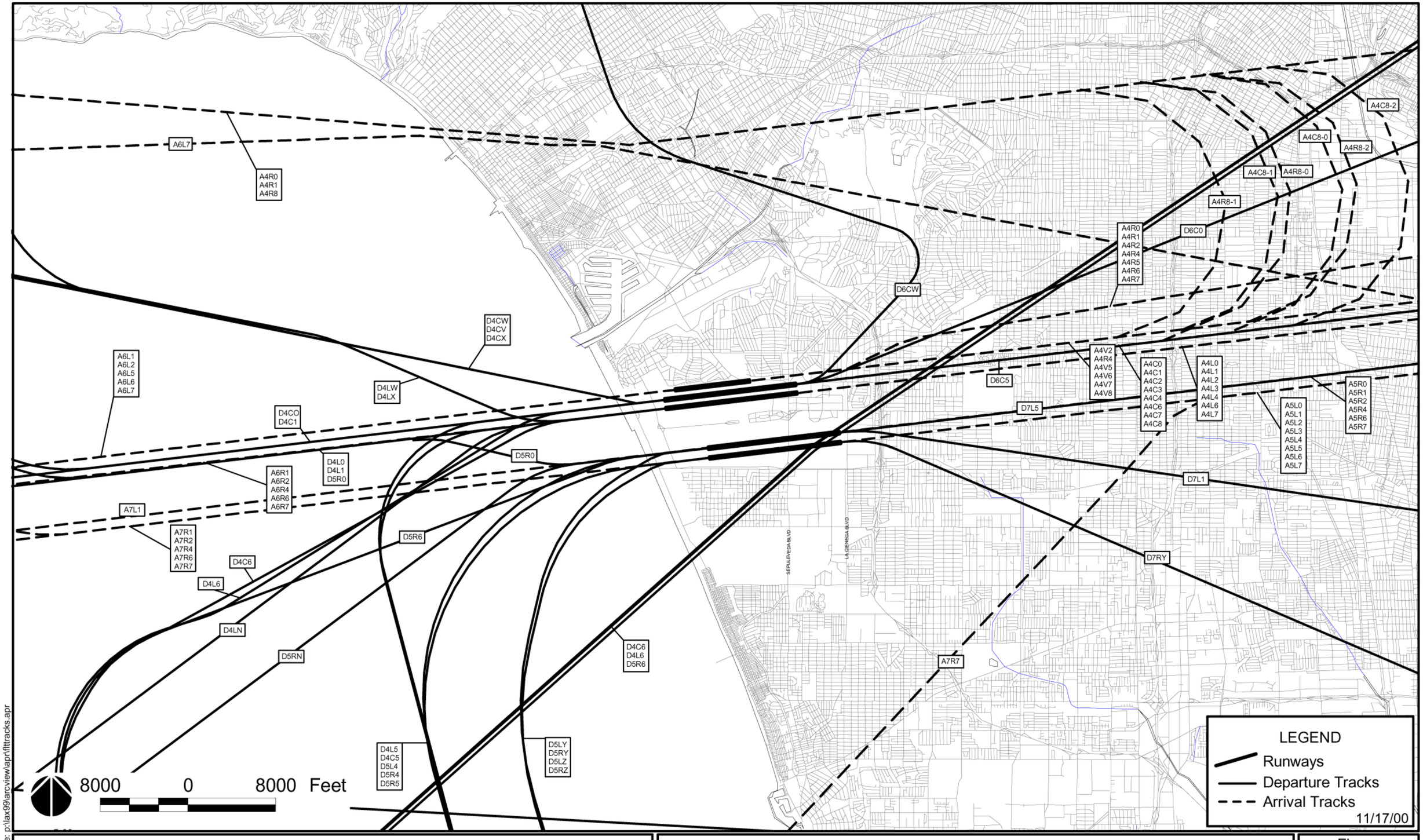
Table 17

2015 Runway Utilization Percentages Alternative A

	Landings				Takeoffs			
Runway	**Day**	**Eve**	**Night**	**Total**	**Day**	**Eve**	**Night**	**Total**
06L	1.8%	1.7%	0.7%	1.6%	0.0%	0.0%	0.0%	0.0%
06C	0.0%	0.0%	0.0%	0.0%	2.8%	2.9%	1.2%	2.6%
06R	1.6%	1.6%	31.3%	4.9%	0.0%	0.0%	1.2%	0.2%
07L	0.0%	0.0%	3.9%	0.5%	1.6%	2.1%	2.3%	1.8%
07R	1.8%	1.8%	0.9%	1.7%	0.6%	0.6%	0.5%	0.6%
24C	22.9%	25.3%	24.3%	23.5%	12.3%	15.2%	6.2%	11.8%
24L	4.7%	4.7%	3.9%	4.6%	35.0%	31.9%	23.5%	33.0%
24R	31.1%	29.4%	9.4%	28.3%	0.0%	0.0%	0.0%	0.0%
25L	35.9%	35.4%	15.1%	33.5%	7.3%	9.8%	5.1%	7.3%
25R	0.3%	0.0%	10.4%	1.4%	40.4%	37.5%	60.1%	42.8%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000



Filename: p:\lax99\arcview\apr\flttracks.apr

Los Angeles International Airport Master Plan	Assumed Flight Tracks - Alternative A	Figure 7

Table 18

2005 Flight Track Utilization Percentages Alternative A

Arrivals						Departures					
Runway	**Track**	**Day**	**Eve**	**Night**	**Total**	**Runway**	**Track**	**Day**	**Eve**	**Night**	**Total**
24L	A4L0	0.0%	0.0%	1.3%	0.2%	24L	D4L0	1.9%	6.6%	0.7%	2.3%
24L	A4L1	0.0%	0.0%	1.9%	0.3%	24L	D4L1	6.9%	5.9%	5.1%	6.5%
24L	A4L2	0.3%	0.0%	0.3%	0.2%	24L	D4L5	0.7%	0.7%	1.1%	0.8%
24L	A4L7	0.0%	0.0%	2.4%	0.3%	24L	D4L6	17.1%	7.9%	12.4%	15.2%
24L	A4L8	7.2%	7.6%	7.4%	7.3%	24L	D4LN	0.0%	0.0%	3.6%	0.5%
24R	A4R0	1.2%	1.2%	0.8%	1.1%	24L	D4LW	3.0%	6.6%	1.8%	3.3%
24R	A4R1	4.6%	3.2%	2.2%	4.0%	24L	D4LX	5.7%	8.8%	3.4%	5.7%
24R	A4R2	4.2%	2.6%	0.5%	3.4%	24R	D4R0	5.3%	5.6%	1.7%	4.8%
24R	A4R3	0.4%	0.0%	0.0%	0.3%	24R	D4RW	1.7%	1.2%	0.8%	1.5%
24R	A4R4	3.8%	2.8%	2.5%	3.4%	24R	D4RX	1.6%	1.3%	0.4%	1.4%
24R	A4R5	0.1%	0.0%	0.0%	0.0%	25L	D5L4	4.9%	0.7%	1.3%	3.9%
24R	A4R6	0.2%	0.2%	0.0%	0.2%	25L	D5LY	0.5%	0.0%	0.5%	0.4%
24R	A4R7	14.2%	17.0%	3.2%	13.3%	25L	D5LZ	1.1%	0.5%	0.4%	0.9%
24R	A4R8	6.0%	5.8%	1.8%	5.4%	25R	D5R1	7.9%	6.6%	5.7%	7.4%
25L	A5L0	0.8%	0.6%	0.2%	0.7%	25R	D5R4	9.3%	12.3%	4.5%	9.0%
25L	A5L1	0.9%	0.9%	0.3%	0.8%	25R	D5R5	21.0%	18.3%	14.7%	19.7%
25L	A5L2	1.3%	1.1%	0.0%	1.1%	25R	D5RN	0.0%	0.0%	32.1%	4.8%
25L	A5L3	1.3%	0.0%	0.0%	0.9%	25R	D5RV	0.3%	0.7%	0.0%	0.3%
25L	A5L4	11.6%	11.1%	3.2%	10.4%	25R	D5RW	0.8%	0.6%	0.0%	0.6%
25L	A5L5	0.8%	2.1%	0.0%	0.9%	25R	D5RX	1.2%	2.3%	0.0%	1.2%
25L	A5L6	3.9%	3.0%	1.1%	3.4%	25R	D5RY	0.4%	2.6%	1.4%	0.8%
25L	A5L7	15.6%	17.8%	7.5%	14.9%	25R	D5RZ	3.8%	5.6%	3.3%	4.0%
25L	A5L8	9.3%	7.6%	3.3%	8.2%	06L	D6LW	0.1%	0.1%	0.0%	0.1%
25R	A5R0	0.0%	0.0%	0.2%	0.0%	06L	D6LX	0.1%	0.1%	0.0%	0.1%
25R	A5R1	0.0%	0.0%	0.5%	0.1%	06R	D6R0	0.4%	0.7%	0.1%	0.4%
25R	A5R2	0.1%	0.0%	1.6%	0.3%	06R	D6R1	0.2%	0.2%	0.2%	0.2%
25R	A5R4	0.1%	0.0%	5.5%	0.8%	06R	D6R5	0.0%	0.0%	1.3%	0.2%
25R	A5R6	0.0%	0.0%	2.3%	0.3%	06R	D6R6	0.8%	0.5%	0.6%	0.8%
25R	A5R7	7.1%	10.8%	8.7%	8.0%	06R	D6RW	0.2%	0.4%	0.1%	0.2%
25R	A5R8	0.3%	0.3%	1.9%	0.5%	06R	D6RX	0.3%	0.4%	0.1%	0.3%
06L	A6L1	1.4%	1.1%	0.6%	1.3%	07L	D7L1	0.6%	0.5%	0.4%	0.5%
06L	A6L2	0.2%	0.1%	0.0%	0.2%	07L	D7L4	0.5%	0.7%	0.1%	0.4%
06L	A6L6	0.0%	0.1%	0.0%	0.0%	07L	D7L5	1.1%	0.9%	1.7%	1.2%
06L	A6L7	0.7%	1.0%	0.3%	0.7%	07L	D7LV	0.0%	0.0%	0.0%	0.0%
06R	A6R1	0.0%	0.0%	33.0%	4.4%	07L	D7LW	0.0%	0.0%	0.0%	0.0%
06R	A6R2	0.0%	0.0%	0.0%	0.0%	07L	D7LX	0.1%	0.1%	0.0%	0.1%
06R	A6R7	0.0%	0.0%	0.2%	0.0%	07L	D7LY	0.0%	0.1%	0.0%	0.0%
07L	A7L1	0.0%	0.0%	4.1%	0.5%	07L	D7LZ	0.2%	0.3%	0.1%	0.2%
07L	A7L2	0.0%	0.0%	0.0%	0.0%	07R	D7R4	0.3%	0.1%	0.2%	0.2%
07L	A7L6	0.0%	0.0%	0.2%	0.0%	07R	D7RY	0.0%	0.0%	0.0%	0.0%
07L	A7L7	0.0%	0.0%	0.3%	0.0%	07R	D7RZ	0.1%	0.0%	0.0%	0.0%
07R	A7R1	0.9%	0.8%	0.3%	0.8%	**Total**		**100.0%**	**100.0%**	**100.0%**	**100.0%**
07R	A7R2	0.1%	0.0%	0.0%	0.0%						
07R	A7R5	0.0%	0.1%	0.0%	0.0%						
07R	A7R6	0.2%	0.1%	0.0%	0.2%						
07R	A7R7	1.2%	1.1%	0.7%	1.1%						
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**						

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

Table 19

2015 Flight Track Utilization Percentages Alternative A

Arrivals												Departures					
Runway	**Track**	**Day**	**Eve**	**Night**	**Total**	**Runway**	**Track**	**Day**	**Eve**	**Night**	**Total**	**Runway**	**Track**	**Day**	**Eve**	**Night**	**Total**
24C	A4C0	0.1%	0.2%	0.6%	0.2%	25L	A5L6	1.9%	1.9%	0.1%	1.7%	24C	D4C0	1.1%	2.1%	0.3%	1.1%
24C	A4C1	1.0%	0.3%	0.1%	0.8%	25L	A5L7	12.1%	15.9%	7.2%	12.3%	24C	D4C1	2.6%	2.4%	2.2%	2.5%
24C	A4C2	0.1%	0.0%	1.8%	0.3%	25R	A5R0	0.0%	0.0%	0.3%	0.0%	24C	D4C5	0.0%	0.0%	0.1%	0.0%
24C	A4C3	1.7%	0.0%	0.0%	1.2%	25R	A5R1	0.1%	0.0%	3.6%	0.5%	24C	D4C6	2.0%	1.1%	1.3%	1.8%
24C	A4C4	3.0%	4.3%	7.8%	3.8%	25R	A5R2	0.1%	0.0%	0.3%	0.1%	24C	D4CV	0.3%	0.5%	0.0%	0.2%
24C	A4C6	0.0%	0.0%	0.5%	0.1%	25R	A5R4	0.1%	0.0%	2.4%	0.3%	24C	D4CW	5.1%	7.1%	1.7%	4.8%
24C	A4C7	11.6%	16.2%	7.1%	12.0%	25R	A5R6	0.0%	0.0%	1.7%	0.2%	24C	D4CX	1.3%	2.0%	0.5%	1.3%
24C	A4C8	5.4%	4.2%	6.4%	5.3%	25R	A5R7	0.0%	0.0%	2.0%	0.2%	24L	D4L0	5.9%	10.4%	1.6%	5.8%
24L	A4L0	0.1%	0.5%	1.0%	0.3%	06L	A6L1	1.1%	1.0%	0.4%	1.0%	24L	D4L1	13.7%	10.6%	12.1%	13.1%
24L	A4L1	0.9%	0.3%	0.5%	0.7%	06L	A6L2	0.2%	0.2%	0.1%	0.2%	24L	D4L5	5.3%	0.3%	3.2%	4.4%
24L	A4L2	0.0%	0.0%	0.5%	0.1%	06L	A6L5	0.1%	0.1%	0.0%	0.1%	24L	D4L6	3.3%	0.1%	0.0%	2.4%
24L	A4L3	0.3%	0.0%	0.0%	0.2%	06L	A6L6	0.2%	0.2%	0.1%	0.2%	24L	D4LN	0.0%	0.0%	3.8%	0.5%
24L	A4L4	0.3%	0.4%	0.5%	0.4%	06L	A6L7	0.2%	0.2%	0.1%	0.2%	24L	D4LW	0.4%	0.6%	0.0%	0.4%
24L	A4L6	0.0%	0.0%	0.1%	0.0%	06R	A6R1	0.6%	0.4%	30.7%	3.9%	24L	D4LX	6.3%	9.8%	2.8%	6.2%
24L	A4L7	3.0%	3.6%	1.4%	2.9%	06R	A6R2	0.0%	0.0%	0.2%	0.0%	25L	D5L4	3.5%	3.9%	1.1%	3.2%
24R	A4R0	1.1%	0.9%	0.1%	1.0%	06R	A6R6	0.0%	0.0%	0.1%	0.0%	25L	D5LY	0.9%	1.3%	0.5%	0.9%
24R	A4R1	0.7%	0.7%	0.2%	0.6%	06R	A6R7	1.0%	1.2%	0.4%	1.0%	25L	D5LZ	2.9%	4.6%	3.4%	3.2%
24R	A4R2	0.6%	0.6%	0.2%	0.5%	07L	A7L1	0.0%	0.0%	3.8%	0.4%	25R	D5R0	0.2%	0.2%	0.0%	0.2%
24R	A4R4	1.6%	1.5%	1.0%	1.5%	07L	A7L7	0.0%	0.0%	0.1%	0.0%	25R	D5R4	12.5%	8.4%	4.9%	10.9%
24R	A4R5	0.3%	0.3%	0.0%	0.3%	07R	A7R1	1.1%	0.8%	0.4%	0.9%	25R	D5R5	12.3%	18.3%	14.7%	13.4%
24R	A4R6	0.4%	0.4%	0.2%	0.3%	07R	A7R2	0.1%	0.0%	0.0%	0.1%	25R	D5R6	12.9%	9.7%	4.1%	11.2%
24R	A4R7	0.7%	0.7%	0.3%	0.6%	07R	A7R6	0.1%	0.1%	0.0%	0.1%	25R	D5RN	0.0%	0.0%	34.1%	4.9%
24R	A4R8	8.5%	7.7%	2.8%	7.7%	07R	A7R7	0.5%	0.8%	0.5%	0.6%	25R	D5RY	0.5%	0.6%	0.5%	0.5%
24R	A4V2	1.9%	2.5%	0.5%	1.8%	**Total**		**100.0%**	**100.0%**	**100.0%**	**100.0%**	25R	D5RZ	1.9%	0.4%	1.7%	1.7%
24R	A4V4	7.1%	5.2%	1.4%	6.1%							06C	D6C0	1.7%	1.6%	0.8%	1.6%
24R	A4V5	1.4%	1.4%	0.0%	1.3%							06C	D6C1	0.3%	0.1%	0.1%	0.3%
24R	A4V6	1.7%	1.9%	0.5%	1.6%							06C	D6C5	0.0%	0.0%	0.0%	0.0%
24R	A4V7	5.2%	5.6%	2.3%	4.9%							06C	D6CW	0.7%	1.2%	0.3%	0.7%
25L	A5L0	1.8%	1.3%	0.1%	1.5%							06R	D6R5	0.0%	0.0%	1.2%	0.2%
25L	A5L1	12.9%	10.5%	3.7%	11.4%							07L	D7L1	0.5%	0.7%	0.7%	0.6%
25L	A5L2	2.1%	1.2%	0.7%	1.7%							07L	D7L5	1.1%	1.4%	1.7%	1.2%
25L	A5L3	0.2%	0.0%	0.0%	0.1%							07R	D7RY	0.6%	0.6%	0.5%	0.6%
25L	A5L4	4.8%	4.6%	3.3%	4.6%							**Total**		**100.0%**	**100.0%**	**100.0%**	**100.0%**
25L	A5L5	0.2%	0.0%	0.0%	0.1%												

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

3.2.4 Alternative A Ground Noise

Run-up locations and operating assumptions for Alternative A are different than those used in the No Action/No Project Alternative conditions. This is due to a change in the airfield layout and how the Airport is operated under this Alternative. It is assumed that all run-up locations and facilities will be operational by 2005, therefore the description of location and operating characteristics will cover both 2005 and 2015.

There are four primary sites on the revised Alternative A airfield where aircraft run-up activity occurs. All of the sites are located east of the terminal core, between the runway complexes and south of Century Boulevard. These locations are shown on the Alternative A usage and layout diagrams, **Figure 6**. All run-up activity in the future is to be conducted in a ground run-up enclosure (GRE).

Since the number of run-up operations was not forecast by the Master Plan, it is assumed that they will increase in direct proportion to the increase in operations volume from the No Action Alternative conditions. The aircraft that conduct run-up activity will change to reflect the fleet mix in use at the future date under consideration. **Table 20**, Run-Up Operations Summary Alternative A, provides a summary of the run-up activity assumed for Alternative A conditions for the two forecast years.

Table 20

Run-up Operations Summary Alternative A

	2005			2015		
INM Aircraft	**Day**	**Evening**	**Night**	**Day**	**Evening**	**Night**
737300	0.32	3.82	0.37	0.38	4.59	0.45
747400	1.01	0	0	1.22	0	0
757PW	4.31	0	0.81	5.17	0	0.98
767300	1.01	0	0	1.21	0	0
767CF6	0.72	0	3.38	0.87	0	4.06
A320	0	3.82	0.18	0	4.59	0.22
MD11GE	2.27	0	2.72	2.73	0	3.27
MD11PW	12.16	0	0	14.6	0	0
MD82	1.73	0	0.73	2.08	0	0.88
Total	**23.53**	**7.64**	**8.19**	**28.26**	**9.18**	**9.86**

Location	Percent	Average Run-up Duration:
East Run-up Site	50% in 2005, 100% in 2015	2005 = 7.8 minutes
West Run-up Site	50% in 2005, 0% in 2015	2015 = 5.2 minutes

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

3.3 Future Alternative B Conditions

The year 2015 development plan for Alternative B assumes the construction of a new 6,700-foot Runway 7R/25L, in the south airfield, south of the existing outboard runway. This new runway will be located along a three-degree converging alignment to Runway 7R/25L, which would be redesignated Runway 7C/25C. A third simultaneous approach from the east is provided to new Runway end 25L along a parallel course to the other south airfield approach courses. New Runway end 7R would not be used for arrivals.

In the south airfield, Runway 7L/25R will be relocated approximately 370 feet north of its current location. It will be constructed at a length of 12,000 feet, with its east end approximately 950 feet east of the existing Runway 25R displaced threshold; the west end will be even with the existing end of Runway 7L. Existing Runway 7R/25L will be reconstructed along an alignment 500 feet north of the existing alignment at a length of 12,000 feet and will be redesignated Runway 7C/25C. The east end will be approximately 950 feet east of the relocated threshold of existing Runway 25L and the west end will be even with the existing Runway 7R end.

In addition to reconstruction of the south airfield, Runways 6L/24R and 6R/24L in the north airfield will be reconstructed 135 feet and 35 feet north of their respective existing centerlines. Runway 6L/24R will be shifted to the east and extended to 10,000 feet. Runway 6R/24L will also be relocated to the east and extended to 12,000 feet. The lateral spacing between the relocated runways will be 800 feet.

Other airport facilities will be added that will not directly impact upon the location or extent of the aircraft noise contours beyond the airport boundaries. However, the expansion of the terminal area to the west and the cargo area to the of north of Century Boulevard in the Manchester Square area may result in the modification of single-event noise levels from aircraft ground sources, such as taxiing and run-up noise, in adjacent off-airport areas.

By the year 2005, new Runway 7R/25L will be completed in the south complex and Runway 6R/24L in the north complex will be extended by approximately 2,950 feet to the east along its existing alignment to provide adequate length to serve Pacific rim markets. Construction of other runway relocations is not expected until the time period between 2005 and 2015.

3.3.1 Alternative B Operations and Fleet Mix

Table 21, 2005 Average Annual Day Operations and Fleet Mix Alternative B, and Table D-22, 2015 Average Annual Day Operations and Fleet Mix Alternative B, provide the daily number and mix of aircraft operations forecast to occur under Alternative B conditions. Since a new south runway is not expected to be in place by 2005, the number of operations to be served in that year is forecast to be constrained by airport facilities capacity limitations. By 2005, aircraft operations are not expected to grow beyond 2,118 operations on the average annual day. However, by 2015, the five runways of the Alternative B airfield configuration is expected to accommodate operational growth to 2,535 flights on the average annual day, or 20 percent more than are forecast for the 2015 No Action/No Project Alternative.

The aircraft fleet mix is forecast to include more heavy aircraft than the No Action/ No Project Alternative cases. In 2005, the proportion of operations by heavy aircraft is forecast to be 26 percent (less than one percent higher than the no action forecast, but an increase of 9 percent from environmental baseline conditions). However, by 2015, the proportion of heavy jet operations will increase to 34 percent (872 of 2,535 total operations), while in the no action case heavy jets will comprise 33 percent of the mix (706 of 2,119 operations). The absolute growth in the numbers of wide-body aircraft would impact on the noise contours by contributing greater levels of noise energy to the total operation. The proportions of both light jets and propeller aircraft in the fleet mix will decline in the future, as heavy aircraft become a larger factor in the fleet.

Table 21

2005 Average Annual Day Operations and Fleet Mix Alternative B

INM Aircraft Type	Aircraft Group	Part 36 Stage	Landings				Takeoffs				Total Operations			
			Day	Eve	Night	Total	Day	Eve	Night	Total	Day	Eve	Night	Total
727EM2	Jet	3	6	1	4	11	8	0	3	11	14	1	7	22
737300	Jet	3	72	13	12	97	82	12	9	103	154	25	21	200
7373B2	Jet	3	20	7	4	31	20	3	4	27	40	10	8	58
737400	Jet	3	9	1	1	11	6	1	2	9	15	2	3	20
737500	Jet	3	26	9	2	37	25	7	6	38	51	16	8	75
737N9	Jet	3	1	3	1	5	0	1	4	5	1	4	5	10
747200	Heavy	3	1	0	0	1	1	0	0	1	2	0	0	2
74720B	Heavy	3	18	2	5	25	16	1	6	23	34	3	11	48
747400	Heavy	3	39	14	1	54	36	3	15	54	75	17	16	108
757PW	Jet	3	44	17	10	71	44	10	16	70	88	27	26	141
757RR	Jet	3	50	17	14	81	54	14	16	84	104	31	30	165
767300	Heavy	3	10	5	1	16	17	0	1	18	27	5	2	34
767CF6	Heavy	3	17	5	3	25	22	1	4	27	39	6	7	52
767JT9	Heavy	3	7	5	5	17	10	4	1	15	17	9	6	32
777200	Heavy	3	13	3	5	21	18	1	1	20	31	4	6	41
A300	Heavy	3	9	10	9	28	23	3	5	31	32	13	14	59
A310	Heavy	3	15	1	2	18	8	5	6	19	23	6	8	37
A320	Jet	3	16	9	5	30	25	1	6	32	41	10	11	62
CL601	Jet	3	9	1	0	10	8	2	0	10	17	3	0	20
CNA441	Prop	N/A	44	12	7	63	45	12	5	62	89	24	12	125
DC1010	Heavy	3	16	5	5	26	21	1	4	26	37	6	9	52
DC1030	Heavy	3	3	1	5	9	4	0	4	8	7	1	9	17
DC870	Heavy	3	6	4	0	10	5	0	5	10	11	4	5	20
DC95HW	Jet	3	9	2	2	13	10	2	1	13	19	4	3	26
DHC6	Prop	N/A	52	13	5	70	52	12	6	70	104	25	11	140
DHC7	Prop	N/A	6	1	0	7	9	0	1	10	15	1	1	17
DHC8	Prop	N/A	25	8	4	37	27	8	4	39	52	16	8	76
DHC830	Prop	N/A	2	0	0	2	1	0	0	1	3	0	0	3
F10062	Jet	3	3	1	0	4	2	2	2	6	5	3	2	10
F10065	Jet	3	4	0	0	4	4	0	0	4	8	0	0	8
HS748A	Prop	N/A	12	4	2	18	13	2	1	16	25	6	3	34
L1011	Heavy	3	6	2	2	10	5	1	1	7	11	3	3	17
LEAR35	Jet	3	6	1	1	8	7	1	0	8	13	2	1	16
MD11GE	Heavy	3	11	2	0	13	12	1	3	16	23	3	3	29
MD11PW	Jet	3	16	4	1	21	15	3	0	18	31	7	1	39
MD81	Jet	3	4	0	0	4	4	0	0	4	8	0	0	8
MD82	Jet	3	35	11	8	54	38	9	6	53	73	20	14	107
MD83	Jet	3	7	2	3	12	10	0	2	12	17	2	5	24
MD9028	Jet	3	18	2	1	21	19	0	4	23	37	2	5	44
SD330	Prop	N/A	3	2	2	7	6	2	0	8	9	4	2	15
SF340	Prop	N/A	40	7	6	53	40	7	6	53	80	14	12	106
Total			**710**	**207**	**138**	**1055**	**772**	**132**	**160**	**1064**	**1482**	**339**	**298**	**2119**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

Table 22

2015 Average Annual Day Operations and Fleet Mix Alternative B

INM Aircraft Type	Aircraft Group	Part 36 Stage	Landings				Takeoffs				Total Operations			
			Day	Eve	Night	Total	Day	Eve	Night	Total	Day	Eve	Night	Total
737300	Jet	3	35	7	6	48	43	7	3	53	78	14	9	101
7373B2	Jet	3	16	11	10	37	20	5	9	34	36	16	19	71
737400	Jet	3	21	2	2	25	22	0	2	24	43	2	4	49
737500	Jet	3	20	5	3	28	23	2	3	28	43	7	6	56
74720B	Heavy	3	6	1	5	12	5	1	6	12	11	2	11	24
747400	Heavy	3	73	20	2	95	63	6	27	96	136	26	29	191
757PW	Jet	3	60	23	9	92	63	14	16	93	123	37	25	185
757RR	Jet	3	101	27	22	150	94	31	24	149	195	58	46	299
767300	Heavy	3	32	11	2	45	43	3	1	47	75	14	3	92
767CF6	Heavy	3	22	5	3	30	19	1	7	27	41	6	10	57
767JT9	Heavy	3	8	3	6	17	12	3	1	16	20	6	7	33
777200	Heavy	3	30	7	8	45	35	5	4	44	65	12	12	89
A300	Heavy	3	36	17	12	65	54	4	9	67	90	21	21	132
A310	Heavy	3	23	4	4	31	13	7	8	28	36	11	12	59
A320	Jet	3	17	9	2	28	23	1	8	32	40	10	10	60
BAE146	Jet	3	1	1	0	2	1	0	1	2	2	1	1	4
CL601	Jet	3	25	5	0	30	21	6	1	28	46	11	1	58
CNA441	Prop	N/A	45	11	11	67	50	12	6	68	95	23	17	135
DC1030	Heavy	3	3	0	3	6	4	1	2	7	7	1	5	13
DC870	Heavy	3	10	7	1	18	10	0	9	19	20	7	10	37
DC95HW	Jet	3	14	3	1	18	16	3	0	19	30	6	1	37
DHC6	Prop	N/A	44	14	5	63	43	12	5	60	87	26	10	123
DHC7	Prop	N/A	20	7	2	29	22	5	3	30	42	12	5	59
DHC8	Prop	N/A	28	10	3	41	30	5	7	42	58	15	10	83
DHC830	Prop	N/A	12	0	0	12	12	0	0	12	24	0	0	24
F10062	Jet	3	3	1	0	4	3	1	1	5	6	2	1	9
F10065	Jet	3	4	0	0	4	3	0	0	3	7	0	0	7
HS748A	Prop	N/A	31	9	5	45	37	7	2	46	68	16	7	91
LEAR35	Jet	3	11	2	1	14	11	2	0	13	22	4	1	27
MD11GE	Heavy	3	19	6	1	26	18	3	7	28	37	9	8	54
MD11PW	Heavy	3	40	5	3	48	41	2	0	43	81	7	3	91
MD81	Jet	3	4	0	0	4	3	0	0	3	7	0	0	7
MD82	Jet	3	22	7	5	34	26	5	5	36	48	12	10	70
MD83	Jet	3	6	2	2	10	8	0	2	10	14	2	4	20
MD9028	Jet	3	17	2	2	21	18	1	3	22	35	3	5	43
SD330	Prop	N/A	4	1	1	6	4	1	0	5	8	2	1	11
SF340	Prop	N/A	15	3	2	20	15	2	2	19	30	5	4	39
Total			**878**	**248**	**144**	**1270**	**928**	**158**	**184**	**1270**	**1806**	**406**	**328**	**2540**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

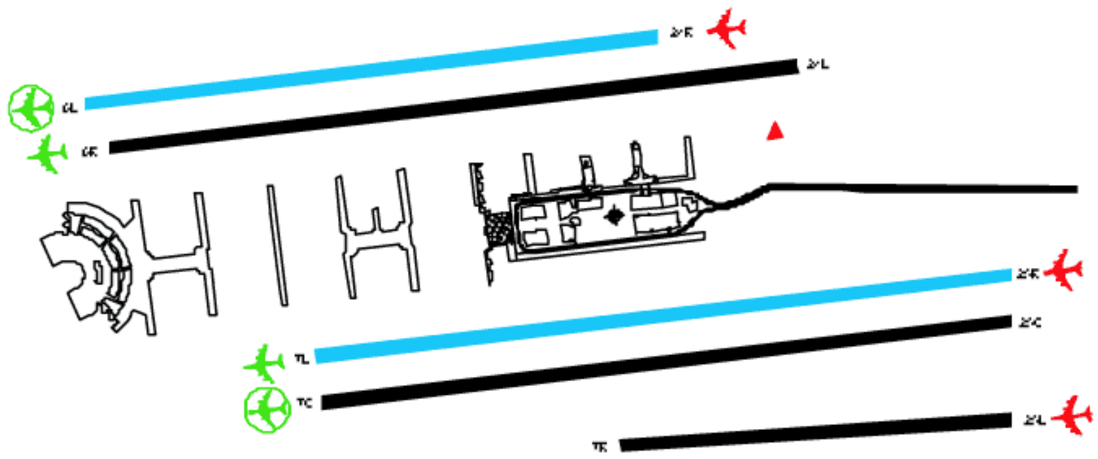
3.3.2 Alternative B Runway Utilization

The anticipated Alternative B runway use patterns are illustrated on **Figure 8** while **Table 23**, 2005 Runway Utilization Percentages Alternative B, and **Table 24**, 2015 Runway Utilization Percentages Alternative B, provide the runway use percentages developed by simulation modeling. New Runway 7R/25L will be used strictly for arrivals in west flow and for departures in east flow. In west flow, Runway 25R will be used primarily for departures in VMC and for mixed operations in VFR ILS/LDA and IMC conditions. During east flow, this runway will be used primarily for aircraft departures. The center runway will be used as a mixed operations runway in VMC (west flow); as a primary departure runway in VFR/ILS and IMC conditions (west flow); and as an arrival runway in east flow.

The north runways will be used in Alternative B similarly to their operation in No Action/No Build Alternative conditions. In all weather conditions and both east and west flows, Runway 6L/24R will be used primarily for arrivals, with occasional use by departures; Runway 6R/24L will be used primarily for departures in all west flow conditions, and for mixed operations during east flow.

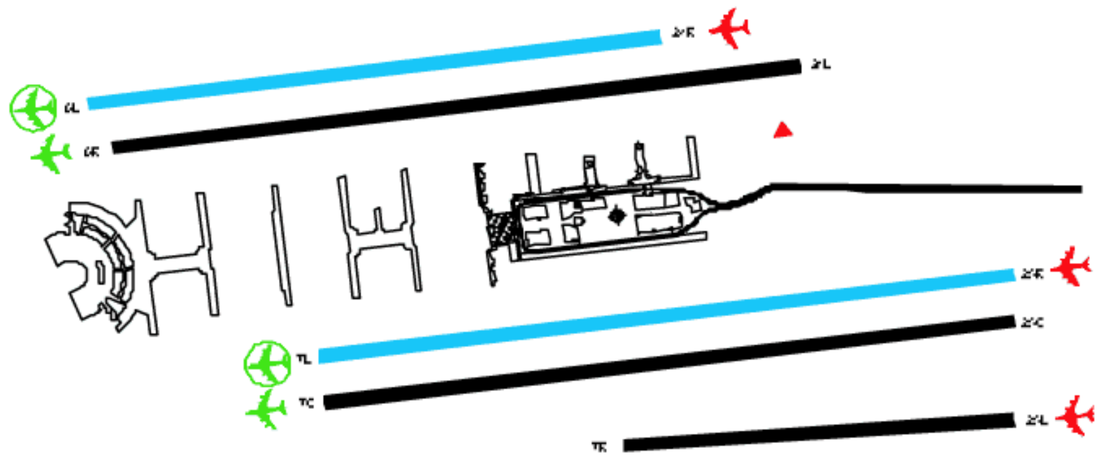
The Airport's present noise abatement measures, which mandate over-ocean procedures between midnight and 6:30 a.m., are reflected in the frequent use of Runway 6R for arrival operations during the night hours. The

VFR-Visual



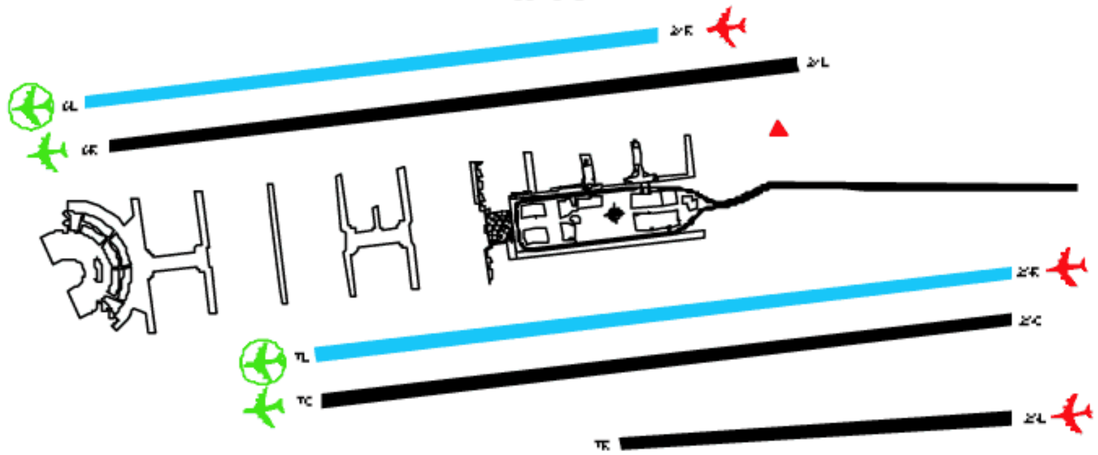
69.70%

VFR ILS/LDA



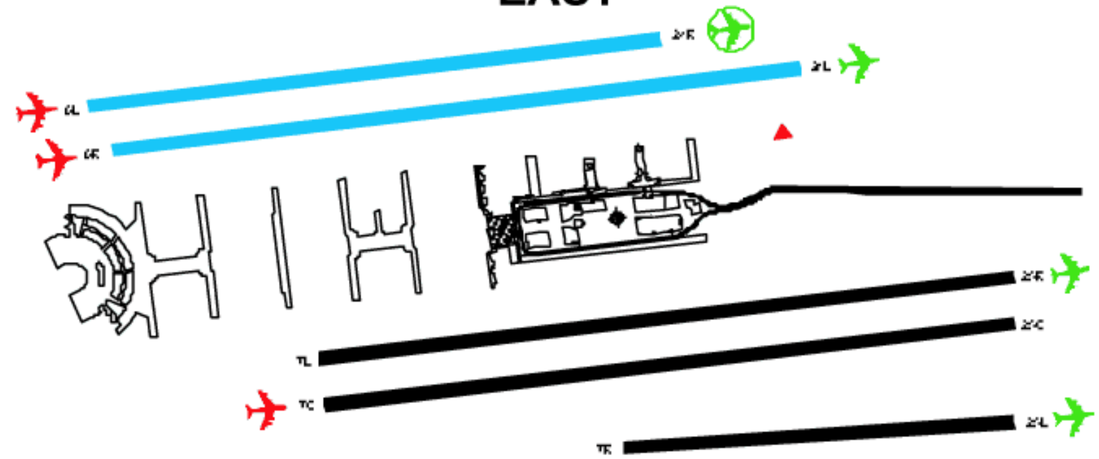
15.49%

IFR



9.10%

EAST



5.71%

Ground Runup Enclosure

Not Used

Arrivals

Departures

Mixed

Denotes occasional departure use

Not to Scale

Source:L&BSIMMODAnalysisOutput,1997
PreparedBy:Landrum&Brown
Draft:5/5/2000
X:\LAX\RunwayUseExhibits\ALTERNATIVEB.CDR

LAX Master Plan EIS/EIR	**Assumed Runway Use Characteristics Alternative B**	Figure 8

dominant operating configuration during the period when over-ocean procedures are in effect utilizes approaches to the north runway complex on inboard Runway 6R and departures from the south runway complex on inboard Runway 25R. Also reflected in the nighttime usage is the airport's policy that, to the extent practical, operations between 10 p.m. and 7 a.m. will be made to and from the inboard runways. Minor fluctuations in the utilization of specific runways between the two years are the result of the simulation model's flexible assignment of individual flights to individual runways to minimize delay resulting from variations in separation requirements between different aircraft types.

Table 23

2005 Runway Utilization Percentages Alternative B

	Landings				Takeoffs			
Runway	**Day**	**Eve**	**Night**	**Total**	**Day**	**Eve**	**Night**	**Total**
06L	2.4%	2.2%	0.9%	2.1%	0.1%	0.2%	0.0%	0.1%
06R	0.1%	0.0%	33.2%	4.5%	1.9%	2.2%	2.5%	2.0%
07L	0.0%	0.0%	4.6%	0.6%	2.5%	2.7%	2.3%	2.5%
07R	2.3%	2.2%	1.0%	2.1%	0.3%	0.1%	0.2%	0.3%
24L	7.6%	7.6%	13.2%	8.3%	35.3%	36.5%	28.2%	34.4%
24R	34.5%	32.7%	10.9%	31.0%	8.6%	8.1%	2.9%	7.7%
25L	45.6%	44.1%	15.5%	41.3%	6.5%	1.2%	2.2%	5.2%
25R	7.6%	11.1%	20.6%	10.0%	44.8%	49.0%	61.8%	47.9%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

Table 24

2015 Runway Utilization Percentages Alternative B

	Landings				Takeoffs			
Runway	**Day**	**Eve**	**Night**	**Total**	**Day**	**Eve**	**Night**	**Total**
06L	1.3%	1.1%	0.8%	1.2%	0.7%	1.1%	0.3%	0.7%
06R	1.6%	1.6%	32.1%	5.0%	1.4%	1.8%	2.2%	1.6%
07C	2.1%	2.0%	2.4%	2.1%	0.0%	0.0%	0.0%	0.0%
07L	0.0%	0.0%	3.4%	0.4%	2.1%	2.7%	2.4%	2.2%
07R	0.0%	0.0%	0.0%	0.0%	0.6%	0.7%	0.4%	0.6%
24L	0.0%	0.0%	9.0%	1.0%	42.4%	40.2%	30.9%	40.4%
24R	29.0%	30.9%	10.5%	27.3%	5.0%	7.1%	1.3%	4.7%
25C	25.1%	24.9%	23.4%	24.9%	14.1%	17.9%	9.8%	14.0%
25L	33.8%	31.8%	11.2%	30.8%	0.0%	0.0%	0.0%	0.0%
25R	7.1%	7.8%	7.3%	7.2%	33.8%	28.5%	52.7%	35.8%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

3.3.3 Alternative B Flight Track Usage

The flight tracks used to model aircraft noise for Alternative B conditions are illustrated in **Figure 9**, while the proportion of operations assigned to each is indicated on **Table 24**, 2005 Average Annual Flight Track Utilization Alternative B, and **Table 25**, 2015 Flight Track Utilization Alternative B. The dominant flight paths that impact upon the location of the noise exposure pattern at LAX are associated with the arrivals from the east. The approach path to Runway 25L is assumed to parallel the approach path to Runway 25R until it curves right about one mile from the runway threshold to complete the path to the new south runway. Not only will these parallel approaches provide conformity of operation, but also will limit the area exposed to overflights associated with the new runway.

Departure operations along tracks to the east have little impact upon the noise contour locations, due to the infrequent use of east flow operations. Departure tracks to the west define the greatest area of the noise exposure pattern, but the least area of overflight impact because virtually all the area under the contours to the west is over the ocean.

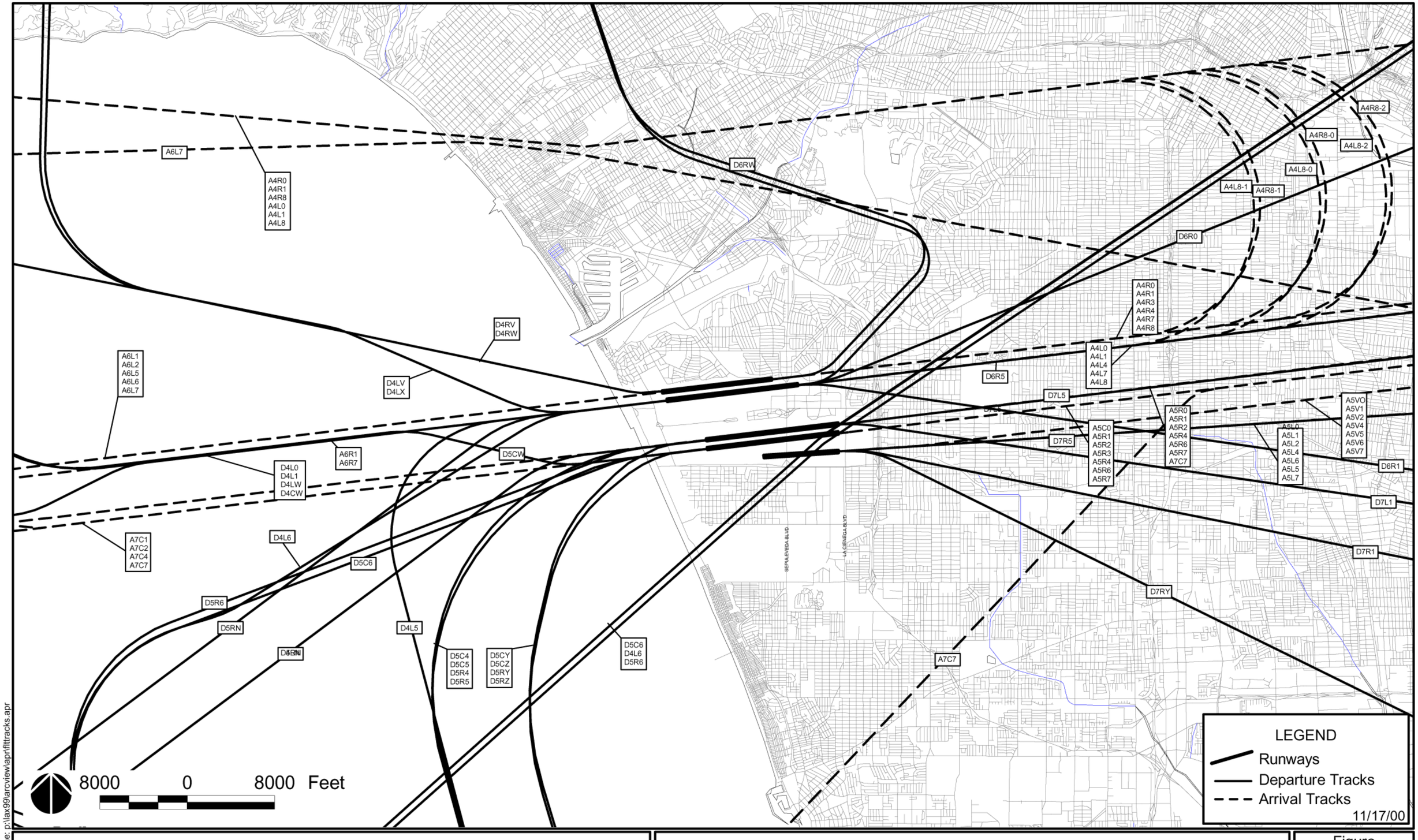
The dispersion of individual aircraft departure tracks around the flight paths will reflect less variance in future time frames as the industry movement toward the development of Global Positioning Satellite (GPS) flight procedures matures. Recent plans by FAA's Facilities and Equipment division indicate that virtually all navigational aides other than GPS procedures will be phased out by 2008. Use of GPS procedures will result in the maintenance of more consistent flight paths than has been the case historically, because pilots (or on-board flight management systems (FMS)) will use specific geographic coordinates to navigate their way to and from the Airport. Further, the dispersion of flight tracks in the dominant departure direction lends no refinement to the definition of impacts, because there are no incompatible properties directly west of the runways.

3.3.4 Alternative B Ground Noise

Changes in the Alternative B airfield layout and operating procedures will include relocation of run-up areas. It is assumed that all run-up locations and facilities will be operational by 2005, therefore the description of location and operating characteristics will apply to both 2005 and 2015.

There is one primary site, located east of the terminal core and between the runway complexes, on the Alternative B airfield where aircraft run-up activity occurs. All run-ups are assumed to be conducted in a ground run-up enclosure (GRE) at the site.

Since the number of run-up operations was not forecast, it is assumed that they will increase in direct proportion to the increase in aircraft operations volume from the No Action/No Project Alternative conditions. The aircraft that conduct run-up activity will change to reflect the fleet mix in use at the future date under consideration. Table D-27, Run-Up Operations Summary Alternative B**,** provides a summary of the run-up activity assumed for Alternative B in the two forecast years.



Filename: p:\lax99\arcview\apr\flttracks.apr

Los Angeles International Airport Master Plan	Assumed Flight Tracks - Alternative B	Figure 9

Table 25

2005 Average Annual Flight Track Utilization Alternative B

Arrivals						Departures					
Runway	**Track**	**Day**	**Eve**	**Night**	**Total**	**Runway**	**Track**	**Day**	**Eve**	**Night**	**Total**
24L	A4L0	0.0%	0.0%	1.3%	0.2%	24L	D4L0	1.9%	6.6%	0.7%	2.3%
24L	A4L1	0.0%	0.0%	1.9%	0.3%	24L	D4L1	6.9%	5.9%	5.1%	6.5%
24L	A4L2	0.3%	0.0%	0.3%	0.2%	24L	D4L5	0.7%	0.7%	1.1%	0.8%
24L	A4L7	0.0%	0.0%	2.4%	0.3%	24L	D4L6	17.1%	7.9%	12.4%	15.2%
24L	A4L8	7.2%	7.6%	7.4%	7.3%	24L	D4LN	0.0%	0.0%	3.6%	0.5%
24R	A4R0	1.2%	1.2%	0.8%	1.1%	24L	D4LW	3.0%	6.6%	1.8%	3.3%
24R	A4R1	4.6%	3.2%	2.2%	4.0%	24L	D4LX	5.7%	8.8%	3.4%	5.7%
24R	A4R2	4.2%	2.6%	0.5%	3.4%	24R	D4R0	5.3%	5.6%	1.7%	4.8%
24R	A4R3	0.4%	0.0%	0.0%	0.3%	24R	D4RW	1.7%	1.2%	0.8%	1.5%
24R	A4R4	3.8%	2.8%	2.5%	3.4%	24R	D4RX	1.6%	1.3%	0.4%	1.4%
24R	A4R5	0.1%	0.0%	0.0%	0.0%	25L	D5L4	4.9%	0.7%	1.3%	3.9%
24R	A4R6	0.2%	0.2%	0.0%	0.2%	25L	D5LY	0.5%	0.0%	0.5%	0.4%
24R	A4R7	14.2%	17.0%	3.2%	13.3%	25L	D5LZ	1.1%	0.5%	0.4%	0.9%
24R	A4R8	6.0%	5.8%	1.8%	5.4%	25R	D5R1	7.9%	6.6%	5.7%	7.4%
25L	A5L0	0.8%	0.6%	0.2%	0.7%	25R	D5R4	9.3%	12.3%	4.5%	9.0%
25L	A5L1	0.9%	0.9%	0.3%	0.8%	25R	D5R5	21.0%	18.3%	14.7%	19.7%
25L	A5L2	1.3%	1.1%	0.0%	1.1%	25R	D5RN	0.0%	0.0%	32.1%	4.8%
25L	A5L3	1.3%	0.0%	0.0%	0.9%	25R	D5RV	0.3%	0.7%	0.0%	0.3%
25L	A5L4	11.6%	11.1%	3.2%	10.4%	25R	D5RW	0.8%	0.6%	0.0%	0.6%
25L	A5L5	0.8%	2.1%	0.0%	0.9%	25R	D5RX	1.2%	2.3%	0.0%	1.2%
25L	A5L6	3.9%	3.0%	1.1%	3.4%	25R	D5RY	0.4%	2.6%	1.4%	0.8%
25L	A5L7	15.6%	17.8%	7.5%	14.9%	25R	D5RZ	3.8%	5.6%	3.3%	4.0%
25L	A5L8	9.3%	7.6%	3.3%	8.2%	06L	D6LW	0.1%	0.1%	0.0%	0.1%
25R	A5R0	0.0%	0.0%	0.2%	0.0%	06L	D6LX	0.1%	0.1%	0.0%	0.1%
25R	A5R1	0.0%	0.0%	0.5%	0.1%	06R	D6R0	0.4%	0.7%	0.1%	0.4%
25R	A5R2	0.1%	0.0%	1.6%	0.3%	06R	D6R1	0.2%	0.2%	0.2%	0.2%
25R	A5R4	0.1%	0.0%	5.5%	0.8%	06R	D6R5	0.0%	0.0%	1.3%	0.2%
25R	A5R6	0.0%	0.0%	2.3%	0.3%	06R	D6R6	0.8%	0.5%	0.6%	0.8%
25R	A5R7	7.1%	10.8%	8.7%	8.0%	06R	D6RW	0.2%	0.4%	0.1%	0.2%
25R	A5R8	0.3%	0.3%	1.9%	0.5%	06R	D6RX	0.3%	0.4%	0.1%	0.3%
06L	A6L1	1.4%	1.1%	0.6%	1.3%	07L	D7L1	0.6%	0.5%	0.4%	0.5%
06L	A6L2	0.2%	0.1%	0.0%	0.2%	07L	D7L4	0.5%	0.7%	0.1%	0.4%
06L	A6L6	0.0%	0.1%	0.0%	0.0%	07L	D7L5	1.1%	0.9%	1.7%	1.2%
06L	A6L7	0.7%	1.0%	0.3%	0.7%	07L	D7LV	0.0%	0.0%	0.0%	0.0%
06R	A6R1	0.0%	0.0%	33.0%	4.4%	07L	D7LW	0.0%	0.0%	0.0%	0.0%
06R	A6R2	0.0%	0.0%	0.0%	0.0%	07L	D7LX	0.1%	0.1%	0.0%	0.1%
06R	A6R7	0.0%	0.0%	0.2%	0.0%	07L	D7LY	0.0%	0.1%	0.0%	0.0%
07L	A7L1	0.0%	0.0%	4.1%	0.5%	07L	D7LZ	0.2%	0.3%	0.1%	0.2%
07L	A7L2	0.0%	0.0%	0.0%	0.0%	07R	D7R4	0.3%	0.1%	0.2%	0.2%
07L	A7L6	0.0%	0.0%	0.2%	0.0%	07R	D7RY	0.0%	0.0%	0.0%	0.0%
07L	A7L7	0.0%	0.0%	0.3%	0.0%	07R	D7RZ	0.1%	0.0%	0.0%	0.0%
07R	A7R1	0.9%	0.8%	0.3%	0.8%	**Total**		**100.0%**	**100.0%**	**100.0%**	**100.0%**
07R	A7R2	0.1%	0.0%	0.0%	0.0%						
07R	A7R5	0.0%	0.1%	0.0%	0.0%						
07R	A7R6	0.2%	0.1%	0.0%	0.2%						
07R	A7R7	1.2%	1.1%	0.7%	1.1%						
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**						

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

Table 26

2015 Flight Track Utilization Percentages Alternative B

Arrivals												Departures					
Runway	Track	Day	Eve	Night	Total	Runway	Track	Day	Eve	Night	Total	Runway	Track	Day	Eve	Night	Total
24L	A4L0	0.0%	0.0%	0.4%	0.0%	25L	A5V0	2.5%	1.1%	0.5%	2.0%	24L	D4L0	6.9%	12.4%	1.7%	6.9%
24L	A4L1	0.0%	0.0%	0.4%	0.1%	25L	A5V1	5.4%	7.3%	2.7%	5.5%	24L	D4L1	16.0%	13.4%	15.5%	15.6%
24L	A4L4	0.0%	0.0%	2.1%	0.2%	25L	A5V2	2.6%	2.7%	0.5%	2.4%	24L	D4L5	0.1%	0.2%	0.6%	0.2%
24L	A4L6	0.0%	0.0%	1.1%	0.1%	25L	A5V4	5.5%	3.6%	1.3%	4.7%	24L	D4L6	10.5%	2.2%	5.4%	8.7%
24L	A4L7	0.0%	0.0%	4.2%	0.5%	25L	A5V5	1.4%	1.4%	0.0%	1.2%	24L	D4LN	0.0%	0.0%	3.7%	0.5%
24L	A4L8	0.0%	0.0%	0.9%	0.1%	25L	A5V6	2.9%	3.5%	0.0%	2.7%	24L	D4LV	0.0%	0.1%	0.0%	0.0%
24R	A4R0	0.2%	0.7%	0.6%	0.3%	25L	A5V7	5.2%	5.0%	2.7%	4.9%	24L	D4LW	0.8%	1.2%	0.5%	0.8%
24R	A4R1	2.7%	0.9%	0.1%	2.1%	06L	A6L1	0.6%	0.5%	0.3%	0.6%	24L	D4LX	7.9%	10.8%	3.3%	7.6%
24R	A4R3	2.0%	0.0%	0.0%	1.4%	06L	A6L2	0.3%	0.2%	0.2%	0.2%	24R	D4RV	0.3%	0.5%	0.0%	0.2%
24R	A4R4	4.2%	5.5%	3.5%	4.3%	06L	A6L5	0.1%	0.1%	0.0%	0.1%	24R	D4RW	4.7%	6.6%	1.3%	4.5%
24R	A4R6	0.2%	0.1%	0.0%	0.1%	06L	A6L7	0.3%	0.3%	0.3%	0.3%	25C	D5C4	1.9%	3.1%	0.8%	1.9%
24R	A4R7	14.0%	19.5%	5.4%	14.1%	06R	A6R1	0.8%	0.4%	30.8%	4.1%	25C	D5C5	2.3%	3.8%	3.1%	2.6%
24R	A4R8	5.7%	4.2%	0.9%	4.9%	06R	A6R2	0.0%	0.0%	0.1%	0.0%	25C	D5C6	1.3%	0.5%	0.1%	1.1%
25C	A5C0	3.5%	4.3%	2.3%	3.5%	06R	A6R7	0.7%	1.2%	1.2%	0.9%	25C	D5CW	4.4%	3.7%	1.5%	3.9%
25C	A5C1	7.2%	3.5%	5.0%	6.3%	07C	A7C1	1.2%	1.2%	1.8%	1.3%	25C	D5CY	1.0%	1.8%	0.3%	1.0%
25C	A5C2	0.9%	0.5%	2.7%	1.0%	07C	A7C7	0.8%	0.8%	0.6%	0.8%	25C	D5CZ	3.1%	5.0%	4.0%	3.5%
25C	A5C3	0.2%	0.0%	0.0%	0.1%	07L	A7L1	0.0%	0.0%	3.4%	0.4%	25R	D5R4	9.8%	5.5%	3.3%	8.3%
25C	A5C4	4.5%	4.7%	7.5%	4.9%	**Total**		**100.0%**	**100.0%**	**100.0%**	**100.0%**	25R	D5R5	10.0%	13.2%	11.6%	10.6%
25C	A5C6	0.0%	0.0%	0.9%	0.1%							25R	D5R6	11.8%	8.5%	3.6%	10.2%
25C	A5C7	8.8%	11.8%	5.0%	9.0%							25R	D5RN	0.0%	0.0%	33.4%	4.8%
25L	A5L0	1.8%	1.2%	0.2%	1.5%							25R	D5RY	0.5%	0.8%	0.0%	0.5%
25L	A5L1	1.4%	1.3%	1.5%	1.4%							25R	D5RZ	1.7%	0.4%	0.7%	1.4%
25L	A5L2	1.0%	0.9%	0.2%	0.9%							06L	D6LW	0.7%	1.1%	0.3%	0.7%
25L	A5L4	1.3%	0.8%	0.5%	1.1%							06R	D6R0	0.8%	1.5%	0.3%	0.8%
25L	A5L5	0.5%	0.5%	0.0%	0.4%							06R	D6R1	0.1%	0.0%	0.1%	0.1%
25L	A5L6	0.9%	1.0%	0.3%	0.9%							06R	D6R5	0.5%	0.3%	1.8%	0.7%
25L	A5L7	1.3%	1.4%	0.9%	1.3%							07L	D7L1	0.8%	0.6%	0.8%	0.8%
25R	A5R0	0.2%	0.3%	0.9%	0.3%							07L	D7L5	1.3%	2.1%	1.6%	1.4%
25R	A5R1	1.9%	2.0%	1.5%	1.9%							07R	D7R5	0.3%	0.3%	0.1%	0.3%
25R	A5R2	0.1%	0.1%	1.0%	0.2%							07R	D7RY	0.3%	0.4%	0.4%	0.3%
25R	A5R3	0.1%	0.0%	0.0%	0.0%							**Total**		**100.0%**	**100.0%**	**100.0%**	**100.0%**
25R	A5R4	1.5%	1.2%	1.3%	1.4%												
25R	A5R6	0.0%	0.0%	0.3%	0.0%												
25R	A5R7	3.4%	4.1%	2.3%	3.4%												

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

Table 27

Run-up Operations Summary Alternative B

	2005			2015		
INM Aircraft	**Day**	**Evening**	**Night**	**Day**	**Evening**	**Night**
737300	0.32	3.82	0.37	0.40	4.78	0.47
747400	1.01	0	0	1.27	0.00	0.00
757PW	4.31	0	0.81	5.39	0.00	1.02
767300	1.01	0	0	1.27	0.00	0.00
767CF6	0.72	0	3.38	0.91	0.00	4.23
A320	0	3.82	0.18	0.00	4.78	0.23
MD11GE	2.27	0	2.72	2.84	0.00	3.41
MD11PW	12.16	0	0	15.22	0.00	0.00
MD82	1.73	0	0.73	2.17	0.00	0.91
Total	**23.53**	**7.64**	**8.19**	**29.47**	**9.56**	**10.27**

Location	Percent	Average Run-up Duration:
East Run-up Site	100%	2005 = 7.8 minutes 2015 = 5.2 minutes

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

3.4 Future Alternative C Conditions

The year 2015 development plan for Alternative C assumes the relocation, reconstruction and/or extension of all existing runways. Unlike Alternatives A and B, a fifth runway would not be added with this alternative.

In the north airfield, Runway 6L/24R would be relocated to the north by 340 feet from its present alignment, and constructed at a length 9,400 feet with its east end even with the current east end of the runway. Runway 6R/24L would be reconstructed along its present alignment and extended 2,900 feet to the east and remarked at a length of 12,000 feet. Runway 7R/25L would be widened by 50 feet to the south and remain its present length, while Runway 7L/25R would be reconstructed in place.

In addition to reconstruction of the runways, taxiways and other improvements, facilities will be constructed that are not expected to contribute to the modification of the noise contours beyond the boundaries of the airport. Noise associated with maintenance run-up activity will be relocated to new run-up facilities located in the interior of the airfield and at the southeast corner of the airport.

Runway 6L/24R is planned for relocation and Runway 6R/24L is planned for extension by 2005. The redevelopment of the south runways would take place between 2005 and 2015, as would the development of the run-up facilities.

3.4.1 Alternative C Operations and Fleet Mix

Owing to the limitations on operations imposed by the use of four runways rather than five, as proposed for Alternatives A and B, Alternative C will only accommodate operations counts similar to those of the No Action/No Project Alternative. The modifications of spacing between the runways will allow limited increase in the number of annual operations (from 2,119 to 2,141). Tables D-28, 2005 Average Annual Day Operations and Fleet Mix Alternative C, and Table D-29, 2015 Average Annual Day Operations and Fleet Mix Alternative C, provide the daily number and mix of aircraft operations forecast to occur under Alternative C conditions.

Table 28

2005 Average Annual Day Operations and Fleet Mix Alternative C

INM Aircraft Type	Aircraft Group	Part 36 Stage	Landings				Takeoffs				Total Operations			
			Day	Eve	Night	Total	Day	Eve	Night	Total	Day	Eve	Night	Total
727EM2	Jet	3	6	1	4	11	8	0	3	11	14	1	7	22
737300	Jet	3	72	13	12	97	82	12	9	103	154	25	21	200
7373B2	Jet	3	20	7	4	31	20	3	4	27	40	10	8	58
737400	Jet	3	9	1	1	11	6	1	2	9	15	2	3	20
737500	Jet	3	26	9	2	37	25	7	6	38	51	16	8	75
737N9	Jet	3	1	3	1	5	0	1	4	5	1	4	5	10
747200	Heavy	3	1	0	0	1	1	0	0	1	2	0	0	2
74720B	Heavy	3	18	2	5	25	16	1	6	23	34	3	11	48
747400	Heavy	3	39	14	1	54	36	3	15	54	75	17	16	108
757PW	Jet	3	44	17	10	71	44	10	16	70	88	27	26	141
757RR	Jet	3	50	17	14	81	54	14	16	84	104	31	30	165
767300	Heavy	3	10	5	1	16	17	0	1	18	27	5	2	34
767CF6	Heavy	3	17	5	3	25	22	1	4	27	39	6	7	52
767JT9	Heavy	3	7	5	5	17	10	4	1	15	17	9	6	32
777200	Heavy	3	13	3	5	21	18	1	1	20	31	4	6	41
A300	Heavy	3	9	10	9	28	23	3	5	31	32	13	14	59
A310	Heavy	3	15	1	2	18	8	5	6	19	23	6	8	37
A320	Jet	3	16	9	5	30	25	1	6	32	41	10	11	62
CL601	Jet	3	9	1	0	10	8	2	0	10	17	3	0	20
CNA441	Prop	N/A	44	12	7	63	45	12	5	62	89	24	12	125
DC1010	Heavy	3	16	5	5	26	21	1	4	26	37	6	9	52
DC1030	Heavy	3	3	1	5	9	4	0	4	8	7	1	9	17
DC870	Heavy	3	6	4	0	10	5	0	5	10	11	4	5	20
DC95HW	Jet	3	9	2	2	13	10	2	1	13	19	4	3	26
DHC6	Prop	N/A	52	13	5	70	52	12	6	70	104	25	11	140
DHC7	Prop	N/A	6	1	0	7	9	0	1	10	15	1	1	17
DHC8	Prop	N/A	25	8	4	37	27	8	4	39	52	16	8	76
DHC830	Prop	N/A	2	0	0	2	1	0	0	1	3	0	0	3
F10062	Jet	3	3	1	0	4	2	2	2	6	5	3	2	10
F10065	Jet	3	4	0	0	4	4	0	0	4	8	0	0	8
HS748A	Prop	N/A	12	4	2	18	13	2	1	16	25	6	3	34
L1011	Heavy	3	6	2	2	10	5	1	1	7	11	3	3	17
LEAR35	Jet	3	6	1	1	8	7	1	0	8	13	2	1	16
MD11GE	Heavy	3	11	2	0	13	12	1	3	16	23	3	3	29
MD11PW	Heavy	3	16	4	1	21	15	3	0	18	31	7	1	39
MD81	Jet	3	4	0	0	4	4	0	0	4	8	0	0	8
MD82	Jet	3	35	11	8	54	38	9	6	53	73	20	14	107
MD83	Jet	3	7	2	3	12	10	0	2	12	17	2	5	24
MD9028	Jet	3	18	2	1	21	19	0	4	23	37	2	5	44
SD330	Prop	N/A	3	2	2	7	6	2	0	8	9	4	2	15
SF340	Prop	N/A	40	7	6	53	40	7	6	53	80	14	12	106
Total			**710**	**207**	**138**	**1055**	**772**	**132**	**160**	**1064**	**1482**	**339**	**298**	**2119**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

Table 29

2015 Average Annual Day Operations and Fleet Mix Alternative C

INM Aircraft Type	Aircraft Group	Part 36 Stage	Landings				Takeoffs				Total Operations			
			Day	Eve	Night	Total	Day	Eve	Night	Total	Day	Eve	Night	Total
737300	Jet	3	37	7	8	52	47	9	6	62	84	16	14	114
7373B2	Jet	3	10	8	11	29	12	2	8	22	22	10	19	51
737400	Jet	3	16	4	4	24	17	3	4	24	33	7	8	48
737500	Jet	3	20	3	8	31	27	2	4	33	47	5	12	64
74720B	Heavy	3	5	1	5	11	5	1	6	12	10	2	11	23
747400	Heavy	3	68	23	3	94	59	5	29	93	127	28	32	187
757PW	Jet	3	84	21	6	111	81	18	10	109	165	39	16	220
757RR	Jet	3	84	21	9	114	77	19	14	110	161	40	23	224
767300	Heavy	3	21	10	3	34	32	4	2	38	53	14	5	72
767CF6	Heavy	3	19	7	4	30	19	1	5	25	38	8	9	55
767JT9	Heavy	3	7	2	7	16	11	4	1	16	18	6	8	32
777200	Heavy	3	25	7	7	39	30	4	6	40	55	11	13	79
A300	Heavy	3	32	13	13	58	50	5	12	67	82	18	25	125
A310	Heavy	3	23	5	3	31	17	7	5	29	40	12	8	60
A320	Jet	3	16	11	3	30	20	0	9	29	36	11	12	59
BAE146	Jet	3	2	1	0	3	1	0	1	2	3	1	1	5
CL601	Jet	3	10	2	0	12	10	2	1	13	20	4	1	25
CNA441	Prop	N/A	39	11	7	57	44	10	6	60	83	21	13	117
DC1030	Heavy	3	3	0	3	6	4	1	2	7	7	1	5	13
DC870	Heavy	3	12	4	1	17	12	0	4	16	24	4	5	33
DC95HW	Jet	3	11	3	3	17	13	3	1	17	24	6	4	34
DHC6	Prop	N/A	24	7	5	36	26	5	4	35	50	12	9	71
DHC7	Prop	N/A	10	1	1	12	11	1	1	13	21	2	2	25
DHC8	Prop	N/A	16	4	2	22	17	1	4	22	33	5	6	44
DHC830	Prop	N/A	4	0	0	4	4	0	0	4	8	0	0	8
F10062	Jet	3	1	1	0	2	0	1	1	2	1	2	1	4
F10065	Jet	3	0	1	0	1	2	0	1	3	2	1	1	4
HS748A	Prop	N/A	13	3	2	18	14	4	1	19	27	7	3	37
LEAR35	Jet	3	6	1	1	8	7	1	0	8	13	2	1	16
MD11GE	Heavy	3	22	4	2	28	21	2	8	31	43	6	10	59
MD11PW	Heavy	3	37	2	3	42	32	3	1	36	69	5	4	78
MD81	Jet	3	1	2	0	3	1	2	0	3	2	4	0	6
MD82	Jet	3	23	8	5	36	28	4	3	35	51	12	8	71
MD83	Jet	3	5	1	3	9	10	0	2	12	15	1	5	21
MD9028	Jet	3	13	4	2	19	15	3	2	20	28	7	4	39
SD330	Prop	N/A	2	0	0	2	1	1	0	2	3	1	0	4
SF340	Prop	N/A	6	1	2	9	7	1	1	9	13	2	3	18
Total			**727**	**204**	**136**	**1067**	**784**	**129**	**165**	**1078**	**1511**	**333**	**301**	**2145**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

The aircraft fleet mix is forecast to include more heavy aircraft than the no action cases. In 2005, the proportion of operations by heavy aircraft is forecast to be 26 percent (less than one percent higher than the no action forecast, but an increase of 9 percent from environmental baseline conditions). However, by 2015, the proportion of heavy jet operations will increase to 38 percent (814 of 2,141 total operations), while in the No Action/No Project Alternative case heavy jets will comprise 33 percent of the mix (706 of 2,119 operations). The limitation of operational capacity of Alternative C, as compared to Alternatives B and C, will result in a greater proportion of the fleet consisting of larger international aircraft. The propeller aircraft category will shrink substantially from No Action/No Project Alternative numbers and fleet percentage aspects as operators are expected to increase aircraft size to serve passenger demand. The absolute growth in the numbers of wide-body aircraft would impact on the noise contours by contributing greater levels of noise energy to the total operation.

3.4.2 Alternative C Runway Utilization

The anticipated Alternative C runway use patterns are illustrated on **Figure 10** while **Table 30**, 2005 Runway Utilization Percentages Alternative C, and **Table 31**, 2015 Runway Utilization Percentages Alternative C, provide the runway use percentages developed by simulation modeling. In west flow, Runway 25R will be used primarily for mixed operations in VMC and for departures VFR ILS/LDA and IMC conditions. During east flow,

this runway will be used primarily for departures. Runway 25L will be used as a mixed operations runway in both east and west flow during all but IFR conditions, when it would be used for arrivals only.

The north runways will be used in Alternative C similarly to their operation in No Action conditions. In all weather conditions and both east and west flows, Runway 6L/24R will be used primarily for arrivals, with occasional use by departures; Runway 6R/24L will be used primarily for departures in west flow IFR and east flow conditions, and for mixed operations during west flow VMC and VFR ILS conditions.

The Airport's present noise abatement measures, which mandate over-ocean procedures between midnight and 6:30 a.m., are reflected in the frequent use of Runway 6R for arrival operations during the night hours. The dominant operating configuration during the period when over-ocean procedures are in effect utilizes approaches to the north runway complex on inboard Runway 6R and departures from the south runway complex on inboard Runway 25R. Also reflected in the nighttime usage is the airport's policy that, to the extent practical, operations between 10 p.m. and 7 a.m. will be made to and from the inboard runways. Minor fluctuations in the utilization of specific runways between the two years are the result of the simulation model's flexible assignment of individual flights to individual runways to minimize delay resulting from variations in separation requirements between different aircraft types.

Table 30

2005 Runway Utilization Percentages Alternative C

	Landings				Takeoffs			
Runway	**Day**	**Eve**	**Night**	**Total**	**Day**	**Eve**	**Night**	**Total**
06L	2.4%	2.2%	0.9%	2.1%	0.1%	0.2%	0.0%	0.1%
06R	0.1%	0.0%	33.2%	4.5%	1.9%	2.2%	2.5%	2.0%
07L	0.0%	0.0%	4.6%	0.6%	2.5%	2.7%	2.3%	2.5%
07R	2.3%	2.2%	1.0%	2.1%	0.3%	0.1%	0.2%	0.3%
24L	7.6%	7.6%	13.2%	8.3%	35.3%	36.5%	28.2%	34.4%
24R	34.5%	32.7%	10.9%	31.0%	8.6%	8.1%	2.9%	7.7%
25L	45.6%	44.1%	15.5%	41.3%	6.5%	1.2%	2.2%	5.2%
25R	7.6%	11.1%	20.6%	10.0%	44.8%	49.0%	61.8%	47.9%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

Table 31

2015 Runway Utilization Percentages Alternative C

	Landings				Takeoffs			
Runway	**Day**	**Eve**	**Night**	**Total**	**Day**	**Eve**	**Night**	**Total**
06L	2.1%	1.9%	0.9%	1.9%	0.0%	0.0%	0.0%	0.0%
06R	0.0%	0.0%	34.4%	4.4%	2.4%	2.5%	3.0%	2.5%
07L	0.0%	0.0%	4.6%	0.6%	1.9%	1.9%	1.9%	1.9%
07R	2.5%	2.5%	1.2%	2.3%	0.4%	0.3%	0.2%	0.4%
24L	7.6%	8.1%	13.2%	8.4%	40.4%	42.1%	32.4%	39.4%
24R	33.0%	31.9%	11.0%	29.9%	8.9%	12.2%	2.4%	8.3%
25L	47.0%	46.9%	17.5%	43.2%	8.5%	3.7%	1.4%	6.8%
25R	7.9%	8.6%	17.2%	9.2%	37.4%	37.2%	58.8%	40.7%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

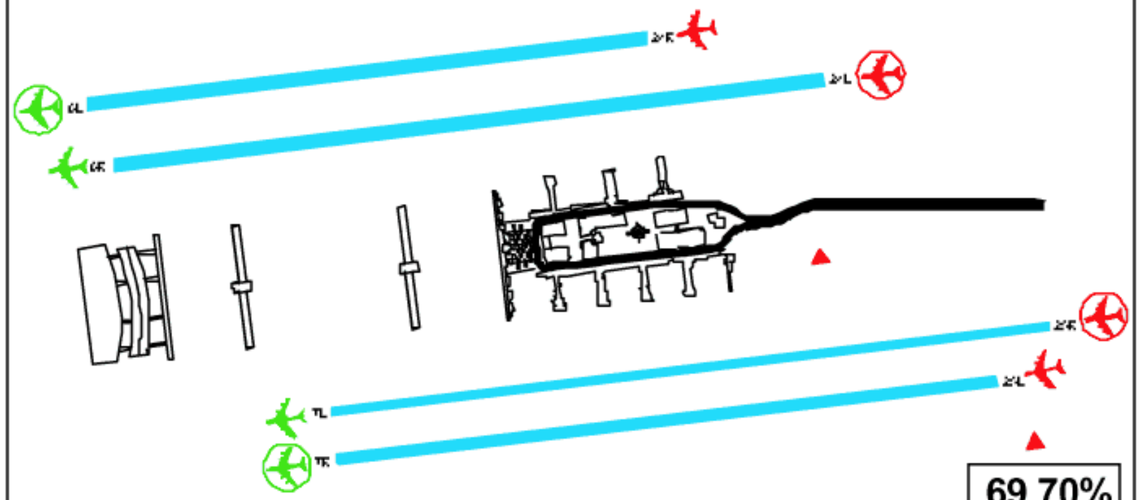
Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

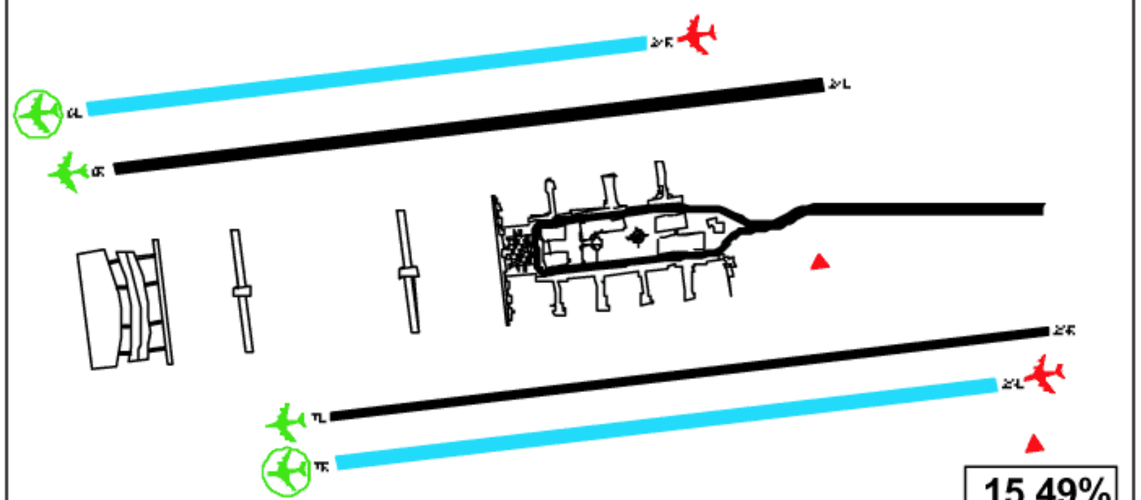
3.4.3 Alternative C Flight Track Usage

The flight tracks and their usage for Alternative C are not substantially different from the utilization patterns of the No-Action/No-Project Alternative. They are illustrated in **Figure 11**. The proportions of operations

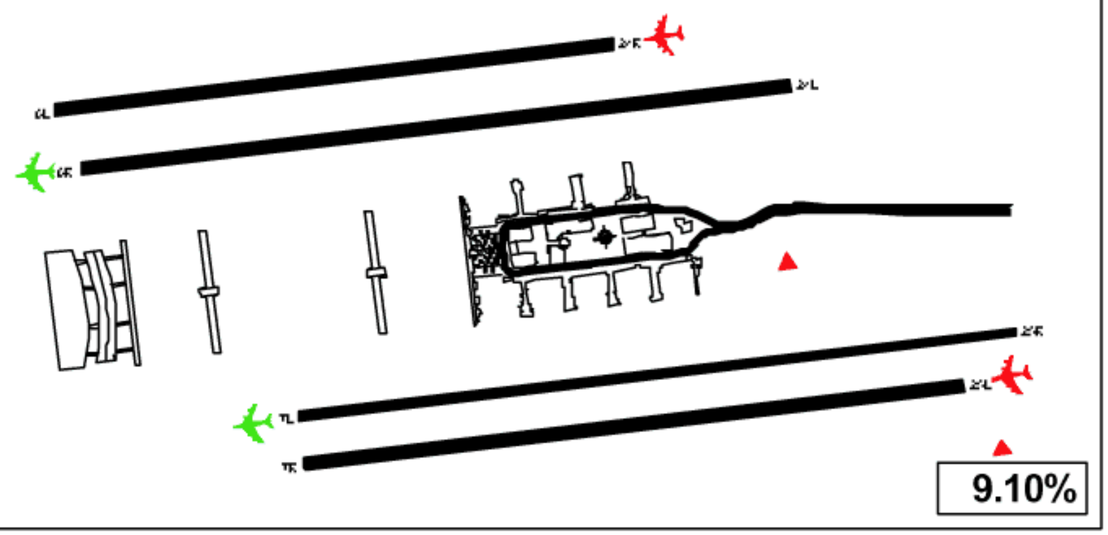
VFR-Visual



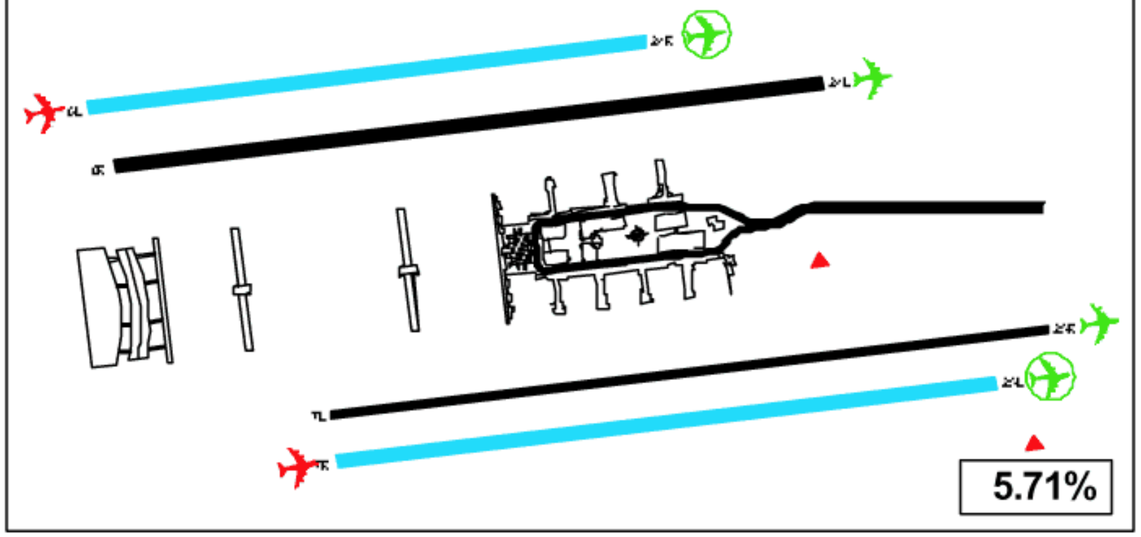
VFR ILS/LDA



IFR



East



Ground Runup Enclosure

Not Used

Departures

Arrivals

Mixed

Denotes occasional departure use

Not to Scale

Source:Landrum&BrownSIMMODAnalysisOutput,1997
PreparedBy:Landrum&Brown
Draft: 5/5/2000
X:\LAX\Runwayuseexhibits\AlternativeC.CDR

LAX Master Plan
EIS/EIR

Assumed Runway Use Characteristics
Alternative C

Figure
10

A6L7

A4R0
A4R1
A4R8
A4L1
A4L8
A5L0
A5L1
A5L8

D6RW

A4R0
A4R1
A4R2
A4R4
A4R5
A4R6
A4R7

D6R0

A4L0
A4L1
A4L2
A4L3
A4L4
A4L6
A4L7

D6R1

D7L5

A5L0
A5L1
A5L2
A5L3
A5L4
A5L5
A5L6
A5L7

A5R0
A5R1
A5R2
A5R4
A5R6
A5R7

D7L1
D7LY

A6L1
A6L2
A6L5
A6L6
A6L7

D4R0
D4L1

D4L0
D4L1

A6R1
A6R2
A6R4
A6R6
A6R7

D5LW
D5LV
D5LX

D4RV
D4RW
D4RX

D4LW
D4LX
D4LV

A7L1
A7L2
A7L5
A7L6
A7L7

A7R1
A7R2
A7R4
A7R6
A7R7

D4L6

D5L6

D5LY
D5LZ
D5RY
D5RZ

D5R6

D5L5
D4L5
D5R4
D5L4
D5R5

D5LY
D5RY
D5LZ
D5RZ

D4C6
D4L6
D5R6

A7R7

SEPULVEDA BLVD

LA CIENEGA BLVD

8000 0 8000 Feet

LEGEND

Runways

Departure Tracks

Arrival Tracks

11/17/00

Filename: p:\lax99\arcview\apr\flttracks.apr

Los Angeles International Airport Master Plan	Assumed Flight Tracks - Alternative C	Figure 11

assigned to each flight track are indicated in **Table 32,** 2005 Flight Track Utilization Percentages Alternative C, and **Table 33**, 2015 Flight Track Utilization Percentages Alternative C. As is the case with all alternatives, the dominant flight paths that impact the noise exposure pattern at LAX are associated with the arrivals from the east.

Departure operations along tracks to the east have little impact upon the noise contour locations, due to the infrequent use of east flow operations. Departure tracks to the west define the greatest area of the noise exposure pattern, but the least area of overflight impact because virtually all the area under the contours to the west is over the Santa Monica Bay.

The dispersion of individual aircraft departure tracks around the flight paths will decrease in the future as the industry moves toward the development of Global Positioning Satellite (GPS/FMS) flight procedures matures. Use of GPS procedures will result in the maintenance of more consistent flight paths than has been the case historically, because pilots (or on-board flight management systems (FMS)) will use specific geographic coordinates to navigate their way to and from the airport. Further, additional dispersion of flight tracks in the dominant departure direction lends no refinement to the definition of impacts, because there are no noise-sensitive properties directly west of the runways under the departure paths.

3.4.4 Alternative C Ground Noise

Changes in the Alternative C airfield layout and operating procedures will include relocation of run-up areas. Three sites are planned to be operational by 2005, and only two sites would be in use in 2015. Two sites on the Alternative B airfield lie between the runways, while a third site lies north of Century Boulevard. The third site would be closed in 2015. All sites would include ground run-up facilities.

Since the number of run-up operations was not forecast, it is assumed that they will increase in direct proportion to the increase in aircraft operations volume from the No Action/No Project Alternative conditions. The aircraft that conduct run-up activity will change to reflect the fleet mix in use at the future date under consideration. Table D-34, Run-Up Operations Summary Alternative B, provides a summary of the run-up activity assumed for Alternative C in the two forecast years.

3.5 Temporary Aircraft Noise Patterns During Construction

The noise contour patterns presented in the body of the EIS/EIR in Section 4.2, *Land Use*, and referenced in Section 4.1, *Noise*, indicate the expected pattern of aircraft noise dispersion during the years 2005 and 2015. During the period between those target years, various construction projects will result in temporary modifications to the noise patterns of each build alternative. This section provides an overview of the expected pattern changes that might be expected during these periods of construction.

3.5.1 Alternative A, Aircraft Noise Pattern Between 2005 and 2015

The north airfield construction projects would be completed without substantial disruption to airfield operations by conducting construction activity at night and closing the active runways for only short periods. During such closures, the nighttime operations that would use the runway would be reassigned to the most efficiently used adjacent runway, or to the south runways (Runway 7L/25R). When construction in the north runways is completed, the focus of development would turn to the relocation of Runway 25L to the south, with construction at night. During that period, any activity that would normally use the runway at night would be assigned elsewhere (to Runway 25R for all departures and part of the arrivals, and to Runway 24L for the remainder of the arrivals).

Figure 12, Noise Contours Between Construction Projects-Alternative A, which indicates the expected noise exposure pattern of this condition, would last for several months toward the end of the planning period. The noise pattern would differ from the 2015 pattern by only a northward shift of the noise pattern to reflect the closure of the outboard runway in the south complex at night during construction. The level of exposure within the area of the noise contours would not differ appreciably from the Alternative A condition for 2015, owing to the similarity of the contours.

3.5.2 Alternative B, Aircraft Noise Pattern Between 2005 and 2015

During implementation of Alternative B, the airfield would undergo a series of modifications that would result in different noise exposure patterns. Noise contours were computed to represent the projected exposure pattern for a period between different phases of the construction, representing the period between the completion of new Runway 25L and the relocation of the other runways in the south airfield complex.

Figure 13, Noise Contours Between Construction Projects – Alternative B, represents the noise exposure pattern expected when Runway 7R/25L is in place but the new Runway 7C/25C is not yet in its ultimate location. The south airfield construction projects may be completed without substantial disruption of airfield operations by conducting construction activity at night and closing the active runways for only short periods. Runway 25L is sufficiently separated from the existing runways in the south airfield that construction may take place unimpeded by airfield activity. Immediately following the construction of Runway 25L, Runway 25R is relocated to the north without affecting the operation of the airfield except during the construction of taxiways. The noise pattern would be virtually identical to the later 2015 contour around and leading to the north airfield complex, while differences between the construction and 2015 alternative contours are noticeable east of the south runways. The principal differences between the two conditions in this area are during construction, the approach noise leading to the south runways would be centered on an alignment to Runway 25C that is 500 feet south of its alternative alignment, and along the existing approach to the runway. The level of noise exposure associated with this scenario is comparable to the exposure for 2015.

Runway 25C would be relocated to the north after completion of the other two runways in the south airfield complex. The noise pattern at that time would approximate the final build out 2015 pattern for the south runways; but would be slightly offset from the contour pattern for the north airfield. In the north airfield, Runway 6L/24R would be reconstructed first, requiring nighttime activity on that runway to be relocated to Runway 6R/24L in both east and west flow. The level of exposure within the area of the noise contours is not expected to differ significantly from the 2015 alternative condition, owing to the similarity of the areas included within the contours.

3.5.3 Alternative C, Aircraft Noise Pattern Between 2005 and 2015 During Construction

After the completion of the north airfield reconstruction, the airfield would operate for a period with the new north airfield and the existing south airfield, as represented by the 2005 condition. At some time near the end of the planning period, Runway 25L would be reconstructed with an alignment 50 feet south of its present position. Construction would be accomplished in six months during the night hours and the runway would need to be closed only during that time. Any traffic that is projected to operate on the runway during the night would need to be reassigned to another runway at night. In this case, such traffic would be assigned to Runway 25R.

Figure 14, 2015 Aircraft Noise Contours Between Construction Projects – Alternative C, indicates the pattern of noise that might be expected during the six-month construction period. The notable difference between the construction pattern and the later 2015 noise exposure pattern is a slightly wider approach noise pattern leading to the south runways, reflecting the reassignment of night approaches to the inboard runway.

Table 32

2005 Flight Track Utilization Percentages Alternative C

Arrivals						Departures					
Runway	**Track**	**Day**	**Eve**	**Night**	**Total**	**Runway**	**Track**	**Day**	**Eve**	**Night**	**Total**
24L	A4L0	0.0%	0.0%	1.3%	0.2%	24L	D4L0	1.9%	6.6%	0.7%	2.3%
24L	A4L1	0.0%	0.0%	1.9%	0.3%	24L	D4L1	6.9%	5.9%	5.1%	6.5%
24L	A4L2	0.3%	0.0%	0.3%	0.2%	24L	D4L5	0.7%	0.7%	1.1%	0.8%
24L	A4L7	0.0%	0.0%	2.4%	0.3%	24L	D4L6	17.1%	7.9%	12.4%	15.2%
24L	A4L8	7.2%	7.6%	7.4%	7.3%	24L	D4LN	0.0%	0.0%	3.6%	0.5%
24R	A4R0	1.2%	1.2%	0.8%	1.1%	24L	D4LW	3.0%	6.6%	1.8%	3.3%
24R	A4R1	4.6%	3.2%	2.2%	4.0%	24L	D4LX	5.7%	8.8%	3.4%	5.7%
24R	A4R2	4.2%	2.6%	0.5%	3.4%	24R	D4R0	5.3%	5.6%	1.7%	4.8%
24R	A4R3	0.4%	0.0%	0.0%	0.3%	24R	D4RW	1.7%	1.2%	0.8%	1.5%
24R	A4R4	3.8%	2.8%	2.5%	3.4%	24R	D4RX	1.6%	1.3%	0.4%	1.4%
24R	A4R5	0.1%	0.0%	0.0%	0.0%	25L	D5L4	4.9%	0.7%	1.3%	3.9%
24R	A4R6	0.2%	0.2%	0.0%	0.2%	25L	D5LY	0.5%	0.0%	0.5%	0.4%
24R	A4R7	14.2%	17.0%	3.2%	13.3%	25L	D5LZ	1.1%	0.5%	0.4%	0.9%
24R	A4R8	6.0%	5.8%	1.8%	5.4%	25R	D5R1	7.9%	6.6%	5.7%	7.4%
25L	A5L0	0.8%	0.6%	0.2%	0.7%	25R	D5R4	9.3%	12.3%	4.5%	9.0%
25L	A5L1	0.9%	0.9%	0.3%	0.8%	25R	D5R5	21.0%	18.3%	14.7%	19.7%
25L	A5L2	1.3%	1.1%	0.0%	1.1%	25R	D5RN	0.0%	0.0%	32.1%	4.8%
25L	A5L3	1.3%	0.0%	0.0%	0.9%	25R	D5RV	0.3%	0.7%	0.0%	0.3%
25L	A5L4	11.6%	11.1%	3.2%	10.4%	25R	D5RW	0.8%	0.6%	0.0%	0.6%
25L	A5L5	0.8%	2.1%	0.0%	0.9%	25R	D5RX	1.2%	2.3%	0.0%	1.2%
25L	A5L6	3.9%	3.0%	1.1%	3.4%	25R	D5RY	0.4%	2.6%	1.4%	0.8%
25L	A5L7	15.6%	17.8%	7.5%	14.9%	25R	D5RZ	3.8%	5.6%	3.3%	4.0%
25L	A5L8	9.3%	7.6%	3.3%	8.2%	06L	D6LW	0.1%	0.1%	0.0%	0.1%
25R	A5R0	0.0%	0.0%	0.2%	0.0%	06L	D6LX	0.1%	0.1%	0.0%	0.1%
25R	A5R1	0.0%	0.0%	0.5%	0.1%	06R	D6R0	0.4%	0.7%	0.1%	0.4%
25R	A5R2	0.1%	0.0%	1.6%	0.3%	06R	D6R1	0.2%	0.2%	0.2%	0.2%
25R	A5R4	0.1%	0.0%	5.5%	0.8%	06R	D6R5	0.0%	0.0%	1.3%	0.2%
25R	A5R6	0.0%	0.0%	2.3%	0.3%	06R	D6R6	0.8%	0.5%	0.6%	0.8%
25R	A5R7	7.1%	10.8%	8.7%	8.0%	06R	D6RW	0.2%	0.4%	0.1%	0.2%
25R	A5R8	0.3%	0.3%	1.9%	0.5%	06R	D6RX	0.3%	0.4%	0.1%	0.3%
06L	A6L1	1.4%	1.1%	0.6%	1.3%	07L	D7L1	0.6%	0.5%	0.4%	0.5%
06L	A6L2	0.2%	0.1%	0.0%	0.2%	07L	D7L4	0.5%	0.7%	0.1%	0.4%
06L	A6L6	0.0%	0.1%	0.0%	0.0%	07L	D7L5	1.1%	0.9%	1.7%	1.2%
06L	A6L7	0.7%	1.0%	0.3%	0.7%	07L	D7LV	0.0%	0.0%	0.0%	0.0%
06R	A6R1	0.0%	0.0%	33.0%	4.4%	07L	D7LW	0.0%	0.0%	0.0%	0.0%
06R	A6R2	0.0%	0.0%	0.0%	0.0%	07L	D7LX	0.1%	0.1%	0.0%	0.1%
06R	A6R7	0.0%	0.0%	0.2%	0.0%	07L	D7LY	0.0%	0.1%	0.0%	0.0%
07L	A7L1	0.0%	0.0%	4.1%	0.5%	07L	D7LZ	0.2%	0.3%	0.1%	0.2%
07L	A7L2	0.0%	0.0%	0.0%	0.0%	07R	D7R4	0.3%	0.1%	0.2%	0.2%
07L	A7L6	0.0%	0.0%	0.2%	0.0%	07R	D7RY	0.0%	0.0%	0.0%	0.0%
07L	A7L7	0.0%	0.0%	0.3%	0.0%	07R	D7RZ	0.1%	0.0%	0.0%	0.0%
07R	A7R1	0.9%	0.8%	0.3%	0.8%	**Total**		**100.0%**	**100.0%**	**100.0%**	**100.0%**
07R	A7R2	0.1%	0.0%	0.0%	0.0%						
07R	A7R5	0.0%	0.1%	0.0%	0.0%						
07R	A7R6	0.2%	0.1%	0.0%	0.2%						
07R	A7R7	1.2%	1.1%	0.7%	1.1%						
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**						

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

Table 33

2015 Flight Track Utilization Percentages Alternative C

Arrivals						Departures					
Runway	**Track**	**Day**	**Eve**	**Night**	**Total**	**Runway**	**Track**	**Day**	**Eve**	**Night**	**Total**
24L	A4L0	1.2%	3.2%	3.6%	1.9%	24L	D4L0	3.0%	7.4%	1.4%	3.3%
24L	A4L1	6.2%	4.9%	4.1%	5.7%	24L	D4L1	15.9%	14.0%	13.6%	15.3%
24L	A4L2	0.2%	0.0%	0.6%	0.2%	24L	D4L4	0.2%	0.0%	0.0%	0.2%
24L	A4L4	0.0%	0.0%	0.1%	0.0%	24L	D4L5	3.0%	1.0%	2.9%	2.7%
24L	A4L7	0.0%	0.0%	4.9%	0.6%	24L	D4L6	13.2%	10.7%	7.0%	12.0%
24R	A4R0	1.4%	2.2%	1.0%	1.5%	24L	D4LN	0.0%	0.0%	4.1%	0.6%
24R	A4R1	13.2%	6.4%	2.5%	10.5%	24L	D4LW	2.4%	4.4%	1.7%	2.5%
24R	A4R2	1.7%	1.0%	0.5%	1.4%	24L	D4LX	2.7%	4.5%	1.7%	2.8%
24R	A4R3	0.5%	0.0%	0.0%	0.3%	24R	D4R0	7.0%	10.7%	1.2%	6.6%
24R	A4R4	1.9%	1.5%	0.1%	1.6%	24R	D4RW	1.1%	0.5%	0.8%	1.0%
24R	A4R6	0.1%	0.0%	0.0%	0.1%	24R	D4RX	0.8%	1.0%	0.4%	0.8%
24R	A4R7	14.2%	20.8%	6.8%	14.5%	25L	D5L4	7.4%	3.7%	0.8%	6.0%
25L	A5L0	2.6%	3.6%	0.5%	2.5%	25L	D5L5	0.1%	0.0%	0.6%	0.2%
25L	A5L1	8.2%	9.2%	3.7%	7.8%	25L	D5L6	0.2%	0.0%	0.0%	0.2%
25L	A5L2	1.4%	1.6%	0.1%	1.3%	25L	D5LY	0.2%	0.0%	0.0%	0.1%
25L	A5L3	1.9%	0.1%	0.0%	1.3%	25L	D5LZ	0.5%	0.0%	0.0%	0.4%
25L	A5L4	13.1%	11.0%	4.8%	11.6%	25R	D5R4	6.4%	5.6%	2.4%	5.7%
25L	A5L5	0.9%	0.7%	0.0%	0.8%	25R	D5R5	24.3%	22.3%	15.9%	22.8%
25L	A5L6	3.3%	3.7%	1.4%	3.1%	25R	D5R6	0.7%	0.4%	0.3%	0.6%
25L	A5L7	15.5%	17.0%	7.0%	14.7%	25R	D5RN	0.0%	0.0%	37.0%	5.6%
25R	A5R0	0.2%	0.0%	0.3%	0.2%	25R	D5RV	0.3%	0.6%	0.0%	0.3%
25R	A5R1	0.0%	0.0%	1.9%	0.2%	25R	D5RW	0.7%	0.6%	0.0%	0.6%
25R	A5R2	0.1%	0.0%	0.6%	0.1%	25R	D5RX	1.3%	1.9%	0.0%	1.1%
25R	A5R4	0.7%	0.9%	6.5%	1.5%	25R	D5RY	0.8%	1.7%	0.8%	0.9%
25R	A5R6	0.0%	0.0%	2.2%	0.3%	25R	D5RZ	2.9%	4.1%	2.4%	3.0%
25R	A5R7	6.9%	7.7%	5.6%	6.9%	06L	D6LW	0.0%	0.0%	0.0%	0.0%
06L	A6L1	1.1%	0.6%	0.3%	0.9%	06L	D6LX	0.0%	0.0%	0.0%	0.0%
06L	A6L7	1.0%	1.3%	0.6%	1.0%	06R	D6R0	0.5%	0.9%	0.3%	0.5%
06R	A6R1	0.0%	0.0%	34.0%	4.4%	06R	D6R1	0.8%	0.5%	0.9%	0.8%
06R	A6R7	0.0%	0.0%	0.4%	0.1%	06R	D6R4	0.0%	0.0%	0.0%	0.0%
07L	A7L1	0.0%	0.0%	4.2%	0.6%	06R	D6R5	0.1%	0.0%	1.5%	0.3%
07L	A7L2	0.0%	0.0%	0.0%	0.0%	06R	D6R6	0.7%	0.8%	0.3%	0.6%
07L	A7L6	0.0%	0.0%	0.1%	0.0%	06R	D6RW	0.1%	0.2%	0.0%	0.1%
07L	A7L7	0.0%	0.0%	0.2%	0.0%	06R	D6RX	0.2%	0.1%	0.0%	0.1%
07R	A7R1	1.3%	1.3%	0.8%	1.3%	07L	D7L4	0.3%	0.3%	0.0%	0.2%
07R	A7R2	0.1%	0.0%	0.0%	0.1%	07L	D7L5	1.3%	1.3%	1.8%	1.4%
07R	A7R5	0.0%	0.0%	0.0%	0.0%	07L	D7LV	0.0%	0.0%	0.0%	0.0%
07R	A7R6	0.2%	0.2%	0.1%	0.2%	07L	D7LW	0.0%	0.0%	0.0%	0.0%
07R	A7R7	0.8%	1.0%	0.3%	0.8%	07L	D7LX	0.1%	0.1%	0.0%	0.1%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**	07L	D7LY	0.0%	0.0%	0.0%	0.0%
						07L	D7LZ	0.2%	0.1%	0.1%	0.2%
						07R	D7R4	0.4%	0.3%	0.1%	0.3%
						07R	D7R5	0.0%	0.0%	0.0%	0.0%
						07R	D7R6	0.0%	0.0%	0.0%	0.0%
						07R	D7RY	0.0%	0.0%	0.0%	0.0%
						07R	D7RZ	0.0%	0.0%	0.0%	0.0%
						Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

Table 34

Run-up Operations Summary Alternative B

	2005			2015		
INM Aircraft	**Day**	**Evening**	**Night**	**Day**	**Evening**	**Night**
737300	0.32	3.82	0.37	0.40	4.78	0.47
747400	1.01	0	0	1.27	0.00	0.00
757PW	4.31	0	0.81	5.39	0.00	1.02
767300	1.01	0	0	1.27	0.00	0.00
767CF6	0.72	0	3.38	0.91	0.00	4.23
A320	0	3.82	0.18	0.00	4.78	0.23
MD11GE	2.27	0	2.72	2.84	0.00	3.41
MD11PW	12.16	0	0	15.22	0.00	0.00
MD82	1.73	0	0.73	2.17	0.00	0.91
Total	**23.53**	**7.64**	**8.19**	**29.47**	**9.56**	**10.27**

Location	Percent	Average Run-up Duration:
East Run-up Site	33% in 2005, 50% in 2015	2005 = 7.8 minutes
West Run-up Site	33% in 2005, 50% in 2015	2015 = 6.0 minutes
North Run-up Site	33% in 2005, 0% in 2015	

Day: 7:00 a.m. to 6:59 p.m., Eve: 7:00 p.m. to 9:59 p.m., Night: 10:00 p.m. to 6:59 a.m.
Totals may not add to 100% due to rounding.

Source: Landrum & Brown, 2000

4. NOISE SCREENING OF TRACK CHANGES ABOVE 3,000 FEET ALTITUDE

The FAA has provided a methodology to assess the effects of noise level changes associated with air traffic procedure changes at altitudes greater than 3,000 feet above an airport's elevation.[7] This methodology requires that changes in aircraft noise be evaluated if the noise associated with jet aircraft weighing more than 75,000 pounds changes by more than five decibels of DNL (CNEL in California) over residential areas and the aircraft is in flight at an altitude between 3,000 and 18,000 feet above the airport.

The applicable air traffic action associated with this project is the establishment of approach and departure flight tracks to and from all new and/or relocated runways. The flight tracks assumed for the runways are indicated on **Figures 12** through **14**. **Table 35**, provides a completed checklist for the review of new flight track effects above 3,000 feet AGL, which are associated with the proposed action. Since flight tracks of the new and relocated runways will be located within close proximity to the present flight tracks of the existing runways, and the aircraft activity on these tracks will not result in an increase of 5 decibels of DNL (CNEL) over any residential area when the aircraft are above 3,000 feet, the checklist indicates that no further noise review under this requirement is necessary.

[7] Air Traffic Noise Screening Model, Version 2.0, FAA Office of Environment and Energy, January 1999.

CITY of LOS ANGELES
WESTCHESTER
CITY of LOS ANGELES
PLAYA DEL REY
PERSHING DR
MANCHESTER BLVD
LA TIJERA BLVD
LA CIENEGA BLVD
CENTINELA AVE
INGLEWOOD
CITY of LOS ANGELES
SOUTH CENTRAL
ARBOR VITAE ST
WESTERN AVE
65dB CNEL
70dB CNEL
75dB CNEL
INGLEWOOD
LA BREA AVE
PRAIRIE AVE
CENTURY BLVD
VISTA DEL MAR AVE
CITY OF LOS ANGELES
LAX
COUNTY of LOS ANGELES
LENNOX
INGLEWOOD
VAN NESS AVE
COUNTY of LOS ANGELES
ATHENS
75dB CNEL
IMPERIAL HWY
IMPERIAL HWY
70dB CNEL
65dB CNEL
HAWTHORNE
EL SEGUNDO
SEPULVEDA BLVD
120TH ST
NASH ST
AVIATION BLVD
COUNTY of LOS ANGELES
DEL AIRE
SAN DIEGO FRWY
INGLEWOOD AVE
HAWTHORNE BLVD
EL SEGUNDO BLVD

LEGEND

Runways
Airport Boundary
Alternative A 2015 65 dB CNEL Contour
Construction Contours
Jurisdiction Boundary

Source: Psomas, April 2000
Landrum & Brown, April 2000
LAWA, 1994

Prepared by: PCR Services Corporation, September 2000

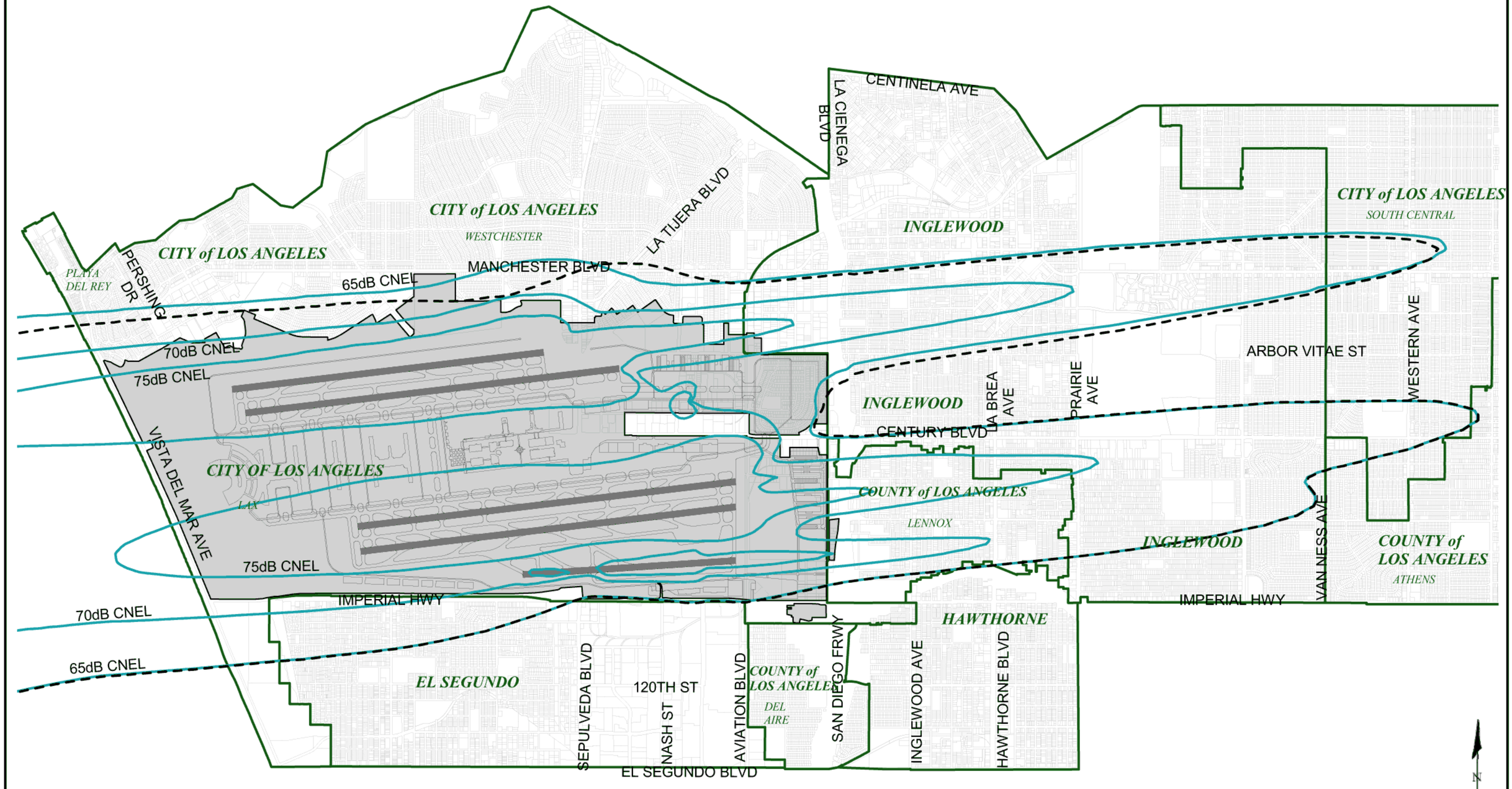
N

0.5 0 0.5 1 Miles

Los Angeles International Airport Master Plan

Interim Aircraft Noise Contours Between Construction Projects - Alternative A

Figure 12



LEGEND

- Runways
- Airport Boundary
- Alternative B 2015 65 dB CNEL Contour
- Construction Contours
- Jurisdiction Boundary

Source: Psomas, April 2000
Landrum & Brown, April 2000
LAWA, 1994

Prepared by: PCR Services Corporation, September 2000

Los Angeles International Airport Master Plan

Interim Aircraft Noise Contours Between Construction Projects - Alternative B

Figure 13

CITY of LOS ANGELES
WESTCHESTER
CITY of LOS ANGELES
PLAYA DEL REY
CITY OF LOS ANGELES
LAX
INGLEWOOD
CITY of LOS ANGELES
SOUTH CENTRAL
COUNTY of LOS ANGELES
LENNOX
INGLEWOOD
COUNTY of LOS ANGELES
ATHENS
HAWTHORNE
EL SEGUNDO
COUNTY of LOS ANGELES
DEL AIRE

PERSHING DR
VISTA DEL MAR AVE
MANCHESTER BLVD
LA TIJERA BLVD
CENTINELA AVE
LA CIENEGA BLVD
ARBOR VITAE ST
WESTERN AVE
LA BREA AVE
PRAIRIE AVE
CENTURY BLVD
VAN NESS AVE
IMPERIAL HWY
IMPERIAL HWY
SEPULVEDA BLVD
120TH ST
NASH ST
AVIATION BLVD
SAN DIEGO FRWY
INGLEWOOD AVE
HAWTHORNE BLVD
EL SEGUNDO BLVD

65dB CNEL
70dB CNEL
75dB CNEL
75dB CNEL
70dB CNEL
65dB CNEL

N

0.5 0 0.5 1 Miles

LEGEND

- Runways
- Airport Boundary
- Alternative C 2015 65 dB CNEL Contour
- Construction Contours
- Jurisdiction Boundary

Source: Psomas, April 2000
Landrum & Brown, April 2000
LAWA, 1994

Prepared by: PCR Services Corporation, September 2000

Los Angeles International Airport Master Plan

Interim Aircraft Noise Contours Between Construction Projects - Alternative C

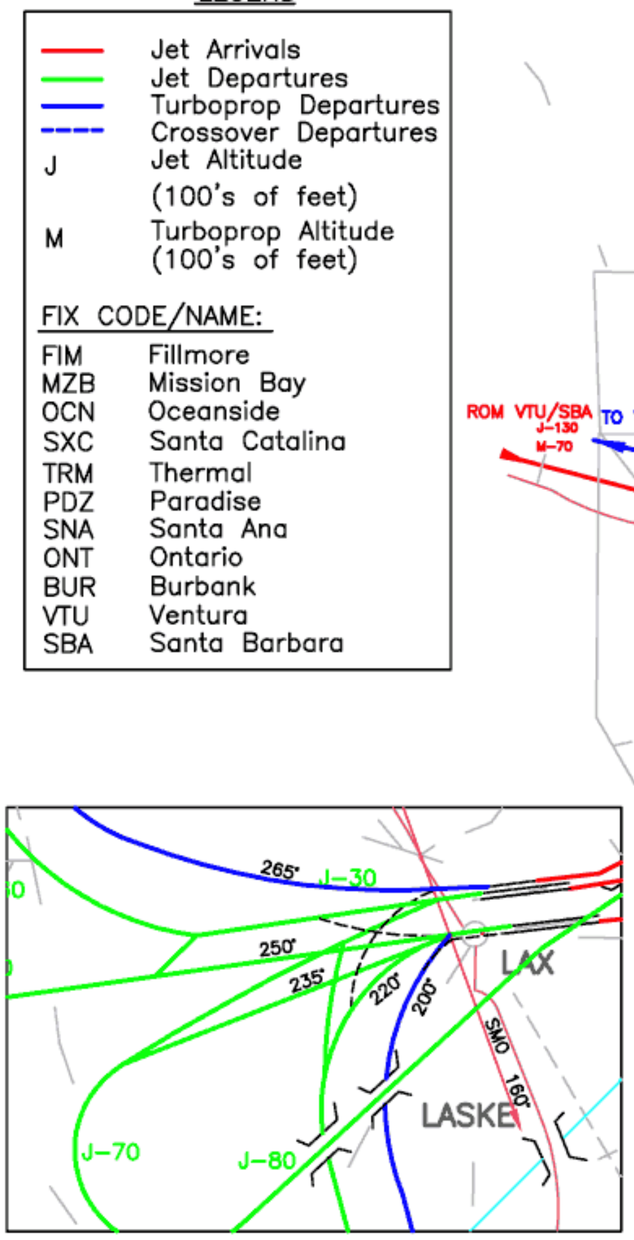
Figure 14

LEGEND

———	Jet Arrivals
———	Jet Departures
———	Turboprop Departures
- - - -	Crossover Departures
J	Jet Altitude (100's of feet)
M	Turboprop Altitude (100's of feet)

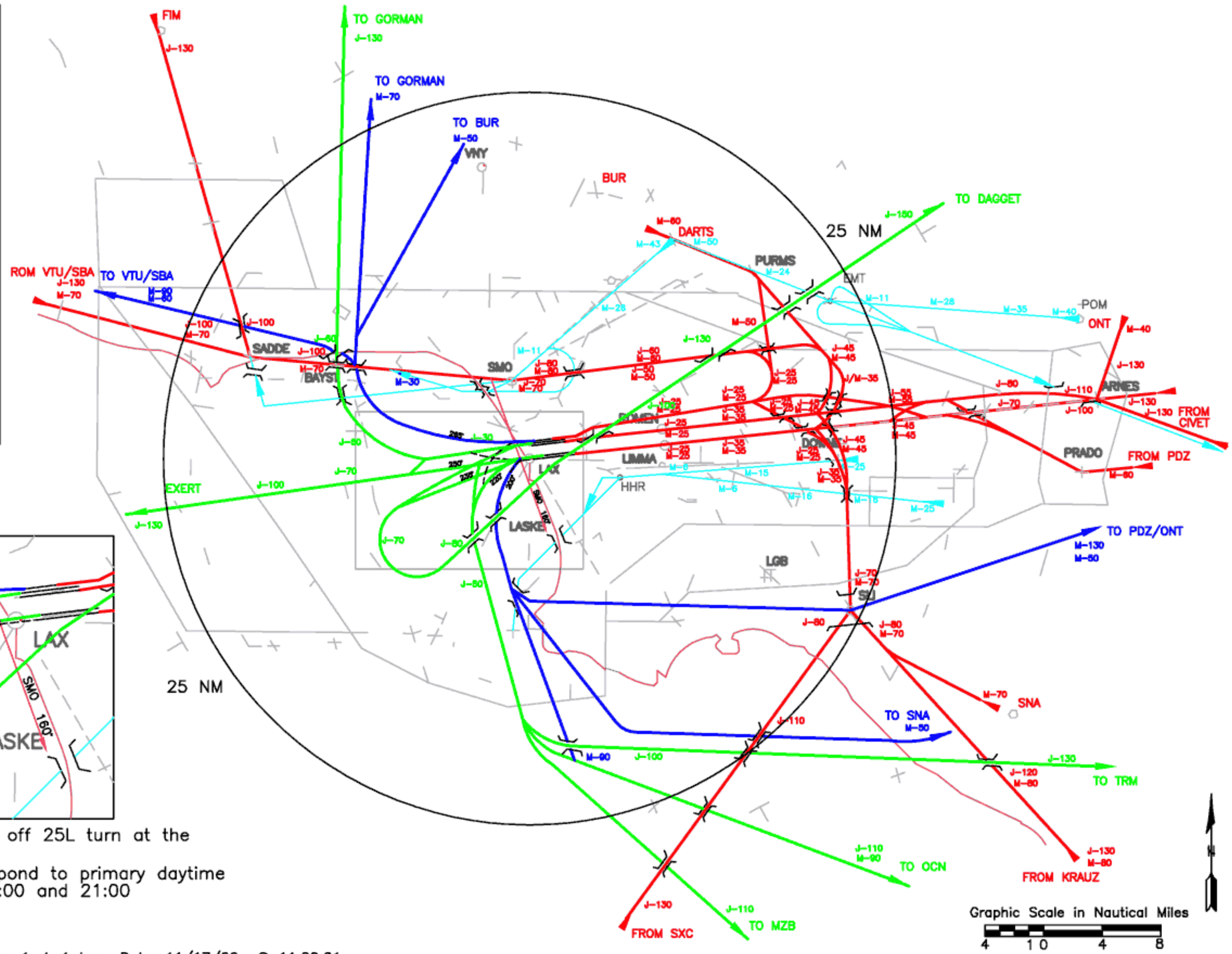
FIX CODE/NAME:

FIM	Fillmore
MZB	Mission Bay
OCN	Oceanside
SXC	Santa Catalina
TRM	Thermal
PDZ	Paradise
SNA	Santa Ana
ONT	Ontario
BUR	Burbank
VTU	Ventura
SBA	Santa Barbara



NOTE: Turbo-prop departures off 25L turn at the LAX VOR

Airspace routes correspond to primary daytime operations between 07:00 and 21:00



Source: SoCal TRACON
Prepared by: Landrum & Brown
Draft, 2/28/98
FileName: W:\lax\Tracon\08-18-97\wcon-1_4-1.dwg Date: 11/17/00 @ 11:22:21

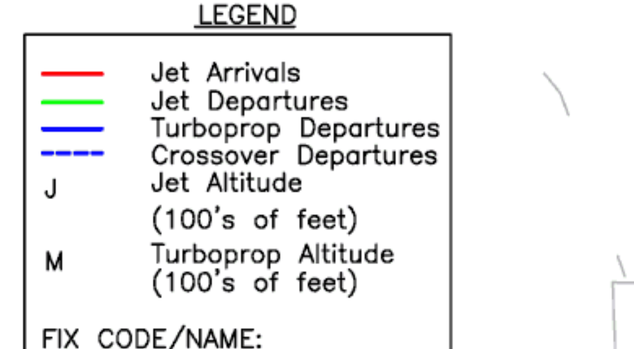
Los Angeles International Airport Master Plan	Areawide Flight Paths 2015 Alternative A	Exhibit 15

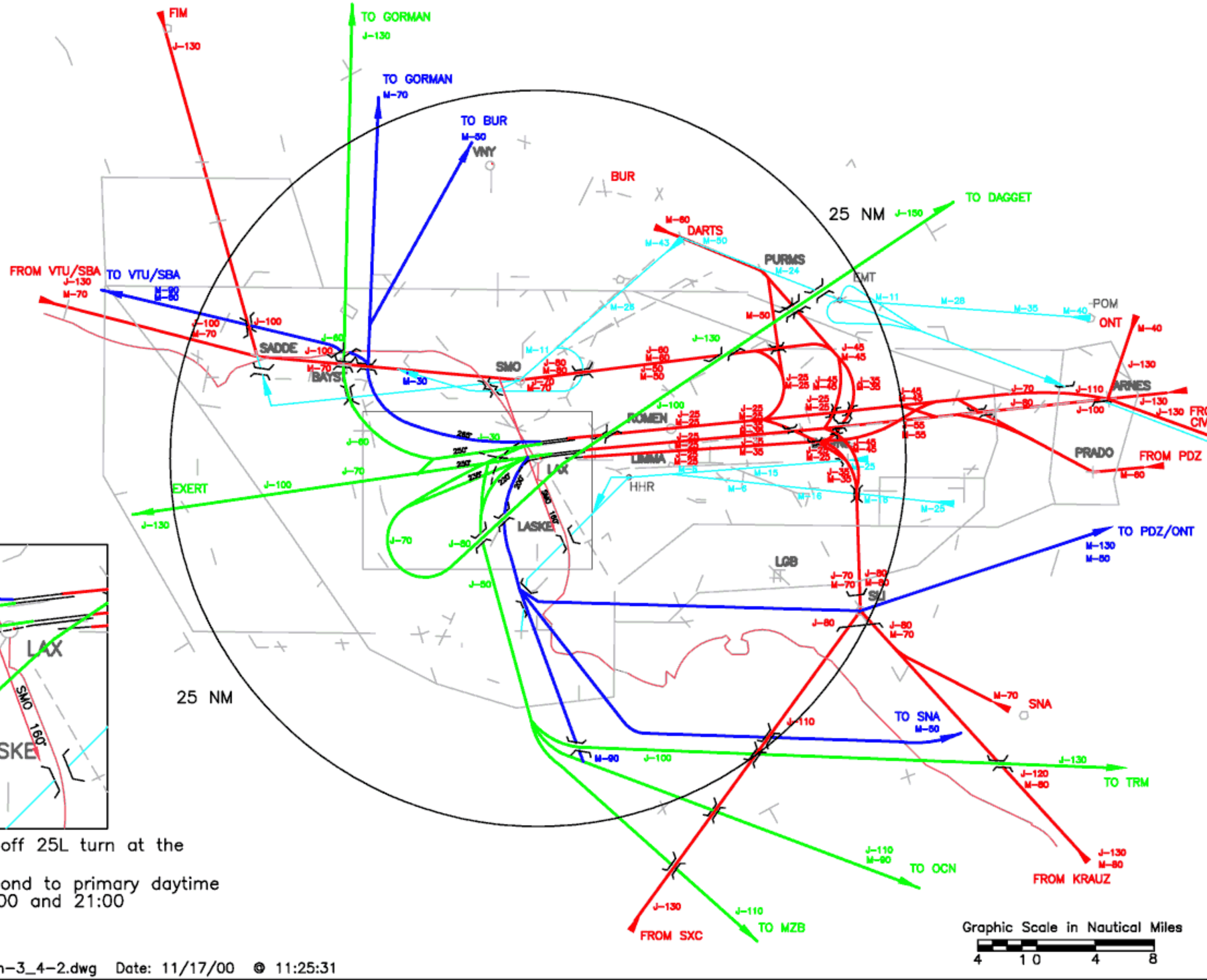
LEGEND

———	Jet Arrivals
———	Jet Departures
———	Turboprop Departures
- - - -	Crossover Departures
J	Jet Altitude (100's of feet)
M	Turboprop Altitude (100's of feet)

FIX CODE/NAME:

FIM	Fillmore
MZB	Mission Bay
OCN	Oceanside
SXC	Santa Catalina
TRM	Thermal
PDZ	Paradise
SNA	Santa Ana
ONT	Ontario
BUR	Burbank
VTU	Ventura
SBA	Santa Barbara





NOTE: Turbo-prop departures off 25L turn at the LAX VOR

Airspace routes correspond to primary daytime operations between 07:00 and 21:00

Source: SoCal TRACON
Prepared by: Landrum & Brown
Draft, 2/28/98
FileName: W:\lax\Tracon\08-18-97\wcon-3_4-2.dwg Date: 11/17/00 @ 11:25:31

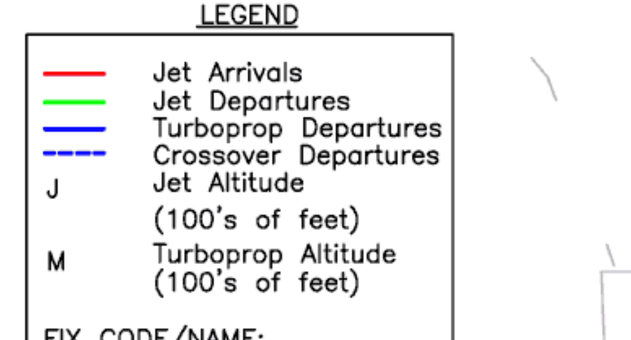
Los Angeles International Airport Master Plan	Areawide Flight Paths 2015 Alternative B	Exhibit 16

LEGEND

- Jet Arrivals
- Jet Departures
- Turboprop Departures
- Crossover Departures
- J — Jet Altitude (100's of feet)
- M — Turboprop Altitude (100's of feet)

FIX CODE/NAME:

FIM	Fillmore
MZB	Mission Bay
OCN	Oceanside
SXC	Santa Catalina
TRM	Thermal
PDZ	Paradise
SNA	Santa Ana
ONT	Ontario
BUR	Burbank
VTU	Ventura
SBA	Santa Barbara



NOTE: Turbo–prop departures off 25L turn at the LAX VOR

Airspace routes correspond to primary daytime operations between 07:00 and 21:00

Source: SoCal TRACON
Prepared by: Landrum & Brown
Draft, 2/28/98
FileName: W:\lax\Tracon\W_traffc_4–3.dwg Date: 11/17/00 @ 11:26:27

Los Angeles International Airport Master Plan	Areawide Flight Paths Alternative C	Figure 17

Noise Screening Procedure for Certain Air Traffic Actions Above 3,000 feet AGL

Checklist

Application

The screening procedure applies to new or modified arrival/departure procedures and new or modified airways which meet the following conditions:

(Check appropriate boxes.)

- ✈ Involves airports with more than 1,500 large jet airplane (greater than 75,000 lbs.) operations per year, either current or projected whichever is most appropriate. . . . . ☑

and

- ✈ Represents a permanent change or planned test. . . . . ☑

and

- ✈ Concerns changes to departure routes or tracks, used by large jet airplanes, between 3,000 and 18,000 feet AGL. . . . . ☐

or

- ✈ Changes to arrival routes or tracks, used by large jet airplanes, between 3,000 and 7,000 feet AGL. . . . ☑

(If at least 3 boxes have been checked, proceed to screening procedure.)

Noise Screening Procedure

STEP 1. **Does the proposed action introduce noise exposure from large jet airplanes (> 75,000 lbs.) which may require further review of the noise impacts as defined in Table 1 (see page 7)?**

(Check appropriate box.)

- ✈ If the estimated number of daily operations on the affected route are greater than the minimum, the answer is **YES** and proceed to **STEP 2** to answer whether the proposed action introduces jet aircraft noise for the first time on a routine basis

- ✈ If the estimated number of daily operations on the affected route are less than the minimum, the answer is **NO** and further noise review is **NOT** necessary. Refer to FAA Order 1050.1D for guidance on the extraordinary factors to consider. . . . . ☐

STEP 2. **Does this action introduce large jet airplanes over residential areas which are not routinely exposed to jet aircraft noise as defined in Table 2 (see page 8)?**

(Check appropriate box.)

- ✈ If the location of any existing route or track is at least **3 n. mi.** from the new route or track, the answer is **YES** and proceed to **STEP 4** to determine the need for further action. . . . . ☐

- ✈ If the new or moved route or track lies within the No Change lateral minimum of an existing route or track, the answer is **NO** and proceed to **STEP 3** to determine whether the action will cause a 5 decibel increase in existing aircraft noise exposure. . . . . ☑

- ✈ If the new or moved route or track lies outside the No Change lateral minimum of an existing route, the answer is **YES** and proceed to **STEP 4** to determine whether the action represents a 5 decibel increase in the overall noise exposure. . . . . ☐

STEP 3. In the case of a proposed action which only changes the aircraft altitudes and/or numbers of daily operations of large jet airplanes on an existing route, will these changes result in a 5 decibel increase in aircraft noise exposure as defined in Table 3 (see page 9)?

(Check appropriate box.)

- If the change in aircraft noise exposure is equal to or greater than 5 decibels, the answer is YES and proceed to STEP 4 to determine whether the change in aircraft noise exposure is also a 5 decibel increase in the overall noise exposure. . . . . ☐
- If the change in aircraft noise exposure is less than 5 dB, the answer is NO and further noise review is NOT necessary. Refer to FAA Order 1050.1D for guidance on the extraordinary factors to consider. . . . . ☑

STEP 4. Taking into account the type of residential community, will the noise from large jet airplanes result in a 5 decibel increase in the overall noise exposure as defined in Table 4 (see page 10)?

(Check appropriate box.)

- If the estimated number of daily operations on the affected route are greater than the minimum; the answer is YES, consult with the appropriate policy offices and the Regional Assistant Chief Counsel, and refer to FAA Order 1050.1D for guidance on additional procedures to use in considering the environmental consequences. . . . . ☐
- If the estimated number of daily operations on the affected route are less than the minimum, the answer is NO and further noise review is NOT necessary. Refer to FAA Order 1050.1D for guidance on the extraordinary factors to consider. . . . . ☐

Further Environmental Review

STEP 4 was the last step of the noise screening procedure. In reaching this point, the screening procedure has established that the proposed action may cause at least a 5 decibel increase in the overall noise exposure. This information becomes one factor in the determination as to whether the action is likely to be highly controversial and therefore not eligible for a categorical exclusion.

(Check appropriate boxes)

- Refer to FAA Order 1050.1D for guidance on additional factors to consider and the procedures to follow. . . . . ☐
- Consult with the appropriate policy offices and the Regional Assistant Chief Counsel to determine the applicability of the pertinent sections of Order 1050.1D dealing with environmental assessments. . . . . ☐
- If the screening procedure predicts a 5 decibel increase in the overall noise exposure, but the decision has been made not to do an environmental assessment; prepare supporting Record of Decision. . . . . ☐

Noise Screening Procedure for Certain Air Traffic Actions Above 3,000 feet AGL

Checklist

Application

The screening procedure applies to new or modified arrival/departure procedures and new or modified airways which meet the following conditions:

(Check appropriate boxes.)

- ✈ Involves airports with more than 1,500 large jet airplane (greater than 75,000 lbs.) operations per year, either current or projected whichever is most appropriate. . . . . ☑

and

- ✈ Represents a permanent change or planned test. . . . . ☑

and

- ✈ Concerns changes to departure routes or tracks, used by large jet airplanes, between 3,000 and 18,000 feet AGL. . . . . ☑

or

- ✈ Changes to arrival routes or tracks, used by large jet airplanes, between 3,000 and 7,000 feet AGL. . . . ☐

(If at least 3 boxes have been checked, proceed to screening procedure.)

Noise Screening Procedure

STEP 1. **Does the proposed action introduce noise exposure from large jet airplanes (> 75,000 lbs.) which may require further review of the noise impacts as defined in Table 1 (see page 7)?**

(Check appropriate box.)

- ✈ If the estimated number of daily operations on the affected route are greater than the minimum, the answer is **YES** and proceed to **STEP 2** to answer whether the proposed action introduces jet aircraft noise for the first time on a routine basis
- ✈ If the estimated number of daily operations on the affected route are less than the minimum, the answer is **NO** and further noise review is **NOT** necessary. Refer to FAA Order 1050.1D for guidance on the extraordinary factors to consider. . . . . ☐

STEP 2. **Does this action introduce large jet airplanes over residential areas which are not routinely exposed to jet aircraft noise as defined in Table 2 (see page 8)?**

(Check appropriate box.)

- ✈ If the location of any existing route or track is at least **3 n. mi.** from the new route or track, the answer is **YES** and proceed to **STEP 4** to determine the need for further action. . . . . ☐
- ✈ If the new or moved route or track lies within the No Change lateral minimum of an existing route or track, the answer is **NO** and proceed to **STEP 3** to determine whether the action will cause a 5 decibel increase in existing aircraft noise exposure. . . . . ☑
- ✈ If the new or moved route or track lies outside the No Change lateral minimum of an existing route, the answer is **YES** and proceed to **STEP 4** to determine whether the action represents a 5 decibel increase in the overall noise exposure. . . . . ☐

STEP 3. In the case of a proposed action which only changes the aircraft altitudes and/or numbers of daily operations of large jet airplanes on an existing route, will these changes result in a 5 decibel increase in aircraft noise exposure as defined in Table 3 (see page 9)?

(Check appropriate box.)

- ✈ If the change in aircraft noise exposure is equal to or greater than 5 decibels, the answer is **YES** and proceed to **STEP 4** to determine whether the change in aircraft noise exposure is also a 5 decibel increase in the overall noise exposure. . . . . ☐
- ✈ If the change in aircraft noise exposure is less than 5 dB, the answer is **NO** and further noise review is **NOT** necessary. Refer to FAA Order 1050.1D for guidance on the extraordinary factors to consider. . . . . ☑

STEP 4. Taking into account the type of residential community, will the noise from large jet airplanes result in a 5 decibel increase in the overall noise exposure as defined in Table 4 (see page 10)?

(Check appropriate box.)

- ✈ If the estimated number of daily operations on the affected route are greater than the minimum; the answer is **YES**, consult with the appropriate policy offices and the Regional Assistant Chief Counsel, and refer to FAA Order 1050.1D for guidance on additional procedures to use in considering the environmental consequences. . . . . ☐
- ✈ If the estimated number of daily operations on the affected route are less than the minimum, the answer is **NO** and further noise review is **NOT** necessary. Refer to FAA Order 1050.1D for guidance on the extraordinary factors to consider. . . . . ☐

Further Environmental Review

STEP 4 was the last step of the noise screening procedure. In reaching this point, the screening procedure has established that the proposed action may cause at least a 5 decibel increase in the overall noise exposure. This information becomes one factor in the determination as to whether the action is likely to be highly controversial and therefore not eligible for a categorical exclusion.

(Check appropriate boxes)

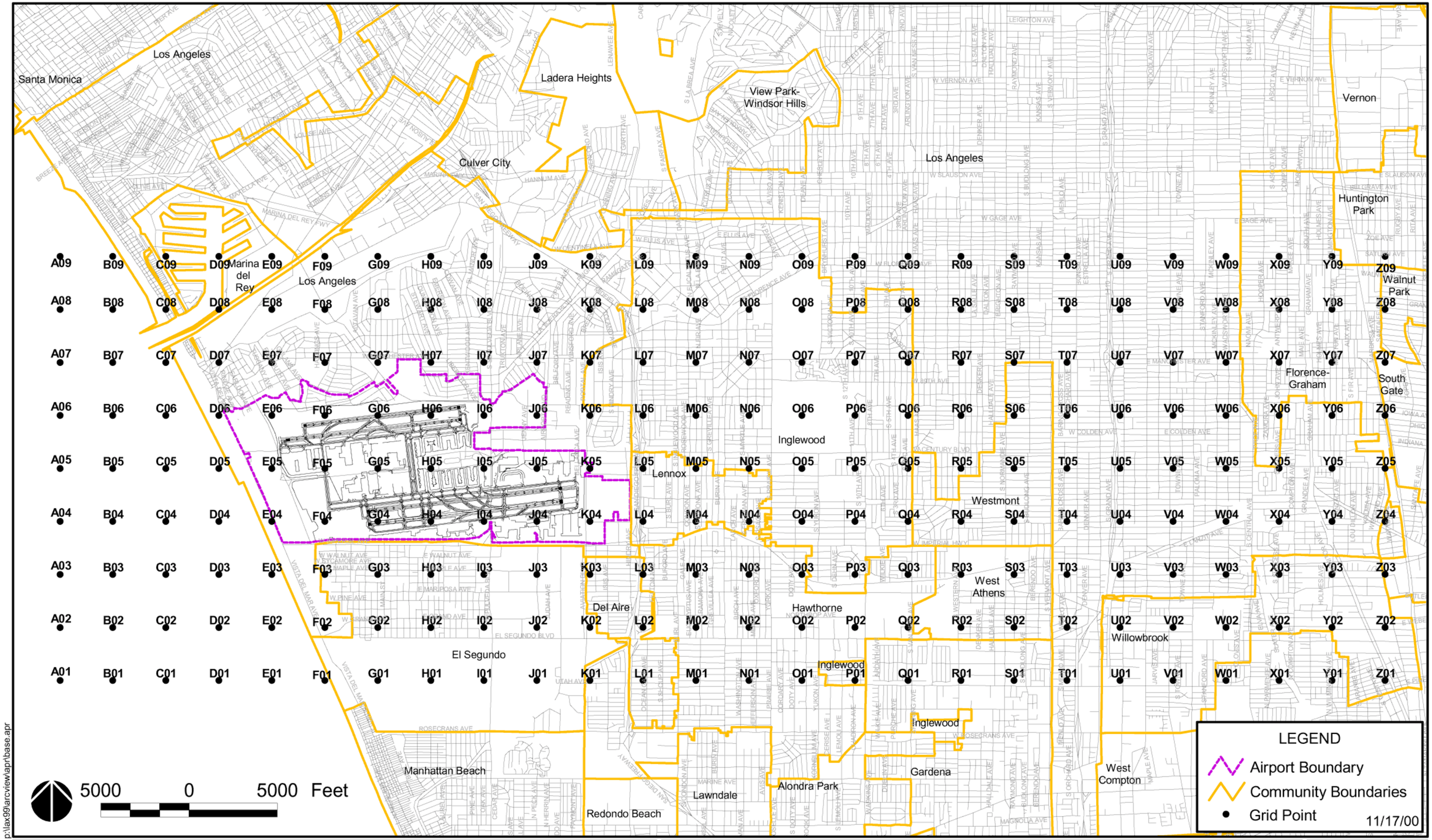
- ✈ Refer to FAA Order 1050.1D for guidance on additional factors to consider and the procedures to follow. . . . . ☐
- ✈ Consult with the appropriate policy offices and the Regional Assistant Chief Counsel to determine the applicability of the pertinent sections of Order 1050.1D dealing with environmental assessments. . . . . ☐
- ✈ If the screening procedure predicts a 5 decibel increase in the overall noise exposure, but the decision has been made not to do an environmental assessment; prepare supporting Record of Decision. . . . . ☐

5. LOCATION IMPACT ANALYSIS

The Integrated Noise Model has the capability to compute noise characteristics of individual locations in the airport environs. As a supplement to the contour analyses presented elsewhere, 1,000 separate individual sites located off the airport were identified for additional evaluation. These sites consisted of four types, as follows:

- 26 locations of permanent noise monitors operated by the Noise Management Bureau near the Airport.
- 773 noise-sensitive facilities (churches, schools, etc.), identified as of February 2000, within the Airport environs and detailed in the report on existing land use conditions.
- 21 sites selected to evaluate the combined effect of aircraft and surface traffic noise levels on noise-sensitive areas.
- 180 sites located on a regular grid of points having spacing intervals of 3,000 feet along both north-south and east-west axes, generally patterned to include more than the land area within the anticipated 60 CNEL exposure level of the combined alternatives. While the regular grid included additional locations, only those sites that were located over land and off the airport are reported.

CNEL data was developed for the measurement sites for comparison with measured noise levels of the environmental baseline condition. Daily average noise levels (24 hour Leq) was computed for aircraft noise at each of the roadway noise locations as input information to combine with roadway noise for a description of the combined effects of both noise sources on 21 noise-sensitive locations near roadways. Information about these locations is reported in Section 4.1, *Noise*, of the EIS/EIR. At the remaining 956 locations, several noise metrics were computed for comparison among themselves and among alternatives. A listing and brief description of the sites is provided in Table A5.1, Regular and Noise Sensitive Grid Point Locations. The sites are located by X-Y coordinates (in feet) centered on the airport at the Tom Bradley International Terminal. **Figure 18** indicates the locations of the regularly spaced grid points. **Figure 19** shows the location of the 196 schools, **Figure 20** indicates the location of the 468 churches, and **Figure 21** shows the location of the 18 hospitals, 10 libraries, 41 nursing homes, and 40 parks at which noise levels were computed. Several different metrics, previously explained, were computed for each grid point or noise-sensitive facility location. The results of these calculations are presented in Tables A5.2 through A5.9, Regular and Special Grid Point Assessment – Aircraft CNEL, Comparison of Build Alternatives to No Action/No Project Alternative, Comparison of All Alternatives to Environmental Baseline, Comparison of Build Alternatives to No Action/No Project Alternative, Comparison of Build Alternatives to No Action/No Project Alternative, Comparison of Build Alternatives to Future No Action/No Project Conditions, Comparison of Build Alternatives to Future No Action/No Project Conditions, Comparison of Build Alternatives to Future No Action/No Project Conditions, Comparison of Build Alternatives to Future No Action/No Project Conditions, respectively. These tables present noise level information for not only the Environmental Baseline conditions, but also the No-Action/No-Project and Alternatives conditions for both future years under consideration. It is important to emphasize that although the variety of metrics provide interesting information, only CNEL and DNL have a regulatory function in decision making on environmental projects under NEPA and CEQA.



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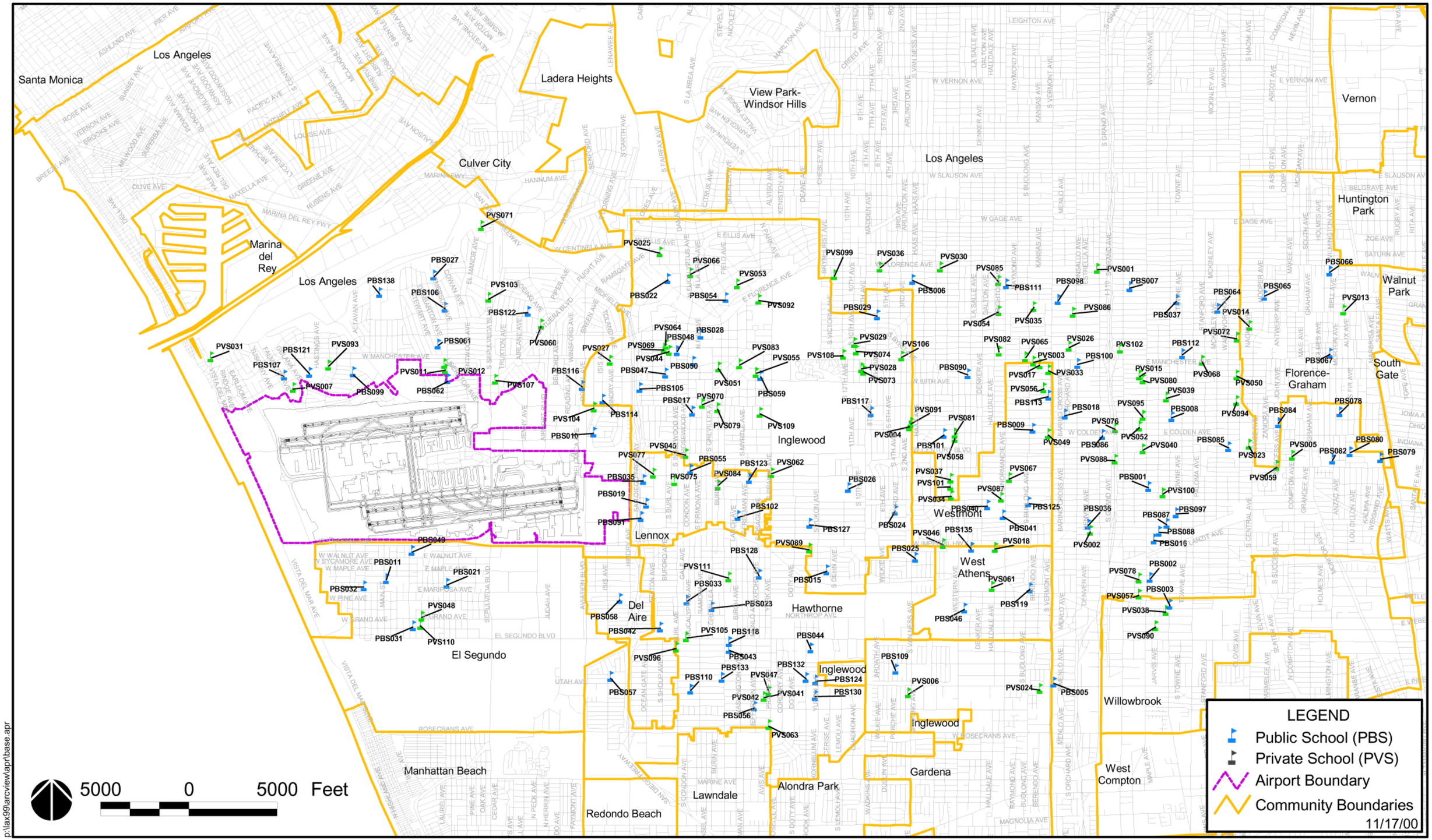
Los Angeles International Airport Master Plan

Regularly Spaced Grid Point Locations

Figure 18



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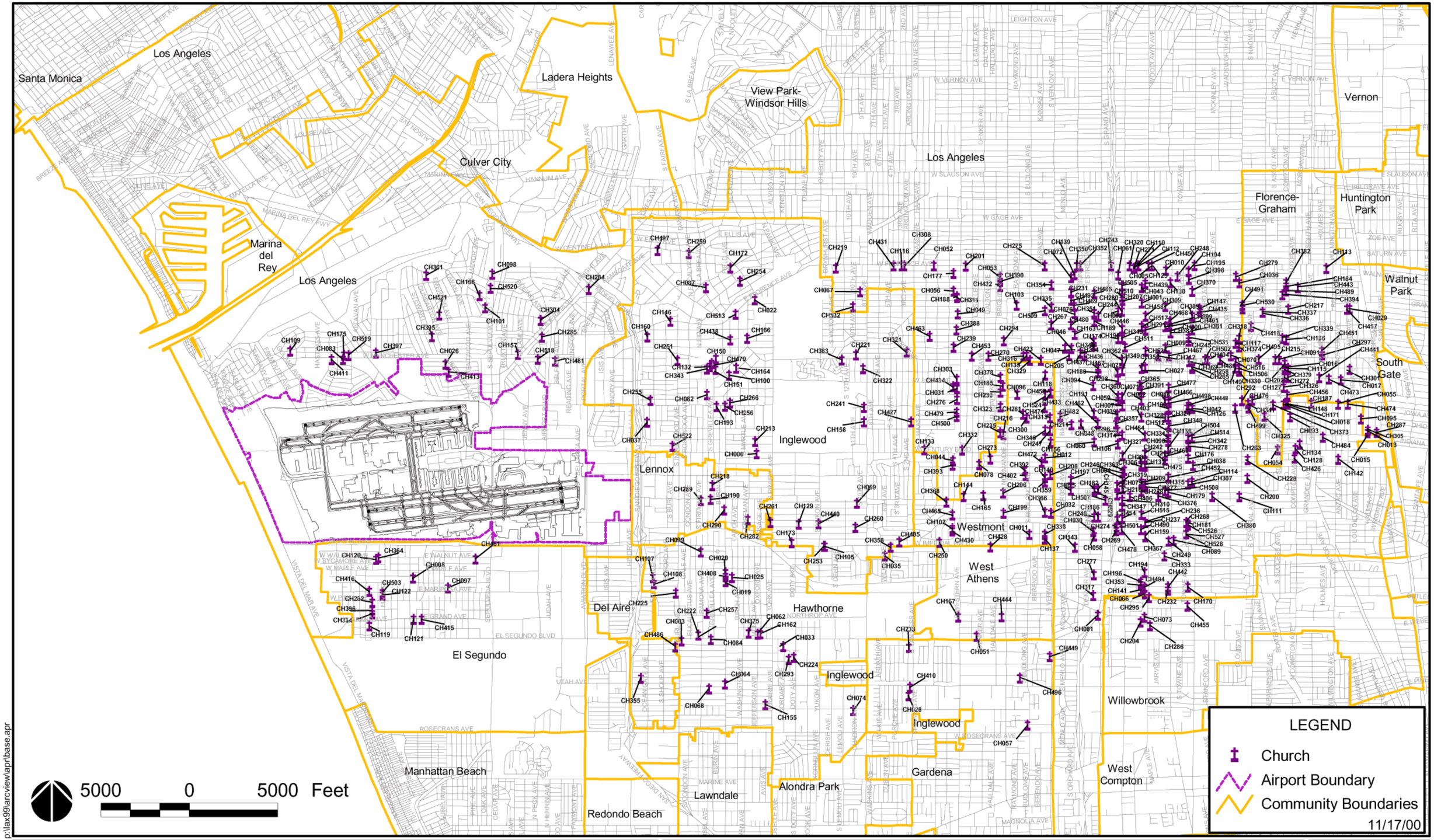
Los Angeles International Airport Master Plan	Noise Sensitive Public Facilities - Schools	Figure 19



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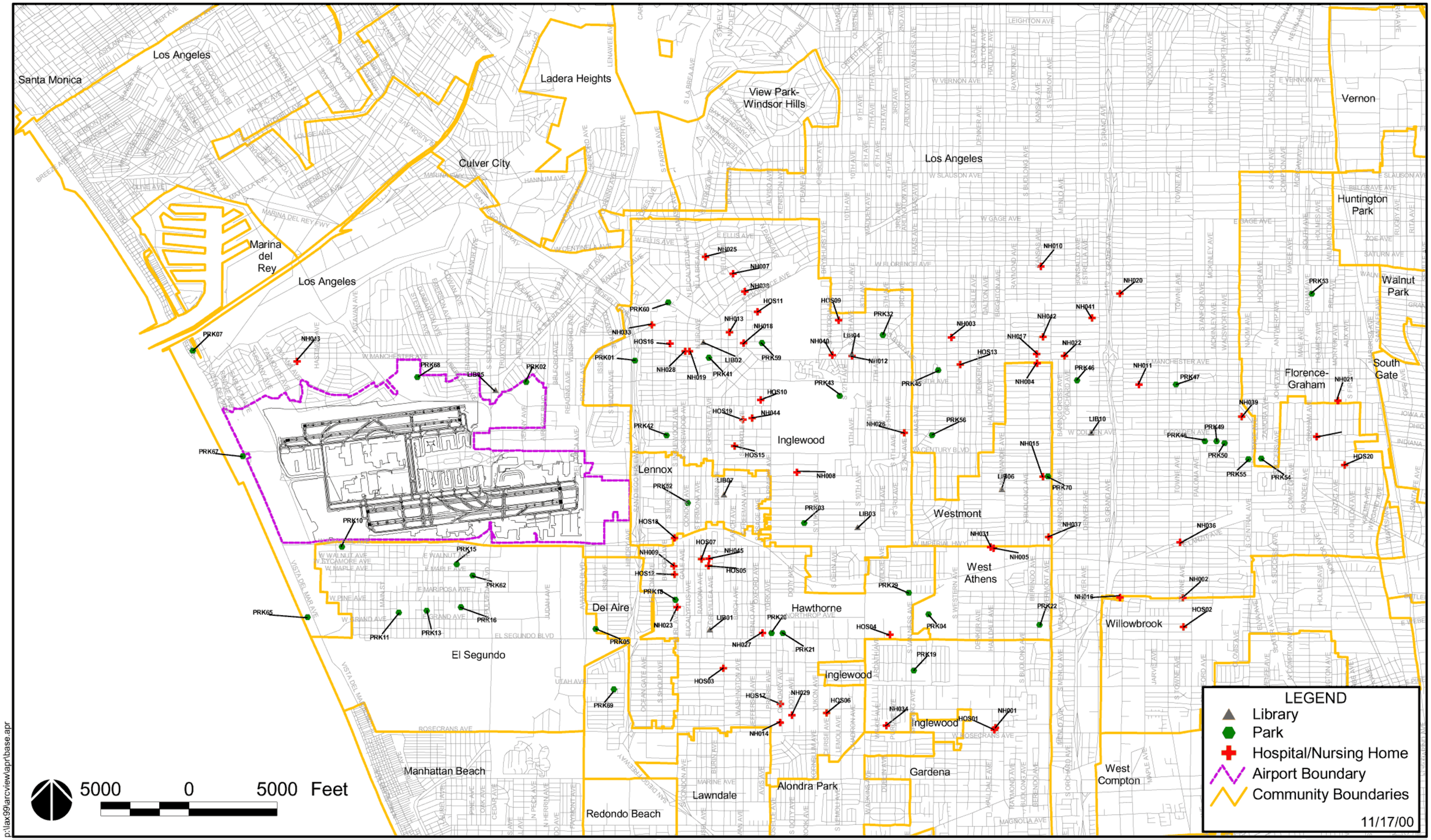
Los Angeles International Airport Master Plan	Noise Sensitive Public Facilities - Churches	Figure 20



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Los Angeles International Airport Master Plan	Noise Sensitive Public Facilities - Miscellaneous Uses	Figure 21

Table A5.1
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor /[a]
C08	26	Regular Grid	-15000	9000	Not Applicable
C09	27	Regular Grid	-15000	12000	Not Applicable
D06	33	Regular Grid	-12000	3000	Not Applicable
D07	34	Regular Grid	-12000	6000	Not Applicable
D08	35	Regular Grid	-12000	9000	Not Applicable
D09	36	Regular Grid	-12000	12000	Not Applicable
E07	43	Regular Grid	-9000	6000	Not Applicable
E08	44	Regular Grid	-9000	9000	Not Applicable
E09	45	Regular Grid	-9000	12000	Not Applicable
F02	47	Regular Grid	-6000	-9000	Not Applicable
F03	48	Regular Grid	-6000	-6000	Not Applicable
F07	52	Regular Grid	-6000	6000	Not Applicable
F08	53	Regular Grid	-6000	9000	Not Applicable
F09	54	Regular Grid	-6000	12000	Not Applicable
G01	55	Regular Grid	-3000	-12000	Not Applicable
G02	56	Regular Grid	-3000	-9000	Not Applicable
G03	57	Regular Grid	-3000	-6000	Not Applicable
G07	61	Regular Grid	-3000	6000	Not Applicable
G08	62	Regular Grid	-3000	9000	Not Applicable
G09	63	Regular Grid	-3000	12000	Not Applicable
H01	64	Regular Grid	0	-12000	Not Applicable
H02	65	Regular Grid	0	-9000	Not Applicable
H03	66	Regular Grid	0	-6000	Not Applicable
H07	70	Regular Grid	0	6000	Not Applicable
H08	71	Regular Grid	0	9000	Not Applicable
H09	72	Regular Grid	0	12000	Not Applicable
I01	73	Regular Grid	3000	-12000	Not Applicable
I02	74	Regular Grid	3000	-9000	Not Applicable
I03	75	Regular Grid	3000	-6000	Not Applicable
I07	79	Regular Grid	3000	6000	Not Applicable
I08	80	Regular Grid	3000	9000	Not Applicable
I09	81	Regular Grid	3000	12000	Not Applicable
J01	82	Regular Grid	6000	-12000	Not Applicable
J02	83	Regular Grid	6000	-9000	Not Applicable
J03	84	Regular Grid	6000	-6000	Not Applicable
J07	88	Regular Grid	6000	6000	Not Applicable
J08	89	Regular Grid	6000	9000	Not Applicable
J09	90	Regular Grid	6000	12000	Not Applicable
K01	91	Regular Grid	9000	-12000	Not Applicable
K02	92	Regular Grid	9000	-9000	Not Applicable
K03	93	Regular Grid	9000	-6000	Not Applicable
K05	95	Regular Grid	9000	0	Not Applicable
K07	97	Regular Grid	9000	6000	Not Applicable
K08	98	Regular Grid	9000	9000	Not Applicable
K09	99	Regular Grid	9000	12000	Not Applicable
L01	100	Regular Grid	12000	-12000	Not Applicable
L02	101	Regular Grid	12000	-9000	Not Applicable
L03	102	Regular Grid	12000	-6000	Not Applicable
L04	103	Regular Grid	12000	-3000	Not Applicable
L05	104	Regular Grid	12000	0	Not Applicable
L06	105	Regular Grid	12000	3000	Not Applicable
L07	106	Regular Grid	12000	6000	Not Applicable
L08	107	Regular Grid	12000	9000	Not Applicable
L09	108	Regular Grid	12000	12000	Not Applicable
M01	109	Regular Grid	15000	-12000	Not Applicable
M02	110	Regular Grid	15000	-9000	Not Applicable

Table A5.1
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor /[a]
M03	111	Regular Grid	15000	-6000	Not Applicable
M04	112	Regular Grid	15000	-3000	Not Applicable
M05	113	Regular Grid	15000	0	Not Applicable
M06	114	Regular Grid	15000	3000	Not Applicable
M07	115	Regular Grid	15000	6000	Not Applicable
M08	116	Regular Grid	15000	9000	Not Applicable
M09	117	Regular Grid	15000	12000	Not Applicable
N01	118	Regular Grid	18000	-12000	Not Applicable
N02	119	Regular Grid	18000	-9000	Not Applicable
N03	120	Regular Grid	18000	-6000	Not Applicable
N04	121	Regular Grid	18000	-3000	Not Applicable
N05	122	Regular Grid	18000	0	Not Applicable
N06	123	Regular Grid	18000	3000	Not Applicable
N07	124	Regular Grid	18000	6000	Not Applicable
N08	125	Regular Grid	18000	9000	Not Applicable
N09	126	Regular Grid	18000	12000	Not Applicable
O01	127	Regular Grid	21000	-12000	Not Applicable
O02	128	Regular Grid	21000	-9000	Not Applicable
O03	129	Regular Grid	21000	-6000	Not Applicable
O04	130	Regular Grid	21000	-3000	Not Applicable
O05	131	Regular Grid	21000	0	Not Applicable
O06	132	Regular Grid	21000	3000	Not Applicable
O07	133	Regular Grid	21000	6000	Not Applicable
O08	134	Regular Grid	21000	9000	Not Applicable
O09	135	Regular Grid	21000	12000	Not Applicable
P01	136	Regular Grid	24000	-12000	Not Applicable
P02	137	Regular Grid	24000	-9000	Not Applicable
P03	138	Regular Grid	24000	-6000	Not Applicable
P04	139	Regular Grid	24000	-3000	Not Applicable
P05	140	Regular Grid	24000	0	Not Applicable
P06	141	Regular Grid	24000	3000	Not Applicable
P07	142	Regular Grid	24000	6000	Not Applicable
P08	143	Regular Grid	24000	9000	Not Applicable
P09	144	Regular Grid	24000	12000	Not Applicable
Q01	145	Regular Grid	27000	-12000	Not Applicable
Q02	146	Regular Grid	27000	-9000	Not Applicable
Q03	147	Regular Grid	27000	-6000	Not Applicable
Q04	148	Regular Grid	27000	-3000	Not Applicable
Q05	149	Regular Grid	27000	0	Not Applicable
Q06	150	Regular Grid	27000	3000	Not Applicable
Q07	151	Regular Grid	27000	6000	Not Applicable
Q08	152	Regular Grid	27000	9000	Not Applicable
Q09	153	Regular Grid	27000	12000	Not Applicable
R01	154	Regular Grid	30000	-12000	Not Applicable
R02	155	Regular Grid	30000	-9000	Not Applicable
R03	156	Regular Grid	30000	-6000	Not Applicable
R04	157	Regular Grid	30000	-3000	Not Applicable
R05	158	Regular Grid	30000	0	Not Applicable
R06	159	Regular Grid	30000	3000	Not Applicable
R07	160	Regular Grid	30000	6000	Not Applicable
R08	161	Regular Grid	30000	9000	Not Applicable
R09	162	Regular Grid	30000	12000	Not Applicable
S01	163	Regular Grid	33000	-12000	Not Applicable
S02	164	Regular Grid	33000	-9000	Not Applicable
S03	165	Regular Grid	33000	-6000	Not Applicable
S04	166	Regular Grid	33000	-3000	Not Applicable

Table A5.1
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor [a]
S05	167	Regular Grid	33000	0	Not Applicable
S06	168	Regular Grid	33000	3000	Not Applicable
S07	169	Regular Grid	33000	6000	Not Applicable
S08	170	Regular Grid	33000	9000	Not Applicable
S09	171	Regular Grid	33000	12000	Not Applicable
T01	172	Regular Grid	36000	-12000	Not Applicable
T02	173	Regular Grid	36000	-9000	Not Applicable
T03	174	Regular Grid	36000	-6000	Not Applicable
T04	175	Regular Grid	36000	-3000	Not Applicable
T05	176	Regular Grid	36000	0	Not Applicable
T06	177	Regular Grid	36000	3000	Not Applicable
T07	178	Regular Grid	36000	6000	Not Applicable
T08	179	Regular Grid	36000	9000	Not Applicable
T09	180	Regular Grid	36000	12000	Not Applicable
U01	181	Regular Grid	39000	-12000	Not Applicable
U02	182	Regular Grid	39000	-9000	Not Applicable
U03	183	Regular Grid	39000	-6000	Not Applicable
U04	184	Regular Grid	39000	-3000	Not Applicable
U05	185	Regular Grid	39000	0	Not Applicable
U06	186	Regular Grid	39000	3000	Not Applicable
U07	187	Regular Grid	39000	6000	Not Applicable
U08	188	Regular Grid	39000	9000	Not Applicable
U09	189	Regular Grid	39000	12000	Not Applicable
V01	190	Regular Grid	42000	-12000	Not Applicable
V02	191	Regular Grid	42000	-9000	Not Applicable
V03	192	Regular Grid	42000	-6000	Not Applicable
V04	193	Regular Grid	42000	-3000	Not Applicable
V05	194	Regular Grid	42000	0	Not Applicable
V06	195	Regular Grid	42000	3000	Not Applicable
V07	196	Regular Grid	42000	6000	Not Applicable
V08	197	Regular Grid	42000	9000	Not Applicable
V09	198	Regular Grid	42000	12000	Not Applicable
W01	199	Regular Grid	45000	-12000	Not Applicable
W02	200	Regular Grid	45000	-9000	Not Applicable
W03	201	Regular Grid	45000	-6000	Not Applicable
W04	202	Regular Grid	45000	-3000	Not Applicable
W05	203	Regular Grid	45000	0	Not Applicable
W06	204	Regular Grid	45000	3000	Not Applicable
W07	205	Regular Grid	45000	6000	Not Applicable
W08	206	Regular Grid	45000	9000	Not Applicable
W09	207	Regular Grid	45000	12000	Not Applicable
X01	208	Regular Grid	48000	-12000	Not Applicable
X02	209	Regular Grid	48000	-9000	Not Applicable
X03	210	Regular Grid	48000	-6000	Not Applicable
X04	211	Regular Grid	48000	-3000	Not Applicable
X05	212	Regular Grid	48000	0	Not Applicable
X06	213	Regular Grid	48000	3000	Not Applicable
X07	214	Regular Grid	48000	6000	Not Applicable
X08	215	Regular Grid	48000	9000	Not Applicable
X09	216	Regular Grid	48000	12000	Not Applicable
Y01	217	Regular Grid	51000	-12000	Not Applicable
Y02	218	Regular Grid	51000	-9000	Not Applicable
Y03	219	Regular Grid	51000	-6000	Not Applicable
Y04	220	Regular Grid	51000	-3000	Not Applicable
Y05	221	Regular Grid	51000	0	Not Applicable
Y06	222	Regular Grid	51000	3000	Not Applicable

Table A5.1
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor /[a]
Y07	223	Regular Grid	51000	6000	Not Applicable
Y08	224	Regular Grid	51000	9000	Not Applicable
Y09	225	Regular Grid	51000	12000	Not Applicable
Z01	226	Regular Grid	54000	-12000	Not Applicable
Z02	227	Regular Grid	54000	-9000	Not Applicable
Z03	228	Regular Grid	54000	-6000	Not Applicable
Z04	229	Regular Grid	54000	-3000	Not Applicable
Z05	230	Regular Grid	54000	0	Not Applicable
Z06	231	Regular Grid	54000	3000	Not Applicable
Z07	232	Regular Grid	54000	6000	Not Applicable
Z08	233	Regular Grid	54000	9000	Not Applicable
Z09	234	Regular Grid	54000	12000	Not Applicable
CH001	732	Church	40133	9363	Abel Calderon
CH002	822	Church	40126	3875	ABUNDANCE OF CHRIST OUTREACH INC
CH003	412	Church	14124	-9745	ACACIA BAPTIST CHURCH OF HAWTHORNE
CH004	1050	Church	39044	-534	ADORAM MISSIONARY BAPTIST CHURCH
CH005	722	Church	39730	11329	Alberta Forbes
CH006	375	Church	18362	851	Alfredo Figueroa
CH007	824	Church	39030	3550	Alton & Nettie Lee
CH008	569	Church	-1056	-6191	AMERICAN BAPTIST CHURCHES OF THE
CH009	707	Church	41467	6832	AMERICAN CONTRACTORS INDEMNITY COMPANY
CH010	647	Church	41495	11217	Amilcar & Olga Lucero
CH011	1082	Church	33776	-3732	AMOS TEMPLE CHRISTIAN METHODIST
CH012	1007	Church	34672	611	Andrew & Carol Hammitt
CH013	872	Church	52912	2026	Angeles Greater Holy Los
CH016	852	Church	48215	5625	ANTIOCH BAPTIST CHURCH
CH017	865	Church	51381	5012	APOSTOLIC ASSEMBLY OF THE FAITH
CH018	895	Church	48154	3640	APOSTOLIC OVERCOMING HOLY CHURCH OF GOD
CH019	454	Church	16609	-6394	ARCHDIOCESE OF L A EDUC & WELFARE CORP
CH020	448	Church	16609	-5892	ARCHDIOCESE OF L A EDUC & WELFARE CORP
CH022	262	Church	18259	9542	ARCHDIOCESE OF L A EDUC & WELFARE CORP
CH025	451	Church	16984	-6155	ARCHDIOCESE OF L A EDUC & WELFARE CORP
CH026	540	Church	772	5897	ARCHDIOCESE OF L A EDUC & WELFARE CORP
CH027	806	Church	40127	5659	ARCHDIOCESE OF L A EDUC & WELFARE CORP
CH028	492	Church	26948	-12850	ARCHDIOCESE OF L A EDUC & WELFARE CORP
CH029	671	Church	51881	9031	ARCHDIOCESE OF L A EDUC & WELFARE CORP
CH030	1071	Church	37397	-3562	ARCHDIOCESE OF L A EDUC & WELFARE CORP
CH031	782	Church	29694	4531	Arthur McGlothen
CH032	1066	Church	34999	-2528	ASSEMBLY OF CHRISTIAN
CH033	458	Church	19873	-10053	ASSEMBLY OF GOD
CH035	478	Church	25615	-4936	ATHERTON BAPTIST CHURCH
CH036	662	Church	45647	10492	AVENUE BAPTIST CHURCH
CH037	336	Church	12173	2634	Bay-West La Southern Crescent
CH038	928	Church	43029	180	BEACON LIGHT BAPTIST CHURCH
CH039	952	Church	38754	3059	BEAUTIFUL GATE CHURCH OF GOD IN CHRIST
CH042	945	Church	42697	3405	BELMONT BAPTIST CHURCH
CH043	727	Church	40129	10225	BELOVED CHURCH OF GOD IN CHRIST
CH044	992	Church	29459	441	BETH EZEL BAPTIST CHURCH
CH047	740	Church	36169	6797	BETHANY APOSTOLIC CHURCH INC
CH048	796	Church	36695	2519	BETHANY PRAYER TEMPLE CHURCH
CH049	765	Church	29734	8749	BETHEL AFRICAN METHODIST
CH051	1144	Church	30808	-9482	BETHEL CHRISTIAN ASSEMBLY PROPERTY CORP
CH052	605	Church	28386	11458	BETHEL MISSIONARY BAPTIST CHURCH
CH053	612	Church	32138	10827	BETHLEHEM MISSIONARY BAPTIST CHURCH
CH054	900	Church	47818	1080	BEULAH BAPTIST CHURCH

Table A5.1
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor [a]
CH055	866	Church	51231	3642	BIBLE REVIVAL CHURCH
CH056	610	Church	29496	10032	Bill & Lillie English
CH057	1150	Church	33691	-14495	BISHOP OF PROTESTANT EPISCOPAL
CH058	1072	Church	37445	-3804	Bobby Sheffield
CH059	823	Church	38801	3841	BRIGHT STAR MISSIONARY BAPTIST
CH060	967	Church	37453	1503	BRIGHT THRONE MISSIONARY BAPTIST CHURCH
CH061	725	Church	38796	10948	BROADWAY COMMUNITY PENTECOSTAL CHURCH
CH062	443	Church	18436	-9362	CALVARY BAPTIST CH OF HAWTHORNE
CH064	435	Church	16585	-12177	CALVARY PRESBYTERIAN CHURCH OF HAWTHORNE
CH066	1119	Church	40320	-7074	CARVER PARK CONGREGATION OF L A CALIF
CH067	252	Church	24220	9999	CEDAR GROVE BAPTIST CHURCH
CH068	423	Church	15674	-12464	CENTINELA BIBLE CHURCH INC
CH069	363	Church	24032	-1953	CENTRAL BAPTIST CHURCH
CH070	701	Church	45176	6377	CHALLENGE OF FAITH CHURCH
CH071	821	Church	39022	4047	Charles & Ki Soon Kim
CH072	625	Church	36144	10802	CHRIST CENTERED PENECOSTAL CHURCH
CH073	1120	Church	40288	-8405	CHRIST FULL GOSPEL BAPTIST CH
CH074	472	Church	23811	-13685	CHRISTIAN CHURCH OF GOD
CH075	1010	Church	36127	-1223	CHRISTIAN REFORMED BOARD OF
CH076	756	Church	36351	8763	CHRISTIAN TABERNACLE INC
CH077	812	Church	38770	5476	CHRISTIANS COMMUNITY CHURCH OF LOS ANGEL
CH078	996	Church	30942	225	CHRISTS COMMUNITY CHURCH LA
CH079	1052	Church	39043	-1150	CHURCH OF ETERNAL SALVATION
CH081	1155	Church	37654	-8291	CHURCH OF GOD ESTABLISHED IN JESUS NAME
CH082	333	Church	15556	4179	CHURCH OF GOD PENTECOSTAL INC
CH083	534	Church	-5007	6170	CHURCH OF MESSIAH CONGREGATIONAL
CH084	419	Church	15777	-9666	CHURCH OF NAZARENE OF HAWTHORNE
CH087	273	Church	15502	10235	CHURCH OF RELIGIOUS SCIENCE OF INGLEWOOD
CH088	827	Church	41455	3861	CHURCH OF THE LIVING GOD
CH089	1043	Church	41942	-4056	CHURCH OF THE LIVING GOD
CH090	938	Church	41638	1544	Clement & Aleida Bogle
CH091	850	Church	47903	6165	Colby Jefferson
CH092	733	Church	36808	8894	Community Missionary Tabernacle
CH093	899	Church	48527	2930	COMPTON AVE CH OF CHRIST
CH094	786	Church	37402	4700	COMPTON AVE CHURCH OF THE
CH095	869	Church	52527	2803	Contimortgage
CH096	892	Church	33100	4191	CORINTHIAN BAPTIST CHURCH OF LOS ANGELES
CH097	592	Church	922	-6751	CORP OF THE PRESIDING BISHOP
CH098	506	Church	3426	10997	CORP OF THE PRESIDING BISHOP
CH099	425	Church	15214	-4708	CORP OF THE PRESIDING BISHOP
CH100	327	Church	16819	5275	COUNCIL OF REHOBOTH CHRISTIAN
CH101	500	Church	3028	9100	COVENANT PRESBYTERIAN CHURCH
CH102	1091	Church	29435	-3393	CREATIVE INVESTMENT GROUP
CH103	621	Church	33060	9231	CRENSHAW CHRISTIAN CENTER CHURCH
CH104	655	Church	43124	11484	Cristiana Hebron Mision
CH105	475	Church	22240	-4389	Cristiana Misionera Iglesia
CH106	959	Church	38784	1394	Darren & Juanita Jones
CH107	596	Church	12493	-6171	DEL AIRE ASSEMBLY OF GOD INC
CH108	595	Church	12557	-6505	DEL AIRE BAPTIST CHURCH
CH109	517	Church	-7997	6637	DEL REY HILLS EVANGELICAL FREE CHURCH
CH110	720	Church	39904	11465	DIVINE TEMPLE MISSIONARY BAPTIST CHURCH
CH111	930	Church	45654	-1593	DIVINITY MISSIONARY BAPTIST CHURCH
CH112	721	Church	39947	11465	Doyle Greer
CH113	668	Church	50570	11307	Dr. Donna Jackson
CH114	932	Church	42963	-741	EAST 105TH STREET CHRISTIAN CHURCH
CH115	857	Church	48411	5654	Edith Gibson

Table A5.1
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor /[a]
CH116	236	Church	26573	11459	EDMUND BUSSEY FOUNDATION
CH117	700	Church	45442	7080	Effie Christopher
CH118	889	Church	34682	5288	EIGHTY-EIGHTH STREET TEMPLE CHURCH OF GO
CH119	588	Church	-3523	-8901	EL SEGUNDO CHRISTIAN CHURCH
CH120	561	Church	-3133	-5122	EL SEGUNDO CITY
CH121	574	Church	-1025	-8528	EL SEGUNDO CONGREGATION OF
CH122	565	Church	-2777	-7154	EL SEGUNDO MASONIC TEMPLE ASSN
CH125	643	Church	40706	11467	Ellis & Myung Jin Cha
CH126	920	Church	42979	3400	Elmore Jackson
CH127	854	Church	48198	5183	Elnora Harris
CH128	904	Church	48815	1124	Elvia Saravi
CH129	372	Church	20742	-3140	Emmanuel Missionary Ba Greater
CH130	650	Church	41748	10497	EMMANUEL MISSIONARY BAPTIST CHURCH
CH131	1020	Church	40320	222	Ernestine Odom
CH132	318	Church	15736	5775	Ernesto & Elsa Ballesteros
CH133	990	Church	27851	1067	ETERNAL PROMISE BAPTIST CHURCH
CH134	905	Church	49067	1391	Eudell & Jennie Camper
CH135	762	Church	33627	6388	Evangelical Lutheran Messiah
CH136	696	Church	48309	7281	EVANGELIST PRAYER CENTER CHURCH
CH137	1080	Church	34656	-3968	EVANGELISTIC WORLD OUTREACH INC
CH138	937	Church	41639	1162	FAITH CHAPEL MISSIONARY BAPTIST CHURCH
CH139	633	Church	36337	10957	FAITH CHURCH OF GOD IN CHRIST
CH140	1003	Church	34661	-513	Faith Missionary Greater
CH141	1132	Church	40084	-6855	FAITH TEMPLE CHURCH
CH142	879	Church	51241	524	FAITH TEMPLE CHURCH OF CHRIST HOLINESS
CH143	1133	Church	36373	-4447	FAITH UNITED METHODIST CHURCH
CH144	1083	Church	30061	-1582	FAITH UNITED METHODIST CHURCH
CH145	1014	Church	37669	-1182	FAITH WAY MISSIONARY BAPTIST CH
CH146	297	Church	13494	8321	FAITHFUL CENTRAL MISSIONARY BAPTIST CHUR
CH147	661	Church	43408	9028	FATHER ABRAHAMS TEMPLE INC
CH148	898	Church	48388	3639	Fernando & Maria Cortez
CH149	841	Church	45426	5670	FIRST ANTIOCH MISSIONARY BAPTIST CHURCH
CH150	315	Church	16056	6214	FIRST APOSTOLIC CHURCH OF INGLEWOOD
CH151	320	Church	16044	5617	FIRST APOSTOLIC CHURCH OF INGLEWOOD
CH155	440	Church	18863	-13343	FIRST BAPTIST CH OF HAWTHORNE
CH156	966	Church	34981	1468	FIRST BAPTIST CHURCH
CH157	498	Church	4879	6462	FIRST BAPTIST CHURCH WESTCHESTER
CH158	357	Church	24437	2639	FIRST CHURCH OF GOD OF LOS ANGELES
CH159	1040	Church	40329	-3821	FIRST ECCLESIASTICAL JURISDICT
CH160	289	Church	12198	7451	FIRST EVANGELICAL LUTHERAN
CH162	445	Church	18585	-9335	FIRST HUNGARIAN REFORMED CHURCH OF LOS A
CH163	752	Church	36352	7585	FIRST LOVE CH OF GOD IN CHRIST
CH164	326	Church	17219	5679	FIRST METHODIST CH OF INGLEWOOD
CH165	1087	Church	31191	-1517	FIRST NEW CHRISTIAN FELLOWSHIP
CH166	310	Church	17839	7360	FIRST PRESBYTERIAN CHURCH OF INGLEWOOD
CH167	1145	Church	29772	-8393	FIRST SAMOAN CONGREGATIONAL
CH168	503	Church	2715	9777	FORTIETH CH OF CHRIST SCIENTIST
CH169	944	Church	41645	3409	FOUNTAIN OF LIFE MISSIONARY
CH170	1117	Church	42734	-6687	Frank Friday
CH171	897	Church	48290	3680	Frank Henzy
CH172	272	Church	16888	11345	Freddie Blackshear
CH173	374	Church	20347	-4191	FREE WESLEYAN CHURCH TONGA OF AM
CH174	751	Church	37440	7189	FREEWILL MISSIONARY BAPTIST CHU
CH175	515	Church	-4960	6402	Frieda Rentie
CH176	1018	Church	42759	586	FRIENDSHIP BAPTIST CH OF SO L A
CH177	607	Church	29502	11020	FULL CHRISTIAN FELLOWSHIP CENTER

Table A5.1
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor /[a]
CH179	1028	Church	41630	-1354	FULL GOSPEL BAPTIST CHURCH OF
CH180	784	Church	37667	5420	FULL GOSPEL COMMUNITY PRAYER CENTER
CH181	1035	Church	42759	-3084	FULL GOSPEL MISSIONARY BAPTIST CHURCH
CH182	1012	Church	37462	-1152	GENERAL ASSEMBLY CHURCH OF THE
CH183	741	Church	35808	6815	George & Lula Clark
CH184	640	Church	48294	10317	Gethsemane
CH185	890	Church	32290	4655	GIRLS CLUB OF LOS ANGELES INC
CH186	1073	Church	37662	-2735	GODS HOUSE OF DELIVERANCE
CH187	906	Church	49719	3688	GOOD FAITH MISSIONARY BAPTIST CHURCH
CH188	617	Church	29706	9678	GOOD NEWS PRAYER CENTER COGIC
CH189	753	Church	37456	8316	GOOD SHEPHARD CHURCH GOD IN CHRIST INC
CH190	388	Church	15769	-1744	GOOD SHEPHERD CHURCH ASSEMBLY OF GOD
CH191	797	Church	37440	3115	GOOD SHEPHERD CHURCH GOD CHRIS
CH193	346	Church	16098	3516	GOOD SHEPHERD LUTHERAN CHURCH
CH194	1112	Church	40302	-5874	GOODWILL MISSIONARY BAPTIST CHURCH INC
CH195	651	Church	42785	11166	GOSPEL MISSION BAPTIST CHURCH
CH196	1130	Church	40093	-6419	GOSPEL TABERNACLE FIRE BAPTIZED
CH197	1011	Church	36141	-622	GOSPEL TEMPLE BAPTIST CHURCH
CH198	802	Church	38793	7343	GRACE CHAPEL CHURCH
CH199	1077	Church	32312	-2517	GRACE CHURCH OF THE NAZARENE
CH200	929	Church	46100	-552	GRANT CHAPEL AFRICAN METHODIST
CH201	611	Church	30178	11450	Granville Winstead
CH202	851	Church	48228	5944	GREAT HOPE MISSIONARY BAPTIST
CH204	1161	Church	40064	-8675	GREATER BEREAN MISSIONARY BAPTIST CHURCH
CH205	743	Church	36034	6388	GREATER BETHANY COMM CHURCH
CH206	999	Church	32298	-1373	GREATER CIRCLE MISSION INC
CH207	731	Church	39058	9517	GREATER FAITH BAPTIST CHURCH
CH208	1008	Church	34964	-345	GREATER FAITH MISSIONARY BAPTIST CHURCH
CH209	1053	Church	40116	-783	GREATER HEIGHT BAPTIST CHURCH
CH210	1057	Church	38743	-1492	GREATER LOVE BAPTIST CHURCH
CH211	794	Church	36174	2481	GREATER MT OLIVE BAPTIST CH INC
CH213	349	Church	18281	1520	GREATER NEW BETHEL BAPTIST CHURCH INC
CH214	1019	Church	41454	470	GREATER ROCK AGES BAPTIST CHURCH
CH215	849	Church	47687	6166	GREATER TEMPLE OF GOD MISSIONARY
CH216	982	Church	32313	1911	GREATER TRUE VINE TEMPLE CHRIST CORP
CH217	638	Church	48413	9011	Gregorio Carrazco
CH218	384	Church	15869	-951	GREVILLEA AVE CHURCH OF CHRIST
CH219	254	Church	22848	11338	GUIDANCE CHURCH OF RELIGIOUS SCIENCE INC
CH221	248	Church	23975	6427	Hart Evangelistic Musical
CH222	404	Church	15086	-9405	HAWTHORNE CHURCH OF CHRIST
CH224	461	Church	20460	-10672	HAWTHORNE CITY
CH225	407	Church	13793	-7039	HAWTHORNE UNITED METHODIST CHURCH
CH228	916	Church	46115	513	HAYS TABERNACLE CME CHURCH INC
CH230	780	Church	32151	4322	Hazel Kornegay
CH231	627	Church	36143	9975	Henry & Maxine Wagoner
CH232	1116	Church	41612	-6870	Herman Baker
CH233	489	Church	26976	-10110	HOLLYPARK METHODIST CHURCH
CH234	747	Church	36895	6381	HOLY DELIVERANCE HOUSE PRAYER INC
CH235	971	Church	32127	2022	HOLY LIGHT BAPTIST CHURCH OF LOS ANGELES
CH236	1032	Church	40334	-3035	HOLY MT CALVARY BAPTIST CHURCH
CH239	773	Church	29501	6867	HOLY PILGRIM TEMPLE CHURCH OF
CH240	1068	Church	37448	-2742	HOLY ROCK BAPTIST CHURCH INC
CH241	355	Church	24439	3466	HOLY TRINITY LUTHERAN CHURCH
CH242	1016	Church	40326	854	Hope Missionary Christian
CH243	724	Church	38394	11463	HOPE REFORMED CHURCH
CH244	758	Church	37681	8609	HOSANAN COMM CHURCH

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Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor /[a]
CH245	717	Church	42785	7206	HOUSE OF PRAYER CHURCH OF GOD IN CHRIST
CH246	1048	Church	39156	-87	I Bradshaw Exec Higgins
CH247	964	Church	34958	2144	IGLESIA CRISTIANA JUAN 16 INC
CH248	649	Church	42158	10866	IGLESIA DE DIOS 7MO DIA HISPAN
CH249	1044	Church	41646	-4101	IMPERIAL CHURCH OF CHRIST
CH250	1093	Church	28704	-4168	IMPERIAL HEIGHTS CHURCH OF THE BRETHREN
CH251	299	Church	13890	6115	INGLEWOOD CHURCH OF CHRIST
CH253	476	Church	22179	-4389	INGLEWOOD CHURCH OF LIVING GOD T G T INC
CH254	258	Church	17430	10595	INGLEWOOD CONGREGATION OF
CH255	332	Church	12359	3858	INGLEWOOD FRIENDS CHURCH
CH256	344	Church	16578	3534	INTERNATIONAL CH OF FOURSQUARE GOSPEL
CH257	401	Church	15548	-8178	INTERNATIONAL CH OF FOURSQUARE GOSPEL
CH258	838	Church	42986	5752	INTERNATIONAL CH OF THE
CH259	270	Church	14539	12155	INTERNATIONAL CHURCH OF
CH260	365	Church	23953	-3330	INTERNATIONAL CHURCH OF THE
CH261	373	Church	19150	-3057	INTL CH OF FOURSQUARE GOSPEL
CH262	585	Church	-3362	-7566	INTL CHURCH OF THE FOURSQUARE GOSPEL INC
CH263	921	Church	45419	3417	ISRAEL OF GOD WHITE HORSE ARMY CHURCH
CH265	837	Church	42986	5666	Izydor & Irma Wilchfort
CH266	339	Church	16872	3711	JAMAT-E-MASJIDUL ISLAM INC
CH267	738	Church	35011	8122	James & Audrey Thompson
CH268	1037	Church	42658	-3037	James & Gertrude Banks
CH269	1063	Church	38695	-3508	James & Opal Starr
CH270	768	Church	31466	6365	James Gardner
CH271	719	Church	39686	11328	James Hill
CH272	858	Church	48394	5164	John & Barbara Blair Sr.
CH273	997	Church	31581	550	John & Nettie Glover
CH274	1062	Church	38724	-3316	Jose Capella
CH275	624	Church	34643	11454	Joseph Freeman
CH276	783	Church	29696	3909	Kerry Brooks
CH277	1134	Church	37433	-6016	KING JESUS MISSIONARY BAPTIST CHURCH
CH278	950	Church	42762	1421	KING OF KINGS BAPTIST CHURCH INC
CH279	656	Church	45449	10853	KING SOLOMON BAPTIST CHURCH
CH280	734	Church	39023	8896	Kreszentia & Renee Green
CH281	978	Church	33441	3079	L A BAPTIST CITY MISSION SOC
CH282	380	Church	17872	-2898	LA BAPTIST CY MISSION SOCIETY
CH283	963	Church	40119	137	LA IGLESIA DE DIOS INC
CH284	553	Church	8877	10121	LA TIJERA UNITED METHODIST
CH285	497	Church	6222	7425	LACO ELEC INC
CH286	1121	Church	40600	-8869	Lafayette Williams
CH287	870	Church	53421	2044	LAUREL ST BAPTIST CHURCH
CH288	1054	Church	40117	-1288	Lee Heard
CH289	387	Church	15218	-1808	LENNOX BLVD COMMUNITY METHODIST CHURCH
CH290	378	Church	16538	-2345	LENNOX CONGREGATION OF
CH291	705	Church	40345	7835	Leon & Louise Shorter Jr.
CH292	845	Church	45802	3849	Leroy & Berta Haley
CH293	460	Church	20181	-10799	LIGHT & LIFE COMM FREE METHODIST
CH294	759	Church	32328	7233	LIVE OAK MISSIONARY BAPTIST CHURCH
CH295	1118	Church	40555	-7289	LIVING HOPE BAPTIST CHURCH
CH296	957	Church	38764	2156	LOCKHART ELDER CO
CH297	680	Church	50337	6435	LONE STAR MISSIONARY BAPTIST CH
CH298	815	Church	38798	5019	Lonzo & Mary Jones
CH300	979	Church	33630	2854	LOS ANGELES BAPTIST CITY
CH301	862	Church	51895	5608	LOS ANGELES BIBLE TRAINING SCHOOL
CH303	781	Church	29690	5046	LOS ANGELES CHRISTIAN CENTER
CH304	495	Church	6157	8380	LOS ANGELES CHURCH PROPERTY

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Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor [a]
CH305	871	Church	52913	2176	LOS ANGELES GREATER HOLY GOD IN CHRIST
CH306	962	Church	40119	218	Louis & Isabella Jamison
CH307	1023	Church	42751	-882	LOVE IN ACTION MISSION INC
CH308	237	Church	26723	11459	LOVE OF GOD BAPTIST CHURCH OF L A
CH309	648	Church	41463	9169	LOVELY HOPE MISSIONARY BAPTIST CHURCH
CH310	1055	Church	39043	-1785	Lynn Woods
CH311	616	Church	29706	9728	Mack & Geneva Washington
CH312	708	Church	41075	6372	Main Congregation Jehova South
CH313	799	Church	34942	2884	Margaret Halleck
CH314	958	Church	39035	1891	Mehri Chowdhry
CH315	1025	Church	40329	-898	Melvin Morris
CH316	760	Church	33455	6366	MESSIAH EVANGELICAL LUTHERAN URCH OF L A
CH317	1152	Church	37400	-7181	Miguel & Esther Flores
CH318	687	Church	45643	7344	MIRACLE MISSIONARY BAPTIST CH
CH319	1051	Church	38743	-955	MISSIONARY BAPTIST CH
CH320	723	Church	39458	11464	Morning Star Missionary New
CH321	242	Church	26844	6592	MORNINGSIDE CONGREGATION OF
CH322	352	Church	24378	5651	MORNINGSIDE UNITED CH OF CHRIST
CH323	970	Church	32144	3499	MOUNT GILEAD MISSIONARY BAPTIST CHURCH
CH324	942	Church	41641	2916	MOUNT OLIVE CHURCH OF CHRIST
CH325	912	Church	47061	2960	MOUNT OLIVE SECOND MISSIONARY BAPTIST CH
CH326	855	Church	48157	4590	MOUNT ROSE BAPTIST CHURCH
CH327	960	Church	39047	718	MT CARMEL CHURCH OF GOD IN CHRIST
CH328	936	Church	41466	2903	MT CARMEL HOLY ASSEMBLY BAPTIST CHURCH
CH329	883	Church	33816	6120	MT HOREB MISSIONARY BAPTIST CH
CH330	843	Church	45634	5505	MT SALEM MISSIONARY BAPTIST CH
CH331	939	Church	41640	1762	MT ZION LIGHT HOUSE FULL GOSPEL CHURCH
CH332	972	Church	29987	1050	Nathaniel Campbell
CH333	1111	Church	41426	-4948	NEIGHBORHOOD CHURCH OF CHRIST HOLINESS
CH334	587	Church	-3362	-8211	Neva Renfro
CH335	630	Church	35032	9135	NEW ANTIOCH CHURCH OF GOD IN CHRIST
CH337	681	Church	46974	8851	NEW BETHEL MISSIONARY BAPTIST CH
CH338	1081	Church	34658	-3718	NEW CONGREGATIONAL BAPTIST CHURCH
CH339	690	Church	48086	7361	NEW LIFE IN CHRIST FULL GOSPEL CHURCH CO
CH340	748	Church	37438	6936	NEW LIFE INSTITUTIONAL BAPTIST
CH341	909	Church	46155	3671	New Light Missionary Greater
CH342	951	Church	42760	1256	NEW MOUNT OLIVE BAPTIST CH INC
CH343	309	Church	15571	5631	NEW MOUNT PLEASANT BAPTIST CHURCH
CH345	801	Church	39024	7361	NEW MOUNT ZION BAPTIST CHURCH
CH346	980	Church	34683	2176	NEW PLEASANT HILL BAPTIST CHURCH
CH347	1058	Church	39043	-2119	NEW PROSPECT BAPIST CHURCH
CH348	941	Church	41661	2382	NEW SALEM MISSIONARY BAPTIST CHURCH
CH349	811	Church	39032	5549	NEW TEMPLE MISSIONARY BAPTIST CHURCH
CH350	634	Church	36465	11455	NEW VISION CHURCH OF GOD IN CHRIST CORP
CH351	757	Church	37457	8790	New Zion Missionary Greater
CH352	635	Church	36665	11456	Nicolas Davilla
CH353	1131	Church	40091	-6584	Nil Kundu
CH354	626	Church	35029	10381	Norman Pomeranz
CH355	601	Church	11830	-11853	OCEAN GATE SO BAPTIST CHURCH
CH356	825	Church	40331	5708	Oliver & Yvette Cooper
CH357	953	Church	38683	2526	OLIVET BAPTIST DISCOURSE MINISTRY
CH358	479	Church	25952	-4445	OLIVET LUTHERAN CHURCH
CH359	1001	Church	34660	-759	OPPORTUNITY BAPTIST CHURCH
CH360	820	Church	38801	4082	Oscar Bernstein
CH361	508	Church	-297	10928	OUR SAVIOR LUTHERAN
CH362	805	Church	39032	6115	Outreach Victory

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CH363	1049	Church	39044	-249	Pablo Cervantes
CH364	560	Church	-3000	-5050	PACIFIC BAPTIST CHURCH OF EL SEGUNDO
CH365	817	Church	40013	4704	PACIFIC LATIN AMERICAN DISTRICT COUNCIL
CH366	1079	Church	34663	-2477	PACIFICA NATL MTG
CH367	1039	Church	40329	-3861	Paradise Mission Greater
CH368	1088	Church	29105	-1896	PARK WINDSOR BAPTIST CHURCH
CH369	828	Church	42811	6043	Paul & Annie Anderson
CH370	657	Church	42991	10007	PEACE CHAPEL MISSIONARY BAPTIST CHURCH
CH373	911	Church	47547	3592	PENIEL CHURCH OF GOD IN CHRIST
CH374	689	Church	45642	6875	PENTECOSTAL CHURCH OF GOD IN CHRIST
CH375	446	Church	17910	-9299	PENTECOSTAL CHURCH RESURRECTION
CH376	1030	Church	41065	-1571	PENUEL MISSIONARY BAPTIST CHURCH INC
CH377	1026	Church	40331	-1043	PHILIPPIAN MISSIONARY BAPTIST CHURCH
CH378	779	Church	32154	5163	Philippians Missionary Greater
CH379	853	Church	48219	5704	PLEASANT GROVE MISSIONARY BAPTIST CHURCH
CH380	931	Church	44125	-1582	Pleasant Grove Missionary New
CH381	699	Church	42991	7844	Pleasant Hill Missionary Mt
CH382	641	Church	48295	10514	PLEASANT VIEW MISSIONARY BAPTIST
CH383	350	Church	23176	6146	PRAIRIE CONGREGATION OF
CH384	711	Church	41775	7686	PRAISES OF ZION MISSIONARY
CH388	766	Church	29674	7848	PRAYER TOWER CHURCH OF GOD IN CHRIST
CH389	698	Church	42990	8634	PREACH OUT EVANGELIST CHURCH OF
CH390	615	Church	32137	10569	PRESBYTERY OF THE PACIFIC
CH391	819	Church	40122	4479	RAY OF LIGHT MISSIONARY BAPTIST CHURCH
CH392	1005	Church	33524	-107	Raymond & Cleopatra Anderson
CH393	991	Church	29454	197	Raymond & Jean Branch
CH394	637	Church	48087	9821	Raymond & Mary Figueroa
CH395	510	Church	20	7468	RECTOR WARDENS & VESTRYMEN OF
CH396	586	Church	-3363	-7999	RECTOR WARDENS & VESTRYMEN OF
CH397	512	Church	-3153	6521	RELIGIOUS OF THE SACRED HEART OF MARY
CH398	652	Church	42801	10702	Rev B T Ferrell
CH399	703	Church	41467	8022	REVELATION CHURCH APOSTOLIC FAITH INC
CH401	710	Church	41678	8107	REVELATION CHURCH LIVING GOD
CH402	1002	Church	33574	-393	Richard Phillips
CH403	955	Church	40124	2902	Riley & Faye Washington
CH404	839	Church	44570	6167	Robert & Betty Henderson
CH405	359	Church	26436	-4141	Robert III Thrash
CH406	1056	Church	39465	-1582	Robert Martin
CH408	447	Church	16609	-6117	ROMAN CATHOLIC ARCHBISHOP OF L A
CH410	493	Church	27039	-12360	ROMAN CATHOLIC ARCHBISHOP OF L A
CH411	531	Church	-5649	6168	ROMAN CATHOLIC ARCHBISHOP OF L A
CH413	537	Church	955	5447	ROMAN CATHOLIC ARCHBISHOP OF L A
CH415	576	Church	-574	-8529	ROMAN CATHOLIC ARCHBISHOP OF L A
CH416	584	Church	-3520	-6950	ROMAN CATHOLIC ARCHBISHOP OF L A
CH417	670	Church	51737	9002	ROMAN CATHOLIC ARCHBISHOP OF L A
CH418	683	Church	46306	8036	ROMAN CATHOLIC ARCHBISHOP OF L A
CH423	885	Church	34438	6123	ROMAN CATHOLIC ARCHBISHOP OF L A
CH426	903	Church	48766	585	ROMAN CATHOLIC ARCHBISHOP OF L A
CH427	987	Church	27099	2637	ROMAN CATHOLIC ARCHBISHOP OF L A
CH428	1105	Church	31585	-4424	ROMAN CATHOLIC ARCHBISHOP OF L A
CH430	1090	Church	29435	-3530	Ruth Rockwell
CH431	238	Church	26113	11458	Saint Andrews Missionary Holy
CH432	613	Church	32135	10287	SAINT HILLRIE CHURCH OF GOD IN CHRIST
CH433	791	Church	34981	4271	SAINT JOHN INSTITUTIONAL BAPTIST CHURCH
CH434	776	Church	29486	4620	Saint John Missionary Little
CH435	697	Church	43459	8836	SAINT REED MISSIONARY BAPTIST CHURCH

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CH436	745	Church	36665	6526	SAINT REST BAPTIST CHURCH OF L A
CH438	314	Church	16883	7283	SALVATION ARMY
CH439	646	Church	40328	10453	Samuel & Janet Burris Sr.
CH440	364	Church	21860	-3132	SECOND MOUNT NEBO BAPTIST CHURCH
CH441	860	Church	50168	5138	SHILOH MISSION BAPT CHURCH INC
CH442	1115	Church	41613	-6691	Smith Carter
CH443	642	Church	48948	10226	SO CAL ASSN OF DAY ADVENTISTS
CH444	1135	Church	32223	-8382	SO CALIF ASSN OF SEVENTH DAY ADVENTISTS
CH446	736	Church	39030	7892	SOLID ROCK BAPTIST CHURCH OF
CH448	948	Church	42785	3553	SOUTH LOS ANGELES BAPTIST CHURCH
CH449	1153	Church	34927	-10634	SOUTH VERMONT AVENUE BAPTIST CHURCH INC
CH450	644	Church	40519	11466	SOUTHERN CALIF FELLOWSHIP NO 3
CH451	679	Church	50324	6639	SOUTHERN CALIFORNIA CONFERENCE
CH452	1022	Church	41632	-496	SOUTHSIDE BETHEL BAPTIST CHURCH INC
CH453	769	Church	30531	6362	SOUTHSIDE CHURCH OF CHRIST
CH454	1060	Church	39041	-2811	SOUTHWEST INSTITUTIONAL BAPTIST CHURCH
CH455	1126	Church	42719	-7775	SOUTHWOOD BAPTIST CHURCH
CH456	859	Church	48357	4166	SPRING LIFE MISSIONARY B C
CH457	785	Church	37682	5673	ST AUGUSTINE MISSIONARY BAPTIST CHURCH
CH458	702	Church	40345	8613	ST JOHN CHURCH OF GOD IN CHRIST
CH459	790	Church	34981	4311	ST JOHN INSTITUTIONAL BAPTIST CHURCH
CH460	1017	Church	41458	722	ST JOHN MISSIONARY BAPTIST
CH461	590	Church	2474	-5106	ST JOHNS LUTHERAN CH OF EL SEGUNDO
CH462	793	Church	37658	2565	St Mark Missionary Faithful
CH463	772	Church	28157	7476	ST MARKS UNITED METHODIST CHURCH
CH464	934	Church	40325	1845	ST PETER BAPTIST CHURCH OF LA INC
CH465	1089	Church	29437	-2633	ST THOMAS BAPTIST CHURCH
CH466	832	Church	41645	3875	STAR OF HOPE BAPTIST CHURCH
CH467	715	Church	41676	6385	STARLIGHT CHURCH GOD IN CHRIST
CH468	709	Church	41732	8327	Starlight Missionary Greater
CH469	631	Church	36307	9187	Steven Shaw
CH470	319	Church	15830	5944	STRAIT-WAY APOSTOLIC CHURCH INC
CH471	977	Church	34666	3437	STRANGERS REST MISSIONARY BAPTIST CHURCH
CH472	1006	Church	34478	360	SWEET HILL BAPTIST CHURCH INC
CH473	861	Church	50724	5052	SWEET HOME BAPTIST CHURCH
CH474	868	Church	51786	3641	SWEET PILGRIM MISSIONARY BAPTIST CHURCH
CH475	1021	Church	40320	132	TABERNACLE OF FAITH CHURCH CORPORATION C
CH476	847	Church	46391	3883	Temple Cogic Crusaders
CH477	830	Church	41646	4569	THANKFUL MISSIONARY BAPTIST CH
CH478	1064	Church	38993	-3455	THE GREATER BETHEL APOSTOLIC CHURCH
CH479	976	Church	29687	3172	THOMPSON MEMORIAL CHAPEL CHURCH INC
CH480	739	Church	36132	8126	THREE OAKS BAPTIST CHURCH
CH481	547	Church	6983	6070	Tikvah Congregation Bnai
CH482	800	Church	35540	2955	TOLUTASI UNITED METHODIST CHURCH
CH483	834	Church	43714	6162	Tony Turner
CH484	908	Church	50363	1774	TREE OF LIFE MISSIONARY BAPTIST CHURCH
CH485	632	Church	37466	9880	TRINITY C M E CHURCH
CH486	416	Church	13771	-10070	TRINITY LUTHERAN CH OF HAWTHORNE
CH489	639	Church	48294	10047	TRIUMPH THE CHURCH & KINGDOM
CH490	1065	Church	40102	-3457	TRUE EVERFAITHFUL BAPTIST CHURCH
CH491	663	Church	45815	9225	TRUE FAITH HOLINESS CHURCH INC
CH493	628	Church	36143	9513	TRUE GOSPEL MISSIONARY BAPTIST CHURCH
CH494	1114	Church	40302	-6704	TRUE LOVE MISSIONARY BAPTIST CHURCH INC
CH495	848	Church	46745	6171	TRUE VINE BAPTIST WEST MISSION
CH496	1149	Church	33251	-11838	TRUE WORSHIPER OF GOD MISSIONARY
CH497	275	Church	12760	12329	TRUEVINE BAPTIST CHURCH

Table A5.1
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor /[a]
CH498	833	Church	41646	3729	TRUEWAY MISSIONARY BAPTIST CHURCH
CH499	910	Church	46175	3432	TWEEDY MEMORIAL BAPTIST CHURCH
CH500	975	Church	29680	2945	TWENTY THIRD CHURCH OF CHRIST SCIENTIST
CH501	1061	Church	38743	-2896	UNITED CH OF THE LIVING GOD THE
CH502	836	Church	43854	6165	UNITED CHRISTIAN MISSIONARY BAPTIST
CH503	564	Church	-2777	-7028	UNITED METHODIST CHURCH OF EL SEGUNDO
CH504	949	Church	42759	1733	UNITY BAPTIST CH
CH505	726	Church	39024	10321	UNITY MISSIONARY BAPTIST CHURC
CH506	842	Church	45636	5673	Unspeakable Joy Christi Bethel
CH507	1015	Church	38086	-1785	UPPER ROOM CHURCH GOD
CH508	1027	Church	41450	-1257	URBAN OUTREACH INTL INC
CH509	620	Church	34671	8932	VERMONT AVE CHURCH OF CHRIST
CH510	730	Church	39023	9710	Veronica Sandoval
CH511	804	Church	39180	6876	Vision Missionary Heavenly
CH512	940	Church	41641	2106	Walter Hines
CH513	268	Church	17184	8722	Wardens & Vestrymen Rector
CH514	923	Church	42971	1727	WATTS CONGREGATION OF JEHOVAHS WITNESSES
CH515	1059	Church	40113	-2588	WEAVER RAY CO
CH516	840	Church	45429	6052	WELCOME BAPTIST CHURCH
CH517	735	Church	40132	8022	WESLEY CHAPEL CHURCH OF GOD IN CHRIST IN
CH518	545	Church	5989	6176	WESTCHESTER ASSEMBLY OF GOD
CH519	516	Church	-4691	6400	WESTCHESTER CH OF THE NAZARENE
CH520	502	Church	3327	10191	WESTCHESTER LUTHERAN CHURCH
CH521	505	Church	427	8681	WESTCHESTER UNITED METHODIST CHURCH
CH522	337	Church	13607	1267	WESTISIDE CHRISTIAN FELLOWSHIP OF LOS AN
CH524	893	Church	34683	4171	Wiley & Gloria Sapp Jr.
CH525	706	Church	40343	6647	William & Dorothy Hodges
CH526	1036	Church	42759	-3184	Willie & Mildred Page
CH528	1045	Church	42654	-3695	Willie Knight
CH529	1013	Church	37462	-1270	WOODCREST CONGREGATION OF
CH530	665	Church	45835	9033	YOUTH MEMORIAL CHURCH OF GOD IN CHRIST
CH531	718	Church	42788	7402	Zethel Meyers
CH532	253	Church	23813	9141	ZION HILL BAPTIST CHURCH
HOS01	1147	Hospital	31921	-14784	Alfredo & Aida Bernardo
HOS02	1123	Hospital	42615	-8967	AMALGAMATED DEVELOPMENT ASSN
HOS03	433	Hospital	16561	-11296	BAY CITIES MEDICAL CENTER
HOS04	480	Hospital	26005	-9398	BEHAVIORAL HEALTH SERVICES
HOS05	429	Hospital	15713	-5495	BURTON RUSSELL CO
HOS06	473	Hospital	22417	-13842	CAL-UP ASSOCIATES L P
HOS07	426	Hospital	15334	-5123	CATHOLIC HEALTHCARE WEST SOUTHERN CALIFO
HOS09	244	Hospital	23095	8420	CRIPPLED CHILDREN'S SOCIETY OF
HOS10	340	Hospital	18684	3896	DESCO HEALTH CARE INC
HOS11	267	Hospital	18500	8884	FREEMAN MED TOWERS LP
HOS12	430	Hospital	13791	-5987	GOLDEN WEST CONVALESENT HOSPITAL INVESTM
HOS13	778	Hospital	29985	5901	Grp Bedford
HOS15	348	Hospital	17190	1285	Robert & Richard Binkert
HOS16	296	Hospital	13553	7081	Samuel & Kathryn Dixon
HOS17	466	Hospital	19793	-13319	Southbay Hospital Aspen
HOS18	389	Hospital	13797	-3917	STATE OF CALIF
HOS19	343	Hospital	17676	2790	WASHINGTON MUT BK
HOS20	876	Hospital	51747	207	WATTS HEALTH FOUNDATION
LIB01	406	Library	15816	-9101	HAWTHORNE CITY
LIB02	306	Library	15450	7185	INGLEWOOD CITY
LIB03	366	Library	24178	-3305	INGLEWOOD CITY
LIB04	249	Library	23842	6513	INGLEWOOD CITY LIBRARY
LIB05	544	Library	3672	4468	L A CITY

Table A5.1
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor /[a]
LIB06	1000	Library	32350	-1151	L A COUNTY
LIB07	377	Library	16622	-1444	Lennox Branch
LIB10	968	Library	37424	2049	Mark Twain Branch
LIB11	1171	Library	-3147	-6769	El Segundo Library
LIB13	1177	Library	-3179	6210	Loyola Village Branch
NH001	1148	Hospital,Convalescent	31960	-14667	Alfredo & Aida Bernardo
NH002	1128	Hospital,Convalescent	42592	-7309	AMALGAMATED DEVELOPMENT ASSN
NH003	771	Hospital,Convalescent	29488	7434	AMERICAN PHILANTHROPY ASSN INC
NH004	884	Hospital,Convalescent	34331	5967	ARCHDIOCESE OF L A EDUC & WELFARE CORP
NH005	1100	Hospital,Convalescent	31861	-4498	ARCHDIOCESE OF L A EDUC & WELFARE CORP
NH007	257	Hospital,Convalescent	17108	11062	C & H HEALTH CARE
NH008	367	Hospital,Convalescent	20727	-198	Charles Perkins
NH009	424	Hospital,Convalescent	13755	-5511	Curtis & Faye Melton
NH010	623	Hospital,Convalescent	34543	11454	Delores Allen
NH011	818	Hospital,Convalescent	40102	4777	Donald & Ruth Gormly
NH012	247	Hospital,Convalescent	23851	6390	Edward Gauthier Sr.
NH013	313	Hospital,Convalescent	16922	7743	Eugenia Durdall
NH014	468	Hospital,Convalescent	19780	-14378	FRIEDMAN JACOB CO
NH015	1004	Hospital,Convalescent	34661	-443	GREATER FAITH BAPTIST CHURCH
NH016	1157	Hospital,Convalescent	39036	-7308	Herbert & Marlene Singer
NH017	764	Hospital,Convalescent	34326	6502	Home Elderly Pp
NH018	312	Hospital,Convalescent	17706	7119	Howard & Dorothy Bush
NH019	303	Hospital,Convalescent	14640	6647	KLOKKE CORP
NH020	729	Hospital,Convalescent	39023	9918	L A CITY
NH021	864	Hospital,Convalescent	51364	3846	Mable Purry
NH022	744	Hospital,Convalescent	35884	6388	Manor Convalescent Hospital Manchester
NH023	411	Hospital,Convalescent	13941	-7834	Mark & Emerita Mannarelli
NH025	269	Hospital,Convalescent	15569	12004	MOUNT ZION BAPTIST CHURCH OF LOS ANGELES
NH026	358	Hospital,Convalescent	26823	2036	Ollie Miller
NH027	442	Hospital,Convalescent	18773	-9296	Ramon Duran
NH028	302	Hospital,Convalescent	14396	6645	Rebecca Conti
NH029	467	Hospital,Convalescent	20446	-13970	Rene & Linda Lorenzo
NH030	907	Hospital,Convalescent	50177	1811	Romalis Lane
NH031	1103	Hospital,Convalescent	31698	-4425	ROMAN CATHOLIC ARCHBISHOP OF L A
NH033	288	Hospital,Convalescent	12509	8161	Saint Erne Healthcare Center
NH034	486	Hospital,Convalescent	25791	-14548	Sam Menlo
NH036	1047	Hospital,Convalescent	42439	-4172	Sergio Torres
NH037	1067	Hospital,Convalescent	34990	-3870	SKANGEL INC
NH038	261	Hospital,Convalescent	17775	10041	Terrace Inglewood Brierwood
NH039	919	Hospital,Convalescent	45925	2945	Thomas Anderson
NH040	246	Hospital,Convalescent	22738	6430	URBAN HEALTCARE PROJECT INC
NH041	754	Hospital,Convalescent	37456	8531	WATTS HEALTH FOUNDATION
NH042	763	Hospital,Convalescent	34661	7463	WELLS FARGO BANK N A
NH043	529	Hospital,Convalescent	-7595	6080	Carewest Nursing Center
NH044	342	Hospital,Convalescent	18202	2864	Centinela Valley Care Center
NH045	428	Hospital,Convalescent	15756	-5107	Hawthorne Convalescent Center
PBS001	1024	Public School	40639	-984	107th Street Elementary School
PBS002	1113	Public School	40732	-6135	118th Street Elementary School
PBS003	1125	Public School	41839	-7642	122nd Street Elementary School
PBS005	1154	Public School	35269	-12060	135th Street Elementary School
PBS006	609	Public School	27281	10743	74th Street Elementary School
PBS007	728	Public School	39577	10344	75th Street Elementary School
PBS008	943	Public School	41950	2986	93rd Street Elementary School
PBS009	981	Public School	34094	2313	95th Street Preparatory School
PBS010	555	Public School	9228	2097	98th Street Elementary School
PBS011	562	Public School	-2515	-6204	Arena High School

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Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor /[a]
PBS015	477	Public School	22423	-5701	Bennet-Kew Elementary School
PBS016	1041	Public School	40958	-3951	Bethune Middle School
PBS017	338	Public School	14818	3297	Boulah Payne Elementary School
PBS018	798	Public School	35904	3121	Bret Harte Junior High School
PBS019	397	Public School	12212	-1924	Buford Elementary School
PBS021	593	Public School	911	-6459	Center Street Elementary School
PBS022	276	Public School	13419	10800	Centinela Elementary School
PBS023	400	Public School	15909	-7797	CENTINELA VALLEY UNION HIGH SCHOOL DIST
PBS024	360	Public School	26296	-2314	Century park Elementary School
PBS025	481	Public School	27438	-4990	Cimarron Avenue Elementary School
PBS026	361	Public School	23650	-1034	Clyde Woodworth Elementary / Albert Monroe Middle Schools
PBS027	509	Public School	172	11002	Cowan Avenue Elementary School
PBS028	305	Public School	15282	7661	Crozier Middle School
PBS029	240	Public School	25282	8750	Daniel Freeman Elementary School
PBS031	575	Public School	-1003	-8864	El Segundo Jr. High School
PBS032	580	Public School	-3780	-6609	El Segundo Middle School
PBS033	402	Public School	14499	-7413	Eucalyptus School
PBS035	391	Public School	12046	-585	Felton Elementary School
PBS036	1069	Public School	37216	-3113	Figueroa Street Elementary School
PBS037	653	Public School	42229	9598	Fremont Senior High School
PBS040	1084	Public School	31524	-2029	George Washington High School and Magnet Center
PBS041	1078	Public School	32406	-2584	GRACE CHURCH OF THE NAZARENE OF
PBS042	597	Public School	12992	-8938	Hawthorne High School
PBS043	432	Public School	16893	-10161	Hawthorne Intermediate School
PBS044	462	Public School	21511	-10125	HAWTHORNE SCHOOL DIST
PBS046	1146	Public School	30218	-7864	Henry Clay Junior High School
PBS047	292	Public School	13295	5451	Hillcrest Continuation School
PBS048	298	Public School	13951	6710	Hudnall Elementary School
PBS049	570	Public School	-1068	-4601	Imperial Avenue School Special Education Facility
PBS050	301	Public School	14856	6115	Inglewood High School
PBS054	260	Public School	16704	9736	INGLEWOOD UNIFIED SCHOOL DIST
PBS055	382	Public School	14713	3	Jefferson Elementary School
PBS056	441	Public School	18325	-13429	Jefferson School
PBS057	602	Public School	10185	-11730	Juan Cabrillo Elementary School
PBS058	598	Public School	10708	-7313	Juan de Anza Elementary School
PBS059	329	Public School	18679	5302	Kelso Elementary School
PBS061	499	Public School	419	7093	Kentwood Elementary School
PBS062	542	Public School	968	5128	L A UNIFIED SCHOOL DIST
PBS064	660	Public School	44551	9116	L A UNIFIED SCHOOL DIST
PBS065	666	Public School	47202	9853	L A UNIFIED SCHOOL DIST
PBS066	669	Public School	50890	11222	L A UNIFIED SCHOOL DIST
PBS067	673	Public School	50904	6565	L A UNIFIED SCHOOL DIST
PBS078	867	Public School	51463	3246	L A UNIFIED SCHOOL DIST
PBS079	875	Public School	53773	657	L A UNIFIED SCHOOL DIST
PBS080	877	Public School	52043	993	L A UNIFIED SCHOOL DIST
PBS082	880	Public School	51044	573	L A UNIFIED SCHOOL DIST
PBS084	896	Public School	47989	2642	L A UNIFIED SCHOOL DIST
PBS085	927	Public School	45175	1275	L A UNIFIED SCHOOL DIST
PBS086	969	Public School	38040	1964	L A UNIFIED SCHOOL DIST
PBS087	1034	Public School	41670	-3069	L A UNIFIED SCHOOL DIST
PBS088	1038	Public School	41232	-3505	L A UNIFIED SCHOOL DIST
PBS090	777	Public School	30414	5411	La Salle Avenue Elementary School
PBS091	392	Public School	11903	-2672	Lennox Middle School
PBS097	1031	Public School	42195	-2472	Locke Senior High School
PBS098	629	Public School	35517	9615	Loren Miller Elementary School
PBS099	535	Public School	-4391	5512	Loyola Village Elementary School

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PBS100	788	Public School	36630	5989	Manchester Avenue Elementary School
PBS101	983	Public School	29058	2028	Manhattan Place Elementary School
PBS102	379	Public School	17390	-2628	Moffet Elementary School
PBS105	331	Public School	11840	4627	Oak Street Elementary School
PBS106	504	Public School	808	9178	Orville Wright Junior High School
PBS107	524	Public School	-8294	5322	Paseo del Rey Magnet School
PBS109	488	Public School	26318	-11324	Purche Avenue Elementary School
PBS110	422	Public School	14714	-12459	Ramona School
PBS111	619	Public School	32576	10502	Raymond Avenue Elementary School
PBS112	716	Public School	42558	6542	South Park Elementary School
PBS113	792	Public School	34981	4193	Sung & Keum Kim
PBS114	549	Public School	9739	3976	University of West Los Angeles
PBS116	551	Public School	8575	4739	University of West Los Angeles
PBS117	356	Public School	24929	3265	Warren Lane Elementary School
PBS118	431	Public School	16898	-9768	Washington School
PBS119	1109	Public School	33933	-6714	West Athens Elementary School
PBS121	530	Public School	-6871	5484	Westchester High School and Magnet Center
PBS122	494	Public School	5515	6945	Westpoint Heights Elementary School
PBS123	376	Public School	18043	-527	Whelan Elementary School
PBS124	474	Public School	21791	-11923	Williams School
PBS125	1075	Public School	33837	-1843	Woodcrest Elementary School
PBS127	370	Public School	21457	-3062	Worthington Elementary School
PBS128	452	Public School	18588	-5939	York School
PBS130	470	Public School	21760	-12818	Yukon Intermediate School
PBS132	464	Public School	21251	-11798	Zela Davis School
PBS133	434	School,College	16485	-11792	EL CAMINO COMMUNITY COLLEGE DISTRICT FOU
PBS135	1094	School,College	30615	-4421	Los Angeles Southwest College
PBS138	511	School,College	-2901	10004	Loyola Marymount University
PBS140	1163	Public School	22487	-1032	Morningside High School
PBS146	1173	Public School	9443	-12891	Peter Burnett Elementary School
PBS150	1164	Public School	47842	6852	Drew Middle School
PBS151	1165	Public School	46867	6626	Russel Elemenatary School
PRK01	291	Park	11566	6133	Ashwood Park
PRK02	546	Park	5414	4921	Carl E. Nielson Youth Park
PRK03	371	Park	21160	-3063	Center Park
PRK04	482	Park	28196	-8240	Chester L. Washington Golf Course
PRK05	599	Park	9350	-9074	Del Aire Park ?
PRK07	518	Park	-13479	6711	Del Rey Lagoon ?
PRK10	557	Park	-5023	-4415	EL SEGUNDO CITY
PRK11	571	Park	-1802	-8136	EL SEGUNDO CITY
PRK13	579	Park	-225	-8037	EL SEGUNDO CITY
PRK15	589	Park	1472	-5400	EL SEGUNDO CITY
PRK16	594	Park	1719	-7830	EL SEGUNDO CITY
PRK18	410	Park	13866	-7408	Eucalyptus Park
PRK19	490	Park	27371	-11411	GARDENA CITY BY S
PRK20	456	Park	19312	-9302	HAWTHORNE CITY
PRK21	457	Park	19949	-9303	HAWTHORNE CITY PARK
PRK22	1137	Park	34490	-8837	Helen Keller Park
PRK29	483	Park	27082	-7012	Holly Glen Park
PRK32	241	Park	25609	7591	INGLEWOOD CITY
PRK41	316	Park	15768	6307	INGLEWOOD CITY
PRK42	335	Park	13359	1894	INGLEWOOD CITY
PRK43	351	Park	23171	4140	INGLEWOOD CITY
PRK45	775	Park	28752	5597	L A CITY
PRK46	789	Park	36620	5021	L A CITY
PRK47	829	Park	42223	4785	L A CITY

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PRK48	924	Park	43851	1572	L A CITY DEPT OF WATER & POWER
PRK49	925	Park	44522	1571	L A CITY DEPT OF WATER & POWER
PRK50	926	Park	44965	1467	L A CITY DEPT OF WATER & POWER
PRK52	386	Park	14558	-1937	L A COUNTY
PRK53	667	Park	49906	9918	L A COUNTY
PRK54	914	Park	47049	580	L A COUNTY
PRK55	915	Park	46322	556	L A COUNTY
PRK56	984	Park	28407	1919	L A COUNTY
PRK59	311	Park	18760	7140	Queen Park
PRK60	277	Park	13470	9437	REDEVELOPMENT AGENCY OF INGLEWOOD CITY
PRK62	591	Park	2383	-6026	Robert Mork
PRK65	558	Park	-6967	-8394	STATE OF CALIF
PRK67	235	Park	-10639	716	Vista Del Mar Park
PRK68	541	Park	-761	5208	Westchester Municipal Golf Course
PRK69	604	Park	10384	-12485	WISEBURN SCHOOL DIST
PRK70	1009	Park	34964	-416	Little Green Acres Park
PRK71	1162	Park	-4883	-7930	Holly Valley Park
PRK72	1172	Park	-3078	-6614	Library Park
PVS001	636	Private School	37733	11384	Angeles Urban League Los
PVS002	1070	Private School	37336	-3455	ARCHDIOCES OF LOS ANGELES EDUC
PVS003	888	Private School	34483	5967	ARCHDIOCESE OF L A EDUC
PVS004	989	Private School	27097	2468	ARCHDIOCESE OF L A EDUC
PVS005	902	Private School	48768	789	ARCHDIOCESE OF L A EDUC & WELFARE CORP
PVS006	491	Private School	27038	-12669	ARCHDIOCESE OF L A EDUC & WELFARE CORP
PVS007	525	Private School	-7778	4626	ARCHDIOCESE OF L A EDUC & WELFARE CORP
PVS011	536	Private School	833	5679	ARCHDIOCESE OF L A EDUC & WELFARE CORP
PVS012	539	Private School	771	5989	ARCHDIOCESE OF L A EDUC & WELFARE CORP
PVS013	672	Private School	51675	9023	ARCHDIOCESE OF L A EDUC & WELFARE CORP
PVS014	685	Private School	46351	8153	ARCHDIOCESE OF L A EDUC & WELFARE CORP
PVS015	813	Private School	40120	5340	ARCHDIOCESE OF L A EDUC & WELFARE CORP
PVS017	882	Private School	34119	6123	ARCHDIOCESE OF L A EDUC & WELFARE CORP
PVS018	1099	Private School	31945	-4425	ARCHDIOCESE OF L A EDUC & WELFARE CORP
PVS023	913	Private School	46330	1417	ASHLEY GRIGSBY MORTUARY INC
PVS024	1151	Private School	34485	-12422	ASSOCIATION FOR RETARDED
PVS025	274	Private School	12977	12319	Australia Johnson
PVS026	742	Private School	36140	6964	BETHANY APOSTOLIC CHURCH
PVS027	548	Private School	10155	6178	BIEBER HERBERT CO
PVS028	354	Private School	24379	5761	Brady & Margaret Johnson
PVS029	251	Private School	23982	7178	Brady & Margaret Johnson Jr.
PVS030	606	Private School	28850	11455	Carolyn & Stacey Carol Jenkins
PVS031	521	Private School	-12447	6370	CHABAD OF THE MARINA
PVS033	787	Private School	34984	5635	COMMUNITY BUILD INC
PVS034	995	Private School	29461	-1469	Constance Tucker
PVS035	622	Private School	34140	9211	Crenshaw Christian Center Church
PVS036	239	Private School	25423	11457	Dorothy Moore
PVS037	993	Private School	29435	-516	Edgar Palmer
PVS038	1124	Private School	41624	-8000	Edward Hill
PVS039	831	Private School	41645	4101	Erik Rodriguez
PVS040	933	Private School	40319	1147	Ethene Abie Kennedy Davis
PVS041	437	Private School	18864	-12877	FNF INC
PVS044	293	Private School	13506	6729	Gary & Linda Dunn
PVS045	381	Private School	14435	884	Gerald & Cathleen McAlevey
PVS046	1092	Private School	29009	-4204	Glen & Marjorie McKnight
PVS047	465	Private School	19141	-12557	HAWTHORNE SCHOOL DISTRICT
PVS048	578	Private School	-501	-8326	Hilltop Christian School
PVS049	965	Private School	34967	2020	IGLESIA CRISTIANA JUAN 3:16

Table A5.1
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor [a]
PVS050	844	Private School	45633	5330	Ike & Kendra Okonkwo
PVS051	317	Private School	16298	5790	Ingelwood Christian School
PVS052	956	Private School	40122	2449	Irving Ackert
PVS053	259	Private School	17350	10496	Isaac & Dorothy Yellin
PVS054	618	Private School	32159	8982	James McGregory
PVS055	328	Private School	18415	5475	Jeff D & Baasha K Johnson Jr.
PVS056	891	Private School	34709	4608	Jessie Jackson
PVS057	1160	Private School	40087	-7076	John & Rhoda Jackson Jr.
PVS058	974	Private School	29674	1811	Juan & Irma Aguilar
PVS059	901	Private School	47885	224	KAISER FOUNDATION HOSPITALS
PVS060	498	Private School	6258	8224	Keith & Maria Crisp
PVS061	1097	Private School	31768	-6638	Kye Lee
PVS062	368	Private School	19294	-197	LA SOUTHSIDE CHRISTIAN CHURCH
PVS063	469	Private School	19142	-14468	LIGHT & LIFE COMM FREE METHODIST
PVS064	295	Private School	13310	7076	LINDGREN PTNRSHP 1
PVS065	761	Private School	33672	6369	LOU-ANN INV
PVS066	271	Private School	14716	11128	Lucian & Desirine Bingham
PVS067	998	Private School	32753	-466	Manor Hale-Morris-Lewis
PVS068	835	Private School	43674	6162	Merle Williamson
PVS069	294	Private School	13205	6854	Michael & Sherry Baker
PVS070	334	Private School	15369	3722	Michael Hale
PVS071	507	Private School	2864	13792	Milton Raymond
PVS072	688	Private School	45643	7481	MIRACLE MISSIONARY BAPTIST CH
PVS073	353	Private School	24503	5600	MORNINGSIDE UNITED CH OF CHRIST
PVS074	250	Private School	24091	6749	MUSICAL HART EVANGELISTIC ASSN INC
PVS075	385	Private School	13804	-640	Olga Samara
PVS076	954	Private School	38754	2351	OLIVET BAPTIST DISCOURSE MINISTRY
PVS077	390	Private School	12602	-226	Paul & Willa Devan
PVS078	1129	Private School	40094	-6165	Paul & Willa Mae DeVan
PVS079	345	Private School	16235	3486	Peter & Grace Grande
PVS080	826	Private School	40329	5114	PHILIPPIAN BAPTIST CHURCH
PVS081	973	Private School	29676	2047	PROVIDENCE MISSIONARY BAPTIST
PVS082	767	Private School	32177	6695	R Marie Fegan
PVS083	325	Private School	17478	5970	Raymond & Carolyn Wilder
PVS084	383	Private School	16261	-881	Raymond Vanyek
PVS085	614	Private School	32138	10688	Riley & Faye Washington
PVS086	755	Private School	36351	8881	Ruth Cooper
PVS087	1074	Private School	32298	-1596	Samuel Amerson
PVS088	961	Private School	38743	567	SHEEN EDUCATIONAL FOUNDATION
PVS089	455	Private School	21436	-4476	South Bay Lutheran High School
PVS090	1122	Private School	41029	-8870	SOUTH CENTRAL COMMUNITY CHILD
PVS091	988	Private School	27180	2649	St Eugene's Catholic School
PVS092	264	Private School	18568	9623	ST MARYS ACADEMY OF L A
PVS093	533	Private School	-5793	5899	St. Anastasia School
PVS094	846	Private School	45622	3888	STATE OF CALIF
PVS095	935	Private School	40328	3045	Thomas & Bertha Davis
PVS096	415	Private School	13903	-10070	TRINITY LUTHERAN CH OF HAWTHORNE
PVS099	255	Private School	22860	11024	Twyla Lang
PVS100	1029	Private School	41450	-1354	URBAN OUTREACH INTERNATIONAL INC
PVS101	994	Private School	29432	-911	Verna Nelson
PVS102	803	Private School	39034	6860	Vision Missionary Heavenly
PVS103	501	Private School	3278	9736	WESTCHESTER LUTHERAN CHURCH
PVS104	554	Private School	9240	3525	WESTCHESTER NEIGHBORHOOD SCHOOL
PVS105	403	Private School	14468	-9493	Acacia Baptist School
PVS106	243	Private School	26663	6419	Calvary Christian School
PVS107	543	Private School	3658	5088	Escuela de Montessori

Table A5.1
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Noise Sensitive Grid Point Locations

Grid Cell ID Code	Sequence	Description of Use	X Distance	Y Distance	Owner of Record per County Assessor /[a]
PVS108	245	Private School	23359	6499	FAITH LUTHERAN CHURCH SCHOOL
PVS109	341	Private School	18639	3216	K-Anthony's Middle School
PVS110	577	Private School	-573	-8780	Saint Anthony's Catholic School
PVS111	450	Private School	16874	-6105	St Joseph's Catholic Church School

/[a] Ownership records drawn from public records maintained by Los Angeles County Assessor's Office

Source: Psomas, 2000.

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative	2005 Amount of Change	2005 Alternative	2005 Amount of Change	2005 Alternative	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative	2015 Amount of Change	2015 Alternative	2015 Amount of Change	2015 Alternative	2015 Amount of Change
C08	26	Regular Grid	-15000	9000	55.5	52.4	52.7	0.3	52.7	0.3	52.7	0.3	52.9	52.9	0.0	53.7	0.8	53.7	0.8
C09	27	Regular Grid	-15000	12000	51.3	48.3	48.5	0.2	48.5	0.2	48.6	0.3	48.8	48.9	0.1	49.5	0.7	49.5	0.7
D06	33	Regular Grid	-12000	3000	72.5	69.1	69.0	-0.1	68.9	-0.2	69.3	0.2	69.5	68.3	-1.2	70.2	0.7	70.7	1.2
D07	34	Regular Grid	-12000	6000	62.6	59.2	59.3	0.1	59.3	0.1	59.4	0.2	59.4	59.1	-0.3	60.3	0.9	60.5	1.1
D08	35	Regular Grid	-12000	9000	56.4	53.1	53.3	0.2	53.3	0.2	53.3	0.2	53.5	53.3	-0.2	54.2	0.7	54.2	0.7
D09	36	Regular Grid	-12000	12000	52.0	48.9	49.0	0.1	49.0	0.1	49.0	0.1	49.3	49.2	-0.1	49.8	0.5	49.8	0.5
E07	43	Regular Grid	-9000	6000	63.1	60.0	60.2	0.2	60.2	0.2	60.4	0.4	60.2	59.8	-0.4	60.9	0.7	61.2	1.0
E08	44	Regular Grid	-9000	9000	56.6	53.6	53.8	0.2	53.8	0.2	53.9	0.3	53.9	53.7	-0.2	54.5	0.6	54.5	0.6
E09	45	Regular Grid	-9000	12000	52.1	49.3	49.4	0.1	49.4	0.1	49.4	0.1	49.6	49.5	-0.1	50.1	0.5	50.1	0.5
F02	47	Regular Grid	-6000	-9000	62.3	58.3	58.5	0.2	58.5	0.2	58.5	0.2	58.0	58.3	0.3	57.3	-0.7	58.1	0.1
F03	48	Regular Grid	-6000	-6000	70.5	66.0	66.2	0.2	66.2	0.2	66.2	0.2	65.7	65.9	0.2	64.5	-1.2	65.8	0.1
F07	52	Regular Grid	-6000	6000	62.4	60.2	60.7	0.5	60.8	0.6	61.0	0.8	60.5	60.2	-0.3	61.4	0.9	61.6	1.1
F08	53	Regular Grid	-6000	9000	56.1	53.7	54.0	0.3	54.0	0.3	54.0	0.3	54.1	53.9	-0.2	54.8	0.7	54.8	0.5
F09	54	Regular Grid	-6000	12000	51.9	49.5	49.5	0.0	49.6	0.1	49.5	0.0	49.9	49.7	-0.2	50.4	0.5	50.2	0.3
G01	55	Regular Grid	-3000	-12000	56.5	52.4	52.6	0.2	52.5	0.1	52.4	0.0	52.4	52.4	0.0	51.8	-0.6	52.2	-0.2
G02	56	Regular Grid	-3000	-9000	60.7	57.4	57.4	0.0	57.4	0.0	57.3	-0.1	57.3	57.4	0.1	56.5	-0.8	57.1	-0.2
G03	57	Regular Grid	-3000	-6000	68.4	65.0	65.0	0.0	65.0	0.0	65.0	0.0	64.9	64.9	0.0	63.5	-1.4	64.8	-0.1
G07	61	Regular Grid	-3000	6000	61.7	59.8	60.5	0.7	60.7	0.9	60.8	1.0	60.4	60.6	0.2	61.9	1.5	61.6	1.2
G08	62	Regular Grid	-3000	9000	56.1	54.0	53.9	-0.1	54.0	0.0	53.9	-0.1	54.7	54.2	-0.5	55.0	0.3	54.8	0.1
G09	63	Regular Grid	-3000	12000	52.2	49.9	49.6	-0.3	49.8	-0.1	49.5	-0.4	50.5	50.2	-0.4	50.7	0.1	50.5	-0.1
H01	64	Regular Grid	0	-12000	53.9	51.4	51.5	0.1	51.4	0.0	51.2	-0.2	51.6	51.4	-0.2	50.9	-0.7	51.1	-0.5
H02	65	Regular Grid	0	-9000	58.3	55.9	55.9	0.0	55.8	-0.1	55.7	-0.2	56.2	56.0	-0.2	55.2	-1.0	55.6	-0.6
H03	66	Regular Grid	0	-6000	65.0	62.9	62.8	-0.1	62.7	-0.2	62.7	-0.2	63.2	63.0	-0.2	61.8	-1.4	62.6	-0.6
H07	70	Regular Grid	0	6000	64.3	62.0	60.7	-1.3	60.7	-1.3	60.9	-1.1	62.8	61.1	-1.7	62.0	-0.8	62.3	-0.5
H08	71	Regular Grid	0	9000	57.7	55.3	54.4	-0.9	54.6	-0.7	54.2	-1.1	56.2	55.1	-1.1	55.8	-0.4	55.7	-0.5
H09	72	Regular Grid	0	12000	53.4	50.9	50.3	-0.6	50.5	-0.4	50.0	-0.9	51.9	51.1	-0.8	51.6	-0.3	51.4	-0.5
I01	73	Regular Grid	3000	-12000	53.1	50.5	50.7	0.2	50.4	-0.1	50.2	-0.3	50.9	50.5	-0.4	50.0	-0.9	50.2	-0.7
I02	74	Regular Grid	3000	-9000	57.0	54.4	54.6	0.2	54.3	-0.1	54.0	-0.4	54.8	54.5	-0.3	53.8	-1.0	54.0	-0.8
I03	75	Regular Grid	3000	-6000	62.5	59.9	60.3	0.4	59.9	0.0	59.7	-0.2	60.3	60.2	-0.1	59.2	-1.1	59.5	-0.8
I07	79	Regular Grid	3000	6000	64.2	61.9	63.0	1.1	63.1	1.2	62.9	1.0	62.7	64.0	1.3	64.8	2.1	64.8	2.1
I08	80	Regular Grid	3000	9000	57.8	55.4	56.0	0.6	56.2	0.8	55.7	0.3	56.3	57.1	0.8	57.7	1.4	57.6	1.3
I09	81	Regular Grid	3000	12000	53.5	51.0	51.5	0.5	51.8	0.8	51.2	0.2	51.9	52.7	0.8	53.2	1.3	53.1	1.2
J01	82	Regular Grid	6000	-12000	53.2	50.2	50.8	0.6	50.5	0.3	50.2	0.0	50.6	50.7	0.1	50.2	-0.4	50.6	0.0
J02	83	Regular Grid	6000	-9000	57.4	54.1	54.8	0.7	54.5	0.4	54.2	0.1	54.5	54.5	0.0	53.8	-0.7	54.4	-0.1
J03	84	Regular Grid	6000	-6000	63.4	59.7	60.5	0.8	60.1	0.4	59.9	0.2	60.0	59.9	-0.1	59.0	-1.0	60.0	0.0
J07	88	Regular Grid	6000	6000	61.5	60.1	62.7	2.6	63.6	3.5	63.2	3.1	60.6	63.6	3.0	65.0	4.4	64.8	4.2
J08	89	Regular Grid	6000	9000	57.0	54.6	56.1	1.5	56.7	2.1	55.9	1.3	55.3	57.2	1.9	58.0	2.7	57.7	2.4
J09	90	Regular Grid	6000	12000	53.3	50.8	51.8	1.0	52.2	1.4	51.5	0.7	51.6	52.8	1.2	53.4	1.8	53.1	1.5
K01	91	Regular Grid	9000	-12000	53.7	50.4	51.1	0.7	50.9	0.5	50.7	0.3	50.8	51.0	0.2	50.4	-0.4	51.0	0.2
K02	92	Regular Grid	9000	-9000	57.9	54.5	55.3	0.8	55.0	0.5	54.8	0.3	54.7	54.9	0.2	54.3	-0.4	55.0	0.3
K03	93	Regular Grid	9000	-6000	63.4	59.9	60.7	0.8	60.4	0.5	60.2	0.3	60.0	60.2	0.2	59.3	-0.7	60.7	0.7
K05	95	Regular Grid	9000	0	76.0	73.5	74.1	0.6	74.2	0.7	74.1	0.6	73.0	73.2	0.2	71.9	-1.1	73.3	0.3
K07	97	Regular Grid	9000	6000	62.3	61.5	62.1	0.6	62.8	1.3	63.3	1.8	61.8	63.6	1.8	63.7	1.9	64.0	2.2
K08	98	Regular Grid	9000	9000	56.0	53.9	55.2	1.3	55.9	2.0	55.0	1.1	54.4	56.2	1.8	56.7	2.3	56.2	1.8
K09	99	Regular Grid	9000	12000	52.5	50.2	51.3	1.1	51.8	1.6	51.0	0.8	50.8	52.2	1.4	52.7	1.9	52.3	1.5
L01	100	Regular Grid	12000	-12000	52.6	49.4	50.2	0.8	50.0	0.6	49.7	0.3	49.8	50.0	0.2	49.6	-0.2	50.1	0.3
L02	101	Regular Grid	12000	-9000	56.1	52.8	53.7	0.9	53.4	0.6	53.2	0.4	53.1	53.3	0.2	52.9	-0.2	53.5	0.4
L03	102	Regular Grid	12000	-6000	60.2	57.0	57.8	0.8	57.7	0.7	57.4	0.4	57.1	57.5	0.4	57.1	0.0	57.7	0.6
L04	103	Regular Grid	12000	-3000	64.0	62.2	62.6	0.4	62.7	0.5	62.5	0.3	62.2	63.0	0.8	62.5	0.3	62.5	0.3
L05	104	Regular Grid	12000	0	66.9	68.2	68.7	0.5	68.7	0.5	68.6	0.4	67.5	65.8	-1.7	71.7	4.2	67.7	0.2
L06	105	Regular Grid	12000	3000	63.9	64.8	65.0	0.2	65.0	0.2	64.6	-0.2	65.2	66.1	1.7	64.3	-0.9	65.2	0.0
L07	106	Regular Grid	12000	6000	63.3	63.1	63.5	0.4	63.6	0.5	65.3	2.2	63.5	65.2	1.7	65.5	2.0	66.0	2.5
L08	107	Regular Grid	12000	9000	54.8	53.2	54.1	0.9	54.6	1.4	54.1	0.9	53.8	55.7	2.1	55.3	1.7	54.9	1.3

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005						2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
L09	108	Regular Grid	12000	12000	51.4	49.5	50.4	0.9	50.9	1.4	50.2	0.7	50.0	51.5	1.5	51.8	1.8	51.2	1.2
M01	109	Regular Grid	15000	-12000	50.9	47.9	48.6	0.7	48.5	0.6	48.2	0.3	48.2	48.6	0.4	48.3	0.1	48.6	0.4
M02	110	Regular Grid	15000	-9000	53.6	50.6	51.4	0.8	51.3	0.7	51.0	0.4	50.8	51.3	0.5	51.1	0.3	51.3	0.5
M03	111	Regular Grid	15000	-6000	56.3	53.6	54.4	0.8	54.3	0.7	54.0	0.4	53.7	54.4	0.7	54.7	1.0	54.1	0.4
M04	112	Regular Grid	15000	-3000	60.0	58.9	59.1	0.2	59.2	0.3	59.0	0.1	59.1	60.6	1.5	60.5	1.4	59.4	0.3
M05	113	Regular Grid	15000	0	69.2	70.0	70.3	0.3	70.3	0.3	70.3	0.3	69.6	67.0	-2.6	70.8	1.2	69.6	0.0
M06	114	Regular Grid	15000	3000	60.7	62.4	62.5	0.1	62.5	0.1	62.1	-0.3	62.8	64.0	1.2	61.9	-0.9	62.7	-0.1
M07	115	Regular Grid	15000	6000	64.7	64.9	65.2	0.3	65.2	0.3	67.1	2.2	65.3	66.1	0.8	62.4	-2.9	63.8	-1.5
M08	116	Regular Grid	15000	9000	54.1	53.2	53.6	0.4	53.9	0.7	53.9	0.7	53.5	56.5	3.0	54.9	1.4	54.6	1.1
M09	117	Regular Grid	15000	12000	50.2	48.6	49.4	0.8	49.7	1.1	49.3	0.7	49.0	50.9	1.9	50.6	1.6	50.2	1.2
N01	118	Regular Grid	18000	-12000	49.0	46.2	46.9	0.7	46.8	0.6	46.5	0.3	46.6	47.1	0.5	47.0	0.4	47.0	0.4
N02	119	Regular Grid	18000	-9000	51.0	48.4	49.1	0.7	49.1	0.7	48.8	0.4	48.7	49.4	0.7	49.5	0.8	49.1	0.4
N03	120	Regular Grid	18000	-6000	53.0	51.1	51.7	0.6	51.7	0.6	51.4	0.3	51.3	52.5	1.2	53.0	1.7	51.6	0.3
N04	121	Regular Grid	18000	-3000	58.1	57.3	57.4	0.1	57.4	0.1	57.3	0.0	57.5	59.7	2.2	59.6	2.1	57.7	0.2
N05	122	Regular Grid	18000	0	70.2	70.0	70.1	0.1	70.2	0.2	70.1	0.1	70.1	67.8	-2.3	70.2	0.1	69.8	-0.3
N06	123	Regular Grid	18000	3000	59.3	61.1	61.1	0.0	61.1	0.0	60.8	-0.3	61.6	62.0	0.4	60.8	-0.8	61.4	-0.2
N07	124	Regular Grid	18000	6000	65.9	66.2	66.5	0.3	66.5	0.3	67.3	1.1	66.5	67.1	0.6	65.4	-1.1	65.1	-1.4
N08	125	Regular Grid	18000	9000	54.0	53.8	54.1	0.3	54.1	0.3	54.5	0.7	54.1	57.6	3.5	55.6	1.5	55.2	1.1
N09	126	Regular Grid	18000	12000	49.3	48.5	49.0	0.5	49.0	0.5	48.9	0.4	48.8	50.8	2.0	49.9	1.1	49.7	0.9
O01	127	Regular Grid	21000	-12000	47.0	44.6	45.2	0.6	45.2	0.6	44.9	0.3	45.0	45.7	0.7	45.8	0.8	45.5	0.5
O02	128	Regular Grid	21000	-9000	48.7	46.6	47.2	0.6	47.2	0.6	47.0	0.4	47.0	48.0	1.0	48.4	1.4	47.4	0.4
O03	129	Regular Grid	21000	-6000	50.6	49.5	49.9	0.4	49.9	0.4	49.7	0.2	49.7	51.6	1.9	52.1	2.4	49.9	0.2
O04	130	Regular Grid	21000	-3000	56.6	56.0	56.1	0.1	56.1	0.1	56.1	0.1	56.3	58.9	2.6	62.0	5.7	56.4	0.1
O05	131	Regular Grid	21000	0	70.3	69.5	69.5	0.0	69.5	0.0	69.5	0.0	69.9	68.5	-1.4	68.2	-1.7	69.6	-0.3
O06	132	Regular Grid	21000	3000	58.7	60.6	60.6	0.0	60.6	0.0	60.4	-0.2	61.1	60.7	-0.4	60.5	-0.6	61.1	0.0
O07	133	Regular Grid	21000	6000	65.8	66.2	66.4	0.2	66.4	0.2	66.5	0.3	66.5	67.8	1.3	67.9	1.4	67.1	0.6
O08	134	Regular Grid	21000	9000	54.3	54.3	54.6	0.3	54.7	0.4	55.3	1.0	54.5	58.0	3.5	56.2	1.7	55.9	1.4
O09	135	Regular Grid	21000	12000	48.7	48.6	49.0	0.4	49.1	0.5	49.1	0.5	48.8	51.6	2.8	50.0	1.2	49.9	1.1
P01	136	Regular Grid	24000	-12000	45.2	43.2	43.7	0.5	43.7	0.5	43.5	0.3	43.7	44.6	0.9	44.9	1.2	44.1	0.4
P02	137	Regular Grid	24000	-9000	46.8	45.3	45.8	0.5	45.8	0.5	45.6	0.3	45.7	47.3	1.6	47.6	1.9	46.0	0.3
P03	138	Regular Grid	24000	-6000	49.1	48.5	48.7	0.2	48.7	0.2	48.6	0.1	48.6	51.2	2.4	51.7	2.9	48.9	0.1
P04	139	Regular Grid	24000	-3000	55.5	55.0	55.0	0.0	55.0	0.0	55.0	0.0	55.3	58.0	2.7	60.8	5.5	55.4	0.1
P05	140	Regular Grid	24000	0	69.0	68.0	67.9	-0.1	67.9	-0.1	67.9	-0.1	68.4	67.7	-0.7	66.0	-2.4	68.3	-0.1
P06	141	Regular Grid	24000	3000	58.9	60.6	60.6	0.0	60.6	0.0	60.5	-0.1	60.9	59.9	-1.0	60.7	-0.2	61.2	0.3
P07	142	Regular Grid	24000	6000	64.7	65.4	65.5	0.1	65.5	0.1	65.1	-0.3	65.7	67.4	1.7	66.5	0.8	65.7	0.0
P08	143	Regular Grid	24000	9000	54.8	54.9	55.3	0.4	55.4	0.5	56.2	1.3	55.2	57.8	2.6	56.8	1.6	56.6	1.4
P09	144	Regular Grid	24000	12000	48.4	48.2	48.6	0.4	48.7	0.5	49.0	0.8	48.4	52.2	3.8	50.5	2.1	49.5	1.1
Q01	145	Regular Grid	27000	-12000	43.8	42.1	42.6	0.5	42.6	0.5	42.4	0.3	42.6	43.9	1.3	44.4	1.8	42.9	0.3
Q02	146	Regular Grid	27000	-9000	45.1	44.3	44.6	0.3	44.6	0.3	44.5	0.2	44.7	46.9	2.1	46.8	2.1	44.8	0.1
Q03	147	Regular Grid	27000	-6000	48.0	47.7	47.8	0.1	47.8	0.1	47.7	0.0	47.9	51.1	3.2	51.7	3.8	48.0	0.1
Q04	148	Regular Grid	27000	-3000	54.4	53.9	53.9	0.0	53.9	0.0	53.9	0.0	54.2	56.8	2.6	59.2	5.0	54.3	0.1
Q05	149	Regular Grid	27000	0	66.8	65.9	65.8	-0.1	65.8	-0.1	65.7	-0.2	66.3	65.9	-0.4	64.3	-2.0	66.3	0.0
Q06	150	Regular Grid	27000	3000	59.5	60.6	60.7	0.1	60.8	0.2	60.7	0.1	60.7	59.6	-1.1	61.2	0.5	61.1	0.4
Q07	151	Regular Grid	27000	6000	63.2	64.1	64.1	0.0	64.1	0.0	63.6	-0.5	64.4	66.3	1.9	64.8	0.4	64.1	-0.3
Q08	152	Regular Grid	27000	9000	55.4	55.7	56.1	0.4	56.2	0.5	57.1	1.4	56.0	57.9	1.9	57.6	1.6	57.5	1.5
Q09	153	Regular Grid	27000	12000	48.4	48.3	48.7	0.4	48.8	0.5	48.1	0.8	48.5	52.3	3.8	50.7	2.2	49.5	1.0
R01	154	Regular Grid	30000	-12000	42.2	41.3	41.7	0.4	41.7	0.4	41.5	0.2	41.8	43.4	1.6	43.6	1.8	41.9	0.1
R02	155	Regular Grid	30000	-9000	43.8	43.4	43.7	0.3	43.7	0.3	43.5	0.1	43.8	46.2	2.4	46.2	2.4	43.9	0.1
R03	156	Regular Grid	30000	-6000	47.0	46.8	46.9	0.1	46.9	0.1	46.8	0.0	47.1	50.9	3.8	51.5	4.4	47.2	0.1
R04	157	Regular Grid	30000	-3000	53.2	52.9	52.9	0.0	52.9	0.0	52.8	-0.1	53.2	55.5	2.3	57.6	4.4	53.3	0.1
R05	158	Regular Grid	30000	0	64.5	63.7	63.5	-0.2	63.5	-0.2	63.5	-0.2	64.2	63.9	-0.3	63.1	-1.1	64.2	0.0
R06	159	Regular Grid	30000	3000	60.1	60.9	61.1	0.2	61.1	0.2	61.0	0.1	61.0	59.6	-1.4	61.7	0.7	61.1	0.1

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
R07	160	Regular Grid	30000	6000	61.8	62.7	62.7	0.0	62.7	0.0	62.0	-0.7	63.0	64.8	1.8	63.2	0.2	62.5	-0.5
R08	161	Regular Grid	30000	9000	56.2	56.6	56.9	0.3	56.9	0.3	57.9	1.3	56.8	58.3	1.5	58.5	1.7	58.4	1.6
R09	162	Regular Grid	30000	12000	48.8	48.8	49.4	0.6	49.4	0.6	49.7	0.9	49.0	52.3	3.3	50.9	1.9	50.0	1.0
S01	163	Regular Grid	33000	-12000	40.9	40.6	40.9	0.3	40.9	0.3	40.7	0.1	41.2	42.9	1.7	42.6	1.4	41.1	-0.1
S02	164	Regular Grid	33000	-9000	42.7	42.6	42.7	0.1	42.7	0.1	42.6	0.0	43.0	45.2	2.2	45.3	2.3	43.1	0.1
S03	165	Regular Grid	33000	-6000	46.0	45.9	46.0	0.1	46.0	0.1	45.9	0.0	46.4	49.9	3.5	50.5	4.1	46.4	0.0
S04	166	Regular Grid	33000	-3000	51.9	51.8	51.7	-0.1	51.7	-0.1	51.7	-0.1	52.2	53.5	1.3	55.7	3.5	52.2	0.0
S05	167	Regular Grid	33000	0	62.2	61.5	61.3	-0.2	61.3	-0.2	61.3	-0.2	62.0	61.7	-0.3	61.8	-0.2	62.0	0.0
S06	168	Regular Grid	33000	3000	60.8	61.3	61.4	0.1	61.4	0.1	61.3	0.0	61.4	59.8	-1.6	61.9	0.5	61.4	0.0
S07	169	Regular Grid	33000	6000	60.3	61.4	61.2	-0.2	61.2	-0.2	60.6	-0.8	61.6	63.4	1.8	61.6	0.0	61.1	-0.5
S08	170	Regular Grid	33000	9000	57.1	57.5	57.7	0.2	57.7	0.2	58.7	1.2	57.7	59.0	1.3	59.5	1.8	59.3	1.6
S09	171	Regular Grid	33000	12000	49.3	49.5	50.2	0.7	50.2	0.7	50.6	1.1	49.6	52.5	2.9	51.2	1.6	50.7	1.1
T01	172	Regular Grid	36000	-12000	39.8	39.9	40.0	0.1	40.0	0.1	39.9	0.0	40.4	42.4	2.0	41.9	1.5	40.4	0.0
T02	173	Regular Grid	36000	-9000	41.8	41.8	41.9	0.1	41.9	0.1	41.8	0.0	42.3	44.8	2.5	45.1	2.8	42.4	0.1
T03	174	Regular Grid	36000	-6000	45.2	45.3	45.3	0.0	45.3	0.0	45.2	-0.1	45.8	49.7	3.9	50.4	4.6	45.8	0.0
T04	175	Regular Grid	36000	-3000	50.8	50.8	50.8	0.0	50.8	0.0	50.7	-0.1	51.3	52.3	1.0	54.4	3.1	51.4	0.1
T05	176	Regular Grid	36000	0	60.1	59.6	59.4	-0.2	59.4	-0.2	59.4	-0.2	60.1	59.7	-0.4	60.7	0.6	60.2	0.1
T06	177	Regular Grid	36000	3000	61.4	61.6	61.7	0.1	61.7	0.1	61.7	0.1	61.8	60.2	-1.6	62.0	0.2	61.8	0.0
T07	178	Regular Grid	36000	6000	58.9	60.0	59.9	-0.1	59.9	-0.1	59.3	-0.7	60.3	61.9	1.6	60.3	0.0	59.8	-0.5
T08	179	Regular Grid	36000	9000	57.9	58.3	58.5	0.2	58.5	0.2	59.3	1.0	58.5	59.7	1.2	60.3	1.8	60.0	1.5
T09	180	Regular Grid	36000	12000	49.7	50.2	50.8	0.6	50.8	0.6	51.3	1.1	50.2	52.9	2.7	51.7	1.5	51.3	1.1
U01	181	Regular Grid	39000	-12000	38.8	39.1	39.2	0.1	39.2	0.1	39.1	0.0	39.7	41.9	2.2	41.5	1.8	39.8	0.1
U02	182	Regular Grid	39000	-9000	41.1	41.2	41.2	0.0	41.2	0.0	41.1	-0.1	41.8	44.7	2.9	45.0	3.2	41.8	0.0
U03	183	Regular Grid	39000	-6000	44.4	44.7	44.7	0.0	44.7	0.0	44.6	-0.1	45.2	49.6	4.4	50.3	5.1	45.3	0.1
U04	184	Regular Grid	39000	-3000	49.8	50.0	49.9	-0.1	49.9	-0.1	49.9	-0.1	50.5	51.3	0.8	53.3	2.8	50.5	0.0
U05	185	Regular Grid	39000	0	58.3	57.9	57.8	-0.1	57.8	-0.1	57.8	-0.1	58.5	57.9	-0.6	59.5	1.0	58.6	0.1
U06	186	Regular Grid	39000	3000	61.8	61.8	61.8	0.0	61.8	0.0	61.8	0.0	62.1	60.5	-1.6	61.7	-0.4	62.1	0.0
U07	187	Regular Grid	39000	6000	57.8	58.8	58.7	-0.1	58.6	-0.2	58.2	-0.6	59.2	60.5	1.3	59.2	0.0	58.8	-0.4
U08	188	Regular Grid	39000	9000	58.3	58.8	59.0	0.1	59.1	0.2	59.5	0.6	59.0	60.3	1.3	60.7	1.7	60.1	1.1
U09	189	Regular Grid	39000	12000	50.1	51.1	51.5	0.4	51.6	0.5	52.1	1.0	50.8	53.3	2.5	52.5	1.7	52.0	1.2
V01	190	Regular Grid	42000	-12000	38.1	38.4	38.6	0.2	38.6	0.2	38.5	0.1	39.1	41.5	2.4	41.3	2.2	39.3	0.2
V02	191	Regular Grid	42000	-9000	40.5	40.6	40.7	0.1	40.7	0.1	40.6	0.0	41.3	44.8	3.5	45.2	3.9	41.4	0.1
V03	192	Regular Grid	42000	-6000	43.8	44.2	44.1	-0.1	44.1	-0.1	44.1	-0.1	44.7	49.3	4.6	50.1	5.4	44.8	0.1
V04	193	Regular Grid	42000	-3000	49.0	49.2	49.1	-0.1	49.1	-0.1	49.1	-0.1	49.7	50.4	0.7	52.3	2.6	49.8	0.1
V05	194	Regular Grid	42000	0	56.7	56.4	56.3	-0.1	56.3	-0.1	56.3	-0.1	57.0	56.4	-0.6	58.3	1.3	57.1	0.1
V06	195	Regular Grid	42000	3000	61.6	61.5	61.5	0.0	61.5	0.0	61.5	0.0	61.9	60.5	-1.4	61.1	-0.8	61.9	0.0
V07	196	Regular Grid	42000	6000	57.0	57.8	57.7	-0.1	57.7	-0.1	57.4	-0.4	58.3	59.2	0.9	58.3	0.0	58.0	-0.3
V08	197	Regular Grid	42000	9000	58.2	58.8	58.9	0.1	58.9	0.1	59.2	0.4	59.1	60.6	1.5	60.5	1.4	59.9	0.8
V09	198	Regular Grid	42000	12000	50.6	52.6	52.8	0.2	52.9	0.3	53.3	0.7	51.4	53.8	2.4	53.7	2.3	52.6	1.2
W01	199	Regular Grid	45000	-12000	37.5	37.9	38.0	0.1	38.0	0.1	37.9	0.0	38.6	41.2	2.6	41.3	2.7	38.8	0.2
W02	200	Regular Grid	45000	-9000	39.9	40.2	40.2	0.0	40.2	0.0	40.1	-0.1	40.9	45.0	4.1	45.4	4.5	41.0	0.1
W03	201	Regular Grid	45000	-6000	43.3	43.6	43.6	0.0	43.6	0.0	43.5	-0.1	44.2	48.9	4.7	49.7	5.5	44.3	0.1
W04	202	Regular Grid	45000	-3000	48.2	48.4	48.3	-0.1	48.3	-0.1	48.3	-0.1	49.0	49.5	0.5	51.4	2.4	49.0	0.0
W05	203	Regular Grid	45000	0	55.2	55.1	55.0	-0.1	55.0	-0.1	55.0	-0.1	55.7	55.0	-0.7	57.1	1.4	55.8	0.1
W06	204	Regular Grid	45000	3000	61.1	61.0	60.9	-0.1	60.9	-0.1	60.9	-0.1	61.4	60.2	-1.2	60.4	-1.0	61.4	0.0
W07	205	Regular Grid	45000	6000	58.5	57.3	57.2	-0.1	57.2	-0.1	56.9	-0.4	57.7	58.2	0.5	57.8	0.1	57.5	-0.2
W08	206	Regular Grid	45000	9000	57.9	58.4	58.5	0.1	58.5	0.1	58.6	0.2	58.9	60.4	1.5	60.1	1.2	59.5	0.6
W09	207	Regular Grid	45000	12000	51.2	52.8	53.0	0.2	53.0	0.2	53.5	0.7	52.0	54.6	2.6	54.1	2.1	53.2	1.2
X01	208	Regular Grid	48000	-12000	37.0	37.4	37.5	0.1	37.5	0.1	37.4	0.0	38.2	41.2	3.0	41.3	3.1	38.4	0.2
X02	209	Regular Grid	48000	-9000	39.4	39.7	39.7	0.0	39.7	0.0	39.6	-0.1	40.5	45.2	4.7	45.6	5.1	40.6	0.1
X03	210	Regular Grid	48000	-6000	42.7	43.1	43.0	-0.1	43.0	-0.1	42.9	-0.2	43.7	48.4	4.7	49.3	5.6	43.8	0.1
X04	211	Regular Grid	48000	-3000	47.4	47.6	47.5	-0.1	47.5	-0.1	47.5	-0.1	48.3	48.6	0.3	50.5	2.2	48.3	0.0

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005						2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
X05	212	Regular Grid	48000	0	53.9	53.9	53.7	-0.2	53.7	-0.2	53.7	-0.2	54.6	53.7	-0.9	55.9	1.3	54.6	0.0
X06	213	Regular Grid	48000	3000	60.3	60.1	60.0	-0.1	60.0	-0.1	59.9	-0.2	60.6	59.5	-1.1	59.6	-1.0	60.7	0.1
X07	214	Regular Grid	48000	6000	56.3	57.1	57.0	-0.1	57.0	-0.1	56.8	-0.3	57.5	57.3	-0.2	57.5	0.0	57.3	-0.2
X08	215	Regular Grid	48000	9000	57.4	57.9	57.9	0.0	57.9	0.0	57.9	0.0	58.6	58.9	1.3	59.5	0.9	59.0	0.4
X09	216	Regular Grid	48000	12000	51.8	53.5	53.7	0.2	53.7	0.2	54.1	0.6	52.7	55.0	2.3	54.8	2.1	53.9	1.2
Y01	217	Regular Grid	51000	-12000	36.8	37.0	37.0	0.0	37.0	0.0	36.9	-0.1	37.9	41.1	3.2	41.4	3.5	38.1	0.2
Y02	218	Regular Grid	51000	-9000	38.9	39.3	39.2	-0.1	39.2	-0.1	39.2	-0.1	40.1	45.5	5.4	45.9	5.8	40.2	0.1
Y03	219	Regular Grid	51000	-6000	42.2	42.5	42.4	-0.1	42.4	-0.1	42.4	-0.1	43.3	47.8	4.5	48.7	5.4	43.3	0.0
Y04	220	Regular Grid	51000	-3000	46.8	46.8	46.7	-0.2	46.7	-0.2	46.7	-0.2	47.6	47.8	0.2	49.6	2.0	47.6	0.0
Y05	221	Regular Grid	51000	0	52.6	52.7	52.6	-0.1	52.6	-0.1	52.6	-0.1	53.5	52.6	-0.9	54.7	1.2	53.6	0.1
Y06	222	Regular Grid	51000	3000	59.4	59.1	58.9	-0.2	58.9	-0.2	58.9	-0.2	59.8	58.7	-1.1	58.7	-1.1	59.8	0.0
Y07	223	Regular Grid	51000	6000	56.3	56.9	56.8	-0.1	56.8	-0.1	56.7	-0.2	57.3	56.8	-0.5	57.3	0.0	57.3	0.0
Y08	224	Regular Grid	51000	9000	56.8	57.2	57.2	0.0	57.2	0.0	57.1	-0.1	58.0	59.2	1.2	58.7	0.7	58.4	0.4
Y09	225	Regular Grid	51000	12000	52.4	53.9	54.0	0.1	54.0	0.1	54.5	0.6	53.2	55.4	2.2	55.1	1.9	54.5	1.3
Z01	226	Regular Grid	54000	-12000	36.2	36.6	36.6	0.0	36.6	0.0	36.6	0.0	37.6	41.3	3.7	41.6	4.0	37.8	0.2
Z02	227	Regular Grid	54000	-9000	38.3	38.9	38.8	-0.1	38.8	-0.1	38.7	-0.2	39.8	45.8	6.0	46.2	6.4	39.9	0.1
Z03	228	Regular Grid	54000	-6000	41.7	42.0	41.9	-0.1	41.9	-0.1	41.9	-0.1	42.8	47.2	4.4	48.1	5.3	42.9	0.1
Z04	229	Regular Grid	54000	-3000	45.9	46.1	46.0	-0.1	46.0	-0.1	46.0	-0.1	46.9	47.1	0.2	48.8	1.9	47.0	0.1
Z05	230	Regular Grid	54000	0	51.6	51.6	51.4	-0.2	51.4	-0.2	51.4	-0.2	52.5	51.5	-1.0	53.6	1.1	52.5	0.0
Z06	231	Regular Grid	54000	3000	58.3	58.0	57.8	-0.2	57.8	-0.2	57.8	-0.2	58.8	57.8	-1.0	57.8	-1.0	58.9	0.1
Z07	232	Regular Grid	54000	6000	56.4	56.9	56.8	-0.1	56.8	-0.1	56.7	-0.2	57.4	56.5	-0.9	57.3	-0.1	57.3	-0.1
Z08	233	Regular Grid	54000	9000	56.1	56.3	56.2	-0.1	56.2	-0.1	56.0	-0.3	57.5	58.4	0.9	57.8	0.3	57.7	0.2
Z09	234	Regular Grid	54000	12000	52.8	54.0	54.2	0.2	54.2	0.2	54.6	0.6	53.8	55.0	1.2	55.4	1.6	55.0	1.2
CH001	732	Church	40133	9353	57.5	58.1	58.3	0.2	58.3	0.2	58.8	0.7	58.2	59.5	1.3	60.0	1.8	59.4	1.2
CH002	822	Church	40126	3875	59.5	60.0	60.0	0.0	60.0	0.0	60.0	0.0	60.1	58.8	-1.3	60.4	0.3	60.2	0.1
CH003	412	Church	14124	-9745	53.6	50.5	51.3	0.8	51.2	0.7	50.9	0.4	50.8	51.1	0.3	50.9	0.1	51.0	0.2
CH004	1050	Church	39044	-534	56.4	56.2	56.1	-0.1	56.1	-0.1	56.1	-0.1	56.7	56.2	-0.5	58.7	2.0	56.6	0.1
CH005	722	Church	39730	11329	51.8	52.9	53.2	0.3	53.2	0.3	53.8	0.9	52.6	54.7	2.1	54.4	1.8	53.8	1.2
CH006	375	Church	18362	851	65.3	66.1	66.4	0.3	66.4	0.3	66.4	0.3	65.7	63.6	-2.1	67.8	2.1	65.7	0.0
CH007	824	Church	39030	3550	60.2	60.6	60.7	0.1	60.7	0.1	60.6	0.0	60.8	59.3	-1.5	61.0	0.2	60.8	0.0
CH008	569	Church	-1056	-6191	65.7	63.2	63.1	-0.1	63.1	-0.1	63.0	-0.2	63.4	63.2	-0.2	62.0	-1.4	63.0	-0.4
CH009	707	Church	41467	6832	58.2	59.0	58.9	-0.1	58.9	-0.1	58.4	-0.6	59.6	61.1	1.5	59.7	0.1	59.2	-0.4
CH010	647	Church	41495	11217	52.4	53.9	54.1	0.2	54.1	0.2	54.7	0.8	53.2	55.2	2.0	55.3	2.1	54.5	1.3
CH011	1082	Church	33778	-3732	49.8	49.9	49.8	-0.1	49.8	-0.1	49.8	-0.1	50.3	52.5	2.2	54.0	3.7	50.3	0.0
CH012	1007	Church	34672	611	63.2	62.5	62.4	-0.1	62.4	-0.1	62.4	-0.1	63.0	62.4	-0.6	61.8	-1.2	63.0	0.0
CH013	872	Church	52912	2026	57.2	56.8	56.6	-0.2	56.6	-0.2	56.6	-0.2	57.7	56.8	-0.9	57.0	-0.7	57.7	0.0
CH016	852	Church	48215	5625	56.7	57.4	57.4	0.0	57.4	0.0	57.2	-0.2	57.7	57.1	-0.6	57.8	0.1	57.6	-0.1
CH017	865	Church	51381	5012	58.0	58.3	58.2	-0.1	58.2	-0.1	58.2	-0.1	58.7	57.4	-1.3	58.4	-0.3	58.7	0.0
CH018	895	Church	48154	3640	60.0	60.0	59.9	-0.1	59.9	-0.1	59.9	-0.1	60.5	59.2	-1.3	59.6	-0.9	60.5	0.0
CH019	454	Church	16609	-6394	54.2	51.8	52.4	0.6	52.4	0.6	52.1	0.3	51.9	52.8	0.9	53.2	1.3	52.2	0.3
CH020	448	Church	16609	-5892	54.5	52.3	52.9	0.6	52.9	0.6	52.6	0.3	52.4	53.4	1.0	53.9	1.5	52.7	0.3
CH022	262	Church	18259	9542	52.9	52.6	52.9	0.3	53.0	0.4	53.3	0.7	52.9	56.2	3.3	54.4	1.5	53.9	1.0
CH025	451	Church	16964	-6155	53.9	51.7	52.3	0.6	52.3	0.6	52.1	0.4	51.8	52.9	1.1	53.3	1.5	52.1	0.3
CH026	540	Church	772	5897	65.4	62.9	61.5	-1.4	61.5	-1.4	61.8	-1.1	63.8	62.0	-1.8	62.7	-1.1	63.2	-0.6
CH027	806	Church	40127	5659	57.1	58.0	57.9	-0.1	57.9	-0.1	57.6	-0.4	58.4	59.3	0.9	58.4	0.0	58.1	-0.3
CH028	492	Church	26948	-12850	43.2	41.6	42.1	0.5	42.1	0.5	41.9	0.3	42.2	43.3	1.1	43.7	1.5	42.5	0.3
CH029	671	Church	51881	9031	56.6	56.9	56.9	0.0	56.9	0.0	56.8	-0.1	57.9	58.9	1.0	58.5	0.6	58.2	0.3
CH030	1071	Church	37397	-3662	49.1	49.2	49.2	0.0	49.2	0.0	49.1	-0.1	49.7	51.5	1.8	53.1	3.4	49.8	0.1
CH031	782	Church	29694	4531	59.4	59.6	59.6	0.0	59.6	0.0	59.2	-0.4	59.8	61.0	1.2	59.8	0.0	59.6	-0.2
CH032	1066	Church	34999	-2528	52.3	52.3	52.2	-0.1	52.2	-0.1	52.2	-0.1	52.8	53.2	0.4	55.8	3.0	52.8	0.0
CH033	458	Church	19873	-10053	48.9	46.5	47.2	0.7	47.1	0.6	46.8	0.3	46.9	47.6	0.7	47.8	0.9	47.2	0.3

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
CH035	478	Church	25615	-4936	50.3	49.9	50.0	0.1	50.0	0.1	49.9	0.0	50.1	53.6	3.5	54.3	4.2	50.2	0.1
CH036	662	Church	45647	10492	55.2	56.0	56.2	0.2	56.2	0.2	56.8	0.8	56.0	57.6	1.6	57.8	1.8	57.4	1.4
CH037	336	Church	12173	2634	62.7	63.1	63.4	0.3	63.4	0.3	63.1	0.0	63.4	64.6	1.2	63.0	-0.4	63.6	0.2
CH038	928	Church	43029	180	56.7	56.5	56.3	-0.2	56.3	-0.2	56.3	-0.2	57.1	56.4	-0.7	58.2	1.1	57.2	0.1
CH039	952	Church	38754	3059	61.6	61.7	61.7	0.0	61.7	0.0	61.7	0.0	62.0	60.4	-1.6	61.7	-0.3	61.9	-0.1
CH042	945	Church	42697	3405	61.0	61.0	61.0	0.0	61.0	0.0	61.0	0.0	61.3	59.9	-1.4	60.8	-0.5	61.3	0.0
CH043	727	Church	40129	10225	54.9	55.8	56.0	0.2	56.0	0.2	56.7	0.9	55.6	57.2	1.6	57.5	1.9	57.0	1.4
CH044	992	Church	29459	441	66.2	65.3	65.2	-0.1	65.2	-0.1	65.2	-0.1	65.8	65.1	-0.7	63.9	-1.9	65.7	-0.1
CH047	740	Church	36169	6797	60.2	61.1	61.1	0.0	61.1	0.0	60.6	-0.5	61.4	63.1	1.7	61.9	0.5	61.2	-0.2
CH048	796	Church	36695	2519	62.8	62.7	62.7	0.0	62.7	0.0	62.7	0.0	63.0	61.5	-1.5	62.4	-0.6	63.0	0.0
CH049	765	Church	29734	8749	57.0	57.4	57.7	0.3	57.7	0.3	58.7	1.3	57.7	59.0	1.3	59.4	1.7	59.3	1.6
CH051	1144	Church	30808	-9482	43.1	42.8	43.0	0.2	43.0	0.2	42.9	0.1	43.2	45.5	2.3	45.4	2.2	43.2	0.0
CH052	605	Church	28386	11458	49.7	49.6	50.1	0.5	50.1	0.5	50.5	0.9	49.8	53.1	3.3	51.7	1.9	50.9	1.1
CH053	812	Church	32138	10827	51.6	51.9	52.4	0.5	52.5	0.6	53.0	1.1	52.1	54.6	2.5	53.6	1.5	53.3	1.2
CH054	900	Church	47818	1080	57.1	56.8	56.6	-0.2	56.6	-0.2	56.6	-0.2	57.5	56.7	-0.8	57.5	0.0	57.6	0.1
CH055	866	Church	51231	3642	59.4	59.3	59.2	-0.1	59.2	-0.1	59.2	-0.1	59.9	58.7	-1.2	58.9	-1.0	59.9	0.0
CH056	610	Church	29496	10032	53.0	53.3	53.7	0.4	53.8	0.5	54.4	1.1	53.5	55.9	2.4	55.0	1.5	54.8	1.3
CH057	1150	Church	33691	-14495	39.6	39.2	39.5	0.3	39.5	0.3	39.3	0.1	39.8	40.9	1.1	41.2	1.4	39.8	0.0
CH058	1072	Church	37445	-3804	48.6	48.7	48.7	0.0	48.7	0.0	48.6	-0.1	49.2	51.3	2.1	52.8	3.6	49.3	0.1
CH059	823	Church	39801	3841	59.3	59.9	59.9	0.0	59.9	0.0	59.9	0.0	60.0	58.8	-1.2	60.4	0.4	60.1	0.1
CH060	987	Church	37453	1503	63.3	62.6	62.7	-0.1	62.7	-0.1	62.7	-0.1	63.2	62.3	-0.9	61.8	-1.4	63.2	0.0
CH061	725	Church	38796	10948	52.6	53.4	53.7	0.3	53.7	0.3	54.4	1.0	53.3	55.3	2.0	55.1	1.8	54.6	1.3
CH062	443	Church	18436	-9362	50.4	47.8	48.6	0.8	48.5	0.7	48.2	0.4	48.2	48.8	0.6	48.9	0.7	48.5	0.3
CH064	435	Church	16585	-12177	49.8	46.8	47.6	0.8	47.5	0.7	47.2	0.4	47.2	47.6	0.4	47.5	0.3	47.5	0.3
CH066	1119	Church	40320	-7074	42.8	43.0	43.0	0.0	43.0	0.0	43.0	0.0	43.6	48.0	4.4	48.5	4.9	43.7	0.1
CH067	252	Church	24220	9999	52.3	52.2	52.6	0.4	52.7	0.5	53.2	1.0	52.5	55.9	3.4	54.3	1.8	53.7	1.2
CH068	423	Church	15674	-12464	50.1	47.1	47.9	0.8	47.7	0.6	47.4	0.3	47.5	47.9	0.4	47.6	0.1	47.8	0.3
CH069	363	Church	24032	-1953	59.6	58.9	58.8	-0.1	58.8	-0.1	58.8	-0.1	59.2	60.3	1.1	64.6	5.4	59.4	0.2
CH070	701	Church	45176	6377	58.6	57.4	57.2	-0.2	57.2	-0.2	56.9	-0.5	57.9	58.7	0.8	57.9	0.0	57.7	-0.2
CH071	821	Church	39022	4047	58.8	59.4	59.5	0.1	59.5	0.1	59.4	0.0	59.6	58.5	-1.1	60.0	0.4	59.6	0.0
CH072	625	Church	36144	10802	52.4	52.9	53.3	0.4	53.4	0.5	54.0	1.1	53.1	55.1	2.0	54.6	1.5	54.3	1.2
CH073	1120	Church	40288	-8405	41.4	41.5	41.5	0.0	41.5	0.0	41.5	0.0	42.1	45.6	3.5	46.0	3.9	42.2	0.1
CH074	472	Church	23811	-13685	44.5	42.3	42.9	0.6	42.9	0.6	42.6	0.3	42.9	43.6	0.7	43.7	0.8	43.2	0.3
CH075	1010	Church	36127	-1223	55.5	55.4	55.3	-0.1	55.2	-0.2	55.2	-0.2	55.8	55.5	-0.4	58.6	2.7	55.9	0.0
CH076	756	Church	36351	8763	58.7	59.1	59.3	0.2	59.3	0.2	59.9	0.8	59.4	60.5	1.1	61.1	1.7	60.5	1.1
CH077	812	Church	38770	5478	57.2	58.2	58.1	-0.1	58.1	-0.1	57.8	-0.4	58.5	59.4	0.9	58.6	0.1	58.2	-0.3
CH078	998	Church	30942	225	64.6	63.8	63.7	-0.1	63.7	-0.1	63.7	-0.1	64.3	63.8	-0.5	62.9	-1.4	64.3	0.0
CH079	1052	Church	39043	-1150	54.4	54.4	54.3	-0.1	54.3	-0.1	54.3	-0.1	54.9	54.4	-0.5	57.4	2.5	55.0	0.1
CH081	1155	Church	37654	-8291	42.1	42.1	42.2	0.1	42.2	0.1	42.1	0.0	42.7	45.7	3.0	46.1	3.4	42.7	0.0
CH082	333	Church	15556	4179	66.9	67.7	67.6	-0.1	67.6	-0.1	66.9	0.8	68.0	66.8	-1.2	66.8	-1.2	67.4	-0.6
CH083	534	Church	-5007	6170	61.5	59.6	60.3	0.7	60.4	0.8	60.5	0.9	59.9	59.9	0.0	61.2	1.3	61.2	1.3
CH084	419	Church	15777	-9566	52.4	49.4	50.2	0.8	50.1	0.7	49.8	0.4	49.7	50.1	0.4	50.0	0.3	50.0	0.3
CH087	273	Church	15502	10235	52.1	50.8	51.4	0.6	51.7	0.9	51.5	0.7	51.2	53.6	2.4	52.6	1.4	52.2	1.0
CH088	827	Church	41455	3861	59.7	60.1	60.1	0.0	60.1	0.0	60.1	0.0	60.3	58.9	-1.4	60.4	0.1	60.3	0.0
CH089	1043	Church	41942	-4056	47.0	47.2	47.1	-0.1	47.1	-0.1	47.1	-0.1	47.8	50.0	2.2	51.4	3.6	47.8	0.0
CH090	938	Church	41636	1544	61.5	61.0	60.9	-0.1	60.9	-0.1	60.9	-0.1	61.6	60.7	-0.9	60.4	-1.2	61.6	0.0
CH091	850	Church	47903	6165	58.2	57.0	56.9	-0.1	56.9	-0.1	56.7	-0.3	57.4	57.5	0.1	57.4	0.0	57.3	-0.1
CH092	733	Church	38808	8894	58.5	59.1	59.3	0.2	59.3	0.2	59.6	0.5	59.3	60.5	1.2	60.9	1.6	60.3	1.0
CH093	899	Church	48527	2930	60.1	59.9	59.7	-0.2	59.8	-0.1	59.7	-0.2	60.5	59.4	-1.1	59.4	-1.1	60.5	0.0
CH094	786	Church	37402	4700	57.4	58.3	58.3	0.0	58.3	0.0	58.1	-0.2	58.5	58.6	0.1	58.8	0.3	58.4	-0.1
CH095	889	Church	52527	2803	58.6	58.3	58.1	-0.2	58.1	-0.2	58.1	-0.2	59.1	58.1	-1.0	58.0	-1.1	59.1	0.0
CH096	892	Church	33100	4191	57.8	58.8	58.8	0.0	58.8	0.0	58.6	-0.2	58.9	59.0	0.1	59.3	0.4	58.8	-0.1

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Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
CH097	592	Church	922	-6751	62.0	60.0	60.0	0.0	59.8	-0.2	59.7	-0.3	60.4	60.1	-0.3	59.1	-1.3	59.6	-0.8
CH098	506	Church	3426	10997	54.8	52.2	52.9	0.7	53.3	1.1	52.6	0.4	53.2	54.1	0.9	54.7	1.5	54.5	1.3
CH099	425	Church	15214	-4708	57.0	54.9	55.5	0.6	55.5	0.6	55.3	0.4	55.0	56.0	1.0	56.9	1.9	55.3	0.3
CH100	327	Church	16819	5275	67.9	68.5	68.7	0.2	68.7	0.2	68.3	-0.2	68.8	70.2	1.4	69.8	1.0	69.0	0.2
CH101	500	Church	3026	9100	57.6	55.2	55.9	0.7	56.1	0.9	55.5	0.3	56.1	57.0	0.9	57.6	1.5	57.4	1.3
CH102	1091	Church	29435	-3393	52.3	52.1	52.1	0.0	52.1	0.0	52.0	-0.1	52.4	55.4	3.0	57.1	4.7	52.4	0.0
CH103	621	Church	33060	9231	56.3	56.7	57.0	0.3	57.0	0.3	57.9	1.2	57.0	58.3	1.3	58.7	1.7	58.5	1.5
CH104	855	Church	43124	11484	52.1	53.7	53.9	0.2	53.9	0.2	54.4	0.7	52.9	55.1	2.2	55.0	2.1	54.1	1.2
CH105	475	Church	22240	-4389	52.4	51.8	52.0	0.2	52.0	0.2	51.9	0.1	52.1	54.9	2.8	56.0	3.9	52.2	0.1
CH106	959	Church	38784	1394	62.6	62.0	61.9	-0.1	61.9	-0.1	61.9	-0.1	62.5	61.7	-0.8	61.3	-1.2	62.5	0.0
CH107	596	Church	12493	-6171	59.3	56.2	57.0	0.8	56.9	0.7	56.6	0.4	56.3	56.7	0.4	56.4	0.1	56.5	0.2
CH108	595	Church	12557	-6505	56.8	55.7	56.5	0.8	56.3	0.6	56.0	0.3	55.8	56.2	0.4	55.8	0.0	56.0	0.2
CH109	517	Church	-7997	6637	61.4	58.5	58.8	0.3	58.8	0.3	59.0	0.5	58.8	58.4	-0.4	59.5	0.7	58.7	0.9
CH110	720	Church	39904	11465	51.5	52.7	53.0	0.3	53.0	0.3	53.5	0.8	52.3	54.4	2.1	54.1	1.8	53.5	1.2
CH111	930	Church	45654	-1593	50.9	51.0	50.9	-0.1	50.9	-0.1	50.9	-0.1	51.6	51.1	-0.5	53.8	2.2	51.7	0.1
CH112	721	Church	39947	11465	51.5	52.7	53.0	0.3	53.0	0.3	53.6	0.9	52.3	54.4	2.1	54.1	1.8	53.5	1.2
CH113	668	Church	50570	11307	54.0	55.0	55.2	0.2	55.2	0.2	55.6	0.6	54.8	56.5	1.7	56.5	1.7	56.1	1.3
CH114	932	Church	42963	-741	54.0	54.0	53.9	-0.1	53.9	-0.1	53.8	-0.2	54.6	53.9	-0.7	56.5	1.9	54.6	0.0
CH115	857	Church	48411	5654	56.7	57.4	57.3	-0.1	57.3	-0.1	57.2	-0.2	57.7	57.1	-0.6	57.8	0.1	57.6	-0.1
CH116	236	Church	26573	11459	49.4	49.2	49.7	0.5	49.8	0.6	50.2	1.0	49.5	53.1	3.6	51.6	2.1	50.5	1.0
CH117	700	Church	45442	7080	57.2	57.9	57.8	-0.1	57.7	-0.2	57.3	-0.6	58.6	59.8	1.2	58.6	0.0	58.3	-0.3
CH118	869	Church	34682	5288	58.0	59.2	59.1	-0.1	59.0	-0.2	58.6	-0.6	59.4	60.7	1.3	59.4	0.0	59.0	-0.4
CH119	588	Church	-3523	-8901	61.2	57.8	57.8	0.0	57.8	0.0	57.8	0.0	57.6	57.7	0.1	56.8	-0.8	57.5	-0.1
CH120	581	Church	-3133	-5122	71.9	68.2	68.1	-0.1	68.1	-0.1	68.1	-0.1	68.0	67.9	-0.1	66.3	-1.7	68.0	0.0
CH121	574	Church	-1025	-8528	60.0	57.4	57.4	0.0	57.3	-0.1	57.2	-0.2	57.6	57.5	-0.1	56.6	-1.0	57.1	-0.5
CH122	565	Church	-2777	-7154	64.8	61.5	61.5	0.0	61.5	0.0	61.5	0.0	61.5	61.5	0.0	60.3	-1.2	61.3	-0.2
CH125	843	Church	40706	11467	51.7	53.1	53.3	0.2	53.3	0.2	53.8	0.7	52.4	54.6	2.2	54.4	2.0	53.6	1.2
CH126	920	Church	42979	3400	61.0	61.0	61.0	0.0	61.0	0.0	60.9	-0.1	61.3	59.9	-1.4	60.8	-0.5	61.3	0.0
CH127	854	Church	48198	5183	57.4	58.1	58.0	-0.1	58.0	-0.1	57.9	-0.2	58.3	57.3	-1.0	58.3	0.0	58.3	0.0
CH128	904	Church	48815	1124	56.7	56.4	56.3	-0.1	56.3	-0.1	56.2	-0.2	57.2	56.4	-0.8	57.3	0.1	57.2	0.0
CH129	372	Church	20742	-3140	56.2	55.6	55.7	0.1	55.7	0.1	55.7	0.1	55.9	58.6	2.7	61.4	5.5	56.0	0.1
CH130	650	Church	41748	10497	54.4	55.5	55.7	0.2	55.7	0.2	56.4	0.9	55.2	56.9	1.7	57.2	2.0	56.6	1.4
CH131	1020	Church	40320	222	58.3	58.0	57.8	-0.2	57.8	-0.2	57.8	-0.2	58.5	58.0	-0.5	59.3	0.8	58.6	0.1
CH132	318	Church	15736	5775	66.4	66.7	67.0	0.3	67.0	0.3	68.2	1.5	67.0	67.5	0.5	69.1	2.1	66.9	-0.1
CH133	990	Church	27851	1067	66.9	66.4	66.4	0.0	66.4	0.0	66.4	0.0	66.7	65.2	-1.5	65.8	-0.9	66.6	-0.1
CH134	905	Church	49067	1391	57.4	57.0	56.8	-0.2	56.8	-0.2	56.8	-0.2	57.8	57.0	-0.8	57.5	-0.3	57.8	0.0
CH135	782	Church	33627	6388	60.6	61.7	61.6	-0.1	61.6	-0.1	61.1	-0.6	62.0	63.7	1.7	62.3	0.3	61.6	-0.4
CH136	696	Church	48309	7281	56.6	57.2	57.1	-0.1	57.1	-0.1	56.7	-0.5	58.0	58.9	0.9	58.0	0.0	57.8	-0.2
CH137	1080	Church	34656	-3968	49.1	49.1	49.1	0.0	49.1	0.0	49.1	0.0	49.6	52.0	2.4	53.4	3.8	49.6	0.0
CH138	937	Church	41639	1162	60.7	60.2	60.1	-0.1	60.1	-0.1	60.1	-0.1	60.8	60.1	-0.7	59.9	0.9	60.8	0.0
CH139	633	Church	36337	10957	52.0	52.6	53.0	0.4	53.1	0.5	53.6	1.0	52.7	54.8	2.1	54.3	1.6	54.0	1.3
CH140	1003	Church	34661	-513	58.9	58.5	58.3	-0.2	58.3	-0.2	58.3	-0.2	59.0	58.6	-0.4	60.6	1.6	59.1	0.1
CH141	1132	Church	40084	-6655	43.1	43.4	43.3	-0.1	43.3	-0.1	43.3	-0.1	43.9	48.4	4.5	48.9	5.0	44.0	0.1
CH142	879	Church	51241	524	54.0	53.9	53.7	-0.2	53.7	-0.2	53.7	-0.2	54.6	53.7	-0.9	55.6	1.0	54.7	0.1
CH143	1133	Church	36373	-4447	47.7	47.8	47.7	-0.1	47.7	-0.1	47.7	-0.1	46.2	51.3	3.1	52.5	4.3	48.3	0.1
CH144	1083	Church	30061	-1582	57.6	57.1	57.1	0.0	57.0	-0.1	57.0	-0.1	57.5	57.7	0.2	61.4	3.9	57.6	0.1
CH145	1014	Church	37669	-1182	54.9	54.8	54.7	-0.1	54.7	-0.1	54.7	-0.1	55.4	54.9	-0.5	57.9	2.5	55.4	0.0
CH146	297	Church	13494	8321	55.6	54.6	55.1	0.5	55.4	0.8	55.4	0.8	55.0	57.9	2.9	56.3	1.3	56.1	1.1
CH147	661	Church	43408	9028	58.1	58.6	58.7	0.1	58.8	0.2	58.9	0.3	59.1	60.5	1.4	60.3	1.2	59.8	0.7
CH148	896	Church	48388	3638	60.0	60.0	59.9	-0.1	59.9	-0.1	59.8	-0.2	60.5	59.1	-1.4	59.6	-0.9	60.4	-0.1
CH149	841	Church	45426	5670	56.6	57.3	57.3	0.0	57.3	0.0	57.1	-0.2	57.7	57.7	0.0	57.8	0.1	57.6	-0.1
CH150	315	Church	16056	6214	64.0	64.2	64.5	0.3	64.5	0.3	66.3	2.1	64.5	65.4	0.9	66.5	2.0	67.0	2.5

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
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Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
CH151	320	Church	16044	5617	67.3	67.6	67.9	0.3	67.9	0.3	68.5	0.9	67.9	68.4	0.5	68.7	0.8	69.3	1.4
CH155	440	Church	18863	-13343	47.5	44.8	45.5	0.7	45.4	0.6	45.1	0.3	45.3	45.7	0.4	45.6	0.3	45.6	0.3
CH156	966	Church	34981	1468	64.2	63.7	63.7	0.0	63.7	0.0	63.7	0.0	64.2	63.1	-1.1	62.8	-1.4	64.1	-0.1
CH157	498	Church	4879	6462	61.3	59.3	61.9	2.6	62.6	3.3	62.0	2.7	60.0	63.0	3.0	64.2	4.2	63.8	3.8
CH158	357	Church	24437	2639	59.9	61.3	61.4	0.1	61.4	0.1	61.3	0.0	61.5	59.9	-1.6	61.8	0.3	61.7	0.2
CH159	1040	Church	40329	-3821	47.8	48.0	47.9	-0.1	47.9	-0.1	47.9	-0.1	48.5	50.5	2.0	52.0	3.5	48.6	0.1
CH160	289	Church	12198	7451	57.7	56.8	57.3	0.5	57.6	0.8	57.9	1.1	57.2	60.0	2.8	58.6	1.4	58.6	1.4
CH162	445	Church	18585	-9335	50.3	47.8	48.5	0.7	48.4	0.6	48.1	0.3	48.1	48.8	0.7	48.9	0.8	48.4	0.3
CH163	752	Church	36352	7585	60.5	61.2	61.2	0.0	61.2	0.0	61.1	-0.1	61.4	63.0	1.6	62.4	1.0	61.7	0.3
CH164	326	Church	17219	5679	67.1	67.5	67.7	0.2	67.7	0.2	68.1	0.6	67.8	68.5	0.7	68.4	0.6	68.8	1.0
CH165	1087	Church	31191	-1517	57.2	56.8	56.7	-0.1	56.7	-0.1	56.6	-0.2	57.2	57.3	0.1	58.8	1.6	57.2	0.0
CH166	310	Church	17839	7360	59.1	59.2	59.4	0.2	59.5	0.3	60.7	1.5	59.4	61.3	1.9	61.1	1.7	61.4	2.0
CH167	1145	Church	29772	-8393	44.4	44.0	44.2	0.2	44.2	0.2	44.1	0.1	44.4	46.9	2.5	47.1	2.7	44.4	0.0
CH168	503	Church	2715	9777	56.7	54.1	54.5	0.4	54.7	0.6	54.2	0.1	55.1	55.6	0.5	56.1	1.0	56.0	0.9
CH169	944	Church	41645	3409	61.0	61.1	61.0	-0.1	61.0	-0.1	61.0	-0.1	61.3	59.8	-1.5	61.0	-0.3	61.3	0.0
CH170	1117	Church	42734	-8687	42.8	43.1	43.1	0.0	43.1	0.0	43.0	-0.1	43.7	48.6	4.9	49.2	5.5	43.8	0.1
CH171	897	Church	46290	3680	60.0	60.0	59.9	-0.1	59.9	-0.1	59.9	-0.1	60.4	59.1	-1.3	59.6	-0.8	60.4	0.0
CH172	272	Church	16888	11345	50.3	49.2	49.8	0.6	49.9	0.7	49.7	0.5	49.6	51.7	2.1	50.8	1.2	50.5	0.9
CH173	374	Church	20347	-4191	53.6	52.9	53.1	0.2	53.1	0.2	53.0	0.1	53.1	55.5	2.4	56.9	3.8	53.2	0.1
CH174	751	Church	37440	7189	60.1	60.9	60.9	0.0	60.9	0.0	60.6	-0.3	61.2	62.9	1.7	61.9	0.7	61.2	0.0
CH175	515	Church	-4980	6402	60.9	59.0	59.6	0.6	59.7	0.7	59.9	0.9	59.3	59.3	0.0	60.5	1.2	60.5	1.2
CH176	1018	Church	42759	586	58.2	57.9	57.7	-0.2	57.7	-0.2	57.7	-0.2	58.4	57.8	-0.6	58.8	0.4	58.5	0.1
CH177	607	Church	29502	11020	50.7	50.8	51.4	0.6	51.4	0.6	51.9	1.1	51.0	54.1	3.1	52.7	1.7	52.2	1.2
CH179	1028	Church	41630	-1354	52.9	53.0	52.8	-0.2	52.8	-0.2	52.8	-0.2	53.5	53.0	-0.5	55.8	2.3	53.6	0.1
CH180	784	Church	37657	5420	57.4	58.4	58.3	-0.1	58.3	-0.1	58.0	-0.4	58.7	59.7	1.0	58.8	0.1	58.4	-0.3
CH181	1035	Church	42759	-3084	48.6	48.8	48.7	-0.1	46.7	-0.1	48.7	-0.1	49.4	50.1	0.7	52.0	2.6	49.4	0.0
CH182	1012	Church	37462	-1152	55.1	55.0	54.9	-0.1	54.9	-0.1	54.9	-0.1	55.5	55.1	-0.4	58.1	2.6	55.6	0.1
CH183	741	Church	35805	6815	60.4	61.3	61.2	-0.1	61.2	-0.1	60.8	-0.5	61.6	63.2	1.6	62.1	0.5	61.4	-0.2
CH184	640	Church	48294	10317	56.9	56.6	56.7	0.1	56.8	0.2	57.0	0.4	56.8	58.2	1.3	58.3	1.4	57.9	1.0
CH185	890	Church	32290	4655	57.9	59.0	58.9	-0.1	58.9	-0.1	58.6	-0.4	59.2	60.1	0.9	59.2	0.0	58.9	-0.3
CH186	1073	Church	37652	-2735	50.8	50.9	50.9	0.0	50.8	-0.1	50.8	-0.1	51.4	52.0	0.6	54.3	2.9	51.5	0.1
CH187	906	Church	49719	3688	59.8	59.7	59.5	-0.2	59.6	-0.1	59.5	-0.2	60.2	58.9	-1.3	59.3	-0.9	60.2	0.0
CH188	617	Church	29706	9678	54.0	54.3	54.7	0.4	54.8	0.5	55.5	1.2	54.6	56.6	2.0	56.1	1.5	56.0	1.4
CH189	753	Church	37456	8316	59.6	60.2	60.3	0.1	60.3	0.1	60.5	0.3	60.5	61.9	1.4	61.8	1.3	61.2	0.7
CH190	388	Church	16769	-1744	67.2	66.0	65.9	-0.1	65.9	-0.1	65.9	-0.1	66.5	67.7	1.2	66.9	0.4	66.8	0.3
CH191	797	Church	37440	3115	61.3	61.5	61.5	0.0	61.5	0.0	61.5	0.0	61.7	60.1	-1.6	61.8	0.1	61.7	0.0
CH193	346	Church	16098	3516	62.1	64.0	64.0	0.0	64.0	0.0	63.5	-0.5	64.4	68.8	4.4	68.1	3.7	64.1	-0.3
CH194	1112	Church	40302	-5874	44.4	44.6	44.6	0.0	44.6	0.0	44.6	0.0	45.2	49.6	4.4	50.3	5.1	45.2	0.0
CH195	651	Church	42785	11166	52.8	54.3	54.4	0.1	54.5	0.2	55.0	0.7	53.7	55.5	1.8	55.7	2.0	54.9	1.2
CH196	1130	Church	40093	-6419	43.7	43.9	43.9	0.0	43.9	0.0	43.8	-0.1	44.5	49.0	4.5	49.6	5.1	44.5	0.0
CH197	1011	Church	36141	-822	57.6	57.3	57.1	-0.2	57.1	-0.2	57.1	-0.2	57.8	57.3	-0.5	59.8	2.0	57.9	0.1
CH198	802	Church	38793	7343	59.7	60.5	60.5	0.0	60.5	0.0	60.2	-0.3	60.9	62.5	1.6	61.5	0.6	60.9	0.0
CH199	1077	Church	32312	-2517	53.5	53.3	53.2	-0.1	53.2	-0.1	53.2	-0.1	53.7	54.5	0.8	57.3	3.6	53.7	0.0
CH200	929	Church	46100	-552	53.3	53.3	53.1	-0.2	53.1	-0.2	53.1	-0.2	53.9	53.1	-0.8	55.6	1.7	54.0	0.1
CH201	611	Church	30178	11450	49.9	50.0	50.6	0.6	50.6	0.6	51.0	1.0	50.2	53.3	3.1	51.9	1.7	51.3	1.1
CH202	851	Church	48228	5944	56.3	57.1	57.0	-0.1	57.0	-0.1	56.8	-0.3	57.5	57.2	-0.3	57.5	0.0	57.3	-0.2
CH204	1161	Church	40064	-8675	41.2	41.3	41.3	0.0	41.3	0.0	41.2	-0.1	41.9	45.2	3.3	45.6	3.7	42.0	0.1
CH205	743	Church	36034	6388	59.7	60.7	60.6	-0.1	60.6	-0.1	60.0	-0.7	61.0	62.7	1.7	61.1	0.1	60.5	-0.5
CH206	999	Church	32298	-1373	57.0	56.7	56.6	-0.1	56.6	-0.1	56.5	-0.2	57.1	57.0	-0.1	60.4	3.3	57.2	0.1
CH207	731	Church	39058	9517	56.8	57.5	57.7	0.2	57.7	0.2	58.4	0.9	57.5	58.8	1.3	59.4	1.9	59.0	1.5
CH208	1008	Church	34964	-345	59.4	58.9	58.8	-0.1	58.8	-0.1	58.8	-0.1	59.4	59.1	-0.3	60.7	1.3	59.5	0.1
CH209	1053	Church	40116	-783	55.1	55.0	54.9	-0.1	54.9	-0.1	54.9	-0.1	55.5	54.9	-0.6	57.7	2.2	55.6	0.1

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Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005						2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
CH210	1057	Church	38743	-1492	53.6	53.6	53.5	-0.1	53.5	-0.1	53.5	-0.1	54.1	53.7	-0.4	56.7	2.6	54.2	0.1
CH211	794	Church	36174	2481	62.9	62.8	62.8	0.0	62.8	0.0	62.8	0.0	63.1	61.5	-1.6	62.6	-0.5	63.1	0.0
CH213	349	Church	18281	1520	61.8	62.6	62.9	0.3	62.9	0.3	62.8	0.2	62.3	61.0	-1.3	64.3	2.0	62.3	0.0
CH214	1019	Church	41454	470	58.5	58.2	58.0	-0.2	58.0	-0.2	58.0	-0.2	58.8	58.2	-0.6	59.1	0.3	58.8	0.0
CH215	849	Church	47687	6166	56.2	57.0	56.9	-0.1	56.9	-0.1	56.7	-0.3	57.5	57.6	0.1	57.5	0.0	57.3	-0.2
CH216	987	Church	32313	1911	64.4	64.2	64.2	0.0	64.2	0.0	64.2	0.0	64.5	62.8	-1.7	63.9	-0.6	64.4	-0.1
CH217	638	Church	48413	9011	57.3	57.8	57.8	0.0	57.8	0.0	57.8	0.0	58.5	59.8	1.3	59.4	0.9	59.0	0.5
CH218	384	Church	15869	-951	73.3	72.0	71.8	-0.2	71.8	-0.2	71.8	-0.2	72.6	72.2	-0.4	68.3	-4.3	72.5	0.1
CH219	254	Church	22848	11338	49.5	49.4	49.7	0.3	49.9	0.5	50.1	0.7	49.6	53.2	3.6	51.5	1.9	50.7	1.1
CH221	248	Church	23975	6427	64.3	64.8	65.0	0.2	65.0	0.2	65.1	0.3	65.1	66.5	1.4	66.4	1.3	65.7	0.6
CH222	404	Church	15086	-9405	53.2	50.1	50.9	0.8	50.8	0.7	50.5	0.4	50.4	50.8	0.4	50.6	0.2	50.7	0.3
CH224	461	Church	20460	-10672	48.1	45.7	46.4	0.7	46.3	0.6	46.1	0.4	46.1	46.9	0.8	47.0	0.9	46.5	0.4
CH225	407	Church	13793	-7039	56.7	53.7	54.5	0.8	54.4	0.7	54.1	0.4	53.8	54.3	0.5	54.2	0.4	54.1	0.3
CH228	916	Church	46115	513	56.2	56.0	55.8	-0.2	55.8	-0.2	55.8	-0.2	56.7	55.9	-0.8	57.4	0.7	56.7	0.0
CH230	780	Church	32151	4322	57.8	58.8	58.8	0.0	58.8	0.0	58.6	-0.2	59.0	59.4	0.4	59.2	0.2	58.8	-0.2
CH231	627	Church	36143	9975	54.7	55.2	55.4	0.2	55.5	0.3	56.3	1.1	55.4	57.0	1.6	57.1	1.7	58.8	1.4
CH232	1116	Church	41612	-6870	42.8	43.1	43.0	-0.1	43.0	-0.1	43.0	-0.1	43.7	48.4	4.7	48.9	5.2	43.7	0.0
CH233	489	Church	26976	-10110	44.5	43.5	43.8	0.3	43.8	0.3	43.7	0.2	43.9	45.7	1.8	45.8	1.9	44.0	0.1
CH234	747	Church	36895	6381	59.3	60.3	60.2	-0.1	60.2	-0.1	59.6	-0.7	60.6	62.3	1.7	60.7	0.1	60.1	-0.5
CH235	971	Church	32127	2022	64.1	64.0	64.0	0.0	64.0	0.0	64.0	0.0	64.2	62.5	-1.7	63.9	-0.3	64.1	-0.1
CH236	1032	Church	40334	-3035	49.4	49.6	49.5	-0.1	49.5	-0.1	49.4	-0.2	50.1	50.8	0.7	52.8	2.7	50.1	0.0
CH239	773	Church	29501	6867	62.5	63.1	63.2	0.1	63.2	0.1	63.1	0.0	63.4	64.9	1.5	64.4	1.0	63.7	0.3
CH240	1068	Church	37448	-2742	50.9	51.0	50.9	-0.1	50.9	-0.1	50.9	-0.1	51.5	52.0	0.5	54.3	2.8	51.5	0.0
CH241	355	Church	24439	3466	58.7	60.3	60.3	0.0	60.4	0.1	60.2	-0.1	60.8	60.6	-0.2	60.2	-0.6	61.0	0.2
CH242	1016	Church	40326	854	60.5	60.0	59.9	-0.1	59.9	-0.1	59.9	-0.1	60.6	60.1	-0.5	60.0	-0.6	60.7	0.1
CH243	724	Church	38394	11463	51.2	52.1	52.5	0.4	52.5	0.4	53.0	0.9	52.0	54.2	2.2	53.6	1.6	53.2	1.2
CH244	758	Church	37681	8609	59.0	59.6	59.8	0.2	59.8	0.2	60.1	0.5	59.9	61.2	1.3	61.4	1.5	60.6	0.9
CH245	717	Church	42785	7206	58.2	59.0	58.9	-0.1	58.9	-0.1	58.4	-0.6	59.6	61.0	1.4	59.8	0.2	59.3	-0.3
CH246	1048	Church	39156	-87	57.9	57.6	57.4	-0.2	57.4	-0.2	57.4	-0.2	58.1	57.6	-0.5	59.3	1.2	58.2	0.1
CH247	964	Church	34956	2144	63.7	63.5	63.5	0.0	63.5	0.0	63.4	-0.1	63.8	62.3	-1.5	63.1	-0.7	63.7	-0.1
CH248	649	Church	42158	10666	53.5	54.8	55.0	0.2	55.0	0.2	55.6	0.8	54.3	56.1	1.8	56.3	2.0	55.6	1.3
CH249	1044	Church	41648	-4101	47.0	47.2	47.1	-0.1	47.1	-0.1	47.1	-0.1	47.7	50.1	2.4	51.4	3.7	47.8	0.1
CH250	1093	Church	28704	-4168	50.7	50.5	50.5	0.0	50.5	0.0	50.5	0.0	50.8	54.8	4.0	55.9	5.1	50.8	0.0
CH251	299	Church	13890	6115	63.5	63.6	63.9	0.3	63.9	0.3	65.7	2.1	63.9	65.0	1.1	66.9	3.0	66.5	2.6
CH253	476	Church	22179	-4389	52.4	51.9	52.0	0.1	52.0	0.1	51.9	0.0	52.1	54.9	2.8	56.0	3.9	52.2	0.1
CH254	258	Church	17430	10595	51.2	50.4	50.9	0.5	50.9	0.5	50.9	0.5	50.7	53.3	2.6	52.0	1.3	51.6	0.9
CH255	332	Church	12359	3858	67.5	69.2	69.2	0.0	69.2	0.0	68.5	-0.7	69.6	71.5	1.9	68.2	-1.4	69.0	-0.6
CH256	344	Church	16578	3534	61.6	63.7	63.7	0.0	63.7	0.0	63.2	-0.5	64.2	66.1	1.9	62.9	-1.3	63.9	-0.3
CH257	401	Church	16548	-8178	53.8	50.9	51.7	0.8	51.6	0.7	51.3	0.4	51.1	51.7	0.6	51.6	0.5	51.5	0.4
CH258	838	Church	42986	5752	56.7	57.5	57.4	-0.1	57.4	-0.1	57.2	-0.3	58.0	58.4	0.4	58.0	0.0	57.7	-0.3
CH259	270	Church	14539	12155	50.2	48.5	49.4	0.9	49.7	1.2	49.2	0.7	49.0	50.9	1.9	50.7	1.7	50.1	1.1
CH260	365	Church	23953	-3330	54.5	54.0	54.1	0.1	54.1	0.1	54.0	0.0	54.3	57.4	3.1	59.5	5.2	54.4	0.1
CH261	373	Church	19150	-3057	57.3	56.5	56.7	0.2	56.7	0.2	56.6	0.1	56.8	59.3	2.5	62.7	5.9	56.9	0.1
CH262	585	Church	-3362	-7566	64.2	60.7	60.7	0.0	60.7	0.0	60.7	0.0	60.6	60.7	0.1	59.6	-1.0	60.5	-0.1
CH263	921	Church	45419	3417	60.7	60.7	60.6	-0.1	60.6	-0.1	60.6	-0.1	61.0	59.7	-1.3	60.3	-0.7	61.0	0.0
CH265	837	Church	42986	5666	56.7	57.5	57.4	-0.1	57.4	-0.1	57.2	-0.3	57.9	58.3	0.4	58.0	0.1	57.7	-0.2
CH266	339	Church	16872	3711	62.4	64.4	64.3	-0.1	64.3	-0.1	63.8	-0.6	64.8	66.4	1.6	63.4	-1.4	64.5	-0.3
CH267	738	Church	35011	8122	60.1	60.6	60.7	0.1	60.7	0.1	61.0	0.4	60.9	62.2	1.3	62.3	1.4	61.7	0.8
CH268	1037	Church	42658	-3037	48.7	48.9	48.8	-0.1	48.8	-0.1	48.8	-0.1	49.5	50.1	0.6	52.1	2.6	49.5	0.0
CH269	1063	Church	38695	-3508	48.9	49.0	48.9	-0.1	48.9	-0.1	48.9	-0.1	49.5	51.1	1.6	52.8	3.3	49.6	0.1
CH270	768	Church	31455	6365	61.6	62.5	62.5	0.0	62.5	0.0	62.0	-0.5	62.8	64.6	1.8	63.2	0.4	62.5	-0.3
CH271	719	Church	39686	11328	51.8	52.9	53.2	0.3	53.2	0.3	53.8	0.9	52.6	54.7	2.1	54.4	1.8	53.8	1.2

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
CH272	856	Church	48394	5164	57.5	58.1	58.1	0.0	58.1	0.0	58.0	-0.1	58.4	57.3	-1.1	58.4	0.0	58.3	-0.1
CH273	997	Church	31581	550	65.0	64.2	64.1	-0.1	64.1	-0.1	64.1	-0.1	64.7	64.0	-0.7	63.0	-1.7	64.7	0.0
CH274	1052	Church	38724	-3316	49.2	49.4	49.3	-0.1	49.3	-0.1	49.3	-0.1	49.9	51.2	1.3	53.0	3.1	49.9	0.0
CH275	624	Church	34643	11454	50.6	51.0	51.6	0.6	51.6	0.6	52.2	1.2	51.2	53.7	2.5	52.6	1.4	52.3	1.1
CH276	783	Church	29696	3909	58.1	59.3	59.3	0.0	59.3	0.0	59.1	-0.2	59.4	59.5	0.1	59.7	0.3	59.4	0.0
CH277	1134	Church	37433	-6016	44.8	45.0	45.0	0.0	44.9	-0.1	44.9	-0.1	45.5	49.7	4.2	50.4	4.9	45.5	0.0
CH278	950	Church	42762	1421	60.7	60.2	60.1	-0.1	60.1	-0.1	60.1	-0.1	60.8	60.0	-0.8	59.8	-1.0	60.8	0.0
CH279	656	Church	45449	10853	54.2	55.2	55.4	0.2	55.4	0.2	56.0	0.8	55.0	56.8	1.8	56.9	1.9	56.4	1.4
CH280	734	Church	39023	8896	58.5	59.1	59.3	0.2	59.3	0.2	59.6	0.5	58.3	60.5	1.2	60.9	1.6	60.3	1.0
CH281	978	Church	33441	3079	60.6	61.1	61.2	0.1	61.2	0.1	61.2	0.1	61.2	59.7	-1.5	61.8	0.6	61.3	0.1
CH282	380	Church	17872	-2898	58.6	57.7	57.9	0.2	57.9	0.2	57.8	0.1	58.0	60.2	2.2	64.6	6.6	58.2	0.2
CH283	983	Church	40119	137	58.1	57.8	57.7	-0.1	57.7	-0.1	57.6	-0.2	58.4	57.8	-0.6	59.2	0.8	58.4	0.0
CH284	553	Church	8677	10121	54.7	52.4	53.7	1.3	54.3	1.9	53.4	1.0	53.0	54.6	1.6	55.1	2.1	54.7	1.7
CH285	497	Church	6222	7425	59.1	57.0	59.0	2.0	59.9	2.9	59.0	2.0	57.6	60.1	2.5	61.0	3.4	60.7	3.1
CH286	1121	Church	40600	-8869	40.9	41.0	41.0	0.0	41.0	0.0	41.0	0.0	41.6	44.9	3.3	45.3	3.7	41.7	0.1
CH287	870	Church	53421	2044	57.0	56.8	56.4	-0.2	56.4	-0.2	56.4	-0.2	57.5	56.7	-0.8	56.8	-0.7	57.6	0.1
CH288	1054	Church	40117	-1288	53.6	53.7	53.5	-0.2	53.5	-0.2	53.5	-0.2	54.2	53.7	-0.5	56.6	2.4	54.2	0.0
CH289	387	Church	15218	-1808	67.3	66.1	66.0	-0.1	66.0	-0.1	66.0	-0.1	66.6	67.8	1.2	67.0	0.4	66.8	0.2
CH290	378	Church	16538	-2345	62.2	61.2	61.3	0.1	61.3	0.1	61.2	0.0	61.6	63.2	1.6	63.2	1.6	61.8	0.2
CH291	705	Church	40345	7835	59.4	60.1	60.1	0.0	60.1	0.0	59.9	-0.2	60.5	62.1	1.6	61.3	0.8	60.7	0.2
CH292	845	Church	45802	3849	60.1	60.2	60.1	-0.1	60.1	-0.1	60.1	-0.1	60.5	59.1	-1.4	60.0	-0.5	60.5	0.0
CH293	460	Church	20181	-10799	46.3	45.8	46.5	0.7	46.4	0.6	46.1	0.3	46.2	46.9	0.7	47.0	0.8	46.5	0.3
CH294	759	Church	32328	7233	61.5	62.2	62.3	0.1	62.3	0.1	62.2	0.0	62.5	63.9	1.4	63.5	1.0	62.8	0.3
CH295	1118	Church	40555	-7289	42.5	42.7	42.7	0.0	42.7	0.0	42.7	0.0	43.3	47.6	4.3	48.1	4.8	43.4	0.1
CH296	957	Church	38764	2156	62.9	62.6	62.6	0.0	62.6	0.0	62.5	-0.1	63.0	61.8	-1.2	61.9	-1.1	63.0	0.0
CH297	680	Church	50337	6435	56.0	56.6	56.5	-0.1	56.5	-0.1	56.3	-0.3	57.2	57.1	-0.1	57.1	-0.1	57.0	-0.2
CH298	815	Church	38798	5019	57.2	58.1	58.0	-0.1	58.0	-0.1	57.8	-0.3	58.3	58.6	0.3	58.6	0.3	58.2	-0.1
CH300	979	Church	33630	2854	61.4	61.8	61.9	0.1	61.9	0.1	61.9	0.1	61.9	60.2	-1.7	62.3	0.4	62.0	0.1
CH301	862	Church	51895	5608	57.0	57.5	57.4	-0.1	57.4	-0.1	57.3	-0.2	57.8	56.8	-1.0	57.7	-0.1	57.8	0.0
CH303	781	Church	29690	5046	59.5	60.8	60.7	-0.1	60.7	-0.1	60.1	-0.7	61.0	62.6	1.6	60.7	-0.3	60.5	-0.5
CH304	495	Church	6157	8380	57.8	55.5	57.2	1.7	57.9	2.4	57.0	1.5	56.1	58.2	2.1	59.1	3.0	58.8	2.7
CH305	871	Church	52913	2176	57.6	57.1	56.9	-0.2	56.9	-0.2	56.9	-0.2	58.0	57.1	-0.9	57.2	-0.8	58.0	0.0
CH306	962	Church	40119	218	58.4	58.1	57.9	-0.2	57.9	-0.2	57.9	-0.2	58.6	58.1	-0.5	59.3	0.7	58.7	0.1
CH307	1023	Church	42751	-882	53.7	53.7	53.6	-0.1	53.6	-0.1	53.6	-0.1	54.3	53.6	-0.7	56.3	2.0	54.3	0.0
CH308	237	Church	26723	11459	49.4	49.3	49.7	0.4	49.8	0.5	50.2	0.9	49.5	53.1	3.6	51.6	2.1	50.6	1.1
CH309	648	Church	41463	9169	57.9	58.6	58.7	0.1	58.7	0.1	59.0	0.4	58.8	60.2	1.4	60.3	1.5	59.7	0.9
CH310	1055	Church	39043	-1785	52.7	52.8	52.7	-0.1	52.7	-0.1	52.7	-0.1	53.3	53.0	-0.3	55.9	2.6	53.4	0.1
CH311	616	Church	29706	9728	53.8	54.2	54.6	0.4	54.6	0.4	55.4	1.2	54.4	56.5	2.1	56.0	1.6	55.8	1.4
CH312	708	Church	41075	6372	57.7	58.6	58.4	-0.2	58.4	-0.2	58.0	-0.6	59.0	60.4	1.4	59.0	0.0	58.7	-0.3
CH313	799	Church	34942	2884	61.6	61.9	61.9	0.0	61.9	0.0	61.9	0.0	62.0	60.4	-1.6	62.3	0.3	62.0	0.0
CH314	958	Church	39035	1891	62.9	62.5	62.4	-0.1	62.4	-0.1	62.4	-0.1	62.9	61.9	-1.0	61.6	-1.3	62.9	0.0
CH315	1025	Church	40329	-898	54.6	54.6	54.5	-0.1	54.5	-0.1	54.5	-0.1	55.1	54.5	-0.6	57.4	2.3	55.2	0.1
CH316	760	Church	33455	6366	60.8	61.8	61.7	-0.1	61.7	-0.1	61.1	-0.7	62.0	63.7	1.7	62.3	0.3	61.6	-0.4
CH317	1152	Church	37400	-7181	43.3	43.4	43.4	0.0	43.4	0.0	43.4	0.0	43.9	47.6	3.7	48.1	4.2	44.0	0.1
CH318	687	Church	45843	7344	57.5	58.1	58.0	-0.1	58.0	-0.1	57.5	-0.6	58.8	60.1	1.3	59.0	0.2	58.5	-0.3
CH319	1051	Church	36743	-955	55.2	55.1	55.0	-0.1	55.0	-0.1	54.9	-0.2	55.6	55.1	-0.5	58.0	2.4	55.7	0.1
CH320	723	Church	39458	11464	51.4	52.5	52.8	0.3	52.8	0.3	53.4	0.9	52.2	54.4	2.2	54.0	1.8	53.4	1.2
CH321	242	Church	26844	6592	63.4	64.0	64.1	0.1	64.1	0.1	64.0	0.0	64.3	65.5	1.2	65.4	1.1	64.6	0.3
CH322	352	Church	24378	5651	64.2	65.2	65.1	-0.1	65.2	0.0	64.5	-0.7	65.4	67.4	2.0	65.7	0.3	65.0	-0.4
CH323	970	Church	32144	3499	59.0	59.8	59.9	0.1	59.9	0.1	59.8	0.0	59.9	59.0	-0.9	60.5	0.6	60.0	0.1
CH324	942	Church	41641	2916	61.6	61.7	61.6	-0.1	61.6	-0.1	61.6	-0.1	62.0	60.7	-1.3	61.2	-0.8	62.0	0.0
CH325	912	Church	47061	2960	60.6	60.4	60.2	-0.2	60.2	-0.2	60.2	-0.2	60.9	59.7	-1.2	59.8	-1.1	60.9	0.0

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
CH326	855	Church	48157	4590	58.6	59.0	59.0	0.0	59.0	0.0	58.9	-0.1	59.3	58.0	-1.3	59.1	-0.2	59.3	0.0
CH327	960	Church	39047	716	60.9	60.3	60.2	-0.1	60.2	-0.1	60.2	-0.1	60.9	60.4	-0.5	60.3	-0.6	61.0	0.1
CH328	936	Church	41466	2903	61.8	61.7	61.6	-0.1	61.7	0.0	61.6	-0.1	62.1	60.7	-1.4	61.3	-0.8	62.0	-0.1
CH329	883	Church	33816	6120	60.2	61.2	61.1	-0.1	61.1	-0.1	60.5	-0.7	61.5	63.2	1.7	61.5	0.0	60.9	-0.6
CH330	843	Church	45634	5505	56.8	57.5	57.5	0.0	57.4	-0.1	57.3	-0.2	57.8	57.5	-0.3	58.0	0.2	57.7	-0.1
CH331	939	Church	41640	1762	61.8	61.4	61.2	-0.2	61.2	-0.2	61.2	-0.2	61.9	61.0	-0.9	60.7	-1.2	61.9	0.0
CH332	972	Church	29987	1050	66.3	65.7	65.6	-0.1	65.6	-0.1	65.6	-0.1	66.1	64.8	-1.3	64.7	-1.4	65.9	-0.2
CH333	1111	Church	41426	-4948	45.6	45.8	45.8	0.0	45.8	0.0	45.7	-0.1	46.4	49.9	3.5	51.0	4.6	46.4	0.0
CH334	587	Church	-3362	-8211	62.6	59.2	59.2	0.0	59.2	0.0	59.2	0.0	59.1	59.2	0.1	58.2	-0.9	58.9	-0.2
CH335	630	Church	35032	9135	57.2	57.6	57.8	0.2	57.8	0.2	58.7	1.1	57.6	59.1	1.5	59.6	1.8	59.4	1.6
CH337	681	Church	45974	8851	57.6	58.2	58.2	0.0	58.2	0.0	58.1	-0.1	58.8	60.2	1.4	59.7	0.9	59.2	0.4
CH338	1081	Church	34658	-3718	49.6	49.7	49.6	-0.1	49.6	-0.1	49.6	-0.1	50.1	52.2	2.1	53.8	3.7	50.1	0.0
CH339	690	Church	48086	7361	56.7	57.4	57.2	-0.2	57.2	-0.2	56.8	-0.6	58.1	59.1	1.0	58.2	0.1	57.9	-0.2
CH340	748	Church	37438	6936	59.8	60.8	60.7	-0.1	60.7	-0.1	60.3	-0.5	61.1	62.8	1.7	61.6	0.5	60.9	-0.2
CH341	909	Church	46155	3671	60.3	60.3	60.3	0.0	60.3	0.0	60.2	-0.1	60.7	59.3	-1.4	60.0	-0.7	60.7	0.0
CH342	951	Church	42760	1256	60.4	59.9	59.7	-0.2	59.7	-0.2	59.7	-0.2	60.5	59.7	-0.8	59.6	-0.9	60.5	0.0
CH343	309	Church	15571	5631	67.2	67.5	67.7	0.2	67.8	0.3	68.6	1.1	67.6	68.2	0.4	66.7	-1.5	66.3	-1.3
CH345	801	Church	39024	7361	59.6	60.5	60.4	-0.1	60.4	-0.1	60.1	-0.4	60.8	62.5	1.7	61.5	0.7	60.8	0.0
CH346	980	Church	34663	2176	63.7	63.5	63.5	0.0	63.5	0.0	63.4	-0.1	63.7	62.3	-1.4	63.1	-0.6	63.7	0.0
CH347	1058	Church	39043	-2119	51.9	52.0	51.9	-0.1	51.9	-0.1	51.8	-0.2	52.5	52.4	-0.1	55.1	2.6	52.5	0.0
CH348	941	Church	41661	2382	62.1	61.8	61.7	-0.1	61.7	-0.1	61.7	-0.1	62.3	61.1	-1.2	61.1	-1.2	62.3	0.0
CH349	811	Church	39032	5549	57.2	58.2	58.1	-0.1	58.1	-0.1	57.8	-0.4	58.6	59.5	0.9	58.6	0.0	58.2	-0.4
CH350	634	Church	36465	11455	50.9	51.5	52.0	0.5	52.0	0.5	52.6	1.1	51.6	53.9	2.3	53.1	1.5	52.7	1.1
CH351	757	Church	37457	8790	58.7	59.2	59.4	0.2	59.4	0.2	59.8	0.6	59.4	60.6	1.2	61.0	1.6	60.5	1.1
CH352	635	Church	36665	11456	50.9	51.5	52.0	0.5	52.1	0.6	52.6	1.1	51.6	53.9	2.3	53.1	1.5	52.8	1.2
CH353	1131	Church	40091	-6584	43.4	43.7	43.7	0.0	43.7	0.0	43.6	-0.1	44.3	48.8	4.5	49.4	5.1	44.3	0.0
CH354	626	Church	35029	10381	53.2	53.7	54.1	0.4	54.1	0.4	54.8	1.1	53.9	55.8	1.9	55.5	1.6	55.3	1.4
CH355	601	Church	11830	-11853	52.9	49.6	50.4	0.8	50.2	0.6	49.9	0.3	50.0	50.2	0.2	49.8	-0.2	50.1	0.1
CH356	825	Church	40331	5708	57.1	58.0	57.9	-0.1	57.9	-0.1	57.6	-0.4	58.4	59.3	0.9	58.4	0.0	58.1	-0.3
CH357	953	Church	38693	2526	62.6	62.5	62.4	-0.1	62.4	-0.1	62.4	-0.1	62.8	61.5	-1.3	62.0	-0.8	62.8	0.0
CH358	479	Church	25952	-4445	51.1	50.8	50.8	0.0	50.8	0.0	50.8	0.0	51.0	54.8	3.8	55.7	4.7	51.1	0.1
CH359	1001	Church	34660	-759	57.9	57.6	57.5	-0.1	57.5	-0.1	57.4	-0.2	58.1	57.7	-0.4	60.3	2.2	58.2	0.1
CH360	820	Church	38801	4082	58.7	59.3	59.4	0.1	59.4	0.1	59.3	0.0	59.5	58.5	-1.0	59.9	0.4	59.5	0.0
CH361	508	Church	-297	10928	54.5	52.1	51.5	-0.6	51.7	-0.4	51.2	-0.9	53.0	52.3	-0.7	52.8	-0.2	52.6	-0.4
CH362	805	Church	39032	6115	57.9	59.0	58.8	-0.2	58.8	-0.2	58.4	-0.6	59.4	60.7	1.3	59.3	-0.1	58.9	-0.5
CH363	1049	Church	39044	-249	57.3	57.1	56.9	-0.2	57.0	-0.1	56.9	-0.2	57.6	57.1	-0.5	59.1	1.5	57.7	0.1
CH364	560	Church	-3000	-5050	72.1	68.4	68.4	0.0	68.3	-0.1	68.3	-0.1	68.3	68.2	-0.1	66.5	-1.8	68.2	-0.1
CH365	817	Church	40013	4704	57.5	58.3	58.3	0.0	58.3	0.0	58.2	-0.1	58.5	58.1	-0.4	58.9	0.4	58.5	0.0
CH366	1079	Church	34663	-2477	52.6	52.5	52.5	0.0	52.4	-0.1	52.4	-0.1	53.0	53.4	0.4	56.1	3.1	53.1	0.1
CH367	1039	Church	40329	-3661	47.8	48.0	47.9	-0.1	47.9	-0.1	47.8	-0.2	48.5	50.5	2.0	52.0	3.5	48.5	0.0
CH368	1086	Church	29105	-1896	56.9	56.5	56.4	-0.1	56.4	-0.1	56.4	-0.1	56.9	57.4	0.5	61.2	4.3	56.9	0.0
CH369	828	Church	42811	6043	56.8	57.7	57.6	-0.1	57.5	-0.2	57.2	-0.5	58.2	59.0	0.8	58.2	0.0	57.9	-0.3
CH370	667	Church	42991	10007	56.1	56.8	57.0	0.2	57.0	0.2	57.6	0.8	56.9	58.3	1.4	58.7	1.8	58.2	1.3
CH373	911	Church	47547	3592	60.2	60.2	60.1	-0.1	60.1	-0.1	60.1	-0.1	60.6	59.3	-1.3	59.6	-0.6	60.6	0.0
CH374	689	Church	45642	6875	56.9	57.6	57.5	-0.1	57.5	-0.1	57.1	-0.5	58.3	59.4	1.1	58.3	0.0	58.0	-0.3
CH375	446	Church	17910	-9299	50.9	48.2	49.0	0.8	48.9	0.7	48.6	0.4	48.5	49.2	0.7	49.2	0.7	48.9	0.4
CH376	1030	Church	41065	-1571	52.6	52.6	52.5	-0.1	52.5	-0.1	52.5	-0.1	53.2	52.7	-0.5	55.6	2.4	53.2	0.0
CH377	1026	Church	40331	-1043	54.2	54.2	54.1	-0.1	54.1	-0.1	54.1	-0.1	54.7	54.2	-0.5	57.0	2.3	54.8	0.1
CH378	779	Church	32154	5163	58.7	59.9	59.8	0.1	59.8	-0.1	59.3	0.6	60.1	61.6	1.5	60.0	-0.1	59.7	-0.4
CH379	853	Church	48219	5704	56.6	57.3	57.3	0.0	57.3	0.0	57.1	-0.2	57.6	57.1	-0.5	57.7	0.1	57.6	0.0
CH380	931	Church	44125	-1582	51.4	51.6	51.4	-0.2	51.5	-0.1	51.4	-0.2	52.1	51.7	-0.4	54.3	2.2	52.2	0.1
CH381	699	Church	42991	7844	58.6	59.3	59.3	0.0	59.3	0.0	59.0	-0.3	59.8	61.4	1.6	60.5	0.7	59.9	0.1

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
CH382	641	Church	46295	10514	55.6	56.2	56.4	0.2	56.5	0.3	56.6	0.6	56.5	57.8	1.3	58.0	1.5	57.5	1.0
CH383	350	Church	23176	6146	64.9	65.5	65.6	0.1	65.6	0.1	65.5	0.0	65.8	67.4	1.6	66.9	1.1	66.1	0.3
CH384	711	Church	41775	7686	58.9	59.6	59.6	0.0	59.6	0.0	59.3	-0.3	60.1	61.7	1.6	60.7	0.6	60.2	0.1
CH386	766	Church	29674	7848	60.5	60.8	61.0	0.2	61.1	0.3	61.6	1.0	61.1	62.2	1.1	62.9	1.8	62.4	1.3
CH389	698	Church	42990	8634	58.5	59.1	59.2	0.1	59.2	0.1	59.2	0.1	59.5	61.0	1.5	60.6	1.1	60.1	0.6
CH390	615	Church	32137	10569	52.2	52.5	53.0	0.5	53.1	0.6	53.6	1.1	52.8	55.1	2.3	54.2	1.4	54.0	1.2
CH391	819	Church	40122	4479	58.0	58.7	58.7	0.0	58.7	0.0	58.6	-0.1	58.9	58.1	-0.8	59.3	0.4	58.8	-0.1
CH392	1005	Church	33524	-107	61.3	60.7	60.6	-0.1	60.6	-0.1	60.6	-0.1	61.2	60.9	-0.3	61.5	0.3	61.3	0.1
CH393	991	Church	29454	197	65.6	64.7	64.6	-0.1	64.6	-0.1	64.6	-0.1	65.2	64.7	-0.5	63.5	-1.7	65.2	0.0
CH394	637	Church	48067	9821	56.7	57.2	57.4	0.2	57.4	0.2	57.6	0.4	57.7	59.1	1.4	59.0	1.3	58.6	0.9
CH395	510	Church	20	7468	60.6	58.2	57.2	-1.0	57.3	-0.9	57.1	-1.1	59.2	57.8	-1.4	58.6	-0.6	58.5	-0.7
CH396	586	Church	-3363	-7999	63.1	59.7	59.7	0.0	59.7	0.0	59.7	0.0	59.6	59.6	0.0	58.6	-1.0	59.4	-0.2
CH397	512	Church	-3153	6521	60.5	58.5	59.1	0.6	59.2	0.7	59.3	0.8	59.1	59.2	0.1	60.4	1.3	60.1	1.0
CH398	652	Church	42801	10702	54.1	55.2	55.4	0.2	55.4	0.2	56.0	0.8	54.9	56.7	1.8	56.8	1.9	56.2	1.3
CH399	703	Church	41467	8022	59.1	59.7	59.8	0.1	59.8	0.1	59.6	-0.1	60.2	61.8	1.6	61.0	0.8	60.4	0.2
CH401	710	Church	41878	8107	59.0	59.7	59.7	0.0	59.7	0.0	59.6	-0.1	60.1	61.7	1.6	61.0	0.9	60.4	0.3
CH402	1002	Church	33574	-393	60.1	59.5	59.4	-0.1	59.4	-0.1	59.4	-0.1	60.1	59.7	-0.4	61.3	1.2	60.1	0.0
CH403	955	Church	40124	2902	62.0	61.9	61.9	0.0	61.9	0.0	61.9	0.0	62.2	60.8	-1.4	61.6	-0.6	62.2	0.0
CH404	839	Church	44570	6167	56.6	57.4	57.3	-0.1	57.3	-0.1	57.0	-0.4	57.9	58.6	0.7	57.9	0.0	57.6	-0.3
CH405	359	Church	26436	-4141	51.6	51.3	51.3	0.0	51.3	0.0	51.3	0.0	51.5	55.4	3.9	56.5	5.0	51.6	0.1
CH406	1056	Church	39465	-1582	53.1	53.2	53.0	-0.2	53.0	-0.2	53.0	-0.2	53.7	53.3	-0.4	56.2	2.5	53.7	0.0
CH408	447	Church	16609	-5117	54.4	52.0	52.7	0.7	52.7	0.7	52.4	0.4	52.2	53.1	0.9	53.5	1.4	52.5	0.3
CH410	493	Church	27039	-12360	43.4	41.9	42.4	0.5	42.4	0.5	42.1	0.2	42.4	43.6	1.2	44.1	1.7	42.7	0.3
CH411	531	Church	-5649	6168	61.8	59.7	60.3	0.6	60.3	0.6	60.5	0.8	60.0	59.8	-0.2	61.0	1.0	61.1	1.1
CH413	537	Church	955	5447	67.2	64.7	63.4	-1.3	63.3	-1.4	64.0	-0.7	65.6	63.7	-1.9	64.4	-1.2	65.4	-0.2
CH415	576	Church	-574	-8529	59.8	57.2	57.2	0.0	57.0	-0.2	57.0	-0.2	57.4	57.2	-0.2	56.3	-1.1	56.8	-0.6
CH416	584	Church	-3520	-6950	66.0	62.4	62.4	0.0	62.4	0.0	62.4	0.0	62.2	62.3	0.1	61.1	-1.1	62.2	0.0
CH417	670	Church	51737	9002	56.7	57.0	57.0	0.0	57.0	0.0	56.8	-0.2	57.9	59.0	1.1	58.5	0.6	58.2	0.3
CH418	683	Church	46306	8036	57.7	58.3	58.3	0.0	58.3	0.0	58.0	-0.3	59.0	60.4	1.4	59.5	0.5	59.1	0.1
CH423	885	Church	34438	6123	59.9	60.9	60.8	-0.1	60.8	-0.1	60.2	-0.7	61.2	63.0	1.8	61.2	0.0	60.7	-0.5
CH426	903	Church	48766	585	55.2	55.0	54.9	-0.1	54.9	-0.1	54.9	-0.1	55.8	54.9	-0.9	56.5	0.7	55.8	0.0
CH427	987	Church	27099	2637	60.6	61.6	61.8	0.2	61.8	0.2	61.7	0.1	61.6	60.0	-1.6	62.4	0.8	61.9	0.3
CH428	1105	Church	31585	-4424	49.3	49.1	49.1	0.0	49.1	0.0	49.0	-0.1	49.5	53.3	3.8	54.3	4.8	49.5	0.0
CH430	1090	Church	29435	-3530	52.0	51.7	51.7	0.0	51.7	0.0	51.7	0.0	52.0	55.3	3.3	56.9	4.9	52.1	0.1
CH431	238	Church	26113	11456	49.3	49.2	49.6	0.4	49.7	0.5	50.1	0.9	49.4	53.2	3.8	51.6	2.2	50.5	1.1
CH432	613	Church	32135	10287	52.8	53.2	53.7	0.5	53.7	0.5	54.4	1.2	53.5	55.6	2.1	55.0	1.5	54.8	1.3
CH433	791	Church	34981	4271	57.8	58.7	58.7	0.0	58.7	0.0	58.5	-0.2	58.8	58.7	-0.1	59.3	0.5	58.8	0.0
CH434	776	Church	29486	4620	56.7	59.9	59.8	-0.1	59.8	-0.1	59.4	-0.5	60.1	61.4	1.3	60.0	-0.1	59.8	-0.3
CH435	697	Church	43459	8836	58.3	58.8	58.9	0.1	58.9	0.1	59.0	0.2	59.3	60.7	1.4	60.4	1.1	59.9	0.6
CH436	745	Church	36665	6526	59.7	60.6	60.5	-0.1	60.5	-0.1	60.0	-0.6	60.9	62.6	1.7	61.1	0.2	60.5	-0.4
CH438	314	Church	16883	7283	59.1	59.1	59.3	0.2	59.4	0.3	60.6	1.5	59.4	61.4	2.0	61.0	1.6	61.3	1.9
CH439	646	Church	40326	10453	54.3	55.3	55.5	0.2	55.5	0.2	56.2	0.9	55.0	56.6	1.6	56.9	1.9	56.4	1.4
CH440	364	Church	21660	-3132	55.6	55.2	55.3	0.1	55.3	0.1	55.3	0.1	55.5	58.4	2.9	61.0	5.5	55.6	0.1
CH441	860	Church	50166	5138	57.7	58.1	58.1	0.0	58.1	0.0	58.0	-0.1	58.5	57.3	-1.2	58.4	-0.1	58.4	-0.1
CH442	1115	Church	41613	-6891	43.0	43.3	43.3	0.0	43.3	0.0	43.2	-0.1	43.9	46.6	4.7	49.2	5.3	43.9	0.0
CH443	642	Church	46848	10226	56.0	56.6	56.8	0.2	56.8	0.2	57.1	0.5	57.0	58.4	1.4	58.4	1.4	58.0	1.0
CH444	1135	Church	32223	-8382	43.5	43.3	43.5	0.2	43.5	0.2	43.4	0.1	43.8	46.1	2.3	46.3	2.5	43.8	0.0
CH446	736	Church	39030	7892	59.7	60.5	60.5	0.0	60.5	0.0	60.4	-0.1	60.8	62.3	1.5	61.8	1.0	61.1	0.3
CH448	948	Church	42785	3553	60.7	60.8	60.8	0.0	60.8	0.0	60.7	-0.1	61.1	59.6	-1.5	60.7	-0.4	61.0	0.1
CH449	1153	Church	34927	-10634	40.9	40.9	41.0	0.1	41.0	0.1	40.9	0.0	41.4	43.5	2.1	43.2	1.8	41.4	0.0
CH450	644	Church	40519	11466	51.6	53.0	53.2	0.2	53.3	0.3	53.8	0.8	52.4	54.5	2.1	54.4	2.0	53.6	1.2
CH451	679	Church	50324	6639	55.9	56.5	56.4	-0.1	56.4	-0.1	56.2	-0.3	57.2	57.3	0.1	57.1	-0.1	57.0	-0.2

Table A5-2
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Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
CH452	1022	Church	41632	-496	55.3	55.2	55.0	-0.2	55.0	-0.2	55.0	-0.2	55.7	55.1	-0.6	57.6	1.9	55.8	0.1
CH453	789	Church	30531	6362	62.0	62.8	62.8	0.0	62.8	0.0	62.4	-0.4	63.1	64.9	1.8	63.6	0.5	62.9	-0.2
CH454	1060	Church	39041	-2811	50.2	50.4	50.3	-0.1	50.3	-0.1	50.3	-0.1	50.9	51.5	0.6	53.6	2.7	50.9	0.0
CH455	1126	Church	42719	-7775	41.6	41.8	41.8	0.0	41.8	0.0	41.7	-0.1	42.4	46.9	4.5	47.4	5.0	42.5	0.1
CH456	859	Church	48357	4166	59.4	59.6	59.5	-0.1	59.5	-0.1	59.5	-0.1	60.0	58.6	-1.4	59.4	-0.6	60.0	0.0
CH457	785	Church	37682	5673	57.7	58.7	58.6	-0.1	58.6	-0.1	58.2	-0.5	59.1	60.3	1.2	59.0	-0.1	58.7	-0.4
CH458	702	Church	40345	8613	58.9	59.6	59.7	0.1	59.7	0.1	59.8	0.2	59.6	61.3	1.5	61.1	1.3	60.5	0.7
CH459	790	Church	34981	4311	57.7	58.6	58.6	0.0	58.6	0.0	58.5	-0.1	58.8	58.7	-0.1	59.2	0.4	58.7	-0.1
CH460	1017	Church	41458	722	59.4	59.0	58.8	-0.2	58.8	-0.2	58.8	-0.2	59.5	59.0	-0.5	59.4	-0.2	59.5	0.0
CH461	590	Church	2474	-5106	65.0	62.8	63.0	0.2	62.7	-0.1	62.6	-0.2	63.1	63.2	0.1	62.0	-1.1	62.4	-0.7
CH462	793	Church	37658	2565	62.7	62.6	62.5	-0.1	62.6	0.0	62.5	-0.1	62.9	61.5	-1.4	62.2	-0.7	62.9	0.0
CH463	772	Church	28157	7476	61.5	61.9	62.1	0.2	62.1	0.2	62.7	0.8	62.2	63.2	1.0	63.8	1.6	63.3	1.1
CH464	934	Church	40325	1845	62.4	62.0	61.9	-0.1	61.9	-0.1	61.9	-0.1	62.5	61.5	-1.0	61.2	-1.3	62.5	0.0
CH465	1089	Church	29437	-2633	54.4	54.1	54.0	-0.1	54.0	-0.1	54.0	-0.1	54.4	56.1	1.7	58.8	4.5	54.4	0.0
CH466	832	Church	41545	3875	59.7	60.1	60.1	0.0	60.1	0.0	60.1	0.0	60.3	58.9	-1.4	60.4	0.1	60.3	0.0
CH467	715	Church	41876	6385	57.5	58.4	58.2	-0.2	58.2	-0.2	57.8	-0.6	58.9	60.2	1.3	58.9	0.0	58.5	-0.4
CH468	709	Church	41732	8327	58.9	59.6	59.6	0.0	59.6	0.0	59.6	0.0	60.0	61.5	1.5	61.0	1.0	60.4	0.4
CH469	631	Church	36307	9187	57.3	57.7	57.9	0.2	58.0	0.3	58.8	1.1	58.0	59.2	1.2	59.8	1.8	59.5	1.5
CH470	319	Church	15830	5944	65.5	65.7	66.0	0.3	66.0	0.3	67.8	2.1	66.0	66.7	0.7	68.2	2.2	68.3	2.3
CH471	977	Church	34666	3437	59.7	60.3	60.4	0.1	60.4	0.1	60.3	0.0	60.4	59.1	-1.3	61.0	0.6	60.5	0.1
CH472	1006	Church	34478	360	62.5	61.8	61.7	-0.1	61.7	-0.1	61.7	-0.1	62.4	62.0	-0.4	61.6	-0.8	62.4	0.0
CH473	861	Church	50724	5052	57.9	58.3	58.2	-0.1	58.2	-0.1	58.1	-0.2	58.6	57.3	-1.3	58.4	-0.2	58.6	0.0
CH474	868	Church	51786	3641	59.3	59.2	59.0	-0.2	59.0	-0.2	59.0	-0.2	59.8	58.6	-1.2	58.8	-1.0	59.8	0.0
CH475	1021	Church	40320	132	58.0	57.7	57.5	-0.2	57.5	-0.2	57.5	-0.2	58.2	57.7	-0.5	59.1	0.9	58.3	0.1
CH476	847	Church	46391	3883	60.0	60.1	60.0	-0.1	60.0	-0.1	60.0	-0.1	60.4	59.1	-1.3	59.9	-0.5	60.4	0.0
CH477	830	Church	41646	4569	58.0	58.6	58.6	0.0	58.6	0.0	58.5	-0.1	58.8	58.0	-0.8	59.2	0.4	58.8	0.0
CH478	1064	Church	38993	-3455	48.9	49.0	49.0	0.0	49.0	0.0	48.9	-0.1	49.5	51.1	1.6	52.8	3.3	49.6	0.1
CH479	976	Church	29687	3172	59.5	60.4	60.6	0.2	60.6	0.2	60.5	0.1	60.5	59.4	-1.1	61.2	0.7	60.6	0.1
CH480	739	Church	36132	8126	60.0	60.6	60.7	0.1	60.7	0.1	60.9	0.3	60.8	62.2	1.4	62.2	1.4	61.5	0.7
CH481	547	Church	6983	6070	61.6	60.3	62.0	1.7	63.1	2.8	62.6	2.3	60.7	63.2	2.5	63.9	3.2	63.8	3.1
CH482	800	Church	35540	2955	61.4	61.7	61.8	0.1	61.8	0.1	61.7	0.0	61.9	60.2	-1.7	62.1	0.2	61.9	0.0
CH483	834	Church	43714	6162	56.8	57.6	57.4	-0.2	57.4	-0.2	57.1	-0.5	58.1	58.9	0.8	58.1	0.0	57.8	-0.3
CH484	906	Church	50363	1774	57.8	57.4	57.2	-0.2	57.2	-0.2	57.2	-0.2	58.2	57.4	-0.8	57.5	-0.7	58.2	0.0
CH485	632	Church	37466	9880	55.3	55.9	56.1	0.2	56.2	0.3	57.0	1.1	56.0	57.5	1.5	57.8	1.8	57.5	1.5
CH486	416	Church	13771	-10070	53.6	50.4	51.2	0.8	51.1	0.7	50.8	0.4	50.7	51.0	0.3	50.7	0.0	50.9	0.2
CH489	639	Church	48294	10047	56.3	56.9	57.1	0.2	57.1	0.2	57.3	0.4	57.4	58.7	1.3	58.7	1.3	58.3	0.9
CH490	1065	Church	40102	-3457	48.6	48.8	48.7	-0.1	48.7	-0.1	48.7	-0.1	49.3	50.7	1.4	52.4	3.1	49.3	0.0
CH491	663	Church	45815	9225	57.6	58.1	58.2	0.1	58.2	0.1	58.3	0.2	58.6	60.0	1.4	59.8	1.2	59.3	0.7
CH493	628	Church	36143	9513	56.2	56.6	56.8	0.2	56.9	0.3	57.7	1.1	56.8	58.2	1.4	58.6	1.8	58.3	1.5
CH494	1114	Church	40302	-6704	43.3	43.5	43.5	0.0	43.5	0.0	43.4	-0.1	44.1	48.6	4.5	49.2	5.1	44.1	0.0
CH495	848	Church	46745	6171	56.3	57.1	57.0	-0.1	57.0	-0.1	56.7	-0.4	57.5	57.8	0.3	57.6	0.1	57.4	-0.1
CH496	1149	Church	33251	-11838	40.9	40.7	40.9	0.2	40.9	0.2	40.7	0.0	41.2	43.0	1.8	42.6	1.4	41.1	-0.1
CH497	275	Church	12760	12329	50.8	48.9	49.8	0.9	50.2	1.3	49.6	0.7	49.5	51.0	1.5	51.2	1.7	50.6	1.1
CH498	833	Church	41646	3729	60.1	60.4	60.4	0.0	60.4	0.0	60.4	0.0	60.5	59.2	-1.4	60.5	0.0	60.5	0.0
CH499	910	Church	46175	3432	60.6	60.5	60.4	-0.1	60.4	-0.1	60.4	-0.1	60.9	59.6	-1.3	60.1	-0.8	60.9	0.0
CH500	975	Church	29880	2945	60.3	61.1	61.2	0.1	61.2	0.1	61.2	0.1	61.1	59.7	-1.4	61.9	0.8	61.2	0.1
CH501	1061	Church	38743	-2896	50.1	50.3	50.2	-0.1	50.2	-0.1	50.2	-0.1	50.8	51.5	0.7	53.6	2.8	50.8	0.0
CH502	836	Church	43854	6165	56.7	57.5	57.4	-0.1	57.4	-0.1	57.1	-0.4	58.1	58.8	0.7	58.1	0.0	57.8	-0.3
CH503	564	Church	-2777	-7028	55.1	61.9	61.8	-0.1	61.8	-0.1	61.8	-0.1	61.8	61.8	0.0	60.6	-1.2	61.6	0.2
CH504	949	Church	42759	1733	61.3	60.8	60.7	-0.1	60.7	-0.1	60.7	-0.1	61.4	60.5	-0.9	60.2	-1.2	61.4	0.0
CH505	726	Church	39024	10321	54.3	55.2	55.4	0.2	55.4	0.2	56.1	0.9	55.1	56.7	1.6	56.9	1.8	56.5	1.4
CH506	842	Church	45636	5673	56.6	57.3	57.3	0.0	57.3	0.0	57.1	-0.2	57.7	57.6	-0.1	57.8	0.1	57.6	-0.1

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
CH507	1015	Church	38086	-1785	53.1	53.1	53.0	-0.1	53.0	-0.1	53.0	-0.1	53.6	53.3	-0.3	56.3	2.7	53.7	0.1
CH508	1027	Church	41450	-1257	53.2	53.3	53.1	-0.2	53.1	-0.2	53.1	-0.2	53.8	53.2	-0.6	56.1	2.3	53.9	0.1
CH509	629	Church	34671	8932	57.8	58.2	58.4	0.2	58.4	0.2	59.3	1.1	58.4	59.6	1.2	60.2	1.8	60.0	1.6
CH510	730	Church	39023	9710	56.2	56.9	57.1	0.2	57.1	0.2	57.9	1.0	56.9	58.3	1.4	58.8	1.9	58.4	1.5
CH511	804	Church	39180	6876	59.2	60.0	60.0	0.0	60.0	0.0	59.5	-0.5	60.4	62.1	1.7	60.8	0.4	60.1	-0.3
CH512	940	Church	41641	2106	62.1	61.7	61.6	-0.1	61.6	-0.1	61.6	-0.1	62.2	61.1	-1.1	61.0	-1.2	62.2	0.0
CH513	268	Church	17184	8722	54.5	54.2	54.5	0.3	54.6	0.4	55.1	0.9	54.5	58.3	3.8	56.1	1.6	55.7	1.2
CH514	923	Church	42971	1727	61.2	60.7	60.6	-0.1	60.6	-0.1	60.6	-0.1	61.3	60.4	-0.9	60.1	-1.2	61.3	0.0
CH515	1059	Church	40113	-2588	50.4	50.6	50.5	-0.1	50.5	-0.1	50.4	-0.2	51.1	51.3	0.2	53.6	2.5	51.1	0.0
CH516	849	Church	45429	6052	58.5	57.2	57.1	-0.1	57.1	-0.1	56.9	-0.3	57.7	58.1	0.4	57.7	0.0	57.5	-0.2
CH517	735	Church	40132	8022	59.4	60.1	60.1	0.0	60.2	0.1	60.0	-0.1	60.4	62.0	1.6	61.5	1.1	60.8	0.4
CH518	545	Church	5989	6176	61.2	59.6	62.2	2.6	62.2	2.6	62.6	3.0	60.1	63.3	3.2	64.4	4.3	64.2	4.1
CH519	516	Church	-4691	6400	60.8	58.9	59.6	0.7	59.7	0.8	59.9	1.0	59.3	59.4	0.1	60.6	1.3	60.5	1.2
CH520	502	Church	3327	10191	56.0	53.4	54.1	0.7	54.5	1.1	53.9	0.5	54.3	55.3	1.0	56.0	1.7	55.8	1.5
CH521	505	Church	427	8681	56.6	56.1	55.2	-0.9	55.3	-0.8	55.0	-1.1	57.1	55.9	-1.2	56.5	-0.6	56.5	-0.6
CH522	337	Church	13807	1287	60.8	61.7	62.1	0.4	62.1	0.4	62.0	0.3	61.3	61.0	-0.3	63.6	2.3	61.6	0.3
CH524	893	Church	34683	4171	57.9	58.8	58.8	0.0	58.8	0.0	58.7	-0.1	58.9	58.7	-0.2	59.4	0.5	58.9	0.0
CH525	706	Church	40343	6647	58.4	59.2	59.1	-0.1	59.1	-0.1	58.6	-0.6	59.7	61.3	1.6	59.8	0.1	59.3	-0.4
CH526	1036	Church	42759	-3184	48.4	48.6	48.5	-0.1	48.5	-0.1	48.5	-0.1	48.2	50.0	0.8	51.8	2.7	49.2	0.0
CH528	1045	Church	42654	-3695	47.5	47.7	47.6	-0.1	47.6	-0.1	47.6	-0.1	48.3	49.9	1.6	51.4	3.1	48.3	0.0
CH529	1013	Church	37462	-1270	54.8	54.7	54.6	-0.1	54.6	-0.1	54.6	-0.1	55.2	54.7	-0.5	57.8	2.6	55.3	0.1
CH530	665	Church	45835	9033	57.7	58.3	58.4	0.1	58.4	0.1	58.4	0.1	58.8	60.2	1.4	59.9	1.1	59.4	0.6
CH531	716	Church	42788	7402	58.4	59.1	59.1	0.0	59.1	0.0	58.7	-0.4	59.7	61.2	1.5	60.1	0.4	59.6	-0.1
CH532	253	Church	23813	9141	54.4	54.5	54.8	0.3	54.9	0.4	55.6	1.1	54.7	57.6	2.9	56.3	1.6	56.1	1.4
HOS01	1147	Hospital	31921	-14784	40.2	39.3	39.7	0.4	39.7	0.4	39.5	0.2	38.9	40.9	1.0	41.4	1.5	40.1	0.2
HOS02	1123	Hospital	42615	-8967	40.4	40.5	40.6	0.0	40.6	0.0	40.5	-0.1	41.2	44.9	3.7	45.3	4.1	41.3	0.1
HOS03	433	Hospital	16561	-11296	50.5	47.5	48.3	0.8	48.2	0.7	47.9	0.4	47.9	48.3	0.4	48.2	0.3	48.2	0.3
HOS04	480	Hospital	26005	-9398	45.4	44.3	44.7	0.4	44.7	0.4	44.5	0.2	44.7	46.5	1.8	46.7	2.0	44.9	0.2
HOS05	429	Hospital	15713	-5495	55.8	53.5	54.2	0.7	54.1	0.6	53.9	0.4	53.6	54.5	0.9	55.0	1.4	53.9	0.3
HOS06	473	Hospital	22417	-13842	45.2	42.8	43.4	0.6	43.4	0.6	43.1	0.3	43.4	44.0	0.6	44.0	0.6	43.7	0.3
HOS07	426	Hospital	15334	-5123	56.5	54.3	54.9	0.6	54.9	0.6	54.7	0.4	54.3	55.3	1.0	55.9	1.6	54.7	0.4
HOS09	244	Hospital	23095	8420	56.5	56.7	57.0	0.3	57.0	0.3	58.0	1.3	56.9	59.0	2.1	58.6	1.7	58.6	1.7
HOS10	340	Hospital	18684	3896	62.1	64.0	63.8	-0.2	63.8	-0.2	63.3	-0.7	64.4	65.8	1.4	63.1	-1.3	64.1	-0.3
HOS11	267	Hospital	18500	8884	54.3	54.2	54.5	0.3	54.5	0.3	55.0	0.8	54.5	58.1	3.6	56.0	1.5	55.7	1.2
HOS12	430	Hospital	13791	-5987	57.8	54.9	55.7	0.8	55.6	0.7	55.3	0.4	55.0	55.6	0.6	55.6	0.6	55.3	0.3
HOS13	778	Hospital	29985	5901	61.6	62.6	62.5	-0.1	62.5	-0.1	61.9	-0.7	62.8	64.7	1.9	62.9	0.1	62.3	-0.5
HOS15	348	Hospital	17190	1285	62.1	63.1	63.5	0.4	63.5	0.4	63.4	0.3	62.7	61.4	-1.3	65.0	2.3	62.8	0.1
HOS16	296	Hospital	13553	7081	58.9	58.5	58.9	0.4	59.0	0.5	59.9	1.4	58.9	62.0	3.1	60.5	1.6	60.6	1.7
HOS17	466	Hospital	19793	-13319	47.0	44.4	45.0	0.6	45.0	0.6	44.7	0.3	44.9	45.3	0.4	45.3	0.4	45.2	0.3
HOS18	389	Hospital	13797	-3917	59.6	57.7	58.2	0.5	58.2	0.5	58.0	0.3	57.6	58.6	1.0	60.7	3.1	57.9	0.3
HOS19	343	Hospital	17676	2790	59.0	60.8	60.8	0.0	60.8	0.0	60.5	-0.3	61.1	61.4	0.3	60.7	-0.4	61.0	-0.1
HOS20	676	Hospital	51747	207	53.0	52.9	52.8	-0.1	52.8	-0.1	52.7	-0.2	53.7	52.8	-0.9	54.8	1.1	53.8	0.1
LIB01	406	Library	15816	-9101	52.8	49.9	50.6	0.7	50.5	0.6	50.2	0.3	50.1	50.6	0.5	50.5	0.4	50.4	0.3
LIB02	306	Library	15450	7185	59.0	58.9	59.2	0.3	59.2	0.3	60.4	1.5	59.2	61.5	2.3	60.8	1.6	61.1	1.9
LIB03	366	Library	24178	-3305	54.5	54.0	54.1	0.1	54.1	0.1	54.0	0.0	54.3	57.4	3.1	59.5	5.2	54.4	0.1
LIB04	249	Library	23842	6513	64.2	64.6	64.8	0.2	64.8	0.2	65.1	0.5	64.9	66.1	1.2	66.3	1.4	65.7	0.8
LIB05	544	Library	3672	4468	68.2	67.8	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	68.2	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
LIB06	1000	Library	32350	-1151	57.8	57.4	57.3	-0.1	57.3	-0.1	57.3	-0.1	57.9	57.7	-0.2	60.9	3.0	57.9	0.0
LIB07	377	Library	16622	-1444	68.7	67.5	67.4	-0.1	67.4	-0.1	67.4	-0.1	68.0	68.9	0.9	66.3	-1.7	68.3	0.3
LIB10	968	Library	37424	2049	63.3	63.0	62.9	-0.1	62.9	-0.1	62.9	-0.1	63.4	62.1	-1.3	62.3	-1.1	63.3	-0.1
LIB11	1171	Library	-3147	-6769	66.2	62.7	62.8	0.1	62.7	0.0	62.7	0.0	62.6	62.7	0.1	61.4	-1.2	62.5	-0.1
LIB13	1177	Library	-3179	6210	61.2	59.2	60.0	0.8	60.1	0.9	60.2	1.0	59.8	60.0	0.2	61.3	1.5	61.0	1.2

Table A5-2
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Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
NH001	1148	Hospital,Convalescent	31960	-14667	40.3	39.4	39.7	0.3	39.7	0.3	39.6	0.2	40.0	41.0	1.0	41.5	1.5	40.2	0.2
NH002	1128	Hospital,Convalescent	42592	-7309	42.1	42.4	42.3	-0.1	42.3	-0.1	42.3	-0.1	43.0	47.7	4.7	48.2	5.2	43.1	0.1
NH003	771	Hospital,Convalescent	29488	7434	61.6	62.1	62.2	0.1	62.2	0.1	62.6	0.5	62.3	63.5	1.2	63.8	1.5	63.3	1.0
NH004	884	Hospital,Convalescent	34331	5967	59.6	60.7	60.5	-0.2	60.5	-0.2	60.0	-0.7	60.9	62.7	1.8	60.9	0.0	60.4	-0.5
NH005	1100	Hospital,Convalescent	31861	-4498	48.0	48.9	48.9	0.0	48.9	0.0	48.8	-0.1	49.2	52.9	3.7	53.9	4.7	49.3	0.1
NH007	257	Hospital,Convalescent	17108	11062	50.6	49.6	50.2	0.6	50.3	0.7	50.2	0.6	50.0	52.3	2.3	51.2	1.2	50.9	0.9
NH008	367	Hospital,Convalescent	20727	-198	70.6	69.6	69.5	-0.1	69.5	-0.1	69.5	-0.1	70.1	69.0	-1.1	67.7	-2.4	69.9	-0.2
NH009	424	Hospital,Convalescent	13755	-5511	58.3	55.6	56.3	0.7	56.2	0.6	55.9	0.3	55.6	56.2	0.6	56.4	0.8	55.9	0.3
NH010	623	Hospital,Convalescent	34543	11454	50.6	51.0	51.6	0.6	51.6	0.6	52.2	1.2	51.1	53.7	2.6	52.6	1.5	52.3	1.2
NH011	818	Hospital,Convalescent	40102	4777	57.4	58.2	58.2	0.0	58.2	0.0	58.0	-0.2	58.4	58.1	-0.3	58.8	0.4	58.4	0.0
NH012	247	Hospital,Convalescent	23851	6390	64.4	64.9	65.1	0.2	65.1	0.2	65.2	0.3	65.2	66.6	1.4	66.5	1.3	65.8	0.6
NH013	313	Hospital,Convalescent	16922	7743	57.3	57.2	57.5	0.3	57.5	0.3	58.5	1.3	57.5	60.5	3.0	59.1	1.6	59.2	1.7
NH014	466	Hospital,Convalescent	19780	-14378	46.3	43.7	44.4	0.7	44.3	0.6	44.0	0.3	44.2	44.7	0.5	44.6	0.4	44.6	0.4
NH015	1004	Hospital,Convalescent	34661	-443	59.2	58.7	58.8	0.1	58.8	0.1	58.6	-0.1	59.2	58.9	-0.3	60.7	1.5	59.3	0.1
NH016	1157	Hospital,Convalescent	39036	-7308	42.8	43.0	43.0	0.0	43.0	0.0	42.9	-0.1	43.5	47.5	4.0	48.0	4.5	43.6	0.1
NH017	764	Hospital,Convalescent	34326	6502	60.6	61.6	61.5	-0.1	61.5	-0.1	61.0	-0.6	61.8	63.5	1.7	62.2	0.4	61.5	-0.3
NH018	312	Hospital,Convalescent	17706	7119	60.1	60.2	60.5	0.3	60.5	0.3	61.8	1.6	60.5	62.0	1.5	62.2	1.7	62.5	2.0
NH019	303	Hospital,Convalescent	14840	6647	61.1	61.0	61.3	0.3	61.4	0.4	62.8	1.8	61.4	62.9	1.5	63.1	1.7	63.5	2.1
NH020	729	Hospital,Convalescent	39023	9916	55.6	56.3	56.5	0.2	56.5	0.2	57.3	1.0	56.3	57.7	1.4	58.2	1.9	57.7	1.4
NH021	864	Hospital,Convalescent	51364	3846	59.3	59.3	59.1	-0.2	59.1	-0.2	59.1	-0.2	59.8	58.5	-1.3	58.9	-0.9	59.8	0.0
NH022	744	Hospital,Convalescent	35884	6388	59.8	60.7	60.6	-0.1	60.6	-0.1	60.1	-0.6	61.0	62.7	1.7	61.2	0.2	60.6	-0.4
NH023	411	Hospital,Convalescent	13941	-7834	55.8	52.7	53.5	0.8	53.3	0.6	53.1	0.4	52.8	53.3	0.5	53.1	0.3	53.1	0.3
NH025	269	Hospital,Convalescent	15569	12004	50.0	48.5	49.2	0.7	49.5	1.0	49.1	0.6	48.9	50.8	1.9	50.4	1.5	50.0	1.1
NH026	358	Hospital,Convalescent	26823	2036	63.1	63.7	63.8	0.1	63.8	0.1	63.8	0.1	63.6	61.6	-2.0	64.4	0.8	63.8	0.2
NH027	442	Hospital,Convalescent	18773	-9296	50.2	47.7	48.4	0.7	48.3	0.6	48.0	0.3	48.0	48.7	0.7	48.9	0.9	48.3	0.3
NH028	302	Hospital,Convalescent	14396	6645	61.0	60.9	61.2	0.3	61.3	0.4	62.7	1.8	61.3	62.9	1.6	63.0	1.7	63.4	2.1
NH029	467	Hospital,Convalescent	20446	-13970	46.2	43.8	44.3	0.7	44.2	0.6	44.0	0.4	44.2	44.7	0.5	44.6	0.4	44.5	0.3
NH030	907	Hospital,Convalescent	50177	1811	58.0	57.6	57.4	-0.2	57.4	-0.2	57.4	-0.2	58.4	57.5	-0.9	57.6	-0.8	58.4	0.0
NH031	1103	Hospital,Convalescent	31698	-4425	49.2	49.0	49.1	0.1	49.0	0.0	49.0	0.0	49.4	53.1	3.7	54.2	4.8	49.5	0.1
NH033	288	Hospital,Convalescent	12509	8161	56.1	54.9	55.5	0.6	55.9	1.0	55.7	0.8	55.3	57.8	2.5	56.6	1.3	56.4	1.1
NH034	486	Hospital,Convalescent	25791	-14548	43.1	41.1	41.6	0.5	41.6	0.5	41.4	0.3	41.7	42.5	0.8	42.6	0.9	42.1	0.4
NH035	1047	Hospital,Convalescent	42439	-4172	46.7	46.9	46.8	-0.1	46.8	-0.1	46.8	-0.1	47.5	49.9	2.4	51.2	3.7	47.5	0.0
NH037	1067	Hospital,Convalescent	34990	-3870	49.2	49.3	49.2	-0.1	49.2	-0.1	49.2	-0.1	49.7	52.0	2.3	53.5	3.8	49.7	0.0
NH038	261	Hospital,Convalescent	17775	10041	52.0	51.4	51.8	0.4	51.9	0.5	52.0	0.6	51.7	54.8	3.1	53.1	1.4	52.7	1.0
NH039	919	Hospital,Convalescent	45925	2945	60.9	60.7	60.6	-0.1	60.6	-0.1	60.6	-0.1	61.2	60.0	-1.2	60.1	-1.1	61.2	0.0
NH040	246	Hospital,Convalescent	22738	6430	64.5	64.9	65.1	0.2	65.1	0.2	65.5	0.6	65.2	66.3	1.1	66.7	1.5	66.1	0.9
NH041	754	Hospital,Convalescent	37456	8531	59.2	59.8	59.9	0.1	59.9	0.1	60.3	0.5	60.0	61.4	1.4	61.5	1.5	60.9	0.9
NH042	763	Hospital,Convalescent	34661	7463	60.9	61.6	61.6	0.0	61.6	0.0	61.6	0.0	61.9	63.4	1.5	62.9	1.0	62.2	0.3
NH043	529	Hospital,Convalescent	-7595	6080	62.8	60.1	60.3	0.2	60.4	0.3	60.6	0.5	60.3	59.8	-0.5	61.0	0.7	61.2	0.9
NH044	342	Hospital,Convalescent	18202	2864	59.0	60.8	60.8	0.0	60.8	0.0	60.5	-0.3	61.2	61.4	0.2	60.6	-0.6	61.1	-0.1
NH045	428	Hospital,Convalescent	15756	-5107	56.0	53.9	54.5	0.6	54.5	0.6	54.3	0.4	54.0	55.0	1.0	55.7	1.7	54.3	0.3
PBS001	1024	Public School	40639	-964	54.3	54.2	54.1	-0.1	54.1	-0.1	54.1	-0.1	54.8	54.2	-0.6	57.0	2.2	54.8	0.0
PBS002	1113	Public School	40732	-6135	43.9	44.2	44.2	0.0	44.2	0.0	44.1	-0.1	44.8	49.3	4.5	50.0	5.2	44.8	0.0
PBS003	1125	Public School	41839	-7842	41.9	42.1	42.1	0.0	42.1	0.0	42.0	-0.1	42.7	47.1	4.4	47.5	4.8	42.8	0.1
PBS005	1154	Public School	35269	-12060	40.0	40.0	40.2	0.2	40.2	0.2	40.1	0.1	40.6	42.5	1.9	42.0	1.4	40.5	-0.1
PBS006	609	Public School	27281	10743	51.0	51.0	51.5	0.5	51.5	0.5	52.0	1.0	51.2	54.5	3.3	53.0	1.8	52.4	1.2
PBS007	728	Public School	39577	10344	54.4	55.3	55.5	0.2	55.5	0.2	56.2	0.9	55.1	56.7	1.6	57.0	1.9	56.5	1.4
PBS008	943	Public School	41950	2986	61.7	61.6	61.5	-0.1	61.5	-0.1	61.5	-0.1	61.9	60.6	-1.3	61.1	-0.8	61.9	0.0
PBS009	981	Public School	34094	2313	63.3	63.2	63.3	0.1	63.3	0.1	63.3	0.1	63.5	61.8	-1.7	63.2	-0.3	63.4	-0.1
PBS010	555	Public School	9228	2097	67.5	65.7	66.6	0.9	66.2	0.5	66.0	0.3	65.7	66.5	0.8	67.3	1.6	66.0	0.3
PBS011	562	Public School	-2515	-6204	57.3	64.1	64.1	0.0	64.1	0.0	64.1	0.0	64.1	64.1	0.0	62.7	-1.4	63.9	-0.2
PBS015	477	Public School	22423	-5701	50.2	49.4	49.7	0.3	49.7	0.3	49.5	0.1	49.6	51.9	2.3	52.4	2.8	49.8	0.2

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005						2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
PBS016	1041	Public School	40958	-3951	47.4	47.5	47.6	0.0	47.6	0.0	47.5	-0.1	48.2	50.3	2.1	51.7	3.5	48.2	0.0
PBS017	338	Public School	14818	3297	62.0	63.8	63.9	0.1	63.9	0.1	63.4	-0.4	64.2	65.5	1.3	63.0	-1.2	64.1	-0.1
PBS018	798	Public School	35904	3121	61.0	61.3	61.4	0.1	61.4	0.1	61.3	0.0	61.4	59.9	-1.5	61.7	0.3	61.5	0.1
PBS019	397	Public School	12212	-1924	69.9	68.6	68.5	-0.1	68.5	-0.1	68.5	-0.1	69.1	70.6	1.5	67.0	-2.1	69.6	0.5
PBS021	593	Public School	911	-6459	62.7	60.7	60.7	0.0	60.5	-0.2	60.5	-0.2	61.1	60.9	-0.2	59.8	-1.3	60.3	-0.8
PBS022	276	Public School	13419	10800	52.0	50.3	51.2	0.9	51.6	1.3	51.1	0.8	50.8	52.7	1.9	52.4	1.6	52.0	1.2
PBS023	400	Public School	15909	-7797	53.8	51.0	51.8	0.8	51.7	0.7	51.4	0.4	51.2	51.8	0.6	51.8	0.6	51.5	0.3
PBS024	360	Public School	26296	-2314	56.9	56.4	56.4	0.0	56.4	0.0	56.3	-0.1	56.7	58.2	1.5	61.9	5.2	56.8	0.1
PBS025	481	Public School	27438	-4990	49.5	49.2	49.3	0.1	49.3	0.1	49.2	0.0	49.5	53.4	3.9	54.1	4.6	49.5	0.0
PBS026	361	Public School	23650	-1034	64.6	63.7	63.5	-0.2	63.5	-0.2	63.5	-0.2	64.1	64.4	0.3	65.1	1.0	64.2	0.1
PBS027	509	Public School	172	11002	54.7	52.3	51.5	-0.8	51.8	-0.5	51.3	-1.0	53.2	52.4	-0.8	52.9	-0.3	52.7	-0.5
PBS028	305	Public School	15282	7661	57.2	56.9	57.2	0.3	57.3	0.4	58.1	1.2	57.3	60.7	3.4	58.8	1.5	58.8	1.5
PBS029	240	Public School	25282	8750	55.9	56.1	56.5	0.4	56.8	0.6	57.5	1.4	56.4	58.3	1.9	58.0	1.6	58.0	1.6
PBS031	575	Public School	-1003	-8864	59.3	56.7	56.7	0.0	56.6	-0.1	56.5	-0.2	56.9	56.8	-0.1	55.9	-1.0	56.4	-0.5
PBS032	580	Public School	-3780	-6609	67.2	63.4	63.5	0.1	63.5	0.1	63.5	0.1	63.2	63.4	0.2	62.1	-1.1	63.2	0.0
PBS033	402	Public School	14499	-7413	55.6	52.6	53.4	0.8	53.3	0.7	53.0	0.4	52.8	53.3	0.5	53.2	0.4	53.1	0.3
PBS035	391	Public School	12046	-585	72.0	72.9	73.2	0.3	73.2	0.3	73.2	0.3	72.5	69.8	-2.7	69.8	-2.7	72.3	-0.2
PBS036	1069	Public School	37216	-3113	50.1	50.2	50.1	-0.1	50.1	-0.1	50.1	-0.1	50.7	51.8	1.1	53.8	3.1	50.8	0.1
PBS037	653	Public School	42229	9598	57.1	57.7	57.9	0.2	57.9	0.2	58.3	0.6	57.9	59.2	1.3	59.5	1.6	59.0	1.1
PBS040	1084	Public School	31524	-2028	55.2	54.9	54.9	0.0	54.9	0.0	54.8	-0.1	55.4	55.8	0.4	59.3	3.9	55.4	0.0
PBS041	1079	Public School	32406	-2584	53.3	53.1	53.0	-0.1	53.0	-0.1	53.0	-0.1	53.5	54.4	0.9	57.0	3.5	53.5	0.0
PBS042	597	Public School	12992	-8936	55.4	52.2	53.0	0.8	52.8	0.6	52.6	0.4	52.4	52.8	0.4	52.4	0.0	52.6	0.2
PBS043	432	Public School	16893	-10761	51.1	48.2	49.0	0.8	48.9	0.7	48.6	0.4	48.5	49.0	0.5	48.9	0.4	48.9	0.4
PBS044	462	Public School	21511	-10125	47.7	45.6	46.2	0.6	46.1	0.5	45.9	0.3	46.0	46.9	0.9	47.2	1.2	46.3	0.3
PBS045	1146	Public School	30218	-7864	44.7	44.4	44.6	0.2	44.6	0.2	44.5	0.1	44.8	47.5	2.7	47.8	3.0	44.8	0.0
PBS047	292	Public School	13295	5451	67.4	67.6	67.9	0.3	68.0	0.4	69.4	1.8	67.9	69.4	0.5	70.2	2.3	70.2	2.3
PBS048	298	Public School	13951	6710	60.6	60.4	60.7	0.3	60.8	0.4	62.0	1.6	60.7	62.7	2.0	62.4	1.7	62.7	2.0
PBS049	570	Public School	-1068	-4601	71.8	69.1	68.9	-0.2	68.8	-0.3	68.8	-0.3	69.1	68.9	-0.2	67.1	-2.0	68.9	-0.2
PBS050	301	Public School	14856	6115	64.0	64.1	64.4	0.3	64.5	0.4	66.3	2.2	64.5	65.4	0.9	66.5	2.0	67.0	2.5
PBS054	260	Public School	16704	9738	52.5	51.8	52.3	0.5	52.4	0.6	52.5	0.7	52.2	55.2	3.0	53.5	1.3	53.2	1.0
PBS055	382	Public School	14713	3	69.0	69.9	70.3	0.4	70.3	0.4	70.2	0.3	69.5	66.9	-2.6	70.8	1.3	69.5	0.0
PBS056	441	Public School	18325	-13429	47.8	45.0	45.7	0.7	45.6	0.6	45.4	0.4	45.5	45.9	0.4	45.8	0.3	45.8	0.3
PBS057	602	Public School	10185	-11730	53.8	50.5	51.2	0.7	51.0	0.5	50.7	0.2	50.8	51.0	0.2	50.6	-0.2	50.9	0.1
PBS058	598	Public School	10708	-7313	59.5	56.2	57.0	0.8	56.8	0.6	56.5	0.3	56.3	56.6	0.3	56.0	-0.3	56.5	0.2
PBS059	329	Public School	18679	5302	67.1	67.9	68.0	0.1	68.0	0.1	67.4	-0.5	68.2	69.4	1.2	68.8	0.6	68.0	-0.2
PBS061	499	Public School	419	7093	61.8	59.4	58.2	-1.2	58.3	-1.1	58.1	-1.3	60.3	58.8	-1.5	59.6	-0.7	59.6	-0.7
PBS062	542	Public School	988	5128	68.8	66.3	65.0	-1.3	64.9	-1.4	65.9	-0.4	67.2	65.0	-2.2	65.9	-1.3	67.3	0.1
PBS064	660	Public School	44551	9116	57.9	58.4	58.5	0.1	58.5	0.1	58.6	0.2	58.8	60.3	1.5	60.1	1.3	59.5	0.7
PBS065	666	Public School	47202	9853	56.7	57.3	57.4	0.1	57.4	0.1	57.7	0.4	57.7	59.1	1.4	59.0	1.3	58.5	0.8
PBS066	669	Public School	50890	11222	54.2	55.2	55.4	0.2	55.4	0.2	55.8	0.6	55.1	56.6	1.5	56.7	1.6	56.4	1.3
PBS067	673	Public School	50804	8565	55.9	56.5	56.4	-0.1	56.4	-0.1	56.2	-0.3	57.1	57.1	0.0	57.0	-0.1	56.9	-0.2
PBS078	867	Public School	51463	3246	59.3	59.1	59.0	-0.1	59.0	-0.1	58.9	-0.2	59.8	58.6	-1.2	58.7	-1.1	59.8	0.0
PBS079	875	Public School	53773	657	53.3	53.2	53.0	-0.2	53.0	-0.2	53.0	-0.2	54.1	53.1	-1.0	54.9	0.8	54.1	0.0
PBS080	877	Public School	52043	993	54.9	54.7	54.5	-0.2	54.5	-0.2	54.5	-0.2	55.5	54.6	-0.9	55.9	0.4	55.5	0.0
PBS082	880	Public School	51044	573	54.2	54.1	53.9	-0.2	53.9	-0.2	53.9	-0.2	54.8	53.9	-0.9	55.7	0.9	54.9	0.1
PBS084	896	Public School	47989	2642	60.1	59.9	59.7	-0.2	59.7	-0.2	59.7	-0.2	60.5	59.4	-1.1	59.3	-1.2	60.5	0.0
PBS085	927	Public School	45175	1275	59.1	58.7	58.5	-0.2	58.5	-0.2	58.5	-0.2	59.3	58.6	-0.7	58.8	-0.5	59.4	0.1
PBS086	969	Public School	38040	1964	63.2	62.8	62.8	0.0	62.8	0.0	62.7	-0.1	63.2	62.1	-1.1	62.0	-1.2	63.2	0.0
PBS087	1034	Public School	41570	-3069	48.9	49.1	49.0	-0.1	49.0	-0.1	49.0	-0.1	49.7	50.4	0.7	52.3	2.6	49.7	0.0
PBS088	1038	Public School	41232	-3505	48.2	48.4	48.3	-0.1	48.3	-0.1	48.3	-0.1	48.9	50.3	1.4	52.0	3.1	49.0	0.1
PBS090	777	Public School	30414	5411	60.1	61.3	61.2	-0.1	61.2	-0.1	60.6	-0.7	61.5	63.3	1.8	61.3	-0.2	61.0	-0.5
PBS091	392	Public School	11903	-2672	64.9	63.4	63.6	0.2	63.7	0.3	63.5	0.1	63.5	64.4	0.9	73.6	10.1	63.8	0.3

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Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
PBS087	1031	Public School	42195	-2472	50.0	50.2	50.1	-0.1	50.1	-0.1	50.1	-0.1	50.7	50.8	0.1	53.1	2.4	50.8	0.1
PBS088	629	Public School	35517	9615	55.7	56.1	56.4	0.3	56.4	0.3	57.3	1.2	56.3	57.8	1.5	58.1	1.8	57.9	1.6
PBS099	535	Public School	-4391	5512	63.0	61.2	62.3	1.1	62.4	1.2	62.6	1.4	61.6	61.9	0.3	63.2	1.6	63.3	1.7
PBS100	788	Public School	36630	5989	58.6	59.7	59.6	-0.1	59.5	-0.2	59.0	-0.7	60.0	61.6	1.6	60.0	0.0	59.5	-0.5
PBS101	983	Public School	29058	2028	63.7	64.0	64.1	0.1	64.1	0.1	64.1	0.1	64.0	62.1	-1.9	64.5	0.5	64.0	0.0
PBS102	379	Public School	17390	-2626	60.2	59.2	59.3	0.1	59.3	0.1	59.3	0.1	59.5	61.5	2.0	60.1	0.6	59.7	0.2
PBS105	331	Public School	11840	4627	70.6	71.1	71.3	0.2	71.3	0.2	70.2	-0.9	71.4	72.8	1.4	72.3	0.9	70.9	-0.5
PBS106	504	Public School	808	9178	57.8	55.3	54.5	-0.8	54.7	-0.6	54.3	-1.0	56.3	55.4	-0.9	55.9	-0.4	55.9	-0.4
PBS107	524	Public School	-8294	5322	65.0	62.1	62.3	0.2	62.3	0.2	62.6	0.5	62.3	61.7	-0.6	63.0	0.7	63.4	1.1
PBS109	486	Public School	26316	-11324	44.3	42.8	43.2	0.4	43.2	0.4	43.0	0.2	43.3	44.6	1.3	45.0	1.7	43.5	0.2
PBS110	422	Public School	14714	-12459	50.7	47.6	48.4	0.8	48.2	0.6	48.0	0.4	48.0	48.3	0.3	48.1	0.1	48.3	0.3
PBS111	619	Public School	32575	10502	52.4	52.8	53.3	0.5	53.3	0.5	53.9	1.1	53.0	55.3	2.3	54.5	1.5	54.3	1.3
PBS112	716	Public School	42556	6542	57.4	58.3	58.1	-0.2	58.1	-0.2	57.7	-0.6	58.8	60.1	1.3	58.8	0.0	58.5	-0.3
PBS113	792	Public School	34981	4193	57.9	58.8	58.8	0.0	58.8	0.0	58.6	-0.2	58.9	58.6	-0.3	59.4	0.5	58.9	0.0
PBS114	549	Public School	9739	3976	70.7	71.9	71.9	0.0	72.0	0.1	70.7	-1.2	72.2	70.9	-1.3	71.4	-0.8	71.3	-0.9
PBS116	551	Public School	8575	4739	70.5	70.4	70.8	0.4	71.1	0.7	72.9	2.5	70.8	71.2	0.4	73.8	3.0	73.7	2.9
PBS117	356	Public School	24829	3265	58.7	60.3	60.3	0.0	60.4	0.1	60.2	-0.1	60.6	60.0	-0.6	60.4	-0.2	61.0	0.4
PBS118	431	Public School	-6898	-9766	51.4	48.5	49.3	0.8	49.2	0.7	48.9	0.4	48.8	49.4	0.6	49.3	0.5	49.2	0.4
PBS119	1109	Public School	33933	-6714	44.8	44.7	44.8	0.1	44.8	0.1	44.7	0.0	45.2	48.4	3.2	48.9	3.7	45.2	0.0
PBS121	530	Public School	-8871	5484	64.3	61.8	62.2	0.4	62.2	0.4	62.5	0.7	62.1	61.5	-0.6	62.8	0.7	63.1	1.0
PBS122	494	Public School	5515	8945	57.2	54.7	56.3	1.6	56.9	2.2	56.1	1.4	55.5	57.3	1.8	58.2	2.7	57.9	2.4
PBS123	376	Public School	18043	-527	72.1	71.0	70.9	-0.1	70.9	-0.1	70.9	-0.1	71.5	70.4	-1.1	68.6	-2.9	71.2	-0.3
PBS124	474	Public School	21791	-11923	46.5	44.2	44.8	0.6	44.8	0.6	44.5	0.3	44.7	45.4	0.7	45.5	0.8	45.0	0.3
PBS125	1075	Public School	33837	-1843	54.7	54.5	54.4	-0.1	54.4	-0.1	54.4	-0.1	55.0	54.9	-0.1	58.3	3.3	55.0	0.0
PBS127	370	Public School	21457	-3062	56.2	55.6	55.7	0.1	55.7	0.1	55.7	0.1	55.9	58.6	2.7	61.5	5.6	56.0	0.1
PBS128	452	Public School	18588	-5939	52.5	50.8	51.3	0.5	51.4	0.6	51.1	0.3	51.0	52.4	1.4	52.9	1.9	51.3	0.3
PBS130	470	Public School	21760	-12818	46.1	43.7	44.3	0.6	44.3	0.6	44.0	0.3	44.2	44.8	0.6	44.9	0.7	44.6	0.4
PBS132	464	Public School	21251	-11798	47.0	44.6	45.2	0.6	45.2	0.6	44.9	0.3	45.0	45.7	0.7	45.8	0.8	45.4	0.4
PBS133	434	School,College	16485	-11792	50.1	47.2	47.9	0.7	47.8	0.6	47.5	0.3	47.6	48.0	0.4	47.8	0.2	47.9	0.3
PBS135	1094	School,College	30615	-4421	49.6	49.4	49.4	0.0	49.4	0.0	49.3	-0.1	49.7	53.8	4.1	54.8	5.1	49.8	0.1
PBS138	511	School,College	-2901	10004	54.7	52.5	52.3	-0.2	52.4	-0.1	52.2	-0.3	53.2	52.7	-0.5	53.4	0.2	53.1	-0.1
PBS140	1163	Public School	22487	-1032	65.6	64.6	64.5	-0.1	64.5	-0.1	64.5	-0.1	65.1	65.4	0.3	65.3	0.2	65.2	0.1
PBS146	1173	Public School	9443	-12891	52.7	49.5	50.2	0.7	50.0	0.5	49.7	0.2	49.9	50.0	0.1	49.6	-0.3	49.9	0.0
PBS150	1164	Public School	47842	6852	56.4	57.1	56.9	-0.2	56.9	-0.2	56.6	-0.5	57.8	58.4	0.6	57.7	-0.1	57.5	-0.3
PBS151	1165	Public School	46867	6626	58.4	57.1	57.0	-0.1	57.0	-0.1	56.7	-0.4	57.8	58.5	0.7	57.7	-0.1	57.5	-0.3
PRK01	291	Park	11565	6133	62.5	62.1	62.5	0.4	62.7	0.6	64.1	2.0	62.5	64.7	2.2	64.3	1.8	64.8	2.3
PRK02	546	Park	5414	4921	65.9	65.5	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	65.9	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
PRK03	371	Park	21160	-3063	56.3	55.7	55.8	0.1	55.8	0.1	55.8	0.1	56.0	58.7	2.7	61.6	5.6	56.1	0.1
PRK04	482	Park	28196	-8240	45.1	44.7	44.9	0.2	44.9	0.2	44.8	0.1	45.0	47.4	2.4	47.5	2.5	45.1	0.1
PRK05	599	Park	9350	-9074	57.7	54.2	55.0	0.8	54.8	0.6	54.5	0.3	54.5	54.6	0.1	54.0	-0.5	54.5	0.0
PRK07	518	Park	-13479	6711	60.4	57.1	57.2	0.1	57.3	0.2	57.4	0.3	57.4	57.3	-0.1	58.4	1.0	58.5	1.1
PRK10	557	Park	-5023	-4415	76.9	72.1	72.3	0.2	72.3	0.2	72.3	0.2	71.9	71.7	-0.2	69.6	-2.3	71.9	0.0
PRK11	571	Park	-1802	-8136	61.5	58.7	58.7	0.0	58.6	-0.1	58.6	-0.1	58.8	58.7	-0.1	57.7	-1.1	58.4	-0.4
PRK13	579	Park	-225	-8037	60.3	58.0	57.9	-0.1	57.8	-0.2	57.7	-0.3	58.2	58.0	-0.2	57.1	-1.1	57.6	-0.6
PRK15	589	Park	1472	-5400	64.9	63.1	63.2	0.1	63.0	-0.1	62.9	-0.2	63.5	63.4	-0.1	62.2	-1.3	62.8	-0.7
PRK16	594	Park	1719	-7630	59.3	57.1	57.1	0.0	56.9	-0.2	56.7	-0.4	57.4	57.2	-0.2	56.3	-1.1	56.6	-0.8
PRK18	410	Park	13866	-7408	56.3	53.2	54.0	0.8	53.9	0.7	53.6	0.4	53.4	53.8	0.4	53.6	0.2	53.6	0.2
PRK19	490	Park	27371	-11411	43.7	42.4	42.8	0.4	42.8	0.4	42.6	0.2	42.9	44.3	1.4	44.7	1.8	43.1	0.2
PRK20	456	Park	19312	-9302	49.8	47.3	48.0	0.7	48.0	0.7	47.7	0.4	47.7	48.4	0.7	48.7	1.0	48.0	0.3
PRK21	457	Park	19949	-9309	49.3	47.0	47.6	0.6	47.6	0.6	47.3	0.3	47.3	48.2	0.9	48.4	1.1	47.7	0.4
PRK22	1137	Park	34490	-8837	42.4	42.3	42.4	0.1	42.4	0.1	42.3	0.0	42.8	45.1	2.3	45.4	2.6	42.8	0.0
PRK29	483	Park	27062	-7012	46.7	46.3	46.5	0.2	46.5	0.2	46.4	0.1	46.6	49.2	2.6	49.6	3.0	46.7	0.1

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005						2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
PRK32	241	Park	25609	7591	60.6	60.9	61.2	0.3	61.2	0.3	62.3	1.4	61.1	62.2	1.1	63.0	1.9	62.9	1.8
PRK41	316	Park	15768	6307	63.3	63.5	63.8	0.3	63.8	0.3	65.5	2.0	63.8	64.8	1.0	65.8	2.0	66.2	2.4
PRK42	335	Park	13359	1894	59.9	60.6	61.0	0.4	61.1	0.5	60.8	0.2	60.6	61.1	0.5	61.7	1.1	60.9	0.3
PRK43	351	Park	23171	4140	60.2	61.9	61.8	-0.1	61.9	0.0	61.4	-0.5	62.4	63.7	1.3	61.4	-1.0	62.2	-0.2
PRK45	775	Park	28752	5597	61.5	62.6	62.5	-0.1	62.6	0.0	61.9	-0.7	62.9	64.8	1.9	62.8	-0.1	62.3	-0.6
PRK46	789	Park	36620	5021	57.3	58.3	58.3	0.0	58.3	0.0	58.0	-0.3	58.6	59.3	0.7	58.7	0.1	58.3	-0.3
PRK47	829	Park	42223	4785	57.6	58.3	58.3	0.0	58.3	0.0	58.2	-0.1	56.5	57.9	-0.6	58.8	0.3	58.5	0.0
PRK48	924	Park	43851	1572	60.5	60.1	59.9	-0.2	59.9	-0.2	59.9	-0.2	60.6	59.8	-0.8	59.6	-1.0	60.7	0.1
PRK49	925	Park	44522	1571	60.1	59.7	59.6	-0.1	59.6	-0.1	59.6	-0.1	60.4	59.5	-0.9	59.4	-1.0	60.4	0.0
PRK50	926	Park	44965	1467	59.7	59.3	59.1	-0.2	59.1	-0.2	59.1	-0.2	59.9	59.2	-0.7	59.1	-0.8	60.0	0.1
PRK52	386	Park	14558	-1937	66.9	65.7	65.6	-0.1	65.6	-0.1	65.6	-0.1	66.2	67.4	1.2	67.4	1.2	66.5	0.3
PRK53	667	Park	49906	9918	56.4	56.9	57.1	0.2	57.1	0.2	57.2	0.3	57.5	58.8	1.3	58.7	1.2	58.3	0.8
PRK54	914	Park	47049	580	56.0	55.8	55.6	-0.2	55.6	-0.2	55.6	-0.2	56.4	55.7	-0.7	57.1	0.7	56.5	0.1
PRK55	915	Park	46322	556	56.3	56.0	55.9	-0.1	55.9	-0.1	55.9	-0.1	56.7	55.9	-0.8	57.4	0.7	56.8	0.1
PRK56	984	Park	28407	1919	64.0	64.3	64.4	0.1	64.4	0.1	64.4	0.1	64.3	62.3	-2.0	64.8	0.5	64.3	0.0
PRK59	311	Park	18760	7140	60.5	60.7	60.9	0.2	60.9	0.2	62.3	1.6	60.9	62.1	1.2	62.6	1.7	63.0	2.1
PRK60	277	Park	13470	9437	53.7	52.3	53.0	0.7	53.4	1.1	53.0	0.7	52.7	54.9	2.2	54.1	1.4	53.8	1.1
PRK62	581	Park	2383	-6026	62.6	60.4	60.6	0.2	60.3	-0.1	60.2	-0.2	60.8	60.7	-0.1	59.6	-1.2	59.9	-0.9
PRK65	558	Park	-6967	-8394	64.0	59.9	60.1	0.2	60.1	0.2	60.1	0.2	59.5	59.8	0.3	58.8	-0.7	59.7	0.2
PRK67	235	Park	-10638	716	79.0	76.0	74.9	-1.1	74.8	-1.2	74.8	-1.2	76.5	80.1	3.6	76.5	0.0	76.6	0.1
PRK68	541	Park	-761	5208	66.3	64.1	63.2	-0.9	63.4	-0.7	64.0	-0.1	64.9	63.2	-1.7	64.6	-0.3	65.1	0.2
PRK69	604	Park	10384	-12485	52.8	49.6	50.3	0.7	50.1	0.5	49.8	0.2	49.9	50.1	0.2	49.7	-0.2	50.0	0.1
PRK70	1009	Park	34964	-418	59.1	58.7	58.5	-0.2	58.5	-0.2	58.5	-0.2	59.2	58.8	-0.4	60.6	1.4	59.3	0.1
PRK71	1162	Park	-4883	-7930	64.3	60.3	60.5	0.2	60.4	0.1	60.4	0.1	60.1	60.3	0.2	59.2	-0.9	60.1	0.0
PRK72	1172	Park	-3078	-6614	66.6	63.2	63.2	0.0	63.1	-0.1	63.1	-0.1	63.1	63.1	0.0	61.8	-1.3	62.9	-0.2
PVS001	836	Private School	37733	11384	51.3	52.0	52.4	0.4	52.5	0.5	53.0	1.0	52.0	54.2	2.2	53.6	1.6	53.2	1.2
PVS002	1070	Private School	37336	-3455	49.3	49.5	49.4	-0.1	49.4	-0.1	49.4	-0.1	49.9	51.6	1.7	53.3	3.4	50.0	0.1
PVS003	888	Private School	34483	5967	59.5	60.6	60.5	-0.1	60.5	-0.1	59.9	-0.7	60.9	62.6	1.7	60.8	-0.1	60.4	-0.5
PVS004	989	Private School	27097	2468	61.3	62.2	62.3	0.1	62.3	0.1	62.3	0.1	62.1	60.4	-1.7	63.0	0.9	62.4	0.3
PVS005	902	Private School	48766	789	55.8	55.6	55.4	-0.2	55.4	-0.2	55.4	-0.2	56.3	55.5	-0.8	56.8	0.5	56.4	0.1
PVS006	491	Private School	27038	-12669	43.3	41.7	42.2	0.5	42.2	0.5	42.0	0.3	42.2	43.4	1.2	43.8	1.6	42.5	0.3
PVS007	525	Private School	-7775	4626	67.3	64.5	64.8	0.3	64.8	0.3	65.3	0.8	64.7	64.0	-0.7	65.4	0.7	66.0	1.3
PVS011	536	Private School	833	5679	66.2	63.7	62.3	-1.4	62.3	-1.4	62.7	-1.0	64.5	62.7	-1.8	63.4	-1.1	64.2	-0.3
PVS012	539	Private School	771	5989	65.1	62.6	61.2	-1.4	61.2	-1.4	61.5	-1.1	63.5	61.7	-1.8	62.4	-1.1	62.9	-0.6
PVS013	672	Private School	51675	9023	56.7	57.0	57.0	0.0	57.0	0.0	56.8	-0.2	57.9	59.0	1.1	58.5	0.6	58.3	0.4
PVS014	686	Private School	46351	8153	57.8	58.3	58.3	0.0	58.3	0.0	58.0	-0.3	59.0	60.5	1.5	59.6	0.6	59.2	0.2
PVS015	813	Private School	40120	5340	57.0	57.9	57.8	-0.1	57.8	-0.1	57.5	-0.4	58.2	58.7	0.5	58.4	0.2	58.0	-0.2
PVS017	882	Private School	34119	6123	60.0	61.1	61.0	-0.1	61.0	-0.1	60.4	-0.7	61.3	63.1	1.8	61.4	0.1	60.8	-0.5
PVS018	1089	Private School	31945	-4425	49.1	49.0	49.0	0.0	49.0	0.0	48.9	-0.1	49.4	52.9	3.5	53.9	4.5	49.4	0.0
PVS023	913	Private School	46330	1417	58.9	58.4	58.3	-0.1	58.3	-0.1	58.3	-0.1	59.1	58.4	-0.7	58.5	-0.6	59.2	0.1
PVS024	1151	Private School	34485	-12422	40.1	40.1	40.3	0.2	40.3	0.2	40.1	0.0	40.8	42.4	1.6	42.0	1.4	40.5	-0.1
PVS025	274	Private School	12977	12319	50.7	48.9	49.8	0.9	50.2	1.3	49.6	0.7	49.4	51.0	1.6	51.2	1.8	50.5	1.1
PVS026	742	Private School	36140	6964	60.4	61.2	61.2	0.0	61.2	0.0	60.8	-0.4	61.5	63.2	1.7	62.1	0.6	61.4	-0.1
PVS027	548	Private School	10155	6178	61.9	61.2	61.7	0.5	62.1	0.9	62.9	1.7	61.5	63.6	2.1	63.3	1.8	63.6	2.1
PVS028	354	Private School	24379	5761	64.4	65.2	65.2	0.0	65.3	0.1	64.7	-0.5	65.5	67.4	1.9	65.9	0.4	65.2	-0.3
PVS029	251	Private School	23982	7178	62.0	62.3	62.5	0.2	62.5	0.2	63.5	1.3	62.5	63.5	1.0	64.4	1.9	64.2	1.7
PVS030	606	Private School	28850	11455	49.7	49.7	50.2	0.5	50.2	0.5	50.7	1.0	49.9	53.2	3.3	51.7	1.8	51.0	1.1
PVS031	521	Private School	-12447	6370	61.6	58.1	58.3	0.2	58.3	0.2	58.4	0.3	58.4	58.2	-0.2	59.4	1.0	59.5	1.1
PVS033	787	Private School	34984	5635	58.5	59.7	59.6	-0.1	59.6	-0.1	59.1	-0.6	60.0	61.5	1.5	59.9	-0.1	59.5	-0.5
PVS034	995	Private School	29461	-1469	58.4	57.9	57.8	-0.1	57.8	-0.1	57.8	-0.1	58.3	58.4	0.1	62.1	3.8	58.3	0.0
PVS035	622	Private School	34140	9211	56.7	57.1	57.3	0.2	57.3	0.2	58.3	1.2	57.3	58.6	1.3	59.1	1.8	58.9	1.6
PVS036	239	Private School	25423	11457	49.3	49.1	49.6	0.5	49.6	0.5	50.0	0.9	49.4	53.1	3.7	51.6	2.2	50.4	1.0

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
PVS037	993	Private School	29435	-516	62.6	61.9	61.7	-0.2	61.7	-0.2	61.7	-0.2	62.3	62.2	-0.1	63.1	0.8	62.4	0.1
PVS038	1124	Private School	41624	-8000	41.5	41.7	41.7	0.0	41.7	0.0	41.7	0.0	42.4	46.4	4.0	46.8	4.4	42.4	0.0
PVS039	831	Private School	41645	4101	59.1	59.6	59.6	0.0	59.6	0.0	59.6	0.0	59.8	58.5	-1.3	60.0	0.2	59.8	0.0
PVS040	933	Private School	40319	1147	61.4	60.9	60.7	-0.2	60.7	-0.2	60.7	-0.2	61.4	60.7	-0.7	60.4	-1.0	61.4	0.0
PVS041	437	Private School	18864	-12877	47.6	45.1	45.8	0.7	45.7	0.6	45.5	0.4	45.6	46.1	0.5	46.0	0.4	45.9	0.3
PVS044	293	Private School	13506	6729	60.4	60.1	60.4	0.3	60.5	0.4	61.7	1.6	60.4	62.7	2.3	62.1	1.7	62.4	2.0
PVS045	381	Private School	14435	884	62.7	63.7	64.1	0.4	64.1	0.4	64.1	0.4	63.2	62.1	-1.1	63.1	-0.1	63.3	0.1
PVS046	1092	Private School	29009	-4204	50.6	50.3	50.3	0.0	50.3	0.0	50.3	0.0	50.6	54.7	4.1	55.8	5.2	50.7	0.1
PVS047	465	Private School	19141	-12557	47.9	45.2	45.9	0.7	45.8	0.6	45.5	0.3	45.6	46.1	0.5	46.1	0.5	46.0	0.4
PVS048	578	Private School	-501	-8326	60.0	57.5	57.5	0.0	57.4	-0.1	57.3	-0.2	57.8	57.6	-0.2	56.7	-1.1	57.2	-0.6
PVS049	965	Private School	34967	2020	63.9	63.6	63.6	0.0	63.6	0.0	63.6	0.0	63.9	62.5	-1.4	63.1	-0.8	63.9	0.0
PVS050	844	Private School	45633	5330	57.0	57.7	57.7	0.0	57.7	0.0	57.5	-0.2	58.0	57.5	-0.5	58.1	0.1	57.9	-0.1
PVS051	317	Private School	16298	5790	66.6	66.9	67.1	0.2	67.2	0.3	68.1	1.2	67.2	67.6	0.4	69.3	1.8	68.8	1.6
PVS052	956	Private School	40122	2449	62.5	62.2	62.2	0.0	62.2	0.0	62.2	0.0	62.6	61.4	-1.2	61.6	-1.0	62.6	0.0
PVS053	259	Private School	17350	10498	51.3	50.5	51.0	0.5	51.1	0.6	51.1	0.6	50.9	53.5	2.6	52.2	1.3	51.8	0.9
PVS054	618	Private School	32159	8982	56.9	57.3	57.6	0.3	57.6	0.3	58.6	1.3	57.6	58.9	1.3	59.3	1.7	59.2	1.6
PVS055	328	Private School	18415	5475	67.2	67.8	67.9	0.1	68.0	0.2	67.6	-0.2	68.1	69.5	1.4	69.1	1.0	68.3	0.2
PVS056	891	Private School	34709	4908	57.5	58.5	58.5	0.0	58.5	0.0	58.2	-0.3	58.7	59.1	0.4	59.0	0.3	58.5	-0.2
PVS057	1160	Private School	40087	-7076	42.8	43.1	43.1	0.0	43.1	0.0	43.0	-0.1	43.6	48.0	4.4	48.5	4.9	43.7	0.1
PVS058	974	Private School	29674	1811	64.6	64.6	64.7	0.1	64.7	0.1	64.7	0.1	64.8	62.9	-1.9	64.8	0.0	64.7	-0.1
PVS059	901	Private School	47885	224	54.6	54.5	54.3	-0.2	54.3	-0.2	54.3	-0.2	55.2	54.3	-0.9	56.3	1.1	55.2	0.0
PVS060	496	Private School	6258	8224	58.0	55.7	57.4	1.7	58.2	2.5	57.3	1.6	56.3	58.5	2.2	59.4	3.1	59.0	2.7
PVS061	1097	Private School	31768	-6638	45.5	45.4	45.5	0.1	45.5	0.1	45.4	0.0	45.8	49.0	3.2	49.5	3.7	45.8	0.0
PVS062	368	Private School	19294	-197	71.1	70.3	70.2	-0.1	70.2	-0.1	70.2	-0.1	70.6	69.2	-1.4	68.9	-1.7	70.4	-0.2
PVS063	469	Private School	19142	-14468	46.6	44.0	44.6	0.6	44.5	0.5	44.3	0.3	44.5	44.9	0.4	44.8	0.3	44.8	0.3
PVS064	295	Private School	13310	7076	58.9	58.4	58.8	0.4	59.0	0.6	59.9	1.5	58.8	62.0	3.2	60.4	1.6	60.5	1.7
PVS065	761	Private School	33672	6369	60.7	61.7	61.6	-0.1	61.6	-0.1	61.0	-0.7	62.0	63.6	1.6	62.2	0.2	61.5	-0.5
PVS066	271	Private School	14716	11128	51.2	49.7	50.4	0.7	50.7	1.0	50.3	0.6	50.1	52.1	2.0	51.6	1.5	51.2	1.1
PVS067	998	Private School	32753	-466	60.4	59.8	59.6	-0.2	59.6	-0.2	59.6	-0.2	60.3	60.0	-0.3	61.6	1.3	60.4	0.1
PVS068	835	Private School	43674	6162	56.8	57.6	57.4	-0.2	57.4	-0.2	57.1	-0.5	58.1	58.9	0.8	58.1	0.0	57.8	-0.3
PVS069	294	Private School	13205	6854	59.8	59.4	59.7	0.3	59.9	0.5	60.9	1.5	59.7	62.5	2.8	61.3	1.6	61.6	1.9
PVS070	334	Private School	15369	3722	63.7	65.6	65.6	0.0	65.6	0.0	65.0	-0.6	66.0	67.9	1.9	64.6	-1.4	65.7	-0.3
PVS071	507	Private School	2864	13792	51.4	48.9	49.4	0.5	49.6	0.7	49.1	0.2	49.9	50.6	0.7	51.1	1.2	50.9	1.0
PVS072	688	Private School	45643	7481	57.6	58.2	58.1	-0.1	58.1	-0.1	57.7	-0.5	58.8	60.2	1.3	59.2	0.3	58.7	-0.2
PVS073	353	Private School	24503	5600	64.1	65.1	65.0	-0.1	65.0	-0.1	64.4	-0.7	65.3	67.3	2.0	65.5	0.2	64.8	-0.5
PVS074	250	Private School	24091	6749	63.5	64.0	64.2	0.2	64.2	0.2	64.7	0.7	64.2	65.2	1.0	65.8	1.6	65.3	1.1
PVS075	385	Private School	13804	-640	72.8	72.3	72.4	0.1	72.4	0.1	72.4	0.1	72.5	70.1	-2.4	73.3	0.8	72.0	-0.5
PVS076	954	Private School	36754	2351	62.8	62.6	62.5	-0.1	62.5	-0.1	62.5	-0.1	62.9	61.7	-1.2	62.0	-0.9	62.9	0.0
PVS077	390	Private School	12602	-226	69.5	70.9	71.3	0.4	71.3	0.4	71.2	0.3	70.3	67.7	-2.6	71.6	1.3	70.3	0.0
PVS078	1129	Private School	40094	-6165	44.0	44.3	44.2	-0.1	44.2	-0.1	44.2	-0.1	44.8	49.3	4.5	50.0	5.2	44.9	0.1
PVS079	345	Private School	16235	3486	61.8	63.7	63.7	0.0	63.8	0.1	63.2	-0.5	64.2	65.7	1.5	62.9	-1.3	63.9	-0.3
PVS080	826	Private School	40329	5114	57.1	57.9	57.9	0.0	57.9	0.0	57.7	-0.2	58.2	58.3	0.1	58.4	0.2	58.1	-0.1
PVS081	973	Private School	29676	2047	63.7	64.0	64.1	0.1	64.1	0.1	64.1	0.1	64.0	62.1	-1.9	64.4	0.4	64.0	0.0
PVS082	767	Private School	32177	6695	61.6	62.4	62.4	0.0	62.4	0.0	62.1	-0.3	62.7	64.4	1.7	63.3	0.6	62.7	0.0
PVS083	325	Private School	17478	5970	66.0	66.3	66.5	0.2	66.5	0.2	67.5	1.2	66.5	67.1	0.6	68.5	2.0	68.2	1.7
PVS084	383	Private School	16261	-861	73.1	71.8	71.6	-0.2	71.6	-0.2	71.6	-0.2	72.4	71.9	-0.5	68.3	-4.1	72.2	-0.2
PVS085	614	Private School	32138	10668	51.9	52.2	52.8	0.6	52.8	0.6	53.4	1.2	52.5	54.9	2.4	53.9	1.4	53.6	1.1
PVS086	755	Private School	36351	8881	58.3	58.7	58.9	0.2	59.0	0.3	59.6	0.9	59.0	60.2	1.2	60.8	1.8	60.3	1.3
PVS087	1074	Private School	32298	-1596	56.2	55.9	55.8	-0.1	55.8	-0.1	55.8	-0.1	56.4	56.3	-0.1	59.9	3.5	56.4	0.0
PVS088	961	Private School	38743	567	60.5	60.0	59.9	-0.1	59.9	-0.1	59.9	-0.1	60.6	60.1	-0.5	60.2	-0.4	60.6	0.0
PVS089	455	Private School	21436	-4476	52.5	51.9	52.1	0.2	52.1	0.2	52.0	0.1	52.1	54.7	2.6	55.7	3.6	52.2	0.1
PVS090	1122	Private School	41029	-8870	40.8	40.9	41.0	0.1	41.0	0.1	40.9	0.0	41.6	44.9	3.3	45.3	3.7	41.6	0.0

Table A5-2
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of Build Alternatives to No Action/No Project Alternative

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change	No Action/ No Project	Alternative	Amount of Change	Alternative	Amount of Change	Alternative	Amount of Change
PVS091	988	Private School	27180	2649	60.6	61.6	61.7	0.1	61.8	0.2	61.7	0.1	61.6	60.0	-1.6	62.4	0.8	61.9	0.3
PVS092	264	Private School	18568	9623	52.7	52.5	52.8	0.3	52.8	0.3	53.2	0.7	52.8	56.1	3.3	54.3	1.5	53.8	1.0
PVS093	533	Private School	-5793	5899	62.6	60.5	61.0	0.5	61.1	0.6	61.3	0.8	60.8	60.5	-0.3	61.8	1.0	61.9	1.1
PVS094	646	Private School	45622	3888	60.1	60.2	60.1	-0.1	60.1	-0.1	60.1	-0.1	60.5	59.0	-1.5	60.0	-0.5	60.4	-0.1
PVS095	935	Private School	40328	3045	61.7	61.7	61.7	0.0	61.7	0.0	61.7	0.0	62.0	60.5	-1.5	61.4	-0.6	62.0	0.0
PVS096	415	Private School	13903	-10070	53.5	50.3	51.1	0.8	51.0	0.7	50.7	0.4	50.6	51.0	0.4	50.8	0.0	50.8	0.2
PVS099	255	Private School	22860	11024	50.0	49.9	50.3	0.4	50.4	0.5	50.7	0.8	50.1	53.8	3.7	52.1	2.0	51.3	1.2
PVS100	1029	Private School	41450	-13543	53.0	53.0	52.9	-0.1	52.9	-0.1	52.9	-0.1	53.6	53.0	-0.6	55.9	2.3	53.6	0.0
PVS101	984	Private School	29432	-911	60.8	60.2	60.1	-0.1	60.1	-0.1	60.0	-0.2	60.6	60.5	-0.1	62.9	2.3	60.7	0.1
PVS102	803	Private School	38034	6860	59.2	60.1	60.0	-0.1	60.0	-0.1	59.5	-0.6	60.5	62.1	1.6	60.8	0.3	60.2	-0.3
PVS103	501	Private School	3276	9736	56.7	54.1	54.9	0.8	55.2	1.1	54.6	0.5	55.0	56.0	1.0	56.7	1.7	56.6	1.6
PVS104	554	Private School	9240	3525	69.5	71.1	71.1	0.0	71.2	0.1	70.5	-0.6	71.4	73.0	1.6	69.9	-1.5	71.0	-0.4
PVS105	403	Private School	14468	-9493	53.8	50.5	51.3	0.8	51.2	0.7	50.9	0.4	50.8	51.2	0.4	50.9	0.1	51.0	0.2
PVS106	243	Private School	26663	6419	63.5	64.2	64.3	0.1	64.3	0.1	64.1	-0.1	64.5	66.3	1.8	65.4	0.9	64.7	0.2
PVS107	543	Private School	3656	5088	65.5	64.0	67.9	3.9	68.2	4.2	68.3	4.3	64.6	68.7	4.1	70.4	5.8	70.3	5.7
PVS108	245	Private School	23359	6499	64.3	64.7	64.9	0.2	64.9	0.2	65.2	0.5	65.0	66.1	1.1	66.5	1.5	65.8	0.8
PVS109	341	Private School	18639	3216	59.8	61.5	61.5	0.0	61.4	-0.1	61.1	-0.4	62.0	62.6	0.6	61.0	-1.0	61.8	-0.2
PVS110	577	Private School	-573	-8760	59.1	56.7	56.7	0.0	56.5	-0.2	56.4	-0.3	56.9	56.7	-0.2	55.9	-1.0	56.3	-0.6
PVS111	450	Private School	16874	-6105	54.1	51.8	52.5	0.7	52.5	0.7	52.2	0.4	52.0	53.0	1.0	53.5	1.5	52.3	0.3

Significantly impacted: Grid location is exposed to an increase of 1.5 CNEL from the Environmental Baseline condition and lies within the 65 CNEL of the alternative noise exposure pattern

Moderately affected: Grid location is exposed to an increase of 3.0 CNEL from the Environmental Baseline condition and lies within the 60-65 CNEL range of the alternative noise exposure pattern

Notable increase: Grid location is projected to experience an increase of 5.0 CNEL or more from the Environmental Baseline condition and lies outside the 60 CNEL range of the alternative.

Acquired Grid location would be acquired for airport development under the alternative.

Source: Landrum & Brown, 2000

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No-Action/ No-Project	2005 Amount of Change	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No-Action/ No-Project	2015 Amount of Change	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
C08	26	Regular Grid	-15000	9000	55.5	52.4	-3.1	52.7	-2.8	52.7	-2.8	52.7	-2.8	52.9	-2.6	52.9	-2.6	53.7	-1.8	53.7	-1.8
C09	27	Regular Grid	-15000	12000	51.3	48.3	-3.0	48.5	-2.8	48.5	-2.8	48.6	-2.7	48.8	-2.5	48.9	-2.4	49.5	-1.8	49.5	-1.8
D06	33	Regular Grid	-12000	3000	72.5	69.1	-3.4	69.0	-3.5	68.9	-3.6	69.3	-3.2	69.5	-3.0	68.3	-4.2	70.2	-2.3	70.7	-1.8
D07	34	Regular Grid	-12000	6000	62.6	59.2	-3.4	59.3	-3.3	59.3	-3.3	59.4	-3.2	59.4	-3.2	58.1	-3.5	60.3	-2.3	60.5	-2.1
D08	35	Regular Grid	-12000	9000	56.4	53.1	-3.3	53.3	-3.1	53.3	-3.1	53.3	-3.1	53.5	-2.9	53.3	-3.1	54.2	-2.2	54.2	-2.2
D09	36	Regular Grid	-12000	12000	52.0	48.9	-3.1	49.0	-3.0	49.0	-3.0	49.0	-3.0	49.3	-2.7	49.2	-2.8	49.8	-2.2	49.8	-2.2
E07	43	Regular Grid	-9000	6000	63.1	60.0	-3.1	60.2	-2.9	60.2	-2.9	60.4	-2.7	60.2	-2.9	59.8	-3.3	60.9	-2.2	61.2	-1.9
E08	44	Regular Grid	-9000	9000	56.8	53.8	-3.0	53.8	-2.8	53.8	-2.8	53.9	-2.7	53.9	-2.7	53.7	-2.9	54.5	-2.1	54.5	-2.1
E09	45	Regular Grid	-9000	12000	52.1	49.3	-2.8	49.4	-2.7	49.4	-2.7	49.4	-2.7	49.6	2.5	49.5	-2.6	50.1	-2.0	50.1	-2.0
F02	47	Regular Grid	-6000	-9000	62.3	58.3	-4.0	58.5	-3.8	58.5	-3.8	58.5	-3.8	58.0	-4.3	58.3	-4.0	57.3	-5.0	58.1	-4.2
F03	48	Regular Grid	-6000	-6000	70.5	66.0	-4.5	66.2	-4.3	66.2	-4.3	66.2	-4.3	65.7	-4.8	65.9	-4.6	64.5	-6.0	65.8	-4.7
F07	52	Regular Grid	-6000	6000	62.4	60.2	-2.2	60.7	-1.7	60.8	-1.6	61.0	-1.4	60.5	-1.9	60.2	-2.2	61.4	-1.0	61.6	-0.8
F08	53	Regular Grid	-6000	9000	56.1	53.7	-2.4	54.0	-2.1	54.0	-2.1	54.0	-2.1	54.1	-2.0	53.9	-2.2	54.8	-1.3	54.6	-1.5
F09	54	Regular Grid	-6000	12000	51.9	49.5	-2.4	49.5	-2.4	49.6	-2.3	49.5	-2.4	49.9	-2.0	49.7	-2.2	50.4	-1.5	50.2	-1.7
G01	55	Regular Grid	-3000	-12000	55.5	52.4	-3.1	52.6	-2.9	52.5	-3.0	52.4	-3.1	52.4	-3.1	52.4	-3.1	51.8	-3.7	52.2	-3.3
G02	56	Regular Grid	-3000	-9000	60.7	57.4	-3.3	57.4	-3.3	57.4	-3.3	57.3	-3.4	57.3	-3.4	57.4	-3.3	56.5	-4.2	57.1	-3.6
G03	57	Regular Grid	-3000	-6000	68.4	65.0	-3.4	65.0	-3.4	65.0	-3.4	65.0	-3.4	64.9	-3.5	64.9	-3.5	63.5	-4.9	64.8	-3.6
G07	61	Regular Grid	-3000	6000	61.7	59.8	-1.9	60.5	-1.2	60.7	-1.0	60.8	-0.9	60.4	-1.3	60.6	-1.1	61.9	0.2	61.6	-0.1
G08	62	Regular Grid	-3000	9000	56.1	54.0	-2.1	53.9	-2.2	54.0	-2.1	53.9	-2.2	54.7	-1.4	54.2	-1.9	55.0	-1.1	54.8	-1.3
G09	63	Regular Grid	-3000	12000	52.2	49.9	-2.3	49.8	-2.5	49.8	-2.4	49.5	-2.7	50.6	-1.6	50.2	-2.0	50.7	-1.5	50.5	-1.7
H01	64	Regular Grid	0	-12000	53.9	51.4	-2.5	51.5	-2.4	51.4	-2.5	51.2	-2.7	51.6	-2.3	51.4	-2.5	50.9	-3.0	51.1	-2.8
H02	65	Regular Grid	0	-9000	58.3	55.9	-2.4	55.9	-2.4	55.8	-2.5	55.7	-2.6	56.2	-2.1	56.0	-2.3	55.2	-3.1	55.6	-2.7
H03	66	Regular Grid	0	-6000	65.0	62.9	-2.1	62.8	-2.2	62.7	-2.3	62.7	-2.3	63.2	-1.8	63.0	-2.0	61.8	-3.2	62.6	-2.4
H07	70	Regular Grid	0	6000	64.3	62.0	-2.3	60.7	-3.6	60.7	-3.6	60.9	-3.4	62.8	-1.5	61.1	-3.2	62.0	-2.3	62.3	-2.0
H08	71	Regular Grid	0	9000	57.7	55.3	-2.4	54.4	-3.3	54.6	-3.1	54.2	-3.5	56.2	-1.5	55.1	-2.6	55.8	-1.9	55.7	-2.0
H09	72	Regular Grid	0	12000	53.4	50.9	-2.5	50.3	3.1	50.5	-2.9	50.0	3.4	51.9	-1.5	51.1	-2.3	51.6	-1.8	51.4	-2.0
I01	73	Regular Grid	3000	-12000	53.1	50.5	-2.6	50.7	-2.4	50.4	-2.7	50.2	-2.9	50.9	-2.2	50.5	-2.6	50.0	-3.1	50.2	-2.9
I02	74	Regular Grid	3000	-9000	57.0	54.4	-2.6	54.6	-2.4	54.3	-2.7	54.0	-3.0	54.8	-2.2	54.5	-2.5	53.8	-3.2	54.0	-3.0
I03	75	Regular Grid	3000	-6000	62.5	59.9	-2.6	60.3	-2.2	59.9	-2.6	59.7	-2.8	60.3	-2.2	60.2	-2.3	59.2	-3.3	59.5	-3.0
I07	79	Regular Grid	3000	6000	64.2	61.9	-2.3	63.0	-1.2	63.1	-1.1	62.9	-1.3	62.7	-1.5	64.0	-0.2	64.8	0.6	64.8	0.6
I08	80	Regular Grid	3000	9000	57.9	55.4	-2.5	56.0	-1.9	56.2	-1.7	55.7	-2.2	56.3	-1.6	57.1	-0.8	57.7	-0.2	57.6	-0.3
I09	81	Regular Grid	3000	12000	53.5	51.0	-2.5	51.5	-2.0	51.8	-1.7	51.2	-2.3	51.9	-1.6	52.7	-0.8	53.2	-0.3	53.1	-0.4
J01	82	Regular Grid	6000	-12000	53.2	50.2	-3.0	50.8	-2.4	50.5	-2.7	50.2	-3.0	50.6	-2.6	50.7	-2.5	50.2	-3.0	50.6	-2.6
J02	83	Regular Grid	6000	-9000	57.4	54.1	-3.3	54.8	-2.6	54.5	-2.9	54.2	-3.2	54.5	-2.9	54.5	-2.9	53.8	-3.6	54.4	-3.0
J03	84	Regular Grid	6000	-6000	63.4	59.7	-3.7	60.5	-2.9	60.1	-3.3	59.9	-3.5	60.0	-3.4	59.9	-3.5	59.0	-4.4	60.0	-3.4
J07	88	Regular Grid	6000	6000	61.5	60.1	-1.4	62.7	1.2	63.8	2.3	63.2	1.7	60.6	-0.9	63.9	2.4	65.0	3.5	64.8	3.3
J08	89	Regular Grid	6000	9000	57.0	54.6	-2.4	56.1	-0.9	56.7	-0.3	55.9	-1.1	55.3	-1.7	57.2	0.2	58.0	1.0	57.7	0.7
J09	90	Regular Grid	6000	12000	53.3	50.8	-2.5	51.8	-1.5	52.2	-1.1	51.5	-1.8	51.6	-1.7	52.8	-0.5	53.4	0.1	53.1	-0.2
K01	91	Regular Grid	9000	-12000	53.7	50.4	-3.3	51.1	-2.6	50.9	-2.8	50.7	-3.0	50.8	-2.9	51.0	-2.7	50.4	-3.3	51.0	-2.7
K02	92	Regular Grid	9000	-9000	57.9	54.5	-3.4	55.3	-2.6	55.0	-2.9	54.8	-3.1	54.7	-3.2	54.9	-3.0	54.3	-3.6	55.0	-2.9
K03	93	Regular Grid	9000	-6000	63.4	59.9	-3.5	60.7	-2.7	60.4	-3.0	60.2	-3.2	60.0	-3.4	60.2	-3.2	59.3	-4.1	60.7	-2.7
K05	95	Regular Grid	9000	0	76.0	73.5	-2.5	74.1	-1.9	74.2	-1.8	74.1	-1.9	73.0	-3.0	73.2	-2.8	71.9	-4.1	73.3	-2.7
K07	97	Regular Grid	9000	6000	62.3	61.5	-0.8	62.1	-0.2	62.8	0.5	63.3	1.0	61.8	-0.5	63.6	1.3	63.7	1.4	64.0	1.7
K08	98	Regular Grid	9000	9000	56.0	53.9	-2.1	55.2	-0.8	55.9	-0.1	55.0	-1.0	54.4	-1.6	56.2	0.2	56.7	0.7	56.2	0.2
K09	99	Regular Grid	9000	12000	52.5	50.2	-2.3	51.3	-1.2	51.8	-0.7	51.0	-1.5	50.8	-1.7	52.2	-0.3	52.7	0.2	52.3	-0.2
L01	100	Regular Grid	12000	-12000	52.6	49.4	-3.2	50.2	-2.4	50.0	-2.6	49.7	-2.9	49.8	-2.8	50.0	-2.6	49.6	-3.0	50.1	-2.5
L02	101	Regular Grid	12000	-9000	56.1	52.8	-3.3	53.7	-2.4	53.4	-2.7	53.2	-2.9	53.1	-3.0	53.3	-2.8	52.9	-3.2	53.5	-2.6
L03	102	Regular Grid	12000	-6000	60.2	57.0	-3.2	57.6	-2.4	57.7	-2.5	57.4	-2.8	57.1	-3.1	57.5	-2.7	57.1	-3.1	57.7	-2.5
L04	103	Regular Grid	12000	-3000	64.0	62.2	-1.8	62.6	-1.4	62.7	-1.3	62.5	-1.5	62.2	-1.8	63.0	-1.0	70.5	6.5	62.5	-1.5
L05	104	Regular Grid	12000	0	66.9	68.2	1.3	68.7	1.8	68.7	1.8	68.6	1.7	67.5	0.6	65.8	-1.1	71.7	4.8	67.7	0.8
L06	105	Regular Grid	12000	3000	63.9	64.8	0.9	65.0	1.1	65.0	1.1	64.6	0.7	65.2	1.3	66.9	3.0	64.3	0.4	65.2	1.3
L07	106	Regular Grid	12000	6000	63.3	63.1	-0.2	63.5	0.2	63.6	0.3	65.3	2.0	63.5	0.2	65.2	1.9	65.5	2.2	66.0	2.7
L08	107	Regular Grid	12000	9000	54.8	53.2	-1.6	54.1	-0.7	54.6	-0.2	54.1	-0.7	53.6	-1.2	55.7	0.9	55.3	0.5	54.9	0.1

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell			X	Y	Env.	2005								2015							
ID Code	Sequence	Use	Distance	Distance	Baseline Conditions	No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
L09	108	Regular Grid	12000	12000	51.4	49.5	-1.9	50.4	-1.0	50.9	-0.5	50.2	-1.2	50.0	-1.4	51.5	0.1	51.8	0.4	51.2	-0.2
M01	109	Regular Grid	15000	-12000	50.9	47.9	-3.0	48.6	-2.3	48.5	-2.4	48.2	-2.7	48.2	-2.7	48.6	-2.3	48.3	-2.6	48.6	-2.3
M02	110	Regular Grid	15000	-9000	53.6	50.6	-3.0	51.4	-2.2	51.3	-2.3	51.0	-2.6	50.8	-2.8	51.3	-2.3	51.1	-2.5	51.3	-2.3
M03	111	Regular Grid	15000	-6000	56.3	53.6	-2.7	54.4	-1.9	54.3	-2.0	54.0	-2.3	53.7	-2.6	54.4	-1.9	54.7	-1.6	54.1	-2.2
M04	112	Regular Grid	15000	-3000	60.0	58.9	-1.1	59.1	-0.9	59.2	-0.8	59.0	-1.0	59.1	-0.9	60.6	0.6	66.6	6.6	59.4	-0.6
M05	113	Regular Grid	15000	0	69.2	70.0	0.8	70.3	1.1	70.3	1.1	70.3	1.1	69.6	0.4	67.0	-2.2	70.8	1.6	69.6	0.4
M06	114	Regular Grid	15000	3000	60.7	62.4	1.7	62.5	1.8	62.5	1.8	62.1	1.4	62.8	2.1	64.0	3.3	61.9	1.2	62.7	2.0
M07	115	Regular Grid	15000	6000	64.7	64.9	0.2	65.2	0.5	65.2	0.5	67.1	2.4	65.3	0.6	66.1	1.4	67.4	2.7	67.8	3.1
M08	116	Regular Grid	15000	9000	54.1	53.2	-0.9	53.6	-0.5	53.9	-0.2	53.9	-0.2	53.5	-0.6	56.5	2.4	54.9	0.8	54.6	0.5
M09	117	Regular Grid	15000	12000	50.2	48.6	-1.6	49.4	-0.8	49.7	-0.5	49.3	-0.9	49.0	-1.2	50.9	0.7	50.6	0.4	50.2	0.0
N01	118	Regular Grid	18000	-12000	49.0	46.2	-2.8	46.9	-2.1	46.8	-2.2	46.5	-2.5	46.6	-2.4	47.1	-1.9	47.0	-2.0	47.0	-2.0
N02	119	Regular Grid	18000	-9000	51.0	48.4	-2.6	49.1	-1.9	49.1	-1.9	48.8	-2.2	48.7	-2.3	49.4	-1.6	49.5	-1.5	49.1	-1.9
N03	120	Regular Grid	18000	-6000	53.0	51.1	-1.9	51.7	-1.3	51.7	-1.3	51.4	-1.6	51.3	-1.7	52.5	-0.5	53.0	0.0	51.6	-1.4
N04	121	Regular Grid	18000	-3000	58.1	57.3	-0.8	57.4	-0.7	57.4	-0.7	57.3	-0.8	57.5	-0.6	59.7	1.6	63.8	5.7	57.7	-0.4
N05	122	Regular Grid	18000	0	70.2	70.0	-0.2	70.1	-0.1	70.2	0.0	70.1	-0.1	70.1	-0.1	67.8	-2.4	70.2	0.0	69.8	-0.4
N06	123	Regular Grid	18000	3000	59.3	61.1	1.8	61.1	1.8	61.1	1.8	60.8	1.5	61.6	2.3	62.0	2.7	60.8	1.5	61.4	2.1
N07	124	Regular Grid	18000	6000	65.9	66.2	0.3	66.5	0.6	66.5	0.6	67.3	1.4	66.5	0.6	67.1	1.2	68.4	2.5	68.1	2.2
N08	125	Regular Grid	18000	9000	54.0	53.8	-0.2	54.1	0.1	54.1	0.1	54.5	0.5	54.1	0.1	57.6	3.6	55.6	1.6	55.2	1.2
N09	126	Regular Grid	18000	12000	49.3	48.5	-0.8	49.0	-0.3	49.0	-0.3	48.9	-0.4	48.8	-0.5	50.8	1.5	49.9	0.6	49.7	0.4
O01	127	Regular Grid	21000	-12000	47.0	44.5	-2.4	45.2	-1.8	45.2	-1.8	44.9	-2.1	45.0	-2.0	45.7	-1.3	45.8	-1.2	45.5	-1.5
O02	128	Regular Grid	21000	-9000	48.7	46.6	-2.1	47.2	-1.5	47.2	-1.5	47.0	-1.7	47.0	-1.7	48.0	-0.7	48.4	-0.3	47.4	-1.3
O03	129	Regular Grid	21000	-6000	50.6	49.5	-1.1	49.9	-0.7	49.9	-0.7	49.7	-0.9	49.7	-0.9	51.6	1.0	52.1	1.5	49.9	-0.7
O04	130	Regular Grid	21000	-3000	56.6	56.0	-0.6	56.1	-0.5	56.1	-0.5	56.1	-0.5	56.3	-0.3	58.9	2.3	62.0	5.4	56.4	-0.2
O05	131	Regular Grid	21000	0	70.3	69.5	0.8	69.5	-0.8	69.5	-0.8	69.5	-0.8	69.9	-0.4	68.5	-1.8	68.2	-2.1	69.6	-0.7
O06	132	Regular Grid	21000	3000	58.7	60.6	1.9	60.6	1.9	60.6	1.9	60.4	1.7	61.1	2.4	60.7	2.0	60.5	1.8	61.1	2.4
O07	133	Regular Grid	21000	6000	65.8	66.2	0.4	66.4	0.6	66.4	0.6	66.5	0.7	66.5	0.7	67.8	2.0	67.9	2.1	67.1	1.3
O08	134	Regular Grid	21000	9000	54.3	54.3	0.0	54.6	0.3	54.7	0.4	55.3	1.0	54.5	0.2	58.0	3.7	56.2	1.9	55.9	1.6
O09	135	Regular Grid	21000	12000	48.7	48.6	-0.1	49.0	0.3	49.1	0.4	49.1	0.4	48.8	0.1	51.6	2.9	50.0	1.3	49.9	1.2
P01	136	Regular Grid	24000	-12000	45.2	43.2	-2.0	43.7	-1.5	43.7	-1.5	43.5	-1.7	43.7	-1.5	44.6	-0.6	44.9	-0.3	44.1	-1.1
P02	137	Regular Grid	24000	-9000	46.8	45.3	-1.5	45.8	-1.0	45.8	-1.0	45.6	-1.2	45.7	-1.1	47.3	0.5	47.8	0.8	46.0	-0.8
P03	138	Regular Grid	24000	-6000	49.1	48.5	-0.6	48.7	-0.4	48.7	-0.4	48.6	-0.5	48.8	-0.3	51.2	2.1	51.7	2.6	48.9	-0.2
P04	139	Regular Grid	24000	-3000	55.5	55.0	-0.5	55.0	-0.5	55.0	-0.5	55.0	-0.5	55.3	-0.2	58.0	2.5	60.6	5.1	55.4	-0.1
P05	140	Regular Grid	24000	0	69.0	68.0	-1.0	67.9	-1.1	67.9	-1.1	67.9	-1.1	68.4	-0.6	67.7	-1.3	66.0	-3.0	68.3	-0.7
P06	141	Regular Grid	24000	3000	58.9	60.6	1.7	60.6	1.7	60.6	1.7	60.5	1.6	60.9	2.0	59.9	1.0	60.7	1.8	61.2	2.3
P07	142	Regular Grid	24000	6000	64.7	65.4	0.7	65.5	0.8	65.5	0.8	65.1	0.4	65.7	1.0	67.4	2.7	66.5	1.8	65.7	1.0
P08	143	Regular Grid	24000	9000	54.8	54.9	0.1	55.3	0.5	55.4	0.6	56.2	1.4	55.2	0.4	57.8	3.0	56.8	2.0	56.6	1.8
P09	144	Regular Grid	24000	12000	48.4	48.2	-0.2	48.6	0.2	48.7	0.3	49.0	0.6	48.4	0.0	52.2	3.8	50.5	2.1	49.5	1.1
Q01	145	Regular Grid	27000	-12000	43.6	42.1	-1.5	42.6	-1.0	42.6	-1.0	42.4	-1.2	42.6	-1.0	43.9	0.3	44.4	0.8	42.9	-0.7
Q02	146	Regular Grid	27000	-9000	45.1	44.3	-0.8	44.6	-0.5	44.6	-0.5	44.5	-0.6	44.7	-0.4	46.8	1.7	46.8	1.7	44.8	-0.3
Q03	147	Regular Grid	27000	-6000	48.0	47.7	-0.3	47.8	-0.2	47.8	-0.2	47.7	-0.3	47.9	-0.1	51.1	3.1	51.7	3.7	48.0	0.0
Q04	148	Regular Grid	27000	-3000	54.4	53.9	-0.5	53.9	-0.5	53.9	-0.5	53.9	-0.5	54.2	-0.2	56.8	2.4	59.2	4.8	54.3	-0.1
Q05	149	Regular Grid	27000	0	66.8	65.9	-0.9	65.8	-1.0	65.8	-1.0	65.7	-1.1	66.3	-0.5	65.9	-0.9	64.3	-2.5	66.3	-0.5
Q06	150	Regular Grid	27000	3000	59.5	60.6	1.1	60.7	1.2	60.8	1.3	60.7	1.2	60.7	1.2	59.6	0.1	61.2	1.7	61.1	1.6
Q07	151	Regular Grid	27000	6000	63.2	64.1	0.9	64.1	0.9	64.1	0.9	63.6	0.4	64.4	1.2	66.3	3.1	64.8	1.6	64.1	0.9
Q08	152	Regular Grid	27000	9000	55.4	55.7	0.3	56.1	0.7	56.2	0.8	57.1	1.7	56.0	0.6	57.9	2.5	57.6	2.2	57.5	2.1
Q09	153	Regular Grid	27000	12000	48.4	48.3	-0.1	48.7	0.3	48.8	0.4	49.1	0.7	48.5	0.1	52.3	3.9	50.7	2.3	49.5	1.1
R01	154	Regular Grid	30000	-12000	42.2	41.3	-0.9	41.7	-0.5	41.7	-0.5	41.5	-0.7	41.8	-0.4	43.4	1.2	43.6	1.4	41.9	-0.3
R02	155	Regular Grid	30000	-9000	43.8	43.4	-0.4	43.7	-0.1	43.7	-0.1	43.5	-0.3	43.8	0.0	46.2	2.4	46.2	2.4	43.9	0.1
R03	156	Regular Grid	30000	-6000	47.0	46.8	-0.2	46.9	-0.1	46.9	-0.1	46.8	-0.2	47.1	0.1	50.9	3.9	51.5	4.5	47.2	0.2
R04	157	Regular Grid	30000	-3000	53.2	52.9	-0.3	52.9	-0.3	52.9	-0.3	52.8	-0.4	53.2	0.0	55.5	2.3	57.6	4.4	53.3	0.1
R05	158	Regular Grid	30000	0	64.5	63.7	-0.8	63.5	-1.0	63.5	-1.0	63.5	-1.0	64.2	-0.3	63.9	-0.6	63.1	-1.4	64.2	-0.3
R06	159	Regular Grid	30000	3000	60.1	60.9	0.8	61.1	1.0	61.1	1.0	61.0	0.9	61.0	0.9	59.6	-0.5	61.7	1.6	61.1	1.0

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No-Action/ No-Project	2005 Amount of Change	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No-Action/ No-Project	2015 Amount of Change	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
R07	160	Regular Grid	30000	6000	51.8	52.7	0.9	52.7	0.9	52.7	0.9	52.0	0.2	53.0	1.2	54.8	3.0	53.2	1.4	52.5	0.7
R08	161	Regular Grid	30000	9000	56.2	56.6	0.4	56.9	0.7	56.9	0.7	57.9	1.7	56.8	0.6	58.3	2.1	58.5	2.3	58.4	2.2
R09	162	Regular Grid	30000	12000	48.8	48.8	0.0	49.4	0.6	49.4	0.6	49.7	0.9	49.0	0.2	52.3	3.5	50.9	2.1	50.0	1.2
S01	163	Regular Grid	33000	-12000	40.9	40.6	-0.3	40.9	0.0	40.9	0.0	40.7	-0.2	41.2	0.3	42.9	2.0	42.6	1.7	41.1	0.2
S02	164	Regular Grid	33000	-9000	42.7	42.6	-0.1	42.7	0.0	42.7	0.0	42.6	-0.1	43.0	0.3	45.2	2.5	45.3	2.6	43.1	0.4
S03	165	Regular Grid	33000	-6000	46.0	45.9	-0.1	46.0	0.0	46.0	0.0	45.9	-0.1	46.4	0.4	49.9	3.9	50.5	4.5	46.4	0.4
S04	166	Regular Grid	33000	-3000	51.9	51.8	-0.1	51.7	-0.2	51.7	-0.2	51.7	-0.2	52.2	0.3	53.5	1.6	55.7	3.8	52.2	0.3
S05	167	Regular Grid	33000	0	62.2	61.5	-0.7	61.3	-0.9	61.3	-0.9	61.3	-0.9	62.0	-0.2	61.7	-0.5	61.8	-0.4	62.0	-0.2
S06	168	Regular Grid	33000	3000	60.8	61.3	0.5	61.4	0.6	61.4	0.6	61.3	0.5	61.4	0.6	59.8	-1.0	61.9	1.1	61.4	0.6
S07	169	Regular Grid	33000	6000	60.3	61.4	1.1	61.2	0.9	61.2	0.9	60.6	0.3	61.6	1.3	63.4	3.1	61.6	1.3	61.1	0.8
S08	170	Regular Grid	33000	9000	57.1	57.5	0.4	57.7	0.6	57.7	0.6	58.7	1.6	57.7	0.6	59.0	1.9	59.5	2.4	59.3	2.2
S09	171	Regular Grid	33000	12000	49.3	49.5	0.2	50.2	0.9	50.2	0.9	50.6	1.3	49.6	0.3	52.5	3.2	51.2	1.9	50.7	1.4
T01	172	Regular Grid	36000	-12000	39.8	39.9	0.1	40.0	0.2	40.0	0.2	39.9	0.1	40.4	0.6	42.4	2.6	41.9	2.1	40.4	0.6
T02	173	Regular Grid	36000	-9000	41.8	41.8	0.0	41.9	0.1	41.9	0.1	41.8	0.0	42.3	0.5	44.8	3.0	45.1	3.3	42.4	0.6
T03	174	Regular Grid	36000	-6000	45.2	45.3	0.1	45.3	0.1	45.3	0.1	45.2	0.0	45.8	0.6	49.7	4.5	50.4	5.2	45.8	0.6
T04	175	Regular Grid	36000	-3000	50.8	50.8	0.0	50.8	0.0	50.8	0.0	50.7	-0.1	51.3	0.5	52.3	1.5	54.4	3.6	51.4	0.6
T05	176	Regular Grid	36000	0	60.1	59.6	-0.5	59.4	-0.7	59.4	-0.7	59.4	-0.7	60.1	0.0	59.7	-0.4	60.7	0.6	60.2	0.1
T06	177	Regular Grid	36000	3000	61.4	61.6	0.2	61.7	0.3	61.7	0.3	61.7	0.3	61.8	0.4	60.2	-1.2	62.0	0.6	61.8	0.4
T07	178	Regular Grid	36000	6000	58.9	60.0	1.1	59.9	1.0	59.9	1.0	59.3	0.4	60.3	1.4	61.9	3.0	60.3	1.4	59.8	0.9
T08	179	Regular Grid	36000	9000	57.9	58.3	0.4	58.5	0.6	58.5	0.6	59.3	1.4	58.5	0.6	59.7	1.8	60.3	2.4	60.0	2.1
T09	180	Regular Grid	36000	12000	49.7	50.2	0.5	50.8	1.1	50.8	1.1	51.3	1.6	50.2	0.5	52.9	3.2	51.7	2.0	51.3	1.6
U01	181	Regular Grid	39000	-12000	38.8	39.1	0.3	39.2	0.4	39.2	0.4	39.1	0.3	39.7	0.9	41.9	3.1	41.5	2.7	39.8	1.0
U02	182	Regular Grid	39000	-9000	41.1	41.2	0.1	41.2	0.1	41.2	0.1	41.1	0.0	41.8	0.7	44.7	3.6	45.0	3.9	41.8	0.7
U03	183	Regular Grid	39000	-6000	44.4	44.7	0.3	44.7	0.3	44.7	0.3	44.6	0.2	45.2	0.8	49.6	5.2	50.3	5.9	45.3	0.9
U04	184	Regular Grid	39000	-3000	49.8	50.0	0.2	49.9	0.1	49.9	0.1	49.9	0.1	50.5	0.7	51.3	1.5	53.3	3.5	50.5	0.7
U05	185	Regular Grid	39000	0	58.3	57.9	-0.4	57.8	-0.5	57.8	-0.5	57.8	-0.5	58.5	0.2	57.8	-0.4	59.5	1.2	58.6	0.3
U06	186	Regular Grid	39000	3000	61.8	61.8	0.0	61.8	0.0	61.8	0.0	61.8	0.0	62.1	0.3	60.5	-1.3	61.7	-0.1	62.1	0.3
U07	187	Regular Grid	39000	6000	57.8	58.8	1.0	58.7	0.9	58.6	0.8	58.2	0.4	59.2	1.4	60.5	2.7	59.2	1.4	58.8	1.0
U08	188	Regular Grid	39000	9000	58.3	58.9	0.6	59.0	0.7	59.1	0.8	59.5	1.2	59.0	0.7	60.3	2.0	60.7	2.4	60.1	1.8
U09	189	Regular Grid	39000	12000	50.1	51.1	1.0	51.5	1.4	51.6	1.5	52.1	2.0	50.8	0.7	53.3	3.2	52.5	2.4	52.0	1.9
V01	190	Regular Grid	42000	-12000	38.1	38.4	0.3	38.6	0.5	38.6	0.5	38.5	0.4	39.1	1.0	41.5	3.4	41.3	3.2	39.3	1.2
V02	191	Regular Grid	42000	-9000	40.5	40.6	0.1	40.7	0.2	40.7	0.2	40.6	0.1	41.3	0.8	44.8	4.3	45.2	4.7	41.4	0.9
V03	192	Regular Grid	42000	-6000	43.8	44.2	0.4	44.1	0.3	44.1	0.3	44.1	0.3	44.7	0.9	49.3	5.5	50.1	6.3	44.8	1.0
V04	193	Regular Grid	42000	-3000	49.0	49.2	0.2	49.1	0.1	49.1	0.1	49.1	0.1	49.7	0.7	50.4	1.4	52.3	3.3	49.8	0.8
V05	194	Regular Grid	42000	0	56.7	56.4	-0.3	56.3	-0.4	56.3	-0.4	56.3	-0.4	57.0	0.3	56.4	-0.3	58.3	1.6	57.1	0.4
V06	195	Regular Grid	42000	3000	61.6	61.5	-0.1	61.5	-0.1	61.5	-0.1	61.5	-0.1	61.9	0.3	60.5	-1.1	61.1	-0.5	61.9	0.3
V07	196	Regular Grid	42000	6000	57.0	57.8	0.8	57.7	0.7	57.7	0.7	57.4	0.4	58.3	1.3	59.2	2.2	58.3	1.3	58.0	1.0
V08	197	Regular Grid	42000	9000	58.2	58.6	0.6	58.9	0.7	58.9	0.7	59.2	1.0	59.1	0.9	60.6	2.4	60.5	2.3	59.9	1.7
V09	198	Regular Grid	42000	12000	50.6	52.6	2.0	52.8	2.2	52.9	2.3	53.3	2.7	51.4	0.8	53.8	3.2	53.7	3.1	52.6	2.0
W01	199	Regular Grid	45000	-12000	37.5	37.9	0.4	38.0	0.5	38.0	0.5	37.9	0.4	38.6	1.1	41.2	3.7	41.3	3.8	38.8	1.3
W02	200	Regular Grid	45000	-9000	39.9	40.2	0.3	40.2	0.3	40.2	0.3	40.1	0.2	40.9	1.0	45.0	5.1	45.4	5.5	41.0	1.1
W03	201	Regular Grid	45000	-6000	43.3	43.6	0.3	43.6	0.3	43.6	0.3	43.5	0.2	44.2	0.9	48.9	5.6	49.7	6.4	44.3	1.0
W04	202	Regular Grid	45000	-3000	48.2	48.4	0.2	48.3	0.1	48.3	0.1	48.3	0.1	49.0	0.8	49.5	1.3	51.4	3.2	49.0	0.8
W05	203	Regular Grid	45000	0	55.2	55.1	-0.1	55.0	-0.2	55.0	-0.2	55.0	-0.2	55.7	0.5	55.0	-0.2	57.1	1.9	55.8	0.6
W06	204	Regular Grid	45000	3000	61.1	61.0	-0.1	60.9	-0.2	60.9	-0.2	60.9	-0.2	61.4	0.3	60.2	-0.9	60.4	-0.7	61.4	0.3
W07	205	Regular Grid	45000	6000	56.5	57.3	0.8	57.2	0.7	57.2	0.7	56.9	0.4	57.7	1.2	58.2	1.7	57.8	1.3	57.5	1.0
W08	206	Regular Grid	45000	9000	57.9	58.4	0.5	58.5	0.6	58.5	0.6	58.6	0.7	58.9	1.0	60.4	2.5	60.1	2.2	59.5	1.6
W09	207	Regular Grid	45000	12000	51.2	52.8	1.6	53.0	1.8	53.0	1.8	53.5	2.3	52.0	0.8	54.6	3.4	54.1	2.9	53.2	2.0
X01	208	Regular Grid	48000	-12000	37.0	37.4	0.4	37.5	0.5	37.5	0.5	37.4	0.4	38.2	1.2	41.2	4.2	41.3	4.3	38.4	1.4
X02	209	Regular Grid	48000	-9000	39.4	39.7	0.3	39.7	0.3	39.7	0.3	39.6	0.2	40.5	1.1	45.2	5.8	45.6	6.2	40.6	1.2
X03	210	Regular Grid	48000	-6000	42.7	43.1	0.4	43.0	0.3	43.0	0.3	42.9	0.2	43.7	1.0	48.4	5.7	49.3	6.6	43.8	1.1
X04	211	Regular Grid	48000	-3000	47.4	47.6	0.2	47.5	0.1	47.5	0.1	47.5	0.1	48.3	0.9	48.8	1.2	50.5	3.1	48.3	0.9

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No-Action/ No-Project	2005 Amount of Change	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No-Action/ No-Project	2015 Amount of Change	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
X05	212	Regular Grid	48000	0	53.9	53.9	0.0	53.7	-0.2	53.7	-0.2	53.7	-0.2	54.6	0.7	53.7	-0.2	55.9	2.0	54.6	0.7
X06	213	Regular Grid	48000	3000	60.3	60.1	-0.2	60.0	-0.3	60.0	-0.3	59.9	-0.4	60.6	0.3	59.5	-0.8	59.6	-0.7	60.7	0.4
X07	214	Regular Grid	48000	6000	56.3	57.1	0.8	57.0	0.7	57.0	0.7	56.8	0.5	57.5	1.2	57.3	1.0	57.5	1.2	57.3	1.0
X08	215	Regular Grid	48000	9000	57.4	57.9	0.5	57.9	0.5	57.9	0.5	57.9	0.5	58.6	1.2	59.9	2.5	59.5	2.1	59.0	1.6
X09	216	Regular Grid	48000	12000	51.8	53.5	1.7	53.7	1.9	53.7	1.9	54.1	2.3	52.7	0.9	55.0	3.2	54.8	3.0	53.9	2.1
Y01	217	Regular Grid	51000	-12000	36.6	37.0	0.4	37.0	0.4	37.0	0.4	36.9	0.3	37.9	1.3	41.1	4.5	41.4	4.8	38.1	1.5
Y02	218	Regular Grid	51000	-9000	38.9	39.3	0.4	39.2	0.3	39.2	0.3	39.2	0.3	40.1	1.2	45.5	6.6	45.9	7.0	40.2	1.3
Y03	219	Regular Grid	51000	-6000	42.2	42.5	0.3	42.4	0.2	42.4	0.2	42.4	0.2	43.3	1.1	47.8	5.6	48.7	6.5	43.3	1.1
Y04	220	Regular Grid	51000	-3000	46.6	46.9	0.3	46.7	0.1	46.7	0.1	46.7	0.1	47.6	1.0	47.8	1.2	49.6	3.0	47.6	1.0
Y05	221	Regular Grid	51000	0	52.8	52.7	-0.1	52.6	-0.2	52.6	-0.2	52.6	-0.2	53.5	0.7	52.6	-0.2	54.7	1.9	53.6	0.8
Y06	222	Regular Grid	51000	3000	59.4	59.1	-0.3	58.9	-0.5	58.9	-0.5	58.9	-0.5	59.8	0.4	58.7	-0.7	58.7	-0.7	59.8	0.4
Y07	223	Regular Grid	51000	6000	56.3	56.9	0.6	56.8	0.5	56.8	0.5	56.7	0.4	57.3	1.0	56.8	0.5	57.3	1.0	57.3	1.0
Y08	224	Regular Grid	51000	9000	56.8	57.2	0.4	57.2	0.4	57.2	0.4	57.1	0.3	58.0	1.2	59.2	2.4	58.7	1.9	58.4	1.6
Y09	225	Regular Grid	51000	12000	52.4	53.9	1.5	54.0	1.6	54.0	1.6	54.5	2.1	53.2	0.8	55.4	3.0	55.1	2.7	54.5	2.1
Z01	226	Regular Grid	54000	-12000	36.2	36.6	0.4	36.6	0.4	36.6	0.4	36.6	0.4	37.6	1.4	41.3	5.1	41.6	5.4	37.8	1.6
Z02	227	Regular Grid	54000	-9000	38.3	38.9	0.6	38.8	0.5	38.8	0.5	38.7	0.4	39.8	1.5	45.8	7.5	46.2	7.9	39.9	1.6
Z03	228	Regular Grid	54000	-6000	41.7	42.0	0.3	41.9	0.2	41.9	0.2	41.9	0.2	42.8	1.1	47.2	5.5	48.1	6.4	42.9	1.2
Z04	229	Regular Grid	54000	-3000	45.9	46.1	0.2	46.0	0.1	46.0	0.1	46.0	0.1	46.9	1.0	47.1	1.2	48.8	2.9	47.0	1.1
Z05	230	Regular Grid	54000	0	51.6	51.6	0.0	51.4	-0.2	51.4	-0.2	51.4	-0.2	52.5	0.9	51.5	-0.1	53.6	2.0	52.5	0.9
Z06	231	Regular Grid	54000	3000	58.3	58.0	-0.3	57.8	-0.5	57.8	-0.5	57.8	-0.5	58.8	0.5	57.8	-0.5	57.8	-0.5	58.9	0.6
Z07	232	Regular Grid	54000	6000	56.4	56.9	0.5	56.8	0.4	56.8	0.4	56.7	0.3	57.4	1.0	56.5	0.1	57.3	0.9	57.3	0.9
Z08	233	Regular Grid	54000	9000	56.1	56.3	0.2	56.2	0.1	56.2	0.1	56.0	-0.1	57.5	1.4	58.4	2.3	57.8	1.7	57.7	1.6
Z09	234	Regular Grid	54000	12000	52.8	54.0	1.2	54.2	1.4	54.2	1.4	54.6	1.8	53.8	1.0	55.0	2.2	55.4	2.6	55.0	2.2
CH001	732	Church	40133	9363	57.5	58.1	0.6	58.3	0.8	58.3	0.8	58.8	1.3	58.2	0.7	59.5	2.0	60.0	2.5	59.4	1.9
CH002	822	Church	40126	3875	59.5	60.0	0.5	60.0	0.5	60.0	0.5	60.0	0.5	60.1	0.6	58.8	-0.7	60.4	0.9	60.2	0.7
CH003	412	Church	14124	-9745	53.6	50.5	-3.1	51.3	-2.3	51.2	-2.4	50.9	-2.7	50.8	-2.8	51.1	-2.5	50.9	-2.7	51.0	-2.5
CH004	1050	Church	39044	-534	56.4	56.2	-0.2	56.1	-0.3	56.1	-0.3	56.1	-0.3	56.7	0.3	56.2	-0.2	58.7	2.3	56.8	0.4
CH005	722	Church	39730	11329	51.8	52.9	1.1	53.2	1.4	53.2	1.4	53.8	2.0	52.6	0.8	54.7	2.9	54.4	2.6	53.8	2.0
CH006	375	Church	18362	851	65.3	66.1	0.8	66.4	1.1	66.4	1.1	66.4	1.1	65.7	0.4	63.6	-1.7	67.8	2.5	65.7	0.4
CH007	824	Church	39030	3550	60.2	60.6	0.4	60.7	0.5	60.7	0.5	60.6	0.4	60.8	0.6	59.3	-0.9	61.0	0.8	60.8	0.6
CH008	569	Church	-1056	-6191	65.7	63.2	-2.5	63.1	-2.6	63.1	-2.6	63.0	-2.7	63.4	-2.3	63.2	-2.5	62.0	-3.7	63.0	-2.7
CH009	707	Church	41467	6832	58.2	59.0	0.8	58.9	0.7	58.9	0.7	58.4	0.2	59.6	1.4	61.1	2.9	59.7	1.5	59.2	1.0
CH010	647	Church	41495	11217	52.4	53.9	1.5	54.1	1.7	54.1	1.7	54.7	2.3	53.2	0.8	55.2	2.8	55.3	2.9	54.5	2.1
CH011	1082	Church	33776	-3732	49.9	49.9	0.0	49.8	-0.1	49.8	-0.1	49.8	-0.1	50.3	0.4	52.5	2.6	54.0	4.1	50.3	0.4
CH012	1007	Church	34672	611	63.2	62.5	-0.7	62.4	-0.8	62.4	-0.8	62.4	-0.8	63.0	-0.2	62.4	-0.8	61.8	-1.4	63.0	-0.2
CH013	672	Church	52912	2025	57.2	56.8	-0.4	56.6	-0.6	56.6	-0.6	56.6	-0.6	57.7	0.5	56.8	-0.4	57.0	-0.2	57.7	0.5
CH016	852	Church	48215	5625	56.7	57.4	0.7	57.4	0.7	57.4	0.7	57.2	0.5	57.7	1.0	57.1	0.4	57.8	1.1	57.6	0.9
CH017	865	Church	51381	5012	58.0	58.3	0.3	58.2	0.2	58.2	0.2	58.2	0.2	58.7	0.7	57.4	-0.6	58.4	0.4	58.7	0.7
CH018	695	Church	48154	3640	60.0	60.0	0.0	59.9	-0.1	59.9	-0.1	59.9	-0.1	60.5	0.5	59.2	-0.8	59.6	-0.4	60.5	0.5
CH019	454	Church	16609	-6394	54.2	51.8	-2.4	52.4	-1.8	52.4	-1.8	52.1	-2.1	51.9	-2.3	52.8	-1.4	53.2	-1.0	52.2	-2.0
CH020	448	Church	16609	-5892	54.5	52.3	-2.2	52.9	-1.6	52.9	-1.6	52.6	-1.9	52.4	-2.1	53.4	-1.1	53.9	-0.6	52.7	-1.8
CH022	262	Church	18259	9542	52.9	52.6	-0.3	52.9	0.0	53.0	0.1	53.3	0.4	52.9	0.0	56.2	3.3	54.4	1.5	53.9	1.0
CH025	451	Church	16984	-6155	53.9	51.7	-2.2	52.3	-1.6	52.3	-1.6	52.1	-1.8	51.8	-2.1	52.9	-1.0	53.3	-0.6	52.1	-1.8
CH026	540	Church	772	5897	65.4	62.9	-2.5	61.5	-3.9	61.5	-3.9	61.8	-3.6	63.8	-1.6	62.0	-3.4	62.7	-2.7	63.2	-2.2
CH027	806	Church	40127	5659	57.1	58.0	0.9	57.9	0.8	57.9	0.8	57.6	0.5	58.4	1.3	59.3	2.2	58.4	1.3	58.1	1.0
CH028	492	Church	26948	-12650	43.2	41.6	-1.6	42.1	-1.1	42.1	-1.1	41.9	-1.3	42.2	-1.0	43.3	0.1	43.7	0.5	42.5	-0.7
CH029	671	Church	51861	9031	56.6	56.9	0.3	56.9	0.3	56.9	0.3	56.8	0.2	57.9	1.3	58.9	2.3	58.5	1.9	58.2	1.6
CH030	1071	Church	37397	-3562	49.1	49.2	0.1	49.2	0.1	49.2	0.1	49.1	0.0	49.7	0.6	51.5	2.4	53.1	4.0	49.8	0.7
CH031	782	Church	29694	4531	58.4	59.6	1.2	59.6	1.2	59.6	1.2	59.2	0.8	59.8	1.4	61.0	2.6	59.8	1.4	59.6	1.2
CH032	1066	Church	34999	-2525	52.3	52.3	0.0	52.2	-0.1	52.2	-0.1	52.2	-0.1	52.8	0.5	53.2	0.9	55.8	3.5	52.8	0.5
CH033	458	Church	19873	-10053	48.9	46.5	-2.4	47.2	-1.7	47.1	-1.8	46.8	-2.1	46.9	-2.0	47.6	-1.3	47.8	-1.1	47.2	-1.7

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005								2015							
						No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH035	478	Church	25615	-4936	50.3	49.9	-0.4	50.0	-0.3	50.0	-0.3	49.9	-0.4	50.1	-0.2	53.6	3.3	54.3	4.0	50.2	-0.1
CH036	682	Church	45647	10492	55.2	56.0	0.8	56.2	1.0	56.2	1.0	56.8	1.6	56.0	0.8	57.6	2.4	57.8	2.6	57.4	2.2
CH037	336	Church	12173	2634	62.7	63.1	0.4	63.4	0.7	63.4	0.7	63.1	0.4	63.4	0.7	64.6	1.9	63.0	0.3	63.6	0.9
CH038	928	Church	43029	180	56.7	56.5	-0.2	56.3	-0.4	56.3	-0.4	56.3	-0.4	57.1	0.4	56.4	-0.3	58.2	1.5	57.2	0.5
CH039	952	Church	38754	3059	61.6	61.7	0.1	61.7	0.1	61.7	0.1	61.7	0.1	62.0	0.4	60.4	-1.2	61.7	0.1	61.9	0.3
CH042	945	Church	42697	3405	61.0	61.0	0.0	61.0	0.0	61.0	0.0	61.0	0.0	61.3	0.3	59.9	-1.1	60.8	-0.2	61.3	0.3
CH043	727	Church	40129	10225	54.9	55.8	0.9	56.0	1.1	56.0	1.1	56.7	1.8	55.6	0.7	57.2	2.3	57.5	2.6	57.0	2.1
CH044	992	Church	29459	441	66.2	65.3	-0.9	65.2	-1.0	65.2	-1.0	65.2	-1.0	65.8	-0.4	65.1	-1.1	63.9	-2.3	65.7	-0.5
CH047	740	Church	35169	5797	60.2	61.1	0.9	61.1	0.9	61.1	0.9	60.6	0.4	61.4	1.2	63.1	2.9	61.9	1.7	61.2	1.0
CH048	796	Church	35685	2519	62.8	62.7	-0.1	62.7	-0.1	62.7	-0.1	62.7	-0.1	63.0	0.2	61.5	-1.3	62.4	-0.4	63.0	0.2
CH049	765	Church	29734	8748	57.0	57.4	0.4	57.7	0.7	57.7	0.7	58.7	1.7	57.7	0.7	59.0	2.0	59.4	2.4	59.3	2.3
CH051	1144	Church	30808	-9462	43.1	42.8	-0.3	43.0	-0.1	43.0	-0.1	42.9	-0.2	43.2	0.1	45.5	2.4	45.4	2.3	43.2	0.1
CH052	605	Church	28386	11458	49.7	49.6	-0.1	50.1	0.4	50.1	0.4	50.5	0.8	49.8	0.1	53.1	3.4	51.7	2.0	50.9	1.2
CH053	612	Church	32138	10827	51.6	51.9	0.3	52.4	0.8	52.5	0.9	53.0	1.4	52.1	0.5	54.6	3.0	53.6	2.0	53.3	1.7
CH054	900	Church	47818	1080	57.1	56.8	-0.3	56.6	-0.5	56.6	-0.5	56.6	-0.5	57.5	0.4	56.7	-0.4	57.5	0.4	57.6	0.5
CH055	866	Church	51231	3842	59.4	59.3	-0.1	59.2	-0.2	59.2	-0.2	59.2	-0.2	59.9	0.5	58.7	-0.7	58.9	-0.5	59.9	0.5
CH056	610	Church	29486	10032	53.0	53.3	0.3	53.7	0.7	53.8	0.8	54.4	1.4	53.5	0.5	55.9	2.9	55.0	2.0	54.8	1.8
CH057	1160	Church	33691	-14495	39.6	39.2	-0.4	39.5	-0.1	39.5	-0.1	39.3	-0.3	39.8	0.2	40.9	1.3	41.2	1.6	39.8	0.2
CH058	1072	Church	37445	-3804	48.6	48.7	0.1	48.7	0.1	48.7	0.1	48.6	0.0	49.2	0.6	51.3	2.7	52.8	4.2	49.3	0.7
CH059	823	Church	38801	3841	59.3	59.9	0.6	59.9	0.6	59.9	0.6	59.9	0.6	60.0	0.7	58.8	-0.5	60.4	1.1	60.1	0.8
CH060	967	Church	37453	1503	63.3	62.8	-0.5	62.7	-0.6	62.7	-0.6	62.7	-0.6	63.2	-0.1	62.3	-1.0	61.8	-1.5	63.2	-0.1
CH061	725	Church	36796	10948	52.6	53.4	0.8	53.7	1.1	53.7	1.1	54.4	1.8	53.3	0.7	55.3	2.7	55.1	2.5	54.6	2.0
CH062	443	Church	18436	-9362	50.4	47.8	-2.6	48.6	-1.8	48.5	-1.9	48.2	-2.2	48.2	-2.2	48.8	-1.6	48.9	-1.5	48.5	-1.9
CH064	435	Church	16585	-12177	49.8	46.8	-3.0	47.6	-2.2	47.5	-2.3	47.2	-2.6	47.2	-2.6	47.6	-2.2	47.5	-2.3	47.5	-2.3
CH066	1119	Church	40320	-7074	42.8	43.0	0.2	43.0	0.2	43.0	0.2	43.0	0.2	43.6	0.8	48.0	5.2	48.5	5.7	43.7	0.9
CH067	252	Church	24220	9999	52.3	52.2	-0.1	52.6	0.3	52.7	0.4	53.2	0.9	52.5	0.2	55.9	3.6	54.3	2.0	53.7	1.4
CH068	423	Church	15674	-12464	50.1	47.1	-3.0	47.9	-2.2	47.7	-2.4	47.4	-2.7	47.5	-2.6	47.9	-2.2	47.6	-2.5	47.8	-2.3
CH069	363	Church	24032	-1953	59.6	58.9	-0.7	58.8	-0.8	58.8	-0.8	58.8	-0.8	59.2	-0.4	60.3	0.7	64.6	5.0	59.4	-0.2
CH070	701	Church	45176	6377	58.6	57.4	0.8	57.2	0.6	57.2	0.6	56.9	0.3	57.9	1.3	58.7	2.1	57.9	1.3	57.7	1.1
CH071	821	Church	39022	4047	58.8	59.4	0.6	59.5	0.7	59.5	0.7	59.4	0.6	59.6	0.8	58.5	-0.3	60.0	1.2	59.6	0.8
CH072	625	Church	36144	10802	52.4	52.9	0.5	53.3	0.9	53.4	1.0	54.0	1.6	53.1	0.7	55.1	2.7	54.6	2.2	54.3	1.9
CH073	1120	Church	40288	-8405	41.4	41.5	0.1	41.5	0.1	41.5	0.1	41.5	0.1	42.1	0.7	45.6	4.2	46.0	4.6	42.2	0.8
CH074	472	Church	23811	-13585	44.5	42.3	-2.2	42.9	-1.6	42.9	-1.6	42.6	-1.9	42.9	-1.6	43.8	-0.9	43.7	-0.8	43.2	-1.3
CH075	1010	Church	36127	-1223	55.5	55.4	-0.1	55.3	-0.2	55.2	-0.3	55.2	-0.3	55.9	0.4	55.5	0.0	58.6	3.1	55.9	0.4
CH076	756	Church	36351	8763	58.7	59.1	0.4	59.3	0.6	59.3	0.6	59.9	1.2	59.4	0.7	60.5	1.8	61.1	2.4	60.5	1.8
CH077	812	Church	38770	5476	57.2	58.2	1.0	58.1	0.9	58.1	0.9	57.8	0.6	58.5	1.3	59.4	2.2	58.6	1.4	58.2	1.0
CH078	996	Church	30942	225	64.6	63.8	-0.8	63.7	-0.9	63.7	-0.9	63.7	-0.9	64.3	-0.3	63.8	-0.8	62.9	-1.7	64.3	-0.3
CH079	1052	Church	39043	-1150	54.4	54.4	0.0	54.3	-0.1	54.3	-0.1	54.3	-0.1	54.9	0.5	54.4	0.0	57.4	3.0	55.0	0.6
CH081	1155	Church	37654	-8291	42.1	42.1	0.0	42.2	0.1	42.2	0.1	42.1	0.0	42.7	0.6	45.7	3.6	46.1	4.0	42.7	0.6
CH082	333	Church	15556	4179	65.9	67.7	1.8	67.6	1.7	67.6	1.7	66.9	1.0	68.0	2.1	69.9	4.0	66.8	0.9	67.4	1.5
CH083	534	Church	-5007	6170	61.5	59.6	-1.9	60.3	-1.2	60.4	-1.1	60.5	-1.0	59.9	-1.6	59.9	-1.6	61.2	-0.3	61.2	-0.3
CH084	419	Church	15777	-9568	52.4	49.4	-3.0	50.2	-2.2	50.1	-2.3	49.8	-2.6	49.7	-2.7	50.1	-2.3	50.0	-2.4	50.0	-2.4
CH087	273	Church	15502	10235	52.1	50.8	-1.3	51.4	-0.7	51.7	-0.4	51.5	-0.6	51.2	-0.9	53.6	1.5	52.6	0.5	52.2	0.1
CH088	827	Church	41455	3861	59.7	60.1	0.4	60.1	0.4	60.1	0.4	60.1	0.4	60.3	0.6	58.9	-0.8	60.4	0.7	60.3	0.6
CH089	1043	Church	41942	-4056	47.0	47.2	0.2	47.1	0.1	47.1	0.1	47.1	0.1	47.8	0.8	50.0	3.0	51.4	4.4	47.8	0.8
CH090	938	Church	41638	1544	61.5	61.0	-0.5	60.9	-0.6	60.9	-0.6	60.9	-0.6	61.6	0.1	60.7	-0.8	60.4	-1.1	61.6	0.1
CH091	850	Church	47803	6165	56.2	57.0	0.8	56.9	0.7	56.9	0.7	56.7	0.5	57.4	1.2	57.5	1.3	57.4	1.2	57.3	1.1
CH092	733	Church	38808	8894	58.5	59.1	0.6	59.3	0.8	59.3	0.8	59.6	1.1	59.3	0.8	60.5	2.0	60.9	2.4	60.3	1.8
CH093	889	Church	48527	2930	60.1	59.9	-0.2	59.7	-0.4	59.8	-0.3	59.7	-0.4	60.5	0.4	59.4	-0.7	59.4	-0.7	60.5	0.4
CH094	786	Church	37402	4700	57.4	58.3	0.9	58.3	0.9	58.3	0.9	58.1	0.7	58.5	1.1	58.6	1.2	58.8	1.4	58.4	1.0
CH095	869	Church	52527	2803	58.6	58.3	-0.3	58.1	-0.5	58.1	-0.5	58.1	-0.5	59.1	0.5	58.1	-0.5	58.0	-0.6	59.1	0.5
CH096	892	Church	33100	4191	57.8	58.8	1.0	58.8	1.0	58.8	1.0	58.6	0.8	58.9	1.1	59.0	1.2	59.3	1.5	58.8	1.0

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No-Action/ No-Project	2005 Amount of Change	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No-Action/ No-Project	2015 Amount of Change	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH097	592	Church	922	-6751	62.0	60.0	-2.0	60.0	-2.0	59.8	-2.2	59.7	-2.3	60.4	-1.6	60.1	-1.9	59.1	-2.9	59.5	-2.4
CH098	506	Church	3426	10997	54.8	52.2	-2.6	52.9	-1.9	53.3	-1.5	52.6	-2.2	53.2	-1.6	54.1	-0.7	54.7	-0.1	54.5	-0.3
CH099	425	Church	15214	-4708	57.0	54.9	-2.1	55.5	-1.5	55.5	-1.5	55.3	-1.7	55.0	-2.0	56.0	-1.0	56.9	-0.1	55.3	-1.7
CH100	327	Church	16819	5275	67.9	68.5	0.6	68.7	0.8	68.7	0.8	68.3	0.4	68.8	0.9	70.2	2.3	69.8	1.9	69.0	1.1
CH101	509	Church	3026	9100	57.8	55.2	-2.6	55.9	-1.9	56.1	-1.7	55.5	-2.3	56.1	-1.7	57.0	-0.8	57.6	-0.2	57.4	-0.4
CH102	1091	Church	29435	-3393	52.3	52.1	-0.2	52.1	-0.2	52.1	-0.2	52.0	-0.3	52.4	0.1	55.4	3.1	57.1	4.8	52.4	0.1
CH103	621	Church	33060	9231	56.3	56.7	0.4	57.0	0.7	57.0	0.7	57.9	1.6	57.0	0.7	58.3	2.0	58.7	2.4	58.5	2.2
CH104	655	Church	43124	11484	52.1	53.7	1.6	53.9	1.8	53.9	1.8	54.4	2.3	52.9	0.8	55.1	3.0	55.0	2.9	54.1	2.0
CH105	475	Church	22240	-4389	52.4	51.8	-0.6	52.0	-0.4	52.0	-0.4	51.9	-0.5	52.1	-0.3	54.9	2.5	56.0	3.6	52.2	-0.2
CH106	959	Church	38784	1394	62.6	62.0	-0.6	61.9	-0.7	61.9	-0.7	61.9	-0.7	62.5	-0.1	61.7	-0.9	61.3	-1.3	62.5	-0.1
CH107	596	Church	12493	-6171	59.3	56.2	-3.1	57.0	-2.3	56.9	-2.4	56.6	-2.7	56.3	-3.0	56.7	-2.6	56.4	-2.9	56.5	-2.8
CH108	595	Church	12557	-6505	58.8	55.7	-3.1	56.5	-2.3	56.3	-2.5	56.0	-2.8	55.8	-3.0	56.2	-2.6	55.8	-3.0	56.0	-2.8
CH109	517	Church	-7997	6637	61.4	58.5	-2.9	58.8	-2.6	58.8	-2.6	59.0	-2.4	58.8	-2.6	58.4	-3.0	59.5	-1.9	59.7	-1.7
CH110	720	Church	38904	11465	51.5	52.7	1.2	53.0	1.5	53.0	1.5	53.5	2.0	52.3	0.8	54.4	2.9	54.1	2.6	53.5	2.0
CH111	930	Church	45654	-1593	50.9	51.0	0.1	50.9	0.0	50.9	0.0	50.9	0.0	51.6	0.7	51.1	0.2	53.8	2.9	51.7	0.8
CH112	721	Church	39947	11465	51.5	52.7	1.2	53.0	1.5	53.0	1.5	53.6	2.1	52.3	0.8	54.4	2.9	54.1	2.6	53.5	2.0
CH113	668	Church	50570	11307	54.0	55.0	1.0	55.2	1.2	55.2	1.2	55.6	1.6	54.8	0.8	56.5	2.5	56.5	2.5	56.1	2.1
CH114	932	Church	42963	-741	54.0	54.0	0.0	53.9	-0.1	53.9	-0.1	53.8	-0.2	54.6	0.6	53.9	-0.1	56.5	2.5	54.6	0.6
CH115	857	Church	48411	5854	56.7	57.4	0.7	57.3	0.6	57.3	0.6	57.2	0.5	57.7	1.0	57.1	0.4	57.8	1.1	57.6	0.9
CH116	236	Church	26573	11459	49.4	49.2	-0.2	49.7	0.3	49.8	0.4	50.2	0.8	49.5	0.1	53.1	3.7	51.6	2.2	50.5	1.1
CH117	700	Church	45442	7080	57.2	57.9	0.7	57.8	0.6	57.7	0.5	57.3	0.1	58.6	1.4	59.8	2.6	58.6	1.4	58.3	1.1
CH118	869	Church	34682	5288	58.0	59.2	1.2	59.1	1.1	59.0	1.0	58.6	0.6	59.4	1.4	60.7	2.7	59.4	1.4	59.0	1.0
CH119	588	Church	-3523	-8901	61.2	57.8	-3.4	57.8	-3.4	57.8	-3.4	57.8	-3.4	57.6	-3.6	57.7	-3.5	56.8	-4.4	57.5	-3.7
CH120	561	Church	-3133	-5122	71.9	68.2	-3.7	68.1	-3.8	68.1	-3.8	68.1	-3.8	68.0	-3.9	67.9	-4.0	66.3	-5.6	68.0	-3.9
CH121	574	Church	-1025	-8528	60.0	57.4	-2.6	57.4	-2.6	57.3	-2.7	57.2	-2.8	57.6	-2.4	57.5	-2.5	56.6	-3.4	57.1	-2.9
CH122	565	Church	-2777	-7154	64.8	61.5	-3.3	61.5	-3.3	61.5	-3.3	61.5	-3.3	61.5	-3.3	61.5	-3.3	60.3	-4.5	61.3	-3.5
CH125	643	Church	40706	11467	51.7	53.1	1.4	53.3	1.6	53.3	1.6	53.8	2.1	52.4	0.7	54.6	2.9	54.4	2.7	53.6	1.9
CH126	920	Church	42979	3400	61.0	61.0	0.0	61.0	0.0	61.0	0.0	60.9	-0.1	61.3	0.3	59.9	-1.1	60.8	-0.2	61.3	0.3
CH127	854	Church	48198	5183	57.4	58.1	0.7	58.0	0.6	58.0	0.6	57.9	0.5	58.3	0.9	57.3	-0.1	58.3	0.9	58.3	0.9
CH128	904	Church	48815	1124	56.7	56.4	-0.3	56.3	-0.4	56.3	-0.4	56.2	-0.5	57.2	0.5	56.4	-0.3	57.3	0.6	57.2	0.5
CH129	372	Church	20742	-3140	56.2	55.6	-0.6	55.7	-0.5	55.7	-0.5	55.7	-0.5	55.9	-0.3	58.6	2.4	61.4	5.2	56.0	-0.2
CH130	650	Church	41748	10497	54.4	55.5	1.1	55.7	1.3	55.7	1.3	56.4	2.0	55.2	0.8	56.9	2.5	57.2	2.8	56.6	2.2
CH131	1020	Church	40320	222	58.3	58.0	-0.3	57.8	-0.5	57.8	-0.5	57.8	-0.5	58.5	0.2	58.0	-0.3	59.3	1.0	58.6	0.3
CH132	316	Church	15736	5775	66.4	66.7	0.3	67.0	0.6	67.0	0.6	68.2	1.8	67.0	0.6	67.5	1.1	69.1	2.7	68.9	2.5
CH133	990	Church	27851	1067	66.9	66.4	-0.5	66.4	-0.5	66.4	-0.5	66.4	-0.5	66.7	-0.2	65.2	-1.7	65.8	-1.1	66.6	-0.3
CH134	905	Church	49067	1391	57.4	57.0	-0.4	56.8	-0.6	56.8	-0.6	56.8	-0.6	57.8	0.4	57.0	-0.4	57.5	0.1	57.8	0.4
CH135	762	Church	33627	6368	60.8	61.7	0.9	61.6	0.8	61.6	0.8	61.1	0.3	62.0	1.2	63.7	2.9	62.3	1.5	61.6	0.8
CH136	696	Church	48309	7261	56.6	57.2	0.6	57.1	0.5	57.1	0.5	56.7	0.1	58.0	1.4	58.9	2.3	58.0	1.4	57.8	1.2
CH137	1080	Church	34656	-3968	49.1	49.1	0.0	49.1	0.0	49.1	0.0	49.1	0.0	49.6	0.5	52.0	2.9	53.4	4.3	49.6	0.5
CH138	937	Church	41639	1182	60.7	60.2	-0.5	60.1	-0.6	60.1	-0.6	60.1	-0.6	60.8	0.1	60.1	-0.6	59.9	-0.8	60.8	0.1
CH139	633	Church	36337	10957	52.0	52.6	0.6	53.0	1.0	53.1	1.1	53.6	1.6	52.7	0.7	54.8	2.8	54.3	2.3	54.0	2.0
CH140	1003	Church	34661	-513	58.9	58.5	-0.4	58.3	-0.6	58.3	-0.6	58.3	-0.6	59.0	0.1	58.6	-0.3	60.6	1.7	59.1	0.2
CH141	1132	Church	40084	-6855	43.1	43.4	0.3	43.3	0.2	43.3	0.2	43.3	0.2	43.9	0.8	48.4	5.3	48.9	5.8	44.0	0.9
CH142	879	Church	51241	524	54.0	53.9	-0.1	53.7	-0.3	53.7	-0.3	53.7	-0.3	54.6	0.6	53.7	-0.3	55.6	1.5	54.7	0.7
CH143	1133	Church	36373	-4447	47.7	47.8	0.1	47.7	0.0	47.7	0.0	47.7	0.0	48.2	0.5	51.3	3.6	52.5	4.8	48.3	0.6
CH144	1083	Church	30061	-1582	57.6	57.1	-0.5	57.1	-0.5	57.0	-0.6	57.0	-0.6	57.5	-0.1	57.7	0.1	61.4	3.8	57.6	0.0
CH145	1014	Church	37889	-1182	54.9	54.8	-0.1	54.7	-0.2	54.7	-0.2	54.7	-0.2	55.4	0.5	54.9	0.0	57.9	3.0	55.4	0.5
CH146	297	Church	13494	8321	55.6	54.6	-1.0	55.1	-0.5	55.4	-0.2	55.4	-0.2	55.0	-0.6	57.9	2.3	56.3	0.7	56.1	0.5
CH147	661	Church	43408	9028	58.1	56.6	0.5	58.7	0.6	58.8	0.7	58.9	0.8	59.1	1.0	60.5	2.4	60.3	2.2	59.8	1.7
CH148	888	Church	48388	3639	60.0	60.0	0.0	59.9	-0.1	59.9	-0.1	59.8	-0.2	60.5	0.5	59.1	-0.9	59.6	-0.4	60.4	0.4
CH149	841	Church	45426	5670	56.6	57.3	0.7	57.3	0.7	57.3	0.7	57.1	0.5	57.7	1.1	57.7	1.1	57.8	1.2	57.6	1.0
CH150	315	Church	16056	6214	64.0	64.2	0.2	64.5	0.5	64.5	0.5	66.3	2.3	64.5	0.5	65.4	1.4	66.5	2.5	67.0	3.0

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005								2015							
						No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH151	320	Church	16044	5617	57.3	57.6	0.3	57.9	0.6	57.9	0.6	58.5	1.2	57.9	0.6	58.4	1.1	59.7	2.4	59.3	2.0
CH155	440	Church	16863	-13343	47.5	44.8	-2.7	45.5	-2.0	45.4	-2.1	45.1	-2.4	45.3	-2.2	45.7	-1.8	45.6	-1.9	45.6	-1.9
CH156	966	Church	34981	1468	64.2	63.7	-0.5	63.7	-0.5	63.7	-0.5	63.7	-0.5	64.2	0.0	63.1	-1.1	62.8	-1.4	64.1	-0.1
CH157	498	Church	4879	6462	61.3	59.3	-2.0	61.9	0.6	62.6	1.3	62.0	0.7	60.0	-1.3	63.0	1.7	64.2	2.9	63.8	2.5
CH158	357	Church	24437	2639	59.9	61.3	1.4	61.4	1.5	61.4	1.5	61.3	1.4	61.5	1.6	59.9	0.0	61.8	1.9	61.7	1.8
CH159	1040	Church	40329	-3821	47.8	48.0	0.2	47.9	0.1	47.9	0.1	47.9	0.1	48.5	0.7	50.5	2.7	52.0	4.2	48.6	0.8
CH160	289	Church	12198	7451	57.7	56.8	-0.9	57.3	-0.4	57.6	-0.1	57.9	0.2	57.2	-0.5	60.0	2.3	58.6	0.9	58.6	0.9
CH162	445	Church	18585	-9335	50.3	47.8	-2.5	48.5	-1.8	48.4	-1.9	48.1	-2.2	48.1	-2.2	48.8	-1.5	48.9	-1.4	48.4	-1.9
CH163	752	Church	36352	7585	60.5	61.2	0.7	61.2	0.7	61.2	0.7	61.1	0.6	61.4	0.9	63.0	2.5	62.4	1.9	61.7	1.2
CH164	326	Church	17219	5679	67.1	67.5	0.4	67.7	0.6	67.7	0.6	68.1	1.0	67.8	0.7	68.5	1.4	69.4	2.3	68.8	1.7
CH165	1087	Church	31191	-1517	57.2	56.8	-0.4	56.7	-0.5	56.7	-0.5	56.6	-0.6	57.2	0.0	57.3	0.1	60.8	3.6	57.2	0.0
CH166	310	Church	17639	7360	59.1	59.2	0.1	59.4	0.3	59.5	0.4	60.7	1.6	59.4	0.3	61.3	2.2	61.1	2.0	61.4	2.3
CH167	1145	Church	29772	-8393	44.4	44.0	-0.4	44.2	-0.2	44.2	-0.2	44.1	-0.3	44.4	0.0	46.9	2.5	47.1	2.7	44.4	0.0
CH168	503	Church	2715	9777	56.7	54.1	-2.6	54.5	-2.2	54.7	-2.0	54.2	-2.5	55.1	-1.6	55.6	-1.1	56.1	-0.6	56.0	-0.7
CH169	944	Church	41645	3409	61.0	61.1	0.1	61.0	0.0	61.0	0.0	61.0	0.0	61.3	0.3	59.8	-1.2	61.0	0.0	61.3	0.3
CH170	1117	Church	42734	-6687	42.8	43.1	0.3	43.1	0.3	43.1	0.3	43.0	0.2	43.7	0.9	48.8	5.8	49.2	6.4	43.8	1.0
CH171	897	Church	48290	3660	60.0	60.0	0.0	59.9	-0.1	59.9	-0.1	59.9	-0.1	60.4	0.4	59.1	-0.9	59.6	-0.4	60.4	0.4
CH172	272	Church	16888	11345	50.3	49.2	-1.1	49.8	-0.5	49.9	-0.4	49.7	-0.6	49.6	-0.7	51.7	1.4	50.8	0.5	50.5	0.2
CH173	374	Church	20347	-4191	53.6	52.9	-0.7	53.1	-0.5	53.1	-0.5	53.0	-0.6	53.1	-0.5	55.5	1.9	56.9	3.3	53.2	-0.4
CH174	751	Church	37440	7189	60.1	60.9	0.8	60.9	0.8	60.9	0.8	60.6	0.5	61.2	1.1	62.9	2.8	61.9	1.8	61.2	1.1
CH175	515	Church	-4960	6402	60.9	59.0	-1.9	59.6	-1.3	59.7	-1.2	59.9	-1.0	59.3	-1.6	59.3	-1.6	60.5	-0.4	60.5	-0.4
CH176	1018	Church	42759	568	58.2	57.9	-0.3	57.7	-0.5	57.7	-0.5	57.7	-0.5	58.4	0.2	57.8	-0.4	58.8	0.6	58.5	0.3
CH177	607	Church	29502	11020	50.7	50.8	0.1	51.4	0.7	51.4	0.7	51.9	1.2	51.0	0.3	54.1	3.4	52.7	2.0	52.2	1.5
CH179	1028	Church	41630	-1354	52.9	53.0	0.1	52.8	-0.1	52.8	-0.1	52.8	-0.1	53.5	0.6	53.0	0.1	55.8	2.9	53.6	0.7
CH180	784	Church	37867	5420	57.4	58.4	1.0	58.3	0.9	58.3	0.9	58.0	0.6	58.7	1.3	59.7	2.3	58.8	1.4	58.4	1.0
CH181	1035	Church	42759	-3084	48.6	48.8	0.2	48.7	0.1	48.7	0.1	48.7	0.1	49.4	0.8	50.1	1.5	52.0	3.4	49.4	0.8
CH182	1012	Church	37462	-1152	55.1	55.0	-0.1	54.9	-0.2	54.9	-0.2	54.9	-0.2	55.5	0.4	55.1	0.0	58.1	3.0	55.6	0.5
CH183	741	Church	35808	6815	60.4	61.3	0.9	61.2	0.8	61.2	0.8	60.8	0.4	61.6	1.2	63.2	2.8	62.1	1.7	61.4	1.0
CH184	640	Church	48294	10317	55.9	56.6	0.7	56.7	0.8	56.8	0.9	57.0	1.1	56.9	1.0	58.2	2.3	58.3	2.4	57.9	2.0
CH185	890	Church	32290	4655	57.9	59.0	1.1	58.9	1.0	58.9	1.0	58.6	0.7	59.2	1.3	60.1	2.2	59.2	1.3	58.9	1.0
CH186	1073	Church	37662	-2735	50.8	50.9	0.1	50.9	0.1	50.8	0.0	50.8	0.0	51.4	0.6	52.0	1.2	54.3	3.5	51.5	0.7
CH187	906	Church	49719	3688	59.8	59.7	-0.1	59.5	-0.3	59.6	-0.2	59.5	-0.3	60.2	0.4	58.9	-0.9	59.3	-0.5	60.2	0.4
CH188	617	Church	29706	9678	54.0	54.3	0.3	54.7	0.7	54.8	0.8	55.5	1.5	54.6	0.6	56.6	2.6	56.1	2.1	56.0	2.0
CH189	753	Church	37456	8316	59.6	60.2	0.6	60.3	0.7	60.3	0.7	60.5	0.9	60.5	0.9	61.9	2.3	61.8	2.2	61.2	1.6
CH190	388	Church	15759	-1744	67.2	66.0	-1.2	65.9	-1.3	65.9	-1.3	65.9	-1.3	66.5	-0.7	67.7	0.5	66.9	-0.3	66.8	-0.4
CH191	797	Church	37440	3115	61.3	61.5	0.2	61.5	0.2	61.5	0.2	61.5	0.2	61.7	0.4	60.1	-1.2	61.8	0.5	61.7	0.4
CH193	346	Church	16098	3516	62.1	64.0	1.9	64.0	1.9	64.0	1.9	63.5	1.4	64.4	2.3	66.0	3.9	63.1	1.0	64.1	2.0
CH194	1112	Church	40302	-5874	44.4	44.6	0.2	44.6	0.2	44.6	0.2	44.6	0.2	45.2	0.8	49.6	5.2	50.3	5.9	45.2	0.8
CH195	651	Church	42765	11165	52.8	54.3	1.5	54.4	1.6	54.5	1.7	55.0	2.2	53.7	0.9	55.6	2.8	55.7	2.9	54.9	2.1
CH196	1130	Church	40093	-6419	43.7	43.9	0.2	43.9	0.2	43.9	0.2	43.8	0.1	44.5	0.8	49.0	5.3	49.6	5.9	44.5	0.8
CH197	1011	Church	36141	-622	57.6	57.3	-0.3	57.1	-0.5	57.1	-0.5	57.1	-0.5	57.8	0.2	57.3	0.3	59.8	2.2	57.9	0.3
CH198	802	Church	38793	7343	58.7	60.5	0.8	60.5	0.8	60.5	0.8	60.2	0.5	60.8	1.2	62.5	2.8	61.5	1.8	60.9	1.2
CH199	1077	Church	32312	-2517	53.5	53.3	-0.2	53.2	-0.3	53.2	-0.3	53.2	-0.3	53.7	0.2	54.5	1.0	57.3	3.8	53.7	0.2
CH200	929	Church	46100	-552	53.3	53.3	0.0	53.1	-0.2	53.1	-0.2	53.1	-0.2	53.9	0.6	53.1	-0.2	55.6	2.3	54.0	0.7
CH201	511	Church	30178	11450	49.9	50.0	0.1	50.6	0.7	50.6	0.7	51.0	1.1	50.2	0.3	53.3	3.4	51.9	2.0	51.3	1.4
CH202	851	Church	48228	5944	56.3	57.1	0.8	57.0	0.7	57.0	0.7	56.8	0.5	57.5	1.2	57.2	0.9	57.5	1.2	57.3	1.0
CH204	1151	Church	40064	-8675	41.2	41.3	0.1	41.3	0.1	41.3	0.1	41.2	0.0	41.9	0.7	45.2	4.0	45.6	4.4	42.0	0.8
CH205	743	Church	38034	6388	59.7	60.7	1.0	60.6	0.9	60.6	0.9	60.0	0.3	61.0	1.3	62.7	3.0	61.1	1.4	60.5	0.8
CH206	999	Church	32298	-1373	57.0	56.7	-0.3	56.6	-0.4	56.6	-0.4	56.5	-0.5	57.1	0.1	57.0	0.0	60.4	3.4	57.2	0.2
CH207	731	Church	39058	9517	56.8	57.5	0.7	57.7	0.9	57.7	0.9	58.4	1.6	57.5	0.7	58.8	2.0	59.4	2.6	59.0	2.2
CH208	1008	Church	34964	-345	59.4	58.9	-0.5	58.8	-0.6	58.8	-0.6	58.8	-0.6	59.4	0.0	59.1	-0.3	60.7	1.3	59.5	0.1
CH209	1053	Church	40116	-783	55.1	55.0	-0.1	54.9	-0.2	54.9	-0.2	54.9	-0.2	55.5	0.4	54.9	-0.2	57.7	2.6	55.6	0.5

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Comparison of All Alternatives to Environmental Baseline

Grid Cell					Env.	2005								2015							
ID Code	Sequence	Use	X Distance	Y Distance	Baseline Conditions	No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH210	1057	Church	38743	-1492	53.6	53.6	0.0	53.5	-0.1	53.5	-0.1	53.5	-0.1	54.1	0.5	53.7	0.1	56.7	3.1	54.2	0.6
CH211	794	Church	38174	2481	62.9	62.8	-0.1	62.8	-0.1	62.8	-0.1	62.8	-0.1	63.1	0.2	61.5	-1.4	62.6	-0.3	63.1	0.2
CH213	349	Church	18281	1520	61.6	62.6	1.0	62.9	1.3	62.9	1.3	62.8	1.2	62.3	0.7	61.0	-0.6	64.3	2.7	62.3	0.7
CH214	1019	Church	41454	470	58.5	58.2	-0.3	58.0	-0.5	58.0	-0.5	58.0	-0.5	58.8	0.3	58.2	-0.3	59.1	0.6	58.8	0.3
CH215	849	Church	47687	6166	56.2	57.0	0.8	56.9	0.7	56.9	0.7	56.7	0.5	57.5	1.3	57.6	1.4	57.5	1.3	57.3	1.1
CH216	982	Church	32313	1911	64.4	64.2	-0.2	64.2	-0.2	64.2	-0.2	64.2	-0.2	64.5	0.1	62.8	-1.6	63.9	-0.5	64.4	0.0
CH217	636	Church	48413	9011	57.3	57.8	0.5	57.8	0.5	57.8	0.5	57.8	0.5	58.5	1.2	59.8	2.5	59.4	2.1	59.0	1.7
CH218	384	Church	15869	-851	73.3	72.0	-1.3	71.8	-1.5	71.8	-1.5	71.8	-1.5	72.6	-0.7	72.2	-1.1	68.3	-5.0	72.5	-0.8
CH219	254	Church	22848	11338	49.5	49.4	-0.1	49.7	0.2	49.9	0.4	50.1	0.6	49.6	0.1	53.2	3.7	51.5	2.0	50.7	1.2
CH221	248	Church	23975	6427	64.3	64.8	0.5	65.0	0.7	65.0	0.7	65.1	0.8	65.1	0.8	66.5	2.2	66.4	2.1	65.7	1.4
CH222	404	Church	15086	-9405	53.2	50.1	-3.1	50.9	-2.3	50.8	-2.4	50.5	-2.7	50.4	-2.8	50.8	-2.4	50.6	-2.6	50.7	-2.5
CH224	481	Church	20460	-10672	48.1	45.7	-2.4	46.4	-1.7	46.3	-1.8	46.1	-2.0	46.1	-2.0	46.9	-1.2	47.0	-1.1	46.5	-1.6
CH225	407	Church	13793	-7039	56.7	53.7	-3.0	54.5	-2.2	54.4	-2.3	54.1	-2.6	53.8	-2.9	54.3	-2.4	54.2	-2.5	54.1	-2.6
CH228	916	Church	46115	513	56.2	56.0	-0.2	55.8	-0.4	55.8	-0.4	55.8	-0.4	56.7	0.5	55.9	-0.3	57.4	1.2	56.7	0.5
CH230	780	Church	32151	4322	57.8	58.8	1.0	58.8	1.0	58.8	1.0	58.6	0.8	59.0	1.2	59.4	1.6	59.2	1.4	58.8	1.0
CH231	627	Church	38143	9975	54.7	55.2	0.5	55.4	0.7	55.5	0.8	56.3	1.6	55.4	0.7	57.0	2.3	57.1	2.4	56.8	2.1
CH232	1116	Church	41612	-6870	42.8	43.1	0.3	43.0	0.2	43.0	0.2	43.0	0.2	43.7	0.9	48.4	5.6	48.9	6.1	43.7	0.9
CH233	489	Church	26976	-10110	44.5	43.5	-1.0	43.8	-0.7	43.8	-0.7	43.7	-0.8	43.9	-0.6	45.7	1.2	45.8	1.3	44.0	-0.5
CH234	747	Church	38895	6381	59.3	60.3	1.0	60.2	0.9	60.2	0.9	59.6	0.3	60.6	1.3	62.3	3.0	60.7	1.4	60.1	0.8
CH235	971	Church	32127	2022	64.1	64.0	-0.1	64.0	-0.1	64.0	-0.1	64.0	-0.1	64.2	0.1	62.5	-1.6	63.9	-0.2	64.1	0.0
CH236	1032	Church	40334	-3035	49.4	49.6	0.2	49.5	0.1	49.5	0.1	49.4	0.0	50.1	0.7	50.8	1.4	52.8	3.4	50.1	0.7
CH239	773	Church	29501	6867	62.5	63.1	0.6	63.2	0.7	63.2	0.7	63.1	0.6	63.4	0.9	64.9	2.4	64.4	1.9	63.7	1.2
CH240	1066	Church	37448	-2742	50.9	51.0	0.1	50.9	0.0	50.9	0.0	50.9	0.0	51.5	0.6	52.0	1.1	54.3	3.4	51.5	0.6
CH241	355	Church	24439	3466	58.7	60.3	1.6	60.3	1.6	60.4	1.7	60.2	1.5	60.8	2.1	60.6	1.9	60.2	1.5	61.0	2.3
CH242	1016	Church	40326	854	60.5	60.0	-0.5	59.9	-0.6	59.9	-0.6	59.9	-0.6	60.6	0.1	60.1	-0.4	60.0	-0.5	60.7	0.2
CH243	724	Church	38394	11463	51.2	52.1	0.9	52.5	1.3	52.5	1.3	53.0	1.8	52.0	0.8	54.2	3.0	53.6	2.4	53.2	2.0
CH244	758	Church	37681	8609	59.0	59.6	0.6	59.8	0.8	59.8	0.8	60.1	1.1	59.9	0.9	61.2	2.2	61.4	2.4	60.8	1.8
CH245	717	Church	42785	7206	58.2	59.0	0.8	58.9	0.7	58.9	0.7	58.4	0.2	59.6	1.4	61.0	2.8	59.8	1.6	59.3	1.1
CH246	1048	Church	39156	-87	57.9	57.6	-0.3	57.4	-0.5	57.4	-0.5	57.4	-0.5	58.1	0.2	57.6	-0.3	59.3	1.4	58.2	0.3
CH247	964	Church	34958	2144	63.7	63.5	-0.2	63.5	-0.2	63.5	-0.2	63.4	-0.3	63.8	0.1	62.3	-1.4	63.1	-0.6	63.7	0.0
CH248	649	Church	42158	10866	53.5	54.8	1.3	55.0	1.5	55.0	1.5	55.6	2.1	54.3	0.8	56.1	2.6	56.3	2.8	55.6	2.1
CH249	1044	Church	41646	-4101	47.0	47.2	0.2	47.1	0.1	47.1	0.1	47.1	0.1	47.7	0.7	50.1	3.1	51.4	4.4	47.8	0.8
CH250	1093	Church	28704	-4168	50.7	50.5	-0.2	50.5	-0.2	50.5	-0.2	50.5	-0.2	50.8	0.1	54.8	4.1	55.9	5.2	50.8	0.1
CH251	299	Church	13890	6115	63.5	63.6	0.1	63.9	0.4	63.9	0.4	65.7	2.2	63.9	0.4	65.0	1.5	65.9	2.4	66.5	3.0
CH253	476	Church	22179	-4388	52.4	51.9	-0.5	52.0	-0.4	52.0	-0.4	51.9	-0.5	52.1	-0.3	54.9	2.5	56.0	3.6	52.2	-0.2
CH254	258	Church	17430	10595	51.2	50.4	-0.8	50.9	-0.3	50.9	-0.3	50.9	-0.3	50.7	-0.5	53.3	2.1	52.0	0.8	51.6	0.4
CH255	332	Church	12359	3858	67.5	69.2	1.7	69.2	1.7	69.2	1.7	68.5	1.0	69.6	2.1	71.5	4.0	68.2	0.7	69.0	1.5
CH256	344	Church	16578	3534	61.8	63.7	1.9	63.7	1.9	63.7	1.9	63.2	1.4	64.2	2.4	65.7	3.9	62.9	1.1	63.9	2.1
CH257	401	Church	16548	-8178	53.8	50.9	-2.9	51.7	-2.1	51.6	-2.2	51.3	-2.5	51.1	-2.7	51.7	-2.1	51.6	-2.2	51.5	-2.3
CH258	638	Church	42986	5752	56.7	57.5	0.8	57.4	0.7	57.4	0.7	57.2	0.5	58.0	1.3	58.4	1.7	58.0	1.3	57.7	1.0
CH259	270	Church	14539	12155	50.2	48.5	-1.7	49.4	-0.8	49.7	-0.5	49.2	-1.0	49.0	-1.2	50.9	0.7	50.7	0.5	50.1	-0.1
CH260	365	Church	23953	-3330	54.5	54.0	-0.5	54.1	-0.4	54.1	-0.4	54.0	-0.5	54.3	-0.2	57.4	2.9	59.5	5.0	54.4	-0.1
CH261	373	Church	19150	-3057	57.3	56.5	-0.8	56.7	-0.6	56.7	-0.6	56.6	-0.7	56.8	-0.5	59.3	2.0	62.7	5.4	56.9	-0.4
CH262	585	Church	-3362	-7566	64.2	60.7	-3.5	60.7	-3.5	60.7	-3.5	60.7	-3.5	60.6	-3.6	60.7	-3.5	59.6	-4.6	60.5	-3.7
CH263	921	Church	45419	3417	60.7	60.7	0.0	60.6	-0.1	60.6	-0.1	60.6	-0.1	61.0	0.3	59.7	-1.0	60.3	-0.4	61.0	0.3
CH265	837	Church	42986	5668	56.7	57.5	0.8	57.4	0.7	57.4	0.7	57.2	0.5	57.9	1.2	58.3	1.6	58.0	1.3	57.7	1.0
CH266	339	Church	16872	3711	62.4	64.4	2.0	64.3	1.9	64.3	1.9	63.8	1.4	64.8	2.4	66.4	4.0	63.4	1.0	64.5	2.1
CH267	738	Church	35011	8122	60.1	60.6	0.5	60.7	0.6	60.7	0.6	61.0	0.9	60.9	0.8	62.2	2.1	62.3	2.2	61.7	1.6
CH268	1037	Church	42658	-3037	48.7	48.9	0.2	48.8	0.1	48.8	0.1	48.8	0.1	49.5	0.8	50.1	1.4	52.1	3.4	49.5	0.8
CH269	1053	Church	38695	-3508	48.9	49.0	0.1	48.9	0.0	48.9	0.0	48.9	0.0	49.5	0.6	51.1	2.2	52.8	3.9	49.6	0.7
CH270	768	Church	31466	6365	61.6	62.5	0.9	62.5	0.9	62.5	0.9	62.0	0.4	62.8	1.2	64.6	3.0	63.2	1.6	62.5	0.9
CH271	719	Church	39686	11328	51.8	52.9	1.1	53.2	1.4	53.2	1.4	53.8	2.0	52.6	0.8	54.7	2.9	54.4	2.6	53.8	2.0

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
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Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No-Action/ No-Project	2005 Amount of Change	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No-Action/ No-Project	2015 Amount of Change	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH272	858	Church	48394	5164	57.5	58.1	0.6	58.1	0.6	58.1	0.6	58.0	0.5	58.4	0.9	57.3	-0.2	58.4	0.9	58.3	0.8
CH273	997	Church	31581	550	65.0	64.2	-0.8	64.1	-0.9	64.1	-0.9	64.1	-0.9	64.7	-0.3	64.0	-1.0	63.0	-2.0	64.7	-0.3
CH274	1062	Church	38724	-3316	49.2	49.4	0.2	49.3	0.1	49.3	0.1	49.3	0.1	49.9	0.7	51.2	2.0	53.0	3.8	49.9	0.7
CH275	624	Church	34643	11454	50.6	51.0	0.4	51.6	1.0	51.6	1.0	52.2	1.6	51.2	0.6	53.7	3.1	52.6	2.0	52.3	1.7
CH276	783	Church	29696	3909	58.1	59.3	1.2	59.3	1.2	59.3	1.2	59.1	1.0	59.4	1.3	59.5	1.4	59.7	1.6	59.4	1.3
CH277	1134	Church	37433	-6016	44.8	45.0	0.2	45.0	0.2	44.9	0.1	44.9	0.1	45.5	0.7	49.7	4.9	50.4	5.6	45.5	0.7
CH278	950	Church	42762	1421	60.7	60.2	-0.5	60.1	-0.6	60.1	-0.6	60.1	-0.6	60.8	0.1	60.0	-0.7	59.8	-0.9	60.8	0.1
CH279	656	Church	45449	10853	54.2	55.2	1.0	55.4	1.2	55.4	1.2	56.0	1.8	55.0	0.8	56.8	2.6	56.9	2.7	56.4	2.2
CH280	734	Church	39023	8896	58.5	59.1	0.6	59.3	0.8	59.3	0.8	59.6	1.1	59.3	0.8	60.5	2.0	60.9	2.4	60.3	1.8
CH281	978	Church	33441	3078	60.6	61.1	0.5	61.2	0.6	61.2	0.6	61.2	0.6	61.2	0.6	59.7	-0.9	61.8	1.2	61.3	0.7
CH282	380	Church	17872	-2898	58.6	57.7	-0.9	57.9	-0.7	57.9	-0.7	57.8	-0.8	58.0	-0.6	60.2	1.6	64.6	6.0	58.2	-0.4
CH283	963	Church	40119	137	58.1	57.8	-0.3	57.7	-0.4	57.7	-0.4	57.6	-0.5	58.4	0.3	57.8	-0.3	59.2	1.1	58.4	0.3
CH284	553	Church	8877	10121	54.7	52.4	-2.3	53.7	-1.0	54.3	-0.4	53.4	-1.3	53.0	-1.7	54.6	-0.1	55.1	0.4	54.7	0.0
CH285	497	Church	6222	7425	59.1	57.0	-2.1	59.0	-0.1	59.9	0.8	59.0	-0.1	57.6	-1.5	60.1	1.0	61.0	1.9	60.7	1.6
CH286	1121	Church	40600	-8869	40.9	41.0	0.1	41.0	0.1	41.0	0.1	41.0	0.1	41.6	0.7	44.9	4.0	45.3	4.4	41.7	0.8
CH287	870	Church	53421	2044	57.0	56.6	-0.4	56.4	-0.6	56.4	-0.6	56.4	-0.6	57.5	0.5	56.7	-0.3	56.8	-0.2	57.6	0.6
CH288	1054	Church	40117	-1288	53.6	53.7	0.1	53.5	-0.1	53.5	-0.1	53.5	-0.1	54.2	0.6	53.7	0.1	56.6	3.0	54.2	0.6
CH289	387	Church	15218	-1808	67.3	66.1	-1.2	66.0	-1.3	66.0	-1.3	66.0	-1.3	66.6	-0.7	67.8	0.5	67.0	-0.3	66.8	-0.5
CH290	378	Church	18538	-2345	62.2	61.2	-1.0	61.3	-0.9	61.3	-0.9	61.2	-1.0	61.6	-0.6	63.2	1.0	69.3	7.1	61.8	-0.4
CH291	705	Church	40345	7835	59.4	60.1	0.7	60.1	0.7	60.1	0.7	59.9	0.5	60.5	1.1	62.1	2.7	61.3	1.9	60.7	1.3
CH292	845	Church	45602	3849	60.1	60.2	0.1	60.1	0.0	60.1	0.0	60.1	0.0	60.5	0.4	59.1	-1.0	60.0	-0.1	60.5	0.4
CH293	460	Church	20181	-10799	48.3	45.8	-2.5	46.5	-1.8	46.4	-1.9	46.1	-2.2	46.2	-2.1	46.9	-1.4	47.0	-1.3	46.5	-1.8
CH294	759	Church	32328	7233	61.5	62.2	0.7	62.3	0.8	62.3	0.8	62.2	0.7	62.5	1.0	63.9	2.4	63.5	2.0	62.8	1.3
CH295	1118	Church	40555	-7289	42.5	42.7	0.2	42.7	0.2	42.7	0.2	42.7	0.2	43.3	0.8	47.8	5.1	48.1	5.6	43.4	0.9
CH296	957	Church	38764	2156	62.9	62.6	-0.3	62.6	-0.3	62.6	-0.3	62.5	-0.4	63.0	0.1	61.8	-1.1	61.9	-1.0	63.0	0.1
CH297	680	Church	50337	6435	56.0	56.6	0.6	56.5	0.5	56.5	0.5	56.3	0.3	57.2	1.2	57.1	1.1	57.1	1.1	57.0	1.0
CH298	815	Church	38798	5019	57.2	58.1	0.9	58.0	0.8	58.0	0.8	57.8	0.6	58.3	1.1	58.6	1.4	58.6	1.4	58.2	1.0
CH300	979	Church	33630	2854	61.4	61.8	0.4	61.9	0.5	61.9	0.5	61.9	0.5	61.9	0.5	60.2	-1.2	62.3	0.9	62.0	0.6
CH301	862	Church	51895	5808	57.0	57.5	0.5	57.4	0.4	57.4	0.4	57.3	0.3	57.8	0.8	56.8	-0.2	57.7	0.7	57.6	0.6
CH303	781	Church	29690	5045	59.5	60.8	1.3	60.7	1.2	60.7	1.2	60.1	0.6	61.0	1.5	62.6	3.1	60.7	1.2	60.5	1.0
CH304	495	Church	6157	8380	57.8	55.5	-2.3	57.2	-0.6	57.9	0.1	57.0	-0.8	56.1	-1.7	58.2	0.4	59.1	1.3	58.8	1.0
CH305	871	Church	52913	2176	57.6	57.1	-0.5	56.9	-0.7	56.9	-0.7	56.9	-0.7	58.0	0.4	57.1	-0.5	57.2	-0.4	58.0	0.4
CH306	962	Church	40119	218	58.4	58.1	-0.3	57.9	-0.5	57.9	-0.5	57.9	-0.5	58.6	0.2	58.1	-0.3	59.3	0.9	58.7	0.3
CH307	1023	Church	42751	-882	53.7	53.7	0.0	53.6	-0.1	53.6	-0.1	53.6	-0.1	54.3	0.6	53.6	-0.1	56.3	2.6	54.3	0.6
CH308	237	Church	26723	11459	49.4	49.3	-0.1	49.7	0.3	49.8	0.4	50.2	0.8	49.5	0.1	53.1	3.7	51.6	2.2	50.6	1.2
CH309	648	Church	41463	9169	57.9	58.6	0.7	58.7	0.8	58.7	0.8	59.0	1.1	58.8	0.9	60.2	2.3	60.3	2.4	59.7	1.8
CH310	1055	Church	39043	-1765	52.7	52.8	0.1	52.7	0.0	52.7	0.0	52.7	0.0	53.3	0.6	53.0	0.3	55.9	3.2	53.4	0.7
CH311	616	Church	29706	9728	53.8	54.2	0.4	54.6	0.8	54.6	0.8	55.4	1.6	54.4	0.6	56.5	2.7	56.0	2.2	55.8	2.0
CH312	708	Church	41075	6372	57.7	58.6	0.9	58.4	0.7	58.4	0.7	58.0	0.3	59.0	1.3	60.4	2.7	59.0	1.3	58.7	1.0
CH313	789	Church	34942	2884	61.6	61.9	0.3	61.9	0.3	61.9	0.3	61.9	0.3	62.0	0.4	60.4	-1.2	62.3	0.7	62.0	0.4
CH314	958	Church	38035	1891	62.9	62.5	-0.4	62.4	-0.5	62.4	-0.5	62.4	-0.5	62.9	0.0	61.9	-1.0	61.6	-1.3	62.9	0.0
CH315	1025	Church	40329	-898	54.6	54.6	0.0	54.5	-0.1	54.5	-0.1	54.5	-0.1	55.1	0.5	54.5	-0.1	57.4	2.8	55.2	0.6
CH316	780	Church	33455	6368	60.8	61.8	1.0	61.7	0.9	61.7	0.9	61.1	0.3	62.0	1.2	63.7	2.9	62.3	1.5	61.6	0.8
CH317	1152	Church	3/400	-718	43.3	43.4	0.1	43.4	0.1	43.4	0.1	43.4	0.1	43.9	0.6	47.5	4.3	48.1	4.8	44.0	0.7
CH318	687	Church	45643	7344	57.5	58.1	0.6	58.0	0.5	58.0	0.5	57.5	0.0	58.8	1.3	60.1	2.6	59.0	1.5	58.5	1.0
CH319	1051	Church	38743	-955	55.2	55.1	-0.1	55.0	-0.2	55.0	-0.2	54.9	-0.3	55.6	0.4	55.1	-0.1	58.0	2.8	55.7	0.5
CH320	723	Church	38458	11464	51.4	52.5	1.1	52.8	1.4	52.8	1.4	53.4	2.0	52.2	0.8	54.4	3.0	54.0	2.6	53.4	2.0
CH321	242	Church	26844	6592	63.4	64.0	0.6	64.1	0.7	64.1	0.7	64.0	0.6	64.3	0.9	65.8	2.4	65.4	2.0	64.6	1.2
CH322	352	Church	24378	5651	64.2	65.2	1.0	65.1	0.9	65.2	1.0	64.5	0.3	65.4	1.2	67.4	3.2	65.7	1.5	65.0	0.8
CH323	970	Church	32144	3499	59.0	59.8	0.8	59.9	0.9	59.9	0.9	59.8	0.8	59.9	0.9	59.0	0.0	60.5	1.5	60.0	1.0
CH324	942	Church	41641	2916	61.8	61.7	-0.1	61.6	-0.2	61.6	-0.2	61.6	-0.2	62.0	0.2	60.7	-1.1	61.2	-0.6	62.0	0.2
CH325	912	Church	47061	2960	60.6	60.4	-0.2	60.2	-0.4	60.2	-0.4	60.2	-0.4	60.9	0.3	59.7	-0.9	59.8	-0.8	60.9	0.3

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Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No-Action/ No-Project	2005 Amount of Change	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No-Action/ No-Project	2015 Amount of Change	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH326	855	Church	48157	4590	58.6	59.0	0.4	59.0	0.4	59.0	0.4	58.9	0.3	59.3	0.7	58.0	-0.6	59.1	0.5	59.3	0.7
CH327	960	Church	39047	718	60.9	60.3	-0.6	60.2	-0.7	60.2	-0.7	60.2	-0.7	60.9	0.0	60.4	-0.5	60.3	-0.6	61.0	0.1
CH328	936	Church	41466	2903	61.8	61.7	-0.1	61.6	-0.2	61.7	-0.1	61.6	-0.2	62.1	0.3	60.7	-1.1	61.3	-0.5	62.0	0.2
CH329	863	Church	33816	8120	60.2	61.2	1.0	61.1	0.9	61.1	0.9	60.5	0.3	61.5	1.3	63.2	3.0	61.5	1.3	60.9	0.7
CH330	843	Church	45634	5505	56.8	57.5	0.7	57.5	0.7	57.4	0.6	57.3	0.5	57.8	1.0	57.5	0.7	58.0	1.2	57.7	0.9
CH331	939	Church	41640	1762	61.8	61.4	-0.4	61.2	-0.6	61.2	-0.6	61.2	-0.6	61.9	0.1	61.0	-0.8	60.7	-1.1	61.9	0.1
CH332	972	Church	29987	1050	66.3	65.7	-0.6	65.6	-0.7	65.6	-0.7	65.6	-0.7	66.1	-0.2	64.8	-1.5	64.7	-1.6	65.9	-0.4
CH333	1111	Church	41426	-4948	45.8	45.8	0.2	45.8	0.2	45.8	0.2	45.7	0.1	46.4	0.8	49.9	4.3	51.0	5.4	46.4	0.8
CH334	587	Church	-3362	-8211	62.6	59.2	-3.4	59.2	-3.4	59.2	-3.4	59.2	-3.4	59.1	-3.5	59.2	-3.4	58.2	-4.4	58.9	-3.7
CH335	630	Church	35032	9135	57.2	57.6	0.4	57.8	0.6	57.8	0.6	58.7	1.5	57.8	0.6	59.1	1.9	59.6	2.4	59.4	2.2
CH337	681	Church	48974	8851	57.6	58.2	0.6	58.2	0.6	58.2	0.6	58.1	0.5	58.8	1.2	60.2	2.6	59.7	2.1	59.2	1.6
CH338	1081	Church	34658	-3718	49.6	49.7	0.1	49.6	0.0	49.6	0.0	49.6	0.0	50.1	0.5	52.2	2.6	53.8	4.2	50.1	0.5
CH339	690	Church	46086	7361	56.7	57.4	0.7	57.2	0.5	57.2	0.5	56.8	0.1	58.1	1.4	59.1	2.4	58.2	1.5	57.9	1.2
CH340	748	Church	37438	8936	59.9	60.8	0.9	60.7	0.8	60.7	0.8	60.3	0.4	61.1	1.2	62.8	2.9	61.6	1.7	60.9	1.0
CH341	909	Church	46155	3671	60.3	60.3	0.0	60.3	0.0	60.3	0.0	60.2	-0.1	60.7	0.4	59.3	-1.0	60.0	-0.3	60.7	0.4
CH342	951	Church	42760	1256	60.4	59.9	-0.5	59.7	-0.7	59.7	-0.7	59.7	-0.7	60.5	0.1	59.7	-0.7	59.6	-0.8	60.5	0.1
CH343	309	Church	15571	5631	67.2	67.5	0.3	67.7	0.5	67.8	0.6	68.6	1.4	67.8	0.6	68.2	1.0	69.7	2.5	69.3	2.1
CH345	801	Church	39024	7361	59.6	60.5	0.9	60.4	0.8	60.4	0.8	60.1	0.5	60.8	1.2	62.5	2.9	61.5	1.9	60.8	1.2
CH346	980	Church	34683	2176	63.7	63.5	-0.2	63.5	-0.2	63.5	-0.2	63.4	-0.3	63.7	0.0	62.3	-1.4	63.1	-0.6	63.7	0.0
CH347	1058	Church	39043	-2119	51.9	52.0	0.1	51.9	0.0	51.9	0.0	51.8	-0.1	52.5	0.6	52.4	0.5	55.1	3.2	52.5	0.6
CH348	941	Church	41661	2382	62.1	61.8	-0.3	61.7	-0.4	61.7	-0.4	61.7	-0.4	62.3	0.2	61.1	-1.0	61.1	-1.0	62.3	0.2
CH349	811	Church	39032	5549	57.2	58.2	1.0	58.1	0.9	58.1	0.9	57.8	0.6	58.6	1.4	59.5	2.3	58.6	1.4	58.2	1.0
CH350	634	Church	38465	11455	50.9	51.5	0.6	52.0	1.1	52.0	1.1	52.6	1.7	51.6	0.7	53.9	3.0	53.1	2.2	52.7	1.8
CH351	757	Church	37457	8790	58.7	59.2	0.5	59.4	0.7	59.4	0.7	59.8	1.1	59.4	0.7	60.6	1.9	61.0	2.3	60.5	1.8
CH352	635	Church	36665	11456	50.9	51.5	0.6	52.0	1.1	52.1	1.2	52.6	1.7	51.6	0.7	53.9	3.0	53.1	2.2	52.8	1.9
CH353	1131	Church	40091	-6584	43.4	43.7	0.3	43.7	0.3	43.7	0.3	43.6	0.2	44.3	0.9	48.8	5.4	49.4	6.0	44.3	0.9
CH354	626	Church	35029	10381	53.2	53.7	0.5	54.1	0.9	54.1	0.9	54.8	1.6	53.9	0.7	55.8	2.6	55.5	2.3	55.3	2.1
CH355	601	Church	11830	-11853	52.9	49.6	-3.3	50.4	-2.5	50.2	-2.7	49.9	-3.0	50.0	-2.9	50.2	-2.7	49.8	-3.1	50.1	-2.8
CH356	825	Church	40331	5708	57.1	58.0	0.9	57.9	0.8	57.9	0.8	57.6	0.5	58.4	1.3	59.3	2.2	58.4	1.3	58.1	1.0
CH357	953	Church	38683	2526	62.6	62.5	-0.1	62.4	-0.2	62.4	-0.2	62.4	-0.2	62.8	0.2	61.5	-1.1	62.0	-0.6	62.8	0.2
CH358	479	Church	25952	-4445	51.1	50.8	-0.3	50.8	-0.3	50.8	-0.3	50.8	-0.3	51.0	-0.1	54.8	3.7	55.7	4.6	51.1	0.0
CH359	1001	Church	34660	-759	57.9	57.6	-0.3	57.5	-0.4	57.5	-0.4	57.4	-0.5	58.1	0.2	57.7	-0.2	60.3	2.4	58.2	0.3
CH360	820	Church	38801	4082	58.7	59.3	0.6	59.4	0.7	59.4	0.7	59.3	0.6	59.5	0.8	58.5	-0.2	59.9	1.2	59.5	0.8
CH361	508	Church	-287	10928	54.5	52.1	-2.4	51.5	-3.0	51.7	-2.8	51.2	-3.3	53.0	-1.5	52.3	-2.2	52.8	-1.7	52.6	-1.9
CH362	805	Church	39032	6115	57.9	59.0	1.1	58.8	0.9	58.8	0.9	58.4	0.5	59.4	1.5	60.7	2.8	59.3	1.4	58.9	1.0
CH363	1049	Church	39044	-249	57.3	57.1	-0.2	56.9	-0.4	57.0	-0.3	56.9	-0.4	57.6	0.3	57.1	-0.2	59.1	1.8	57.7	0.4
CH364	560	Church	-3000	-5050	72.1	68.4	-3.7	68.4	-3.7	68.3	-3.8	68.3	-3.8	68.3	-3.8	68.2	-3.9	66.5	-5.6	68.2	-3.8
CH365	817	Church	40013	4704	57.5	58.3	0.8	58.3	0.8	58.3	0.8	58.2	0.7	58.5	1.0	58.1	0.6	58.9	1.4	58.5	1.0
CH366	1079	Church	34663	-2477	52.6	52.5	-0.1	52.5	-0.1	52.4	-0.2	52.4	-0.2	53.0	0.4	53.4	0.8	56.1	3.5	53.1	0.5
CH367	1039	Church	40329	-3861	47.8	48.0	0.2	47.9	0.1	47.9	0.1	47.8	0.0	48.5	0.7	50.5	2.7	52.0	4.2	48.5	0.7
CH368	1088	Church	29105	-1896	56.9	56.5	-0.4	56.4	-0.5	56.4	-0.5	56.4	-0.5	56.9	0.0	57.4	0.5	61.2	4.3	56.9	0.0
CH369	828	Church	42811	6043	56.8	57.7	0.9	57.6	0.8	57.5	0.7	57.2	0.4	58.2	1.4	59.0	2.2	58.2	1.4	57.9	1.1
CH370	657	Church	42991	10007	56.1	56.8	0.7	57.0	0.9	57.0	0.9	57.6	1.5	56.9	0.8	58.3	2.2	58.7	2.6	58.2	2.1
CH373	911	Church	47547	3592	60.2	60.2	0.0	60.1	-0.1	60.1	-0.1	60.1	-0.1	60.6	0.4	59.3	-0.9	59.8	-0.4	60.6	0.4
CH374	689	Church	45642	6875	56.9	57.6	0.7	57.5	0.6	57.5	0.6	57.1	0.2	58.3	1.4	59.4	2.5	58.3	1.4	58.0	1.1
CH375	446	Church	17910	-9299	50.9	48.2	-2.7	49.0	-1.9	48.9	-2.0	48.6	-2.3	48.5	-2.4	49.2	-1.7	49.2	-1.7	48.9	-2.0
CH376	1030	Church	41065	-1571	52.5	52.6	0.0	52.5	-0.1	52.5	-0.1	52.5	-0.1	53.2	0.6	52.7	0.1	55.8	3.0	53.2	0.6
CH377	1026	Church	40331	-1043	54.2	54.2	0.0	54.1	-0.1	54.1	-0.1	54.1	-0.1	54.7	0.5	54.2	0.0	57.0	2.8	54.8	0.6
CH378	779	Church	32154	5163	58.7	59.9	1.2	59.8	1.1	59.8	1.1	59.3	0.6	60.1	1.4	61.6	2.9	60.0	1.3	59.7	1.0
CH379	853	Church	48219	5704	56.6	57.3	0.7	57.3	0.7	57.3	0.7	57.1	0.5	57.6	1.0	57.1	0.5	57.7	1.1	57.6	1.0
CH380	931	Church	44125	-1582	51.4	51.5	0.2	51.4	0.0	51.5	0.1	51.4	0.0	52.1	0.7	51.7	0.3	54.3	2.9	52.2	0.8
CH381	699	Church	42991	7844	58.6	59.3	0.7	59.3	0.7	59.3	0.7	59.0	0.4	59.8	1.2	61.4	2.8	60.5	1.9	59.9	1.3

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell					Env.	2005								2015							
ID Code	Sequence	Use	X Distance	Y Distance	Baseline Conditions	No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH382	641	Church	46295	10514	55.6	56.2	0.6	56.4	0.8	56.5	0.9	56.8	1.2	56.5	0.9	57.8	2.2	58.0	2.4	57.5	1.9
CH383	350	Church	23176	6146	64.9	65.5	0.6	65.6	0.7	65.6	0.7	65.5	0.6	65.8	0.9	67.3	2.4	66.9	2.0	66.1	1.2
CH384	711	Church	41775	7686	58.9	59.6	0.7	59.6	0.7	59.6	0.7	59.3	0.4	60.1	1.2	61.7	2.8	60.7	1.8	60.2	1.3
CH388	766	Church	29674	7848	60.5	60.8	0.3	61.0	0.5	61.1	0.6	61.8	1.3	61.1	0.6	62.2	1.7	62.9	2.4	62.4	1.9
CH389	698	Church	42990	8634	58.5	59.1	0.6	59.2	0.7	59.2	0.7	59.2	0.7	59.5	1.0	61.0	2.5	60.6	2.1	60.1	1.6
CH390	615	Church	32137	10569	52.2	52.5	0.3	53.0	0.8	53.1	0.9	53.6	1.4	52.8	0.6	55.1	2.9	54.2	2.0	54.0	1.8
CH391	819	Church	40122	4479	58.0	58.7	0.7	58.7	0.7	58.7	0.7	58.6	0.6	58.9	0.9	58.1	0.1	59.3	1.3	58.8	0.8
CH392	1005	Church	33524	-107	61.3	60.7	-0.6	60.6	-0.7	60.6	-0.7	60.6	-0.7	61.2	-0.1	60.9	-0.4	61.5	0.2	61.3	0.0
CH393	991	Church	29454	197	65.6	64.7	-0.9	64.6	-1.0	64.6	-1.0	64.6	-1.0	65.2	-0.4	64.7	-0.9	63.5	-2.1	65.2	-0.4
CH394	637	Church	48087	9821	56.7	57.2	0.5	57.4	0.7	57.4	0.7	57.6	0.9	57.7	1.0	59.1	2.4	59.0	2.3	58.6	1.9
CH395	510	Church	20	7468	60.6	58.2	-2.4	57.2	-3.4	57.3	-3.3	57.1	-3.5	59.2	-1.4	57.8	-2.8	58.6	-2.0	58.5	-2.1
CH396	586	Church	-3363	-7999	63.1	59.7	-3.4	59.7	-3.4	59.7	-3.4	59.7	-3.4	59.6	-3.5	59.6	-3.5	58.6	-4.5	59.4	-3.7
CH397	512	Church	-3153	6521	60.5	58.5	-2.0	59.1	-1.4	59.2	-1.3	59.3	-1.2	59.1	-1.4	59.2	-1.3	60.4	-0.1	60.1	-0.4
CH398	652	Church	42801	10702	54.1	55.2	1.1	55.4	1.3	55.4	1.3	56.0	1.9	54.9	0.8	56.7	2.6	56.8	2.7	56.2	2.1
CH399	703	Church	41467	8022	59.1	59.7	0.6	59.8	0.7	59.8	0.7	59.6	0.5	60.2	1.1	61.8	2.7	61.0	1.9	60.4	1.3
CH401	710	Church	41678	8107	59.0	59.7	0.7	59.7	0.7	59.7	0.7	59.6	0.6	60.1	1.1	61.7	2.7	61.0	2.0	60.4	1.4
CH402	1002	Church	33574	-393	60.1	59.5	-0.6	59.4	-0.7	59.4	-0.7	59.4	-0.7	60.1	0.0	59.7	-0.4	61.3	1.2	60.1	0.0
CH403	955	Church	40124	2902	62.0	61.9	-0.1	61.9	-0.1	61.9	-0.1	61.9	-0.1	62.2	0.2	60.8	-1.2	61.6	-0.4	62.2	0.2
CH404	839	Church	44570	6167	56.6	57.4	0.8	57.3	0.7	57.3	0.7	57.0	0.4	57.9	1.3	58.6	2.0	57.9	1.3	57.6	1.0
CH405	359	Church	26436	-4141	51.6	51.3	-0.3	51.3	-0.3	51.3	-0.3	51.3	-0.3	51.5	-0.1	55.4	3.8	56.5	4.9	51.6	0.0
CH406	1056	Church	39465	-1582	53.1	53.2	0.1	53.0	-0.1	53.0	-0.1	53.0	-0.1	53.7	0.6	53.3	0.2	56.2	3.1	53.7	0.6
CH408	447	Church	16609	-6117	54.4	52.0	-2.4	52.7	-1.7	52.7	-1.7	52.4	-2.0	52.2	-2.2	53.1	-1.3	53.6	-0.8	52.5	-1.9
CH410	493	Church	27039	-12360	43.4	41.9	-1.5	42.4	-1.0	42.4	-1.0	42.1	-1.3	42.4	-1.0	43.6	0.2	44.1	0.7	42.7	-0.7
CH411	531	Church	5649	6168	61.8	59.7	-2.1	60.3	-1.5	60.3	-1.5	60.5	-1.3	60.0	-1.8	59.8	-2.0	61.0	-0.8	61.1	-0.7
CH413	537	Church	955	5447	67.2	64.7	-2.5	63.4	-3.8	63.3	-3.9	64.0	-3.2	65.6	-1.6	63.7	-3.5	64.4	-2.8	65.4	-1.8
CH415	576	Church	-574	-8529	59.6	57.2	-2.4	57.2	-2.4	57.0	-2.6	57.0	-2.6	57.4	-2.2	57.2	-2.4	56.3	-3.3	56.8	-2.8
CH416	584	Church	-3520	-6950	66.0	62.4	-3.6	62.4	-3.6	62.4	-3.6	62.4	-3.6	62.2	-3.8	62.3	-3.7	61.1	-4.9	62.2	-3.8
CH417	670	Church	51737	9002	56.7	57.0	0.3	57.0	0.3	57.0	0.3	56.8	0.1	57.9	1.2	59.0	2.3	58.5	1.8	58.2	1.5
CH418	663	Church	46306	8036	57.7	58.3	0.6	58.3	0.6	58.3	0.6	58.0	0.3	59.0	1.3	60.4	2.7	59.5	1.8	59.1	1.4
CH423	865	Church	34438	6123	59.9	60.9	1.0	60.6	0.9	60.8	0.9	60.2	0.3	61.2	1.3	63.0	3.1	61.2	1.3	60.7	0.8
CH426	903	Church	48788	585	55.2	55.0	-0.2	54.9	-0.3	54.9	-0.3	54.9	-0.3	55.8	0.6	54.9	-0.3	56.5	1.3	55.8	0.6
CH427	987	Church	27099	2637	60.6	61.6	1.0	61.8	1.2	61.8	1.2	61.7	1.1	61.6	1.0	60.0	-0.6	62.4	1.8	61.9	1.3
CH428	1105	Church	31585	-4424	49.3	49.1	-0.2	49.1	-0.2	49.1	-0.2	49.0	-0.3	49.5	0.2	53.3	4.0	54.3	5.0	49.5	0.2
CH430	1090	Church	29436	-3530	52.0	51.7	-0.3	51.7	-0.3	51.7	-0.3	51.7	-0.3	52.0	0.0	55.3	3.3	56.8	4.9	52.1	0.1
CH431	238	Church	25113	11458	49.3	49.2	-0.1	49.6	0.3	49.7	0.4	50.1	0.8	49.4	0.1	53.2	3.9	51.6	2.3	50.5	1.2
CH432	613	Church	32135	10287	52.8	53.2	0.4	53.7	0.9	53.7	0.9	54.4	1.6	53.5	0.7	55.6	2.8	55.0	2.2	54.8	2.0
CH433	791	Church	34981	4271	57.8	58.7	0.9	58.7	0.9	58.7	0.9	58.5	0.7	58.8	1.0	58.7	0.9	59.3	1.5	58.8	1.0
CH434	776	Church	29486	4620	58.7	59.9	1.2	59.8	1.1	59.8	1.1	59.4	0.7	60.1	1.4	61.4	2.7	60.0	1.3	59.8	1.1
CH435	697	Church	43459	8836	58.3	58.8	0.5	58.9	0.6	58.9	0.6	59.0	0.7	59.3	1.0	60.7	2.4	60.4	2.1	59.9	1.6
CH436	745	Church	36665	6526	59.7	60.6	0.9	60.5	0.8	60.5	0.8	60.0	0.3	60.9	1.2	62.6	2.9	61.1	1.4	60.5	0.8
CH438	314	Church	16883	7283	59.1	59.1	0.0	59.3	0.2	59.4	0.3	60.6	1.5	59.4	0.3	61.4	2.3	61.0	1.9	61.3	2.2
CH439	646	Church	40328	10453	54.3	55.3	1.0	55.5	1.2	55.5	1.2	56.2	1.9	55.0	0.7	56.6	2.3	56.9	2.6	56.4	2.1
CH440	364	Church	21860	-3132	55.8	55.2	-0.6	55.3	-0.5	55.3	-0.5	55.3	-0.5	55.5	-0.3	58.4	2.6	61.0	5.2	55.6	-0.2
CH441	860	Church	50168	5138	57.7	58.1	0.4	58.1	0.4	58.1	0.4	58.0	0.3	58.5	0.8	57.3	-0.4	58.4	0.7	58.4	0.7
CH442	1115	Church	41613	-6691	43.0	43.3	0.3	43.3	0.3	43.3	0.3	43.2	0.2	43.9	0.9	48.6	5.6	49.2	6.2	43.9	0.9
CH443	642	Church	48948	10226	56.0	56.6	0.6	56.8	0.8	56.8	0.8	57.1	1.1	57.0	1.0	58.4	2.4	58.4	2.4	58.0	2.0
CH444	1135	Church	32223	-8382	43.5	43.3	-0.2	43.5	0.0	43.5	0.0	43.4	-0.1	43.8	0.3	46.1	2.6	46.3	2.8	43.8	0.3
CH446	736	Church	39030	7892	59.7	60.5	0.8	60.5	0.8	60.5	0.8	60.4	0.7	60.8	1.1	62.3	2.6	61.8	2.1	61.1	1.4
CH448	948	Church	42785	3553	60.7	60.8	0.1	60.8	0.1	60.8	0.1	60.7	0.0	61.1	0.4	59.6	-1.1	60.7	0.0	61.0	0.3
CH449	1153	Church	34927	-10634	40.9	40.9	0.0	41.0	0.1	41.0	0.1	40.9	0.0	41.4	0.5	43.5	2.6	43.2	2.3	41.4	0.5
CH450	644	Church	40519	11466	51.6	53.0	1.4	53.2	1.6	53.3	1.7	53.8	2.2	52.4	0.8	54.5	2.9	54.4	2.8	53.6	2.0
CH451	679	Church	50324	6639	55.9	56.5	0.6	56.4	0.5	56.4	0.5	56.2	0.3	57.2	1.3	57.3	1.4	57.1	1.2	57.0	1.1

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No-Action/ No-Project	2005 Amount of Change	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No-Action/ No-Project	2015 Amount of Change	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH452	1022	Church	41632	-496	55.3	55.2	-0.1	55.0	-0.3	55.0	-0.3	55.0	-0.3	55.7	0.4	55.1	-0.2	57.6	2.3	55.8	0.5
CH453	769	Church	30531	6362	62.0	62.8	0.8	62.8	0.8	62.8	0.8	62.4	0.4	63.1	1.1	64.9	2.9	63.6	1.6	62.9	0.9
CH454	1060	Church	39041	-2611	50.2	50.4	0.2	50.3	0.1	50.3	0.1	50.3	0.1	50.9	0.7	51.5	1.3	53.6	3.4	50.9	0.7
CH455	1126	Church	42719	-7775	41.6	41.8	0.2	41.8	0.2	41.8	0.2	41.7	0.1	42.4	0.8	46.9	5.3	47.4	5.8	42.5	0.9
CH456	859	Church	48357	4166	59.4	59.6	0.2	59.5	0.1	59.5	0.1	59.5	0.1	60.0	0.6	58.6	-0.8	59.4	0.0	60.0	0.6
CH457	785	Church	37682	5673	57.7	58.7	1.0	58.6	0.9	58.6	0.9	58.2	0.5	59.1	1.4	60.3	2.6	59.0	1.3	58.7	1.0
CH458	702	Church	40345	8613	58.9	59.6	0.7	59.7	0.8	59.7	0.8	59.8	0.9	59.8	0.9	61.3	2.4	61.1	2.2	60.5	1.6
CH459	790	Church	34981	4311	57.7	58.6	0.9	58.6	0.9	58.8	0.9	58.5	0.8	58.8	1.1	58.7	1.0	59.2	1.5	58.7	1.0
CH460	1017	Church	41458	722	59.4	59.0	-0.4	58.8	-0.6	58.8	-0.6	58.8	-0.6	59.6	0.2	59.0	-0.4	59.4	0.0	59.6	0.2
CH461	590	Church	2474	-5106	65.0	62.8	-2.2	63.0	-2.0	62.7	-2.3	62.6	-2.4	63.1	-1.9	63.2	-1.8	62.0	-3.0	62.4	-2.6
CH462	793	Church	37658	2565	62.7	62.6	-0.1	62.5	-0.2	62.6	-0.1	62.5	-0.2	62.9	0.2	61.5	-1.2	62.2	-0.5	62.9	0.2
CH463	772	Church	26157	7476	61.5	61.9	0.4	62.1	0.6	62.1	0.6	62.7	1.2	62.2	0.7	63.2	1.7	63.8	2.3	63.3	1.8
CH464	934	Church	40325	1845	62.4	62.0	-0.4	61.9	-0.5	61.9	-0.5	61.9	-0.5	62.5	0.1	61.5	-0.9	61.2	-1.2	62.5	0.1
CH465	1089	Church	29437	-2833	54.4	54.1	-0.3	54.0	-0.4	54.0	-0.4	54.0	-0.4	54.4	0.0	56.1	1.7	58.9	4.5	54.4	0.0
CH466	832	Church	41645	3875	59.7	60.1	0.4	60.1	0.4	60.1	0.4	60.1	0.4	60.3	0.6	58.9	-0.8	60.4	0.7	60.3	0.6
CH467	715	Church	41676	6385	57.5	58.4	0.9	58.2	0.7	58.2	0.7	57.8	0.3	58.9	1.4	60.2	2.7	58.9	1.4	58.5	1.0
CH468	709	Church	41732	8327	58.9	59.6	0.7	59.6	0.7	59.6	0.7	59.6	0.7	60.0	1.1	61.5	2.6	61.0	2.1	60.4	1.5
CH469	631	Church	35307	9187	57.3	57.7	0.4	57.9	0.6	58.0	0.7	58.8	1.5	58.0	0.7	59.2	1.9	59.8	2.5	59.5	2.2
CH470	319	Church	15630	5944	65.5	65.7	0.2	66.0	0.5	66.0	0.5	67.6	2.1	66.0	0.5	66.7	1.2	68.2	2.7	68.3	2.8
CH471	977	Church	34666	3437	59.7	60.3	0.6	60.4	0.7	60.4	0.7	60.3	0.6	60.4	0.7	59.1	-0.6	61.0	1.3	60.5	0.8
CH472	1006	Church	34478	360	62.5	61.8	-0.7	61.7	-0.8	61.7	-0.8	61.7	-0.8	62.4	-0.1	62.0	-0.5	61.6	-0.9	62.4	-0.1
CH473	861	Church	50724	5052	57.9	58.3	0.4	58.2	0.3	58.2	0.3	58.1	0.2	58.6	0.7	57.3	-0.6	58.4	0.5	58.6	0.7
CH474	868	Church	51786	3641	59.3	59.2	-0.1	59.0	-0.3	59.0	-0.3	59.0	-0.3	59.8	0.5	58.8	-0.7	58.8	-0.5	59.8	0.5
CH475	1021	Church	40320	132	58.0	57.7	-0.3	57.5	-0.5	57.5	-0.5	57.5	-0.5	58.2	0.2	57.7	-0.3	59.1	1.1	58.3	0.3
CH476	847	Church	46391	3863	60.0	60.1	0.1	60.0	0.0	60.0	0.0	60.0	0.0	60.4	0.4	59.1	-0.9	59.9	-0.1	60.4	0.4
CH477	830	Church	41646	4559	58.0	58.6	0.6	58.6	0.6	58.6	0.6	58.5	0.5	58.8	0.8	58.0	0.0	59.2	1.2	58.8	0.8
CH478	1064	Church	38983	-3455	48.9	49.0	0.1	49.0	0.1	49.0	0.1	48.9	0.0	49.5	0.6	51.1	2.2	52.8	3.9	49.6	0.7
CH479	976	Church	29687	3172	59.5	60.4	0.9	60.6	1.1	60.6	1.1	60.5	1.0	60.5	1.0	59.4	-0.1	61.2	1.7	60.6	1.1
CH480	739	Church	36132	8126	60.0	60.6	0.6	60.7	0.7	60.7	0.7	60.9	0.9	60.8	0.8	62.2	2.2	62.2	2.2	61.5	1.5
CH481	547	Church	6983	6070	61.6	60.3	-1.3	62.0	0.4	63.1	1.5	62.6	1.0	60.7	-0.9	63.2	1.6	63.9	2.3	63.8	2.2
CH482	800	Church	35540	2955	61.4	61.7	0.3	61.8	0.4	61.8	0.4	61.7	0.3	61.9	0.5	60.2	-1.2	62.1	0.7	61.9	0.5
CH483	834	Church	43714	6162	56.8	57.6	0.8	57.4	0.6	57.4	0.6	57.1	0.3	58.1	1.3	58.9	2.1	58.1	1.3	57.8	1.0
CH484	908	Church	50383	1774	57.8	57.4	-0.4	57.2	-0.6	57.2	-0.6	57.2	-0.6	58.2	0.4	57.4	-0.4	57.5	-0.3	58.2	0.4
CH485	632	Church	37466	9880	55.3	55.9	0.6	56.1	0.8	56.2	0.9	57.0	1.7	56.0	0.7	57.5	2.2	57.8	2.5	57.5	2.2
CH486	416	Church	13771	-10070	53.6	50.4	-3.2	51.2	-2.4	51.1	-2.5	50.8	-2.8	50.7	-2.9	51.0	-2.6	50.7	-2.9	50.9	-2.7
CH489	639	Church	48294	10047	56.3	56.9	0.6	57.1	0.8	57.1	0.8	57.3	1.0	57.4	1.1	58.7	2.4	58.7	2.4	58.3	2.0
CH490	1065	Church	43102	-3457	48.6	48.8	0.2	48.7	0.1	48.7	0.1	48.7	0.1	49.3	0.7	50.7	2.1	52.4	3.8	49.3	0.7
CH491	663	Church	45815	9225	57.6	58.1	0.5	58.2	0.6	58.2	0.6	58.3	0.7	58.6	1.0	60.0	2.4	59.8	2.2	59.3	1.7
CH493	628	Church	36143	9513	56.2	56.6	0.4	56.8	0.6	56.9	0.7	57.7	1.5	58.8	0.6	58.2	2.0	58.6	2.4	58.3	2.1
CH494	1114	Church	48302	-8704	43.3	43.5	0.2	43.5	0.2	43.5	0.2	43.4	0.1	44.1	0.8	48.6	5.3	49.2	5.9	44.1	0.8
CH495	848	Church	46745	6171	56.3	57.1	0.8	57.0	0.7	57.0	0.7	56.7	0.4	57.5	1.2	57.8	1.5	57.6	1.3	57.4	1.1
CH496	1149	Church	33251	-11838	40.9	40.7	-0.2	40.9	0.0	40.9	0.0	40.7	-0.2	41.2	0.3	43.0	2.1	42.6	1.7	41.1	0.2
CH497	275	Church	12780	12329	50.8	48.9	-1.9	49.8	-1.0	50.2	-0.6	49.6	-1.2	49.5	-1.3	51.0	0.2	51.2	0.4	50.6	-0.2
CH498	833	Church	41646	3729	60.1	60.4	0.3	60.4	0.3	60.4	0.3	60.4	0.3	60.6	0.5	59.2	-0.9	60.6	0.5	60.6	0.5
CH499	910	Church	46175	3432	60.6	60.5	-0.1	60.4	-0.2	60.4	-0.2	60.4	-0.2	60.9	0.3	59.6	-1.0	60.1	-0.5	60.9	0.3
CH500	975	Church	29680	2945	60.3	61.1	0.8	61.2	0.9	61.2	0.9	61.2	0.9	61.1	0.8	59.7	-0.6	61.9	1.6	61.2	0.9
CH501	1061	Church	38743	-2896	50.1	50.3	0.2	50.2	0.1	50.2	0.1	50.2	0.1	50.8	0.7	51.5	1.4	53.6	3.5	50.8	0.7
CH502	836	Church	43854	6166	56.7	57.5	0.8	57.4	0.7	57.4	0.7	57.1	0.4	58.1	1.4	58.8	2.1	58.1	1.4	57.8	1.1
CH503	564	Church	-2777	-7028	65.1	61.9	-3.2	61.8	-3.3	61.8	-3.3	61.8	-3.3	61.8	-3.3	61.8	-3.3	60.6	-4.5	61.6	-3.5
CH504	949	Church	42759	1733	61.3	60.8	-0.5	60.7	-0.6	60.7	-0.6	60.7	-0.6	61.4	0.1	60.5	-0.8	60.2	-1.1	61.4	0.1
CH505	726	Church	39024	10321	54.3	55.2	0.9	55.4	1.1	55.4	1.1	56.1	1.8	55.1	0.8	56.7	2.4	56.9	2.6	56.5	2.2
CH506	842	Church	45636	5673	56.6	57.3	0.7	57.3	0.7	57.3	0.7	57.1	0.5	57.7	1.1	57.6	1.0	57.8	1.2	57.6	1.0

Table A5-3
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Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005								2015							
						No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH507	1015	Church	38086	-1785	53.1	53.1	0.0	53.0	-0.1	53.0	-0.1	53.0	-0.1	53.6	0.5	53.3	0.2	56.3	3.2	53.7	0.6
CH508	1027	Church	41460	-1257	53.2	53.3	0.1	53.1	-0.1	53.1	-0.1	53.1	-0.1	53.8	0.6	53.2	0.0	56.1	2.9	53.9	0.7
CH509	820	Church	34871	8932	57.8	58.2	0.4	58.4	0.6	58.4	0.6	59.3	1.5	58.4	0.6	59.6	1.8	60.2	2.4	60.0	2.2
CH510	730	Church	38023	9710	56.2	56.9	0.7	57.1	0.9	57.1	0.9	57.9	1.7	56.9	0.7	58.3	2.1	58.8	2.6	58.4	2.2
CH511	804	Church	39180	6676	59.2	60.0	0.8	60.0	0.8	60.0	0.8	59.5	0.3	60.4	1.2	62.1	2.9	60.8	1.6	60.1	0.9
CH512	940	Church	41641	2106	62.1	61.7	-0.4	61.6	-0.5	61.6	-0.5	61.6	-0.5	62.2	0.1	61.1	-1.0	61.0	-1.1	62.2	0.1
CH513	268	Church	17184	8722	54.5	54.2	-0.3	54.5	0.0	54.6	0.1	55.1	0.6	54.5	0.0	58.3	3.8	56.1	1.6	55.7	1.2
CH514	923	Church	42971	1727	61.2	60.7	-0.5	60.6	-0.6	60.6	-0.6	60.6	-0.6	61.3	0.1	60.4	-0.8	60.1	-1.1	61.3	0.1
CH515	1059	Church	40113	-2588	50.4	50.6	0.2	50.5	0.1	50.5	0.1	50.4	0.0	51.1	0.7	51.3	0.9	53.6	3.2	51.1	0.7
CH516	840	Church	45429	8052	56.5	57.2	0.7	57.1	0.6	57.1	0.6	56.9	0.4	57.7	1.2	58.1	1.6	57.7	1.2	57.5	1.0
CH517	735	Church	40132	8022	58.4	60.1	0.7	60.1	0.7	60.2	0.8	60.0	0.6	60.4	1.0	62.0	2.6	61.5	2.1	60.6	1.4
CH518	545	Church	5989	6176	61.2	59.6	-1.6	62.2	1.0	63.2	2.0	62.6	1.4	60.1	-1.1	63.3	2.1	64.4	3.2	64.2	3.0
CH519	516	Church	-4691	5400	60.8	58.9	-1.9	59.6	-1.2	59.7	-1.1	59.9	-0.9	59.3	-1.5	59.4	-1.4	60.6	-0.2	60.5	-0.3
CH520	502	Church	3327	10191	56.0	53.4	-2.6	54.1	-1.9	54.5	-1.5	53.9	-2.1	54.3	-1.7	55.3	-0.7	56.0	0.0	55.8	-0.2
CH521	505	Church	427	8681	58.6	56.1	-2.5	55.2	-3.4	55.3	-3.3	55.0	-3.6	57.1	-1.5	55.9	-2.7	56.5	-2.1	56.5	-2.1
CH522	337	Church	13607	1267	60.8	61.7	0.9	62.1	1.3	62.1	1.3	62.0	1.2	61.3	0.5	61.0	0.2	63.6	2.8	61.6	0.8
CH524	893	Church	34683	4171	57.9	58.8	0.9	58.8	0.9	58.8	0.9	58.7	0.8	58.9	1.0	58.7	0.8	59.4	1.5	58.9	1.0
CH525	706	Church	40343	6647	58.4	59.2	0.8	59.1	0.7	59.1	0.7	58.6	0.2	59.7	1.3	61.3	2.9	59.8	1.4	59.3	0.9
CH526	1036	Church	42759	-3184	48.4	48.6	0.2	48.5	0.1	48.5	0.1	48.5	0.1	49.2	0.8	50.0	1.6	51.9	3.5	49.2	0.8
CH528	1045	Church	42654	-3695	47.5	47.7	0.2	47.6	0.1	47.6	0.1	47.6	0.1	48.3	0.8	49.9	2.4	51.4	3.9	48.3	0.8
CH529	1013	Church	37462	-1270	54.8	54.7	-0.1	54.6	-0.2	54.6	-0.2	54.6	-0.2	55.2	0.4	54.7	-0.1	57.8	3.0	55.3	0.5
CH530	885	Church	45835	9033	57.7	58.3	0.6	58.4	0.7	58.4	0.7	58.4	0.7	58.8	1.1	60.2	2.5	59.9	2.2	59.4	1.7
CH531	716	Church	42788	7402	58.4	59.1	0.7	59.1	0.7	59.1	0.7	58.7	0.3	59.7	1.3	61.2	2.8	60.1	1.7	59.6	1.2
CH532	253	Church	23813	9141	54.4	54.5	0.1	54.8	0.4	54.9	0.5	55.6	1.2	54.7	0.3	57.6	3.2	56.3	1.9	56.1	1.7
HOS01	1147	Hospital	31921	-14784	40.2	39.3	-0.9	39.7	-0.5	39.7	-0.5	39.5	-0.7	39.9	-0.3	40.9	0.7	41.4	1.2	40.1	-0.1
HOS02	1123	Hospital	42615	-8967	40.4	40.6	0.2	40.6	0.2	40.6	0.2	40.5	0.1	41.2	0.8	44.9	4.5	45.3	4.9	41.3	0.9
HOS03	433	Hospital	16561	-11296	50.5	47.5	-3.0	48.3	-2.2	48.2	-2.3	47.9	-2.6	47.9	-2.6	48.3	-2.2	48.2	-2.3	48.2	-2.3
HOS04	480	Hospital	26005	-9398	45.4	44.3	-1.1	44.7	-0.7	44.7	-0.7	44.5	-0.9	44.7	-0.7	46.5	1.1	46.7	1.3	44.9	-0.5
HOS05	429	Hospital	15713	-5495	55.8	53.5	-2.3	54.2	-1.6	54.1	-1.7	53.9	-1.9	53.6	-2.2	54.5	-1.3	55.0	-0.8	53.9	-1.9
HOS06	473	Hospital	22417	-13842	45.2	42.8	-2.4	43.4	-1.8	43.4	-1.8	43.1	-2.1	43.4	-1.8	44.0	-1.2	44.0	-1.2	43.7	-1.5
HOS07	425	Hospital	15334	-5123	56.5	54.3	-2.2	54.9	-1.6	54.9	-1.6	54.7	-1.8	54.3	-2.2	55.3	-1.2	55.9	-0.6	54.7	-1.8
HOS09	244	Hospital	23095	8420	56.5	56.7	0.2	57.0	0.5	57.0	0.5	58.0	1.5	56.9	0.4	59.0	2.5	58.6	2.1	58.6	2.1
HOS10	340	Hospital	18684	3896	62.1	64.0	1.9	63.8	1.7	63.8	1.7	63.3	1.2	64.4	2.3	65.9	3.8	63.1	1.0	64.1	2.0
HOS11	267	Hospital	18500	8884	54.3	54.2	-0.1	54.5	0.2	54.5	0.2	55.0	0.7	54.5	0.2	58.1	3.8	56.0	1.7	55.7	1.4
HOS12	430	Hospital	13791	-5987	57.8	54.9	-2.9	55.7	-2.1	55.6	-2.2	55.3	-2.5	55.0	-2.8	55.6	-2.2	55.6	-2.2	55.3	-2.5
HOS13	778	Hospital	29985	5901	61.5	62.6	1.0	62.5	0.9	62.5	0.9	61.9	0.3	62.8	1.2	64.7	3.1	62.9	1.3	62.3	0.7
HOS15	348	Hospital	17190	1285	62.1	63.1	1.0	63.5	1.4	63.5	1.4	63.4	1.3	62.7	0.6	61.4	-0.7	65.0	2.9	62.8	0.7
HOS16	296	Hospital	13553	7081	58.9	58.5	-0.4	58.9	0.0	59.0	0.1	59.9	1.0	58.9	0.0	62.0	3.1	60.5	1.6	60.6	1.7
HOS17	466	Hospital	19793	-13319	47.0	44.4	-2.6	45.0	-2.0	45.0	-2.0	44.7	-2.3	44.9	-2.1	45.3	-1.7	45.3	-1.7	45.2	-1.8
HOS18	399	Hospital	13797	-3917	59.6	57.7	-1.9	58.2	-1.4	58.2	-1.4	58.0	-1.6	57.6	-2.0	58.6	-1.0	60.7	1.1	57.9	-1.7
HOS19	343	Hospital	17676	2790	59.0	60.8	1.8	60.8	1.8	60.8	1.8	60.5	1.5	61.1	2.1	61.4	2.4	60.7	1.7	61.0	2.0
HOS20	876	Hospital	51747	207	53.0	52.9	-0.1	52.8	-0.2	52.8	-0.2	52.7	-0.3	53.7	0.7	52.6	-0.2	54.8	1.8	53.8	0.8
LIB01	406	Library	15816	-9101	52.8	49.9	-2.9	50.6	-2.2	50.5	-2.3	50.2	-2.6	50.1	-2.7	50.6	-2.2	50.5	-2.3	50.4	-2.4
LIB02	306	Library	16450	7185	59.0	58.9	-0.1	59.2	0.2	59.2	0.2	60.4	1.4	59.2	0.2	61.5	2.5	60.8	1.8	61.1	2.1
LIB03	366	Library	24178	-3305	54.5	54.0	-0.5	54.1	-0.4	54.1	-0.4	54.0	-0.5	54.3	-0.2	57.4	2.9	59.5	5.0	54.4	-0.1
LIB04	249	Library	23842	6513	64.2	64.6	0.4	64.8	0.6	64.8	0.6	65.1	0.9	64.9	0.7	66.1	1.9	66.3	2.1	65.7	1.5
LIB05	544	Library	3672	4468	68.2	67.8	-0.4	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	68.2	0.0	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
LIB06	1000	Library	32350	-1151	57.8	57.4	-0.4	57.3	-0.5	57.3	-0.5	57.3	-0.5	57.9	0.1	57.7	-0.1	60.9	3.1	57.9	0.1
LIB07	377	Library	16622	-1444	68.7	67.5	-1.2	67.4	-1.3	67.4	-1.3	67.4	-1.3	68.0	-0.7	68.9	0.2	66.3	-2.4	68.3	-0.4
LIB10	968	Library	37424	2049	63.3	63.0	-0.3	62.9	-0.4	62.9	-0.4	62.9	-0.4	63.4	0.1	62.1	-1.2	62.3	-1.0	63.3	0.0
LIB11	1171	Library	-3147	-6769	66.2	62.7	-3.5	62.8	-3.4	62.7	-3.5	62.7	-3.5	62.6	-3.6	62.7	-3.5	61.4	-4.8	62.5	-3.7
LIB13	1177	Library	-3179	6210	61.2	59.2	-2.0	60.0	-1.2	60.1	-1.1	60.2	-1.0	59.8	-1.4	60.0	-1.2	61.3	0.1	61.0	-0.2

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005								2015							
						No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
NH001	1148	Hospital,Convalescent	31960	-14667	40.3	39.4	-0.9	39.7	-0.6	39.7	-0.6	39.6	-0.7	40.0	-0.3	41.0	0.7	41.5	1.2	40.2	-0.1
NH002	1128	Hospital,Convalescent	42592	-7309	42.1	42.4	0.3	42.3	0.2	42.3	0.2	42.3	0.2	43.0	0.9	47.7	5.6	48.2	6.1	43.1	1.0
NH003	771	Hospital,Convalescent	29488	7434	61.6	62.1	0.5	62.2	0.6	62.2	0.6	62.6	1.0	62.3	0.7	63.5	1.9	63.8	2.2	63.3	1.7
NH004	884	Hospital,Convalescent	34331	5967	59.6	60.7	1.1	60.5	0.9	60.5	0.9	60.0	0.4	60.9	1.3	62.7	3.1	60.9	1.3	60.4	0.8
NH005	1100	Hospital,Convalescent	31861	-4498	49.0	48.9	-0.1	48.9	-0.1	48.9	-0.1	48.8	-0.2	49.2	0.2	52.9	3.9	53.9	4.9	49.3	0.3
NH007	257	Hospital,Convalescent	17108	11062	50.6	49.6	-1.0	50.2	-0.4	50.3	-0.3	50.2	-0.4	50.0	-0.6	52.3	1.7	51.2	0.6	50.9	0.3
NH008	367	Hospital,Convalescent	20727	-198	70.8	69.6	-1.0	69.5	-1.1	69.5	-1.1	69.5	-1.1	70.1	-0.5	69.0	-1.6	67.7	-2.9	69.9	-0.7
NH009	424	Hospital,Convalescent	13755	-5511	58.3	55.6	-2.7	56.3	-2.0	56.2	-2.1	55.9	-2.4	55.6	-2.7	56.2	-2.1	56.4	-1.9	55.9	-2.4
NH010	623	Hospital,Convalescent	34543	11454	50.6	51.0	0.4	51.6	1.0	51.6	1.0	52.2	1.6	51.1	0.5	53.7	3.1	52.6	2.0	52.3	1.7
NH011	818	Hospital,Convalescent	40102	4777	57.4	58.2	0.8	58.2	0.8	58.2	0.8	58.0	0.6	58.4	1.0	58.1	0.7	58.8	1.4	58.4	1.0
NH012	247	Hospital,Convalescent	23851	6390	64.4	64.9	0.5	65.1	0.7	65.1	0.7	65.2	0.8	65.2	0.8	66.6	2.2	66.5	2.1	65.8	1.4
NH013	313	Hospital,Convalescent	16922	7743	57.3	57.2	-0.1	57.5	0.2	57.5	0.2	58.5	1.2	57.5	0.2	60.5	3.2	59.1	1.8	59.2	1.9
NH014	468	Hospital,Convalescent	19780	-14378	46.3	43.7	-2.6	44.4	-1.9	44.3	-2.0	44.0	-2.3	44.2	-2.1	44.7	-1.6	44.6	-1.7	44.6	-1.7
NH015	1004	Hospital,Convalescent	34661	-443	59.2	58.7	-0.5	58.6	-0.6	58.6	-0.6	58.6	-0.6	59.2	0.0	58.9	-0.3	60.7	1.5	59.3	0.1
NH016	1157	Hospital,Convalescent	39036	-7308	42.8	43.0	0.2	43.0	0.2	43.0	0.2	42.9	0.1	43.5	0.7	47.5	4.7	48.0	5.2	43.6	0.8
NH017	764	Hospital,Convalescent	34326	6502	60.6	61.6	1.0	61.5	0.9	61.5	0.9	61.0	0.4	61.8	1.2	63.5	2.9	62.2	1.6	61.5	0.9
NH018	312	Hospital,Convalescent	17706	7119	60.1	60.2	0.1	60.5	0.4	60.5	0.4	61.8	1.7	60.5	0.4	62.0	1.9	62.2	2.1	62.5	2.4
NH019	303	Hospital,Convalescent	14640	6847	61.1	61.0	-0.1	61.3	0.2	61.4	0.3	62.8	1.7	61.4	0.3	62.9	1.8	63.1	2.0	63.5	2.4
NH020	729	Hospital,Convalescent	39023	9918	55.6	56.3	0.7	56.5	0.9	56.5	0.9	57.3	1.7	56.3	0.7	57.7	2.1	58.2	2.6	57.7	2.1
NH021	864	Hospital,Convalescent	51364	3846	59.3	59.3	0.0	59.1	-0.2	59.1	-0.2	59.1	-0.2	59.8	0.5	58.5	-0.8	58.9	-0.4	59.8	0.5
NH022	744	Hospital,Convalescent	35884	6388	59.8	60.7	0.9	60.6	0.8	60.6	0.8	60.1	0.3	61.0	1.2	62.7	2.9	61.2	1.4	60.6	0.8
NH023	411	Hospital,Convalescent	13941	-7834	55.8	52.7	-3.1	53.5	-2.3	53.3	-2.5	53.1	-2.7	52.8	-3.0	53.3	-2.5	53.1	-2.7	53.1	-2.7
NH025	269	Hospital,Convalescent	15569	12004	50.0	48.5	-1.5	49.2	-0.8	49.5	-0.5	49.1	-0.9	48.9	-1.1	50.8	0.8	50.4	0.4	50.0	0.0
NH026	368	Hospital,Convalescent	26823	2036	63.1	63.7	0.6	63.8	0.7	63.8	0.7	63.8	0.7	63.6	0.5	61.6	-1.5	64.4	1.3	63.8	0.7
NH027	442	Hospital,Convalescent	18773	-9296	50.2	47.7	-2.5	48.4	-1.8	48.3	-1.9	48.0	-2.2	48.0	-2.2	48.7	-1.5	48.9	-1.3	48.3	-1.8
NH028	302	Hospital,Convalescent	14396	6645	61.0	60.9	-0.1	61.2	0.2	61.3	0.3	62.7	1.7	61.3	0.3	62.9	1.9	63.0	2.0	63.4	2.4
NH029	467	Hospital,Convalescent	20446	-13970	46.2	43.6	-2.6	44.3	-1.9	44.2	-2.0	44.0	-2.2	44.2	-2.0	44.7	-1.5	44.6	-1.6	44.5	-1.7
NH030	907	Hospital,Convalescent	50177	1811	58.0	57.6	-0.4	57.4	-0.6	57.4	-0.6	57.4	-0.6	58.4	0.4	57.5	-0.5	57.6	-0.4	58.4	0.4
NH031	1103	Hospital,Convalescent	31698	-4425	49.2	49.0	-0.2	49.1	-0.1	49.0	-0.2	49.0	-0.2	49.4	0.2	53.1	3.9	54.2	5.0	49.5	0.3
NH033	288	Hospital,Convalescent	12509	8161	56.1	54.9	-1.2	55.5	-0.6	55.9	-0.2	55.7	-0.4	55.3	-0.8	57.8	1.7	56.6	0.5	56.4	0.3
NH034	486	Hospital,Convalescent	25791	-14548	43.1	41.1	-2.0	41.6	-1.5	41.6	-1.5	41.4	-1.7	41.7	-1.4	42.5	-0.6	42.6	-0.5	42.1	-1.0
NH035	1047	Hospital,Convalescent	42439	-4172	46.7	46.9	0.2	46.8	0.1	46.8	0.1	46.8	0.1	47.5	0.8	49.9	3.2	51.2	4.5	47.5	0.8
NH037	1067	Hospital,Convalescent	34990	-3870	49.2	49.3	0.1	49.2	0.0	49.2	0.0	49.2	0.0	49.7	0.5	52.0	2.8	53.5	4.3	49.7	0.5
NH038	261	Hospital,Convalescent	17775	10041	52.0	51.4	-0.6	51.8	-0.2	51.9	-0.1	52.0	0.0	51.7	-0.3	54.8	2.8	53.1	1.1	52.7	0.7
NH039	919	Hospital,Convalescent	45925	2945	60.9	60.7	-0.2	60.6	-0.3	60.6	-0.3	60.6	-0.3	61.2	0.3	60.0	-0.9	60.1	-0.8	61.2	0.3
NH040	246	Hospital,Convalescent	22738	6430	64.5	64.9	0.4	65.1	0.6	65.1	0.6	65.5	1.0	65.2	0.7	66.3	1.8	66.7	2.2	66.1	1.6
NH041	754	Hospital,Convalescent	37456	8531	59.2	59.8	0.6	59.9	0.7	59.9	0.7	60.3	1.1	60.0	0.8	61.4	2.2	61.5	2.3	60.9	1.7
NH042	763	Hospital,Convalescent	34661	7463	60.9	61.6	0.7	61.6	0.7	61.6	0.7	61.6	0.7	61.9	1.0	63.4	2.5	62.9	2.0	62.2	1.3
NH043	529	Hospital,Convalescent	-7595	6080	62.8	60.1	-2.7	60.3	-2.5	60.4	-2.4	60.6	-2.2	60.3	-2.5	59.8	-3.0	61.0	-1.8	61.2	-1.6
NH044	342	Hospital,Convalescent	18202	2864	59.0	60.8	1.8	60.8	1.8	60.8	1.8	60.5	1.5	61.2	2.2	61.4	2.4	60.6	1.6	61.1	2.1
NH045	428	Hospital,Convalescent	15756	-5107	56.0	53.9	-2.1	54.5	-1.5	54.5	-1.5	54.3	-1.7	54.0	-2.0	55.0	-1.0	55.7	-0.3	54.3	-1.7
PBS001	1024	Public School	40639	-984	54.3	54.2	-0.1	54.1	-0.2	54.1	-0.2	54.1	-0.2	54.8	0.5	54.2	-0.1	57.0	2.7	54.8	0.5
PBS002	1113	Public School	40732	-6136	43.9	44.2	0.3	44.2	0.3	44.2	0.3	44.1	0.2	44.8	0.9	49.3	5.4	50.0	6.1	44.8	0.9
PBS003	1125	Public School	41839	-7642	41.9	42.1	0.2	42.1	0.2	42.1	0.2	42.0	0.1	42.7	0.8	47.1	5.2	47.5	5.6	42.8	0.9
PBS005	1154	Public School	35269	-12060	40.0	40.0	0.0	40.2	0.2	40.2	0.2	40.1	0.1	40.6	0.6	42.5	2.5	42.0	2.0	40.5	0.5
PBS006	609	Public School	27281	10743	51.0	51.0	0.0	51.5	0.5	51.5	0.5	52.0	1.0	51.2	0.2	54.5	3.5	53.0	2.0	52.4	1.4
PBS007	728	Public School	39577	10344	54.4	55.3	0.9	55.5	1.1	55.5	1.1	56.2	1.8	55.1	0.7	56.7	2.3	57.0	2.6	56.5	2.1
PBS008	943	Public School	41950	2986	61.7	61.6	-0.1	61.5	-0.2	61.5	-0.2	61.5	-0.2	61.9	0.2	60.6	-1.1	61.1	-0.6	61.9	0.2
PBS009	981	Public School	34094	2313	63.3	63.2	-0.1	63.3	0.0	63.3	0.0	63.3	0.0	63.5	0.2	61.8	-1.5	63.2	-0.1	63.4	0.1
PBS010	555	Public School	9228	2097	67.5	65.7	-1.8	66.6	-0.9	66.2	-1.3	66.0	-1.5	65.7	-1.8	66.5	-1.0	67.2	-0.3	66.0	-1.5
PBS011	562	Public School	-2515	-5204	67.3	64.1	-3.2	64.1	-3.2	64.1	-3.2	64.1	-3.2	64.1	-3.2	64.1	-3.2	62.7	-4.6	63.9	-3.4
PBS015	477	Public School	22423	-5701	50.2	49.4	-0.8	49.7	-0.5	49.7	-0.5	49.5	-0.7	49.6	-0.6	51.9	1.7	52.4	2.2	49.8	-0.4

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No-Action/ No-Project	2005 Amount of Change	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No-Action/ No-Project	2015 Amount of Change	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PBS016	1041	Public School	40958	-3951	47.4	47.6	0.2	47.5	0.2	47.6	0.2	47.5	0.1	48.2	0.8	50.3	2.9	51.7	4.3	48.2	0.8
PBS017	338	Public School	14618	3297	62.0	63.8	1.8	63.9	1.9	63.9	1.9	63.4	1.4	64.2	2.2	65.9	3.9	63.0	1.0	64.1	2.1
PBS018	798	Public School	35904	3121	61.0	61.3	0.3	61.4	0.4	61.4	0.4	61.3	0.3	61.4	0.4	59.9	-1.1	61.7	0.7	61.5	0.5
PBS019	397	Public School	12212	-1924	69.9	68.6	-1.3	68.5	-1.4	68.5	-1.4	68.5	-1.4	69.1	-0.8	70.6	0.7	67.0	-2.9	69.6	-0.3
PBS021	593	Public School	911	-5459	62.7	60.7	-2.0	60.7	-2.0	60.5	-2.2	60.5	-2.2	61.1	-1.6	60.9	-1.8	59.8	-2.9	60.3	-2.4
PBS022	276	Public School	13419	10600	52.0	50.3	-1.7	51.2	-0.8	51.6	-0.4	51.1	-0.9	50.8	-1.2	52.7	0.7	52.4	0.4	52.0	0.0
PBS023	400	Public School	15909	-7797	53.8	51.0	-2.8	51.8	-2.0	51.7	-2.1	51.4	-2.4	51.2	-2.6	51.8	-2.0	51.8	-2.0	51.5	-2.3
PBS024	360	Public School	26296	-2314	56.9	56.4	-0.5	56.4	-0.5	56.4	-0.5	56.3	-0.6	56.7	-0.2	58.2	1.3	61.9	5.0	56.8	-0.1
PBS025	481	Public School	27438	-4990	49.5	49.2	-0.3	49.3	-0.2	49.3	-0.2	49.2	-0.3	49.5	0.0	53.4	3.9	54.1	4.6	49.5	0.0
PBS026	361	Public School	23650	-1034	64.6	63.7	-0.9	63.5	-1.1	63.5	-1.1	63.5	-1.1	64.1	-0.5	64.4	-0.2	65.1	0.5	64.2	-0.4
PBS027	509	Public School	172	11002	54.7	52.3	-2.4	51.5	-3.2	51.8	-2.9	51.3	-3.4	53.2	-1.5	52.4	-2.3	52.9	-1.8	52.7	-2.0
PBS028	305	Public School	15282	7661	57.2	56.9	-0.3	57.2	0.0	57.3	0.1	58.1	0.9	57.3	0.1	60.7	3.5	58.8	1.6	58.8	1.6
PBS029	240	Public School	25282	8750	55.9	56.1	0.2	56.5	0.6	56.6	0.7	57.5	1.6	56.4	0.5	58.3	2.4	58.0	2.1	58.0	2.1
PBS031	575	Public School	-1003	-8864	59.3	56.7	-2.6	56.7	-2.6	56.6	-2.7	56.5	-2.8	56.9	-2.4	56.8	-2.5	55.9	-3.4	56.4	-2.9
PBS032	580	Public School	-3780	-6609	67.2	63.4	-3.8	63.5	-3.7	63.5	-3.7	63.5	-3.7	63.2	-4.0	63.4	-3.8	62.1	-5.1	63.2	-4.0
PBS033	402	Public School	14499	-7413	55.6	52.6	-3.0	53.4	-2.2	53.3	-2.3	53.0	-2.6	52.8	-2.8	53.3	-2.3	53.2	-2.4	53.1	-2.5
PBS035	391	Public School	12046	-585	72.0	72.8	0.9	73.2	1.2	73.2	1.2	73.2	1.2	72.5	0.5	69.8	-2.2	74.2	2.2	72.3	0.3
PBS036	1069	Public School	37216	-3113	50.1	50.2	0.1	50.1	0.0	50.1	0.0	50.1	0.0	50.7	0.6	51.8	1.7	53.8	3.7	50.8	0.7
PBS037	653	Public School	42229	9598	57.1	57.7	0.6	57.9	0.8	57.9	0.8	58.3	1.2	57.9	0.8	59.2	2.1	59.5	2.4	59.0	1.9
PBS040	1084	Public School	31524	-2029	55.2	54.9	-0.3	54.9	-0.3	54.9	-0.3	54.8	-0.4	55.4	0.2	55.8	0.6	59.3	4.1	55.4	0.2
PBS041	1078	Public School	32406	-2564	53.3	53.1	-0.2	53.0	-0.3	53.0	-0.3	53.0	-0.3	53.5	0.2	54.4	1.1	57.0	3.7	53.5	0.2
PBS042	597	Public School	12992	-8938	55.4	52.2	-3.2	53.0	-2.4	52.8	-2.6	52.6	-2.8	52.4	-3.0	52.8	-2.6	52.4	-3.0	52.6	-2.8
PBS043	432	Public School	16893	-10161	51.1	48.2	-2.9	49.0	-2.1	48.9	-2.2	48.6	-2.5	48.5	-2.6	49.0	-2.1	48.9	-2.2	48.9	-2.2
PBS044	462	Public School	21511	-10126	47.7	45.6	-2.1	46.2	-1.5	46.1	-1.6	45.9	-1.8	46.0	-1.7	46.9	-0.8	47.2	-0.5	46.3	-1.4
PBS046	1146	Public School	30218	-7864	44.7	44.4	-0.3	44.6	-0.1	44.6	-0.1	44.5	-0.2	44.8	0.1	47.5	2.8	47.8	3.1	44.8	0.1
PBS047	292	Public School	13295	5451	67.4	67.6	0.2	67.9	0.5	68.0	0.6	69.4	2.0	67.9	0.5	68.4	1.0	70.2	2.8	70.2	2.8
PBS048	298	Public School	13951	6710	60.6	60.4	-0.2	60.7	0.1	60.8	0.2	62.0	1.4	60.7	0.1	62.7	2.1	62.4	1.8	62.7	2.1
PBS049	570	Public School	-1068	-4601	71.8	69.1	-2.7	68.9	-2.9	68.8	-3.0	68.8	-3.0	69.1	-2.7	68.8	-2.9	67.1	-4.7	68.9	-2.9
PBS050	301	Public School	14856	6115	64.0	64.1	0.1	64.4	0.4	64.5	0.5	66.3	2.3	64.5	0.5	65.4	1.4	66.5	2.5	67.0	3.0
PBS054	280	Public School	16704	9736	52.5	51.8	-0.8	52.3	-0.3	52.4	-0.2	52.5	-0.1	52.2	-0.4	55.2	2.6	53.5	0.9	53.2	0.6
PBS055	382	Public School	14713	3	69.0	68.9	0.9	70.3	1.3	70.3	1.3	70.2	1.2	69.5	0.5	68.9	-2.1	70.8	1.8	69.5	0.5
PBS056	441	Public School	18325	-13429	47.8	45.0	-2.8	45.7	-2.1	45.6	-2.2	45.4	-2.4	45.5	-2.3	45.9	-1.9	45.8	-2.0	45.8	-2.0
PBS057	602	Public School	19185	-11730	53.8	50.5	-3.3	51.2	-2.6	51.0	-2.8	50.7	-3.1	50.8	-3.0	51.0	-2.8	50.6	-3.2	50.9	-2.9
PBS058	598	Public School	10708	-7313	59.6	56.2	-3.4	57.0	-2.6	56.8	-2.8	56.5	-3.1	56.3	-3.3	56.6	-3.0	56.0	-3.6	56.5	-3.1
PBS059	329	Public School	18679	5302	67.1	67.9	0.8	68.0	0.9	68.0	0.9	67.4	0.3	68.2	1.1	69.9	2.8	68.8	1.7	68.0	0.9
PBS061	499	Public School	419	7093	61.8	59.4	-2.4	58.2	-3.6	58.3	-3.5	58.1	-3.7	60.3	-1.5	58.8	-3.0	59.6	-2.2	59.6	-2.2
PBS062	542	Public School	968	5128	68.8	66.3	-2.5	65.0	-3.8	64.9	-3.9	65.9	-2.9	67.2	-1.6	65.0	-3.8	65.9	-2.9	67.3	-1.5
PBS064	660	Public School	44551	9116	57.9	58.4	0.5	58.5	0.6	58.5	0.6	58.6	0.7	58.8	0.9	60.3	2.4	60.1	2.2	59.5	1.6
PBS065	666	Public School	47202	9853	56.7	57.3	0.6	57.4	0.7	57.4	0.7	57.7	1.0	57.7	1.0	59.1	2.4	59.0	2.3	58.5	1.8
PBS066	669	Public School	50890	11222	54.2	55.2	1.0	55.4	1.2	55.4	1.2	55.8	1.6	55.1	0.9	56.6	2.4	56.7	2.5	56.4	2.2
PBS067	673	Public School	50904	6565	55.9	56.5	0.6	56.4	0.5	56.4	0.5	56.2	0.3	57.1	1.2	57.1	1.2	57.0	1.1	56.9	1.0
PBS078	867	Public School	51463	3246	58.3	59.1	-0.2	59.0	-0.3	59.0	-0.3	58.9	-0.4	59.8	0.5	58.6	-0.7	58.7	-0.6	58.8	0.5
PBS079	875	Public School	53773	857	53.3	53.2	-0.1	53.0	-0.3	53.0	-0.3	53.0	-0.3	54.1	0.8	53.1	-0.2	54.9	1.6	54.1	0.8
PBS080	877	Public School	52043	993	54.9	54.7	-0.2	54.5	-0.4	54.5	-0.4	54.5	-0.4	55.5	0.6	54.6	-0.3	55.9	1.0	55.5	0.6
PBS082	880	Public School	51044	573	54.2	54.1	-0.1	53.9	-0.3	53.9	-0.3	53.9	-0.3	54.8	0.6	53.9	-0.3	55.7	1.5	54.9	0.7
PBS084	896	Public School	47989	2642	60.1	59.9	-0.2	59.7	-0.4	59.7	-0.4	59.7	-0.4	60.5	0.4	59.4	-0.7	59.3	-0.8	60.5	0.4
PBS085	927	Public School	45175	1775	59.1	58.7	-0.4	58.5	-0.6	58.5	-0.6	58.5	-0.6	59.3	0.2	58.6	-0.5	58.8	-0.3	59.4	0.3
PBS086	969	Public School	38040	1964	63.2	62.8	-0.4	62.8	-0.4	62.8	-0.4	62.7	-0.5	63.2	0.0	62.1	-1.1	62.0	-1.2	63.2	0.0
PBS087	1034	Public School	41670	-3069	48.9	49.1	0.2	49.0	0.1	49.0	0.1	49.0	0.1	49.7	0.8	50.4	1.5	52.3	3.4	49.7	0.8
PBS088	1038	Public School	41232	-3505	48.2	48.4	0.2	48.3	0.1	48.3	0.1	48.3	0.1	48.9	0.7	50.3	2.1	52.0	3.8	49.0	0.8
PBS090	777	Public School	30414	5411	60.1	61.3	1.2	61.2	1.1	61.2	1.1	60.6	0.5	61.5	1.4	63.3	3.2	61.3	1.2	61.0	0.9
PBS091	392	Public School	11903	-2672	64.9	63.4	-1.5	63.6	-1.3	63.7	-1.2	63.5	-1.4	63.5	-1.4	64.4	-0.5	73.6	8.7	63.8	-1.1

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No-Action/ No-Project	2005 Amount of Change	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No-Action/ No-Project	2015 Amount of Change	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PBS097	1031	Public School	42195	-2472	50.0	50.2	0.2	50.1	0.1	50.1	0.1	50.1	0.1	50.7	0.7	50.8	0.8	53.1	3.1	50.8	0.8
PBS098	629	Public School	35517	9615	55.7	56.1	0.4	56.4	0.7	56.4	0.7	57.3	1.6	56.3	0.6	57.8	2.1	58.1	2.4	57.9	2.2
PBS099	535	Public School	-4391	5512	63.0	61.2	-1.8	62.3	-0.7	62.4	-0.6	62.6	-0.4	61.6	-1.4	61.9	-1.1	63.2	0.2	63.3	0.3
PBS100	788	Public School	36630	5989	58.6	59.7	1.1	59.6	1.0	59.5	0.9	59.0	0.4	60.0	1.4	61.6	3.0	60.0	1.4	59.5	0.9
PBS101	983	Public School	29058	2028	63.7	64.0	0.3	64.1	0.4	64.1	0.4	64.1	0.4	64.0	0.3	62.1	-1.6	64.5	0.8	64.0	0.3
PBS102	379	Public School	17390	-2628	60.2	59.2	-1.0	59.3	-0.9	59.3	-0.9	59.3	-0.9	59.5	-0.7	61.5	1.3	67.1	6.9	59.7	-0.5
PBS105	331	Public School	11840	4627	70.6	71.1	0.5	71.3	0.7	71.3	0.7	70.2	-0.4	71.4	0.8	72.8	2.2	72.3	1.7	70.9	0.3
PBS106	504	Public School	808	9178	57.8	55.3	-2.5	54.5	-3.3	54.7	-3.1	54.3	-3.5	56.3	-1.5	55.4	-2.4	55.9	-1.9	55.9	-1.9
PBS107	524	Public School	-8294	5322	65.0	62.1	-2.9	62.3	-2.7	62.3	-2.7	62.6	-2.4	62.3	-2.7	61.7	-3.3	63.0	-2.0	63.4	-1.6
PBS109	488	Public School	26318	-11324	44.3	42.8	-1.5	43.2	-1.1	43.2	-1.1	43.0	-1.3	43.3	-1.0	44.6	0.3	45.0	0.7	43.5	-0.8
PBS110	422	Public School	14714	-12469	50.7	47.6	-3.1	48.4	-2.3	48.2	-2.5	48.0	-2.7	48.0	-2.7	48.3	-2.4	48.1	-2.6	48.3	-2.4
PBS111	619	Public School	32576	10502	52.4	52.8	0.4	53.3	0.9	53.3	0.9	53.9	1.5	53.0	0.6	55.3	2.9	54.5	2.1	54.3	1.9
PBS112	716	Public School	42558	6542	57.4	58.3	0.9	58.1	0.7	58.1	0.7	57.7	0.3	58.8	1.4	60.1	2.7	58.8	1.4	58.5	1.1
PBS113	792	Public School	34981	4193	57.9	58.8	0.9	58.8	0.9	58.8	0.9	58.6	0.7	58.9	1.0	58.6	0.7	59.4	1.5	58.9	1.0
PBS114	549	Public School	9739	3876	70.7	71.9	1.2	71.9	1.2	72.0	1.3	70.7	0.0	72.2	1.5	75.7	5.0	71.4	0.7	71.3	0.6
PBS116	551	Public School	8575	4739	70.5	70.4	-0.1	70.8	0.3	71.1	0.6	72.9	2.4	70.8	0.3	71.2	0.7	73.8	3.3	73.7	3.2
PBS117	356	Public School	24929	3265	58.7	60.3	1.6	60.3	1.6	60.4	1.7	60.2	1.5	60.6	1.9	60.0	1.3	60.4	1.7	61.0	2.3
PBS118	431	Public School	16898	-9768	51.4	48.5	-2.9	49.3	-2.1	49.2	-2.2	48.9	-2.5	48.8	-2.6	49.4	-2.0	49.3	-2.1	49.2	-2.2
PBS119	1109	Public School	33933	-6714	44.8	44.7	-0.1	44.8	0.0	44.8	0.0	44.7	-0.1	45.2	0.4	48.4	3.6	48.9	4.1	45.2	0.4
PBS121	530	Public School	-6871	5484	64.3	61.8	-2.5	62.2	-2.1	62.2	-2.1	62.5	-1.8	62.1	-2.2	61.5	-2.8	62.8	-1.5	63.1	-1.2
PBS122	494	Public School	5515	8945	57.2	54.7	-2.5	56.3	-0.9	56.9	-0.3	56.1	-1.1	55.5	-1.7	57.3	0.1	58.2	1.0	57.9	0.7
PBS123	376	Public School	18043	-527	72.1	71.0	-1.1	70.9	-1.2	70.9	-1.2	70.9	-1.2	71.5	-0.6	70.4	-1.7	68.6	-3.5	71.2	-0.9
PBS124	474	Public School	21791	-11923	46.5	44.2	-2.3	44.8	-1.7	44.8	-1.7	44.5	-2.0	44.7	-1.8	45.4	-1.1	45.5	-1.0	45.0	-1.5
PBS125	1075	Public School	33837	-1843	54.7	54.5	-0.2	54.4	-0.3	54.4	-0.3	54.4	-0.3	55.0	0.3	54.9	0.2	58.3	3.6	55.0	0.3
PBS127	370	Public School	21457	-3062	56.2	55.6	-0.6	55.7	-0.5	55.7	-0.5	55.7	-0.5	55.9	-0.3	58.6	2.4	61.5	5.3	56.0	-0.2
PBS128	452	Public School	16588	-5939	52.5	50.8	-1.7	51.3	-1.2	51.4	-1.1	51.1	-1.4	51.0	-1.5	52.4	-0.1	52.9	0.4	51.3	-1.2
PBS130	470	Public School	21760	-12818	46.1	43.7	-2.4	44.3	-1.8	44.3	-1.8	44.0	-2.1	44.2	-1.9	44.8	-1.3	44.9	-1.2	44.6	-1.5
PBS132	464	Public School	21251	-11798	47.0	44.6	-2.4	45.2	-1.8	45.2	-1.8	44.9	-2.1	45.0	-2.0	45.7	-1.3	45.8	-1.2	45.4	-1.6
PBS133	424	School,College	16485	-11792	50.1	47.2	-2.9	47.9	-2.2	47.8	-2.3	47.5	-2.6	47.6	-2.5	48.0	-2.1	47.8	-2.3	47.9	-2.2
PBS135	1094	School,College	30615	-4421	49.6	49.4	-0.2	49.4	-0.2	49.4	-0.2	49.3	-0.3	49.7	0.1	53.8	4.2	54.8	5.2	49.8	0.2
PBS138	511	School,College	-2901	10004	54.7	52.5	-2.2	52.3	-2.4	52.4	-2.3	52.2	-2.5	53.2	-1.5	52.7	-2.0	53.4	-1.3	53.1	-1.6
PBS140	1163	Public School	22487	-1032	65.5	64.6	-1.0	64.5	-1.1	64.5	-1.1	64.5	-1.1	65.1	-0.5	65.4	-0.2	65.3	-0.3	65.2	-0.4
PBS146	1173	Public School	9443	-12891	52.7	49.5	-3.2	50.2	-2.5	50.0	-2.7	49.7	-3.0	49.9	-2.8	50.0	-2.7	49.6	-3.1	49.9	-2.8
PBS150	1164	Public School	47842	6852	56.4	57.1	0.7	56.9	0.5	56.9	0.5	56.6	0.2	57.8	1.4	58.4	2.0	57.7	1.3	57.5	1.1
PBS151	1165	Public School	46867	6628	56.4	57.1	0.7	57.0	0.6	57.0	0.6	56.7	0.3	57.8	1.4	58.5	2.1	57.7	1.3	57.5	1.1
PRK01	291	Park	11566	6133	62.5	62.1	-0.4	62.5	0.0	62.7	0.2	64.1	1.6	62.5	0.0	64.7	2.2	64.3	1.8	64.8	2.3
PRK02	546	Park	5414	4921	65.9	65.5	-0.4	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	65.9	0.0	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
PRK03	371	Park	21160	-3063	56.3	55.7	-0.6	55.8	-0.5	55.8	-0.5	55.8	-0.5	56.0	-0.3	58.7	2.4	61.6	5.3	56.1	-0.2
PRK04	482	Park	28196	-8240	45.1	44.7	-0.4	44.9	-0.2	44.9	-0.2	44.8	-0.3	45.0	-0.1	47.4	2.3	47.5	2.4	45.1	0.0
PRK05	599	Park	9350	-9074	57.7	54.2	-3.5	55.0	-2.7	54.8	-2.9	54.5	-3.2	54.5	-3.2	54.6	-3.1	54.0	-3.7	54.5	-3.2
PRK07	518	Park	-13479	6711	60.4	57.1	-3.3	57.2	-3.2	57.3	-3.1	57.4	-3.0	57.4	-3.0	57.3	-3.1	58.4	-2.0	58.5	-1.9
PRK10	557	Park	-5023	-4415	76.9	72.1	-4.8	72.3	-4.6	72.3	-4.6	72.3	-4.6	71.9	-5.0	71.7	-5.2	69.6	-7.3	71.9	-5.0
PRK11	571	Park	-1802	-8138	61.5	58.7	-2.8	58.7	-2.8	58.6	-2.9	58.6	-2.9	58.8	-2.7	58.7	-2.8	57.7	-3.8	58.4	-3.1
PRK13	579	Park	-225	-8037	60.3	58.0	-2.3	57.9	-2.4	57.8	-2.5	57.7	-2.6	58.2	-2.1	58.0	-2.3	57.1	-3.2	57.6	-2.7
PRK15	569	Park	1472	-5400	64.9	63.1	-1.8	63.2	-1.7	63.0	-1.9	62.9	-2.0	63.5	-1.4	63.4	-1.5	62.2	-2.7	62.8	-2.1
PRK16	594	Park	1719	-7830	59.3	57.1	-2.2	57.1	-2.2	56.9	-2.4	56.7	-2.6	57.4	-1.9	57.2	-2.1	56.3	-3.0	56.6	-2.7
PRK18	410	Park	13886	-7408	56.3	53.2	-3.1	54.0	-2.3	53.9	-2.4	53.6	-2.7	53.4	-2.9	53.8	-2.5	53.6	-2.7	53.6	-2.7
PRK19	490	Park	27371	-11411	43.7	42.4	-1.3	42.8	-0.9	42.8	-0.9	42.6	-1.1	42.9	-0.8	44.3	0.6	44.7	1.0	43.1	-0.6
PRK20	456	Park	19312	-9302	49.8	47.3	-2.5	48.0	-1.8	48.0	-1.8	47.7	-2.1	47.7	-2.1	48.4	-1.4	48.7	-1.1	48.0	-1.8
PRK21	457	Park	19949	-9303	49.3	47.0	-2.3	47.6	-1.7	47.6	-1.7	47.3	-2.0	47.3	-2.0	48.2	-1.1	48.4	-0.9	47.7	-1.6
PRK22	1137	Park	34490	-8837	42.4	42.3	-0.1	42.4	0.0	42.4	0.0	42.3	-0.1	42.8	0.4	45.1	2.7	45.4	3.0	42.8	0.4
PRK29	483	Park	27032	-7012	46.7	46.3	-0.4	46.5	-0.2	46.5	-0.2	46.4	-0.3	46.6	-0.1	49.2	2.5	49.6	2.9	46.7	0.0

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No-Action/ No-Project	2005 Amount of Change	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No-Action/ No-Project	2015 Amount of Change	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PRK32	241	Park	25609	7597	60.6	60.9	0.3	61.2	0.6	61.2	0.6	62.3	1.7	61.1	0.5	62.2	1.6	63.0	2.4	62.9	2.3
PRK41	316	Park	15768	6307	63.3	63.5	0.2	63.8	0.5	63.8	0.5	65.5	2.2	63.8	0.5	64.8	1.5	65.8	2.5	66.3	3.0
PRK42	335	Park	13359	1894	59.8	60.6	0.7	61.0	1.1	61.1	1.2	60.8	0.9	60.6	0.7	61.1	1.2	61.7	1.8	60.9	1.0
PRK43	351	Park	23171	4140	60.2	61.9	1.7	61.8	1.6	61.9	1.7	61.4	1.2	62.4	2.2	63.7	3.5	61.4	1.2	62.2	2.0
PRK45	776	Park	28752	5597	61.5	62.6	1.1	62.5	1.0	62.6	1.1	61.9	0.4	62.9	1.4	64.8	3.3	62.8	1.3	62.3	0.8
PRK46	789	Park	36820	5021	57.3	58.3	1.0	58.3	1.0	58.3	1.0	58.0	0.7	58.6	1.3	59.3	2.0	58.7	1.4	58.3	1.0
PRK47	829	Park	42223	4785	57.6	58.3	0.7	58.3	0.7	58.3	0.7	58.2	0.6	58.5	0.9	57.9	0.3	58.8	1.2	58.5	0.9
PRK48	924	Park	43851	1572	60.5	60.1	-0.4	59.9	-0.6	59.9	-0.6	59.9	-0.6	60.6	0.1	59.8	-0.7	59.6	-0.9	60.7	0.2
PRK49	925	Park	44522	1571	60.1	59.7	-0.4	59.6	-0.5	59.6	-0.5	59.6	-0.5	60.4	0.3	59.5	-0.6	59.4	-0.7	60.4	0.3
PRK50	926	Park	44965	1467	59.7	59.3	-0.4	59.1	-0.6	59.1	-0.6	59.1	-0.6	59.9	0.2	59.2	-0.5	59.1	-0.6	60.0	0.3
PRK52	386	Park	14558	-1937	66.9	65.7	-1.2	65.6	-1.3	65.6	-1.3	65.6	-1.3	66.2	-0.7	67.4	0.5	67.4	0.5	66.5	-0.4
PRK53	667	Park	49908	9918	56.4	56.9	0.5	57.1	0.7	57.1	0.7	57.2	0.8	57.5	1.1	58.8	2.4	58.7	2.3	58.3	1.9
PRK54	914	Park	47049	580	56.0	55.8	-0.2	55.6	-0.4	55.6	-0.4	55.6	-0.4	56.4	0.4	55.7	-0.3	57.1	1.1	56.5	0.5
PRK55	915	Park	45322	556	56.3	56.0	-0.3	55.9	-0.4	55.9	-0.4	55.9	-0.4	56.7	0.4	55.9	-0.4	57.4	1.1	56.8	0.5
PRK56	984	Park	28407	1919	64.0	64.3	0.3	64.4	0.4	64.4	0.4	64.4	0.4	64.3	0.3	62.3	-1.7	64.8	0.8	64.3	0.3
PRK59	311	Park	18760	7140	60.5	60.7	0.2	60.9	0.4	60.9	0.4	62.3	1.8	60.9	0.4	62.1	1.6	62.6	2.1	63.0	2.5
PRK60	277	Park	13470	9437	53.7	52.3	-1.4	53.0	-0.7	53.4	-0.3	53.0	-0.7	52.7	-1.0	54.9	1.2	54.1	0.4	53.8	0.1
PRK62	581	Park	2383	-6026	62.6	60.4	-2.2	60.6	-2.0	60.3	-2.3	60.2	-2.4	60.8	-1.8	60.7	-1.9	59.6	-3.0	59.9	-2.7
PRK65	558	Park	-8967	-8394	64.0	59.9	-4.1	60.1	-3.9	60.1	-3.9	60.1	-3.9	59.5	-4.5	59.8	-4.2	58.8	-5.2	59.7	-4.3
PRK67	235	Park	-10639	716	79.0	76.0	-3.0	74.9	-4.1	74.8	-4.2	74.8	-4.2	76.5	-2.5	80.1	1.1	76.5	-2.5	76.6	-2.4
PRK68	541	Park	-761	5208	66.3	64.1	-2.2	63.2	-3.1	63.4	-2.9	64.0	-2.3	64.9	-1.4	63.2	-3.1	64.6	-1.7	65.1	-1.2
PRK69	604	Park	10384	-12485	52.8	49.6	-3.2	50.3	-2.5	50.1	-2.7	49.8	-3.0	49.9	-2.9	50.1	-2.7	49.7	-3.1	50.0	-2.8
PRK70	1009	Park	34964	-416	59.1	58.7	-0.4	58.5	-0.6	58.5	-0.6	58.5	-0.6	59.2	0.1	58.8	-0.3	60.6	1.5	59.3	0.2
PRK71	1162	Park	-4893	-7930	64.3	60.3	-4.0	60.5	-3.8	60.4	-3.9	60.4	-3.9	60.1	-4.2	60.3	-4.0	59.2	-5.1	60.1	-4.2
PRK72	1172	Park	-3078	-6814	66.6	63.2	-3.4	63.2	-3.4	63.1	-3.5	63.1	-3.5	63.1	-3.5	63.1	-3.5	61.8	-4.8	62.9	-3.7
PVS001	636	Private School	37733	11384	51.3	52.0	0.7	52.4	1.1	52.5	1.2	53.0	1.7	52.0	0.7	54.2	2.9	53.6	2.3	53.2	1.9
PVS002	1070	Private School	37336	-3455	49.3	49.5	0.2	49.4	0.1	49.4	0.1	49.4	0.1	49.9	0.6	51.6	2.3	53.3	4.0	50.0	0.7
PVS003	868	Private School	34483	5967	59.5	60.6	1.1	60.5	1.0	60.5	1.0	59.9	0.4	60.9	1.4	62.6	3.1	60.8	1.3	60.4	0.9
PVS004	969	Private School	27097	2468	61.3	62.2	0.9	62.3	1.0	62.3	1.0	62.3	1.0	62.1	0.8	60.4	-0.9	63.0	1.7	62.4	1.1
PVS005	902	Private School	48768	789	55.8	55.6	-0.2	55.4	-0.4	55.4	-0.4	55.4	-0.4	56.3	0.5	55.5	-0.3	56.8	1.0	56.4	0.6
PVS006	491	Private School	27038	-12669	43.3	41.7	-1.6	42.2	-1.1	42.2	-1.1	42.0	-1.3	42.2	-1.1	43.4	0.1	43.8	0.5	42.5	-0.8
PVS007	525	Private School	-7778	4626	67.3	64.5	-2.8	64.8	-2.5	64.8	-2.5	65.3	-2.0	64.7	-2.6	64.0	-3.3	65.4	-1.9	66.0	-1.3
PVS011	536	Private School	833	5679	66.2	63.7	-2.5	62.3	-3.9	62.3	-3.9	62.7	-3.5	64.5	-1.7	62.7	-3.5	63.4	-2.8	64.2	-2.0
PVS012	539	Private School	771	5989	65.1	62.6	-2.5	61.2	-3.9	61.2	-3.9	61.5	-3.6	63.5	-1.6	61.7	-3.4	62.4	-2.7	62.9	-2.2
PVS013	672	Private School	51675	9023	56.7	57.0	0.3	57.0	0.3	57.0	0.3	56.8	0.1	57.9	1.2	59.0	2.3	58.5	1.8	58.3	1.6
PVS014	885	Private School	46351	8153	57.8	58.3	0.5	58.3	0.5	58.3	0.5	58.0	0.2	59.0	1.2	60.5	2.7	59.6	1.8	59.2	1.4
PVS015	813	Private School	40120	5340	57.0	57.9	0.9	57.8	0.8	57.8	0.8	57.5	0.5	58.2	1.2	58.7	1.7	58.4	1.4	58.0	1.0
PVS017	882	Private School	34119	6123	60.0	61.1	1.1	61.0	1.0	61.0	1.0	60.4	0.4	61.3	1.3	63.1	3.1	61.4	1.4	60.8	0.8
PVS018	1099	Private School	31945	-4425	49.1	49.0	-0.1	49.0	-0.1	49.0	-0.1	48.9	-0.2	49.4	0.3	52.9	3.8	53.9	4.8	49.4	0.3
PVS023	913	Private School	46330	1417	58.9	58.4	-0.5	58.3	-0.6	58.3	-0.6	58.3	-0.6	59.1	0.2	58.4	-0.5	58.5	-0.4	59.2	0.3
PVS024	1151	Private School	34485	-12422	40.1	40.1	0.0	40.3	0.2	40.3	0.2	40.1	0.0	40.6	0.5	42.4	2.3	42.0	1.9	40.5	0.4
PVS025	274	Private School	12977	12319	50.7	48.9	-1.8	49.8	-0.9	50.2	-0.5	49.6	-1.1	49.4	-1.3	51.0	0.3	51.2	0.5	50.5	-0.2
PVS026	742	Private School	36140	6964	60.4	61.2	0.8	61.2	0.8	61.2	0.8	60.8	0.4	61.5	1.1	63.2	2.8	62.1	1.7	61.4	1.0
PVS027	548	Private School	10155	6178	61.9	61.2	-0.7	61.7	-0.2	62.1	0.2	62.9	1.0	61.5	-0.4	63.6	1.7	63.3	1.4	63.6	1.7
PVS028	354	Private School	24379	5761	64.4	65.2	0.8	65.2	0.8	65.3	0.9	64.7	0.3	65.5	1.1	67.4	3.0	65.9	1.5	65.2	0.8
PVS029	251	Private School	23982	7178	62.0	62.3	0.3	62.5	0.5	62.5	0.5	63.6	1.6	62.5	0.5	63.5	1.5	64.4	2.4	64.2	2.2
PVS030	606	Private School	28850	11455	49.7	49.7	0.0	50.2	0.5	50.2	0.5	50.7	1.0	49.9	0.2	53.2	3.5	51.7	2.0	51.0	1.3
PVS031	521	Private School	-12447	6370	61.6	58.1	-3.5	58.3	-3.3	58.3	-3.3	58.4	-3.2	58.4	-3.2	58.2	-3.4	59.4	-2.2	59.5	-2.1
PVS033	787	Private School	34984	5635	58.6	59.7	1.1	59.6	1.0	59.6	1.0	59.1	0.5	60.0	1.4	61.5	2.9	59.9	1.3	59.5	0.9
PVS034	995	Private School	29461	-1469	58.4	57.9	-0.5	57.8	-0.6	57.8	-0.6	57.8	-0.6	58.3	-0.1	58.4	0.0	62.1	3.7	58.3	-0.1
PVS035	622	Private School	34140	9211	56.7	57.1	0.4	57.3	0.6	57.3	0.6	58.3	1.6	57.3	0.6	58.6	1.9	59.1	2.4	58.9	2.2
PVS036	239	Private School	25423	11457	49.3	49.1	-0.2	49.6	0.3	49.6	0.3	50.0	0.7	49.4	0.1	53.1	3.8	51.5	2.3	50.4	1.1

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Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005 No-Action/ No-Project	2005 Amount of Change	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No-Action/ No-Project	2015 Amount of Change	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PVS037	993	Private School	29435	-516	62.6	61.9	-0.7	61.7	-0.9	61.7	-0.9	61.7	-0.9	62.3	-0.3	62.2	-0.4	63.1	0.5	62.4	-0.2
PVS038	1124	Private School	41624	-8000	41.5	41.7	0.2	41.7	0.2	41.7	0.2	41.7	0.2	42.4	0.9	46.4	4.9	46.8	5.3	42.4	0.9
PVS039	831	Private School	41645	4101	59.1	59.8	0.5	59.6	0.5	59.6	0.5	59.6	0.5	59.8	0.7	58.5	-0.6	60.0	0.9	59.8	0.7
PVS040	933	Private School	40319	1147	61.4	60.9	-0.5	60.7	-0.7	60.7	-0.7	60.7	-0.7	61.4	0.0	60.7	-0.7	60.4	-1.0	61.4	0.0
PVS041	437	Private School	16864	-12877	47.8	45.1	-2.7	45.8	-2.0	45.7	-2.1	45.5	-2.3	45.6	-2.2	46.1	-1.7	46.0	-1.8	45.9	-1.9
PVS044	283	Private School	13508	5729	60.4	60.1	-0.3	60.4	0.0	60.5	0.1	61.7	1.3	60.4	0.0	62.7	2.3	62.1	1.7	62.4	2.0
PVS045	381	Private School	14435	884	62.7	63.7	1.0	64.1	1.4	64.1	1.4	64.1	1.4	63.2	0.5	62.1	-0.6	66.2	3.5	63.3	0.6
PVS046	1092	Private School	29009	-4204	50.6	50.3	-0.3	50.3	-0.3	50.3	-0.3	50.3	-0.3	50.6	0.0	54.7	4.1	55.8	5.2	50.7	0.1
PVS047	465	Private School	19141	-12557	47.9	45.2	-2.7	45.9	-2.0	45.8	-2.1	45.5	-2.4	45.6	-2.3	46.1	-1.8	46.1	-1.8	46.0	-1.9
PVS048	578	Private School	-501	-8326	60.0	57.5	-2.5	57.5	-2.5	57.4	-2.6	57.3	-2.7	57.8	-2.2	57.6	-2.4	56.7	-3.3	57.2	-2.8
PVS049	965	Private School	34967	2020	63.9	63.6	-0.3	63.6	-0.3	63.6	-0.3	63.6	-0.3	63.9	0.0	62.5	-1.4	63.1	-0.8	63.9	0.0
PVS050	844	Private School	45633	5330	57.0	57.7	0.7	57.7	0.7	57.7	0.7	57.5	0.5	58.0	1.0	57.5	0.5	58.1	1.1	57.9	0.9
PVS051	317	Private School	15298	5790	66.6	66.9	0.3	67.1	0.5	67.2	0.6	68.1	1.5	67.2	0.6	67.6	1.0	69.1	2.5	68.8	2.2
PVS052	956	Private School	40122	2449	62.5	62.2	-0.3	62.2	-0.3	62.2	-0.3	62.2	-0.3	62.6	0.1	61.4	-1.1	61.6	-0.9	62.6	0.1
PVS053	259	Private School	17350	10496	51.3	50.5	-0.8	51.0	-0.3	51.1	-0.2	51.1	-0.2	50.9	-0.4	53.5	2.2	52.2	0.9	51.8	0.5
PVS054	618	Private School	32159	8982	56.9	57.3	0.4	57.6	0.7	57.6	0.7	58.6	1.7	57.6	0.7	58.9	2.0	59.3	2.4	59.2	2.3
PVS055	328	Private School	18415	5475	67.2	67.8	0.6	67.9	0.7	68.0	0.8	67.6	0.4	68.1	0.9	69.5	2.3	69.1	1.9	68.3	1.1
PVS056	891	Private School	34709	4608	57.5	58.5	1.0	58.5	1.0	58.5	1.0	58.2	0.7	58.7	1.2	59.1	1.6	59.0	1.5	58.5	1.0
PVS057	1160	Private School	40087	-7076	42.8	43.1	0.3	43.1	0.3	43.1	0.3	43.0	0.2	43.6	0.8	48.0	5.2	48.5	5.7	43.7	0.9
PVS058	974	Private School	29674	1811	64.5	64.6	0.0	64.7	0.1	64.7	0.1	64.7	0.1	64.8	0.2	62.9	-1.7	64.8	0.2	64.7	0.1
PVS059	901	Private School	47885	224	54.6	54.5	-0.1	54.3	-0.3	54.3	-0.3	54.3	-0.3	55.2	0.6	54.3	-0.3	56.3	1.7	55.2	0.6
PVS060	496	Private School	8258	8224	58.0	55.7	-2.3	57.4	-0.6	58.2	0.2	57.3	-0.7	56.3	-1.7	58.5	0.5	59.4	1.4	59.0	1.0
PVS061	1097	Private School	31768	-6838	45.6	45.4	-0.2	45.5	-0.1	45.5	-0.1	45.4	-0.2	45.8	0.2	49.0	3.4	49.5	3.9	45.8	0.2
PVS062	368	Private School	19294	-197	71.1	70.3	-0.8	70.2	-0.9	70.2	-0.9	70.2	-0.9	70.6	-0.5	69.2	-1.9	68.9	-2.2	70.4	-0.7
PVS063	469	Private School	19142	-14458	46.6	44.0	-2.6	44.6	-2.0	44.5	-2.1	44.3	-2.3	44.5	-2.1	44.9	-1.7	44.8	-1.8	44.8	-1.8
PVS064	295	Private School	13310	7076	58.9	58.4	-0.5	58.8	-0.1	59.0	0.1	59.9	1.0	58.8	-0.1	62.0	3.1	60.4	1.5	60.5	1.6
PVS065	781	Private School	33672	6369	60.7	61.7	1.0	61.6	0.9	61.6	0.9	61.0	0.3	62.0	1.3	63.6	2.9	62.2	1.5	61.5	0.8
PVS066	271	Private School	14716	11128	51.2	49.7	-1.5	50.4	-0.8	50.7	-0.5	50.3	-0.9	50.1	-1.1	52.1	0.9	51.6	0.4	51.2	0.0
PVS067	996	Private School	32753	-466	60.4	59.8	-0.6	59.6	-0.8	59.6	-0.8	59.6	-0.8	60.3	-0.1	60.0	-0.4	61.6	1.2	60.4	0.0
PVS068	835	Private School	43674	6162	56.8	57.6	0.8	57.4	0.6	57.4	0.6	57.1	0.3	58.1	1.3	58.9	2.1	58.1	1.3	57.8	1.0
PVS069	294	Private School	13205	6854	59.8	59.4	-0.4	59.7	-0.1	59.9	0.1	60.9	1.1	59.7	-0.1	62.5	2.7	61.3	1.5	61.6	1.8
PVS070	334	Private School	15389	3722	63.7	65.6	1.9	65.6	1.9	65.6	1.9	65.0	1.3	66.0	2.3	67.9	4.2	64.6	0.9	65.7	2.0
PVS071	507	Private School	2864	13792	51.4	48.9	-2.5	49.4	-2.0	49.6	-1.8	49.1	-2.3	49.9	-1.5	50.6	-0.8	51.1	-0.3	50.9	-0.5
PVS072	688	Private School	45643	7481	57.6	58.2	0.6	58.1	0.5	58.1	0.5	57.7	0.1	58.9	1.3	60.2	2.6	59.2	1.6	58.7	1.1
PVS073	353	Private School	24503	5600	64.1	65.1	1.0	65.0	0.9	65.0	0.9	64.4	0.3	65.3	1.2	67.3	3.2	65.5	1.4	64.8	0.7
PVS074	250	Private School	24091	6749	63.6	64.0	0.4	64.2	0.6	64.2	0.6	64.7	1.1	64.2	0.6	65.2	1.6	65.8	2.2	65.3	1.7
PVS075	385	Private School	13804	-640	72.8	72.3	-0.5	72.4	-0.4	72.4	-0.4	72.4	-0.4	72.5	-0.3	70.1	-2.7	73.3	0.5	72.0	-0.8
PVS076	954	Private School	38754	2351	62.8	62.6	-0.2	62.5	-0.3	62.5	-0.3	62.5	-0.3	62.9	0.1	61.7	-1.1	62.0	-0.8	62.9	0.1
PVS077	390	Private School	12602	-226	69.6	70.9	1.3	71.3	1.7	71.3	1.7	71.2	1.6	70.3	0.7	67.7	-1.9	71.6	2.0	70.3	0.7
PVS078	1129	Private School	40094	-6165	44.0	44.3	0.3	44.2	0.2	44.2	0.2	44.2	0.2	44.8	0.8	49.3	5.3	50.0	6.0	44.9	0.9
PVS079	345	Private School	16235	3486	61.8	63.7	1.9	63.7	1.9	63.8	2.0	63.2	1.4	64.2	2.4	65.7	3.9	62.9	1.1	63.9	2.1
PVS080	826	Private School	40329	5114	57.1	57.9	0.8	57.9	0.8	57.9	0.8	57.7	0.6	58.2	1.1	58.3	1.2	58.4	1.3	58.1	1.0
PVS081	973	Private School	29676	2047	63.7	64.0	0.3	64.1	0.4	64.1	0.4	64.1	0.4	64.0	0.3	62.1	-1.6	64.4	0.7	64.0	0.3
PVS082	767	Private School	32177	6695	61.6	62.4	0.8	62.4	0.8	62.4	0.8	62.1	0.5	62.7	1.1	64.4	2.8	63.3	1.7	62.7	1.1
PVS083	325	Private School	17478	5970	66.0	66.3	0.3	66.5	0.5	66.5	0.5	67.5	1.5	66.5	0.5	67.1	1.1	68.5	2.5	68.2	2.2
PVS084	383	Private School	16261	-881	73.1	71.8	-1.3	71.6	-1.5	71.6	-1.5	71.6	-1.5	72.4	-0.7	71.9	-1.2	68.3	-4.8	72.2	-0.9
PVS085	614	Private School	32136	10668	51.9	52.2	0.3	52.8	0.9	52.8	0.9	53.4	1.5	52.5	0.6	54.9	3.0	53.9	2.0	53.6	1.7
PVS086	755	Private School	35351	8881	56.3	56.7	0.4	56.9	0.6	59.0	0.7	59.6	1.3	59.0	0.7	60.2	1.9	60.8	2.5	60.3	2.0
PVS087	1074	Private School	32298	-1596	56.2	55.9	-0.3	55.8	-0.4	55.8	-0.4	55.8	-0.4	56.4	0.2	56.3	0.1	59.9	3.7	56.4	0.2
PVS088	961	Private School	38743	567	60.5	60.0	-0.5	59.9	-0.6	59.9	-0.6	59.9	-0.6	60.6	0.1	60.1	-0.4	60.2	-0.3	60.6	0.1
PVS089	455	Private School	21436	-4476	52.5	51.9	-0.6	52.1	-0.4	52.1	-0.4	52.0	-0.5	52.1	-0.4	54.7	2.2	55.7	3.2	52.2	-0.3
PVS090	1122	Private School	41029	-8870	40.8	40.9	0.1	41.0	0.2	41.0	0.2	40.9	0.1	41.6	0.8	44.9	4.1	45.3	4.5	41.6	0.8

Table A5-3
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft CNEL
Comparison of All Alternatives to Environmental Baseline

Grid Cell ID Code	Sequence	Use	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No-Action/ No-Project	Amount of Change	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PVS091	988	Private School	27180	2649	60.6	61.6	1.0	61.7	1.1	61.8	1.2	61.7	1.1	61.6	1.0	60.0	-0.6	62.4	1.8	61.9	1.3
PVS092	264	Private School	18568	9623	52.7	52.5	-0.2	52.8	0.1	52.8	0.1	53.2	0.5	52.8	0.1	56.1	3.4	54.3	1.6	53.8	1.1
PVS093	533	Private School	-5793	5899	62.6	60.5	-2.1	61.0	-1.6	61.1	-1.5	61.3	-1.3	60.8	-1.8	60.5	-2.1	61.8	-0.8	61.9	-0.7
PVS094	846	Private School	45622	3888	60.1	60.2	0.1	60.1	0.0	60.1	0.0	60.1	0.0	60.5	0.4	59.0	-1.1	60.0	-0.1	60.4	0.3
PVS095	935	Private School	40328	3045	61.7	61.7	0.0	61.7	0.0	61.7	0.0	61.7	0.0	62.0	0.3	60.5	-1.2	61.4	-0.3	62.0	0.3
PVS096	415	Private School	13903	-10070	53.5	50.3	-3.2	51.1	-2.4	51.0	-2.5	50.7	-2.8	50.6	-2.9	51.0	-2.5	50.6	-2.9	50.8	-2.7
PVS099	255	Private School	22880	11024	50.0	49.9	-0.1	50.3	0.3	50.4	0.4	50.7	0.7	50.1	0.1	53.8	3.8	52.1	2.1	51.3	1.3
PVS100	1029	Private School	41450	-1354	53.0	53.0	0.0	52.9	-0.1	52.9	-0.1	52.9	-0.1	53.6	0.6	53.0	0.0	55.9	2.9	53.6	0.6
PVS101	994	Private School	29432	-911	60.8	60.2	-0.6	60.1	-0.7	60.1	-0.7	60.0	-0.8	60.6	-0.2	60.5	-0.3	62.9	2.1	60.7	-0.1
PVS102	803	Private School	39034	6860	59.2	60.1	0.9	60.0	0.8	60.0	0.8	59.5	0.3	60.5	1.3	62.1	2.9	60.8	1.6	60.2	1.0
PVS103	501	Private School	3276	9736	56.7	54.1	-2.6	54.9	-1.8	55.2	-1.5	54.6	-2.1	55.0	-1.7	56.0	-0.7	56.7	0.0	56.6	-0.1
PVS104	554	Private School	9240	3525	69.5	71.1	1.6	71.1	1.6	71.2	1.7	70.5	1.0	71.4	1.9	73.0	3.5	69.9	0.4	71.0	1.5
PVS105	403	Private School	14468	-9493	53.6	50.5	-3.1	51.3	-2.3	51.2	-2.4	50.9	-2.7	50.8	-2.8	51.2	-2.4	50.9	-2.7	51.0	-2.6
PVS106	243	Private School	26663	6419	63.5	64.2	0.7	64.3	0.8	64.3	0.8	64.1	0.6	64.5	1.0	66.1	2.6	65.4	1.9	64.7	1.2
PVS107	543	Private School	3658	5088	65.5	64.0	-1.5	67.9	2.4	68.2	2.7	68.5	3.0	64.6	-0.9	68.7	3.2	70.4	4.9	70.3	4.8
PVS108	245	Private School	23359	6499	64.3	64.7	0.4	64.9	0.6	64.9	0.6	65.2	0.9	65.0	0.7	66.1	1.8	66.5	2.2	65.8	1.5
PVS109	341	Private School	18639	3216	59.6	61.5	1.9	61.5	1.9	61.4	1.8	61.1	1.5	62.0	2.4	62.6	3.0	61.0	1.4	61.8	2.2
PVS110	577	Private School	-573	-8780	59.1	56.7	-2.4	56.7	-2.4	56.5	-2.6	56.4	-2.7	56.9	-2.2	56.7	-2.4	55.9	-3.2	56.3	-2.8
PVS111	450	Private School	16874	-6105	54.1	51.8	-2.3	52.5	-1.6	52.5	-1.6	52.2	-1.9	52.0	-2.1	53.0	-1.1	53.5	-0.6	52.3	-1.8

Significantly Impacted: Grid location is exposed to an increase of 1.5 CNEL from the Environmental Baseline condition and lies within the 65 CNEL of the alternative noise exposure pattern

Moderately affected: Grid location is exposed to an increase of 3.0 CNEL from the Environmental Baseline condition and lies within the 60-65 CNEL range of the alternative noise exposure pattern

Notable increase: Grid location is projected to experience an increase of 5.0 CNEL or more from the Environmental Baseline condition and lies ouside the 60 CNEL range of the alternative

Acquired Grid location would be acquired for airport development under the alternative.

Source: Landrum & Brown, 2000

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence		X Distance	Y Distance	Env. Baseline Conditions	2005						2015						
						No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
C08	26	Regular Grid	-15000	9000	54.7	52.1	52.4	0.3	52.4	0.3	52.4	0.3	52.5	52.6	0.1	53.4	0.9	53.4	0.9
C09	27	Regular Grid	-15000	12000	50.5	48.0	48.3	0.3	48.3	0.3	48.3	0.3	48.4	48.6	0.2	49.2	0.8	49.2	0.8
D06	33	Regular Grid	-12000	3000	71.6	68.7	68.7	0.0	68.7	0.0	69.0	0.3	69.0	68.0	-1.0	70.0	1.0	70.2	1.2
D07	34	Regular Grid	-12000	6000	61.8	58.7	59.0	0.3	59.0	0.3	59.1	0.4	58.9	58.8	-0.1	60.0	1.1	60.0	1.1
D08	35	Regular Grid	-12000	9000	55.6	52.8	53.0	0.2	53.0	0.2	53.0	0.2	53.0	53.0	0.0	53.9	0.9	53.8	0.8
D09	36	Regular Grid	-12000	12000	51.2	48.5	48.7	0.2	48.7	0.2	48.7	0.2	48.9	48.9	0.0	49.5	0.6	49.5	0.6
E07	43	Regular Grid	-9000	6000	62.3	59.5	59.8	0.3	59.8	0.3	60.0	0.5	59.7	59.4	-0.3	60.5	0.8	60.7	1.0
E08	44	Regular Grid	-9000	9000	55.8	53.2	53.4	0.2	53.5	0.3	53.5	0.3	53.4	53.3	-0.1	54.2	0.8	54.1	0.7
E09	45	Regular Grid	-9000	12000	51.4	48.9	49.1	0.2	49.1	0.2	49.1	0.2	49.2	49.1	-0.1	49.8	0.6	49.7	0.5
F02	47	Regular Grid	-6000	-9000	61.7	58.1	58.3	0.2	58.2	0.1	58.2	0.1	57.7	58.0	0.3	57.0	-0.7	57.8	0.1
F03	48	Regular Grid	-6000	-6000	69.9	65.8	66.0	0.2	66.0	0.2	66.0	0.2	65.4	65.6	0.2	64.2	-1.2	65.5	0.1
F07	52	Regular Grid	-6000	6000	61.7	59.8	60.3	0.5	60.4	0.6	60.6	0.8	60.0	59.8	-0.2	61.0	1.0	61.0	1.0
F08	53	Regular Grid	-6000	9000	55.4	53.3	53.6	0.3	53.7	0.4	53.7	0.4	53.7	53.5	-0.2	54.4	0.7	54.2	0.5
F09	54	Regular Grid	-6000	12000	51.3	49.1	49.2	0.1	49.3	0.2	49.2	0.1	49.6	49.4	-0.2	50.0	0.4	49.8	0.2
G01	55	Regular Grid	-3000	-12000	54.9	52.1	52.3	0.2	52.2	0.1	52.2	0.1	52.1	52.1	0.0	51.5	-0.6	51.8	-0.3
G02	56	Regular Grid	-3000	-9000	60.1	57.1	57.2	0.1	57.1	0.0	57.1	0.0	57.0	57.0	0.0	56.1	-0.9	56.8	-0.2
G03	57	Regular Grid	-3000	-6000	67.8	64.7	64.7	0.0	64.7	0.0	64.7	0.0	64.6	64.6	0.0	63.2	-1.4	64.5	-0.1
G07	61	Regular Grid	-3000	6000	61.0	59.4	60.1	0.7	60.2	0.8	60.3	0.9	60.0	60.1	0.1	61.4	1.4	61.0	1.0
G08	62	Regular Grid	-3000	9000	55.4	53.6	53.5	-0.1	53.6	0.0	53.5	-0.1	54.3	53.8	-0.5	54.6	0.3	54.3	0.0
G09	63	Regular Grid	-3000	12000	51.5	49.6	49.3	-0.3	49.5	-0.1	49.2	-0.4	50.3	49.8	-0.5	50.4	0.1	50.1	-0.2
H01	64	Regular Grid	0	-12000	53.3	51.1	51.3	0.2	51.1	0.0	50.9	-0.2	51.4	51.1	-0.3	50.6	-0.8	50.8	-0.6
H02	65	Regular Grid	0	-9000	57.7	55.7	55.7	0.0	55.5	-0.2	55.4	-0.3	55.9	55.6	-0.3	54.8	-1.1	55.2	-0.7
H03	66	Regular Grid	0	-6000	64.4	62.7	62.5	-0.2	62.4	-0.3	62.4	-0.3	62.9	62.7	-0.2	61.4	-1.5	62.2	-0.7
H07	70	Regular Grid	0	6000	63.6	61.6	60.3	-1.3	60.3	-1.3	60.5	-1.1	62.5	60.7	-1.8	61.6	-0.9	61.8	-0.7
H08	71	Regular Grid	0	9000	57.0	55.0	54.1	-0.9	54.3	-0.7	53.9	-1.1	55.9	54.8	-1.1	55.5	-0.4	55.3	-0.6
H09	72	Regular Grid	0	12000	52.7	50.6	50.0	-0.6	50.2	-0.4	49.7	-0.9	51.5	50.8	-0.7	51.3	-0.2	51.1	-0.4
I01	73	Regular Grid	3000	-12000	52.5	50.3	50.5	0.2	50.2	-0.1	49.9	-0.4	50.7	50.2	-0.5	49.7	-1.0	50.0	-0.7
I02	74	Regular Grid	3000	-9000	56.5	54.2	54.4	0.2	54.0	-0.2	53.8	-0.4	54.6	54.1	-0.5	53.4	-1.2	53.7	-0.9
I03	75	Regular Grid	3000	-6000	62.0	59.7	60.0	0.3	59.6	-0.1	59.4	-0.3	60.0	59.8	-0.2	58.8	-1.2	59.2	-0.8
I07	79	Regular Grid	3000	6000	63.4	61.5	62.7	1.2	62.9	1.4	62.6	1.1	62.3	63.6	1.3	64.5	2.2	64.4	2.1
I08	80	Regular Grid	3000	9000	57.2	55.1	55.8	0.7	56.0	0.9	55.4	0.3	56.0	56.9	0.9	57.5	1.5	57.3	1.3
I09	81	Regular Grid	3000	12000	52.9	50.7	51.3	0.6	51.6	0.9	50.9	0.2	51.6	52.4	0.8	52.9	1.3	52.8	1.2
J01	82	Regular Grid	6000	-12000	52.7	49.9	50.6	0.7	50.3	0.4	50.0	0.1	50.4	50.4	0.0	49.9	-0.5	50.4	0.0
J02	83	Regular Grid	6000	-9000	56.9	53.9	54.6	0.7	54.3	0.4	53.9	0.0	54.3	54.2	-0.1	53.5	-0.8	54.2	-0.1
J03	84	Regular Grid	6000	-6000	62.9	59.5	60.3	0.8	59.9	0.4	59.6	0.1	59.8	59.6	-0.2	58.7	-1.1	59.8	0.0
J07	88	Regular Grid	6000	6000	60.9	59.7	62.3	2.6	63.5	3.8	62.8	3.1	60.1	63.5	3.4	64.6	4.5	64.3	4.2
J08	89	Regular Grid	6000	9000	56.4	54.3	55.9	1.6	56.5	2.2	55.6	1.3	55.0	56.9	1.9	57.7	2.7	57.4	2.4
J09	90	Regular Grid	6000	12000	52.8	50.5	51.5	1.0	52.0	1.5	51.2	0.7	51.3	52.5	1.2	53.1	1.8	52.9	1.6
K01	91	Regular Grid	9000	-12000	53.3	50.2	51.0	0.8	50.7	0.5	50.4	0.2	50.6	50.8	0.2	50.2	-0.4	50.8	0.2
K02	92	Regular Grid	9000	-9000	57.5	54.3	55.1	0.8	54.8	0.5	54.5	0.2	54.5	54.6	0.1	54.0	-0.5	54.8	0.3
K03	93	Regular Grid	9000	-6000	62.9	59.7	60.5	0.8	60.2	0.5	60.0	0.3	59.8	59.9	0.1	59.0	-0.8	60.5	0.7
K05	95	Regular Grid	9000	0	75.6	73.3	73.8	0.5	74.0	0.7	73.8	0.5	72.8	73.0	0.2	71.2	-1.6	73.1	0.3
K07	97	Regular Grid	9000	6000	61.7	60.8	61.4	0.6	62.3	1.5	62.5	1.7	61.2	62.9	1.7	62.9	1.7	63.3	2.1
K08	98	Regular Grid	9000	9000	55.5	53.6	54.9	1.3	55.6	2.0	54.7	1.1	54.1	55.8	1.7	56.3	2.2	55.9	1.8
K09	99	Regular Grid	9000	12000	52.0	49.9	51.0	1.1	51.6	1.7	50.7	0.8	50.5	51.9	1.4	52.4	1.9	52.1	1.6
L01	100	Regular Grid	12000	-12000	52.1	49.2	50.0	0.8	49.8	0.6	49.5	0.3	49.5	49.8	0.3	49.4	-0.1	49.9	0.4

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
L02	101 Regular Grid	12000	-9000	55.7	52.6	53.5	0.9	53.2	0.6	53.0	0.4	52.6	53.1	0.3	52.6	-0.2	53.3	0.5
L03	102 Regular Grid	12000	-6000	59.7	56.8	57.6	0.8	57.5	0.7	57.2	0.4	56.8	57.2	0.4	56.8	0.0	57.5	0.7
L04	103 Regular Grid	12000	-3000	63.5	61.8	62.2	0.4	62.2	0.4	62.0	0.2	61.7	62.5	0.8	69.5	7.8	62.0	0.3
L05	104 Regular Grid	12000	0	66.3	67.6	68.1	0.5	68.1	0.5	68.0	0.4	66.9	65.4	-1.5	70.7	3.8	67.1	0.2
L06	105 Regular Grid	12000	3000	63.2	64.2	64.5	0.3	64.5	0.3	64.2	0.0	64.6	66.2	1.6	63.9	-0.7	64.8	0.2
L07	106 Regular Grid	12000	6000	62.6	62.3	62.6	0.3	62.8	0.5	64.3	2.0	62.6	64.3	1.7	64.5	1.9	65.1	2.5
L08	107 Regular Grid	12000	9000	54.3	52.8	53.7	0.9	54.2	1.4	53.6	0.8	53.2	55.2	2.0	54.8	1.6	54.5	1.3
L09	108 Regular Grid	12000	12000	50.9	49.1	50.1	1.0	50.6	1.5	49.8	0.7	49.7	51.1	1.4	51.4	1.7	50.9	1.2
M01	109 Regular Grid	15000	-12000	50.4	47.6	48.4	0.8	48.3	0.7	48.0	0.4	48.0	48.3	0.3	48.1	0.1	48.4	0.4
M02	110 Regular Grid	15000	-9000	53.2	50.4	51.2	0.8	51.0	0.6	50.7	0.3	50.6	51.0	0.4	50.8	0.2	51.1	0.5
M03	111 Regular Grid	15000	-6000	55.8	53.4	54.1	0.7	54.0	0.6	53.7	0.3	53.4	54.1	0.7	54.4	1.0	53.8	0.4
M04	112 Regular Grid	15000	-3000	59.5	58.3	58.5	0.2	58.6	0.3	58.4	0.1	58.4	59.9	1.5	65.6	7.2	58.7	0.3
M05	113 Regular Grid	15000	0	68.5	69.2	69.6	0.4	69.6	0.4	69.6	0.4	68.9	66.4	-2.5	69.9	1.0	68.9	0.0
M06	114 Regular Grid	15000	3000	60.0	61.7	61.9	0.2	62.0	0.3	61.6	-0.1	62.1	63.2	1.1	61.3	-0.8	62.2	0.1
M07	115 Regular Grid	15000	6000	63.9	64.0	64.2	0.2	64.3	0.3	66.0	2.0	64.3	65.1	0.8	66.3	2.0	66.8	2.5
M08	116 Regular Grid	15000	9000	53.5	52.6	53.1	0.5	53.3	0.7	53.3	0.7	52.9	55.8	2.9	54.2	1.3	54.0	1.1
M09	117 Regular Grid	15000	12000	49.7	48.2	49.0	0.8	49.3	1.1	48.8	0.6	48.6	50.5	1.9	50.2	1.6	49.8	1.2
N01	118 Regular Grid	18000	-12000	48.5	45.9	46.7	0.8	46.6	0.7	46.3	0.4	46.3	46.8	0.5	46.7	0.4	46.8	0.5
N02	119 Regular Grid	18000	-9000	50.5	48.1	48.9	0.8	48.8	0.7	48.5	0.4	48.4	49.1	0.7	49.2	0.8	48.9	0.5
N03	120 Regular Grid	18000	-6000	52.5	50.7	51.3	0.6	51.3	0.6	51.1	0.4	50.9	52.2	1.3	52.6	1.7	51.2	0.3
N04	121 Regular Grid	18000	-3000	57.5	56.6	56.7	0.1	56.7	0.1	56.6	0.0	56.8	59.2	2.4	63.0	6.2	56.9	0.1
N05	122 Regular Grid	18000	0	69.6	69.1	69.3	0.2	69.3	0.2	69.3	0.2	69.3	67.0	-2.3	69.3	0.0	68.9	-0.4
N06	123 Regular Grid	18000	3000	58.6	60.5	60.6	0.1	60.5	0.0	60.2	-0.3	60.9	61.3	0.4	60.1	-0.8	60.9	0.0
N07	124 Regular Grid	18000	6000	65.1	65.2	65.4	0.2	65.5	0.3	66.3	1.1	65.5	66.2	0.7	67.3	1.8	67.1	1.6
N08	125 Regular Grid	18000	9000	53.3	53.0	53.4	0.4	53.4	0.4	53.8	0.8	53.3	56.9	3.6	54.8	1.5	54.5	1.2
N09	126 Regular Grid	18000	12000	48.7	47.9	48.5	0.6	48.6	0.7	48.3	0.4	48.2	50.3	2.1	49.3	1.1	49.1	0.9
O01	127 Regular Grid	21000	-12000	46.5	44.3	45.0	0.7	44.9	0.6	44.6	0.3	44.7	45.4	0.7	45.5	0.8	45.2	0.5
O02	128 Regular Grid	21000	-9000	48.2	46.3	46.9	0.6	46.9	0.6	46.6	0.3	46.6	47.7	1.1	48.1	1.5	47.0	0.4
O03	129 Regular Grid	21000	-6000	50.1	49.0	49.4	0.4	49.4	0.4	49.2	0.2	49.2	51.2	2.0	51.6	2.4	49.5	0.3
O04	130 Regular Grid	21000	-3000	56.0	55.3	55.4	0.1	55.4	0.1	55.3	0.0	55.5	58.4	2.9	61.3	5.8	55.6	0.1
O05	131 Regular Grid	21000	0	69.6	68.5	68.5	0.0	68.5	0.0	68.5	0.0	68.9	67.5	-1.4	67.2	-1.7	68.6	-0.3
O06	132 Regular Grid	21000	3000	58.0	60.0	60.1	0.1	60.0	0.0	59.8	-0.2	60.5	60.0	-0.5	59.8	-0.7	60.7	0.2
O07	133 Regular Grid	21000	6000	64.9	65.2	65.3	0.1	65.4	0.2	65.4	0.2	65.4	66.9	1.5	66.8	1.4	66.1	0.7
O08	134 Regular Grid	21000	9000	53.5	53.5	53.8	0.3	53.9	0.4	54.4	0.9	53.7	57.1	3.4	55.3	1.6	55.0	1.3
O09	135 Regular Grid	21000	12000	48.1	48.0	48.4	0.4	48.5	0.5	48.5	0.5	48.1	51.0	2.9	49.3	1.2	49.2	1.1
P01	136 Regular Grid	24000	-12000	44.7	42.9	43.4	0.5	43.4	0.5	43.2	0.3	43.4	44.3	0.9	44.6	1.2	43.8	0.4
P02	137 Regular Grid	24000	-9000	46.3	44.9	45.4	0.5	45.4	0.5	45.2	0.3	45.3	46.9	1.6	47.2	1.9	45.6	0.3
P03	138 Regular Grid	24000	-6000	48.6	47.9	48.2	0.3	48.2	0.3	48.1	0.2	48.2	50.8	2.6	51.3	3.1	48.4	0.2
P04	139 Regular Grid	24000	-3000	54.9	54.3	54.3	0.0	54.3	0.0	54.2	-0.1	54.5	57.5	3.0	59.9	5.4	54.6	0.1
P05	140 Regular Grid	24000	0	68.3	67.0	66.9	-0.1	66.9	-0.1	66.9	-0.1	67.5	66.6	-0.9	65.1	-2.4	67.3	-0.2
P06	141 Regular Grid	24000	3000	58.2	59.9	60.0	0.1	60.0	0.1	59.9	0.0	60.3	59.2	-1.1	59.9	-0.4	60.7	0.4
P07	142 Regular Grid	24000	6000	63.8	64.4	64.5	0.1	64.5	0.1	64.2	-0.2	64.6	66.4	1.8	65.4	0.8	64.7	0.1
P08	143 Regular Grid	24000	9000	54.0	54.0	54.5	0.5	54.5	0.5	55.3	1.3	54.3	56.9	2.6	55.9	1.6	55.7	1.4
P09	144 Regular Grid	24000	12000	47.7	47.5	47.9	0.4	48.1	0.6	48.2	0.7	47.7	51.6	3.9	49.8	2.1	48.8	1.1
Q01	145 Regular Grid	27000	-12000	43.1	41.8	42.2	0.4	42.2	0.4	42.0	0.2	42.3	43.5	1.2	44.0	1.7	42.6	0.3
Q02	146 Regular Grid	27000	-9000	44.6	43.8	44.2	0.4	44.2	0.4	44.0	0.2	44.2	46.4	2.2	46.5	2.3	44.4	0.2

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
Q03	147 Regular Grid	27000	-6000	47.5	47.1	47.2	0.1	47.2	0.1	47.1	0.0	47.3	50.7	3.4	51.3	4.0	47.4	0.1
Q04	148 Regular Grid	27000	-3000	53.7	53.2	53.2	0.0	53.2	0.0	53.2	0.0	53.5	56.3	2.8	56.6	3.1	53.5	0.0
Q05	149 Regular Grid	27000	0	66.1	64.9	64.8	-0.1	64.8	-0.1	64.8	-0.1	65.4	64.8	-0.6	63.3	-2.1	65.3	-0.1
Q06	150 Regular Grid	27000	3000	58.7	59.9	60.1	0.2	60.1	0.2	60.1	0.2	60.1	58.8	-1.3	60.3	0.2	60.6	0.5
Q07	151 Regular Grid	27000	6000	62.4	63.1	63.1	0.0	63.2	0.1	62.7	-0.4	63.3	65.3	2.0	63.9	0.6	63.2	-0.1
Q08	152 Regular Grid	27000	9000	54.6	54.8	55.2	0.4	55.3	0.5	56.1	1.3	55.0	57.0	2.0	56.6	1.6	56.5	1.5
Q09	153 Regular Grid	27000	12000	47.7	47.5	48.0	0.5	48.0	0.5	48.3	0.8	47.7	51.6	3.9	49.9	2.2	48.7	1.0
R01	154 Regular Grid	30000	-12000	41.7	40.9	41.3	0.4	41.3	0.4	41.1	0.2	41.4	43.0	1.6	43.2	1.8	41.6	0.2
R02	155 Regular Grid	30000	-9000	43.3	42.9	43.2	0.3	43.2	0.3	43.0	0.1	43.3	45.8	2.5	45.8	2.5	43.4	0.1
R03	156 Regular Grid	30000	-6000	46.5	46.2	46.3	0.1	46.3	0.1	46.2	0.0	46.5	50.6	4.1	51.1	4.6	46.5	0.0
R04	157 Regular Grid	30000	-3000	52.6	52.2	52.1	-0.1	52.1	-0.1	52.1	-0.1	52.5	54.9	2.4	57.0	4.5	52.5	0.0
R05	158 Regular Grid	30000	0	63.8	62.7	62.6	-0.1	62.6	-0.1	62.6	-0.1	63.2	62.8	-0.4	62.1	-1.1	63.2	0.0
R06	159 Regular Grid	30000	3000	59.4	60.2	60.3	0.1	60.3	0.1	60.3	0.1	60.2	58.8	-1.4	60.8	0.6	60.4	0.2
R07	160 Regular Grid	30000	6000	60.9	61.8	61.8	0.0	61.8	0.0	61.2	-0.6	62.0	63.8	1.8	62.2	0.2	61.6	-0.4
R08	161 Regular Grid	30000	9000	55.4	55.6	55.9	0.3	55.9	0.3	56.8	1.2	55.8	57.4	1.6	57.5	1.7	57.4	1.6
R09	162 Regular Grid	30000	12000	48.1	48.0	48.6	0.6	48.6	0.6	48.9	0.9	48.2	51.6	3.4	50.0	1.8	49.1	0.9
S01	163 Regular Grid	33000	-12000	40.4	40.1	40.4	0.3	40.4	0.3	40.3	0.2	40.7	42.4	1.7	42.2	1.5	40.7	0.0
S02	164 Regular Grid	33000	-9000	42.2	42.0	42.2	0.2	42.2	0.2	42.1	0.1	42.5	44.8	2.3	44.9	2.4	42.5	0.0
S03	165 Regular Grid	33000	-6000	45.5	45.3	45.4	0.1	45.4	0.1	45.3	0.0	45.7	49.4	3.7	50.1	4.4	45.8	0.1
S04	166 Regular Grid	33000	-3000	51.3	51.0	51.0	0.0	50.9	-0.1	50.9	-0.1	51.4	52.9	1.5	55.0	3.6	51.5	0.1
S05	167 Regular Grid	33000	0	61.5	60.6	60.4	-0.2	60.4	-0.2	60.4	-0.2	61.1	60.6	-0.5	60.8	-0.3	61.1	0.0
S06	168 Regular Grid	33000	3000	60.0	60.4	60.6	0.2	60.6	0.2	60.5	0.1	60.5	59.0	-1.5	61.0	0.5	60.7	0.2
S07	169 Regular Grid	33000	6000	59.5	60.4	60.4	0.0	60.4	0.0	59.8	-0.6	60.6	62.4	1.8	60.7	0.1	60.2	-0.4
S08	170 Regular Grid	33000	9000	56.2	56.5	56.7	0.2	56.7	0.2	57.6	1.1	56.7	58.0	1.3	58.4	1.7	58.3	1.6
S09	171 Regular Grid	33000	12000	48.5	48.6	49.4	0.8	49.4	0.8	49.8	1.2	48.8	51.6	2.8	50.3	1.5	49.8	1.0
T01	172 Regular Grid	36000	-12000	39.3	39.3	39.5	0.2	39.5	0.2	39.4	0.1	40.0	41.9	1.9	41.5	1.5	40.0	0.0
T02	173 Regular Grid	36000	-9000	41.3	41.2	41.3	0.1	41.3	0.1	41.2	0.0	41.7	44.4	2.7	44.6	2.9	41.8	0.1
T03	174 Regular Grid	36000	-6000	44.6	44.6	44.6	0.0	44.6	0.0	44.6	0.0	45.1	49.4	4.3	50.0	4.9	45.2	0.1
T04	175 Regular Grid	36000	-3000	50.1	50.1	50.0	-0.1	50.0	-0.1	50.0	-0.1	50.5	51.7	1.2	53.8	3.3	50.6	0.1
T05	176 Regular Grid	36000	0	59.4	58.7	58.5	-0.2	58.5	-0.2	58.5	-0.2	59.2	58.7	-0.5	59.7	0.5	59.2	0.0
T06	177 Regular Grid	36000	3000	60.7	60.8	60.8	0.0	60.8	0.0	60.8	0.0	60.9	59.3	-1.6	61.0	0.1	61.0	0.1
T07	178 Regular Grid	36000	6000	58.1	59.1	59.0	-0.1	59.0	-0.1	58.5	-0.6	59.3	61.0	1.7	59.4	0.1	59.0	-0.3
T08	179 Regular Grid	36000	9000	57.0	57.2	57.4	0.2	57.5	0.3	58.2	1.0	57.4	58.7	1.3	59.2	1.8	58.9	1.5
T09	180 Regular Grid	36000	12000	48.9	49.3	50.0	0.7	50.0	0.7	50.5	1.2	49.3	51.9	2.6	50.8	1.5	50.4	1.1
U01	181 Regular Grid	39000	-12000	38.3	38.6	38.7	0.1	38.7	0.1	38.6	0.0	39.2	41.4	2.2	41.1	1.9	39.3	0.1
U02	182 Regular Grid	39000	-9000	40.5	40.6	40.7	0.1	40.6	0.0	40.6	0.0	41.2	44.3	3.1	44.7	3.5	41.3	0.1
U03	183 Regular Grid	39000	-6000	43.9	44.1	44.0	-0.1	44.0	-0.1	44.0	-0.1	44.6	49.2	4.6	50.0	5.4	44.6	0.0
U04	184 Regular Grid	39000	-3000	49.2	49.2	49.1	-0.1	49.1	-0.1	49.1	-0.1	49.7	50.7	1.0	52.7	3.0	49.8	0.1
U05	185 Regular Grid	39000	0	57.6	57.1	56.9	-0.2	56.9	-0.2	56.9	-0.2	57.6	56.9	-0.7	58.5	0.9	57.6	0.0
U06	186 Regular Grid	39000	3000	61.1	61.0	60.9	-0.1	60.9	-0.1	60.9	-0.1	61.2	59.6	-1.6	60.7	-0.5	61.2	0.0
U07	187 Regular Grid	39000	6000	57.0	57.9	57.8	-0.1	57.8	-0.1	57.4	-0.5	58.2	59.5	1.3	58.3	0.1	58.0	-0.2
U08	188 Regular Grid	39000	9000	57.4	57.9	58.0	0.1	58.0	0.1	58.4	0.5	58.0	59.3	1.3	59.6	1.6	59.0	1.0
U09	189 Regular Grid	39000	12000	49.3	50.2	50.7	0.5	50.7	0.5	51.2	1.0	49.9	52.4	2.5	51.6	1.7	51.0	1.1
V01	190 Regular Grid	42000	-12000	37.6	37.9	38.0	0.1	38.0	0.1	38.0	0.1	38.6	41.0	2.4	40.9	2.3	38.8	0.2
V02	191 Regular Grid	42000	-9000	39.9	40.1	40.1	0.0	40.1	0.0	40.0	0.1	40.7	44.4	3.7	44.8	4.1	40.8	0.1
V03	192 Regular Grid	42000	-6000	43.3	43.5	43.4	-0.1	43.4	-0.1	43.4	-0.1	44.1	49.0	4.9	49.8	5.7	44.1	0.0

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
V04	193 Regular Grid	42000	-3000	48.4	48.5	48.3	-0.2	48.3	-0.2	48.3	-0.2	49.0	49.7	0.7	51.6	2.6	49.0	0.0
V05	194 Regular Grid	42000	0	56.0	55.6	55.4	-0.2	55.4	-0.2	55.4	-0.2	56.1	55.4	-0.7	57.3	1.2	56.2	0.1
V06	195 Regular Grid	42000	3000	60.9	60.7	60.6	-0.1	60.6	-0.1	60.6	-0.1	61.0	59.6	-1.4	60.1	-0.9	61.0	0.0
V07	196 Regular Grid	42000	6000	56.2	57.0	56.9	-0.1	56.9	-0.1	56.6	-0.4	57.4	58.3	0.9	57.4	0.0	57.2	-0.2
V08	197 Regular Grid	42000	9000	57.3	57.8	57.9	0.1	57.9	0.1	58.1	0.3	58.1	59.6	1.5	59.5	1.4	58.9	0.8
V09	198 Regular Grid	42000	12000	49.8	51.7	52.0	0.3	52.0	0.3	52.4	0.7	50.5	52.9	2.4	52.7	2.2	51.6	1.1
W01	199 Regular Grid	45000	-12000	37.0	37.3	37.4	0.1	37.4	0.1	37.4	0.1	38.1	40.8	2.7	40.9	2.8	38.3	0.2
W02	200 Regular Grid	45000	-9000	39.4	39.6	39.6	0.0	39.6	0.0	39.5	-0.1	40.3	44.6	4.3	45.1	4.8	40.4	0.1
W03	201 Regular Grid	45000	-6000	42.7	43.0	42.9	-0.1	42.9	-0.1	42.9	-0.1	43.6	48.6	5.0	49.5	5.9	43.6	0.0
W04	202 Regular Grid	45000	-3000	47.6	47.7	47.6	-0.1	47.6	-0.1	47.5	-0.2	48.2	48.8	0.6	50.7	2.5	48.3	0.1
W05	203 Regular Grid	45000	0	54.5	54.3	54.1	-0.2	54.1	-0.2	54.1	-0.2	54.9	54.0	-0.9	56.2	1.3	55.0	0.1
W06	204 Regular Grid	45000	3000	60.4	60.1	60.0	-0.1	60.0	-0.1	59.9	-0.2	60.5	59.2	-1.3	59.4	-1.1	60.5	0.0
W07	205 Regular Grid	45000	6000	55.7	56.4	56.3	-0.1	56.3	-0.1	56.1	-0.3	56.8	57.2	0.4	56.9	0.1	56.7	-0.1
W08	206 Regular Grid	45000	9000	57.1	57.4	57.5	0.1	57.5	0.1	57.6	0.2	57.9	59.4	1.5	59.1	1.2	58.5	0.6
W09	207 Regular Grid	45000	12000	50.4	51.9	52.1	0.2	52.1	0.2	52.5	0.6	51.0	53.7	2.7	53.1	2.1	52.2	1.2
X01	208 Regular Grid	48000	-12000	36.5	36.9	36.9	0.0	36.9	0.0	36.8	-0.1	37.7	40.7	3.0	41.0	3.3	37.9	0.2
X02	209 Regular Grid	48000	-9000	38.9	39.1	39.1	0.0	39.1	0.0	39.0	-0.1	39.8	44.9	5.1	45.4	5.6	40.0	0.2
X03	210 Regular Grid	48000	-6000	42.2	42.4	42.3	-0.1	42.3	-0.1	42.3	-0.1	43.1	48.1	5.0	49.0	5.9	43.1	0.0
X04	211 Regular Grid	48000	-3000	46.8	46.9	46.7	-0.2	46.8	-0.1	46.7	-0.2	47.5	48.0	0.5	49.8	2.3	47.6	0.1
X05	212 Regular Grid	48000	0	53.2	53.1	52.9	-0.2	52.9	-0.2	52.8	-0.3	53.7	52.8	-0.9	54.9	1.2	53.8	0.1
X06	213 Regular Grid	48000	3000	59.6	59.2	59.0	-0.2	59.0	-0.2	59.0	-0.2	59.8	58.5	-1.3	58.6	-1.2	59.8	0.0
X07	214 Regular Grid	48000	6000	55.6	56.2	56.1	-0.1	56.1	-0.1	56.0	-0.2	56.6	56.4	-0.2	56.6	0.0	56.5	-0.1
X08	215 Regular Grid	48000	9000	56.5	56.9	56.9	0.0	56.9	0.0	56.9	0.0	57.5	58.9	1.4	58.5	1.0	58.0	0.5
X09	216 Regular Grid	48000	12000	51.0	52.6	52.7	0.1	52.8	0.2	53.1	0.5	51.7	54.0	2.3	53.8	2.1	52.8	1.1
Y01	217 Regular Grid	51000	-12000	36.1	36.4	36.5	0.1	36.5	0.1	36.4	0.0	37.3	40.7	3.4	41.1	3.8	37.6	0.3
Y02	218 Regular Grid	51000	-9000	38.3	38.7	38.6	-0.1	38.6	-0.1	38.5	-0.2	39.5	45.2	5.7	45.6	6.1	39.6	0.1
Y03	219 Regular Grid	51000	-6000	41.6	41.9	41.8	-0.1	41.8	-0.1	41.7	-0.2	42.6	47.5	4.9	48.5	5.9	42.7	0.1
Y04	220 Regular Grid	51000	-3000	46.0	46.2	46.0	-0.2	46.0	-0.2	46.0	-0.2	46.8	47.2	0.4	48.9	2.1	46.9	0.1
Y05	221 Regular Grid	51000	0	52.1	51.9	51.7	-0.2	51.7	-0.2	51.7	-0.2	52.7	51.6	-1.1	53.8	1.1	52.7	0.0
Y06	222 Regular Grid	51000	3000	58.7	58.2	58.0	-0.2	58.0	-0.2	58.0	-0.2	58.9	57.7	-1.2	57.7	-1.2	58.9	0.0
Y07	223 Regular Grid	51000	6000	55.6	56.1	56.0	-0.1	56.0	-0.1	55.9	-0.2	56.5	55.9	-0.6	56.4	-0.1	56.5	0.0
Y08	224 Regular Grid	51000	9000	56.0	56.2	56.2	0.0	56.2	0.0	56.1	-0.1	57.0	58.2	1.2	57.7	0.7	57.4	0.4
Y09	225 Regular Grid	51000	12000	51.5	52.9	53.1	0.2	53.1	0.2	53.5	0.6	52.2	54.5	2.3	54.1	1.9	53.4	1.2
Z01	226 Regular Grid	54000	-12000	35.7	36.1	36.1	0.0	36.1	0.0	36.0	-0.1	37.[illegible]	40.9	3.8	41.3	4.2	37.3	0.2
Z02	227 Regular Grid	54000	-9000	37.8	38.3	38.2	-0.1	38.2	-0.1	38.1	-0.2	39.[illegible]	45.5	6.4	46.0	6.9	39.3	0.2
Z03	228 Regular Grid	54000	-6000	41.1	41.4	41.2	-0.2	41.2	-0.2	41.2	-0.2	42.[illegible]	46.8	4.7	47.9	5.8	42.2	0.1
Z04	229 Regular Grid	54000	-3000	45.3	45.4	45.2	-0.2	45.2	-0.2	45.2	-0.2	46.2	46.4	0.2	48.1	1.9	46.2	0.0
Z05	230 Regular Grid	54000	0	51.0	50.8	50.6	-0.2	50.6	-0.2	50.6	-0.2	51.7	50.6	-1.1	52.7	1.0	51.7	0.0
Z06	231 Regular Grid	54000	3000	57.6	57.1	56.9	-0.2	56.9	-0.2	56.9	-0.2	58.0	56.8	-1.2	56.8	-1.2	58.0	0.0
Z07	232 Regular Grid	54000	6000	55.7	56.1	56.0	-0.1	56.0	-0.1	55.9	-0.2	56.5	55.5	-1.0	56.3	-0.2	56.5	0.0
Z08	233 Regular Grid	54000	9000	55.3	55.3	55.2	-0.1	55.2	-0.1	55.0	-0.3	56.5	57.4	0.9	56.9	0.4	56.8	0.3
Z09	234 Regular Grid	54000	12000	52.0	53.1	53.2	0.1	53.2	0.1	53.6	0.5	52.7	54.1	1.4	54.4	1.7	53.9	1.2
CH001	732 Church	40133	9363	56.6	57.1	57.3	0.2	57.3	0.2	57.8	0.7	57.1	58.5	1.4	58.9	1.8	58.3	1.2
CH002	822 Church	40126	3875	58.8	59.1	59.2	0.1	59.2	0.1	59.1	0.0	59.3	57.9	-1.4	59.4	0.1	59.4	0.1
CH003	412 Church	14124	-9745	53.2	50.3	51.1	0.8	50.9	0.6	50.6	0.3	50.5	50.9	0.4	50.6	0.1	50.8	0.3

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH004	1050 Church	39044	-534	55.7	55.4	55.2	-0.2	55.2	-0.2	55.2	-0.2	55.9	55.2	-0.7	57.7	1.8	55.9	0.0
CH005	722 Church	39730	11329	51.0	52.0	52.3	0.3	52.3	0.3	52.8	0.8	51.6	53.7	2.1	53.4	1.8	52.8	1.2
CH006	375 Church	18362	851	64.7	65.3	65.7	0.4	65.7	0.4	65.7	0.4	65.0	63.0	-2.0	66.8	1.8	65.1	0.1
CH007	824 Church	39030	3550	59.5	59.8	59.8	0.0	59.8	0.0	59.8	0.0	60.0	58.4	-1.6	60.0	0.0	60.0	0.0
CH008	569 Church	-1056	-6191	65.1	62.9	62.8	-0.1	62.8	-0.1	62.7	-0.2	63.1	62.9	-0.2	61.6	-1.5	62.6	-0.5
CH009	707 Church	41467	6832	57.4	58.1	58.0	-0.1	58.0	-0.1	57.6	-0.5	58.6	60.1	1.5	58.8	0.2	58.3	-0.3
CH010	647 Church	41495	11217	51.6	53.0	53.2	0.2	53.2	0.2	53.7	0.7	52.2	54.3	2.1	54.3	2.1	53.4	1.2
CH011	1082 Church	33776	-3732	49.3	49.2	49.1	-0.1	49.1	-0.1	49.0	-0.2	49.6	52.0	2.4	53.5	3.9	49.6	0.0
CH012	1007 Church	34672	611	62.5	61.6	61.4	-0.2	61.4	-0.2	61.4	-0.2	62.1	61.4	-0.7	60.8	-1.3	62.1	0.0
CH013	872 Church	52912	2026	56.5	55.9	55.7	-0.2	55.7	-0.2	55.7	-0.2	56.8	55.8	-1.0	56.0	-0.8	56.8	0.0
CH016	852 Church	48215	5625	56.0	56.6	56.5	-0.1	56.5	-0.1	56.4	-0.2	56.9	56.2	-0.7	56.9	0.0	56.9	0.0
CH017	865 Church	51381	5012	57.3	57.5	57.4	-0.1	57.4	-0.1	57.3	-0.2	57.9	56.5	-1.4	57.4	-0.5	57.9	0.0
CH018	895 Church	48154	3640	58.3	59.1	59.0	-0.1	59.0	-0.1	59.0	-0.1	59.6	58.2	-1.4	58.7	-0.9	59.6	0.0
CH019	454 Church	16609	-6394	53.7	51.4	52.2	0.8	52.1	0.7	51.8	0.4	51.6	52.5	0.9	52.8	1.2	51.9	0.3
CH020	448 Church	16609	-5892	54.0	52.0	52.6	0.6	52.6	0.6	52.3	0.3	52.0	53.1	1.1	53.5	1.5	52.4	0.4
CH022	262 Church	18259	9542	52.2	51.9	52.3	0.4	52.3	0.4	52.5	0.6	52.1	55.5	3.4	53.6	1.5	53.2	1.1
CH025	451 Church	16984	-6165	53.4	51.4	52.0	0.6	52.0	0.6	51.7	0.3	51.5	52.5	1.0	52.9	1.4	51.8	0.3
CH026	540 Church	772	5897	64.6	62.5	61.2	-1.3	61.2	-1.3	61.4	-1.1	63.4	61.6	-1.8	62.3	-1.1	62.7	-0.7
CH027	806 Church	40127	5858	56.3	57.1	57.1	0.0	57.1	0.0	56.8	-0.3	57.5	58.3	0.8	57.6	0.1	57.3	-0.2
CH028	492 Church	26948	-12850	42.8	41.3	41.8	0.5	41.8	0.5	41.6	0.3	41.8	42.9	1.1	43.3	1.5	42.1	0.3
CH029	671 Church	51881	9031	55.8	55.9	55.9	0.0	55.9	0.0	55.8	-0.1	56.9	58.0	1.1	57.5	0.6	57.3	0.4
CH030	1071 Church	37397	-3562	48.5	48.5	48.4	-0.1	48.4	-0.1	48.4	-0.1	49.0	50.9	1.9	52.6	3.6	49.0	0.0
CH031	782 Church	29694	4531	57.6	58.8	58.8	0.0	58.8	0.0	58.5	-0.3	59.0	60.1	1.1	59.0	0.0	58.8	-0.2
CH032	1066 Church	34999	-2528	51.7	51.5	51.4	-0.1	51.4	-0.1	51.4	-0.1	52.0	52.5	0.5	55.1	3.1	52.0	0.0
CH033	458 Church	19873	-10053	48.5	46.2	46.9	0.7	46.8	0.6	46.5	0.3	46.6	47.3	0.7	47.4	0.8	46.9	0.3
CH035	478 Church	25615	-4936	49.7	49.2	49.4	0.2	49.4	0.2	49.3	0.1	49.5	53.2	3.7	53.9	4.4	49.6	0.1
CH036	662 Church	45647	10492	54.4	55.0	55.2	0.2	55.2	0.2	55.7	0.7	55.0	56.6	1.6	56.8	1.8	56.3	1.3
CH037	336 Church	12173	2634	62.1	62.6	63.0	0.4	63.0	0.4	62.7	0.1	62.9	64.0	1.1	62.5	-0.4	63.2	0.3
CH038	928 Church	43029	180	56.0	55.7	55.5	-0.2	55.5	-0.2	55.4	-0.3	55.2	55.4	-0.8	57.2	1.0	56.3	0.1
CH039	952 Church	38754	3059	60.9	60.8	60.8	0.0	60.8	0.0	60.8	0.0	61.1	59.5	-1.6	60.7	-0.4	61.1	0.0
CH042	945 Church	42697	3405	60.3	60.1	60.1	0.0	60.1	0.0	60.1	0.0	60.4	58.9	-1.5	59.8	-0.6	60.4	0.0
CH043	727 Church	40129	10225	54.0	54.8	55.0	0.2	55.0	0.2	55.7	0.9	54.6	56.2	1.6	56.5	1.9	56.0	1.4
CH044	992 Church	29459	441	65.4	64.4	64.3	-0.1	64.3	-0.1	64.2	-0.2	64.8	64.0	-0.8	63.0	-1.8	64.7	-0.1
CH047	740 Church	36169	6797	59.4	60.1	60.1	0.0	60.1	0.0	59.7	-0.4	60.4	62.1	1.7	60.9	0.5	60.3	-0.1
CH048	796 Church	36695	2519	62.1	61.8	61.8	0.0	61.8	0.0	61.8	0.0	62.1	60.6	-1.5	61.5	-0.6	62.1	0.0
CH049	765 Church	29734	8749	56.2	56.4	56.7	0.3	56.7	0.3	57.7	1.3	56.6	58.1	1.5	58.4	1.8	58.3	1.7
CH051	1144 Church	30808	-9482	42.6	42.3	42.5	0.2	42.5	0.2	42.4	0.1	42.8	45.1	2.3	45.0	2.2	42.8	0.0
CH052	605 Church	28386	11458	48.9	48.8	49.3	0.5	49.3	0.5	49.7	0.9	49.0	52.4	3.4	50.8	1.8	50.0	1.0
CH053	612 Church	32138	10827	50.8	51.0	51.6	0.6	51.6	0.6	52.1	1.1	51.2	53.7	2.5	52.6	1.4	52.3	1.1
CH054	900 Church	47818	1080	56.4	55.9	55.7	-0.2	55.7	-0.2	55.7	-0.2	56.6	55.7	-0.9	56.5	-0.1	56.7	0.1
CH055	866 Church	51231	3642	58.7	58.4	58.3	-0.1	58.3	-0.1	58.2	-0.2	59.0	57.7	-1.3	57.9	-1.1	59.0	0.0
CH056	610 Church	29496	10032	52.2	52.4	52.9	0.5	52.9	0.5	53.5	1.1	52.6	55.0	2.4	54.0	1.4	53.8	1.2
CH057	1150 Church	33691	-14495	39.2	38.7	39.1	0.4	39.1	0.4	38.9	0.2	39.4	40.5	1.1	40.8	1.4	39.5	0.1
CH058	1072 Church	37445	-3804	48.0	48.0	48.0	0.0	48.0	0.0	47.9	-0.1	48.5	50.8	2.3	52.3	3.8	48.6	0.1
CH059	823 Church	38801	3841	58.6	59.1	59.1	0.0	59.1	0.0	59.1	0.0	59.2	57.9	-1.3	59.4	0.2	59.3	0.1
CH060	967 Church	37453	1503	62.6	61.9	61.7	-0.2	61.7	-0.2	61.7	-0.2	62.3	61.3	-1.0	60.9	-1.4	62.3	0.0

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH061	725 Church	38796	10948	51.7	52.5	52.8	0.3	52.8	0.3	53.4	0.9	52.3	54.3	2.0	54.1	1.8	53.6	1.3
CH062	443 Church	18436	-9362	50.0	47.6	48.3	0.7	48.2	0.6	47.9	0.3	47.9	48.5	0.6	48.6	0.7	48.2	0.3
CH064	435 Church	16585	-12177	49.3	46.6	47.4	0.8	47.3	0.7	47.0	0.4	47.0	47.4	0.4	47.2	0.2	47.3	0.3
CH066	1119 Church	40320	-7074	42.2	42.4	42.4	0.0	42.4	0.0	42.3	0.1	43.0	47.6	4.6	48.2	5.2	43.1	0.1
CH067	252 Church	24220	9999	51.6	51.4	51.8	0.4	51.9	0.5	52.4	1.0	51.6	55.1	3.5	53.4	1.8	52.8	1.2
CH068	423 Church	15674	-12464	49.6	46.9	47.7	0.8	47.5	0.6	47.2	0.3	47.3	47.6	0.3	47.4	0.1	47.6	0.3
CH069	363 Church	24032	-1953	58.9	58.1	58.0	-0.1	58.0	-0.1	58.0	-0.1	58.4	59.5	1.1	63.7	5.3	58.5	0.1
CH070	701 Church	45176	6377	55.8	56.5	56.4	-0.1	56.4	-0.1	56.1	-0.4	57.0	57.7	0.7	57.0	0.0	56.8	-0.2
CH071	821 Church	39022	4047	58.1	58.6	58.7	0.1	58.7	0.1	58.6	0.0	58.8	57.6	-1.2	59.1	0.3	58.8	0.0
CH072	625 Church	36144	10802	51.6	52.0	52.4	0.4	52.4	0.4	53.0	1.0	52.1	54.2	2.1	53.6	1.5	53.3	1.2
CH073	1120 Church	40288	-8405	40.8	40.9	41.0	0.1	41.0	0.1	40.9	0.0	41.5	45.2	3.7	45.7	4.2	41.6	0.1
CH074	472 Church	23811	-13685	44.0	42.0	42.6	0.6	42.6	0.6	42.3	0.3	42.6	43.3	0.7	43.4	0.8	43.0	0.4
CH075	1010 Church	36127	-1223	54.8	54.5	54.4	-0.1	54.4	-0.1	54.4	-0.1	55.0	54.5	-0.5	57.7	2.7	55.1	0.1
CH076	756 Church	36351	8763	57.8	58.1	58.3	0.2	58.3	0.2	58.8	0.7	58.3	59.5	1.2	60.0	1.7	59.5	1.2
CH077	812 Church	38770	5476	56.4	57.3	57.3	0.0	57.3	0.0	57.0	-0.3	57.6	58.5	0.9	57.7	0.1	57.4	-0.2
CH078	996 Church	30942	225	63.9	62.9	62.7	-0.2	62.7	-0.2	62.7	-0.2	63.4	62.8	-0.6	62.0	-1.4	63.3	-0.1
CH079	1052 Church	39043	-1150	53.8	53.6	53.5	-0.1	53.5	-0.1	53.4	-0.2	54.1	53.5	-0.6	56.5	2.4	54.2	0.1
CH081	1155 Church	37654	-8291	41.5	41.5	41.6	0.1	41.6	0.1	41.5	0.0	42.1	45.3	3.2	45.8	3.7	42.2	0.1
CH082	333 Church	15556	4179	65.1	66.9	66.9	0.0	66.9	0.0	66.3	-0.6	67.1	69.0	1.9	66.1	-1.0	66.8	-0.3
CH083	534 Church	-5007	6170	60.8	59.1	59.9	0.8	60.0	0.9	60.1	1.0	59.4	59.5	0.1	60.7	1.3	60.6	1.2
CH084	419 Church	15777	-9666	51.9	49.2	50.0	0.8	49.8	0.6	49.5	0.3	49.4	49.9	0.5	49.7	0.3	49.7	0.3
CH087	273 Church	15502	10235	51.5	50.3	51.0	0.7	51.2	0.9	50.9	0.6	50.7	53.0	2.3	52.0	1.3	51.7	1.0
CH088	827 Church	41455	3861	59.0	59.3	59.3	0.0	59.3	0.0	59.2	-0.1	59.5	58.0	-1.5	59.5	0.0	59.5	0.0
CH089	1043 Church	41942	-4056	46.4	46.5	46.4	-0.1	46.4	-0.1	46.4	-0.1	47.0	49.5	2.5	50.9	3.9	47.1	0.1
CH090	938 Church	41838	1544	60.8	60.1	59.9	-0.2	59.9	-0.2	59.9	-0.2	60.6	59.7	-0.9	59.4	-1.2	60.6	0.0
CH091	850 Church	47903	6165	55.5	56.1	56.0	-0.1	56.0	-0.1	55.9	-0.2	56.5	56.6	0.1	56.5	0.0	56.5	0.0
CH092	733 Church	38808	8894	57.6	58.1	58.2	0.1	58.3	0.2	58.6	0.5	58.2	59.5	1.3	59.8	1.6	59.2	1.0
CH093	899 Church	48527	2930	59.4	59.0	58.8	-0.2	58.8	-0.2	58.8	-0.2	59.6	58.4	-1.2	58.4	-1.2	59.6	0.0
CH094	786 Church	37402	4700	56.6	57.5	57.5	0.0	57.5	0.0	57.3	-0.2	57.6	57.7	0.1	57.9	0.3	57.6	0.0
CH095	869 Church	52527	2803	58.0	57.4	57.2	-0.2	57.2	-0.2	57.2	-0.2	58.2	57.1	-1.1	57.0	-1.2	58.2	0.0
CH096	892 Church	33100	4191	57.1	58.0	58.0	0.0	58.0	0.0	57.9	-0.1	58.1	58.1	0.0	58.4	0.3	58.1	0.0
CH097	592 Church	922	-6751	61.5	59.7	59.7	0.0	59.5	-0.2	59.4	-0.3	60.1	59.8	-0.3	58.7	-1.4	59.2	-0.9
CH098	506 Church	3426	10997	54.1	52.0	52.7	0.7	53.1	1.1	52.4	0.4	52.8	53.8	1.0	54.5	1.7	54.3	1.5
CH099	425 Church	15214	-4708	56.5	54.6	55.2	0.6	55.2	0.6	54.9	0.3	54.6	55.6	1.0	56.4	1.8	54.9	0.3
CH100	327 Church	16819	5275	67.0	67.5	67.7	0.2	67.7	0.2	67.3	-0.2	67.8	69.2	1.4	68.8	1.0	68.1	0.3
CH101	500 Church	3028	9100	57.1	54.9	55.6	0.7	55.9	1.0	55.3	0.4	55.8	56.7	0.9	57.3	1.5	57.2	1.4
CH102	1091 Church	29435	-3393	51.7	51.4	51.3	-0.1	51.3	-0.1	51.3	-0.1	51.6	55.0	3.4	56.6	5.0	51.7	0.1
CH103	621 Church	33060	9231	55.4	55.7	56.0	0.3	56.0	0.3	56.9	1.2	55.9	57.3	1.4	57.6	1.7	57.5	1.6
CH104	655 Church	43124	11484	51.3	52.8	53.0	0.2	53.0	0.2	53.4	0.6	51.9	54.1	2.2	54.0	2.1	53.1	1.2
CH105	475 Church	22240	-4389	51.8	51.2	51.4	0.2	51.4	0.2	51.3	0.1	51.4	54.5	3.1	55.5	4.1	51.5	0.1
CH106	959 Church	38784	1394	61.9	61.1	61.0	-0.1	61.0	-0.1	61.0	-0.1	61.6	60.7	-0.9	60.4	-1.2	61.6	0.0
CH107	596 Church	12493	-6171	58.8	56.0	56.8	0.8	56.6	0.6	56.3	0.3	56.0	56.4	0.4	56.1	0.1	56.3	0.3
CH108	595 Church	12557	-6505	58.3	55.4	56.3	0.9	56.1	0.7	55.8	0.4	55.5	55.9	0.4	55.5	0.0	55.8	0.3
CH109	517 Church	-7997	6637	60.6	58.1	58.4	0.3	58.5	0.4	58.6	0.5	58.3	58.0	-0.3	59.1	0.8	59.2	0.9
CH110	720 Church	39904	11465	50.7	51.7	52.1	0.4	52.1	0.4	52.6	0.9	51.3	53.5	2.2	53.1	1.8	52.5	1.2
CH111	930 Church	45654	-1593	50.2	50.3	50.1	-0.2	50.1	-0.2	50.1	-0.2	50.8	50.3	-0.5	52.9	2.1	50.9	0.1

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH112	721 Church	39947	11465	50.7	51.8	52.1	0.3	52.1	0.3	52.6	0.8	51.3	53.5	2.2	53.1	1.8	52.5	1.2
CH113	668 Church	50570	11307	53.1	54.0	54.2	0.2	54.2	0.2	54.6	0.6	53.8	55.6	1.8	55.5	1.7	55.0	1.2
CH114	932 Church	42963	-741	53.3	53.2	53.0	-0.2	53.0	-0.2	53.0	-0.2	53.7	52.9	-0.8	55.6	1.9	53.8	0.1
CH115	857 Church	48411	5654	55.9	56.5	56.5	0.0	56.5	0.0	56.4	-0.1	56.8	56.2	-0.6	56.9	0.1	56.8	0.0
CH116	236 Church	26573	11459	48.7	48.5	49.0	0.5	49.0	0.5	49.4	0.9	48.7	52.4	3.7	50.8	2.1	49.7	1.0
CH117	700 Church	45442	7080	56.4	57.0	56.9	-0.1	56.8	-0.2	56.4	-0.6	57.6	58.9	1.3	57.7	0.1	57.4	-0.2
CH118	889 Church	34662	5288	57.2	58.3	58.2	-0.1	58.2	-0.1	57.9	-0.4	58.5	59.7	1.2	58.5	0.0	58.2	-0.3
CH119	588 Church	-3523	-8901	60.6	57.5	57.6	0.1	57.5	0.0	57.5	0.0	57.4	57.4	0.0	56.5	-0.9	57.2	-0.2
CH120	561 Church	-3133	-5122	71.3	67.9	67.9	0.0	67.9	0.0	67.9	0.0	67.7	67.6	-0.1	66.0	-1.7	67.6	-0.1
CH121	574 Church	-1025	-8528	59.4	57.2	57.1	-0.1	57.0	-0.2	57.0	-0.2	57.3	57.1	-0.2	56.2	-1.1	56.8	-0.5
CH122	565 Church	-2777	-7154	64.2	61.2	61.2	0.0	61.2	0.0	61.2	0.0	61.2	61.1	-0.1	60.0	-1.2	61.0	-0.2
CH125	643 Church	40706	11467	50.6	52.1	52.4	0.3	52.4	0.3	52.9	0.8	51.4	53.6	2.2	53.4	2.0	52.6	1.2
CH126	920 Church	42979	3400	60.3	60.1	60.1	0.0	60.1	0.0	60.1	0.0	60.4	59.0	-1.4	59.8	-0.6	60.4	0.0
CH127	854 Church	48198	5183	56.7	57.2	57.2	0.0	57.2	0.0	57.1	-0.1	57.5	56.4	-1.1	57.4	-0.1	57.5	0.0
CH128	904 Church	48815	1124	56.0	55.6	55.3	-0.3	55.4	-0.2	55.3	-0.3	56.3	55.4	-0.9	56.2	-0.1	56.3	0.0
CH129	372 Church	20742	-3140	55.6	54.9	55.0	0.1	55.0	0.1	55.0	0.1	55.1	58.1	3.0	60.7	5.6	55.2	0.1
CH130	650 Church	41748	10497	53.6	54.6	54.7	0.1	54.8	0.2	55.3	0.7	54.2	55.9	1.7	56.1	1.9	55.5	1.3
CH131	1020 Church	40320	222	57.6	57.1	56.9	-0.2	56.9	-0.2	56.9	-0.2	57.6	57.0	-0.6	58.3	0.7	57.7	0.1
CH132	318 Church	15736	5775	65.6	65.7	66.0	0.3	66.0	0.3	67.1	1.4	66.0	66.5	0.5	68.0	2.0	67.9	1.9
CH133	990 Church	27851	1067	66.2	65.5	65.5	0.0	65.5	0.0	65.5	0.0	65.8	64.2	-1.6	64.8	-1.0	65.7	-0.1
CH134	905 Church	49067	1391	56.7	56.2	55.9	-0.3	55.9	-0.3	55.9	-0.3	56.9	56.0	-0.9	56.5	-0.4	56.9	0.0
CH135	762 Church	33627	6388	59.9	60.8	60.7	-0.1	60.7	-0.1	60.2	-0.6	61.0	62.7	1.7	61.3	0.3	60.7	-0.3
CH136	696 Church	48309	7281	55.8	56.3	56.2	-0.1	56.2	-0.1	55.8	-0.5	57.0	58.0	1.0	57.1	0.1	56.9	-0.1
CH137	1060 Church	34656	-3968	48.5	48.4	48.4	0.0	48.4	0.0	48.3	-0.1	48.9	51.5	2.6	52.9	4.0	48.9	0.0
CH138	937 Church	41639	1162	60.1	59.3	59.1	-0.2	59.1	-0.2	59.1	-0.2	59.9	59.1	-0.8	58.9	-1.0	59.9	0.0
CH139	633 Church	36337	10957	51.2	51.7	52.1	0.4	52.2	0.5	52.7	1.0	51.8	53.9	2.1	53.3	1.5	53.0	1.2
CH140	1003 Church	34661	-513	58.2	57.6	57.4	-0.2	57.4	-0.2	57.4	-0.2	58.1	57.6	-0.5	59.7	1.6	58.1	0.0
CH141	1132 Church	40084	-6855	42.5	42.7	42.7	0.0	42.7	0.0	42.7	0.0	43.3	48.0	4.7	48.6	5.3	43.4	0.1
CH142	679 Church	51241	524	53.3	53.0	52.8	-0.2	52.8	-0.2	52.8	-0.2	53.8	52.7	-1.1	54.6	0.8	53.8	0.0
CH143	1133 Church	36373	-4447	47.1	47.1	47.0	-0.1	47.0	-0.1	47.0	-0.1	47.5	50.9	3.4	52.0	4.5	47.6	0.1
CH144	1083 Church	30061	-1582	56.9	56.3	56.2	-0.1	56.2	-0.1	56.2	-0.1	56.7	56.9	0.2	60.5	3.8	56.7	0.0
CH145	1014 Church	37669	-1182	54.3	54.0	53.9	-0.1	53.9	-0.1	53.9	-0.1	54.5	54.0	-0.5	57.0	2.5	54.6	0.1
CH146	297 Church	13494	8321	55.0	54.0	54.6	0.6	54.9	0.9	54.8	0.8	54.4	57.2	2.8	55.7	1.3	55.5	1.1
CH147	661 Church	43408	9028	57.2	57.6	57.7	0.1	57.7	0.1	57.9	0.3	58.0	59.5	1.5	59.3	1.3	58.7	0.7
CH148	898 Church	48388	3639	59.3	59.1	59.0	-0.1	59.0	-0.1	58.9	-0.2	59.6	58.2	-1.4	58.6	-1.0	59.6	0.0
CH149	841 Church	45426	5670	55.9	56.5	56.5	0.0	56.5	0.0	56.3	-0.2	56.8	56.8	0.0	56.9	0.1	56.8	0.0
CH150	315 Church	16056	6214	63.1	63.2	63.5	0.3	63.5	0.3	65.2	2.0	63.5	64.4	0.9	65.5	2.0	66.0	2.5
CH151	320 Church	16044	5617	66.4	66.6	66.8	0.2	66.9	0.3	67.5	0.9	66.9	67.4	0.5	68.6	1.7	68.2	1.3
CH155	440 Church	18863	-13343	47.1	44.6	45.3	0.7	45.2	0.6	44.9	0.3	45.0	45.5	0.5	45.4	0.4	45.4	0.4
CH156	966 Church	34981	1468	63.5	62.8	62.7	-0.1	62.7	-0.1	62.7	-0.1	63.2	62.1	-1.1	61.8	-1.4	63.2	0.0
CH157	498 Church	4879	6462	60.6	58.9	61.6	2.7	62.4	3.5	61.7	2.8	59.6	62.7	3.1	63.8	4.2	63.5	3.9
CH158	357 Church	24437	2639	59.2	60.6	60.8	0.2	60.8	0.2	60.7	0.1	60.9	59.2	-1.7	61.0	0.1	61.2	0.3
CH159	1040 Church	40329	-3621	47.2	47.3	47.2	-0.1	47.2	-0.1	47.2	-0.1	47.8	50.0	2.2	51.5	3.7	47.9	0.1
CH160	289 Church	12198	7451	57.1	56.2	56.8	0.6	57.1	0.9	57.2	1.0	56.6	59.3	2.7	57.9	1.3	57.9	1.3
CH162	445 Church	18585	-9335	49.9	47.5	48.2	0.7	48.2	0.7	47.8	0.3	47.8	48.5	0.7	48.6	0.8	48.1	0.3
CH163	752 Church	36352	7585	59.6	60.2	60.2	0.0	60.2	0.0	60.1	-0.1	60.4	62.0	1.6	61.4	1.0	60.8	0.4

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
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Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH164	326 Church	17219	5679	66.2	66.4	66.6	0.2	66.7	0.3	67.0	0.6	66.7	67.5	0.8	68.3	1.6	67.8	1.1
CH165	1087 Church	31191	-1517	56.5	55.9	55.8	-0.1	55.8	-0.1	55.6	-0.1	56.4	56.4	0.0	59.9	3.5	56.4	0.0
CH166	310 Church	17839	7360	58.3	58.3	58.5	0.2	58.6	0.3	59.7	1.4	58.5	60.4	1.9	60.1	1.6	60.4	1.9
CH167	1145 Church	29772	8393	43.9	43.5	43.7	0.2	43.7	0.2	43.6	0.1	43.9	46.5	2.6	46.7	2.8	43.9	0.0
CH168	503 Church	2715	9777	56.0	53.9	54.3	0.4	54.5	0.6	53.9	0.0	54.8	55.3	0.5	55.9	1.1	55.7	0.9
CH169	944 Church	41645	3409	60.3	60.2	60.1	-0.1	60.1	-0.1	60.1	-0.1	60.5	58.9	-1.6	60.0	-0.5	60.4	-0.1
CH170	1117 Church	42734	-6687	42.2	42.5	42.4	-0.1	42.4	-0.1	42.4	-0.1	43.1	48.3	5.2	49.0	5.9	43.1	0.0
CH171	897 Church	48290	3680	59.3	59.1	59.0	-0.1	59.0	-0.1	58.9	-0.2	59.6	58.2	-1.4	58.6	-1.0	59.6	0.0
CH172	272 Church	16888	11345	49.8	48.7	49.3	0.6	49.5	0.8	49.2	0.5	49.0	51.2	2.2	50.3	1.3	50.0	1.0
CH173	374 Church	20347	-4191	53.0	52.2	52.5	0.3	52.5	0.3	52.4	0.2	52.4	55.0	2.6	56.3	3.9	52.6	0.2
CH174	751 Church	37440	7189	59.2	60.0	59.9	-0.1	59.9	-0.1	59.6	-0.4	60.2	61.9	1.7	60.9	0.7	60.3	0.1
CH175	515 Church	-4960	6402	60.2	58.5	59.2	0.7	59.3	0.8	59.5	1.0	58.8	58.9	0.1	60.1	1.3	59.9	1.1
CH176	1018 Church	42759	586	57.5	57.0	56.8	0.2	56.8	-0.2	56.8	-0.2	57.6	56.8	-0.8	57.8	0.2	57.6	0.0
CH177	607 Church	29502	11020	50.0	49.9	50.6	0.7	50.6	0.7	51.0	1.1	50.1	53.2	3.1	51.7	1.6	51.3	1.2
CH179	1028 Church	41630	-1354	52.3	52.2	52.0	-0.2	52.0	-0.2	52.0	-0.2	52.7	52.1	-0.6	54.9	2.2	52.8	0.1
CH180	784 Church	37667	5420	56.6	57.6	57.5	-0.1	57.5	-0.1	57.2	-0.4	57.8	58.8	1.0	57.9	0.1	57.6	-0.2
CH181	1035 Church	42759	-3084	48.0	48.1	48.0	-0.1	48.0	-0.1	48.0	-0.1	48.6	49.4	0.8	51.3	2.7	48.7	0.1
CH182	1012 Church	37462	-1152	54.4	54.2	54.1	-0.1	54.1	-0.1	54.1	-0.1	54.7	54.1	-0.6	57.2	2.5	54.8	0.1
CH183	741 Church	35808	6815	59.5	60.3	60.3	0.0	60.3	0.0	59.9	-0.4	60.5	62.3	1.8	61.1	0.6	60.5	0.0
CH184	640 Church	48294	10317	55.1	55.6	55.7	0.1	55.7	0.1	56.0	0.4	55.8	57.3	1.5	57.3	1.5	56.8	1.0
CH185	890 Church	32290	4655	57.1	58.2	58.1	-0.1	58.1	-0.1	57.9	-0.3	58.3	59.2	0.9	58.4	0.1	58.2	-0.1
CH186	1073 Church	37662	-2735	50.2	50.2	50.1	-0.1	50.1	-0.1	50.1	-0.1	50.7	51.3	0.6	53.5	2.8	50.7	0.0
CH187	906 Church	49719	3688	59.1	58.8	58.6	-0.2	58.6	-0.2	58.6	-0.2	59.3	57.9	-1.4	58.3	-1.0	59.3	0.0
CH188	617 Church	29705	9678	53.1	53.4	53.8	0.4	53.9	0.5	54.6	1.2	53.6	55.7	2.1	55.1	1.5	55.0	1.4
CH189	753 Church	37456	8316	58.7	59.2	59.3	0.1	59.3	0.1	59.5	0.3	59.4	60.9	1.5	60.8	1.4	60.2	0.8
CH190	388 Church	15769	-1744	66.5	65.1	65.0	-0.1	65.0	-0.1	65.0	-0.1	65.6	66.7	1.1	66.1	0.5	65.7	0.1
CH191	797 Church	37440	3115	60.6	60.6	60.7	0.1	60.7	0.1	60.6	0.0	60.8	59.2	-1.6	60.8	0.0	60.9	0.1
CH193	346 Church	16098	3516	61.3	63.3	63.4	0.1	63.4	0.1	62.9	-0.4	63.7	65.1	1.4	62.5	-1.2	63.6	-0.1
CH194	1112 Church	40302	-5874	43.8	44.0	43.9	-0.1	43.9	-0.1	43.9	-0.1	44.5	49.2	4.7	50.0	5.5	44.6	0.1
CH195	651 Church	42785	11166	52.0	53.3	53.5	0.2	53.5	0.2	54.0	0.7	52.6	54.7	2.1	54.7	2.1	53.9	1.3
CH196	1130 Church	40093	-6419	43.1	43.3	43.3	0.0	43.3	0.0	43.2	-0.1	43.8	48.6	4.8	49.3	5.5	43.9	0.1
CH197	1011 Church	38141	-622	56.9	56.4	56.3	-0.1	56.3	-0.1	56.2	-0.2	56.9	56.3	-0.6	58.9	2.0	57.0	0.1
CH198	802 Church	38793	7343	58.9	59.6	59.6	0.0	59.6	0.0	59.3	-0.3	59.9	61.5	1.6	60.6	0.7	60.0	0.1
CH199	1077 Church	32312	-2517	52.8	52.5	52.4	-0.1	52.4	-0.1	52.4	-0.1	52.9	53.8	0.9	56.5	3.6	52.9	0.0
CH200	929 Church	46100	-552	52.6	52.5	52.3	-0.2	52.3	-0.2	52.3	-0.2	53.1	52.2	-0.9	54.7	1.6	53.1	0.0
CH201	611 Church	30178	11450	49.2	49.1	49.8	0.7	49.8	0.7	50.2	1.1	49.3	52.5	3.2	50.9	1.6	50.4	1.1
CH202	851 Church	48228	5944	55.6	56.2	56.2	0.0	56.2	0.0	56.0	-0.2	56.6	56.3	-0.3	56.6	0.0	56.6	0.0
CH204	1161 Church	40064	-8675	40.6	40.7	40.7	0.0	40.7	0.0	40.7	0.0	41.3	44.8	3.5	45.2	3.9	41.4	0.1
CH205	743 Church	36034	6388	58.9	59.7	59.7	0.0	59.7	0.0	59.1	-0.6	60.0	61.7	1.7	60.2	0.2	59.6	-0.4
CH206	999 Church	32298	-1373	56.4	55.8	55.7	-0.1	55.7	-0.1	55.7	-0.1	56.3	56.1	-0.2	59.5	3.2	56.3	0.0
CH207	731 Church	39058	9517	56.0	56.5	56.7	0.2	56.7	0.2	57.4	0.9	56.5	57.9	1.4	58.3	1.8	57.9	1.4
CH208	1008 Church	34964	-345	58.7	58.0	57.9	-0.1	57.9	-0.1	57.9	-0.1	58.5	58.1	-0.4	59.7	1.2	58.6	0.1
CH209	1053 Church	40116	-783	54.4	54.2	54.0	-0.2	54.0	-0.2	54.0	-0.2	54.7	54.0	-0.7	56.8	2.1	54.8	0.1
CH210	1057 Church	38743	-1492	53.0	52.8	52.7	-0.1	52.7	-0.1	52.7	-0.1	53.3	52.8	-0.5	55.8	2.5	53.4	0.1
CH211	794 Church	36174	2481	62.2	61.9	61.9	0.0	61.9	0.0	61.9	0.0	62.2	60.6	-1.6	61.6	-0.6	62.2	0.0
CH213	349 Church	18281	1520	61.0	61.9	62.3	0.4	62.3	0.4	62.2	0.3	61.6	60.4	-1.2	63.4	1.8	61.7	0.1

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH214	1019 Church	41454	470	57.8	57.3	57.1	-0.2	57.1	-0.2	57.1	-0.2	57.9	57.1	-0.8	58.1	0.2	57.9	0.0
CH215	849 Church	47687	6166	55.5	56.1	56.1	0.0	56.0	-0.1	55.9	-0.2	56.6	56.6	0.0	56.5	-0.1	56.5	-0.1
CH216	982 Church	32313	1911	63.7	63.3	63.3	0.0	63.3	0.0	63.3	0.0	63.6	61.9	-1.7	63.0	-0.6	63.5	-0.1
CH217	638 Church	48413	9011	56.5	56.8	56.8	0.0	56.8	0.0	56.8	0.0	57.5	58.8	1.3	58.4	0.9	58.0	0.5
CH218	384 Church	15869	-951	72.6	71.0	70.8	-0.2	70.8	-0.2	70.8	-0.2	71.6	71.1	-0.5	67.4	-4.2	71.3	-0.3
CH219	254 Church	22848	11338	48.8	48.7	49.0	0.3	49.2	0.5	49.4	0.7	48.8	52.6	3.8	50.7	1.9	50.0	1.2
CH221	248 Church	23975	6427	63.5	63.8	63.9	0.1	64.0	0.2	64.1	0.3	64.0	65.5	1.5	65.4	1.4	64.7	0.7
CH222	404 Church	15086	-9405	52.7	49.9	50.7	0.8	50.6	0.7	50.3	0.4	50.2	50.6	0.4	50.4	0.2	50.4	0.2
CH224	461 Church	20460	-10672	47.7	45.4	46.1	0.7	46.1	0.7	45.8	0.4	45.8	46.6	0.8	46.7	0.9	46.2	0.4
CH225	407 Church	13793	-7039	56.3	53.5	54.3	0.8	54.2	0.7	53.9	0.4	53.6	54.0	0.4	53.8	0.2	53.9	0.3
CH228	916 Church	46115	513	55.6	55.2	55.0	-0.2	55.0	-0.2	54.9	-0.3	55.8	54.9	-0.9	56.4	0.6	55.9	0.1
CH230	780 Church	32151	4322	57.0	58.0	58.0	0.0	58.1	0.1	57.8	-0.2	58.2	58.6	0.4	58.4	0.2	58.1	-0.1
CH231	627 Church	38143	9975	53.8	54.2	54.5	0.3	54.5	0.3	55.3	1.1	54.3	56.0	1.7	56.0	1.7	55.8	1.5
CH232	1116 Church	41612	-6870	42.2	42.4	42.4	0.0	42.4	0.0	42.4	0.0	43.0	48.0	5.0	48.7	5.7	43.1	0.1
CH233	489 Church	26976	-10110	44.1	43.0	43.4	0.4	43.4	0.4	43.2	0.2	43.4	45.3	1.9	45.4	2.0	43.6	0.2
CH234	747 Church	38895	6381	58.5	59.4	59.3	-0.1	59.3	-0.1	58.8	-0.6	59.6	61.4	1.8	59.8	0.2	59.3	-0.3
CH235	971 Church	32127	2022	63.4	63.1	63.1	0.0	63.1	0.0	63.1	0.0	63.3	61.6	-1.7	62.9	-0.4	63.3	0.0
CH236	1032 Church	40334	-3035	48.7	48.8	48.7	-0.1	48.7	-0.1	48.7	-0.1	49.3	50.2	0.9	52.2	2.9	49.4	0.1
CH239	773 Church	29501	6867	61.6	62.1	62.2	0.1	62.2	0.1	62.1	0.0	62.3	63.9	1.6	63.4	1.1	62.7	0.4
CH240	1068 Church	37448	-2742	50.3	50.2	50.1	-0.1	50.1	-0.1	50.1	-0.1	50.7	51.4	0.7	53.6	2.9	50.8	0.1
CH241	355 Church	24439	3466	57.9	59.7	59.7	0.0	59.8	0.1	59.6	-0.1	60.1	59.8	-0.3	59.5	-0.6	60.6	0.5
CH242	1016 Church	40326	854	59.8	59.2	58.9	-0.3	58.9	-0.3	58.9	-0.3	59.7	59.0	-0.7	59.0	-0.7	59.7	0.0
CH243	724 Church	38394	11463	50.4	51.1	51.6	0.5	51.6	0.5	52.1	1.0	51.0	53.2	2.2	52.6	1.6	52.2	1.2
CH244	758 Church	37681	8609	58.2	58.6	58.8	0.2	58.8	0.2	59.1	0.5	58.8	60.2	1.4	60.3	1.5	59.7	0.9
CH245	717 Church	42785	7206	57.4	58.0	58.0	0.0	58.0	0.0	57.5	-0.5	58.6	60.1	1.5	58.9	0.3	58.4	-0.2
CH246	1048 Church	39156	-87	57.2	56.7	56.5	-0.2	56.5	-0.2	56.5	-0.2	57.2	56.6	-0.6	58.3	1.1	57.3	0.1
CH247	964 Church	34958	2144	63.0	62.6	62.5	-0.1	62.5	-0.1	62.5	-0.1	62.9	61.4	-1.5	62.1	-0.8	62.8	-0.1
CH248	649 Church	42158	10866	52.7	53.8	54.0	0.2	54.0	0.2	54.6	0.8	53.3	55.1	1.8	55.3	2.0	54.6	1.3
CH249	1044 Church	41646	-4101	46.4	46.5	46.4	-0.1	46.4	-0.1	46.4	-0.1	47.0	49.6	2.6	51.0	4.0	47.1	0.1
CH250	1093 Church	28704	-4168	50.2	49.8	49.8	0.0	49.8	0.0	49.8	0.0	50.1	54.5	4.4	55.6	5.5	50.1	0.0
CH251	299 Church	13890	6115	62.7	62.7	62.9	0.2	63.0	0.3	64.7	2.0	63.0	64.1	1.1	64.9	1.9	65.5	2.5
CH253	476 Church	22179	-4389	51.9	51.2	51.4	0.2	51.4	0.2	51.3	0.1	51.4	54.5	3.1	55.5	4.1	51.5	0.1
CH254	258 Church	17430	-10595	50.6	49.8	50.3	0.5	50.4	0.6	50.3	0.5	50.1	52.7	2.6	51.4	1.3	51.0	0.9
CH255	332 Church	12359	3858	66.7	68.5	68.5	0.0	68.6	0.1	67.9	-0.6	68.7	70.5	1.8	67.6	-1.1	68.5	-0.2
CH256	344 Church	16578	3534	61.0	63.0	63.1	0.1	63.1	0.1	62.7	-0.3	63.5	64.8	1.3	62.3	-1.2	63.4	-0.1
CH257	401 Church	15548	-8178	53.4	50.7	51.5	0.8	51.4	0.7	51.1	0.4	50.9	51.4	0.5	51.3	0.4	51.2	0.3
CH258	838 Church	42986	5752	55.9	56.7	56.6	-0.1	56.6	-0.1	56.4	-0.3	57.1	57.5	0.4	57.1	0.0	56.9	-0.2
CH259	270 Church	14539	12165	49.7	48.1	49.0	0.9	49.4	1.3	48.8	0.7	48.6	50.4	1.8	50.2	1.6	49.8	1.2
CH260	365 Church	23953	-3330	53.9	53.3	53.4	0.1	53.4	0.1	53.3	0.0	53.6	57.0	3.4	58.9	5.3	53.6	0.0
CH261	373 Church	19150	-3057	56.7	55.8	56.0	0.2	56.0	0.2	55.9	0.1	56.0	58.8	2.8	61.9	5.9	56.1	0.1
CH262	585 Church	-3362	-7568	63.6	60.4	60.5	0.1	60.4	0.0	60.4	0.0	60.3	60.3	0.0	59.2	-1.1	60.1	-0.2
CH263	921 Church	45419	3417	60.0	59.8	59.7	-0.1	59.7	-0.1	59.7	-0.1	60.2	58.7	-1.5	59.3	-0.9	60.2	0.0
CH265	837 Church	42986	5666	56.0	56.7	56.6	-0.1	56.6	-0.1	56.4	-0.3	57.0	57.4	0.4	57.1	0.1	56.9	-0.1
CH266	339 Church	16872	3711	61.6	63.7	63.6	-0.1	63.7	0.0	63.3	-0.4	64.0	65.5	1.5	62.8	-1.2	63.9	-0.1
CH267	738 Church	35011	8122	59.2	59.6	59.7	0.1	59.7	0.1	60.0	0.4	59.8	61.2	1.4	61.2	1.4	60.6	0.8
CH268	1037 Church	42658	-3037	48.1	48.2	48.1	-0.1	48.1	-0.1	48.1	-0.1	48.7	49.5	0.8	51.4	2.7	48.8	0.1

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					2005						2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH269	1063 Church	38695	-3508	48.2	48.3	48.2	-0.1	48.2	-0.1	48.2	-0.1	48.8	50.6	1.8	52.2	3.4	48.8	0.0
CH270	768 Church	31466	6365	60.7	61.5	61.5	0.0	61.5	0.0	61.1	-0.4	61.7	63.6	1.9	62.2	0.5	61.6	-0.1
CH271	719 Church	39686	11328	51.0	51.9	52.2	0.3	52.3	0.4	52.8	0.9	51.6	53.7	2.1	53.4	1.8	52.7	1.1
CH272	858 Church	48394	5164	56.8	57.3	57.2	-0.1	57.2	-0.1	57.1	-0.2	57.5	56.4	-1.1	57.4	-0.1	57.5	0.0
CH273	997 Church	31581	550	64.3	63.3	63.1	-0.2	63.1	-0.2	63.1	-0.2	63.8	63.0	-0.8	62.1	-1.7	63.7	-0.1
CH274	1062 Church	38724	-3316	48.6	48.7	48.6	-0.1	48.6	-0.1	48.6	-0.1	49.1	50.6	1.5	52.4	3.3	49.2	0.1
CH275	624 Church	34643	11454	49.8	50.1	50.8	0.7	50.8	0.7	51.3	1.2	50.2	52.8	2.6	51.7	1.5	51.4	1.2
CH276	783 Church	29696	3909	57.4	58.5	58.6	0.1	58.6	0.1	58.4	-0.1	58.6	58.7	0.1	58.8	0.2	58.7	0.1
CH277	1134 Church	37433	-6016	44.2	44.3	44.3	0.0	44.3	0.0	44.2	-0.1	44.8	49.3	4.5	50.0	5.2	44.9	0.1
CH278	950 Church	42762	1421	60.0	59.3	59.1	-0.2	59.1	-0.2	59.1	-0.2	59.9	59.0	-0.9	58.8	-1.1	59.9	0.0
CH279	656 Church	45449	10853	53.4	54.2	54.4	0.2	54.4	0.2	54.9	0.7	54.0	55.8	1.8	55.8	1.8	55.3	1.3
CH280	734 Church	39023	8896	57.6	58.1	58.2	0.1	58.2	0.1	58.6	0.5	58.2	59.6	1.4	59.8	1.6	59.2	1.0
CH281	978 Church	33441	3079	59.9	60.3	60.4	0.1	60.4	0.1	60.4	0.1	60.4	58.8	-1.6	60.8	0.4	60.5	0.1
CH282	380 Church	17872	-2898	58.0	57.0	57.2	0.2	57.2	0.2	57.1	0.1	57.2	59.6	2.4	63.8	6.6	57.4	0.2
CH283	963 Church	40119	137	57.4	56.9	56.7	-0.2	56.8	-0.1	56.7	-0.2	57.5	56.8	-0.7	58.2	0.7	57.5	0.0
CH284	553 Church	8877	10121	54.1	52.1	53.4	1.3	54.0	1.9	53.1	1.0	52.7	54.2	1.5	54.8	2.1	54.4	1.7
CH285	497 Church	6222	7425	58.5	56.7	56.7	2.0	59.6	2.9	58.7	2.0	57.2	59.8	2.6	60.7	3.5	60.4	3.2
CH286	1121 Church	40600	-8869	40.3	40.4	40.5	0.1	40.5	0.1	40.4	0.0	41.0	44.5	3.5	44.9	3.9	41.2	0.2
CH287	870 Church	53421	2044	56.3	55.7	55.5	-0.2	55.5	-0.2	55.5	-0.2	56.6	55.6	-1.0	55.8	-0.8	56.7	0.1
CH288	1054 Church	40117	-1288	53.0	52.9	52.7	-0.2	52.7	-0.2	52.7	-0.2	53.4	52.8	-0.6	55.7	2.3	53.4	0.0
CH289	387 Church	15218	-1808	66.5	65.2	65.0	-0.2	65.1	-0.1	65.0	-0.2	65.6	66.8	1.2	66.2	0.6	65.8	0.2
CH290	378 Church	16538	-2345	61.6	60.4	60.4	0.0	60.5	0.1	60.4	0.0	60.7	62.5	1.8	68.3	7.6	60.9	0.2
CH291	705 Church	40345	7835	58.5	59.1	59.1	0.0	59.1	0.0	59.0	-0.1	59.4	61.1	1.7	60.3	0.9	59.7	0.3
CH292	845 Church	45802	3849	59.4	59.3	59.3	0.0	59.3	0.0	59.2	-0.1	59.6	58.2	-1.4	59.0	-0.6	59.7	0.1
CH293	460 Church	20181	-10799	47.8	45.5	46.2	0.7	46.2	0.7	45.9	0.4	45.9	46.6	0.7	46.7	0.8	46.3	0.4
CH294	759 Church	32328	7233	60.7	61.2	61.3	0.1	61.3	0.1	61.2	0.0	61.4	63.0	1.6	62.5	1.1	61.8	0.4
CH295	1118 Church	40555	-7289	42.0	42.1	42.1	0.0	42.1	0.0	42.0	-0.1	42.7	47.2	4.5	47.8	5.1	42.8	0.1
CH296	957 Church	38764	2156	62.2	61.7	61.6	-0.1	61.6	-0.1	61.6	-0.1	62.1	60.8	-1.3	61.0	-1.1	62.1	0.0
CH297	680 Church	50337	6435	55.2	55.7	55.7	0.0	55.6	-0.1	55.5	-0.2	56.3	56.2	-0.1	56.2	-0.1	56.2	-0.1
CH298	815 Church	38798	5019	56.4	57.2	57.2	0.0	57.2	0.0	57.0	-0.2	57.5	57.7	0.2	57.7	0.2	57.4	-0.1
CH300	979 Church	33630	2854	60.7	61.0	61.1	0.1	61.1	0.1	61.1	0.1	61.1	59.4	-1.7	61.4	0.3	61.2	0.1
CH301	862 Church	51895	5808	56.2	56.6	56.5	-0.1	56.5	-0.1	56.5	-0.1	57.0	55.9	-1.1	56.8	-0.2	57.0	0.0
CH303	781 Church	29690	5046	58.7	59.9	59.9	0.0	59.9	0.0	59.4	-0.5	60.1	61.7	1.6	59.9	-0.2	59.7	-0.4
CH304	495 Church	6157	8380	57.2	55.2	56.9	1.7	57.7	2.5	56.7	1.5	55.8	58.0	2.2	58.8	3.0	58.5	2.7
CH305	871 Church	52913	2176	56.9	56.3	56.0	-0.3	56.0	-0.3	56.0	-0.3	57.1	56.0	-1.1	56.2	-0.9	57.1	0.0
CH306	962 Church	40119	218	57.7	57.2	57.0	-0.2	57.0	-0.2	57.0	-0.2	57.7	57.0	-0.7	58.3	0.6	57.8	0.1
CH307	1023 Church	42751	-882	53.0	52.9	52.8	-0.1	52.8	-0.1	52.7	-0.2	53.5	52.7	-0.8	55.4	1.9	53.5	0.0
CH308	237 Church	26723	11459	48.7	48.5	49.0	0.5	49.0	0.5	49.4	0.9	48.7	52.4	3.7	50.8	2.1	49.8	1.1
CH309	648 Church	41463	9169	57.1	57.6	57.7	0.1	57.7	0.1	58.0	0.4	57.7	59.2	1.5	59.3	1.6	58.7	1.0
CH310	1055 Church	39043	-1785	52.1	52.0	51.9	-0.1	51.9	-0.1	51.9	-0.1	52.5	52.2	-0.3	55.0	2.5	52.6	0.1
CH311	616 Church	29706	9728	53.0	53.2	53.7	0.5	53.7	0.5	54.4	1.2	53.4	55.6	2.2	55.0	1.6	54.8	1.4
CH312	708 Church	41075	6372	56.8	57.6	57.5	-0.1	57.5	-0.1	57.1	-0.5	58.1	59.4	1.3	58.2	0.1	57.8	-0.3
CH313	799 Church	34942	2864	60.9	61.0	61.1	0.1	61.1	0.1	61.1	0.1	61.2	59.5	-1.7	61.3	0.1	61.2	0.0
CH314	958 Church	39035	1891	62.2	61.6	61.5	-0.1	61.5	-0.1	61.5	-0.1	62.0	60.9	-1.1	60.7	-1.3	62.0	0.0
CH315	1025 Church	40329	-898	54.0	53.8	53.6	-0.2	53.6	-0.2	53.6	-0.2	54.3	53.6	-0.7	56.4	2.1	54.4	0.1
CH316	760 Church	33455	6366	60.0	60.8	60.8	0.0	60.8	0.0	60.2	-0.6	61.0	62.7	1.7	61.4	0.4	60.7	-0.3

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Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
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Comparison of Build Alternatives to No-Action/No-Project Alternative

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH317	1152 Church	37400	-7181	42.8	42.8	42.8	0.0	42.8	0.0	42.8	0.0	43.3	47.2	3.9	47.8	4.5	43.4	0.1
CH318	687 Church	45643	7344	56.7	57.2	57.1	-0.1	57.1	-0.1	56.6	-0.6	57.8	59.1	1.3	58.0	0.2	57.7	-0.1
CH319	1051 Church	38743	-955	54.5	54.3	54.1	-0.2	54.1	-0.2	54.1	-0.2	54.8	54.1	-0.7	57.0	2.2	54.8	0.0
CH320	723 Church	39458	11464	50.6	51.5	51.9	0.4	51.9	0.4	52.4	0.9	51.2	53.4	2.2	53.0	1.8	52.4	1.2
CH321	242 Church	26844	6592	62.5	63.0	63.1	0.1	63.1	0.1	63.1	0.1	63.2	64.8	1.6	64.3	1.1	63.6	0.4
CH322	352 Church	24378	5651	63.4	64.2	64.2	0.0	64.3	0.1	63.7	-0.5	64.4	66.4	2.0	64.8	0.4	64.2	-0.2
CH323	970 Church	32144	3499	58.3	59.0	59.1	0.1	59.2	0.2	59.1	0.1	59.1	58.2	-0.9	59.6	0.5	59.3	0.2
CH324	942 Church	41641	2916	61.1	60.8	60.7	-0.1	60.7	-0.1	60.7	-0.1	61.1	59.7	-1.4	60.3	-0.8	61.1	0.0
CH325	912 Church	47061	2960	59.9	59.5	59.3	-0.2	59.3	-0.2	59.3	-0.2	60.0	58.7	-1.3	58.8	-1.2	60.0	0.0
CH326	855 Church	48157	4590	57.9	58.2	58.1	-0.1	58.1	-0.1	58.1	-0.1	58.5	57.0	-1.5	58.1	-0.4	58.5	0.0
CH327	960 Church	39047	718	60.2	59.4	59.2	-0.2	59.2	-0.2	59.2	-0.2	60.0	59.3	-0.7	59.3	-0.7	60.0	0.0
CH328	936 Church	41466	2903	61.1	60.8	60.7	-0.1	60.7	-0.1	60.7	-0.1	61.2	59.8	-1.4	60.3	-0.9	61.2	0.0
CH329	883 Church	33816	6120	59.3	60.3	60.2	-0.1	60.2	-0.1	59.6	-0.7	60.5	62.2	1.7	60.6	0.1	60.1	-0.4
CH330	843 Church	45634	5505	56.8	56.7	56.6	-0.1	56.6	-0.1	56.5	-0.2	56.9	56.6	-0.3	57.0	0.1	56.9	0.0
CH331	939 Church	41640	1762	61.1	60.5	60.3	-0.2	60.3	-0.2	60.3	-0.2	61.0	59.9	-1.1	59.7	-1.3	60.9	-0.1
CH332	972 Church	29987	1050	65.6	64.8	64.7	-0.1	64.7	-0.1	64.7	-0.1	65.1	63.8	-1.3	63.7	-1.4	65.0	-0.1
CH333	1111 Church	41426	-4948	45.0	45.2	45.1	-0.1	45.1	-0.1	45.0	-0.2	45.7	49.5	3.8	50.6	4.9	45.7	0.0
CH334	587 Church	-3362	-8211	62.0	58.9	59.0	0.1	58.9	0.0	58.9	0.0	58.8	58.8	0.0	57.8	-1.0	58.6	-0.2
CH335	630 Church	35032	9135	56.3	56.6	56.8	0.2	56.8	0.2	57.7	1.1	56.8	58.1	1.3	58.5	1.7	58.3	1.5
CH337	681 Church	46974	8851	56.8	57.2	57.2	0.0	57.2	0.0	57.1	-0.1	57.8	59.2	1.4	58.7	0.9	58.3	0.5
CH338	1081 Church	34658	-3718	49.0	48.9	48.9	0.0	48.9	0.0	48.8	-0.1	49.4	51.7	2.3	53.2	3.8	49.4	0.0
CH339	690 Church	48086	7361	55.9	56.4	56.3	-0.1	56.3	-0.1	55.9	-0.5	57.2	58.2	1.0	57.3	0.1	57.0	-0.2
CH340	748 Church	37438	6936	59.0	59.8	59.8	0.0	59.8	0.0	59.4	-0.4	60.1	61.8	1.7	60.6	0.5	60.0	-0.1
CH341	909 Church	46155	3671	59.6	59.5	59.4	-0.1	59.4	-0.1	59.4	-0.1	59.8	58.4	-1.4	59.1	-0.7	59.8	0.0
CH342	951 Church	42760	1256	59.7	59.0	58.8	-0.2	58.8	-0.2	58.8	-0.2	59.6	58.7	-0.9	58.6	-1.0	59.5	-0.1
CH343	309 Church	15571	5631	66.3	66.5	66.7	0.2	66.8	0.3	67.5	1.0	66.8	67.2	0.4	68.6	1.8	68.3	1.5
CH345	801 Church	39024	7361	58.8	59.5	59.5	0.0	59.5	0.0	59.2	-0.3	59.8	61.5	1.7	60.5	0.7	59.9	0.1
CH346	980 Church	34683	2176	62.8	62.6	62.5	-0.1	62.6	0.0	62.5	-0.1	62.9	61.3	-1.6	62.2	-0.7	62.8	-0.1
CH347	1058 Church	39043	-2119	51.2	51.2	51.1	-0.1	51.1	-0.1	51.1	-0.1	51.7	51.6	-0.1	54.3	2.6	51.7	0.0
CH348	941 Church	41661	2382	61.4	60.9	60.8	-0.1	60.8	-0.1	60.8	-0.1	61.4	60.1	-1.3	60.2	-1.2	61.3	-0.1
CH349	811 Church	39032	5549	56.4	57.3	57.3	0.0	57.3	0.0	57.0	-0.3	57.6	58.5	0.9	57.7	0.1	57.4	-0.2
CH350	834 Church	36465	11455	50.1	50.6	51.1	0.5	51.2	0.6	51.7	1.1	50.6	53.0	2.4	52.1	1.5	51.8	1.2
CH351	757 Church	37457	8790	57.8	58.2	58.3	0.1	58.4	0.2	58.8	0.6	58.4	59.6	1.2	60.0	1.6	59.4	1.0
CH352	635 Church	38665	11456	50.1	50.6	51.2	0.6	51.2	0.6	51.7	1.1	50.7	53.0	2.3	52.2	1.5	51.8	1.1
CH353	1131 Church	40091	-6584	42.9	43.1	43.0	-0.1	43.0	-0.1	43.0	-0.1	43.6	48.4	4.8	49.1	5.5	43.7	0.1
CH354	626 Church	35029	10381	52.4	52.8	53.1	0.3	53.2	0.4	53.9	1.1	52.9	54.8	1.9	54.5	1.6	54.3	1.4
CH355	601 Church	11830	-11853	52.4	49.4	50.2	0.8	50.0	0.6	49.7	0.3	49.8	50.0	0.2	49.6	-0.2	49.9	0.1
CH356	825 Church	40331	5708	56.3	57.1	57.1	0.0	57.1	0.0	56.8	-0.3	57.5	58.4	0.9	57.6	0.1	57.3	-0.2
CH357	953 Church	38683	2526	61.9	61.6	61.5	-0.1	61.5	-0.1	61.5	-0.1	61.9	60.5	-1.4	61.0	-0.9	61.9	0.0
CH358	479 Church	25857	-4445	50.6	50.1	50.2	0.1	50.2	0.1	50.1	0.0	50.3	54.4	4.1	55.3	5.0	50.4	0.1
CH359	1001 Church	34660	-759	57.2	56.7	56.6	-0.1	56.6	-0.1	56.6	-0.1	57.2	56.7	-0.5	59.3	2.1	57.3	0.1
CH360	820 Church	38801	4082	58.0	58.5	58.6	0.1	58.6	0.1	58.5	0.0	58.7	57.6	-1.1	59.0	0.3	58.7	0.0
CH361	508 Church	-297	10928	53.8	51.8	51.2	-0.6	51.4	-0.4	50.9	-0.9	52.7	51.9	-0.8	52.5	-0.2	52.3	-0.4
CH362	805 Church	39032	6115	57.1	58.1	58.0	-0.1	58.0	-0.1	57.6	-0.5	58.4	59.8	1.4	58.5	0.1	58.1	-0.3
CH363	1049 Church	39044	-249	56.7	56.2	56.1	-0.1	56.1	-0.1	56.1	-0.1	56.8	58.1	-0.7	58.1	1.3	56.8	0.0
CH364	560 Church	-3000	-5050	71.5	68.1	68.1	0.0	68.1	0.0	68.1	0.0	69.0	67.8	-0.2	66.1	-1.9	67.9	-0.1

Table A5-4
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					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH365	817 Church	40013	4704	56.8	57.5	57.5	0.0	57.5	0.0	57.4	-0.1	57.7	57.2	-0.5	58.0	0.3	57.7	0.0
CH366	1079 Church	34663	-2477	51.9	51.8	51.7	-0.1	51.7	-0.1	51.6	-0.2	52.2	52.7	0.5	55.3	3.1	52.3	0.1
CH367	1039 Church	40329	-3861	47.2	47.2	47.1	-0.1	47.1	-0.1	47.1	-0.1	47.7	50.0	2.3	51.5	3.8	47.8	0.1
CH368	1088 Church	29105	-1896	56.3	55.7	55.6	-0.1	55.6	-0.1	55.6	-0.1	56.0	56.7	0.7	60.3	4.3	56.0	0.0
CH369	828 Church	42811	6043	56.0	56.8	56.7	-0.1	56.7	-0.1	56.4	-0.4	57.3	58.0	0.7	57.3	0.0	57.1	-0.2
CH370	657 Church	42991	10007	55.3	55.8	56.0	0.2	56.0	0.2	56.6	0.8	55.9	57.3	1.4	57.6	1.7	57.2	1.3
CH373	911 Church	47547	3592	59.5	59.3	59.2	-0.1	59.2	-0.1	59.1	-0.2	59.7	58.3	-1.4	58.8	-0.9	59.7	0.0
CH374	889 Church	45642	6875	56.1	56.7	56.6	-0.1	56.6	-0.1	56.2	-0.5	57.3	58.4	1.1	57.4	0.1	57.1	-0.2
CH375	446 Church	17910	-9299	50.4	47.9	48.7	0.8	48.6	0.7	48.3	0.4	48.2	48.9	0.7	48.9	0.7	48.6	0.4
CH376	1030 Church	41065	-1571	51.9	51.8	51.7	-0.1	51.7	-0.1	51.7	-0.1	52.3	51.9	-0.4	54.7	2.4	52.4	0.1
CH377	1026 Church	40331	-1043	53.5	53.4	53.2	-0.2	53.3	-0.1	53.2	-0.2	53.9	53.2	-0.7	56.1	2.2	54.0	0.1
CH378	779 Church	32154	5163	57.9	59.0	59.0	0.0	59.0	0.0	58.6	-0.4	59.2	60.6	1.4	59.1	-0.1	58.9	-0.3
CH379	853 Church	48219	5704	55.9	56.5	56.4	-0.1	56.4	-0.1	56.3	-0.2	56.8	56.2	-0.6	56.8	0.0	56.8	0.0
CH380	931 Church	44125	-1562	50.8	50.8	50.6	-0.2	50.7	-0.1	50.6	-0.2	51.3	50.8	-0.5	53.4	2.1	51.4	0.1
CH381	899 Church	42991	7844	57.8	58.3	58.3	0.0	58.3	0.0	58.1	-0.2	58.8	60.4	1.6	59.5	0.7	59.0	0.2
CH382	641 Church	48295	10514	54.7	55.3	55.4	0.1	55.4	0.1	55.7	0.4	55.4	56.9	1.5	57.0	1.6	56.5	1.1
CH383	350 Church	23176	6146	64.1	64.5	64.6	0.1	64.6	0.1	64.5	0.0	64.7	66.3	1.6	65.8	1.1	65.1	0.4
CH384	711 Church	41775	7686	58.1	58.6	58.6	0.0	58.6	0.0	58.4	-0.2	59.1	60.8	1.7	59.8	0.7	59.2	0.1
CH386	766 Church	29674	7848	59.6	59.8	60.0	0.2	60.0	0.2	60.7	0.9	60.0	61.2	1.2	61.8	1.8	61.3	1.3
CH389	698 Church	42990	8634	57.6	58.1	58.2	0.1	58.2	0.1	58.2	0.1	58.5	60.0	1.5	59.6	1.1	59.1	0.6
CH390	615 Church	32137	10569	51.4	51.6	52.2	0.6	52.2	0.6	52.7	1.1	51.8	54.2	2.4	53.2	1.4	53.0	1.2
CH391	819 Church	40122	4479	57.2	57.8	57.9	0.1	57.9	0.1	57.8	0.0	58.0	57.3	-0.7	58.3	0.3	58.1	0.1
CH392	1005 Church	33524	-107	60.6	59.8	59.6	-0.2	59.6	-0.2	59.6	-0.2	60.3	59.9	-0.4	60.5	0.2	60.3	0.0
CH393	991 Church	29454	197	64.9	63.8	63.6	-0.2	63.6	-0.2	63.6	-0.2	64.3	63.6	-0.7	62.5	-1.8	64.1	-0.2
CH394	637 Church	48087	9821	55.8	56.2	56.4	0.2	56.4	0.2	56.5	0.3	56.7	58.1	1.4	58.0	1.3	57.5	0.8
CH395	510 Church	20	7468	59.9	57.9	56.9	-1.0	57.0	-0.9	56.8	-1.1	58.8	57.5	-1.3	58.2	-0.6	58.1	-0.7
CH396	586 Church	-3363	-7999	62.5	59.4	59.4	0.0	59.4	0.0	59.4	0.0	59.3	59.3	0.0	58.3	-1.0	59.1	-0.2
CH397	512 Church	-3153	6521	59.8	58.1	58.7	0.6	58.8	0.7	58.9	0.8	58.7	58.7	0.0	59.9	1.2	59.5	0.8
CH398	652 Church	42801	10702	53.3	54.2	54.4	0.2	54.4	0.2	55.0	0.8	53.9	55.7	1.8	55.8	1.9	55.2	1.3
CH399	703 Church	41467	8022	58.2	58.8	58.8	0.0	58.8	0.0	58.6	-0.2	59.1	60.8	1.7	60.0	0.9	59.4	0.3
CH401	710 Church	41678	8107	58.1	58.7	58.7	0.0	58.7	0.0	58.6	-0.1	59.1	60.7	1.6	60.0	0.9	59.4	0.3
CH402	1002 Church	33574	-393	59.4	58.7	58.5	-0.2	58.5	-0.2	58.5	-0.2	59.2	58.7	-0.5	60.3	1.1	59.2	0.0
CH403	955 Church	40124	2902	61.3	61.0	61.0	0.0	61.0	0.0	61.0	0.0	61.3	59.9	-1.4	60.6	-0.7	61.3	0.0
CH404	839 Church	44570	6167	55.8	56.5	56.4	-0.1	56.4	-0.1	56.1	-0.4	57.0	57.6	0.6	57.0	0.0	56.8	-0.2
CH405	359 Church	26436	-4141	51.0	50.6	50.6	0.0	50.6	0.0	50.6	0.0	50.8	55.0	4.2	56.1	5.3	50.9	0.1
CH406	1056 Church	39465	-1582	52.5	52.4	52.2	-0.2	52.2	-0.2	52.2	-0.2	52.9	52.4	-0.5	55.3	2.4	52.9	0.0
CH408	447 Church	16609	-6117	53.9	51.7	52.4	0.7	52.4	0.7	52.1	0.4	51.8	52.8	1.0	53.2	1.4	52.1	0.3
CH410	493 Church	27039	-12360	42.9	41.5	42.0	0.5	42.0	0.5	41.8	0.3	42.0	43.3	1.3	43.7	1.7	42.3	0.3
CH411	531 Church	-5649	8168	61.1	59.3	59.9	0.6	60.0	0.7	60.1	0.8	59.5	59.4	-0.1	60.6	1.1	60.6	1.1
CH413	537 Church	955	5447	66.4	64.3	63.0	-1.3	63.0	-1.3	63.5	-0.8	65.2	63.3	-1.9	64.1	-1.1	64.8	-0.4
CH415	576 Church	-574	-8529	59.1	56.9	56.9	0.0	56.7	-0.2	56.7	-0.2	57.1	56.9	-0.2	56.0	-1.1	56.5	-0.6
CH416	584 Church	-3520	-6950	65.4	62.1	62.1	0.0	62.1	0.0	62.1	0.0	61.9	62.0	0.1	60.8	-1.1	61.8	-0.1
CH417	670 Church	51737	9002	55.8	56.0	56.0	0.0	56.0	0.0	55.8	-0.2	56.9	58.0	1.1	57.5	0.6	57.3	0.4
CH418	683 Church	46306	8036	56.9	57.3	57.3	0.0	57.3	0.0	57.0	-0.3	58.0	59.5	1.5	58.6	0.6	58.2	0.2
CH423	885 Church	34438	6123	59.0	60.0	59.9	-0.1	59.9	-0.1	59.4	-0.6	60.2	62.0	1.8	60.3	0.1	59.8	-0.4
CH426	903 Church	48766	585	54.5	54.2	54.0	-0.2	54.0	-0.2	54.0	-0.2	54.9	53.9	-1.0	55.5	0.6	55.0	0.1

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CH427	987 Church	27099	2637	59.9	60.9	61.1	0.2	61.1	0.2	61.1	0.2	60.9	59.3	-1.6	61.5	0.6	61.4	0.5
CH428	1105 Church	31585	-4424	48.7	48.4	48.4	0.0	48.4	0.0	48.4	0.0	48.8	52.9	4.1	53.9	5.1	48.8	0.0
CH430	1090 Church	29435	-3530	51.4	51.0	51.0	0.0	51.0	0.0	51.0	0.0	51.3	54.9	3.6	56.4	5.1	51.3	0.0
CH431	238 Church	26113	11458	48.6	48.4	48.9	0.5	49.0	0.6	49.3	0.9	48.6	52.5	3.9	50.8	2.2	49.7	1.1
CH432	613 Church	32135	10267	52.0	52.3	52.8	0.5	52.8	0.5	53.5	1.2	52.5	54.7	2.2	54.0	1.5	53.8	1.3
CH433	791 Church	34981	4271	57.0	57.9	57.9	0.0	57.9	0.0	57.8	-0.1	58.0	57.8	-0.2	58.4	0.4	58.0	0.0
CH434	776 Church	29486	4620	57.9	59.1	59.1	0.0	59.1	0.0	58.7	-0.4	59.2	60.4	1.2	59.1	-0.1	59.0	-0.2
CH435	697 Church	43459	8836	57.4	57.8	57.9	0.1	57.9	0.1	58.0	0.2	58.2	59.7	1.5	59.4	1.2	58.9	0.7
CH436	745 Church	36665	6526	58.8	59.7	59.6	-0.1	59.6	-0.1	59.1	-0.6	59.9	61.6	1.7	60.2	0.3	59.6	-0.3
CH438	314 Church	16883	7283	58.3	58.2	58.5	0.3	58.5	0.3	59.7	1.5	58.5	60.5	2.0	60.1	1.6	60.4	1.9
CH439	646 Church	40328	10453	53.4	54.3	54.5	0.2	54.5	0.2	55.1	0.8	54.0	55.7	1.7	55.9	1.9	55.3	1.3
CH440	364 Church	21860	-3132	55.2	54.5	54.6	0.1	54.6	0.1	54.6	0.1	54.8	57.9	3.1	60.3	5.5	54.8	0.0
CH441	860 Church	50168	5138	57.0	57.3	57.2	-0.1	57.2	-0.1	57.2	-0.1	57.6	56.4	-1.2	57.4	-0.2	57.6	0.0
CH442	1115 Church	41613	-6691	42.4	42.7	42.6	-0.1	42.6	-0.1	42.6	-0.1	43.2	48.3	5.1	48.9	5.7	43.3	0.1
CH443	642 Church	48948	10226	55.2	55.6	55.8	0.2	55.8	0.2	56.0	0.4	56.0	57.4	1.4	57.4	1.4	56.9	0.9
CH444	1135 Church	32223	-8382	43.0	42.7	42.9	0.2	42.9	0.2	42.8	0.1	43.2	45.7	2.5	45.9	2.7	43.3	0.1
CH446	736 Church	39030	7892	58.9	59.5	59.5	0.0	59.5	0.0	59.4	-0.1	59.7	61.3	1.6	60.7	1.0	60.1	0.4
CH448	948 Church	42785	3553	60.0	59.9	59.9	0.0	59.9	0.0	59.9	0.0	60.2	58.6	-1.6	59.7	-0.5	60.2	0.0
CH449	1153 Church	34927	-10634	40.4	40.3	40.5	0.2	40.5	0.2	40.4	0.1	40.9	43.0	2.1	42.8	1.9	40.9	0.0
CH450	644 Church	40519	11466	50.8	52.0	52.3	0.3	52.4	0.4	52.8	0.8	51.4	53.6	2.2	53.4	2.0	52.6	1.2
CH451	679 Church	50324	6639	55.2	55.7	55.6	-0.1	55.6	-0.1	55.4	-0.3	56.3	56.4	0.1	56.2	-0.1	56.2	-0.1
CH452	1022 Church	41632	-496	54.6	54.4	54.2	-0.2	54.2	-0.2	54.2	-0.2	54.9	54.1	-0.8	56.7	1.8	54.9	0.0
CH453	769 Church	30531	6362	61.1	61.9	61.9	0.0	61.9	0.0	61.5	-0.4	62.1	63.9	1.8	62.6	0.5	62.0	-0.1
CH454	1060 Church	39041	-2811	49.6	49.6	49.5	-0.1	49.5	-0.1	49.5	-0.1	50.1	50.8	0.7	52.9	2.8	50.2	0.1
CH455	1126 Church	42719	-7775	41.0	41.2	41.2	0.0	41.2	0.0	41.1	-0.1	41.8	46.6	4.8	47.1	5.3	41.9	0.1
CH456	859 Church	48357	4166	56.7	56.7	56.6	-0.1	56.6	-0.1	56.6	-0.1	59.1	57.7	-1.4	58.4	-0.7	59.1	0.0
CH457	785 Church	37682	5673	56.9	57.9	57.8	-0.1	57.8	-0.1	57.4	-0.5	58.1	59.4	1.3	58.2	0.1	57.9	-0.2
CH458	702 Church	40345	8613	58.1	58.6	58.7	0.1	58.7	0.1	58.8	0.2	58.8	60.3	1.5	60.1	1.3	59.5	0.7
CH459	790 Church	34981	4311	57.0	57.8	57.9	0.1	57.9	0.1	57.7	-0.1	58.0	57.8	-0.2	58.3	0.3	58.0	0.0
CH460	1017 Church	41458	722	58.7	58.1	57.9	-0.2	57.9	-0.2	57.9	-0.2	58.7	58.0	-0.7	58.4	-0.3	58.7	0.0
CH461	590 Church	2474	-5106	64.4	62.5	62.7	0.2	62.4	-0.1	62.3	-0.2	62.8	62.8	0.0	61.5	-1.3	62.0	-0.8
CH462	793 Church	37658	2565	62.0	61.7	61.6	-0.1	61.6	-0.1	61.6	-0.1	62.0	60.5	-1.5	61.3	-0.7	62.0	0.0
CH463	772 Church	28157	7476	60.6	60.9	61.0	0.1	61.1	0.2	61.6	0.7	61.1	62.2	1.1	62.7	1.6	62.3	1.2
CH464	934 Church	40325	1845	61.7	61.1	60.9	-0.2	61.0	-0.1	60.9	-0.2	61.6	60.5	-1.1	60.2	-1.4	61.5	-0.1
CH465	1089 Church	29437	-2633	53.8	53.3	53.3	0.0	53.3	0.0	53.2	-0.1	53.6	55.5	1.9	58.2	4.6	53.6	0.0
CH466	832 Church	41645	3875	59.0	59.2	59.2	0.0	59.3	0.1	59.2	0.0	59.4	58.0	-1.4	59.4	0.0	59.5	0.1
CH467	715 Church	41676	6385	56.7	57.5	57.4	-0.1	57.4	-0.1	57.0	-0.5	57.9	59.2	1.3	58.0	0.1	57.7	-0.2
CH468	709 Church	41732	8327	58.1	58.6	58.6	0.0	58.6	0.0	58.6	0.0	58.9	60.5	1.6	60.0	1.1	59.4	0.5
CH469	631 Church	36307	9187	56.4	56.7	56.9	0.2	56.9	0.2	57.7	1.0	56.9	58.3	1.4	58.7	1.8	58.4	1.5
CH470	319 Church	15830	5944	64.6	64.7	65.0	0.3	65.0	0.3	66.5	1.8	65.0	65.7	0.7	67.1	2.1	67.3	2.3
CH471	977 Church	34666	3437	59.0	59.5	59.6	0.1	59.6	0.1	59.6	0.1	59.6	58.3	-1.3	60.1	0.5	59.7	0.1
CH472	1006 Church	34478	360	61.6	60.9	60.7	-0.2	60.7	-0.2	60.7	-0.2	61.4	60.9	-0.5	60.6	-0.8	61.5	0.1
CH473	861 Church	50724	5052	57.2	57.4	57.3	-0.1	57.3	-0.1	57.3	-0.1	57.8	56.4	-1.4	57.5	-0.3	57.8	0.0
CH474	868 Church	51786	3641	58.6	58.3	58.1	-0.2	58.1	-0.2	58.1	-0.2	58.9	57.8	-1.3	57.8	-1.1	58.9	0.0
CH475	1021 Church	40320	132	57.3	56.8	56.6	-0.2	56.6	0.2	56.6	-0.2	57.4	56.7	-0.7	58.1	0.7	57.4	0.0
CH476	847 Church	46391	3883	59.3	59.2	59.1	-0.1	59.2	0.0	59.1	-0.1	59.6	58.1	-1.5	58.9	-0.7	59.6	0.0

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH477	830 Church	41646	4569	57.3	57.8	57.8	0.0	57.8	0.0	57.7	-0.1	58.0	57.2	-0.8	58.2	0.2	58.0	0.0
CH478	1064 Church	38993	-3455	48.3	48.3	48.2	-0.1	48.2	-0.1	48.2	-0.1	48.8	50.5	1.7	52.2	3.4	48.9	0.1
CH479	976 Church	29687	3172	58.8	59.7	59.9	0.2	59.9	0.2	59.8	0.1	59.7	58.6	-1.1	60.3	0.6	60.0	0.3
CH480	739 Church	36132	8126	59.1	59.5	59.6	0.1	59.7	0.2	59.8	0.3	59.8	61.3	1.5	61.1	1.3	60.5	0.7
CH481	547 Church	6983	6070	61.0	59.8	61.5	1.7	62.8	3.0	62.1	2.3	60.2	62.7	2.5	63.4	3.2	63.3	3.1
CH482	800 Church	35540	2955	60.7	60.9	60.9	0.0	60.9	0.0	60.9	0.0	61.0	59.4	-1.6	61.2	0.2	61.1	0.1
CH483	834 Church	43714	6162	56.0	56.7	56.6	-0.1	56.6	-0.1	56.3	-0.4	57.2	57.9	0.7	57.2	0.0	57.0	-0.2
CH484	908 Church	50363	1774	57.1	56.5	56.3	-0.2	56.3	-0.2	56.3	-0.2	57.3	56.3	-1.0	56.5	-0.8	57.3	0.0
CH485	632 Church	37466	9880	54.4	54.9	55.1	0.2	55.2	0.3	55.9	1.0	55.0	56.5	1.5	56.7	1.7	56.4	1.4
CH486	416 Church	13771	-10070	53.1	50.2	51.0	0.8	50.9	0.7	50.5	0.3	50.5	50.8	0.3	50.5	0.0	50.7	0.2
CH489	639 Church	48294	10047	55.5	55.9	56.1	0.2	56.1	0.2	56.3	0.4	56.3	57.8	1.5	57.7	1.4	57.2	0.9
CH490	1065 Church	40102	-3457	48.0	48.1	47.9	-0.2	47.9	-0.2	47.9	-0.2	48.5	50.1	1.6	51.9	3.4	48.6	0.1
CH491	663 Church	45815	9225	56.7	57.1	57.2	0.1	57.2	0.1	57.3	0.2	57.6	59.0	1.4	58.8	1.2	58.3	0.7
CH493	628 Church	36143	9513	56.3	55.6	55.8	0.2	55.9	0.3	56.7	1.1	55.8	57.2	1.4	57.6	1.8	57.3	1.5
CH494	1114 Church	40302	-6704	42.7	42.9	42.9	0.0	42.9	0.0	42.8	-0.1	43.4	48.3	4.9	48.9	5.5	43.5	0.1
CH495	848 Church	46745	6171	55.6	56.2	56.1	-0.1	56.1	-0.1	55.9	-0.3	56.6	56.9	0.3	56.7	0.1	56.6	0.0
CH496	1149 Church	33251	-11838	40.4	40.1	40.4	0.3	40.4	0.3	40.3	0.2	40.7	42.5	1.8	42.2	1.5	40.7	0.0
CH497	275 Church	12760	12329	50.3	48.5	49.5	1.0	49.9	1.4	49.3	0.8	49.1	50.6	1.5	50.8	1.7	50.3	1.2
CH498	833 Church	41646	3729	59.4	59.5	59.5	0.0	59.5	0.0	59.5	0.0	59.8	58.3	-1.5	59.7	-0.1	59.8	0.0
CH499	910 Church	46175	3432	59.9	59.6	59.5	-0.1	59.5	-0.1	59.5	-0.1	60.0	58.6	-1.4	59.1	-0.9	60.0	0.0
CH500	975 Church	29680	2945	59.6	60.3	60.5	0.2	60.5	0.2	60.4	0.1	60.3	58.9	-1.4	60.9	0.6	60.5	0.2
CH501	1061 Church	38743	-2896	49.5	49.5	49.4	-0.1	49.4	-0.1	49.4	-0.1	50.0	50.8	0.8	52.9	2.9	50.1	0.1
CH502	836 Church	43854	6165	55.9	56.7	56.6	-0.1	56.5	-0.1	56.3	-0.4	57.1	57.9	0.8	57.2	0.1	57.0	-0.1
CH503	564 Church	-2777	-7028	64.5	61.6	61.6	0.0	61.5	-0.1	61.5	-0.1	61.5	61.5	0.0	60.3	-1.2	61.3	-0.2
CH504	949 Church	42759	1733	60.6	59.9	59.7	-0.2	59.8	-0.1	59.7	-0.2	60.5	59.5	-1.0	59.3	-1.2	60.4	-0.1
CH505	726 Church	39024	10321	53.5	54.2	54.4	0.2	54.4	0.2	55.1	0.9	54.1	55.7	1.6	55.9	1.8	55.4	1.3
CH506	842 Church	45636	5673	55.9	56.5	56.5	0.0	56.5	0.0	56.3	-0.2	56.8	56.7	-0.1	56.9	0.1	56.8	0.0
CH507	1015 Church	38086	-1785	52.4	52.3	52.2	-0.1	52.2	-0.1	52.2	-0.1	52.8	52.5	-0.3	55.4	2.6	52.9	0.1
CH508	1027 Church	41450	-1257	52.6	52.5	52.3	-0.2	52.3	-0.2	52.3	-0.2	53.0	52.4	-0.6	55.2	2.2	53.0	0.0
CH509	620 Church	34671	8932	56.9	57.2	57.4	0.2	57.4	0.2	58.2	1.0	57.4	58.7	1.3	59.2	1.8	58.9	1.5
CH510	730 Church	39023	9710	55.3	55.9	56.1	0.2	56.1	0.2	56.8	0.9	55.9	57.3	1.4	57.8	1.9	57.3	1.4
CH511	804 Church	39180	6876	58.3	59.1	59.0	-0.1	59.0	-0.1	58.6	-0.5	59.4	61.1	1.7	59.8	0.4	59.2	-0.2
CH512	940 Church	41641	2106	61.4	60.8	60.7	-0.1	60.7	-0.1	60.7	-0.1	61.3	60.1	-1.2	60.0	-1.3	61.3	0.0
CH513	268 Church	17184	8722	53.8	53.5	53.9	0.4	54.0	0.5	54.3	0.8	53.8	57.5	3.7	55.3	1.5	55.0	1.2
CH514	923 Church	42971	1727	60.5	59.8	59.6	-0.2	59.6	-0.2	59.6	-0.2	60.4	59.4	-1.0	59.2	-1.2	60.4	0.0
CH515	1059 Church	40113	-2588	49.8	49.8	49.7	-0.1	49.7	-0.1	49.7	-0.1	50.3	50.6	0.3	52.9	2.6	50.4	0.1
CH516	840 Church	45429	6052	55.7	56.3	56.3	0.0	56.3	0.0	56.1	-0.2	56.8	57.2	0.4	56.8	0.0	56.7	-0.1
CH517	735 Church	40132	8022	58.6	59.1	59.2	0.1	59.2	0.1	59.1	0.0	59.4	61.0	1.6	60.4	1.0	59.8	0.4
CH518	545 Church	5989	6176	60.6	59.2	61.8	2.6	62.9	3.7	62.1	2.9	59.6	62.9	3.3	64.1	4.5	63.8	4.2
CH519	516 Church	-4691	6400	60.1	58.5	59.2	0.7	59.3	0.8	59.5	1.0	58.8	58.9	0.1	60.1	1.3	59.9	1.1
CH520	502 Church	3327	10191	55.3	53.1	53.9	0.8	54.3	1.2	53.6	0.5	54.0	55.0	1.0	55.7	1.7	55.5	1.5
CH521	505 Church	427	8681	57.9	55.8	54.9	-0.9	55.0	-0.8	54.6	-1.2	56.7	55.6	-1.1	56.2	-0.5	56.1	-0.6
CH522	337 Church	13607	1267	60.3	61.2	61.7	0.5	61.7	0.5	61.6	0.4	60.7	60.6	-0.1	62.9	2.2	61.1	0.4
CH524	893 Church	34683	4171	57.2	58.0	58.0	0.0	58.0	0.0	57.9	-0.1	58.1	57.8	-0.3	58.5	0.4	58.1	0.0
CH525	706 Church	40343	6647	57.5	58.3	58.2	-0.1	58.2	-0.1	57.7	-0.6	58.7	60.3	1.6	58.9	0.2	58.4	-0.3
CH526	1036 Church	42759	-3184	47.8	47.9	47.8	-0.1	47.8	-0.1	47.8	-0.1	48.4	49.4	1.0	51.2	2.8	48.5	0.1

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence		X Distance	Y Distance	Env. Baseline Conditions	2005						2015						
						No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH528	1045	Church	42654	-3695	46.9	47.0	46.9	-0.1	46.9	-0.1	46.9	-0.1	47.5	49.3	1.8	50.9	3.4	47.6	0.1
CH529	1013	Church	37462	-1270	54.1	53.9	53.7	-0.2	53.7	-0.2	53.7	-0.2	54.4	53.8	-0.6	56.9	2.5	54.4	0.0
CH530	665	Church	45835	9033	56.9	57.3	57.4	0.1	57.4	0.1	57.4	0.1	57.8	59.3	1.5	58.9	1.1	58.4	0.6
CH531	718	Church	42788	7402	57.6	58.2	58.1	-0.1	58.1	-0.1	57.8	-0.4	58.7	60.3	1.6	59.2	0.5	58.7	0.0
CH532	253	Church	23813	9141	53.6	53.6	54.0	0.4	54.0	0.4	54.7	1.1	53.8	56.7	2.9	55.4	1.6	55.2	1.4
HOS01	1147	Hospital	31921	-14784	39.8	38.9	39.3	0.4	39.3	0.4	39.1	0.2	39.6	40.5	0.9	41.0	1.4	39.8	0.2
HOS02	1123	Hospital	42615	-8967	39.9	40.0	40.0	0.0	40.0	0.0	39.9	-0.1	40.6	44.5	3.9	44.9	4.3	40.8	0.2
HOS03	433	Hospital	16561	-11296	50.0	47.3	48.1	0.8	48.0	0.7	47.7	0.4	47.7	48.1	0.4	47.9	0.2	48.0	0.3
HOS04	480	Hospital	26005	-9398	44.9	43.9	44.3	0.4	44.3	0.4	44.1	0.2	44.3	46.1	1.8	46.3	2.0	44.5	0.2
HOS05	429	Hospital	15713	-5495	55.3	53.2	53.9	0.7	53.8	0.6	53.5	0.3	53.2	54.2	1.0	54.6	1.4	53.5	0.3
HOS06	473	Hospital	22417	-13842	44.7	42.5	43.2	0.7	43.1	0.6	42.9	0.4	43.1	43.7	0.6	43.7	0.6	43.5	0.4
HOS07	426	Hospital	15334	-5123	56.0	54.0	54.6	0.6	54.6	0.6	54.3	0.3	54.0	54.9	0.9	55.5	1.5	54.3	0.3
HOS09	244	Hospital	23095	8420	55.7	55.8	56.1	0.3	56.1	0.3	57.1	1.3	56.0	58.1	2.1	57.6	1.6	57.6	1.6
HOS10	340	Hospital	18684	3896	61.2	63.2	63.2	0.0	63.2	0.0	62.7	-0.5	63.6	65.0	1.4	62.4	-1.2	63.6	0.0
HOS11	267	Hospital	18500	8884	53.6	53.4	53.8	0.4	53.8	0.4	54.2	0.8	53.7	57.3	3.6	55.2	1.5	54.9	1.2
HOS12	430	Hospital	13791	-5987	57.3	54.7	55.5	0.8	55.4	0.7	55.1	0.4	54.7	55.3	0.6	55.3	0.6	55.0	0.3
HOS13	778	Hospital	29985	5901	60.7	61.6	61.6	0.0	61.6	0.0	61.0	-0.6	61.8	63.7	1.9	62.0	0.2	61.4	-0.4
HOS15	348	Hospital	17190	1285	61.5	62.5	62.9	0.4	62.9	0.4	62.8	0.3	62.1	60.9	-1.2	64.2	2.1	62.2	0.1
HOS16	296	Hospital	13553	7081	58.2	57.8	58.2	0.4	58.3	0.5	59.1	1.3	58.2	61.2	3.0	59.6	1.4	59.8	1.6
HOS17	466	Hospital	19793	-13319	46.5	44.1	44.8	0.7	44.7	0.6	44.4	0.3	44.6	45.1	0.5	45.0	0.4	44.9	0.3
HOS18	389	Hospital	13797	-3917	59.1	57.3	57.8	0.5	57.9	0.6	57.6	0.3	57.2	58.1	0.9	60.0	2.8	57.5	0.3
HOS19	343	Hospital	17676	2790	58.3	60.2	60.2	0.0	60.2	0.0	60.0	-0.2	60.5	60.7	0.2	60.0	-0.5	60.5	0.0
HOS20	876	Hospital	51747	207	52.3	52.1	51.9	-0.2	51.9	-0.2	51.9	-0.2	52.9	51.8	-1.1	53.8	0.9	52.9	0.0
LIB01	406	Library	15816	-9101	52.3	49.6	50.4	0.8	50.3	0.7	50.0	0.4	49.9	50.4	0.5	50.2	0.3	50.2	0.3
LIB02	306	Library	15450	7185	58.3	58.1	58.4	0.3	58.4	0.3	59.5	1.4	58.4	60.7	2.3	59.9	1.5	60.2	1.8
LIB03	366	Library	24178	-3305	53.9	53.3	53.4	0.1	53.4	0.1	53.3	0.0	53.6	57.0	3.4	58.9	5.3	53.6	0.0
LIB04	249	Library	23842	6513	63.3	63.6	63.7	0.1	63.8	0.2	64.0	0.4	63.8	65.2	1.4	65.3	1.5	64.7	0.9
LIB05	544	Library	3672	4468	67.4	67.0	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	67.4	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
LIB06	1000	Library	32350	-1151	57.1	56.6	56.4	-0.2	56.4	-0.2	56.4	-0.2	57.0	56.7	-0.3	59.9	2.9	57.0	0.0
LIB07	377	Library	16622	-1444	68.1	66.6	66.4	-0.2	66.4	-0.2	66.4	-0.2	67.1	67.9	0.8	65.6	-1.5	67.2	0.1
LIB10	968	Library	37424	2049	62.6	62.1	62.0	-0.1	62.0	-0.1	62.0	-0.1	62.5	61.1	-1.4	61.3	-1.2	62.4	-0.1
LIB11	1171	Library	-3147	-6769	65.6	62.5	62.5	0.0	62.4	-0.1	62.4	-0.1	62.3	62.4	0.1	61.1	-1.2	62.2	-0.1
LIB13	1177	Library	-3179	6210	60.5	58.9	59.5	0.6	59.7	0.8	59.8	0.9	59.4	59.5	0.1	60.8	1.4	60.4	1.0
NH001	1148	Hospital,Convalescent	31960	-14667	39.8	39.0	39.4	0.4	39.4	0.4	39.2	0.2	39.6	40.6	1.0	41.1	1.5	39.8	0.2
NH002	1128	Hospital,Convalescent	42592	-7309	41.5	41.8	41.7	-0.1	41.7	-0.1	41.7	-0.1	42.3	47.4	5.1	47.9	5.6	42.4	0.1
NH003	771	Hospital,Convalescent	29488	7434	60.8	61.0	61.2	0.2	61.2	0.2	61.6	0.6	61.3	62.5	1.2	62.7	1.4	62.2	0.9
NH004	884	Hospital,Convalescent	34331	5967	58.7	59.8	59.7	-0.1	59.7	-0.1	59.2	-0.6	60.0	61.7	1.7	60.0	0.0	59.6	-0.4
NH005	1100	Hospital,Convalescent	31861	-4498	48.4	48.2	48.2	0.0	48.2	0.0	48.1	-0.1	48.5	52.5	4.0	53.5	5.0	48.6	0.1
NH007	257	Hospital,Convalescent	17108	11062	50.0	49.1	49.7	0.6	49.8	0.7	49.6	0.5	49.4	51.7	2.3	50.6	1.2	50.4	1.0
NH008	367	Hospital,Convalescent	20727	-198	69.9	68.7	68.5	-0.2	68.5	-0.2	68.5	-0.2	69.1	68.0	-1.1	66.8	-2.3	68.8	-0.3
NH009	424	Hospital,Convalescent	13755	-5511	57.8	55.3	56.1	0.8	56.0	0.7	55.7	0.4	55.3	55.9	0.6	56.1	0.8	55.6	0.3
NH010	623	Hospital,Convalescent	34543	11454	49.8	50.1	50.8	0.7	50.8	0.7	51.3	1.2	50.2	52.8	2.6	51.7	1.5	51.4	1.2
NH011	818	Hospital,Convalescent	40102	4777	56.7	57.4	57.4	0.0	57.4	0.0	57.3	-0.1	57.6	57.3	-0.3	57.9	0.3	57.6	0.0
NH012	247	Hospital,Convalescent	23851	6390	63.5	63.9	64.0	0.1	64.1	0.2	64.2	0.3	64.1	65.6	1.5	65.4	1.3	64.8	0.7
NH013	313	Hospital,Convalescent	16922	7743	56.6	56.4	56.7	0.3	56.8	0.4	57.6	1.2	56.7	59.7	3.0	58.2	1.5	58.3	1.6

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence		X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
NH014	468	Hospital,Convalescent	19780	-14378	45.9	43.5	44.1	0.6	44.1	0.6	43.8	0.3	44.0	44.4	0.4	44.3	0.3	44.3	0.3
NH015	1004	Hospital,Convalescent	34661	-443	58.5	57.9	57.7	-0.2	57.7	-0.2	57.7	-0.2	58.4	57.9	-0.5	59.7	1.3	58.4	0.0
NH016	1157	Hospital,Convalescent	39036	-7308	42.2	42.4	42.4	0.0	42.4	0.0	42.3	-0.1	42.9	47.1	4.2	47.6	4.7	43.0	0.1
NH017	764	Hospital,Convalescent	34326	6502	59.8	60.6	60.6	0.0	60.6	0.0	60.1	-0.5	60.8	62.5	1.7	61.3	0.5	60.6	-0.2
NH018	312	Hospital,Convalescent	17706	7119	59.3	59.3	59.5	0.2	59.6	0.3	60.8	1.5	59.6	61.1	1.5	61.2	1.6	61.6	2.0
NH019	303	Hospital,Convalescent	14640	6647	60.3	60.2	60.5	0.3	60.5	0.3	61.8	1.6	60.5	62.0	1.5	62.1	1.6	62.6	2.1
NH020	729	Hospital,Convalescent	39023	9918	54.7	55.3	55.5	0.2	55.5	0.2	56.2	0.9	55.2	56.7	1.5	57.1	1.9	56.7	1.5
NH021	864	Hospital,Convalescent	51364	3846	58.6	58.4	58.2	-0.2	58.2	-0.2	58.2	-0.2	59.0	57.6	-1.4	57.9	-1.1	59.0	0.0
NH022	744	Hospital,Convalescent	35864	6388	58.9	59.8	59.7	-0.1	59.7	-0.1	59.2	-0.6	60.0	61.8	1.8	60.3	0.3	59.7	-0.3
NH023	411	Hospital,Convalescent	13941	-7834	55.3	52.4	53.3	0.9	53.1	0.7	52.8	0.4	52.6	53.0	0.4	52.8	0.2	52.9	0.3
NH025	269	Hospital,Convalescent	15569	12004	49.5	48.0	48.9	0.9	49.1	1.1	48.7	0.7	48.5	50.4	1.9	49.9	1.4	49.6	1.1
NH026	358	Hospital,Convalescent	26823	2036	62.4	62.9	63.1	0.2	63.1	0.2	63.1	0.2	62.9	60.9	-2.0	63.5	0.6	63.1	0.2
NH027	442	Hospital,Convalescent	18773	-9296	49.7	47.4	48.1	0.7	48.1	0.7	47.8	0.4	47.7	48.4	0.7	48.5	0.8	48.1	0.4
NH028	302	Hospital,Convalescent	14396	6645	60.2	60.1	60.4	0.3	60.5	0.4	61.7	1.6	60.4	62.0	1.6	62.0	1.6	62.5	2.1
NH029	467	Hospital,Convalescent	20446	-13970	45.7	43.4	44.1	0.7	44.0	0.6	43.7	0.3	43.9	44.4	0.5	44.3	0.4	44.3	0.4
NH030	907	Hospital,Convalescent	50177	1811	57.3	56.7	56.5	-0.2	56.5	-0.2	56.4	-0.3	57.5	56.5	-1.0	56.6	-0.9	57.5	0.0
NH031	1103	Hospital,Convalescent	31698	-4425	48.6	48.4	48.4	0.0	48.4	0.0	48.3	-0.1	48.7	52.7	4.0	53.8	5.1	48.8	0.1
NH033	288	Hospital,Convalescent	12509	8161	55.5	54.4	55.0	0.6	55.5	1.1	55.2	0.8	54.8	57.2	2.4	56.0	1.2	55.9	1.1
NH034	486	Hospital,Convalescent	25791	-14548	42.6	40.8	41.4	0.6	41.3	0.5	41.1	0.3	41.4	42.2	0.8	42.3	0.9	41.8	0.4
NH036	1047	Hospital,Convalescent	42439	-4172	46.1	46.2	46.1	-0.1	46.1	-0.1	46.1	-0.1	46.7	49.4	2.7	50.7	4.0	46.8	0.1
NH037	1067	Hospital,Convalescent	34990	-3870	48.6	48.5	48.5	0.0	48.5	0.0	48.4	-0.1	49.0	51.5	2.5	53.0	4.0	49.0	0.0
NH038	261	Hospital,Convalescent	17775	10041	51.4	50.8	51.2	0.4	51.3	0.5	51.4	0.6	51.1	54.1	3.0	52.4	1.3	52.1	1.0
NH039	919	Hospital,Convalescent	45925	2945	60.2	59.8	59.7	-0.1	59.7	-0.1	59.7	-0.1	60.3	59.0	-1.3	59.1	-1.2	60.3	0.0
NH040	246	Hospital,Convalescent	22738	6430	63.6	63.9	64.0	0.1	64.1	0.2	64.4	0.5	64.1	65.4	1.3	65.6	1.5	65.1	1.0
NH041	754	Hospital,Convalescent	37456	8531	58.3	58.8	58.9	0.1	58.9	0.1	59.2	0.4	59.0	60.4	1.4	60.5	1.5	59.9	0.9
NH042	763	Hospital,Convalescent	34661	7463	60.0	60.6	60.6	0.0	60.6	0.0	60.6	0.0	60.8	62.4	1.6	61.9	1.1	61.2	0.4
NH043	529	Hospital,Convalescent	-7595	6080	62.0	59.6	60.0	0.4	60.0	0.4	60.2	0.6	59.8	59.4	-0.4	60.6	0.8	60.7	0.9
NH044	342	Hospital,Convalescent	18202	2864	58.3	60.2	60.3	0.1	60.2	0.0	60.0	-0.2	60.6	60.7	0.1	60.0	-0.6	60.6	0.0
NH045	428	Hospital,Convalescent	15756	-5107	55.5	53.6	54.2	0.6	54.2	0.6	53.9	0.3	53.6	54.6	1.0	55.2	1.6	53.9	0.3
PBS001	1024	Public School	40639	-984	53.6	53.4	53.3	-0.1	53.3	-0.1	53.3	-0.1	53.9	53.3	-0.6	56.1	2.2	54.0	0.1
PBS002	1113	Public School	40732	-6135	43.3	43.6	43.5	-0.1	43.5	-0.1	43.5	-0.1	44.1	48.9	4.8	49.7	5.6	44.2	0.1
PBS003	1125	Public School	41839	-7642	41.3	41.5	41.5	0.0	41.5	0.0	41.4	-0.1	42.1	46.7	4.6	47.2	5.1	42.2	0.1
PBS005	1154	Public School	35269	-12060	39.5	39.5	39.7	0.2	39.7	0.2	39.6	0.1	40.1	42.0	1.9	41.6	1.5	40.1	0.0
PBS006	609	Public School	27281	10743	50.3	50.1	50.7	0.6	50.7	0.6	51.2	1.1	50.3	53.7	3.4	52.1	1.8	51.5	1.2
PBS007	728	Public School	39577	10344	53.6	54.3	54.5	0.2	54.6	0.3	55.2	0.9	54.1	55.8	1.7	56.0	1.9	55.5	1.4
PBS008	943	Public School	41950	2986	61.0	60.7	60.6	-0.1	60.6	-0.1	60.6	-0.1	61.0	59.6	-1.4	60.2	-0.8	61.0	0.0
PBS009	981	Public School	34094	2313	62.6	62.4	62.4	0.0	62.4	0.0	62.4	0.0	62.6	60.9	-1.7	62.2	-0.4	62.6	0.0
PBS010	555	Public School	9228	2097	67.0	65.4	66.3	0.9	65.9	0.5	65.7	0.3	65.4	66.2	0.8	66.9	1.5	65.7	0.3
PBS011	562	Public School	-2515	-6204	66.7	63.9	63.8	-0.1	63.8	-0.1	63.8	-0.1	63.8	63.8	0.0	62.4	-1.4	63.6	-0.2
PBS015	477	Public School	22423	-5701	49.8	48.8	49.2	0.4	49.2	0.4	49.0	0.2	49.1	51.4	2.3	52.0	2.9	49.3	0.2
PBS016	1041	Public School	40958	-3951	46.8	46.9	46.8	-0.1	46.8	-0.1	46.8	-0.1	47.4	49.8	2.4	51.2	3.8	47.5	0.1
PBS017	338	Public School	14818	3297	61.3	63.1	63.3	0.2	63.3	0.2	62.9	-0.2	63.5	65.0	1.5	62.5	-1.0	63.6	0.1
PBS018	798	Public School	35904	3121	60.2	60.5	60.5	0.0	60.5	0.0	60.5	0.0	60.6	59.0	-1.6	60.8	0.2	60.7	0.1
PBS019	397	Public School	12212	-1924	69.3	67.7	67.6	-0.1	67.6	-0.1	67.5	-0.2	68.2	69.6	1.4	66.2	-2.0	68.5	0.3
PBS021	593	Public School	911	-6459	62.2	60.5	60.4	-0.1	60.2	-0.3	60.1	-0.4	60.8	60.5	-0.3	59.4	-1.4	60.0	-0.8
PBS022	276	Public School	13419	10800	51.5	49.9	50.8	0.9	51.3	1.4	50.7	0.8	50.4	52.2	1.8	52.0	1.6	51.6	1.2

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PBS023	400 Public School	15909	-7797	53.3	50.7	51.5	0.8	51.4	0.7	51.1	0.4	50.9	51.5	0.6	51.5	0.6	51.2	0.3
PBS024	360 Public School	26296	-2314	56.3	55.6	55.6	0.0	55.6	0.0	55.5	-0.1	55.9	57.5	1.6	61.1	5.2	56.0	0.1
PBS025	481 Public School	27438	-4990	49.0	48.6	48.7	0.1	48.7	0.1	48.6	0.0	48.8	53.0	4.2	53.8	5.0	48.9	0.1
PBS026	361 Public School	23650	-1034	63.9	62.8	62.6	-0.2	62.6	-0.2	62.6	-0.2	63.2	63.4	0.2	64.2	1.0	63.2	0.0
PBS027	509 Public School	172	11002	54.0	52.0	51.3	-0.7	51.5	-0.5	51.0	-1.0	52.9	52.1	-0.8	52.6	-0.3	52.4	-0.5
PBS028	305 Public School	15282	7661	56.5	56.2	56.5	0.3	56.6	0.4	57.3	1.1	58.5	59.9	3.4	58.0	1.5	58.0	1.5
PBS029	240 Public School	25282	8750	55.0	55.2	55.6	0.4	55.7	0.5	56.5	1.3	55.4	57.4	2.0	57.0	1.6	57.0	1.6
PBS031	575 Public School	-1003	-8864	58.8	56.5	56.5	0.0	56.3	-0.2	56.3	-0.2	56.6	56.4	-0.2	55.6	-1.0	56.1	-0.5
PBS032	580 Public School	-3780	-6609	66.6	63.2	63.2	0.0	63.2	0.0	63.2	0.0	62.9	63.1	0.2	61.7	-1.2	62.9	0.0
PBS033	402 Public School	14499	-7413	55.1	52.4	53.2	0.8	53.1	0.7	52.8	0.4	52.5	53.0	0.5	52.9	0.4	52.8	0.3
PBS035	391 Public School	12046	-585	71.3	72.0	72.4	0.4	72.4	0.4	72.4	0.4	71.8	69.3	-2.5	73.3	1.5	71.7	-0.1
PBS036	1069 Public School	37216	-3113	49.5	49.5	49.4	-0.1	49.4	-0.1	49.4	-0.1	49.9	51.2	1.3	53.2	3.3	50.0	0.1
PBS037	653 Public School	42229	9598	56.2	56.7	56.9	0.2	56.9	0.2	57.3	0.6	56.9	58.2	1.3	58.5	1.6	57.9	1.0
PBS040	1084 Public School	31524	-2029	54.6	54.2	54.1	-0.1	54.1	-0.1	54.0	-0.2	54.6	55.1	0.5	58.5	3.9	54.6	0.0
PBS041	1078 Public School	32406	-2584	52.6	52.3	52.2	-0.1	52.2	-0.1	52.2	-0.1	52.7	53.7	1.0	56.3	3.6	52.7	0.0
PBS042	597 Public School	12992	-8938	55.0	52.0	52.8	0.8	52.6	0.6	52.3	0.3	52.2	52.5	0.3	52.1	-0.1	52.4	0.2
PBS043	432 Public School	16893	-10161	50.6	48.0	48.8	0.8	48.7	0.7	48.3	0.3	48.3	48.8	0.5	48.7	0.4	48.6	0.3
PBS044	462 Public School	21511	-10125	47.3	45.2	45.9	0.7	45.8	0.6	45.6	0.4	45.6	46.5	0.9	46.8	1.2	46.0	0.4
PBS046	1146 Public School	30218	-7864	44.2	43.8	44.0	0.2	44.1	0.3	43.9	0.1	44.2	47.1	2.9	47.4	3.2	44.3	0.1
PBS047	292 Public School	13295	5451	66.6	66.6	66.9	0.3	66.9	0.3	68.3	1.7	66.9	67.4	0.5	69.1	2.2	69.1	2.2
PBS048	298 Public School	13951	6710	59.8	59.6	59.9	0.3	60.0	0.4	61.1	1.5	59.9	61.8	1.9	61.5	1.6	61.8	1.9
PBS049	570 Public School	-1068	-4601	71.2	68.8	68.6	-0.2	68.6	-0.2	68.6	-0.2	68.7	68.5	-0.2	66.7	-2.0	68.5	-0.2
PBS050	301 Public School	14856	6115	63.1	63.2	63.5	0.3	63.5	0.3	65.2	2.0	63.5	64.5	1.0	65.4	1.9	66.0	2.5
PBS054	260 Public School	16704	9736	52.0	51.2	51.7	0.5	51.8	0.6	51.8	0.6	51.5	54.5	3.0	52.9	1.4	52.6	1.1
PBS055	382 Public School	14713	3	68.4	69.1	69.5	0.4	69.5	0.4	69.5	0.4	68.8	66.3	-2.5	69.8	1.0	68.8	0.0
PBS056	441 Public School	18325	-13429	47.3	44.8	45.5	0.7	45.4	0.6	45.1	0.3	45.3	45.7	0.4	45.5	0.2	45.6	0.3
PBS057	602 Public School	10185	-11730	53.3	50.3	51.0	0.7	50.8	0.5	50.5	0.2	50.6	50.8	0.2	50.3	-0.3	50.7	0.1
PBS058	598 Public School	10708	-7313	59.1	56.0	56.8	0.8	56.6	0.6	56.3	0.3	56.1	56.3	0.2	55.7	-0.4	56.3	0.2
PBS059	329 Public School	18679	5302	66.3	67.0	67.0	0.0	67.1	0.1	66.5	-0.5	67.2	68.9	1.7	67.8	0.6	67.2	0.0
PBS061	499 Public School	419	7093	61.1	59.1	57.9	-1.2	58.0	-1.1	57.8	-1.3	59.9	58.5	-1.4	59.2	-0.7	59.2	-0.7
PBS062	542 Public School	968	5128	68.0	65.9	64.6	-1.3	64.5	-1.4	65.4	-0.5	66.7	64.6	-2.1	65.5	-1.2	66.6	-0.1
PBS064	660 Public School	44551	9116	57.0	57.4	57.5	0.1	57.5	0.1	57.6	0.2	57.8	59.3	1.5	59.1	1.3	58.5	0.7
PBS065	666 Public School	47202	9853	55.8	56.3	56.4	0.1	56.4	0.1	56.6	0.3	56.6	58.1	1.5	58.0	1.4	57.5	0.9
PBS066	669 Public School	50890	11222	53.4	54.2	54.4	0.2	54.4	0.2	54.8	0.6	54.1	55.7	1.6	55.7	1.6	55.3	1.2
PBS067	673 Public School	50904	6565	55.1	55.6	55.5	-0.1	55.5	-0.1	55.3	-0.3	56.2	56.2	0.0	56.1	-0.1	56.1	-0.1
PBS078	867 Public School	51463	3246	58.7	58.2	58.0	-0.2	58.0	-0.2	58.0	-0.2	58.9	57.6	-1.3	57.7	-1.2	58.9	0.0
PBS079	875 Public School	53773	657	52.6	52.3	52.1	-0.2	52.1	-0.2	52.1	-0.2	53.2	52.1	-1.1	53.9	0.7	53.3	0.1
PBS080	877 Public School	52043	993	54.2	53.8	53.6	-0.2	53.6	-0.2	53.6	-0.2	54.6	53.6	-1.0	54.9	0.3	54.7	0.1
PBS082	880 Public School	51044	573	53.5	53.2	53.0	-0.2	53.0	-0.2	53.0	-0.2	54.0	52.9	-1.1	54.7	0.7	54.0	0.0
PBS084	896 Public School	47989	2642	59.4	59.0	58.8	-0.2	58.8	-0.2	58.8	-0.2	59.6	58.4	-1.2	58.4	-1.2	59.6	0.0
PBS085	927 Public School	45175	1275	58.4	57.8	57.5	-0.3	57.6	-0.2	57.5	-0.3	58.4	57.6	-0.8	57.8	-0.6	58.4	0.0
PBS086	969 Public School	38040	1964	62.5	61.9	61.8	-0.1	61.8	-0.1	61.8	-0.1	62.3	61.1	-1.2	61.1	-1.2	62.3	0.0
PBS087	1034 Public School	41670	-3069	48.3	48.4	48.3	-0.1	48.3	-0.1	48.3	-0.1	48.9	49.8	0.9	51.7	2.8	49.0	0.1
PBS088	1038 Public School	41232	-3505	47.6	47.7	47.6	-0.1	47.6	-0.1	47.5	-0.2	48.2	49.8	1.6	51.4	3.2	48.2	0.0
PBS090	777 Public School	30414	5411	59.3	60.4	60.3	-0.1	60.3	-0.1	59.8	-0.6	60.6	62.3	1.7	60.5	-0.1	60.2	-0.4
PBS091	392 Public School	11903	-2672	64.3	62.8	63.7	0.3	63.1	0.3	62.9	0.1	62.8	63.7	0.9	72.5	9.7	63.1	0.3

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PBS097	1031 Public School	42195	-2472	49.4	49.5	49.3	-0.2	49.3	-0.2	49.3	-0.2	50.0	50.1	0.1	52.4	2.4	50.0	0.0
PBS098	629 Public School	35517	9615	54.8	55.1	55.4	0.3	55.4	0.3	56.2	1.1	55.3	56.8	1.5	57.0	1.7	56.8	1.5
PBS099	535 Public School	-4391	5512	62.3	60.8	61.8	1.0	61.9	1.1	62.2	1.4	61.1	61.4	0.3	62.7	1.6	62.7	1.6
PBS100	788 Public School	38630	5989	57.8	58.8	58.7	-0.1	58.7	-0.1	58.2	-0.6	59.0	60.6	1.6	59.1	0.1	58.7	-0.3
PBS101	983 Public School	29058	2028	63.0	63.2	63.3	0.1	63.3	0.1	63.3	0.1	63.2	61.3	-1.9	63.5	0.3	63.3	0.1
PBS102	379 Public School	17390	-2628	59.6	58.5	58.6	0.1	58.6	0.1	58.5	0.0	58.7	60.8	2.1	66.2	7.5	58.9	0.2
PBS105	331 Public School	11840	4627	69.7	70.1	70.3	0.2	70.3	0.2	69.3	-0.8	70.4	71.9	1.5	71.3	0.9	70.0	-0.4
PBS106	504 Public School	808	9178	57.1	55.0	54.2	-0.8	54.4	-0.6	54.0	-1.0	56.0	55.0	-1.0	55.6	-0.4	55.5	-0.5
PBS107	524 Public School	-8294	5322	64.2	61.6	62.0	0.4	62.0	0.4	62.2	0.6	61.8	61.3	-0.5	62.6	0.8	62.8	1.0
PBS109	486 Public School	26318	-11324	43.8	42.4	42.9	0.5	42.9	0.5	42.7	0.3	42.9	44.2	1.3	44.7	1.8	43.2	0.3
PBS110	422 Public School	14714	-12459	50.2	47.4	48.2	0.8	48.0	0.6	47.7	0.3	47.8	48.1	0.3	47.8	0.0	48.0	0.2
PBS111	619 Public School	32576	10502	51.6	51.9	52.4	0.5	52.4	0.5	53.0	1.1	52.1	54.3	2.2	53.5	1.4	53.3	1.2
PBS112	716 Public School	42558	6542	58.6	57.4	57.3	-0.1	57.2	-0.2	56.9	-0.5	57.9	59.1	1.2	57.9	0.0	57.6	-0.3
PBS113	792 Public School	34981	4193	57.2	58.0	58.0	0.0	58.0	0.0	57.9	-0.1	58.1	57.8	-0.3	58.5	0.4	58.1	0.0
PBS114	549 Public School	9739	3976	69.9	71.0	71.1	0.1	71.3	0.3	70.1	-0.9	71.3	74.7	3.4	70.7	-0.6	70.7	-0.6
PBS116	551 Public School	8575	4739	69.7	69.4	69.8	0.4	70.1	0.7	71.8	2.4	69.8	70.2	0.4	72.6	2.8	72.6	2.8
PBS117	356 Public School	24929	3265	58.0	59.6	59.7	0.1	59.8	0.2	59.7	0.1	60.0	59.3	-0.7	59.6	-0.4	60.5	0.5
PBS118	431 Public School	18898	-9768	50.9	48.3	49.1	0.8	49.0	0.7	48.7	0.4	48.6	49.1	0.5	49.0	0.4	48.9	0.3
PBS119	1109 Public School	33933	-6714	44.2	44.1	44.2	0.1	44.2	0.1	44.1	0.0	44.6	48.0	3.4	48.6	4.0	44.6	0.0
PBS121	530 Public School	-6871	5484	63.5	61.3	61.8	0.5	61.8	0.5	62.1	0.8	61.5	61.1	-0.4	62.4	0.9	62.6	1.1
PBS122	494 Public School	5515	8945	56.6	54.4	56.0	1.6	56.7	2.3	55.8	1.4	55.2	57.1	1.9	57.9	2.7	57.6	2.4
PBS123	376 Public School	18043	-527	71.4	70.0	69.9	-0.1	69.9	-0.1	69.9	-0.1	70.5	69.4	-1.1	67.7	-2.8	70.2	-0.3
PBS124	474 Public School	21791	-11923	46.1	43.9	44.6	0.7	44.5	0.6	44.3	0.4	44.4	45.1	0.7	45.2	0.8	44.8	0.4
PBS125	1075 Public School	33837	-1843	54.0	53.7	53.6	-0.1	53.6	-0.1	53.6	-0.1	54.2	54.1	-0.1	57.4	3.2	54.2	0.0
PBS127	370 Public School	21457	-3062	55.6	54.9	55.0	0.1	55.0	0.1	54.9	0.0	55.1	58.2	3.1	60.8	5.7	55.2	0.1
PBS128	452 Public School	18568	-5939	52.0	50.4	50.9	0.5	51.0	0.6	50.7	0.3	50.5	52.0	1.5	52.5	2.0	50.8	0.3
PBS130	470 Public School	21760	-12818	45.6	43.4	44.1	0.7	44.0	0.6	43.7	0.3	43.9	44.6	0.7	44.6	0.7	44.3	0.4
PBS132	464 Public School	21251	-11798	46.5	44.3	45.0	0.7	44.9	0.6	44.6	0.3	44.7	45.4	0.7	45.5	0.8	45.1	0.4
PBS133	434 School,College	16485	-11792	49.7	47.0	47.7	0.7	47.6	0.6	47.3	0.3	47.3	47.7	0.4	47.5	0.2	47.6	0.3
PBS135	1094 School,College	30615	-4421	49.0	48.7	48.7	0.0	48.7	0.0	48.7	0.0	49.0	53.5	4.5	54.5	5.5	49.1	0.1
PBS138	511 School,College	-2901	10004	54.0	52.2	51.9	-0.3	52.1	-0.1	51.8	-0.4	52.9	52.3	-0.6	53.0	0.1	52.7	-0.2
PBS140	1163 Public School	22487	-1032	64.9	63.7	63.5	-0.2	63.5	-0.2	63.5	-0.2	64.1	64.4	0.3	64.3	0.2	64.2	0.1
PBS146	1173 Public School	9443	-12891	52.2	49.3	50.0	0.7	49.8	0.5	49.5	0.2	49.6	49.8	0.2	49.3	-0.3	49.7	0.1
PBS150	1164 Public School	47842	6852	55.6	56.2	56.1	-0.1	56.1	-0.1	55.8	-0.4	56.8	57.5	0.7	56.8	0.0	56.7	-0.1
PBS151	1165 Public School	46867	6626	55.6	56.2	56.1	-0.1	56.1	-0.1	55.8	-0.4	56.8	57.5	0.7	56.8	0.0	56.7	-0.1
PRK01	291 Park	11566	6133	61.8	61.3	61.7	0.4	61.9	0.6	63.2	1.9	61.7	63.8	2.1	63.4	1.7	63.9	2.2
PRK02	546 Park	5414	4921	65.1	64.7	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	65.1	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
PRK03	371 Park	21160	-3063	55.7	55.0	55.1	0.1	55.1	0.1	55.1	0.1	55.2	58.2	3.0	60.9	5.7	55.3	0.1
PRK04	482 Park	28196	-8240	44.6	44.1	44.4	0.3	44.4	0.3	44.2	0.1	44.5	47.0	2.5	47.2	2.7	44.6	0.1
PRK05	599 Park	9350	-9074	57.2	54.0	54.8	0.8	54.6	0.6	54.3	0.3	54.3	54.4	0.1	53.8	-0.5	54.3	0.0
PRK07	518 Park	-13479	6711	59.6	56.7	57.0	0.3	57.0	0.3	57.1	0.4	57.0	57.0	0.0	58.1	1.1	58.1	1.1
PRK10	557 Park	-5023	-4415	76.3	71.8	72.0	0.2	72.0	0.2	72.0	0.2	71.6	71.4	-0.2	69.3	-2.3	71.6	0.0
PRK11	571 Park	-1802	-8136	60.9	58.4	58.4	0.0	58.3	-0.1	58.3	-0.1	58.5	58.4	-0.1	57.4	-1.1	58.1	-0.4
PRK13	579 Park	-225	-8037	59.7	57.7	57.8	0.1	57.5	-0.2	57.4	-0.3	57.9	57.7	-0.2	56.8	-1.1	57.3	-0.6
PRK15	589 Park	1472	-5400	64.4	62.9	62.9	0.0	62.7	-0.2	62.6	-0.3	63.2	63.0	-0.2	61.8	-1.4	62.4	-0.8
PRK16	594 Park	1719	-7830	58.7	56.8	56.9	0.1	56.6	-0.2	56.4	-0.4	57.2	56.8	-0.4	56.0	-1.2	56.2	-1.0

Table A5-4
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					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PRK18	410 Park	13866	-7408	55.8	53.0	53.8	0.8	53.7	0.7	53.4	0.4	53.1	53.6	0.5	53.3	0.2	53.4	0.3
PRK19	490 Park	27371	-11411	43.2	42.0	42.4	0.4	42.5	0.5	42.2	0.2	42.5	44.0	1.5	44.4	1.9	42.7	0.2
PRK20	456 Park	19312	-9302	49.3	47.0	47.8	0.8	47.7	0.7	47.4	0.4	47.4	48.1	0.7	48.3	0.9	47.7	0.3
PRK21	457 Park	19949	-9303	48.8	46.7	47.4	0.7	47.3	0.6	47.0	0.3	47.0	47.8	0.8	48.1	1.1	47.4	0.4
PRK22	1137 Park	34490	-8837	41.8	41.7	41.9	0.2	41.9	0.2	41.8	0.1	42.2	44.7	2.5	45.0	2.8	42.3	0.1
PRK29	483 Park	27082	-7012	46.2	45.7	45.9	0.2	45.9	0.2	45.8	0.1	46.0	48.8	2.8	49.2	3.2	46.1	0.1
PRK32	241 Park	25809	7591	59.7	59.9	60.1	0.2	60.2	0.3	61.2	1.3	60.1	61.3	1.2	61.9	1.8	61.9	1.8
PRK41	316 Park	15768	6307	62.5	62.5	62.8	0.3	62.9	0.4	64.5	2.0	62.9	63.8	0.9	64.7	1.8	65.3	2.4
PRK42	335 Park	13359	1894	59.4	60.2	60.6	0.4	60.6	0.4	60.4	0.2	60.1	60.6	0.5	61.2	1.1	60.5	0.4
PRK43	351 Park	23171	4140	59.4	61.2	61.1	-0.1	61.2	0.0	60.8	-0.4	61.6	62.8	1.2	60.7	-0.9	61.7	0.1
PRK45	775 Park	28752	5597	60.7	61.7	61.7	0.0	61.7	0.0	61.1	-0.6	61.9	63.9	2.0	61.9	0.0	61.5	-0.4
PRK46	789 Park	36620	5021	56.6	57.5	57.5	0.0	57.5	0.0	57.2	-0.3	57.7	58.4	0.7	57.9	0.2	57.5	-0.2
PRK47	829 Park	42223	4785	56.9	57.5	57.5	0.0	57.5	0.0	57.4	-0.1	57.7	57.0	-0.7	57.9	0.2	57.7	0.0
PRK48	924 Park	43851	1572	59.8	59.2	58.9	-0.3	59.0	-0.2	58.9	-0.3	59.7	58.8	-0.9	58.6	-1.1	59.7	0.0
PRK49	925 Park	44522	1571	59.4	58.8	58.6	-0.2	58.6	-0.2	58.6	-0.2	59.4	58.5	-0.9	58.4	-1.0	59.4	0.0
PRK50	926 Park	44965	1467	59.0	58.4	58.2	-0.2	58.2	-0.2	58.2	-0.2	59.0	58.1	-0.9	58.1	-0.9	59.0	0.0
PRK52	386 Park	14558	-1937	66.2	64.8	64.7	-0.1	64.7	-0.1	64.7	-0.1	65.3	66.5	1.2	66.5	1.2	65.4	0.1
PRK53	667 Park	48906	9818	55.6	55.9	56.1	0.2	56.1	0.2	56.2	0.3	56.5	57.8	1.3	57.6	1.1	57.2	0.7
PRK54	914 Park	47049	580	55.3	54.9	54.7	-0.2	54.7	-0.2	54.7	-0.2	55.6	54.7	-0.9	56.2	0.6	55.6	0.0
PRK55	915 Park	46322	556	55.6	55.2	55.0	-0.2	55.0	-0.2	55.0	-0.2	55.8	54.9	-0.9	56.4	0.6	55.9	0.1
PRK56	984 Park	26407	1919	63.3	63.4	63.6	0.2	63.6	0.2	63.6	0.2	63.5	61.5	-2.0	63.8	0.3	63.6	0.1
PRK59	311 Park	18760	7140	59.7	59.7	59.9	0.2	60.0	0.3	61.3	1.6	59.9	61.2	1.3	61.6	1.7	62.0	2.1
PRK60	277 Park	13470	9437	53.2	51.8	52.6	0.8	53.0	1.2	52.5	0.7	52.2	54.3	2.1	53.6	1.4	53.3	1.1
PRK62	591 Park	2383	-6026	62.1	60.2	60.3	0.1	60.0	-0.2	59.8	-0.3	60.5	60.3	-0.2	59.2	-1.3	59.6	-0.9
PRK65	558 Park	-6967	-8394	63.4	59.6	59.9	0.3	59.9	0.3	59.9	0.3	59.3	59.5	0.2	58.5	-0.8	59.4	0.1
PRK67	235 Park	-10639	716	78.2	75.8	74.8	-1.0	74.7	-1.1	74.7	-1.1	76.2	79.9	3.7	76.3	0.1	76.4	0.2
PRK68	541 Park	-761	5208	65.5	63.7	62.8	-0.9	62.9	-0.8	63.5	-0.2	64.5	62.7	-1.8	64.1	-0.4	64.4	-0.1
PRK69	604 Park	10384	-12485	52.3	49.4	50.1	0.7	49.9	0.5	49.6	0.2	49.7	49.9	0.2	49.5	-0.2	49.8	0.1
PRK70	1009 Park	34964	-416	58.4	57.6	57.6	-0.2	57.6	-0.2	57.6	-0.2	58.3	57.8	-0.5	59.6	1.3	58.3	0.0
PRK71	1162 Park	-4883	-7930	63.7	60.1	60.2	0.1	60.2	0.1	60.2	0.1	59.8	60.0	0.2	58.9	-0.9	59.8	0.0
PRK72	1172 Park	-3078	-6614	66.0	62.9	62.9	0.0	62.9	0.0	62.9	0.0	62.8	62.8	0.0	61.5	-1.3	62.6	-0.2
PVS001	636 Private School	37733	11384	50.5	51.1	51.5	0.4	51.6	0.5	52.1	1.0	51.1	53.3	2.2	52.6	1.5	52.2	1.1
PVS002	1070 Private School	37336	-3455	48.7	48.8	48.7	-0.1	48.7	-0.1	48.6	-0.2	49.2	51.0	1.8	52.7	3.5	49.3	0.1
PVS003	888 Private School	34483	5967	58.7	59.7	59.6	-0.1	59.6	-0.1	59.1	-0.6	59.9	61.6	1.7	60.0	0.1	59.5	-0.4
PVS004	989 Private School	27097	2468	60.6	61.4	61.6	0.2	61.6	0.2	61.6	0.2	61.4	59.7	-1.7	62.1	0.7	61.8	0.4
PVS005	902 Private School	48768	789	55.1	54.7	54.5	-0.2	54.5	-0.2	54.5	-0.2	55.4	54.5	-0.9	55.8	0.4	55.5	0.1
PVS006	491 Private School	27038	-12669	42.8	41.4	41.8	0.4	41.8	0.4	41.6	0.2	41.9	43.0	1.1	43.5	1.6	42.2	0.3
PVS007	525 Private School	-7778	4626	66.5	64.0	64.4	0.4	64.4	0.4	64.9	0.9	64.1	63.6	-0.5	65.0	0.9	65.4	1.3
PVS011	536 Private School	833	5679	65.4	63.3	62.0	-1.3	61.9	-1.4	62.3	-1.0	64.1	62.4	-1.7	63.1	-1.0	63.6	-0.5
PVS012	539 Private School	771	5989	64.3	62.2	60.9	-1.3	60.9	-1.3	61.1	-1.1	63.1	61.4	-1.7	62.1	-1.0	62.4	-0.7
PVS013	672 Private School	51675	9023	55.8	56.0	56.0	0.0	56.0	0.0	55.8	-0.2	56.9	58.0	1.1	57.5	0.6	57.3	0.4
PVS014	685 Private School	46351	8153	56.9	57.4	57.3	-0.1	57.3	-0.1	57.1	-0.3	58.0	59.5	1.5	58.6	0.6	58.2	0.2
PVS015	813 Private School	40120	5340	56.2	57.0	57.0	0.0	57.0	0.0	56.8	-0.2	57.3	57.8	0.5	57.5	0.2	57.2	-0.1
PVS017	882 Private School	34119	6123	59.2	60.1	60.1	0.0	60.1	0.0	59.5	-0.6	60.3	62.1	1.8	60.5	0.2	60.0	-0.3
PVS018	1099 Private School	31945	-4425	48.5	48.3	48.3	0.0	48.3	0.0	48.2	-0.1	48.7	52.5	3.8	53.5	4.8	48.7	0.0
PVS023	913 Private School	46330	1417	58.2	57.6	57.3	-0.3	57.3	-0.3	57.3	-0.3	58.2	57.4	-0.8	57.5	-0.7	58.3	0.1

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PVS024	1151 Private School	34485	-12422	39.6	39.5	39.8	0.3	39.8	0.3	39.6	0.1	40.2	41.9	1.7	41.6	1.4	40.1	-0.1
PVS025	274 Private School	12977	12319	50.2	48.5	49.4	0.9	49.9	1.4	49.2	0.7	49.0	50.6	1.6	50.7	1.7	50.2	1.2
PVS026	742 Private School	36140	6964	59.5	60.3	60.2	-0.1	60.3	0.0	59.9	-0.4	60.5	62.2	1.7	61.2	0.7	60.5	0.0
PVS027	548 Private School	10155	6178	61.2	60.5	61.0	0.5	61.5	1.0	62.1	1.6	60.8	62.9	2.1	62.4	1.6	62.8	2.0
PVS028	354 Private School	24379	5761	63.5	64.3	64.3	0.0	64.3	0.0	63.8	-0.5	64.5	66.5	2.0	65.0	0.5	64.3	-0.2
PVS029	251 Private School	23982	7178	61.1	61.2	61.5	0.3	61.5	0.3	62.6	1.4	61.5	62.5	1.0	63.3	1.8	63.2	1.7
PVS030	606 Private School	28850	11455	49.0	48.9	49.5	0.6	49.4	0.5	49.8	0.9	49.1	52.4	3.3	50.8	1.7	50.1	1.0
PVS031	521 Private School	-12447	6370	60.7	57.7	58.0	0.3	58.0	0.3	58.1	0.4	58.0	57.9	-0.1	59.0	1.0	59.1	1.1
PVS033	787 Private School	34984	5635	57.8	58.8	58.8	0.0	58.8	0.0	58.3	-0.5	59.0	60.5	1.5	59.1	0.1	58.7	-0.3
PVS034	995 Private School	29461	-1469	57.7	57.1	56.9	-0.2	56.9	-0.2	56.9	-0.2	57.4	57.6	0.2	61.1	3.7	57.4	0.0
PVS035	622 Private School	34140	9211	55.6	56.1	56.3	0.2	56.3	0.2	57.2	1.1	56.3	57.7	1.4	58.0	1.7	57.8	1.5
PVS036	239 Private School	25423	11457	48.6	48.3	48.8	0.5	48.9	0.6	49.2	0.9	48.6	52.5	3.9	50.7	2.1	49.6	1.0
PVS037	993 Private School	29435	-516	61.9	61.0	60.8	-0.2	60.8	-0.2	60.8	-0.2	61.4	61.2	-0.2	62.1	0.7	61.4	0.0
PVS038	1124 Private School	41624	-8000	41.0	41.1	41.1	0.0	41.1	0.0	41.1	0.0	41.7	46.0	4.3	46.5	4.8	41.8	0.1
PVS039	831 Private School	41645	4101	58.4	58.8	58.8	0.0	58.8	0.0	58.7	-0.1	59.0	57.7	-1.3	59.0	0.0	59.0	0.0
PVS040	933 Private School	40319	1147	60.7	60.0	59.8	-0.2	59.8	-0.2	59.8	-0.2	60.5	59.6	-0.9	59.4	-1.1	60.5	0.0
PVS041	437 Private School	18864	-12877	47.4	44.9	45.6	0.7	45.5	0.6	45.2	0.3	45.3	45.8	0.5	45.7	0.4	45.7	0.4
PVS044	293 Private School	13506	6729	59.6	59.3	59.6	0.3	59.8	0.5	60.8	1.5	59.6	61.9	2.3	61.2	1.6	61.5	1.9
PVS045	381 Private School	14435	884	62.1	63.1	63.6	0.5	63.6	0.5	63.5	0.4	62.6	61.6	-1.0	65.3	2.7	62.8	0.2
PVS046	1092 Private School	29009	-4204	50.0	49.6	49.7	0.1	49.7	0.1	49.6	0.0	49.9	54.3	4.4	55.4	5.5	49.9	0.0
PVS047	465 Private School	19141	-12557	47.4	44.9	45.7	0.8	45.6	0.7	45.3	0.4	45.4	45.9	0.5	45.8	0.4	45.7	0.3
PVS048	578 Private School	-501	-8326	58.4	57.3	57.2	-0.1	57.1	-0.2	57.0	-0.3	57.5	57.3	-0.2	56.4	-1.1	56.9	-0.6
PVS049	965 Private School	34967	2020	63.2	62.7	62.6	-0.1	62.6	-0.1	62.6	-0.1	63.0	61.6	-1.4	62.1	-0.9	63.0	0.0
PVS050	844 Private School	45633	5330	56.3	56.9	56.8	-0.1	56.8	-0.1	56.7	-0.2	57.1	56.6	-0.5	57.2	0.1	57.1	0.0
PVS051	317 Private School	16298	5790	65.7	65.8	66.1	0.3	66.1	0.3	67.0	1.2	66.1	66.6	0.5	68.0	1.9	67.8	1.7
PVS052	956 Private School	40122	2449	61.8	61.3	61.2	-0.1	61.2	-0.1	61.2	-0.1	61.7	60.4	-1.3	60.6	-1.1	61.7	0.0
PVS053	259 Private School	17350	10496	50.7	49.9	50.5	0.6	50.6	0.7	50.5	0.6	50.2	52.9	2.7	51.5	1.3	51.2	1.0
PVS054	618 Private School	32159	8982	56.1	56.3	56.5	0.2	56.6	0.3	57.5	1.2	56.5	57.9	1.4	58.2	1.7	58.1	1.6
PVS055	328 Private School	18415	5475	66.3	66.8	67.0	0.2	67.0	0.2	66.7	-0.1	67.1	68.6	1.5	68.1	1.0	67.4	0.3
PVS056	891 Private School	34709	4608	56.8	57.7	57.7	0.0	57.7	0.0	57.5	-0.2	57.9	58.2	0.3	58.1	0.2	57.8	-0.1
PVS057	1160 Private School	40087	-7076	42.3	42.5	42.4	-0.1	42.4	-0.1	42.4	-0.1	43.0	47.6	4.6	48.1	5.1	43.1	0.1
PVS058	974 Private School	29674	1811	63.8	63.8	63.9	0.1	63.9	0.1	63.9	0.1	63.9	62.0	-1.9	63.8	-0.1	63.9	0.0
PVS059	901 Private School	47885	224	53.9	53.7	53.4	-0.3	53.5	-0.2	53.4	-0.3	54.3	53.4	-0.9	55.3	1.0	54.4	0.1
PVS060	496 Private School	6258	8224	57.4	55.4	57.2	1.8	58.0	2.6	57.0	1.6	56.0	58.2	2.2	59.1	3.1	58.7	2.7
PVS061	1097 Private School	31768	-6638	45.1	44.8	44.9	0.1	44.9	0.1	44.8	0.0	45.2	48.6	3.4	49.1	3.9	45.2	0.0
PVS062	368 Private School	19294	-197	70.4	69.3	69.3	0.0	69.3	0.0	69.3	0.0	69.7	68.2	-1.5	68.0	-1.7	69.4	-0.3
PVS063	469 Private School	19142	-14468	46.2	43.7	44.4	0.7	44.3	0.6	44.0	0.3	44.2	44.7	0.5	44.5	0.3	44.6	0.4
PVS064	295 Private School	13310	7076	58.2	57.7	58.1	0.4	58.3	0.6	59.0	1.3	58.1	61.2	3.1	59.6	1.5	59.7	1.6
PVS065	761 Private School	33672	6369	59.9	60.7	60.7	0.0	60.7	0.0	60.1	-0.6	60.9	62.6	1.7	61.3	0.4	60.6	-0.3
PVS066	271 Private School	14716	11128	50.7	49.2	50.0	0.8	50.4	1.2	49.9	0.7	49.6	51.6	2.0	51.1	1.5	50.8	1.2
PVS067	998 Private School	32753	-466	59.7	58.9	58.7	-0.2	58.7	-0.2	58.7	-0.2	59.4	59.0	-0.4	60.6	1.2	59.4	0.0
PVS068	835 Private School	43674	6162	56.0	56.7	56.6	-0.1	56.6	-0.1	56.3	-0.4	57.2	57.9	0.7	57.2	0.0	57.0	-0.2
PVS069	294 Private School	13205	6854	59.0	58.6	59.0	0.4	59.2	0.6	60.0	1.4	59.0	61.7	2.7	60.5	1.5	60.7	1.7
PVS070	334 Private School	15369	3722	62.9	64.9	64.9	0.0	65.0	0.1	64.5	-0.4	65.2	66.9	1.7	64.0	-1.2	65.1	-0.1
PVS071	507 Private School	2864	13792	50.7	48.7	49.1	0.4	49.4	0.7	48.8	0.1	49.6	50.3	0.7	50.8	1.2	50.7	1.1
PVS072	688 Private School	45643	7481	56.8	57.3	57.2	-0.1	57.2	-0.1	56.8	-0.5	57.9	59.3	1.4	58.2	0.3	57.8	-0.1

Table A5-4
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft DNL
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PVS073	353 Private School	24503	5600	63.2	64.1	64.1	0.0	64.1	0.0	63.5	-0.6	64.3	66.3	2.0	64.6	0.3	64.0	-0.3
PVS074	250 Private School	24091	6749	62.7	62.9	63.1	0.2	63.2	0.3	63.6	0.7	63.2	64.3	1.1	64.7	1.5	64.3	1.1
PVS075	385 Private School	13804	-640	72.1	71.4	71.5	0.1	71.5	0.1	71.5	0.1	71.6	69.3	-2.3	72.3	0.7	71.1	-0.5
PVS076	954 Private School	38754	2351	62.1	61.7	61.6	-0.1	61.6	-0.1	61.6	-0.1	62.0	60.7	-1.3	61.0	-1.0	62.0	0.0
PVS077	390 Private School	12602	-226	69.0	70.1	70.5	0.4	70.5	0.4	70.5	0.4	69.7	67.2	-2.5	70.7	1.0	69.8	0.1
PVS078	1129 Private School	40094	-6165	43.4	43.6	43.6	0.0	43.6	0.0	43.5	-0.1	44.2	48.9	4.7	49.7	5.5	44.2	0.0
PVS079	345 Private School	16235	3486	61.1	63.0	63.1	0.1	63.2	0.2	62.7	-0.3	63.4	64.8	1.4	62.3	-1.1	63.4	0.0
PVS080	826 Private School	40329	5114	56.3	57.1	57.1	0.0	57.0	-0.1	56.9	-0.2	57.3	57.4	0.1	57.5	0.2	57.3	0.0
PVS081	973 Private School	29676	2047	63.0	63.1	63.2	0.1	63.3	0.2	63.2	0.1	63.2	61.3	-1.9	63.4	0.2	63.3	0.1
PVS082	767 Private School	32177	6695	60.7	61.4	61.4	0.0	61.5	0.1	61.2	-0.2	61.7	63.4	1.7	62.3	0.6	61.7	0.0
PVS083	326 Private School	17478	5970	65.1	65.2	65.5	0.3	65.5	0.3	66.4	1.2	65.5	66.2	0.7	67.4	1.9	67.2	1.7
PVS084	383 Private School	16261	-881	72.4	70.8	70.6	-0.2	70.6	-0.2	70.6	-0.2	71.4	70.8	-0.6	67.4	-4.0	71.1	-0.3
PVS085	614 Private School	32138	10688	51.1	51.3	51.9	0.6	51.9	0.8	52.4	1.1	51.5	53.9	2.4	52.9	1.4	52.7	1.2
PVS086	755 Private School	36351	8881	57.5	57.7	57.9	0.2	57.9	0.2	58.5	0.8	57.9	59.2	1.3	59.7	1.8	59.2	1.3
PVS087	1074 Private School	32298	-1596	55.6	55.1	55.0	-0.1	55.0	-0.1	55.0	-0.1	55.6	55.5	-0.1	58.9	3.3	55.6	0.0
PVS088	961 Private School	38743	567	59.8	59.1	58.9	-0.2	58.9	-0.2	58.9	-0.2	59.7	59.0	-0.7	59.2	-0.5	59.7	0.0
PVS089	455 Private School	21436	-4476	52.0	51.3	51.5	0.2	51.5	0.2	51.4	0.1	51.5	54.2	2.7	55.2	3.7	51.6	0.1
PVS090	1122 Private School	41029	-8870	40.2	40.3	40.4	0.1	40.4	0.1	40.3	0.0	41.0	44.5	3.5	45.0	4.0	41.1	0.1
PVS091	988 Private School	27180	2649	59.9	60.9	61.1	0.2	61.1	0.2	61.0	0.1	60.9	59.3	-1.6	61.5	0.6	61.3	0.4
PVS092	264 Private School	18568	9623	52.0	51.8	52.1	0.3	52.2	0.4	52.4	0.6	52.0	55.4	3.4	53.5	1.5	53.1	1.1
PVS093	533 Private School	-5793	5899	61.9	60.0	60.6	0.6	60.7	0.7	60.9	0.9	60.3	60.1	-0.2	61.3	1.0	61.4	1.1
PVS094	846 Private School	45622	3868	59.3	59.3	59.2	-0.1	59.2	-0.1	59.2	-0.1	59.6	58.1	-1.5	59.0	-0.6	59.6	0.0
PVS095	935 Private School	40328	3045	61.0	60.8	60.8	0.0	60.8	0.0	60.8	0.0	61.1	59.6	-1.5	60.5	-0.6	61.1	0.0
PVS096	415 Private School	13903	-10070	53.0	50.1	50.9	0.8	50.8	0.7	50.5	0.4	50.4	50.7	0.3	50.4	0.0	50.6	0.2
PVS099	255 Private School	22860	11024	49.3	49.2	49.6	0.4	49.7	0.5	50.0	0.8	49.4	53.1	3.7	51.3	1.9	50.5	1.1
PVS100	1029 Private School	41450	-1354	52.3	52.2	52.1	-0.1	52.1	-0.1	52.1	-0.1	52.8	52.2	-0.6	55.0	2.2	52.8	0.0
PVS101	994 Private School	29432	-911	60.1	59.3	59.2	-0.1	59.2	-0.1	59.1	-0.2	59.7	59.6	-0.1	61.9	2.2	59.7	0.0
PVS102	803 Private School	39034	6860	58.3	59.1	59.1	0.0	59.1	0.0	58.6	-0.5	59.5	61.1	1.6	59.9	0.4	59.3	-0.2
PVS103	501 Private School	3278	9736	56.0	53.8	54.6	0.8	55.0	1.2	54.4	0.6	54.7	55.7	1.0	56.4	1.7	56.3	1.6
PVS104	554 Private School	9240	3525	68.7	70.4	70.5	0.1	70.6	0.2	70.0	-0.4	70.6	72.1	1.5	69.5	-1.1	70.5	-0.1
PVS105	403 Private School	14468	-9493	53.1	50.3	51.1	0.8	51.0	0.7	50.6	0.3	50.5	50.9	0.4	50.6	0.1	50.8	0.3
PVS106	243 Private School	26663	6419	62.7	63.2	63.3	0.1	63.3	0.1	63.1	-0.1	63.4	65.2	1.8	64.4	1.0	63.7	0.3
PVS107	543 Private School	3658	5088	64.7	63.5	67.5	4.0	67.9	4.4	68.1	4.6	64.1	68.3	4.2	70.0	5.9	69.8	5.7
PVS108	245 Private School	23359	6499	63.4	63.7	63.8	0.1	63.9	0.2	64.2	0.5	63.9	65.2	1.3	65.4	1.5	64.8	0.9
PVS109	341 Private School	18639	3216	58.8	60.9	60.9	0.0	60.9	0.0	60.5	-0.4	61.4	61.8	0.4	60.3	-1.1	61.4	0.0
PVS110	577 Private School	-573	-8780	58.6	56.4	56.4	0.0	56.2	-0.2	56.2	-0.2	56.6	56.4	-0.2	55.5	-1.1	56.0	-0.6
PVS111	450 Private School	16874	-6105	53.6	51.5	52.2	0.7	52.2	0.7	51.9	0.4	51.6	52.6	1.0	53.1	1.5	51.9	0.3

Acquired Grid location would be acquired for airport development under the alternative.

Source: Landrum & Brown, 2000

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence		X Distance	Y Distance	Env. Baseline Conditions	2005						2015						
						No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
C08	26	Regular Grid	-15000	9000	76.1	68.2	68.2	0.0	68.2	0.0	69.0	0.8	66.7	66.2	-0.5	67.4	0.7	67.3	0.6
C09	27	Regular Grid	-15000	12000	69.9	62.3	62.2	-0.1	62.2	-0.1	62.9	0.6	60.8	60.7	-0.1	61.7	0.9	61.6	0.8
D06	33	Regular Grid	-12000	3000	101.8	93.9	93.4	-0.5	93.4	-0.5	95.7	1.8	93.9	90.3	-3.6	88.5	-5.4	91.7	-2.2
D07	34	Regular Grid	-12000	6000	85.6	77.6	77.6	0.0	77.6	0.0	78.9	1.3	75.2	74.4	-0.8	75.8	0.6	76.2	1.0
D08	35	Regular Grid	-12000	9000	76.4	68.4	68.4	0.0	68.4	0.0	69.3	0.9	66.7	66.4	-0.3	67.6	0.9	67.5	0.8
D09	36	Regular Grid	-12000	12000	70.2	62.3	62.4	0.1	62.5	0.2	62.9	0.6	60.8	60.6	-0.2	61.6	0.8	61.5	0.7
E07	43	Regular Grid	-9000	6000	85.8	76.7	77.0	0.3	77.0	0.3	78.2	1.5	75.7	74.7	-1.0	76.6	0.9	77.1	1.4
E08	44	Regular Grid	-9000	9000	76.6	67.7	68.5	0.8	68.5	0.8	68.5	0.8	66.7	66.3	-0.4	67.7	1.0	67.5	0.8
E09	45	Regular Grid	-9000	12000	70.1	61.9	62.3	0.4	62.3	0.4	62.5	0.6	60.6	60.4	-0.2	61.5	0.9	61.3	0.7
F02	47	Regular Grid	-6000	-9000	82.2	73.7	73.7	0.0	73.7	0.0	73.7	0.0	73.0	71.8	-1.2	72.4	-0.6	73.8	0.8
F03	48	Regular Grid	-6000	-6000	93.4	84.4	84.4	0.0	84.4	0.0	84.4	0.0	84.2	81.0	-3.2	81.9	-2.3	84.3	0.1
F07	52	Regular Grid	-6000	6000	85.6	77.2	77.8	0.6	77.8	0.6	78.7	1.5	74.5	75.6	1.1	77.1	2.6	76.9	2.4
F08	53	Regular Grid	-6000	9000	76.1	67.3	68.2	0.9	68.4	1.1	68.3	1.0	65.2	66.3	1.1	67.7	2.5	67.6	2.4
F09	54	Regular Grid	-6000	12000	69.5	61.1	62.0	0.9	62.1	1.0	62.1	1.0	59.7	60.2	0.5	61.3	1.6	61.2	1.5
G01	55	Regular Grid	-3000	-12000	72.5	67.3	68.2	0.9	68.2	0.9	68.2	0.9	65.9	66.2	0.3	66.2	0.3	66.5	0.6
G02	56	Regular Grid	-3000	-9000	79.1	72.1	72.1	0.0	72.1	0.0	72.1	0.0	71.1	70.4	-0.7	71.1	0.0	72.2	1.1
G03	57	Regular Grid	-3000	-6000	89.2	82.7	82.7	0.0	82.7	0.0	82.7	0.0	82.3	79.7	-2.6	80.7	-1.6	83.0	0.7
G07	61	Regular Grid	-3000	6000	84.4	75.8	76.7	0.9	77.3	1.5	77.3	1.5	75.8	77.1	1.3	76.1	0.3	75.9	0.1
G08	62	Regular Grid	-3000	9000	75.5	66.0	67.9	1.9	68.1	2.1	68.0	2.0	66.0	66.8	0.8	66.1	0.1	66.0	0.0
G09	63	Regular Grid	-3000	12000	69.8	61.1	61.6	0.5	61.7	0.6	61.7	0.6	60.7	59.9	-0.8	60.3	-0.4	60.1	-0.6
H01	64	Regular Grid	0	-12000	70.6	65.5	67.0	1.5	67.2	1.7	67.1	1.6	64.8	65.2	0.4	65.2	0.4	65.8	1.0
H02	65	Regular Grid	0	-9000	77.1	70.2	70.2	0.0	70.2	0.0	70.2	0.0	68.4	68.3	-0.1	68.9	0.5	70.3	1.9
H03	66	Regular Grid	0	-6000	86.8	80.0	80.0	0.0	80.0	0.0	80.0	0.0	77.8	77.8	0.0	78.8	1.0	80.2	2.4
H07	70	Regular Grid	0	6000	89.7	79.3	78.5	-0.8	77.5	-1.8	77.7	-1.6	78.9	78.5	-0.4	77.5	-1.4	77.3	-1.6
H08	71	Regular Grid	0	9000	78.8	69.5	69.2	-0.3	68.6	-0.9	68.5	-1.0	69.4	68.2	-1.2	68.6	-0.8	68.5	-0.9
H09	72	Regular Grid	0	12000	71.8	63.3	63.2	-0.1	62.9	-0.4	62.8	-0.5	62.7	61.5	-1.2	62.4	-0.3	62.3	-0.4
I01	73	Regular Grid	3000	-12000	68.6	63.1	64.9	1.8	65.1	2.0	65.1	2.0	63.1	63.6	0.5	63.8	0.7	64.6	1.5
I02	74	Regular Grid	3000	-9000	74.0	66.7	67.9	1.2	67.9	1.2	67.9	1.2	66.2	66.2	0.0	66.6	0.4	66.8	0.6
I03	75	Regular Grid	3000	-6000	81.6	74.9	76.5	1.6	76.6	1.7	76.6	1.7	74.9	74.2	-0.7	74.0	-0.9	76.3	1.4
I07	79	Regular Grid	3000	6000	92.1	82.6	82.0	-0.6	81.9	-0.7	81.8	-0.8	82.0	80.4	-1.6	82.0	0.0	81.8	-0.2
I08	80	Regular Grid	3000	9000	80.7	71.5	71.4	-0.1	71.2	-0.3	71.2	-0.3	71.3	69.6	-1.7	71.0	-0.3	70.9	-0.4
I09	81	Regular Grid	3000	12000	73.2	64.6	64.6	0.0	64.5	-0.1	64.4	-0.2	64.3	62.9	-1.4	63.8	-0.5	63.7	-0.6
J01	82	Regular Grid	6000	-12000	67.8	61.2	62.6	1.4	62.7	1.5	62.7	1.5	61.2	61.5	0.3	61.7	0.5	63.3	2.1
J02	83	Regular Grid	6000	-9000	73.2	67.6	68.4	0.8	68.4	0.8	68.4	0.8	67.6	66.5	-1.1	65.3	-2.3	68.1	0.5
J03	84	Regular Grid	6000	-6000	81.9	76.8	78.1	1.3	78.1	1.3	78.1	1.3	76.8	75.3	-1.5	73.4	-3.4	75.3	-1.5
J07	88	Regular Grid	6000	6000	94.4	86.6	83.9	-2.7	83.9	-2.7	83.9	-2.7	83.6	85.9	2.3	83.9	0.3	83.7	0.1
J08	89	Regular Grid	6000	9000	83.1	73.0	73.0	0.0	72.8	-0.2	72.8	-0.2	73.0	73.2	0.2	72.9	-0.1	72.8	-0.2
J09	90	Regular Grid	6000	12000	75.8	65.9	65.8	-0.1	65.8	-0.1	65.7	-0.2	65.7	65.7	0.0	65.6	-0.1	65.6	-0.1
K01	91	Regular Grid	9000	-12000	69.1	61.3	62.5	1.2	62.5	1.2	62.5	1.2	61.3	61.1	-0.2	60.1	-1.2	64.2	2.9
K02	92	Regular Grid	9000	-9000	75.0	67.6	68.7	1.1	68.7	1.1	68.7	1.1	67.6	67.0	-0.6	65.8	-1.8	70.3	2.7
K03	93	Regular Grid	9000	-6000	83.3	76.7	77.3	0.6	77.3	0.6	77.3	0.6	76.7	74.9	-1.8	73.2	-3.5	78.9	2.2
K05	95	Regular Grid	9000	0	103.8	96.3	97.0	0.7	97.0	0.7	97.0	0.7	96.3	96.3	0.0	102.8	6.5	96.3	0.0
K07	97	Regular Grid	9000	6000	101.4	89.5	85.5	-4.0	85.6	-3.9	85.6	-3.9	85.2	93.4	8.2	91.2	6.0	85.0	-0.2
K08	98	Regular Grid	9000	9000	87.6	77.7	77.7	0.0	77.7	0.0	77.3	-0.4	76.2	78.1	0.1	76.8	-1.4	77.3	-0.9
K09	99	Regular Grid	9000	12000	80.2	70.5	69.8	-0.7	69.8	-0.7	71.8	1.3	70.5	69.2	-1.3	68.3	-2.2	71.8	1.3
L01	100	Regular Grid	12000	-12000	69.1	61.7	62.6	0.9	62.6	0.9	62.6	0.9	61.7	61.3	-0.4	60.4	-1.3	63.8	2.1

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

					2005						2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
L02	101 Regular Grid	12000	-9000	75.1	67.7	68.5	0.8	68.5	0.8	68.5	0.8	67.7	66.9	-0.8	65.8	-1.9	69.3	1.6
L03	102 Regular Grid	12000	-6000	83.4	76.0	76.3	0.3	76.3	0.3	76.3	0.3	76.0	74.2	-1.8	76.8	0.8	75.3	-0.7
L04	103 Regular Grid	12000	-3000	97.1	89.0	89.1	0.1	89.1	0.1	89.1	0.1	89.0	87.9	-1.1	95.9	6.9	84.9	-4.1
L05	104 Regular Grid	12000	0	104.4	97.7	99.8	2.1	99.7	2.0	99.7	2.0	97.7	97.7	0.0	99.4	1.7	97.7	0.0
L06	105 Regular Grid	12000	3000	98.8	93.6	93.1	-0.5	93.3	-0.3	93.3	-0.3	92.3	95.0	2.7	92.5	0.2	92.7	0.4
L07	106 Regular Grid	12000	6000	101.3	91.2	87.4	-3.8	87.5	-3.7	87.5	-3.7	86.9	95.5	8.6	95.5	8.6	87.0	0.1
L08	107 Regular Grid	12000	9000	92.1	76.6	74.8	-1.8	75.2	-1.4	75.2	-1.4	74.4	83.1	8.7	81.5	7.1	75.2	0.8
L09	108 Regular Grid	12000	12000	81.0	75.8	75.8	0.0	75.8	0.0	75.2	-0.6	75.8	72.9	-2.9	74.5	-1.3	75.2	-0.6
M01	109 Regular Grid	15000	-12000	69.6	61.7	61.7	0.0	61.7	0.0	61.7	0.0	61.7	61.2	-0.5	60.8	-0.9	62.0	0.3
M02	110 Regular Grid	15000	-9000	75.6	67.4	67.2	-0.2	67.2	-0.2	67.2	-0.2	67.4	67.2	-0.2	68.8	1.4	65.9	-1.5
M03	111 Regular Grid	15000	-6000	83.7	75.1	75.0	-0.1	75.0	-0.1	75.0	-0.1	75.1	76.0	0.9	81.5	6.4	73.0	-2.1
M04	112 Regular Grid	15000	-3000	96.6	86.6	86.7	0.1	86.7	0.1	86.7	0.1	86.6	90.4	3.8	90.3	3.7	82.6	-4.0
M05	113 Regular Grid	15000	0	103.7	96.4	98.4	2.0	98.4	2.0	98.4	2.0	96.4	96.4	0.0	96.0	-0.4	96.4	0.0
M06	114 Regular Grid	15000	3000	90.5	90.8	90.5	-0.3	90.5	-0.3	90.6	-0.2	89.6	92.3	2.7	89.7	0.1	89.9	0.3
M07	115 Regular Grid	15000	6000	96.9	92.2	89.0	-3.2	89.2	-3.0	89.2	-3.0	88.3	90.6	2.3	92.2	3.9	88.6	0.3
M08	116 Regular Grid	15000	9000	90.8	78.2	76.2	-2.0	76.2	-2.0	76.2	-2.0	75.8	88.4	12.6	86.7	10.9	75.7	-0.1
M09	117 Regular Grid	15000	12000	80.0	69.6	68.7	-0.9	69.2	-0.4	69.3	-0.3	68.0	76.6	8.6	75.5	7.5	69.3	1.3
N01	118 Regular Grid	18000	-12000	70.2	61.2	61.0	-0.2	61.0	-0.2	61.0	-0.2	61.2	62.5	1.3	62.3	1.1	60.0	-1.2
N02	119 Regular Grid	18000	-9000	76.2	66.7	66.5	-0.2	66.5	-0.2	66.5	-0.2	66.7	68.9	2.2	71.5	4.8	65.2	-1.5
N03	120 Regular Grid	18000	-6000	84.4	73.3	73.9	0.6	73.9	0.6	73.9	0.6	73.3	77.9	4.6	77.4	4.1	71.5	-1.8
N04	121 Regular Grid	18000	-3000	96.8	84.5	84.0	-0.5	84.0	-0.5	84.0	-0.5	84.5	91.9	7.4	90.9	6.4	81.0	-3.5
N05	122 Regular Grid	18000	0	102.1	94.4	96.9	2.5	96.9	2.5	96.9	2.5	94.4	94.4	0.0	93.2	-1.2	94.4	0.0
N06	123 Regular Grid	18000	3000	90.5	89.9	88.9	-1.0	88.1	-1.8	88.0	-1.9	89.2	89.7	0.5	87.2	-2.0	88.0	-1.2
N07	124 Regular Grid	18000	6000	88.4	91.6	89.7	-1.9	89.8	-1.8	89.8	-1.8	89.9	87.1	-2.8	89.8	-0.1	89.8	-0.1
N08	125 Regular Grid	18000	9000	89.1	81.7	81.1	-0.6	79.6	-2.1	79.4	-2.3	80.5	91.4	10.9	90.9	10.4	77.9	-2.6
N09	126 Regular Grid	18000	12000	84.8	77.7	76.7	-1.0	74.6	-3.1	74.4	-3.3	76.0	80.5	4.5	79.4	3.4	72.5	-3.5
O01	127 Regular Grid	21000	-12000	69.7	59.6	60.7	1.1	60.7	1.1	60.7	1.1	59.6	63.8	4.2	65.9	6.3	58.5	-1.1
O02	128 Regular Grid	21000	-9000	75.4	64.9	66.1	1.2	66.1	1.2	66.1	1.2	64.9	70.4	5.5	75.7	10.8	63.4	-1.5
O03	129 Regular Grid	21000	-6000	82.5	72.3	73.0	0.7	72.9	0.6	72.9	0.6	72.3	79.6	7.3	78.9	6.6	70.3	-2.0
O04	130 Regular Grid	21000	-3000	92.5	82.6	81.6	-1.0	81.6	-1.0	81.6	-1.0	82.6	92.1	9.5	91.6	9.0	79.7	-2.9
O05	131 Regular Grid	21000	0	99.8	92.7	94.8	2.1	94.8	2.1	94.8	2.1	92.7	92.3	-0.4	90.6	-2.1	92.3	-0.4
O06	132 Regular Grid	21000	3000	90.5	89.8	89.7	-0.1	89.4	-0.4	89.4	-0.4	89.8	87.3	-2.5	86.6	-3.2	89.4	-0.4
O07	133 Regular Grid	21000	6000	87.8	91.9	92.0	0.1	92.1	0.2	92.1	0.2	90.4	88.0	-2.4	89.9	-0.5	90.7	0.3
O08	134 Regular Grid	21000	9000	88.4	82.0	81.7	-0.3	82.5	0.5	82.6	0.6	82.0	89.9	7.9	90.5	8.5	81.5	-0.5
O09	135 Regular Grid	21000	12000	87.3	80.9	81.1	0.2	81.0	0.1	81.0	0.1	79.6	84.5	4.9	83.2	3.6	79.7	0.1
P01	136 Regular Grid	24000	-12000	67.9	59.6	60.9	1.3	61.0	1.4	61.0	1.4	59.6	65.0	5.4	69.3	9.7	58.3	-1.3
P02	137 Regular Grid	24000	-9000	73.3	66.3	67.4	1.1	67.5	1.2	67.5	1.2	66.3	71.8	5.5	74.6	8.3	65.1	-1.2
P03	138 Regular Grid	24000	-6000	82.5	72.9	72.9	0.0	72.9	0.0	72.9	0.0	72.9	81.0	8.1	80.3	7.4	72.9	0.0
P04	139 Regular Grid	24000	-3000	91.9	81.0	78.4	-2.6	78.4	-2.6	78.4	-2.6	81.0	91.2	10.2	91.0	10.0	78.4	-2.6
P05	140 Regular Grid	24000	0	93.5	91.3	90.2	-1.1	90.2	-1.1	90.2	-1.1	91.3	90.2	-1.1	88.1	-3.2	90.2	-1.1
P06	141 Regular Grid	24000	3000	88.3	89.0	89.2	0.2	89.3	0.3	89.3	0.3	89.0	85.2	-3.8	87.6	-1.4	89.3	0.3
P07	142 Regular Grid	24000	6000	86.9	87.7	88.2	0.5	89.4	1.7	89.4	1.7	87.7	88.1	0.4	89.2	1.5	88.8	1.1
P08	143 Regular Grid	24000	9000	87.5	85.3	85.3	0.0	84.8	-0.5	84.7	-0.6	85.3	85.7	0.4	86.9	1.6	84.7	-0.6
P09	144 Regular Grid	24000	12000	86.0	75.3	75.6	0.3	77.6	2.3	77.8	2.5	75.6	87.5	11.9	86.9	11.3	76.0	0.4
Q01	145 Regular Grid	27000	-12000	68.2	63.2	64.6	1.4	64.6	1.4	64.6	1.4	63.2	66.1	2.9	73.0	9.8	62.4	-0.8
Q02	146 Regular Grid	27000	-9000	74.1	70.1	70.1	0.0	70.1	0.0	70.1	0.0	70.1	73.0	2.9	72.6	2.5	70.1	0.0

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
Q03	147 Regular Grid	27000	-6000	84.2	71.0	71.0	0.0	71.0	0.0	71.0	0.0	71.0	82.3	11.3	81.6	10.6	71.0	0.0
Q04	148 Regular Grid	27000	-3000	90.7	79.7	77.1	-2.6	77.2	-2.5	77.2	-2.5	79.7	89.8	10.1	89.8	10.1	77.2	-2.5
Q05	149 Regular Grid	27000	0	91.5	89.6	88.0	-1.6	88.0	-1.6	88.0	-1.6	89.6	88.0	-1.6	85.9	-3.7	88.0	-1.6
Q06	150 Regular Grid	27000	3000	88.8	86.0	86.0	0.0	86.1	0.1	86.4	0.4	86.0	86.0	0.0	88.1	2.1	86.4	0.4
Q07	151 Regular Grid	27000	6000	85.9	82.9	82.9	0.0	83.5	0.6	83.7	0.8	82.9	85.0	2.1	86.6	3.7	83.7	0.8
Q08	152 Regular Grid	27000	9000	85.5	88.4	88.2	-0.2	87.9	-0.5	87.9	-0.5	83.8	79.2	-4.6	80.5	-3.3	83.5	-0.3
Q09	153 Regular Grid	27000	12000	83.6	76.6	76.2	-0.4	75.5	-1.1	75.5	-1.1	75.6	84.2	8.6	84.2	8.6	74.7	-0.9
R01	154 Regular Grid	30000	-12000	69.0	66.9	67.9	1.0	67.9	1.0	67.9	1.0	66.9	67.9	1.0	72.2	5.3	66.9	0.0
R02	155 Regular Grid	30000	-9000	76.0	70.8	70.8	0.0	70.8	0.0	70.8	0.0	70.8	73.6	2.8	73.0	2.2	70.8	0.0
R03	156 Regular Grid	30000	-6000	84.1	70.2	68.5	-1.7	68.5	-1.7	68.5	-1.7	70.2	82.7	12.5	81.9	11.7	68.5	-1.7
R04	157 Regular Grid	30000	-3000	89.5	78.3	76.0	-2.3	76.0	-2.3	76.0	-2.3	78.3	87.7	9.4	87.8	9.5	76.0	-2.3
R05	158 Regular Grid	30000	0	89.8	87.7	85.7	-2.0	85.7	-2.0	85.7	-2.0	87.7	85.7	-2.0	83.8	-3.9	85.7	-2.0
R06	159 Regular Grid	30000	3000	88.8	85.7	85.8	0.1	85.7	0.0	85.7	0.0	85.7	85.8	0.1	87.2	1.5	85.7	0.0
R07	160 Regular Grid	30000	6000	85.0	81.6	81.7	0.1	81.6	0.0	81.6	0.0	81.6	83.8	2.2	83.9	2.3	81.6	0.0
R08	161 Regular Grid	30000	9000	83.2	87.5	87.8	0.3	88.3	0.8	88.3	0.8	83.3	75.7	-7.6	77.4	-5.9	83.8	0.5
R09	162 Regular Grid	30000	12000	84.5	80.8	80.4	-0.5	79.7	-1.2	79.6	-1.3	79.0	82.4	3.4	83.0	4.0	78.1	-0.9
S01	163 Regular Grid	33000	-12000	69.3	69.5	69.4	-0.1	69.5	0.0	69.5	0.0	69.5	69.5	0.0	68.4	-1.1	69.5	0.0
S02	164 Regular Grid	33000	-9000	75.4	67.7	67.7	0.0	67.7	0.0	67.7	0.0	67.7	71.3	3.6	70.8	3.1	67.7	0.0
S03	165 Regular Grid	33000	-6000	82.1	68.1	66.7	-1.4	66.7	-1.4	66.7	-1.4	68.1	80.8	12.7	80.1	12.0	66.7	-1.4
S04	166 Regular Grid	33000	-3000	88.7	74.0	72.6	-1.4	72.6	-1.4	72.6	-1.4	74.0	82.8	8.8	83.2	9.2	73.0	-1.0
S05	167 Regular Grid	33000	0	88.1	82.7	81.7	-1.0	81.7	-1.0	81.7	-1.0	82.7	82.9	0.2	79.4	-3.3	80.8	-1.9
S06	168 Regular Grid	33000	3000	88.2	83.1	83.8	0.7	83.8	0.7	83.8	0.7	83.0	83.0	0.0	83.8	0.8	83.0	0.0
S07	169 Regular Grid	33000	6000	84.3	80.1	80.1	0.0	80.1	0.0	80.1	0.0	80.1	83.4	3.3	83.2	3.1	80.1	0.0
S08	170 Regular Grid	33000	9000	81.1	83.1	83.7	0.6	84.6	1.5	84.7	1.6	80.8	76.6	-4.2	78.4	-2.4	81.8	1.0
S09	171 Regular Grid	33000	12000	84.4	85.0	84.7	-0.3	84.1	-0.9	84.1	-0.9	81.9	78.7	-3.2	79.8	-2.1	81.5	-0.4
T01	172 Regular Grid	36000	-12000	69.4	68.4	68.4	0.0	68.4	0.0	68.4	0.0	68.4	69.1	0.7	64.6	-3.8	68.4	0.0
T02	173 Regular Grid	36000	-9000	76.9	63.2	63.0	-0.2	63.0	-0.2	63.0	-0.2	63.2	72.4	9.2	71.8	8.6	63.0	-0.2
T03	174 Regular Grid	36000	-6000	82.2	64.6	64.6	0.0	64.6	0.0	64.6	0.0	64.6	81.8	17.2	81.2	16.6	63.9	-0.7
T04	175 Regular Grid	36000	-3000	88.1	71.9	71.5	-0.4	71.4	-0.5	71.4	-0.5	71.9	81.3	9.4	81.9	10.0	70.8	-1.1
T05	176 Regular Grid	36000	0	87.0	81.4	80.4	-1.0	80.4	-1.0	80.4	-1.0	81.4	81.8	0.4	78.2	-3.2	79.8	-1.6
T06	177 Regular Grid	36000	3000	87.9	83.1	83.3	0.2	83.3	0.2	83.3	0.2	83.1	83.1	0.0	83.5	0.4	83.1	0.0
T07	178 Regular Grid	36000	6000	83.4	78.4	78.5	0.1	78.4	0.0	78.4	0.0	78.4	82.8	4.4	82.2	3.8	78.4	0.0
T08	179 Regular Grid	36000	9000	81.6	78.4	78.8	0.4	79.6	1.2	79.7	1.3	77.0	77.5	0.5	79.3	2.3	78.0	1.0
T09	180 Regular Grid	36000	12000	83.6	85.8	85.9	0.1	86.0	0.2	86.0	0.2	82.5	74.9	-7.6	76.0	-6.5	82.6	0.1
U01	181 Regular Grid	39000	-12000	69.9	64.9	64.9	0.0	64.9	0.0	64.9	0.0	64.9	67.3	2.4	65.5	0.6	64.9	0.0
U02	182 Regular Grid	39000	-9000	78.3	59.5	59.1	-0.4	59.1	-0.4	59.1	-0.4	59.5	73.5	14.0	72.9	13.4	59.1	-0.4
U03	183 Regular Grid	39000	-6000	82.2	63.9	64.0	0.1	64.0	0.1	64.0	0.1	63.9	82.2	18.3	81.8	17.9	63.2	-0.7
U04	184 Regular Grid	39000	-3000	87.5	70.9	70.4	-0.5	70.4	-0.5	70.4	-0.5	70.9	80.8	9.9	80.2	9.3	69.9	-1.0
U05	185 Regular Grid	39000	0	85.9	80.0	78.8	-1.2	78.8	-1.2	78.8	-1.2	80.0	80.6	0.6	77.8	-2.2	78.6	-1.4
U06	186 Regular Grid	39000	3000	87.5	82.9	82.9	0.0	82.9	0.0	82.9	0.0	82.9	82.9	0.0	83.0	0.1	82.9	0.0
U07	187 Regular Grid	39000	6000	82.5	76.6	76.6	0.0	76.6	0.0	76.6	0.0	76.6	82.0	5.4	81.2	4.6	76.6	0.0
U08	188 Regular Grid	39000	9000	81.8	77.2	78.3	1.1	78.3	1.1	78.4	1.2	77.0	78.4	1.4	80.1	3.1	77.7	0.7
U09	189 Regular Grid	39000	12000	82.1	83.7	84.1	0.4	84.6	0.9	84.6	0.9	81.1	71.6	-9.5	72.5	-8.6	81.7	0.6
V01	190 Regular Grid	42000	-12000	71.7	60.8	60.9	0.1	60.8	0.0	60.8	0.0	60.8	66.9	6.1	66.4	5.6	60.8	0.0
V02	191 Regular Grid	42000	-9000	78.8	58.0	58.7	0.7	58.7	0.7	58.7	0.7	58.0	74.6	16.6	74.0	16.0	57.9	-0.1
V03	192 Regular Grid	42000	-6000	82.2	63.1	63.4	0.3	63.4	0.3	63.4	0.3	63.1	82.3	19.2	82.0	18.9	62.8	-0.3

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence		X Distance	Y Distance	Env. Baseline Conditions	2005						2015						
						No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
V04	193	Regular Grid	42000	-3000	86.5	69.9	69.5	-0.4	69.4	-0.5	69.4	-0.5	69.9	81.1	11.2	78.6	8.7	69.1	-0.8
V05	194	Regular Grid	42000	0	84.4	78.5	77.5	-1.0	77.4	-1.1	77.4	-1.1	78.5	79.1	0.6	77.4	-1.1	77.4	-1.1
V06	195	Regular Grid	42000	3000	86.5	82.5	82.5	0.0	82.5	0.0	82.5	0.0	82.5	82.5	0.0	82.2	-0.3	82.5	0.0
V07	196	Regular Grid	42000	6000	82.6	76.7	76.3	-0.4	76.3	-0.4	76.3	-0.4	76.3	81.0	4.7	80.1	3.8	76.3	0.0
V08	197	Regular Grid	42000	9000	81.6	76.9	77.2	0.3	77.2	0.3	77.5	0.6	76.9	79.2	2.3	80.6	3.7	77.3	0.4
V09	198	Regular Grid	42000	12000	80.0	79.8	80.2	0.4	81.0	1.2	81.0	1.2	78.2	71.9	-6.3	76.7	-1.5	79.2	1.0
W01	199	Regular Grid	45000	-12000	73.5	57.6	57.5	-0.1	57.4	-0.2	57.4	-0.2	57.6	67.8	10.2	67.4	9.8	57.4	-0.2
W02	200	Regular Grid	45000	-9000	78.5	57.7	58.3	0.6	58.3	0.6	58.3	0.6	57.7	75.7	18.0	75.1	17.4	57.7	0.0
W03	201	Regular Grid	45000	-6000	82.0	62.6	62.8	0.2	62.8	0.2	62.8	0.2	62.6	82.0	19.4	81.9	19.3	62.3	-0.3
W04	202	Regular Grid	45000	-3000	86.5	69.0	68.5	-0.5	68.5	-0.5	68.5	-0.5	69.0	81.1	12.1	78.0	9.0	68.3	-0.7
W05	203	Regular Grid	45000	0	82.9	77.2	76.3	-0.9	76.3	-0.9	76.3	-0.9	77.2	77.5	0.3	76.8	-0.4	76.3	-0.9
W06	204	Regular Grid	45000	3000	85.4	81.9	81.9	0.0	81.9	0.0	81.9	0.0	81.9	81.9	0.0	81.4	-0.5	81.9	0.0
W07	205	Regular Grid	45000	6000	82.8	77.3	77.2	-0.1	77.2	-0.1	77.2	-0.1	77.2	80.1	2.9	78.9	1.7	77.2	0.0
W08	206	Regular Grid	45000	9000	81.2	76.4	76.4	0.0	76.4	0.0	76.6	0.2	76.4	79.8	3.4	80.7	4.3	76.6	0.2
W09	207	Regular Grid	45000	12000	77.6	74.7	75.0	0.3	75.6	0.9	75.7	1.0	74.7	76.8	2.1	73.6	-1.1	75.6	0.9
X01	208	Regular Grid	48000	-12000	75.2	54.8	54.6	-0.2	54.5	-0.3	54.5	-0.3	54.8	68.8	14.0	68.3	13.5	54.5	-0.3
X02	209	Regular Grid	48000	-9000	77.6	57.5	58.0	0.5	58.0	0.5	58.0	0.5	57.5	76.8	19.3	76.2	18.7	57.4	-0.1
X03	210	Regular Grid	48000	-6000	81.8	62.1	62.2	0.1	62.2	0.1	62.2	0.1	62.1	81.5	19.4	81.5	19.4	61.9	-0.2
X04	211	Regular Grid	48000	-3000	84.4	68.0	67.6	-0.4	67.5	-0.5	67.5	-0.5	68.0	80.9	12.9	77.6	9.6	67.5	-0.5
X05	212	Regular Grid	48000	0	81.6	75.9	75.2	-0.7	75.2	-0.7	75.2	-0.7	75.9	76.0	0.1	76.1	0.2	75.2	-0.7
X06	213	Regular Grid	48000	3000	84.4	81.6	81.2	-0.4	81.2	-0.4	81.2	-0.4	81.6	81.2	-0.4	80.4	-1.2	81.2	-0.4
X07	214	Regular Grid	48000	6000	82.7	78.0	78.0	0.0	78.0	0.0	78.0	0.0	78.0	79.0	1.0	79.6	1.6	78.0	0.0
X08	215	Regular Grid	48000	9000	80.7	75.7	75.7	0.0	75.7	0.0	75.6	-0.1	75.7	80.0	4.3	80.7	5.0	75.6	-0.1
X09	216	Regular Grid	48000	12000	76.5	75.0	75.4	0.4	75.4	0.4	75.4	0.4	71.5	73.0	1.5	75.5	4.0	72.3	0.8
Y01	217	Regular Grid	51000	-12000	76.4	54.9	54.5	-0.4	54.5	-0.4	54.5	-0.4	54.2	69.7	15.5	69.2	15.0	53.9	-0.3
Y02	218	Regular Grid	51000	-9000	76.3	57.2	57.6	0.4	57.6	0.4	57.6	0.4	57.2	77.8	20.6	77.3	20.1	57.1	-0.1
Y03	219	Regular Grid	51000	-6000	81.5	61.6	61.7	0.1	61.6	0.0	61.6	0.0	61.6	80.7	19.1	80.9	19.3	61.4	-0.2
Y04	220	Regular Grid	51000	-3000	83.4	67.1	66.8	-0.3	66.8	-0.3	66.7	-0.4	67.1	80.4	13.3	77.1	10.0	66.7	-0.4
Y05	221	Regular Grid	51000	0	80.3	74.7	74.2	-0.5	74.1	-0.6	74.1	-0.6	74.7	74.6	-0.1	75.3	0.6	74.1	-0.6
Y06	222	Regular Grid	51000	3000	83.4	81.0	80.3	-0.7	80.4	-0.6	80.4	-0.6	81.0	80.3	-0.7	79.4	-1.6	80.4	-0.6
Y07	223	Regular Grid	51000	6000	82.3	78.7	78.8	0.1	78.7	0.0	78.7	0.0	78.7	78.7	0.0	79.9	1.2	78.7	0.0
Y08	224	Regular Grid	51000	9000	80.1	75.8	75.8	0.0	75.8	0.0	75.8	0.0	74.8	80.0	5.2	80.5	5.7	74.8	0.0
Y09	225	Regular Grid	51000	12000	77.0	73.6	73.6	0.0	73.6	0.0	73.6	0.0	69.6	75.3	5.7	74.5	4.9	70.7	1.1
Z01	226	Regular Grid	54000	-12000	76.9	55.2	54.9	-0.3	54.8	-0.4	54.8	-0.4	54.5	70.6	16.1	70.1	15.6	54.3	-0.2
Z02	227	Regular Grid	54000	-9000	75.8	56.9	57.2	0.3	57.2	0.3	57.2	0.3	56.9	78.7	21.8	78.2	21.3	56.8	-0.1
Z03	228	Regular Grid	54000	-6000	81.0	61.0	61.1	0.1	61.1	0.1	61.1	0.1	61.0	79.8	18.8	80.0	19.0	60.9	-0.1
Z04	229	Regular Grid	54000	-3000	82.5	66.2	66.1	-0.1	66.0	-0.2	66.0	-0.2	66.2	79.7	13.5	76.3	10.1	66.0	-0.2
Z05	230	Regular Grid	54000	0	79.5	73.5	73.2	-0.3	73.1	-0.4	73.1	-0.4	73.5	73.2	-0.3	74.5	1.0	73.1	-0.4
Z06	231	Regular Grid	54000	3000	82.4	80.3	79.7	-0.6	79.8	-0.5	79.8	-0.5	80.3	79.4	-0.9	78.2	-2.1	79.8	-0.5
Z07	232	Regular Grid	54000	6000	81.8	79.2	79.2	0.0	79.2	0.0	79.2	0.0	79.2	79.2	0.0	80.0	0.8	79.2	0.0
Z08	233	Regular Grid	54000	9000	79.5	74.1	74.1	0.0	74.1	0.0	74.1	0.0	74.1	79.9	5.8	80.1	6.0	74.1	0.0
Z09	234	Regular Grid	54000	12000	77.2	73.9	73.9	0.0	73.9	0.0	73.9	0.0	70.4	73.8	3.4	75.3	4.9	71.4	1.0
CH001	732	Church	40133	9363	81.2	77.7	78.0	0.3	78.0	0.3	77.8	0.1	76.0	77.6	1.6	79.3	3.3	76.9	0.9
CH002	822	Church	40126	3875	86.6	81.9	81.9	0.0	81.9	0.0	81.9	0.0	81.9	81.9	0.0	82.6	0.7	81.9	0.0
CH003	412	Church	14124	-9745	73.8	65.9	66.2	0.3	66.2	0.3	66.2	0.3	65.9	65.1	-0.8	64.9	-1.0	65.6	-0.3

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH004	1050 Church	39044	-534	85.3	78.2	77.3	-0.9	77.2	-1.0	77.2	-1.0	78.2	81.5	3.3	79.0	0.8	76.9	-1.3
CH005	722 Church	39730	11329	80.4	80.8	81.3	0.5	82.1	1.3	82.1	1.3	79.0	71.8	-7.2	74.3	-4.7	80.1	1.1
CH006	375 Church	18362	851	100.9	93.3	95.4	2.1	95.4	2.1	95.4	2.1	93.3	93.3	0.0	94.2	0.9	93.3	0.0
CH007	824 Church	39030	3550	87.1	82.3	82.3	0.0	82.3	0.0	82.3	0.0	82.3	82.3	0.0	82.9	0.6	82.3	0.0
CH008	569 Church	-1056	-6191	87.0	80.6	80.6	0.0	80.6	0.0	80.6	0.0	78.5	77.8	-0.7	78.8	0.3	80.9	2.4
CH009	707 Church	41467	6832	82.4	77.1	77.2	0.1	77.1	0.0	77.1	0.0	77.1	82.0	4.9	81.6	4.5	77.1	0.0
CH010	647 Church	41495	11217	78.6	78.0	78.5	0.5	79.1	1.1	79.2	1.2	76.6	72.9	-3.7	77.2	0.6	77.6	1.0
CH011	1082 Church	33776	-3732	87.7	71.3	70.4	-0.9	70.4	-0.9	70.4	-0.9	71.3	83.7	12.4	83.8	12.5	70.5	-0.8
CH012	1007 Church	34672	611	88.2	83.2	82.0	-1.2	82.0	-1.2	82.0	-1.2	83.2	81.6	-1.6	79.7	-3.5	81.9	-1.3
CH013	872 Church	52912	2026	82.2	79.4	78.8	-0.6	78.8	-0.6	78.8	-0.6	79.4	77.5	-1.9	75.9	-3.5	78.8	-0.6
CH016	852 Church	48215	5625	83.1	79.1	79.2	0.1	79.1	0.0	79.1	0.0	79.1	79.1	0.0	80.3	1.2	79.1	0.0
CH017	865 Church	51381	5012	83.0	80.5	80.5	0.0	80.5	0.0	80.5	0.0	80.5	80.5	0.0	81.0	0.5	80.5	0.0
CH018	895 Church	48154	3640	84.3	81.5	81.5	0.0	81.5	0.0	81.5	0.0	81.5	81.5	0.0	81.2	-0.3	81.5	0.0
CH019	454 Church	16609	-6394	82.8	73.5	73.1	-0.4	73.1	-0.4	73.1	-0.4	73.5	75.6	2.1	79.3	5.8	71.5	-2.0
CH020	448 Church	16609	-5892	84.4	74.8	74.6	-0.2	74.6	-0.2	74.6	-0.2	74.8	77.4	2.6	80.3	5.5	72.8	-2.0
CH022	262 Church	18259	9542	89.4	81.2	80.5	-0.7	78.9	-2.3	78.8	-2.4	79.8	90.4	10.6	89.3	9.5	77.2	-2.6
CH025	451 Church	16984	-6155	83.7	73.9	73.7	-0.2	73.7	-0.2	73.7	-0.2	73.9	76.7	2.8	79.0	5.1	71.9	-2.0
CH026	540 Church	772	5897	91.2	81.1	80.1	-1.0	79.4	-1.7	79.4	-1.7	80.6	79.3	-1.3	79.5	-1.1	79.3	-1.3
CH027	806 Church	40127	5659	83.2	77.3	76.8	-0.5	76.8	-0.5	76.8	-0.5	76.8	81.1	4.3	80.0	3.2	76.8	0.0
CH028	492 Church	26948	-12850	66.7	61.4	62.7	1.3	62.8	1.4	62.8	1.4	61.4	64.5	3.1	70.7	9.3	60.5	-0.9
CH029	671 Church	51881	9031	79.9	75.0	75.0	0.0	75.0	0.0	75.0	0.0	74.6	80.0	5.4	80.4	5.8	74.6	0.0
CH030	1071 Church	37397	-3562	87.4	70.0	69.5	-0.5	69.5	-0.5	69.5	-0.5	70.0	82.0	12.0	82.4	12.4	69.0	-1.0
CH031	782 Church	29694	4531	84.5	81.6	80.8	-0.8	80.8	-0.8	80.8	-0.8	80.8	82.9	2.1	82.7	1.9	80.8	0.0
CH032	1066 Church	34999	-2528	88.5	73.7	73.2	-0.5	73.2	-0.5	73.2	-0.5	73.7	81.0	7.3	81.0	7.3	72.4	-1.3
CH033	458 Church	19873	-10053	73.7	63.5	64.3	0.8	64.3	0.8	64.3	0.8	63.5	67.3	3.8	70.1	6.6	62.2	-1.3
CH035	478 Church	25615	-4936	86.0	74.1	72.1	-2.0	72.1	-2.0	72.1	-2.0	74.1	86.0	11.9	85.1	11.0	72.1	-2.0
CH036	662 Church	45647	10492	79.3	75.0	76.0	1.0	76.0	1.0	76.2	1.2	73.3	75.8	2.5	77.4	4.1	74.4	1.1
CH037	336 Church	12173	2634	96.8	91.0	90.8	-0.2	90.9	-0.1	90.9	-0.1	90.2	95.4	5.2	91.1	0.9	90.4	0.2
CH038	928 Church	43029	180	84.3	78.6	77.6	-1.0	77.6	-1.0	77.5	-1.1	78.6	78.0	-0.6	76.8	-1.8	77.5	-1.1
CH039	952 Church	36754	3059	87.5	82.9	82.9	0.0	82.9	0.0	82.9	0.0	82.9	82.9	0.0	83.0	0.1	82.9	0.0
CH042	945 Church	42697	3405	86.2	82.3	82.3	0.0	82.3	0.0	82.3	0.0	82.3	82.3	0.0	82.3	0.0	82.3	0.0
CH043	727 Church	40129	10225	79.2	76.7	77.6	0.9	77.8	1.1	77.9	1.2	75.5	75.0	-0.5	77.5	2.0	76.5	1.0
CH044	992 Church	29459	441	90.2	88.7	87.6	-1.1	87.6	-1.1	87.6	-1.1	88.7	87.6	-1.1	85.9	-2.8	87.6	-1.1
CH047	740 Church	36169	6797	83.8	79.4	79.5	0.1	79.4	0.0	79.4	0.0	79.4	82.7	3.3	82.9	3.5	79.4	0.0
CH048	796 Church	38695	2519	88.0	83.4	83.5	0.1	83.5	0.1	83.5	0.1	83.4	83.4	0.0	83.2	-0.2	83.4	0.0
CH049	785 Church	29734	8749	82.8	87.3	87.7	0.4	88.2	0.9	88.3	1.0	83.2	76.4	-6.8	78.2	-5.0	83.8	0.6
CH051	1144 Church	30808	-9482	75.1	70.5	70.5	0.0	70.5	0.0	70.5	0.0	70.5	71.9	1.4	71.4	0.9	70.5	0.0
CH052	605 Church	28386	11458	84.9	80.6	80.1	-0.5	79.4	-1.2	79.4	-1.2	78.9	82.8	3.9	83.4	4.5	77.9	-1.0
CH053	612 Church	32138	10827	84.4	86.9	86.8	-0.1	86.8	-0.1	86.7	-0.2	83.1	76.3	-6.8	77.3	-5.8	83.0	-0.1
CH054	900 Church	47818	1080	83.4	79.2	78.4	-0.8	78.3	-0.9	78.3	-0.9	79.2	77.0	-2.2	75.3	-3.9	78.3	-0.9
CH055	866 Church	51231	3642	83.3	81.0	80.9	-0.1	80.9	-0.1	80.9	-0.1	81.0	80.9	-0.1	80.3	-0.7	80.9	-0.1
CH056	610 Church	29496	10032	84.9	87.4	87.2	-0.2	87.0	-0.4	87.0	-0.4	83.3	77.2	-6.1	78.4	-4.9	83.1	-0.2
CH057	1150 Church	33691	-14495	65.2	66.2	66.7	0.5	66.7	0.5	66.7	0.5	66.2	65.0	-1.2	71.1	4.9	66.2	0.0
CH058	1072 Church	37445	-3804	87.1	69.4	68.9	-0.5	68.9	-0.5	68.9	-0.5	69.4	82.4	13.0	82.7	13.3	68.4	-1.0
CH059	823 Church	38801	3841	86.8	81.8	81.9	0.1	81.8	0.0	81.8	0.0	81.8	81.8	0.0	82.7	0.9	81.8	0.0
CH060	967 Church	37453	1503	87.9	83.3	82.4	-0.9	82.4	-0.9	82.4	-0.9	83.3	82.5	-0.8	81.3	-2.0	82.4	-0.9

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH061	726 Church	38796	10948	80.3	80.9	81.4	0.5	82.2	1.3	82.3	1.4	79.1	72.5	-6.6	74.1	-5.0	80.2	1.1
CH062	443 Church	18436	-9362	75.4	65.7	65.7	0.0	65.7	0.0	65.7	0.0	65.7	68.2	2.5	70.8	5.1	64.3	-1.4
CH064	435 Church	16585	-12177	69.6	61.3	61.1	-0.2	61.1	-0.2	61.1	-0.2	61.3	61.6	0.3	61.3	0.0	60.3	-1.0
CH066	1119 Church	40320	-7074	79.6	61.5	62.0	0.5	62.0	0.5	62.0	0.5	61.5	80.0	18.5	79.4	17.9	61.2	-0.3
CH067	252 Church	24220	9999	86.8	81.6	81.7	0.1	81.6	0.0	81.6	0.0	81.6	88.0	6.4	88.6	7.0	81.6	0.0
CH068	423 Church	15674	-12464	68.9	60.9	60.8	-0.1	60.8	-0.1	60.8	-0.1	60.9	60.7	-0.2	60.4	-0.5	60.8	-0.1
CH069	363 Church	24032	-1953	93.5	85.3	82.1	-3.2	82.1	-3.2	82.1	-3.2	85.3	90.1	4.8	90.5	5.2	82.1	-3.2
CH070	701 Church	45176	6377	82.0	76.3	76.1	-0.2	76.1	-0.2	76.1	-0.2	76.1	80.6	4.5	79.7	3.6	76.1	0.0
CH071	821 Church	39022	4047	86.6	81.5	81.5	0.0	81.5	0.0	81.5	0.0	81.5	81.5	0.0	82.4	0.9	81.5	0.0
CH072	625 Church	36144	10802	82.2	84.3	84.7	0.4	85.3	1.0	85.3	1.0	81.5	72.7	-8.8	73.7	-7.8	82.2	0.7
CH073	1120 Church	40288	-8405	79.2	59.2	59.9	0.7	59.9	0.7	59.9	0.7	59.2	75.8	16.6	75.2	16.0	59.0	-0.2
CH074	472 Church	23811	-13685	65.7	56.7	57.5	0.8	57.6	0.9	57.6	0.9	56.7	61.8	5.1	64.8	8.1	55.7	-1.0
CH075	1010 Church	36127	-1223	87.3	77.3	76.6	-0.7	76.6	-0.7	76.6	-0.7	77.3	82.8	5.5	80.5	3.2	75.9	-1.4
CH076	756 Church	36351	8763	82.1	77.4	78.3	0.9	78.3	0.9	79.0	1.6	77.4	78.4	1.0	80.2	2.8	78.4	1.0
CH077	812 Church	38770	5476	83.5	77.5	77.0	-0.5	77.0	-0.5	77.0	-0.5	77.0	81.3	4.3	80.1	3.1	77.0	0.0
CH078	996 Church	30942	225	89.3	85.6	84.1	-1.5	84.0	-1.6	84.0	-1.6	85.6	84.1	-1.5	82.6	-3.0	84.0	-1.6
CH079	1052 Church	39043	-1150	86.4	76.2	75.4	-0.8	75.4	-0.8	75.4	-0.8	76.2	82.2	6.0	79.2	3.0	75.0	-1.2
CH081	1155 Church	37654	-8291	79.1	59.9	60.4	0.5	60.4	0.5	60.4	0.5	59.9	75.1	15.2	74.5	14.6	59.4	-0.5
CH082	333 Church	16556	4179	91.9	95.7	94.8	-0.9	95.3	-0.4	95.3	-0.4	93.0	93.5	0.5	93.6	0.6	93.6	0.6
CH083	534 Church	-5007	6170	83.5	76.6	77.3	0.7	77.3	0.7	78.0	1.4	74.2	75.5	1.3	75.7	1.5	75.5	1.3
CH084	419 Church	15777	-9666	74.3	66.0	65.8	-0.2	65.8	-0.2	65.8	-0.2	66.0	66.1	0.1	66.3	0.3	64.6	-1.4
CH087	273 Church	15502	10235	87.3	74.3	72.6	-1.7	72.7	-1.6	72.7	-1.6	72.4	83.6	11.2	82.1	9.7	72.2	-0.2
CH088	827 Church	41455	3861	86.3	81.9	81.9	0.0	81.9	0.0	81.9	0.0	81.9	81.9	0.0	82.5	0.6	81.9	0.0
CH089	1043 Church	41942	-4056	85.9	67.4	67.0	-0.4	67.0	-0.4	67.0	-0.4	67.4	81.1	13.7	81.4	14.0	66.6	-0.8
CH090	938 Church	41638	1544	86.4	82.2	81.2	-1.0	81.3	-0.9	81.3	-0.9	82.2	81.0	-1.2	79.4	-2.8	81.3	-0.9
CH091	850 Church	47903	6165	82.5	77.5	77.5	0.0	77.5	0.0	77.5	0.0	77.5	79.4	1.9	79.1	1.6	77.5	0.0
CH092	733 Church	38808	8884	81.9	77.3	78.4	1.1	78.4	1.1	78.5	1.2	77.2	78.7	1.5	80.4	3.2	78.0	0.8
CH093	899 Church	48527	2930	84.2	81.5	80.9	-0.6	80.9	-0.6	80.9	-0.6	81.5	81.0	-0.5	80.1	-1.4	80.9	-0.6
CH094	786 Church	37402	4700	85.4	79.7	79.1	-0.6	79.1	-0.6	79.1	-0.6	79.1	80.0	0.9	80.9	1.8	79.1	0.0
CH095	869 Church	52527	2803	82.8	80.5	79.8	-0.7	79.9	-0.6	79.9	-0.6	80.5	79.6	-0.9	78.3	-2.2	79.9	-0.6
CH096	892 Church	33100	4191	86.0	80.6	79.5	-1.1	79.5	-1.1	79.5	-1.1	79.4	80.4	1.0	81.4	2.0	79.4	0.0
CH097	592 Church	922	-6751	82.6	75.6	75.6	0.0	75.6	0.0	75.6	0.0	74.2	74.2	0.0	75.1	0.9	75.8	1.6
CH098	506 Church	3426	10997	75.6	66.8	66.7	-0.1	66.6	-0.2	66.6	-0.2	66.6	65.1	-1.5	65.2	-0.4	66.1	-0.5
CH099	425 Church	15214	-4708	88.4	79.1	79.3	0.2	79.3	0.2	79.3	0.2	79.1	81.2	2.1	81.8	2.7	76.6	-2.5
CH100	327 Church	16819	5275	90.5	93.5	92.4	-1.1	93.1	-0.4	93.2	-0.3	91.7	90.3	-1.4	92.2	0.5	92.1	0.4
CH101	500 Church	3028	9100	80.4	71.3	71.2	-0.1	70.9	-0.4	70.9	-0.4	71.1	69.4	-1.7	70.8	-0.3	70.7	-0.4
CH102	1091 Church	29435	-3393	89.2	77.3	75.1	-2.2	75.1	-2.2	75.1	-2.2	77.3	88.7	11.4	88.7	11.4	75.1	-2.2
CH103	621 Church	33060	9231	81.1	83.9	84.5	0.6	85.3	1.4	85.4	1.5	81.4	75.9	-5.5	77.7	-3.7	82.2	0.8
CH104	655 Church	43124	11484	77.9	76.7	77.0	0.3	77.8	1.1	77.8	1.1	75.4	75.9	0.5	76.8	1.4	76.5	1.1
CH105	475 Church	22240	4389	87.2	76.9	75.7	-1.2	75.7	-1.2	75.7	-1.2	76.9	86.9	10.0	86.0	9.1	74.5	-2.4
CH106	959 Church	38784	1394	87.5	82.9	81.8	-1.1	81.9	-1.0	81.9	-1.0	82.9	81.8	-1.1	80.3	-2.6	81.9	-1.0
CH107	596 Church	12493	-6171	82.7	75.3	75.6	0.3	75.6	0.3	75.6	0.3	75.3	73.6	-1.7	76.9	1.6	74.2	-1.1
CH108	585 Church	12557	-6505	81.6	74.2	74.7	0.5	74.7	0.5	74.7	0.5	74.2	72.7	-1.5	75.3	1.1	73.6	-0.6
CH109	517 Church	-7997	6637	83.5	74.3	75.1	0.8	75.2	0.9	75.2	0.9	73.0	72.7	-0.3	74.5	1.5	74.4	1.4
CH110	720 Church	39904	11465	80.6	81.0	81.5	0.5	82.3	1.3	82.3	1.3	79.2	71.5	-7.7	74.3	-4.9	80.2	1.0
CH111	930 Church	45654	-1593	84.5	72.3	71.6	-0.7	71.6	-0.7	71.6	-0.7	72.3	80.7	8.4	77.2	4.9	71.6	-0.7

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH112	721 Church	39947	11465	80.5	81.0	81.5	0.5	82.2	1.2	82.3	1.3	79.2	71.5	-7.7	74.4	-4.8	80.2	1.0
CH113	668 Church	50570	11307	78.2	73.7	73.7	0.0	73.7	0.0	74.2	0.5	71.7	75.3	3.6	76.4	4.7	72.8	1.1
CH114	932 Church	42963	-741	84.3	75.8	74.9	-0.9	74.9	-0.9	74.9	-0.9	75.8	80.4	4.6	77.9	2.1	74.8	-1.0
CH115	857 Church	48411	5654	83.1	79.1	79.1	0.0	79.1	0.0	79.1	0.0	79.1	79.1	0.0	80.3	1.2	79.1	0.0
CH116	236 Church	26573	11459	84.7	77.9	77.4	-0.5	76.8	-1.1	76.7	-1.2	76.7	84.1	7.4	84.3	7.6	76.6	-0.1
CH117	700 Church	45442	7080	81.3	75.7	75.7	0.0	75.7	0.0	75.6	-0.1	75.7	81.2	5.5	80.8	5.1	75.6	-0.1
CH118	889 Church	34682	5288	83.3	77.1	76.8	-0.3	76.7	-0.4	76.7	-0.4	76.7	82.4	5.7	81.4	4.7	76.7	0.0
CH119	588 Church	-3523	-8901	79.9	72.8	72.8	0.0	72.8	0.0	72.8	0.0	71.8	70.8	-1.0	71.5	-0.3	72.9	1.1
CH120	561 Church	-3133	-5122	94.8	87.4	87.3	-0.1	87.3	-0.1	87.3	-0.1	87.3	83.4	-3.9	84.5	-2.8	87.6	0.3
CH121	574 Church	-1025	-8528	76.9	72.0	72.0	0.0	72.0	0.0	72.0	0.0	70.9	70.3	-0.6	71.0	0.1	72.2	1.3
CH122	565 Church	-2777	-7154	84.6	77.9	77.9	0.0	77.9	0.0	77.9	0.0	77.2	75.5	-1.7	76.3	-0.9	78.2	1.0
CH125	643 Church	40706	11467	79.9	79.9	80.4	0.5	81.1	1.2	81.1	1.2	78.3	71.7	-6.6	76.1	-2.2	79.3	1.0
CH126	920 Church	42979	3400	86.1	82.3	82.3	0.0	82.3	0.0	82.3	0.0	82.3	82.3	0.0	82.3	0.0	82.3	0.0
CH127	854 Church	48198	5183	83.6	80.1	80.2	0.1	80.1	0.0	80.1	0.0	80.1	80.1	0.0	81.0	0.9	80.1	0.0
CH128	904 Church	48815	1124	83.0	78.9	78.1	-0.8	78.1	-0.8	78.1	-0.8	78.9	76.7	-2.2	75.0	-3.9	78.1	-0.8
CH129	372 Church	20742	-3140	91.9	82.2	81.5	-0.7	81.5	-0.7	81.5	-0.7	82.2	91.8	9.6	91.2	9.0	79.3	-2.9
CH130	650 Church	41748	10497	78.8	77.2	77.2	0.0	77.2	0.0	77.2	0.0	74.3	75.7	1.4	77.5	3.2	75.3	1.0
CH131	1020 Church	40320	222	85.7	80.0	78.8	-1.2	78.7	-1.3	78.7	-1.3	80.0	79.3	-0.7	77.0	-3.0	78.7	-1.3
CH132	318 Church	15736	5775	93.0	92.9	90.4	-2.5	90.8	-2.1	90.8	-2.1	89.7	87.9	-1.8	90.3	0.6	90.1	0.4
CH133	990 Church	27851	1067	91.1	89.4	89.4	0.0	89.4	0.0	89.4	0.0	89.4	89.4	0.0	88.7	-0.7	89.4	0.0
CH134	905 Church	49067	1391	83.2	79.5	78.7	-0.8	78.7	-0.8	78.7	-0.8	79.5	77.4	-2.1	75.7	-3.8	78.7	-0.8
CH135	762 Church	33627	6388	84.3	80.3	80.3	0.0	80.3	0.0	80.3	0.0	80.3	83.2	2.9	83.3	3.0	80.3	0.0
CH136	696 Church	48309	7281	80.5	75.6	75.6	0.0	75.6	0.0	75.6	0.0	74.7	80.7	6.0	80.2	5.5	74.7	0.0
CH137	1080 Church	34656	-3968	87.3	69.8	69.5	-0.3	69.5	-0.3	69.5	-0.3	69.8	83.6	13.8	83.7	13.9	69.0	-0.8
CH138	937 Church	41639	1162	86.2	81.7	80.6	-1.1	80.7	-1.0	80.7	-1.0	81.7	80.0	-1.7	78.2	-3.5	80.7	-1.0
CH139	633 Church	36337	10957	82.3	84.4	84.8	0.4	85.4	1.0	85.4	1.0	81.6	72.7	-8.9	73.3	-8.3	82.2	0.6
CH140	1003 Church	34661	-513	86.6	80.4	79.6	-0.8	79.5	-0.9	79.5	-0.9	80.4	82.9	2.5	79.9	-0.5	78.7	-1.7
CH141	1132 Church	40084	-6855	80.1	61.9	62.4	0.5	62.4	0.5	62.4	0.5	61.9	80.6	18.7	80.0	18.1	61.6	-0.3
CH142	879 Church	51241	524	81.2	76.1	75.6	-0.5	75.5	-0.6	75.5	-0.6	76.1	73.9	-2.2	74.8	-1.3	75.5	-0.6
CH143	1133 Church	36373	-4447	86.3	68.1	67.7	-0.4	67.7	-0.4	67.7	-0.4	68.1	83.4	15.3	83.5	15.4	67.1	-1.0
CH144	1083 Church	30061	-1582	89.8	82.9	80.3	-2.6	80.3	-2.6	80.3	-2.6	82.9	83.8	0.9	84.4	1.5	80.3	-2.6
CH145	1014 Church	37669	-1182	86.8	76.7	76.0	-0.7	76.0	-0.7	76.0	-0.7	76.7	82.5	5.8	79.8	3.1	75.4	-1.3
CH146	297 Church	13494	8321	92.1	80.0	77.9	-2.1	77.9	-2.1	77.9	-2.1	77.5	89.2	11.7	87.4	9.9	77.4	-0.1
CH147	661 Church	43408	9026	81.4	76.7	77.0	0.3	77.0	0.3	77.0	0.3	76.7	79.5	2.8	80.6	3.9	77.0	0.3
CH148	898 Church	48388	3639	84.2	81.5	81.5	0.0	81.5	0.0	81.5	0.0	81.5	81.5	0.0	81.1	-0.4	81.5	0.0
CH149	841 Church	45426	5670	83.4	78.4	78.3	-0.1	78.3	-0.1	78.3	-0.1	78.3	79.2	0.9	79.9	1.6	78.3	0.0
CH150	315 Church	16056	6214	91.8	91.4	88.0	-3.4	88.5	-2.9	88.5	-2.9	87.6	89.3	1.7	91.0	3.4	87.9	0.3
CH151	320 Church	16044	5617	91.4	93.1	91.2	-1.9	91.7	-1.4	91.7	-1.4	90.5	88.3	-2.2	91.1	0.6	90.9	0.4
CH155	440 Church	18863	-13343	67.9	58.8	58.7	-0.1	58.7	-0.1	58.7	-0.1	58.8	60.4	1.6	60.2	1.4	57.7	-1.1
CH156	956 Church	34981	1468	88.5	83.7	83.7	0.0	83.7	0.0	83.7	0.0	83.7	83.2	-0.5	82.3	-1.4	83.2	-0.5
CH157	498 Church	4879	5462	91.2	81.5	81.2	-0.3	81.1	-0.4	81.1	-0.4	81.1	80.3	-0.8	81.2	0.1	81.0	-0.1
CH158	357 Church	24437	2639	89.7	88.7	88.8	0.1	88.8	0.1	88.8	0.1	88.7	86.8	-1.9	89.2	0.5	88.8	0.1
CH159	1040 Church	40329	-3821	86.6	68.4	68.0	-0.4	68.0	-0.4	68.0	-0.4	68.4	81.3	12.9	81.6	13.2	67.6	-0.8
CH160	289 Church	12198	7451	99.5	83.1	80.5	-2.6	80.5	-2.6	80.5	-2.6	80.1	91.3	11.2	89.6	9.5	80.1	0.0
CH162	445 Church	18585	-9335	75.5	65.7	65.8	0.1	65.8	0.1	65.8	0.1	65.7	68.4	2.7	71.0	5.3	64.3	-1.4
CH163	752 Church	38352	7585	83.5	79.4	79.4	0.0	79.4	0.0	79.2	-0.2	79.4	81.7	2.3	82.5	3.1	79.2	-0.2

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH164	326 Church	17219	5679	89.4	92.6	90.7	-1.9	90.8	-1.8	91.0	-1.6	90.7	88.4	-2.3	91.0	0.3	90.9	0.2
CH165	1087 Church	31191	-1517	89.2	81.1	79.0	-2.1	79.0	-2.1	79.0	-2.1	81.1	82.6	1.5	82.9	1.8	79.0	-2.1
CH166	310 Church	17839	7360	91.1	85.8	83.7	-2.1	83.3	-2.5	83.3	-2.5	83.9	90.5	6.6	91.5	7.6	83.3	-0.6
CH167	1145 Church	29772	-8393	77.7	70.7	70.7	0.0	70.7	0.0	70.7	0.0	70.7	75.3	4.6	74.7	4.0	70.7	0.0
CH168	503 Church	2715	9777	78.5	69.3	69.2	-0.1	69.0	-0.3	69.0	-0.3	69.0	67.4	-1.6	68.7	-0.3	68.6	-0.4
CH169	944 Church	41645	3408	86.5	82.4	82.4	0.0	82.4	0.0	82.4	0.0	82.4	82.4	0.0	82.6	0.2	82.4	0.0
CH170	1117 Church	42734	-6687	80.6	61.8	62.2	0.4	62.2	0.4	62.2	0.4	61.8	81.4	19.6	81.0	19.2	81.5	-0.3
CH171	897 Church	48290	3680	84.3	81.5	81.5	0.0	81.5	0.0	81.5	0.0	81.5	81.5	0.0	81.2	-0.3	81.5	0.0
CH172	272 Church	16888	11345	85.3	75.2	74.1	-1.1	72.1	-3.1	71.9	-3.3	73.3	81.3	8.0	80.1	6.8	70.2	-3.1
CH173	374 Church	20347	-4191	88.8	78.3	78.5	0.2	78.5	0.2	78.5	0.2	78.3	87.0	8.7	86.0	7.7	75.7	-2.6
CH174	751 Church	37440	7189	83.5	79.0	79.0	0.0	79.0	0.0	79.0	0.0	79.0	82.3	3.3	82.7	3.7	79.0	0.0
CH175	515 Church	-4960	6402	82.6	75.7	76.4	0.7	76.5	0.8	77.0	1.3	73.3	74.7	1.4	74.9	1.6	74.6	1.3
CH176	1018 Church	42759	586	85.0	80.0	78.9	-1.1	78.9	-1.1	78.9	-1.1	80.0	77.7	-2.3	75.9	-4.1	78.9	-1.1
CH177	607 Church	29502	11020	85.2	84.2	83.7	-0.5	83.0	-1.2	82.9	-1.3	81.5	80.3	-1.2	81.5	0.0	80.6	-0.9
CH179	1028 Church	41630	-1354	85.8	74.5	73.7	-0.8	73.7	-0.8	73.7	-0.8	74.5	81.7	7.2	78.2	3.7	73.5	-1.0
CH180	784 Church	37667	5420	83.5	77.4	76.8	-0.6	76.8	-0.6	76.8	-0.6	76.8	81.6	4.8	80.4	3.6	76.8	0.0
CH181	1035 Church	42759	-3084	86.2	69.5	69.0	-0.5	69.0	-0.5	69.0	-0.5	69.5	81.0	11.5	78.4	8.9	68.7	-0.8
CH182	1012 Church	37462	-1152	86.9	76.9	76.2	-0.7	76.2	-0.7	76.2	-0.7	76.9	82.6	5.7	79.9	3.0	75.6	-1.3
CH183	741 Church	35808	6815	83.8	79.6	79.6	0.0	79.6	0.0	79.6	0.0	79.6	82.7	3.1	83.0	3.4	79.6	0.0
CH184	640 Church	48294	10317	79.5	74.8	74.9	0.1	74.8	0.0	75.2	0.4	74.2	77.0	2.8	78.6	4.4	74.8	0.6
CH185	890 Church	32290	4655	84.6	79.3	77.6	-1.7	77.6	-1.7	77.6	-1.7	77.6	82.1	4.5	80.6	3.0	77.6	0.0
CH186	1073 Church	37662	-2735	87.8	72.1	71.5	-0.6	71.5	-0.6	71.5	-0.6	72.1	81.1	9.0	80.1	8.0	71.0	-1.1
CH187	906 Church	49719	3688	83.8	81.2	81.2	0.0	81.2	0.0	81.2	0.0	81.2	81.2	0.0	80.8	-0.4	81.2	0.0
CH188	617 Church	29706	9678	84.5	87.9	87.9	0.0	87.9	0.0	87.9	0.0	83.6	75.9	-7.7	77.0	-6.6	83.6	0.0
CH189	753 Church	37456	8316	82.7	78.5	79.0	0.5	79.0	0.5	78.9	0.4	78.5	80.1	1.6	81.5	3.0	78.9	0.4
CH190	388 Church	15769	-1744	102.4	93.4	91.8	-1.6	91.7	-1.7	91.7	-1.7	93.4	96.0	2.6	95.7	2.3	89.5	-3.9
CH191	797 Church	37440	3115	87.6	82.9	82.9	0.0	82.9	0.0	82.9	0.0	82.9	82.9	0.0	83.3	0.4	82.9	0.0
CH193	346 Church	16098	3516	90.0	93.2	92.3	-0.9	92.3	-0.9	92.3	-0.9	91.3	92.8	1.5	91.3	0.0	91.5	0.2
CH194	1112 Church	40302	-5874	82.5	63.8	64.0	0.2	64.0	0.2	64.0	0.2	63.8	82.4	18.6	82.1	18.3	63.2	-0.6
CH195	651 Church	42785	11166	77.5	76.9	76.9	0.0	77.2	0.3	77.3	0.4	74.9	76.1	1.2	76.9	2.0	76.0	1.1
CH196	1130 Church	40093	-6419	81.2	62.8	63.1	0.3	63.1	0.3	63.1	0.3	62.8	81.6	18.8	81.2	18.4	62.3	-0.6
CH197	1011 Church	36141	-622	85.4	79.3	78.5	-0.8	78.5	-0.8	78.5	-0.8	79.3	82.6	3.3	79.9	0.6	77.8	-1.5
CH198	802 Church	38793	7343	83.2	78.6	78.6	0.0	78.6	0.0	78.6	0.0	78.6	82.1	3.5	82.4	3.8	78.6	0.0
CH199	1077 Church	32312	-2517	89.1	76.3	74.6	-1.7	74.6	-1.7	74.6	-1.7	76.3	81.9	5.6	82.5	6.2	75.0	-1.3
CH200	929 Church	46100	-552	82.8	75.1	74.3	-0.8	74.3	-0.8	74.2	-0.9	75.1	76.5	1.4	76.9	1.8	74.2	-0.9
CH201	611 Church	30178	11450	84.9	83.4	82.9	-0.5	82.2	-1.2	82.2	-1.2	81.0	80.8	-0.2	81.8	0.8	80.1	-0.9
CH202	851 Church	48228	5944	82.8	78.2	78.3	0.1	78.2	0.0	78.2	0.0	78.2	78.7	0.5	79.8	1.6	78.2	0.0
CH204	1161 Church	40064	-8675	79.0	58.7	59.5	0.8	59.5	0.8	59.5	0.8	58.7	74.8	16.1	74.3	15.6	58.6	-0.1
CH205	743 Church	36034	6388	83.7	79.2	79.2	0.0	79.2	0.0	79.2	0.0	79.2	82.9	3.7	82.7	3.5	79.2	0.0
CH206	999 Church	32298	-1373	86.6	78.7	78.0	-0.7	78.0	-0.7	78.0	-0.7	78.7	82.9	4.2	82.3	3.6	78.4	-0.3
CH207	731 Church	39058	9517	80.8	76.3	77.7	1.4	77.7	1.4	78.1	1.8	75.1	76.8	1.7	78.5	3.4	76.5	1.4
CH208	1008 Church	34964	-345	86.9	80.8	79.9	-0.9	79.9	-0.9	79.9	-0.9	80.8	82.7	1.9	79.3	-1.5	79.1	-1.7
CH209	1053 Church	40116	-783	85.5	76.9	76.0	-0.9	76.0	-0.9	76.0	-0.9	76.9	81.5	4.6	78.9	2.0	75.7	-1.2
CH210	1057 Church	38743	-1492	86.9	75.3	74.6	-0.7	74.6	-0.7	74.6	-0.7	75.3	82.4	7.1	79.0	3.7	74.1	-1.2
CH211	794 Church	36174	2481	88.1	83.5	83.7	0.2	83.7	0.2	83.7	0.2	83.5	83.5	0.0	83.4	-0.1	83.5	0.0
CH213	349 Church	18281	1520	97.7	90.3	91.5	1.2	91.5	1.2	91.5	1.2	90.3	92.1	1.8	92.9	2.6	90.3	0.0

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH214	1019 Church	41454	470	85.5	80.3	79.1	-1.2	79.0	-1.3	79.0	-1.3	80.3	77.9	-2.4	76.2	-4.1	79.0	-1.3
CH215	849 Church	47667	6166	82.5	77.4	77.5	0.1	77.4	0.0	77.4	0.0	77.4	79.5	2.1	79.1	1.7	77.4	0.0
CH216	982 Church	32313	1911	89.1	84.2	85.6	1.4	85.5	1.3	85.5	1.3	84.2	84.2	0.0	83.9	-0.3	84.2	0.0
CH217	638 Church	48413	9011	80.6	75.6	75.6	0.0	75.6	0.0	75.5	-0.1	75.6	80.0	4.4	80.7	5.1	75.5	-0.1
CH218	384 Church	15869	-951	102.8	95.9	94.8	-1.1	94.9	-1.0	94.9	-1.0	95.9	94.4	-1.5	95.0	-0.9	94.3	-1.6
CH219	254 Church	22848	11338	86.4	77.4	78.4	1.0	80.0	2.6	80.1	2.7	77.8	88.4	10.6	87.8	10.0	78.8	1.0
CH221	248 Church	23975	6427	86.4	89.3	89.8	0.5	90.6	1.3	90.6	1.3	88.4	86.9	-1.5	88.5	0.1	89.3	0.9
CH222	404 Church	15086	-9405	74.7	66.6	66.4	-0.2	66.4	-0.2	66.4	-0.2	66.6	66.3	-0.3	67.2	0.6	65.1	-1.5
CH224	461 Church	20460	-10672	72.3	62.0	63.1	1.1	63.1	1.1	63.1	1.1	62.0	66.2	4.2	69.0	7.0	60.8	-1.2
CH225	407 Church	13793	-7039	80.3	72.5	72.4	-0.1	72.4	-0.1	72.4	-0.1	72.5	71.8	-0.7	75.2	2.7	70.6	-1.9
CH228	916 Church	46115	513	83.4	78.3	77.4	-0.9	77.4	-0.9	77.4	-0.9	78.3	76.0	-2.3	75.6	-2.7	77.4	-0.9
CH230	780 Church	32151	4322	85.5	80.5	78.7	-1.8	78.7	-1.8	78.7	-1.8	78.7	81.3	2.6	80.6	1.9	78.7	0.0
CH231	627 Church	35143	9975	80.2	81.6	82.1	0.5	83.0	1.4	83.0	1.4	79.6	74.6	-5.0	76.2	-3.4	80.7	1.1
CH232	1116 Church	41612	-6870	80.1	61.6	62.1	0.5	62.1	0.5	62.1	0.5	61.6	80.9	19.3	80.4	18.8	61.4	-0.2
CH233	489 Church	26976	-10110	71.7	67.2	68.4	1.2	68.5	1.3	68.5	1.3	67.2	70.2	3.0	72.8	5.6	67.1	-0.1
CH234	747 Church	36895	6381	83.4	78.7	78.8	0.1	78.7	0.0	78.7	0.0	78.7	82.7	4.0	82.4	3.7	78.7	0.0
CH235	971 Church	32127	2022	89.1	84.2	85.6	1.4	85.6	1.4	85.6	1.4	84.2	84.2	0.0	84.1	-0.1	84.2	0.0
CH236	1032 Church	40334	-3035	87.1	70.4	69.9	-0.5	69.9	-0.5	69.9	-0.5	70.4	80.9	10.5	79.6	9.2	69.5	-0.9
CH239	773 Church	29501	6867	84.8	81.9	81.9	0.0	82.1	0.2	82.2	0.3	81.9	82.5	0.6	83.5	1.6	81.7	-0.2
CH240	1068 Church	37448	-2742	87.9	72.1	71.6	-0.5	71.6	-0.5	71.6	-0.5	72.1	81.1	9.0	80.3	8.2	71.0	-1.1
CH241	355 Church	24439	3466	86.7	88.9	88.8	-0.1	89.3	0.4	89.4	0.5	88.5	86.6	-1.9	85.7	-2.8	89.4	0.9
CH242	1016 Church	40326	854	86.5	81.6	80.5	-1.1	80.6	-1.0	80.5	-1.1	81.6	79.6	-2.0	77.9	-3.7	80.5	-1.1
CH243	724 Church	38394	11463	81.8	83.2	83.6	0.4	84.2	1.0	84.3	1.1	80.8	72.0	-8.8	72.5	-8.3	81.5	0.7
CH244	758 Church	37681	8609	82.3	77.9	78.8	0.9	78.8	0.9	78.9	1.0	77.9	79.3	1.4	80.9	3.0	78.6	0.7
CH245	717 Church	42785	7206	82.2	77.0	77.1	0.1	77.0	0.0	77.0	0.0	77.0	81.8	4.8	81.6	4.6	77.0	0.0
CH246	1048 Church	39156	-87	85.6	79.6	78.5	-1.1	78.5	-1.1	78.5	-1.1	79.6	80.7	1.1	78.0	-1.6	78.2	-1.4
CH247	964 Church	34958	2144	88.4	83.7	84.3	0.6	84.3	0.6	84.3	0.6	83.7	83.7	0.0	83.4	-0.3	83.7	0.0
CH248	649 Church	42158	10866	78.0	77.1	77.1	0.0	77.1	0.0	77.2	0.1	74.9	75.6	0.7	77.3	2.4	75.9	1.0
CH249	1044 Church	41646	-4101	85.9	67.3	67.0	-0.3	67.0	-0.3	67.0	-0.3	67.3	81.3	14.0	81.6	14.3	66.6	-0.7
CH250	1093 Church	28704	-4168	87.4	75.3	73.2	-2.1	73.2	-2.1	73.2	-2.1	75.3	88.6	13.3	88.2	12.9	73.2	-2.1
CH251	299 Church	13890	6115	100.9	91.3	87.8	-3.5	87.9	-3.4	87.9	-3.4	87.2	93.2	6.0	94.2	7.0	87.4	0.2
CH253	478 Church	22179	-4389	87.3	76.9	75.8	-1.1	75.8	-1.1	75.8	-1.1	76.9	86.9	10.0	86.0	9.1	74.5	-2.4
CH254	258 Church	17430	10595	88.5	77.5	76.4	-1.1	74.6	-2.9	74.4	-3.1	75.8	85.0	9.2	83.6	7.8	72.6	-3.2
CH255	332 Church	12359	3858	101.1	97.5	97.9	0.4	98.7	1.2	98.8	1.3	94.9	95.4	0.5	95.6	0.7	95.7	0.8
CH256	344 Church	16578	3534	89.6	93.1	91.5	-1.6	92.1	-1.0	92.1	-1.0	91.1	92.5	1.4	91.0	-0.1	91.2	0.1
CH257	401 Church	15548	-8178	77.7	69.2	69.0	-0.2	69.0	-0.2	69.0	-0.2	69.2	69.7	0.5	72.6	3.4	67.6	-1.6
CH258	838 Church	42986	5752	83.2	77.6	77.4	-0.2	77.4	-0.2	77.4	-0.2	77.4	80.3	2.9	79.1	1.7	77.4	0.0
CH259	270 Church	14539	12155	78.9	70.0	70.0	0.0	71.0	1.0	71.2	1.2	70.0	75.6	5.6	74.5	4.5	71.2	1.2
CH260	365 Church	23953	-3330	90.7	79.9	77.3	-2.6	77.3	-2.6	77.3	-2.6	79.9	90.9	11.0	90.6	10.7	77.3	-2.6
CH261	373 Church	19150	-3057	95.9	83.5	83.0	-0.5	83.0	-0.5	83.0	-0.5	83.5	92.0	8.5	91.1	7.6	80.3	-3.2
CH262	585 Church	-3362	-7566	83.5	76.8	76.8	0.0	76.8	0.0	76.8	0.0	76.0	74.6	-1.4	75.3	-0.7	77.0	1.0
CH263	921 Church	45419	3417	85.3	82.0	82.0	0.0	82.0	0.0	82.0	0.0	82.0	82.0	0.0	81.7	-0.3	82.0	0.0
CH265	837 Church	42986	5666	83.4	77.9	77.7	-0.2	77.6	-0.3	77.6	-0.3	77.6	80.2	2.6	79.4	1.8	77.6	0.0
CH266	339 Church	16872	3711	89.9	93.9	91.5	-2.4	92.8	-1.1	92.8	-1.1	91.5	92.6	1.1	91.4	-0.1	91.7	0.2
CH267	738 Church	35017	8122	83.0	79.1	79.3	0.2	79.3	0.2	79.7	0.6	79.1	80.1	1.0	81.6	2.5	79.6	0.5
CH268	1037 Church	42658	-3037	86.3	69.6	69.2	-0.4	69.1	-0.5	69.1	-0.5	69.6	81.1	11.5	78.3	8.7	68.9	-0.7

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH269	1063 Church	38695	-3508	87.2	69.7	69.2	-0.5	69.2	-0.5	69.2	-0.5	69.7	81.4	11.7	81.7	12.0	68.8	-0.9
CH270	768 Church	31466	6365	84.7	81.1	81.1	0.0	81.1	0.0	81.1	0.0	81.1	83.4	2.3	83.7	2.6	81.1	0.0
CH271	719 Church	39686	11328	80.4	80.9	81.4	0.5	82.1	1.2	82.2	1.3	79.1	71.7	-7.4	74.2	-4.9	80.1	1.0
CH272	858 Church	48394	5164	83.6	80.2	80.2	0.0	80.2	0.0	80.2	0.0	80.2	80.2	0.0	81.0	0.8	80.2	0.0
CH273	997 Church	31581	550	89.2	84.1	83.8	-0.3	83.8	-0.3	83.8	-0.3	84.1	83.3	-0.8	81.5	-2.6	83.6	-0.5
CH274	1062 Church	38724	-3316	87.4	70.2	69.7	-0.5	69.7	-0.5	69.7	-0.5	70.2	80.8	10.6	81.3	11.1	69.2	-1.0
CH275	624 Church	34643	11454	83.8	86.2	86.3	0.1	86.5	0.3	86.5	0.3	82.8	75.0	-7.8	76.1	-6.7	82.9	0.1
CH276	783 Church	29696	3909	86.3	83.1	83.0	-0.1	82.9	-0.2	82.9	-0.2	82.9	83.0	0.1	84.9	2.0	82.9	0.0
CH277	1134 Church	37433	-6016	82.2	64.2	64.3	0.1	64.3	0.1	64.3	0.1	64.2	82.0	17.8	81.6	17.4	63.5	-0.7
CH278	950 Church	42762	1421	85.9	81.7	80.7	-1.0	80.8	-0.9	80.8	-0.9	81.7	80.2	-1.5	78.5	-3.2	80.8	-0.9
CH279	656 Church	45449	10853	78.5	74.2	75.4	1.2	75.4	1.2	75.9	1.7	71.9	76.2	4.3	76.3	4.4	73.2	1.3
CH280	734 Church	39023	8896	81.9	77.4	78.4	1.0	78.4	1.0	78.4	1.0	77.2	78.8	1.6	80.4	3.2	77.9	0.7
CH281	978 Church	33441	3079	88.1	83.0	83.6	0.6	83.6	0.6	83.6	0.6	82.9	82.9	0.0	83.7	0.8	82.9	0.0
CH282	380 Church	17872	-2898	97.3	85.1	84.5	-0.6	84.5	-0.6	84.5	-0.6	85.1	92.4	7.3	91.4	6.3	81.5	-3.6
CH283	963 Church	40119	137	85.7	79.9	78.6	-1.3	78.6	-1.3	78.6	-1.3	79.9	79.7	-0.2	77.3	-2.6	78.6	-1.3
CH284	553 Church	8877	10121	83.8	75.8	75.3	-0.5	75.3	-0.5	76.9	1.1	75.8	74.1	-1.7	73.0	-2.8	76.9	1.1
CH285	497 Church	6222	7425	88.4	78.2	78.2	0.0	78.1	-0.1	78.8	0.6	78.1	79.0	0.9	78.2	0.1	78.8	0.7
CH286	1121 Church	40600	-8869	78.6	58.4	59.1	0.7	59.1	0.7	59.1	0.7	58.4	74.5	16.1	73.9	15.5	58.2	-0.2
CH287	870 Church	53421	2044	82.1	79.3	78.7	-0.6	78.7	-0.6	78.7	-0.6	79.3	77.4	-1.9	75.8	-3.5	78.7	-0.6
CH288	1054 Church	40117	-1288	86.3	75.3	74.5	-0.8	74.5	-0.8	74.5	-0.8	75.3	82.0	6.7	78.6	3.3	74.2	-1.1
CH289	387 Church	15218	-1808	102.5	93.6	92.6	-1.0	92.6	-1.0	92.6	-1.0	93.6	96.2	2.6	95.7	2.1	89.8	-3.8
CH290	378 Church	16538	-2345	100.2	89.2	88.0	-1.2	88.0	-1.2	88.0	-1.2	89.2	94.4	5.2	93.7	4.5	85.2	-4.0
CH291	705 Church	40345	7835	82.8	78.0	78.0	0.0	78.0	0.0	77.8	-0.2	78.0	81.5	3.5	82.1	4.1	77.8	-0.2
CH292	845 Church	45802	3849	85.1	81.8	81.8	0.0	81.8	0.0	81.8	0.0	81.8	81.8	0.0	81.9	0.1	81.8	0.0
CH293	460 Church	20181	-10799	72.2	62.0	62.9	0.9	62.9	0.9	62.9	0.9	62.0	65.8	3.8	68.3	6.3	60.8	-1.2
CH294	759 Church	32328	7233	84.2	80.7	80.8	0.1	80.8	0.1	80.6	-0.1	80.7	82.0	1.3	83.0	2.3	80.6	-0.1
CH295	1118 Church	40555	-7289	79.2	61.1	61.6	0.5	61.6	0.5	61.6	0.5	61.1	79.4	18.3	78.8	17.7	60.8	-0.3
CH296	957 Church	38764	2156	87.5	83.0	82.9	-0.1	82.9	-0.1	82.9	-0.1	83.0	82.9	-0.1	82.1	-0.9	82.9	-0.1
CH297	680 Church	50337	6435	81.9	77.3	77.4	0.1	77.3	0.0	77.3	0.0	77.3	79.1	1.8	78.9	1.6	77.3	0.0
CH298	815 Church	38798	5019	84.7	79.0	78.5	-0.5	78.4	-0.6	78.4	-0.6	78.4	80.3	1.9	80.3	1.9	78.4	0.0
CH300	979 Church	33630	2854	88.3	83.3	84.1	0.8	84.0	0.7	84.0	0.7	83.3	83.3	0.0	83.9	0.6	83.3	0.0
CH301	862 Church	51895	5608	82.5	79.7	79.7	0.0	79.7	0.0	79.7	0.0	79.7	79.7	0.0	80.5	0.8	79.7	0.0
CH303	781 Church	29690	5046	84.4	79.8	79.5	-0.3	79.4	-0.4	79.4	-0.4	79.4	83.7	4.3	82.8	3.4	79.4	0.0
CH304	495 Church	8157	8360	85.2	74.9	74.9	0.0	74.8	-0.1	75.1	0.2	74.9	75.3	0.4	74.9	0.0	75.1	0.2
CH305	871 Church	52913	2176	82.3	79.6	79.0	-0.6	79.0	-0.6	79.0	-0.6	79.6	78.0	-1.6	76.4	-3.2	79.0	-0.6
CH306	962 Church	40119	218	85.8	80.1	78.8	-1.3	78.8	-1.3	78.8	-1.3	80.1	79.4	-0.7	77.0	-3.1	78.8	-1.3
CH307	1023 Church	42751	-882	84.7	75.5	74.6	-0.9	74.6	-0.9	74.6	-0.9	75.5	80.7	5.2	78.0	2.5	74.5	-1.0
CH308	237 Church	26723	11459	84.7	78.1	77.7	-0.4	77.0	-1.1	76.9	-1.2	76.9	84.0	7.1	84.3	7.4	76.5	-0.4
CH309	648 Church	41463	9169	81.4	77.0	77.1	0.1	77.0	0.0	77.4	0.4	76.6	78.6	2.0	80.2	3.6	77.2	0.6
CH310	1055 Church	39043	-1785	87.1	74.3	73.6	-0.7	73.6	-0.7	73.6	-0.7	74.3	82.3	8.0	79.0	4.7	73.1	-1.2
CH311	616 Church	29706	9728	84.5	87.9	87.9	0.0	87.8	-0.1	87.8	-0.1	83.6	76.1	-7.5	77.1	-6.5	83.5	-0.1
CH312	708 Church	41075	6372	82.2	76.4	76.5	0.1	76.4	0.0	76.4	0.0	76.4	81.8	5.4	81.1	4.7	76.4	0.0
CH313	799 Church	34942	2884	88.2	83.2	83.7	0.5	83.7	0.5	83.7	0.5	83.2	83.2	0.0	83.7	0.5	83.2	0.0
CH314	958 Church	39035	1891	87.5	83.0	82.5	-0.5	82.5	-0.5	82.5	-0.5	83.0	82.5	-0.5	81.6	-1.4	82.5	-0.5
CH315	1025 Church	40329	-898	85.7	76.5	75.5	-1.0	75.5	-1.0	75.5	-1.0	76.5	81.6	5.1	78.9	2.4	75.3	-1.2
CH316	760 Church	33465	6366	84.3	80.3	80.3	0.0	80.3	0.0	80.3	0.0	80.3	83.2	2.9	83.3	3.0	80.3	0.0

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Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH317	1152 Church	37400	-7181	79.8	61.9	62.3	0.4	62.3	0.4	62.3	0.4	61.9	78.5	16.6	77.9	16.0	61.3	-0.6
CH318	687 Church	45643	7344	81.3	76.0	76.0	0.0	76.0	0.0	76.0	0.0	76.0	81.3	5.3	81.0	5.0	76.0	0.0
CH319	1051 Church	38743	-955	86.2	77.0	76.2	-0.8	76.2	-0.8	76.2	-0.8	77.0	82.1	5.1	79.5	2.5	75.7	-1.3
CH320	723 Church	39458	11464	80.9	81.7	82.2	0.5	82.9	1.2	83.0	1.3	79.7	71.6	-8.1	73.2	-6.5	80.7	1.0
CH321	242 Church	26844	6592	85.5	84.4	85.0	0.6	86.1	1.7	86.2	1.8	83.0	84.2	1.2	86.2	3.2	85.3	2.3
CH322	352 Church	24378	5651	87.0	86.6	86.7	0.1	87.6	1.0	87.6	1.0	86.2	88.8	2.6	89.4	3.2	87.6	1.4
CH323	970 Church	32144	3499	87.6	82.6	82.0	-0.6	82.0	-0.6	82.0	-0.6	81.5	81.5	0.0	83.0	1.5	81.5	0.0
CH324	942 Church	41641	2916	86.6	82.6	82.6	0.0	82.6	0.0	82.6	0.0	82.6	82.6	0.0	82.3	-0.3	82.6	0.0
CH325	912 Church	47061	2960	84.7	81.7	81.4	-0.3	81.4	-0.3	81.4	-0.3	81.7	81.4	-0.3	80.7	-1.0	81.4	-0.3
CH326	855 Church	48157	4590	84.0	81.0	81.0	0.0	81.0	0.0	81.0	0.0	81.0	81.0	0.0	81.5	0.5	81.0	0.0
CH327	960 Church	39047	718	86.8	81.8	80.7	-1.1	80.7	-1.1	80.7	-1.1	81.8	79.8	-2.0	78.0	-3.8	80.7	-1.1
CH328	936 Church	41466	2903	86.7	82.6	82.6	0.0	82.6	0.0	82.6	0.0	82.6	82.6	0.0	82.3	-0.3	82.6	0.0
CH329	883 Church	33816	6120	84.1	79.9	79.9	0.0	79.9	0.0	79.9	0.0	79.9	83.3	3.4	83.0	3.1	79.9	0.0
CH330	843 Church	45634	5505	83.6	78.9	78.9	0.0	78.9	0.0	78.9	0.0	78.9	78.9	0.0	80.4	1.5	78.9	0.0
CH331	939 Church	41640	1762	86.5	82.4	81.5	-0.9	81.6	-0.8	81.6	-0.8	82.4	81.4	-1.0	80.1	-2.3	81.6	-0.8
CH332	972 Church	29987	1050	90.0	88.2	88.0	-0.2	87.9	-0.3	87.9	-0.3	88.2	88.0	-0.2	87.1	-1.1	87.9	-0.3
CH333	1111 Church	41426	-4948	84.8	65.5	65.3	-0.2	65.3	-0.2	65.3	-0.2	65.5	82.5	17.0	82.6	17.1	64.8	-0.7
CH334	587 Church	-3362	-8211	81.6	74.6	74.6	0.0	74.6	0.0	74.6	0.0	73.8	72.7	-1.1	73.4	-0.4	74.8	1.0
CH335	630 Church	35032	9135	81.1	80.3	80.8	0.5	81.6	1.3	81.7	1.4	78.6	76.8	-1.8	78.6	0.0	79.7	1.1
CH337	681 Church	46974	8851	81.0	76.0	76.0	0.0	76.0	0.0	75.9	-0.1	76.0	80.2	4.2	80.9	4.9	75.9	-0.1
CH338	1081 Church	34658	-3718	87.6	70.5	70.1	-0.4	70.1	-0.4	70.1	-0.4	70.5	83.3	12.8	83.5	13.0	69.5	-1.0
CH339	690 Church	48086	7361	80.8	75.2	75.2	0.0	75.2	0.0	75.2	0.0	74.9	80.8	5.9	80.3	5.4	74.9	0.0
CH340	748 Church	37438	6936	83.5	79.0	79.0	0.0	79.0	0.0	79.0	0.0	79.0	82.5	3.5	82.7	3.7	79.0	0.0
CH341	909 Church	46155	3671	85.0	81.8	81.8	0.0	81.8	0.0	81.8	0.0	81.8	81.8	0.0	81.7	-0.1	81.8	0.0
CH342	951 Church	42760	1256	85.8	81.5	80.5	-1.0	80.5	-1.0	80.5	-1.0	81.5	79.8	-1.7	78.0	-3.5	80.5	-1.0
CH343	309 Church	15571	563	93.7	93.3	91.1	-2.2	91.5	-1.8	91.5	-1.8	90.4	88.1	-2.3	90.9	0.5	90.7	0.3
CH345	801 Church	39024	7361	83.2	78.5	78.5	0.0	78.5	0.0	78.5	0.0	78.5	82.0	3.5	82.4	3.9	78.5	0.0
CH346	980 Church	34683	2176	88.5	83.8	84.4	0.6	84.4	0.6	84.4	0.6	83.8	83.8	0.0	83.5	-0.3	83.8	0.0
CH347	1058 Church	39043	-2119	87.4	73.3	72.7	-0.6	72.7	-0.6	72.7	-0.6	73.3	82.1	8.8	78.9	5.6	72.2	-1.1
CH348	941 Church	41681	2382	86.6	82.6	82.3	-0.3	82.3	-0.3	82.3	-0.3	82.6	82.3	-0.3	81.5	-1.1	82.3	-0.3
CH349	811 Church	39032	5549	83.4	77.4	76.8	-0.6	76.8	-0.6	76.8	-0.6	76.8	81.3	4.5	80.2	3.4	76.8	0.0
CH350	634 Church	36465	11455	82.9	85.2	85.5	0.3	85.9	0.7	85.9	0.7	82.1	72.9	-9.2	73.9	-8.2	82.6	0.5
CH351	757 Church	37457	8790	82.1	77.5	78.6	1.1	78.6	1.1	78.9	1.4	77.5	78.7	1.2	80.4	2.9	78.3	0.8
CH352	635 Church	36665	11456	82.8	85.0	85.3	0.3	85.8	0.8	85.6	0.8	82.0	72.7	-9.3	73.7	-8.3	82.5	0.5
CH353	1131 Church	40091	-6584	80.8	62.5	62.9	0.4	62.8	0.3	62.8	0.3	62.5	81.3	18.8	80.8	18.3	62.0	-0.5
CH354	626 Church	35029	10381	82.1	84.7	85.1	0.4	85.7	1.0	85.7	1.0	81.7	73.0	-8.7	74.6	-7.1	82.4	0.7
CH355	601 Church	11830	-11853	69.4	61.9	62.9	1.0	62.9	1.0	62.9	1.0	61.9	61.5	-0.4	60.6	-1.3	64.1	2.2
CH356	825 Church	40331	5708	83.1	77.2	76.7	-0.5	76.7	-0.5	76.7	-0.5	76.7	81.1	4.4	80.0	3.3	76.7	0.0
CH357	953 Church	38683	2526	87.6	83.1	83.1	0.0	83.1	0.0	83.1	0.0	83.1	83.1	0.0	82.7	-0.4	83.1	0.0
CH358	479 Church	25952	-4445	86.5	75.4	73.3	-2.1	73.3	-2.1	73.3	-2.1	75.4	88.0	12.6	87.3	11.9	73.3	-2.1
CH359	1001 Church	34660	-759	87.1	79.6	78.8	-0.8	78.8	-0.8	78.8	-0.8	79.6	83.1	3.5	80.6	1.0	77.9	-1.7
CH360	820 Church	38801	4082	86.5	81.4	81.4	0.0	81.4	0.0	81.4	0.0	81.4	81.4	0.0	82.4	1.0	81.4	0.0
CH361	508 Church	-297	10928	73.7	65.1	64.9	-0.2	64.4	-0.7	64.4	-0.7	64.7	63.3	-1.4	64.2	-0.5	64.1	-0.6
CH362	805 Church	39032	6115	82.6	76.9	77.0	0.1	76.9	0.0	76.9	0.0	76.9	82.1	5.2	81.4	4.5	76.9	0.0
CH363	1049 Church	39044	-249	86.3	79.1	78.1	-1.0	78.1	-1.0	78.1	-1.0	79.1	81.1	2.0	78.5	-0.6	77.8	-1.3
CH364	560 Church	-3000	-5050	95.2	87.7	87.7	0.0	87.7	0.0	87.7	0.0	87.7	83.7	-4.0	84.8	-2.9	88.0	0.3

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CH365	817 Church	40013	4704	85.5	80.2	79.8	-0.4	79.8	-0.4	79.8	-0.4	79.8	79.8	0.0	81.4	1.6	79.8	0.0
CH366	1079 Church	34663	-2477	88.5	74.0	73.4	-0.6	73.4	-0.6	73.4	-0.6	74.0	81.1	7.1	81.0	7.0	72.6	-1.4
CH367	1039 Church	40329	-3861	86.6	68.3	67.9	-0.4	67.9	-0.4	67.9	-0.4	68.3	81.4	13.1	81.7	13.4	67.5	-0.8
CH368	1088 Church	29105	-1896	90.5	82.4	79.8	-2.6	79.8	-2.6	79.8	-2.6	82.4	85.9	3.5	86.5	4.1	79.8	-2.6
CH369	828 Church	42811	6043	82.5	76.7	76.4	-0.3	76.4	-0.3	76.4	-0.3	76.4	80.8	4.4	79.9	3.5	76.4	0.0
CH370	657 Church	42991	10007	80.1	75.8	75.8	0.0	75.8	0.0	76.4	0.6	74.3	77.8	3.5	78.1	3.8	75.5	1.2
CH373	911 Church	47547	3592	84.5	81.6	81.6	0.0	81.6	0.0	81.6	0.0	81.6	81.6	0.0	81.3	-0.3	81.6	0.0
CH374	689 Church	45642	6875	81.0	75.2	75.2	0.0	75.2	0.0	75.2	0.0	75.2	81.0	5.8	80.4	5.2	75.2	0.0
CH375	446 Church	17910	-9299	75.5	66.1	65.9	-0.2	65.9	-0.2	65.9	-0.2	66.1	68.1	2.0	70.3	4.2	64.7	-1.4
CH376	1030 Church	41065	-1571	86.2	74.1	73.4	-0.7	73.4	-0.7	73.4	-0.7	74.1	82.0	7.9	78.5	4.4	73.1	-1.0
CH377	1026 Church	40331	-1043	85.9	76.0	75.1	-0.9	75.1	-0.9	75.1	-0.9	76.0	81.8	5.8	78.8	2.8	74.9	-1.1
CH378	779 Church	32154	5163	83.7	78.0	78.1	0.1	78.0	0.0	78.0	0.0	78.0	83.0	5.0	82.1	4.1	78.0	0.0
CH379	853 Church	48219	5704	83.0	78.9	78.9	0.0	78.9	0.0	78.9	0.0	78.9	78.9	0.0	80.2	1.3	78.9	0.0
CH380	931 Church	44125	-1582	85.0	72.9	72.2	-0.7	72.2	-0.7	72.2	-0.7	72.9	81.2	8.3	77.7	4.8	72.1	-0.8
CH381	699 Church	42991	7844	82.2	77.2	77.2	0.0	77.2	0.0	77.2	0.0	77.2	81.4	4.2	81.8	4.6	77.2	0.0
CH382	641 Church	46285	10514	79.3	75.0	75.0	0.0	75.0	0.0	75.0	0.0	73.7	76.5	2.8	78.0	4.3	74.5	0.8
CH383	350 Church	23176	6146	87.0	89.7	90.2	0.5	91.0	1.3	91.1	1.4	88.8	87.8	-1.0	89.2	0.4	89.8	1.0
CH384	711 Church	41775	7686	82.5	77.6	77.6	0.0	77.6	0.0	77.6	0.0	77.6	81.6	4.0	82.0	4.4	77.6	0.0
CH388	766 Church	29674	7848	83.4	84.4	85.0	0.6	86.0	1.6	86.1	1.7	81.7	79.4	-2.3	81.3	-0.4	82.6	0.9
CH389	698 Church	42990	8634	81.8	77.1	77.2	0.1	77.2	0.1	77.2	0.1	77.1	80.3	3.2	81.2	4.1	77.2	0.1
CH390	615 Church	32137	10569	84.2	87.1	87.1	0.0	87.2	0.1	87.2	0.1	83.2	75.5	-7.7	76.6	-6.6	83.2	0.0
CH391	819 Church	40122	4479	85.8	80.7	80.6	-0.1	80.5	-0.2	80.5	-0.2	80.5	80.5	0.0	81.8	1.3	80.5	0.0
CH392	1005 Church	33524	-107	87.8	82.3	81.3	-1.0	81.2	-1.1	81.2	-1.1	82.3	82.9	0.6	79.3	-3.0	80.3	-2.0
CH393	991 Church	29454	197	90.1	88.4	87.0	-1.4	87.0	-1.4	87.0	-1.4	88.4	87.0	-1.4	85.0	-3.4	87.0	-1.4
CH394	637 Church	48087	9821	80.1	75.1	75.4	0.3	75.4	0.3	75.6	0.5	75.1	78.4	3.3	79.6	4.5	75.5	0.4
CH395	510 Church	20	7468	83.8	73.8	73.4	-0.4	72.4	-1.4	72.3	-1.5	73.8	72.9	-0.9	72.4	-1.4	72.3	-1.5
CH396	586 Church	-3363	-7999	82.2	75.3	75.3	0.0	75.3	0.0	75.3	0.0	74.5	73.3	-1.2	74.0	-0.5	75.5	1.0
CH397	512 Church	-3153	6521	81.9	73.7	75.1	1.4	75.6	1.9	75.4	1.7	73.7	75.0	1.3	74.0	0.3	73.8	0.1
CH398	652 Church	42801	10702	78.4	76.8	76.8	0.0	76.8	0.0	76.8	0.0	73.7	76.9	3.2	76.5	2.8	74.7	1.0
CH399	703 Church	41467	8022	82.5	77.6	77.6	0.0	77.6	0.0	77.5	-0.1	77.6	81.2	3.6	81.8	4.2	77.4	-0.2
CH401	710 Church	41678	8107	82.4	77.6	77.6	0.0	77.6	0.0	77.4	-0.2	77.6	81.1	3.5	81.8	4.2	77.3	-0.3
CH402	1002 Church	33574	-393	87.3	81.4	80.5	-0.9	80.5	-0.9	80.5	-0.9	81.4	83.1	1.7	79.6	-1.8	79.3	-2.1
CH403	955 Church	40124	2902	87.2	82.8	82.8	0.0	82.8	0.0	82.8	0.0	82.8	82.8	0.0	82.7	-0.1	82.8	0.0
CH404	839 Church	44570	6167	82.4	76.8	76.6	-0.2	76.6	-0.2	76.6	-0.2	76.6	80.5	3.9	79.5	2.9	76.6	0.0
CH405	359 Church	26436	-4141	87.6	76.2	74.0	-2.2	74.0	-2.2	74.0	-2.2	76.2	89.0	12.8	88.5	12.3	74.0	-2.2
CH406	1056 Church	39465	-1582	86.8	74.7	74.0	-0.7	74.0	-0.7	74.0	-0.7	74.7	82.3	7.6	78.9	4.2	73.6	-1.1
CH408	447 Church	16609	-6117	83.7	74.2	73.9	-0.3	73.9	-0.3	73.9	-0.3	74.2	76.6	2.4	80.0	5.8	72.2	-2.0
CH410	493 Church	27039	-12360	67.5	62.5	63.9	1.4	63.9	1.4	63.9	1.4	62.5	65.5	3.0	72.3	9.8	61.7	-0.8
CH411	531 Church	-5649	6168	84.5	76.7	77.2	0.5	77.3	0.6	78.1	1.4	74.0	75.2	1.2	76.3	2.3	76.1	2.1
CH413	537 Church	955	5447	93.9	84.3	82.7	-1.6	82.2	-2.1	83.4	-0.9	83.0	81.8	-1.2	82.3	-0.7	82.1	-0.9
CH415	576 Church	-574	-8529	78.6	71.8	71.8	0.0	71.8	0.0	71.8	0.0	70.3	69.9	-0.4	70.6	0.3	72.0	1.7
CH416	584 Church	-3520	-6950	85.9	79.2	79.2	0.0	79.2	0.0	79.2	0.0	78.5	76.6	-1.9	77.5	-1.0	79.4	0.9
CH417	670 Church	51737	9002	80.0	75.2	75.2	0.0	75.2	0.0	75.2	0.0	74.7	80.0	5.3	80.4	5.7	74.7	0.0
CH418	683 Church	46306	8036	81.3	76.2	76.2	0.0	76.2	0.0	76.2	0.0	76.2	81.1	4.9	81.2	5.0	76.2	0.0
CH423	885 Church	34438	6123	83.9	79.5	79.6	0.1	79.5	0.0	79.5	0.0	79.5	83.1	3.6	82.9	3.4	79.5	0.0
CH426	903 Church	48766	585	82.4	77.3	76.6	-0.7	76.6	-0.7	76.6	-0.7	77.3	75.1	-2.2	75.1	-2.2	76.6	-0.7

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH427	987 Church	27099	2637	89.9	87.4	87.4	0.0	87.4	0.0	87.4	0.0	87.4	87.4	0.0	88.9	1.5	87.4	0.0
CH428	1105 Church	31585	-4424	86.4	73.0	71.2	-1.8	71.2	-1.8	71.2	-1.8	73.0	84.1	11.1	83.8	10.8	71.2	-1.8
CH430	1090 Church	29435	-3530	89.0	76.9	74.7	-2.2	74.7	-2.2	74.7	-2.2	76.9	88.8	11.9	88.7	11.8	74.7	-2.2
CH431	238 Church	28113	11458	84.5	77.2	76.8	-0.4	76.9	-0.3	77.0	-0.2	76.2	84.3	8.1	84.8	8.6	77.0	0.8
CH432	613 Church	32135	10287	83.8	87.1	87.3	0.2	87.5	0.4	87.5	0.4	83.2	74.7	-8.5	75.7	-7.5	83.4	0.2
CH433	791 Church	34981	4271	86.1	80.5	79.8	-0.7	79.8	-0.7	79.8	-0.7	79.8	79.8	0.0	81.6	1.8	79.8	0.0
CH434	776 Church	29486	4620	84.4	81.5	80.6	-0.9	80.6	-0.9	80.6	-0.9	80.6	83.1	2.5	82.5	1.9	80.6	0.0
CH435	697 Church	43459	8836	81.6	76.9	77.0	0.1	77.0	0.1	77.0	0.1	76.9	80.0	3.1	80.9	4.0	77.0	0.1
CH436	745 Church	36665	6526	83.6	79.0	79.1	0.1	79.0	0.0	79.0	0.0	79.0	82.8	3.8	82.6	3.6	79.0	0.0
CH438	314 Church	16863	7283	91.6	86.1	83.1	-3.0	83.2	-2.9	83.3	-2.8	83.2	91.7	8.5	92.4	9.2	83.1	-0.1
CH439	646 Church	40328	10453	78.6	77.2	77.6	0.4	78.3	1.1	78.3	1.1	75.9	74.4	-1.5	77.4	1.5	76.9	1.0
CH440	384 Church	21860	-3132	91.8	81.6	79.6	-2.0	79.6	-2.0	79.6	-2.0	81.6	91.7	10.1	91.2	9.6	78.8	-2.8
CH441	860 Church	50168	5138	83.2	80.3	80.3	0.0	80.3	0.0	80.3	0.0	80.3	80.3	0.0	81.0	0.7	80.3	0.0
CH442	1115 Church	41613	-6691	80.5	62.0	62.4	0.4	62.4	0.4	62.4	0.4	62.0	81.3	19.3	80.9	18.9	61.7	-0.3
CH443	642 Church	48948	10226	79.6	74.3	75.0	0.7	75.0	0.7	75.3	1.0	74.3	77.4	3.1	78.9	4.6	74.9	0.6
CH444	1135 Church	32223	-8382	78.2	67.6	67.6	0.0	67.6	0.0	67.6	0.0	67.6	73.0	5.4	72.5	4.9	67.6	0.0
CH446	736 Church	39030	7892	83.0	78.5	78.5	0.0	78.5	0.0	78.5	0.0	78.5	81.3	2.8	82.1	3.6	78.3	-0.2
CH448	948 Church	42785	3553	86.1	82.2	82.2	0.0	82.2	0.0	82.2	0.0	82.2	82.2	0.0	82.4	0.2	82.2	0.0
CH449	1153 Church	34927	-10834	71.8	68.0	68.1	0.1	68.0	0.0	68.0	0.0	68.0	68.7	0.7	67.3	-0.7	68.0	0.0
CH450	644 Church	40519	11466	80.0	80.2	80.6	0.4	81.4	1.2	81.4	1.2	78.5	71.6	-6.9	75.8	-2.7	79.5	1.0
CH451	679 Church	50324	6639	81.6	76.8	76.8	0.0	76.8	0.0	76.8	0.0	76.8	79.4	2.6	78.4	1.6	76.8	0.0
CH452	1022 Church	41632	-496	84.3	77.2	76.1	-1.1	76.1	-1.1	76.1	-1.1	77.2	80.5	3.3	78.3	1.1	76.0	-1.2
CH453	769 Church	30531	6362	84.9	81.4	81.4	0.0	81.4	0.0	81.4	0.0	81.4	83.4	2.0	83.9	2.5	81.4	0.0
CH454	1060 Church	39041	-2811	87.5	71.4	70.8	-0.6	70.8	-0.6	70.8	-0.6	71.4	81.1	9.7	79.6	8.2	70.4	-1.0
CH455	1126 Church	42719	-7775	78.4	59.9	60.4	0.5	60.4	0.5	60.4	0.5	59.9	78.6	18.7	78.0	18.1	59.7	-0.2
CH456	859 Church	48357	4166	84.2	81.4	81.4	0.0	81.4	0.0	81.4	0.0	81.4	81.4	0.0	81.5	0.1	81.4	0.0
CH457	785 Church	37682	5673	82.8	76.6	76.3	-0.3	76.2	-0.4	76.2	-0.4	76.2	81.9	5.7	81.1	4.9	76.2	0.0
CH458	702 Church	40345	8613	82.2	77.9	77.9	0.0	77.9	0.0	78.0	0.1	77.7	80.0	2.3	81.1	3.4	78.0	0.3
CH459	790 Church	34981	4311	86.0	80.4	79.6	-0.8	79.6	-0.8	79.6	-0.8	79.6	79.9	0.3	81.5	1.9	79.6	0.0
CH460	1017 Church	41458	722	85.8	81.0	79.8	-1.2	79.8	-1.2	79.8	-1.2	81.0	78.7	-2.3	76.9	-4.1	79.8	-1.2
CH461	590 Church	2474	-5106	86.7	79.7	81.0	1.3	81.0	1.3	81.0	1.3	78.2	77.0	-1.2	78.1	-0.1	80.2	2.0
CH462	793 Church	37558	2565	87.8	83.3	83.3	0.0	83.3	0.0	83.3	0.0	83.3	83.3	0.0	83.0	-0.3	83.3	0.0
CH463	772 Church	28157	7476	84.0	85.7	86.4	0.7	87.3	1.6	87.4	1.7	82.5	81.6	-0.9	82.1	-0.4	83.3	0.8
CH464	934 Church	40325	1845	87.1	82.8	82.0	-0.8	82.0	-0.8	82.0	-0.8	82.8	82.0	-0.8	81.0	-1.8	82.0	-0.8
CH465	1089 Church	29437	-2633	90.1	79.7	77.3	-2.4	77.3	-2.4	77.3	-2.4	79.7	87.7	8.0	88.1	8.4	77.3	-2.4
CH466	832 Church	41645	3875	86.2	81.9	81.9	0.0	81.9	0.0	81.9	0.0	81.9	81.9	0.0	82.5	0.6	81.9	0.0
CH467	715 Church	41676	6385	82.0	76.1	76.2	0.1	76.1	0.0	76.1	0.0	76.1	81.6	5.5	80.9	4.8	76.1	0.0
CH468	709 Church	41732	8327	82.2	77.6	77.6	0.0	77.6	0.0	77.5	-0.1	77.6	80.8	3.2	81.6	4.0	77.5	-0.1
CH469	631 Church	36307	9187	81.2	78.6	79.1	0.5	79.8	1.2	79.9	1.3	77.1	77.1	0.0	78.8	1.7	78.2	1.1
CH470	319 Church	15830	5944	92.6	92.4	89.5	-2.9	89.9	-2.5	89.9	-2.5	88.9	88.5	-0.4	90.3	1.4	89.2	0.3
CH471	977 Church	34666	3437	87.6	82.3	82.7	0.4	82.6	0.3	82.6	0.3	82.3	82.3	0.0	83.3	1.0	82.3	0.0
CH472	1006 Church	34478	360	88.0	82.9	81.7	-1.2	81.7	-1.2	81.7	-1.2	82.9	81.8	-1.1	79.0	-3.9	81.5	-1.4
CH473	861 Church	50724	5052	83.1	80.5	80.5	0.0	80.5	0.0	80.5	0.0	80.5	80.5	0.0	81.0	0.5	80.5	0.0
CH474	868 Church	51786	3641	83.1	81.0	80.8	-0.2	80.8	-0.2	80.8	-0.2	81.0	80.8	-0.2	80.2	-0.8	80.8	-0.2
CH475	1021 Church	40320	132	85.6	79.8	78.5	-1.3	78.5	-1.3	78.5	-1.3	79.8	79.6	-0.2	77.3	-2.5	78.5	-1.3
CH476	847 Church	45391	3883	84.9	81.7	81.7	0.0	81.7	0.0	81.7	0.0	81.7	81.7	0.0	81.8	0.1	81.7	0.0

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH477	830 Church	41646	4569	85.5	80.6	80.7	0.1	80.6	0.0	80.6	0.0	80.6	80.6	0.0	81.7	1.1	80.6	0.0
CH478	1064 Church	38993	-3456	87.2	69.7	69.3	-0.4	69.3	-0.4	69.3	-0.4	69.7	81.0	11.3	81.5	11.8	68.8	-0.9
CH479	976 Church	29687	3172	88.4	85.6	85.6	0.0	85.6	0.0	85.6	0.0	85.6	85.6	0.0	87.3	1.7	85.6	0.0
CH480	739 Church	36132	8126	83.0	79.0	79.3	0.3	79.3	0.3	79.4	0.4	79.0	80.4	1.4	81.7	2.7	79.4	0.4
CH481	547 Church	6983	6070	96.4	87.3	84.1	-3.2	84.1	-3.2	84.1	-3.2	83.7	88.1	4.4	85.8	2.1	83.8	0.1
CH482	800 Church	35540	2955	88.0	83.1	83.5	0.4	83.5	0.4	83.5	0.4	83.1	83.1	0.0	83.6	0.5	83.1	0.0
CH483	834 Church	43714	6162	82.3	76.6	76.3	-0.3	76.3	-0.3	76.3	-0.3	76.3	80.7	4.4	79.8	3.5	76.3	0.0
CH484	908 Church	50363	1774	83.0	79.8	79.1	-0.7	79.1	-0.7	79.1	-0.7	79.8	77.9	-1.9	76.3	-3.5	79.1	-0.7
CH485	632 Church	37466	9880	79.6	79.3	79.7	0.4	80.5	1.2	80.6	1.3	77.7	75.2	-2.5	76.9	-0.8	78.8	1.1
CH486	416 Church	13771	-10070	73.0	65.3	65.8	0.5	65.8	0.5	65.8	0.5	65.3	64.4	-0.9	63.8	-1.5	65.6	0.3
CH489	639 Church	48294	10047	79.8	74.7	75.1	0.4	75.1	0.4	75.5	0.8	74.7	77.8	3.1	79.2	4.5	75.2	0.5
CH490	1065 Church	40102	-3457	87.0	69.4	69.0	-0.4	69.0	-0.4	69.0	-0.4	69.4	80.4	11.0	81.0	11.6	68.5	-0.9
CH491	663 Church	45815	9225	80.9	76.3	76.3	0.0	76.3	0.0	76.3	0.0	76.1	79.5	3.4	80.4	4.3	76.3	0.2
CH493	628 Church	36143	9513	80.3	80.0	80.5	0.5	81.3	1.3	81.3	1.3	78.3	76.0	-2.3	77.7	-0.6	79.4	1.1
CH494	1114 Church	40302	-6704	80.5	62.2	62.6	0.4	62.6	0.4	62.6	0.4	62.2	81.1	18.9	80.5	18.3	61.8	-0.4
CH495	848 Church	46745	6171	82.5	77.2	77.2	0.0	77.2	0.0	77.2	0.0	77.2	79.8	2.6	78.8	1.6	77.2	0.0
CH496	1149 Church	33251	-11838	69.6	69.6	69.6	0.0	69.6	0.0	69.6	0.0	69.6	69.7	0.1	67.6	-2.0	69.6	0.0
CH497	275 Church	12760	12329	79.9	75.3	75.3	0.0	75.3	0.0	75.2	-0.1	75.3	73.8	-1.5	74.8	-0.5	75.2	-0.1
CH498	833 Church	41646	3729	86.3	82.1	82.1	0.0	82.1	0.0	82.1	0.0	82.1	82.1	0.0	82.5	0.4	82.1	0.0
CH499	910 Church	46175	3432	85.0	81.8	81.8	0.0	81.8	0.0	81.8	0.0	81.8	81.8	0.0	81.5	-0.3	81.8	0.0
CH500	975 Church	29680	2945	88.8	86.4	86.4	0.0	86.4	0.0	86.4	0.0	86.4	86.4	0.0	87.7	1.3	86.4	0.0
CH501	1061 Church	38743	-2896	87.6	71.3	70.7	-0.6	70.7	-0.6	70.7	-0.6	71.3	80.9	9.6	80.1	8.8	70.3	-1.0
CH502	836 Church	43854	6165	82.3	76.6	76.4	-0.2	76.4	-0.2	76.4	-0.2	76.4	80.7	4.3	79.8	3.4	76.4	0.0
CH503	564 Church	-2777	-7028	85.1	78.4	78.4	0.0	78.4	0.0	78.4	0.0	77.8	75.9	-1.9	76.7	-1.1	78.6	0.8
CH504	949 Church	42759	1733	86.1	82.1	81.1	-1.0	81.2	-0.9	81.2	-0.9	82.1	81.0	-1.1	79.5	-2.6	81.2	-0.9
CH505	726 Church	39024	10321	78.7	78.5	79.0	0.5	79.7	1.2	79.8	1.3	77.1	74.4	-2.7	76.0	-1.1	78.1	1.0
CH506	842 Church	45636	5673	83.4	78.4	78.4	0.0	78.4	0.0	78.4	0.0	78.4	79.1	0.7	80.0	1.6	78.4	0.0
CH507	1015 Church	38086	-1765	87.4	74.7	74.0	-0.7	74.0	-0.7	74.0	-0.7	74.7	82.4	7.7	79.1	4.4	73.5	-1.2
CH508	1027 Church	41450	-1257	85.7	74.9	74.1	-0.8	74.1	-0.8	74.1	-0.8	74.9	81.6	6.7	78.2	3.3	73.8	-1.1
CH509	620 Church	34671	8932	81.5	80.1	80.7	0.6	81.5	1.4	81.5	1.4	79.4	77.4	-1.0	79.1	0.7	79.6	1.2
CH510	730 Church	39023	9710	80.3	76.6	77.4	0.8	77.7	1.1	77.9	1.3	75.3	76.2	0.9	77.9	2.6	76.4	1.1
CH511	804 Church	39180	6876	83.1	78.3	78.3	0.0	78.3	0.0	78.3	0.0	78.3	82.3	4.0	82.3	4.0	78.3	0.0
CH512	940 Church	41641	2106	86.6	82.6	82.0	-0.6	82.0	-0.6	82.0	-0.6	82.6	82.0	-0.6	81.0	-1.6	82.0	-0.6
CH513	268 Church	17184	8722	89.7	80.7	79.8	-0.9	78.1	-2.6	78.0	-2.7	79.3	91.7	12.4	91.1	11.8	77.8	-1.5
CH514	923 Church	42971	1727	86.0	82.0	81.1	-0.9	81.2	-0.8	81.2	-0.8	82.0	80.9	-1.1	79.4	-2.6	81.2	-0.8
CH515	1059 Church	40113	-2588	87.2	71.6	71.1	-0.5	71.1	-0.5	71.1	-0.5	71.6	81.6	10.0	78.5	6.9	70.7	-0.9
CH516	840 Church	45429	6052	82.7	77.3	77.2	-0.1	77.1	-0.2	77.1	-0.2	77.1	80.0	2.9	78.8	1.7	77.1	0.0
CH517	735 Church	40132	8022	82.7	78.1	78.1	0.0	78.1	0.0	77.9	-0.2	78.1	81.2	3.1	81.9	3.8	77.9	-0.2
CH518	545 Church	5989	6176	93.4	85.3	83.0	-2.3	83.1	-2.2	83.1	-2.2	82.8	84.8	2.0	83.0	0.2	82.9	0.1
CH519	516 Church	-4691	6400	82.3	75.5	76.5	1.0	76.6	1.1	76.8	1.3	73.3	74.8	1.5	74.6	1.3	74.3	1.0
CH520	502 Church	3327	10191	77.6	68.6	68.5	-0.1	68.4	-0.2	68.4	-0.2	68.4	66.8	-1.6	68.1	-0.3	68.0	-0.4
CH521	505 Church	427	8681	79.9	70.7	70.4	-0.3	69.9	-0.8	69.8	-0.9	70.6	69.2	-1.4	69.9	-0.7	69.8	-0.8
CH522	337 Church	13607	1267	97.3	89.6	90.0	0.4	90.0	0.4	90.0	0.4	89.5	92.8	3.3	93.1	3.6	89.5	0.0
CH524	893 Church	34683	4171	86.3	80.7	80.0	-0.7	80.0	-0.7	80.0	-0.7	80.0	80.0	0.0	81.8	1.8	80.0	0.0
CH525	706 Church	40343	6647	82.7	77.4	77.4	0.0	77.4	0.0	77.4	0.0	77.4	82.1	4.7	81.7	4.3	77.4	0.0
CH526	1036 Church	42759	-3184	86.2	69.2	68.8	-0.4	68.8	-0.4	68.8	-0.4	69.2	80.9	11.7	78.7	9.5	68.5	-0.7

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH528	1045 Church	42654	-3695	86.0	68.0	67.6	-0.4	67.6	-0.4	67.6	-0.4	68.0	80.0	12.0	80.3	12.3	67.3	-0.7
CH529	1013 Church	37462	-1270	87.0	76.5	75.9	-0.6	75.8	-0.7	75.8	-0.7	76.5	82.6	6.1	79.8	3.3	75.2	-1.3
CH530	665 Church	45835	9033	81.0	76.3	76.3	0.0	76.3	0.0	76.3	0.0	76.2	79.8	3.6	80.7	4.5	76.3	0.1
CH531	718 Church	42788	7402	82.2	77.2	77.2	0.0	77.2	0.0	77.2	0.0	77.2	81.7	4.5	81.7	4.5	77.2	0.0
CH532	253 Church	23813	9141	87.6	84.7	84.6	-0.1	84.1	-0.6	84.0	-0.7	84.7	86.4	1.7	87.6	2.9	84.0	-0.7
HOS01	1147 Hospital	31921	-14784	64.7	63.3	64.7	1.4	64.7	1.4	64.7	1.4	63.3	62.9	-0.4	70.7	7.4	63.1	-0.2
HOS02	1123 Hospital	42615	-8967	78.8	58.0	58.7	0.7	58.7	0.7	58.7	0.7	58.0	74.9	16.9	74.3	16.3	57.9	-0.1
HOS03	433 Hospital	16561	-11296	71.2	62.9	62.7	-0.2	62.7	-0.2	62.7	-0.2	62.9	63.3	0.4	62.9	0.0	61.5	-1.4
HOS04	480 Hospital	26005	-9398	73.0	67.6	68.8	1.2	68.8	1.2	68.8	1.2	67.6	71.6	4.0	72.5	4.9	67.5	-0.1
HOS05	429 Hospital	15713	-5495	85.6	76.3	76.4	0.1	76.4	0.1	76.4	0.1	76.3	78.4	2.1	81.9	5.6	74.2	-2.1
HOS06	473 Hospital	22417	-13842	66.2	56.5	57.6	1.1	57.6	1.1	57.6	1.1	56.4	61.0	4.6	62.9	6.5	55.4	-1.0
HOS07	426 Hospital	15334	-5123	86.9	77.6	77.8	0.2	77.8	0.2	77.8	0.2	77.6	79.5	1.9	82.2	4.6	75.3	-2.3
HOS09	244 Hospital	23095	8420	87.9	86.6	86.3	-0.3	85.8	-0.8	85.7	-0.9	86.6	85.1	-1.5	86.4	-0.2	85.7	-0.9
HOS10	340 Hospital	18684	3896	88.9	91.4	91.4	0.0	91.5	0.1	91.5	0.1	91.4	91.7	0.3	90.7	-0.7	91.5	0.1
HOS11	267 Hospital	18500	8884	88.1	82.4	82.1	-0.3	81.1	-1.3	80.9	-1.5	81.3	91.5	10.2	91.3	10.0	79.5	-1.8
HOS12	430 Hospital	13791	-5987	83.5	75.5	75.3	-0.2	75.3	-0.2	75.3	-0.2	75.5	75.2	-0.3	80.4	4.9	73.3	-2.2
HOS13	778 Hospital	29985	5901	85.0	81.6	81.6	0.0	81.6	0.0	81.6	0.0	81.6	83.9	2.3	83.9	2.3	81.6	0.0
HOS15	348 Hospital	17190	1285	98.6	91.2	92.3	1.1	92.3	1.1	92.3	1.1	91.2	92.5	1.3	93.8	2.6	91.2	0.0
HOS16	296 Hospital	13553	7081	98.4	85.8	82.8	-3.0	82.8	-3.0	82.8	-3.0	82.3	94.1	11.8	93.4	11.1	82.3	0.0
HOS17	486 Hospital	19793	-13319	67.8	58.4	58.7	0.3	58.7	0.3	58.7	0.3	58.4	60.9	2.5	61.3	2.9	57.4	-1.0
HOS18	389 Hospital	13797	-3917	91.5	82.7	83.1	0.4	83.1	0.4	83.1	0.4	82.7	84.0	1.3	83.0	0.3	79.9	-2.8
HOS19	343 Hospital	17676	2790	91.3	89.2	87.7	-1.5	87.0	-2.2	87.0	-2.2	88.1	89.7	1.6	86.4	-1.7	87.0	-1.1
HOS20	876 Hospital	51747	207	80.4	74.9	74.5	-0.4	74.4	-0.5	74.4	-0.5	74.9	73.7	-1.2	75.0	0.1	74.4	-0.5
LIB01	406 Library	15816	-9101	75.5	67.2	66.9	-0.3	66.9	-0.3	66.9	-0.3	67.2	67.5	0.3	68.6	1.4	65.7	-1.5
LIB02	306 Library	15450	7185	92.9	86.2	83.2	-3.0	83.3	-2.9	83.4	-2.8	82.8	93.2	10.4	93.5	10.7	82.8	0.0
LIB03	366 Library	24178	-3305	90.8	79.9	77.3	-2.6	77.3	-2.6	77.3	-2.6	79.9	90.9	11.0	90.6	10.7	77.3	-2.6
LIB04	249 Library	23842	6513	86.2	89.7	90.2	0.5	90.8	1.1	90.9	1.2	88.7	86.5	-2.2	88.3	-0.4	89.5	0.8
LIB05	544 Library	3672	4468	105.3	98.8	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	94.3	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
LIB06	1000 Library	32350	-1151	88.3	79.4	78.7	-0.7	78.7	-0.7	78.7	-0.7	79.4	83.2	3.8	82.1	2.7	79.0	-0.4
LIB07	377 Library ?	16622	-1444	102.3	94.1	91.2	-2.9	91.2	-2.9	91.2	-2.9	94.1	95.1	1.0	95.3	1.2	90.1	-4.0
LIB10	968 Library ?	37424	2049	87.8	83.2	83.1	-0.1	83.1	-0.1	83.1	-0.1	83.2	83.1	-0.1	82.4	-0.8	83.1	-0.1
LIB11	1171 Library	-3147	-6769	86.2	79.7	79.7	0.0	79.7	0.0	79.7	0.0	79.0	77.0	-2.0	77.9	-1.1	79.9	0.9
LIB13	1177 Library	-3179	6210	83.2	74.9	76.2	1.3	76.7	1.8	76.6	1.7	74.9	76.2	1.3	75.2	0.3	75.0	0.1
NH001	1148 Hospital,Convalescent	31960	-14867	64.9	63.6	65.0	1.4	65.0	1.4	65.0	1.4	63.6	63.2	-0.4	70.9	7.3	63.4	-0.2
NH002	1128 Hospital,Convalescent	42592	-7309	79.2	60.8	61.2	0.4	61.2	0.4	61.2	0.4	60.8	80.0	19.2	79.4	18.6	60.5	-0.3
NH003	771 Hospital,Convalescent	29488	7434	84.1	83.0	83.6	0.6	84.6	1.6	84.7	1.7	81.0	80.8	-0.2	82.5	1.5	81.9	0.9
NH004	884 Hospital,Convalescent	34331	5967	83.9	79.3	79.3	0.0	79.3	0.0	79.3	0.0	79.3	83.1	3.8	82.7	3.4	79.3	0.0
NH005	1100 Hospital,Convalescent	31861	-4498	86.2	72.6	70.8	-1.8	70.8	-1.8	70.8	-1.8	72.6	84.0	11.4	83.7	11.1	70.8	-1.8
NH007	257 Hospital,Convalescent	17108	11062	86.7	76.1	75.0	-1.1	72.9	-3.2	72.8	-3.3	74.3	82.7	8.4	81.4	7.1	71.0	-3.3
NH008	367 Hospital,Convalescent	20727	-198	99.8	93.0	94.4	1.4	94.4	1.4	94.4	1.4	93.0	92.0	-1.0	90.0	-3.0	92.0	-1.0
NH009	424 Hospital,Convalescent	13755	-5511	85.1	77.0	76.9	-0.1	76.9	-0.1	76.9	-0.1	77.0	76.9	-0.1	82.2	5.2	74.7	-2.3
NH010	623 Hospital,Convalescent	34543	11454	83.8	86.3	86.4	0.1	86.5	0.2	86.5	0.2	82.8	75.1	-7.7	76.2	-6.6	82.8	0.0
NH011	818 Hospital,Convalescent	40102	4777	85.4	80.0	79.6	-0.4	79.6	-0.4	79.6	-0.4	79.6	79.6	0.0	81.2	1.6	79.6	0.0
NH012	247 Hospital,Convalescent	23851	6390	86.4	89.4	89.9	0.5	90.6	1.2	90.7	1.3	88.5	87.0	-1.5	88.6	0.1	89.4	0.9
NH013	313 Hospital,Convalescent	16922	7743	90.7	83.9	81.6	-2.3	81.3	-2.6	81.4	-2.5	81.4	92.3	10.9	92.6	11.2	81.2	-0.2

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
NH014	468 Hospital,Convalescent	19780	-14378	66.2	57.0	57.2	0.2	57.2	0.2	57.2	0.2	57.0	59.1	2.1	59.0	2.0	56.0	-1.0
NH015	1004 Hospital,Convalescent	34661	-443	86.8	80.6	79.8	-0.8	79.8	-0.8	79.8	-0.8	80.6	82.9	2.3	79.7	-0.9	78.9	-1.7
NH016	1157 Hospital,Convalescent	39036	-7308	79.4	61.3	61.8	0.5	61.8	0.5	61.8	0.5	61.3	79.8	17.5	78.1	16.8	60.9	-0.4
NH017	764 Hospital,Convalescent	34326	6502	84.1	80.0	80.0	0.0	80.0	0.0	80.0	0.0	80.0	83.1	3.1	83.2	3.2	80.0	0.0
NH018	312 Hospital,Convalescent	17706	7119	91.2	87.0	84.4	-2.6	84.3	-2.7	84.3	-2.7	84.7	89.9	5.2	91.2	6.5	84.3	-0.4
NH019	303 Hospital,Convalescent	14640	6647	97.9	88.7	85.4	-3.3	85.5	-3.2	85.5	-3.2	84.9	93.4	8.5	94.0	9.1	85.0	0.1
NH020	729 Hospital,Convalescent	39023	9918	79.8	77.2	77.7	0.5	78.3	1.1	78.4	1.2	75.9	75.6	-0.3	77.3	1.4	77.0	1.1
NH021	884 Hospital,Convalescent	51364	3846	83.2	81.0	81.0	0.0	81.0	0.0	81.0	0.0	81.0	81.0	0.0	80.6	-0.4	81.0	0.0
NH022	744 Hospital,Convalescent	35884	6388	83.7	79.2	79.3	0.1	79.2	0.0	79.2	0.0	79.2	82.9	3.7	82.7	3.5	79.2	0.0
NH023	411 Hospital,Convalescent	13941	-7834	78.2	70.3	70.4	0.1	70.4	0.1	70.4	0.1	70.3	69.6	-0.7	71.8	1.5	68.7	-1.6
NH025	269 Hospital,Convalescent	15569	12004	80.8	71.0	70.1	-0.9	68.3	-2.7	68.2	-2.8	69.3	77.3	8.0	76.2	6.9	68.0	-1.3
NH026	358 Hospital,Convalescent	26823	2036	91.0	89.1	89.1	0.0	89.1	0.0	89.1	0.0	89.1	89.1	0.0	89.9	0.8	89.1	0.0
NH027	442 Hospital,Convalescent	18773	-9296	75.6	65.6	65.8	0.2	65.8	0.2	65.8	0.2	65.5	68.5	2.9	71.4	5.8	64.2	-1.4
NH028	302 Hospital,Convalescent	14396	6645	98.9	88.6	85.3	-3.3	85.4	-3.2	85.4	-3.2	84.8	93.7	8.9	94.1	9.3	84.9	0.1
NH029	467 Hospital,Convalescent	20446	-13970	66.7	57.2	57.8	0.6	57.8	0.6	57.8	0.6	57.2	60.1	2.9	60.6	3.4	56.2	-1.0
NH030	907 Hospital,Convalescent	50177	1811	83.1	79.9	79.2	-0.7	79.2	-0.7	79.2	-0.7	79.9	78.1	-1.8	76.5	-3.4	79.2	-0.7
NH031	1103 Hospital,Convalescent	31698	-4425	86.4	72.9	71.1	-1.8	71.1	-1.8	71.1	-1.8	72.9	84.1	11.2	83.8	10.9	71.1	-1.8
NH033	288 Hospital,Convalescent	12509	6161	95.7	80.2	78.0	-2.2	78.0	-2.2	78.0	-2.2	77.5	88.2	10.7	86.3	8.8	77.6	0.1
NH034	486 Hospital,Convalescent	25791	-14548	63.6	57.0	58.2	1.2	58.2	1.2	58.2	1.2	57.0	61.1	4.1	64.8	7.8	55.9	-1.1
NH036	1047 Hospital,Convalescent	42439	-4172	85.6	66.9	66.6	-0.3	66.6	-0.3	66.6	-0.3	66.9	81.1	14.2	81.4	14.5	66.3	-0.6
NH037	1067 Hospital,Convalescent	34990	-3870	87.4	70.0	69.6	-0.4	69.6	-0.4	69.6	-0.4	70.0	83.4	13.4	83.6	13.6	68.9	-1.1
NH038	261 Hospital,Convalescent	17775	10041	89.5	79.1	78.2	-0.9	76.6	-2.5	76.4	-2.7	77.6	88.0	10.4	86.5	8.9	74.7	-2.9
NH039	919 Hospital,Convalescent	45925	2945	85.1	81.9	81.7	-0.2	81.7	-0.2	81.7	-0.2	81.9	81.7	-0.2	81.0	-0.9	81.7	-0.2
NH040	246 Hospital,Convalescent	22738	6430	86.6	90.9	91.2	0.3	91.5	0.6	91.6	0.7	89.4	86.6	-2.8	86.6	-0.8	90.1	0.7
NH041	754 Hospital,Convalescent	37456	6531	82.4	78.1	78.9	0.8	78.9	0.8	79.0	0.9	78.1	79.5	1.4	81.1	3.0	78.7	0.6
NH042	763 Hospital,Convalescent	34661	7463	83.7	79.9	79.9	0.0	79.9	0.0	79.8	-0.1	79.9	81.8	1.9	82.7	2.8	79.8	-0.1
NH043	529 Hospital,Convalescent	-7595	6080	85.8	76.5	77.1	0.6	77.2	0.7	77.5	1.0	74.5	74.7	0.2	76.6	2.1	76.5	2.0
NH044	342 Hospital,Convalescent	18202	2864	91.2	88.7	88.3	-0.4	87.5	-1.2	87.4	-1.3	88.6	88.9	0.3	86.4	-2.2	87.4	-1.2
NH045	428 Hospital,Convalescent	15756	-5107	87.0	77.5	77.6	0.1	77.6	0.1	77.6	0.1	77.5	79.9	2.4	81.6	4.1	75.2	-2.3
PBS001	1024 Public School	40639	-984	85.7	76.1	75.2	-0.9	75.2	-0.9	75.2	-0.9	76.1	81.6	5.5	78.7	2.6	74.9	-1.2
PBS002	1113 Public School	40732	-6135	81.9	63.2	63.4	0.2	63.4	0.2	63.4	0.2	63.2	82.1	18.9	81.8	18.6	62.7	-0.5
PBS003	1125 Public School	41839	-7642	78.6	60.3	60.8	0.5	60.8	0.5	60.8	0.5	60.3	78.7	18.4	78.1	17.8	60.0	-0.3
PBS005	1154 Public School	35269	-12060	69.3	69.0	69.0	0.0	69.0	0.0	69.0	0.0	69.0	69.3	0.3	65.5	-3.5	69.0	0.0
PBS006	609 Public School	27281	10743	85.7	81.9	81.4	-0.5	80.6	-1.3	80.6	-1.3	79.9	82.5	2.6	83.2	3.3	78.9	-1.0
PBS007	728 Public School	39577	10344	78.8	77.8	78.3	0.5	79.0	1.2	79.0	1.2	76.5	74.5	-2.0	76.6	0.1	77.5	1.0
PBS008	943 Public School	41950	2986	86.5	82.5	82.5	0.0	82.5	0.0	82.5	0.0	82.5	82.5	0.0	82.2	-0.3	82.5	0.0
PBS009	981 Public School	34094	2313	88.6	83.8	84.6	0.8	84.6	0.8	84.6	0.8	83.8	83.8	0.0	83.8	0.0	83.8	0.0
PBS010	555 Public School	9228	2097	96.3	90.1	90.0	-0.1	90.1	0.0	90.1	0.0	89.6	95.9	6.3	93.4	3.8	89.7	0.1
PBS011	562 Public School	-2515	-6204	88.0	81.5	81.5	0.0	81.5	0.0	81.5	0.0	80.8	78.7	-2.1	79.6	-1.2	81.8	1.0
PBS015	477 Public School	22423	-5701	82.5	72.8	72.4	-0.4	72.3	-0.5	72.3	-0.5	72.8	81.4	8.6	80.6	7.8	72.2	-0.6
PBS016	1041 Public School	40958	-3951	86.3	67.9	67.6	-0.3	67.6	-0.3	67.6	-0.3	67.9	81.3	13.4	81.5	13.7	67.1	-0.8
PBS017	338 Public School	14818	3297	91.8	92.7	92.2	-0.5	92.3	-0.4	92.3	-0.4	91.2	93.4	2.2	91.4	0.2	91.6	0.4
PBS018	798 Public School	35904	3121	87.8	82.9	83.2	0.3	83.1	0.2	83.1	0.2	82.9	82.9	0.0	83.5	0.6	82.9	0.0
PBS019	397 Public School	12212	-1924	103.6	96.8	94.9	-1.9	94.9	-1.9	94.9	-1.9	96.8	95.8	-1.0	94.3	-2.5	93.3	-3.5
PBS021	593 Public School	911	-6459	83.6	76.5	76.5	0.0	76.5	0.0	76.5	0.0	75.2	75.2	0.0	76.1	0.9	76.7	1.5
PBS022	276 Public School	13419	10800	83.9	71.6	70.4	-1.2	72.0	0.4	72.2	0.6	70.4	78.4	8.0	77.2	6.8	72.2	1.8

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PBS023	400 Public School	15909	-7797	78.8	70.1	69.8	-0.3	69.8	-0.3	69.8	-0.3	70.1	70.9	0.8	74.4	4.3	68.4	-1.7
PBS024	360 Public School	26296	-2314	91.9	82.4	79.7	-2.7	79.8	-2.6	79.8	-2.6	82.4	89.3	6.9	89.6	7.2	79.8	-2.6
PBS025	481 Public School	27438	-4990	85.4	73.4	71.4	-2.0	71.5	-1.9	71.5	-1.9	73.4	86.4	13.0	85.6	12.2	71.5	-1.9
PBS026	361 Public School	23650	-1034	93.0	89.6	86.3	-3.3	86.3	-3.3	86.3	-3.3	89.6	86.8	-2.8	87.7	-1.9	86.3	-3.3
PBS027	509 Public School	172	11002	73.9	65.3	65.1	-0.2	64.7	-0.6	64.7	-0.6	64.8	63.4	-1.4	64.4	-0.4	64.3	-0.5
PBS028	305 Public School	15282	7661	92.0	83.8	81.2	-2.6	81.2	-2.6	81.3	-2.5	80.7	93.2	12.5	92.8	12.1	80.8	0.1
PBS029	240 Public School	25282	8750	86.5	87.7	87.2	-0.5	86.6	-1.1	86.7	-1.0	84.4	82.8	-1.6	84.1	-0.3	86.7	2.3
PBS031	575 Public School	-1003	-8864	78.1	71.0	71.0	0.0	71.0	0.0	71.0	0.0	70.0	69.3	-0.7	70.0	0.0	71.2	1.2
PBS032	580 Public School	-3780	-6609	87.5	80.6	80.6	0.0	80.6	0.0	80.6	0.0	80.1	77.9	-2.2	78.8	-1.3	80.8	0.7
PBS033	402 Public School	14499	-7413	79.5	71.3	71.0	-0.3	71.0	-0.3	71.0	-0.3	71.3	71.1	-0.2	74.7	3.4	69.4	-1.9
PBS035	391 Public School	12046	-585	105.9	99.4	102.6	3.2	102.5	3.1	102.5	3.1	99.4	99.4	0.0	98.7	-0.7	99.4	0.0
PBS036	1069 Public School	37216	-3113	87.8	71.2	70.7	-0.5	70.7	-0.5	70.7	-0.5	71.2	81.0	9.8	81.6	10.4	70.2	-1.0
PBS037	653 Public School	42229	9598	80.8	76.5	76.5	0.0	76.5	0.0	76.9	0.4	75.6	77.9	2.3	79.1	3.5	76.4	0.8
PBS040	1084 Public School	31524	-2029	89.3	79.1	77.1	-2.0	77.0	-2.1	77.0	-2.1	79.1	81.6	2.5	81.8	2.7	77.0	-2.1
PBS041	1078 Public School	32406	-2584	89.0	76.0	74.3	-1.7	74.3	-1.7	74.3	-1.7	76.0	82.1	6.1	82.6	6.6	74.7	-1.3
PBS042	597 Public School	12992	-8938	75.2	67.7	68.4	0.7	68.4	0.7	68.4	0.7	67.7	66.8	-0.9	66.0	-1.7	68.3	0.6
PBS043	432 Public School	16893	-10161	73.5	64.9	64.6	-0.3	64.6	-0.3	64.6	-0.3	64.9	65.7	0.8	65.9	1.0	63.5	-1.4
PBS044	462 Public School	21511	-10125	72.8	62.7	63.9	1.2	63.9	1.2	63.9	1.2	62.7	67.9	5.2	72.3	9.6	61.3	-1.4
PBS046	1146 Public School	30218	-7864	79.8	69.7	69.7	0.0	69.7	0.0	69.7	0.0	69.7	76.6	6.9	75.9	6.2	69.7	0.0
PBS047	292 Public School	13295	5451	100.8	94.3	91.2	-3.1	91.4	-2.9	91.5	-2.8	90.6	91.8	1.2	93.5	2.9	90.9	0.3
PBS048	298 Public School	13951	6710	99.7	88.1	84.7	-3.4	84.8	-3.3	84.8	-3.3	84.2	94.2	10.0	94.3	10.1	84.3	0.1
PBS049	570 Public School	-1068	-4601	95.6	89.4	89.4	0.0	89.4	0.0	89.4	0.0	88.7	84.8	-3.9	86.2	-2.5	89.7	1.0
PBS050	301 Public School	14856	6115	97.7	91.6	88.3	-3.3	88.4	-3.2	88.5	-3.1	87.6	91.4	3.8	92.8	5.2	87.9	0.3
PBS054	260 Public School	16704	9736	89.9	77.1	76.3	-0.8	74.6	-2.5	74.5	-2.6	75.4	87.7	12.3	86.2	10.8	74.2	-1.2
PBS055	382 Public School	14713	3	103.8	96.5	98.6	2.1	98.6	2.1	98.6	2.1	96.5	96.5	0.0	96.3	-0.2	96.5	0.0
PBS056	441 Public School	18325	-13429	67.8	58.9	58.7	-0.2	58.7	-0.2	58.7	-0.2	58.9	60.1	1.2	59.8	0.9	57.8	-1.1
PBS057	602 Public School	10185	-11730	69.7	62.1	62.9	0.8	62.9	0.8	62.9	0.8	62.1	61.6	-0.5	60.7	-1.4	64.6	2.5
PBS058	598 Public School	10708	-7313	79.6	72.2	72.9	0.7	72.9	0.7	72.9	0.7	72.2	70.9	-1.3	69.5	-2.7	74.9	2.7
PBS059	329 Public School	18679	5302	89.7	92.9	93.0	0.1	93.0	0.1	93.1	0.2	91.4	90.5	-0.9	91.7	0.3	91.8	0.4
PBS061	499 Public School	419	7093	85.5	75.5	75.1	-0.4	74.1	-1.4	74.0	-1.5	75.5	74.5	-1.0	74.1	-1.4	74.0	-1.5
PBS062	542 Public School	968	5128	96.0	86.6	84.6	-2.0	84.2	-2.4	86.9	0.3	85.3	83.8	-1.5	84.4	-0.9	84.5	-0.8
PBS064	660 Public School	44551	9116	81.2	76.4	76.7	0.3	76.7	0.3	76.7	0.3	76.4	79.5	3.1	80.5	4.1	76.7	0.3
PBS065	666 Public School	47202	9853	80.1	75.6	75.6	0.0	75.6	0.0	75.7	0.1	75.1	78.1	3.0	79.5	4.4	75.6	0.5
PBS066	669 Public School	50890	11222	78.3	74.3	74.3	0.0	74.3	0.0	74.3	0.0	72.1	75.1	3.0	76.7	4.6	73.1	1.0
PBS067	673 Public School	50904	6565	81.7	77.1	77.2	0.1	77.1	0.0	77.1	0.0	77.1	79.1	2.0	78.7	1.6	77.1	0.0
PBS078	867 Public School	51463	3246	83.3	81.0	80.5	-0.5	80.5	-0.5	80.5	-0.5	81.0	80.5	-0.5	79.7	-1.3	80.5	-0.5
PBS079	875 Public School	53773	657	80.4	75.4	75.0	-0.4	75.0	-0.4	75.0	-0.4	75.4	73.3	-2.1	74.2	-1.2	75.0	-0.4
PBS080	877 Public School	52043	993	81.6	77.1	76.6	-0.5	76.6	-0.5	76.6	-0.5	77.1	74.9	-2.2	73.9	-3.2	76.6	-0.5
PBS082	880 Public School	51044	573	81.4	76.3	75.8	-0.5	75.7	-0.6	75.7	-0.6	76.3	74.1	-2.2	74.8	-1.5	75.7	-0.6
PBS084	896 Public School	47989	2642	84.4	81.5	80.7	-0.8	80.8	-0.7	80.8	-0.7	81.5	80.7	-0.8	79.8	-1.7	80.8	-0.7
PBS085	927 Public School	45175	1275	84.7	80.7	79.8	-0.9	79.8	-0.9	79.8	-0.9	80.7	78.7	-2.0	77.0	-3.7	79.8	-0.9
PBS086	969 Public School	38040	1964	87.7	83.2	82.9	-0.3	82.9	-0.3	82.9	-0.3	83.2	82.9	-0.3	82.1	-1.1	82.9	-0.3
PBS087	1034 Public School	41670	-3069	86.6	69.8	69.4	-0.4	69.4	-0.4	69.4	-0.4	69.8	81.0	11.2	79.0	9.2	69.0	-0.8
PBS088	1038 Public School	41232	-3505	86.6	68.9	68.5	-0.4	68.5	-0.4	68.5	-0.4	68.9	80.1	11.2	80.5	11.6	68.1	-0.8
PBS090	777 Public School	30414	5411	84.6	80.3	80.3	0.0	80.3	0.0	80.3	0.0	80.3	83.8	3.5	83.2	2.9	80.3	0.0
PBS091	392 Public School	11903	-2672	99.2	91.4	91.1	-0.3	91.1	-0.3	91.1	-0.3	91.4	90.0	-1.4	100.7	9.3	87.5	-3.9

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PBS097	1031 Public School	42195	-2472	86.4	71.2	70.6	-0.6	70.6	-0.6	70.6	-0.6	71.2	81.7	10.5	78.5	7.3	70.3	-0.9
PBS098	629 Public School	35517	9615	79.9	81.3	81.8	0.5	82.7	1.4	82.7	1.4	79.4	75.5	-3.9	77.2	-2.2	80.5	1.1
PBS099	535 Public School	-4391	5512	86.9	79.0	80.0	1.0	80.2	1.2	81.2	2.2	76.7	78.4	1.7	78.0	1.3	78.2	1.5
PBS100	788 Public School	36630	5989	83.2	78.0	78.1	0.1	78.0	0.0	78.0	0.0	78.0	82.6	4.6	82.0	4.0	78.0	0.0
PBS101	983 Public School	29058	2028	90.2	88.6	88.6	0.0	88.6	0.0	88.6	0.0	88.6	88.6	0.0	88.9	0.3	88.6	0.0
PBS102	379 Public School	17390	-2628	98.7	86.9	86.0	-0.9	86.0	-0.9	86.0	-0.9	86.9	93.5	6.6	92.6	5.7	83.0	-3.9
PBS105	331 Public School	11840	4627	100.4	96.2	95.5	-0.7	96.1	-0.1	96.1	-0.1	94.2	93.3	-0.9	95.0	0.8	94.9	0.7
PBS106	504 Public School	808	9178	78.8	69.7	69.5	-0.2	69.0	-0.7	69.0	-0.7	69.5	67.9	-1.6	69.1	-0.4	69.0	-0.5
PBS107	524 Public School	-8294	5322	88.8	79.6	79.7	0.1	79.8	0.2	81.7	2.1	77.9	77.5	-0.4	79.4	1.5	80.5	2.6
PBS109	488 Public School	26318	-11324	69.2	63.7	65.2	1.5	65.2	1.5	65.2	1.5	63.7	67.3	3.6	73.8	10.1	63.0	-0.7
PBS110	422 Public School	14714	-12459	68.8	60.9	61.1	0.2	61.1	0.2	61.1	0.2	60.9	60.2	-0.7	59.9	-1.0	61.7	0.8
PBS111	619 Public School	32576	10502	83.9	87.0	87.1	0.1	87.3	0.3	87.3	0.3	83.1	74.8	-8.3	75.8	-7.3	83.3	0.2
PBS112	716 Public School	42558	6542	81.8	76.0	76.1	0.1	76.0	0.0	76.0	0.0	76.0	81.5	5.5	80.9	4.9	76.0	0.0
PBS113	792 Public School	34981	4193	86.3	80.7	80.0	-0.7	80.0	-0.7	80.0	-0.7	80.0	80.0	0.0	81.9	1.9	80.0	0.0
PBS114	549 Public School	9739	3976	102.5	100.5	101.0	0.5	102.1	1.6	102.3	1.8	96.6	97.7	1.1	97.6	1.0	97.6	1.0
PBS116	551 Public School	8575	4739	103.9	98.2	93.2	-5.0	93.4	-4.8	96.5	-1.7	94.5	98.5	4.0	98.2	3.7	95.9	1.4
PBS117	356 Public School	24929	3265	87.5	88.6	88.7	0.1	89.1	0.5	89.1	0.5	88.2	85.5	-2.7	86.7	-1.5	89.1	0.9
PBS118	431 Public School	16898	-9768	74.3	65.6	65.3	-0.3	65.3	-0.3	65.3	-0.3	65.6	66.6	1.0	67.3	1.7	64.2	-1.4
PBS119	1109 Public School	33933	-6714	80.3	65.9	64.6	-1.3	64.6	-1.3	64.6	-1.3	65.9	78.7	12.8	78.0	12.1	64.6	-1.3
PBS121	530 Public School	-6871	5484	86.4	79.0	79.6	0.6	79.6	0.6	80.6	1.6	76.9	77.3	0.4	79.1	2.2	79.7	2.8
PBS122	494 Public School	5515	8945	82.5	73.0	72.9	-0.1	72.7	-0.3	72.7	-0.3	73.0	72.3	-0.7	72.8	-0.2	72.7	-0.3
PBS123	376 Public School	18043	-527	101.5	94.5	95.2	0.7	95.2	0.7	95.2	0.7	94.5	93.3	-1.2	90.7	-3.8	93.3	-1.2
PBS124	474 Public School	21791	-11923	69.5	59.4	60.6	1.2	60.6	1.2	60.6	1.2	59.4	64.3	4.9	67.0	7.6	58.2	-1.2
PBS125	1075 Public School	33837	-1843	88.6	76.3	75.7	-0.6	75.7	-0.6	75.7	-0.6	76.3	82.3	6.0	80.6	4.3	74.7	-1.6
PBS127	370 Public School	21457	-3062	92.2	82.1	80.6	-1.5	80.6	-1.5	80.6	-1.5	82.1	91.9	9.8	91.4	9.3	79.3	-2.8
PBS128	452 Public School	18588	-5939	84.6	73.0	73.9	0.9	73.9	0.9	73.9	0.9	73.0	78.5	5.5	77.7	4.7	70.9	-2.1
PBS130	470 Public School	21760	-12818	68.0	58.1	59.2	1.1	59.2	1.1	59.2	1.1	58.0	62.7	4.7	64.7	6.7	57.0	-1.0
PBS132	464 Public School	21251	-11798	70.0	59.8	61.0	1.2	61.0	1.2	61.0	1.2	59.7	64.3	4.6	66.8	7.1	58.6	-1.1
PBS133	434 School,College	16485	-11792	70.3	62.0	61.8	-0.2	61.8	-0.2	61.8	-0.2	62.0	62.3	0.3	61.9	-0.1	60.8	-1.2
PBS135	1094 School,College	30615	-4421	86.5	73.9	71.9	-2.0	71.9	-2.0	71.9	-2.0	73.9	85.9	12.0	85.3	11.4	71.9	-2.0
PBS138	511 School,College	-2901	10004	73.6	64.2	65.5	1.3	65.7	1.5	65.6	1.4	64.1	64.2	0.1	63.8	-0.3	63.6	-0.5
PBS140	1163 Public School	22487	-1032	93.9	90.6	88.4	-2.2	88.4	-2.2	88.4	-2.2	90.6	87.8	-2.8	88.7	-1.9	87.2	-3.4
PBS146	1173 Public School	9443	-12891	67.6	59.9	60.8	0.9	60.8	0.9	60.8	0.9	59.9	59.5	-0.4	58.7	-1.2	62.9	3.0
PBS150	1164 Public School	47842	6852	81.1	75.8	75.8	0.0	75.8	0.0	75.8	0.0	75.4	80.4	5.0	79.7	4.3	75.4	0.0
PBS151	1165 Public School	46867	6626	81.5	75.9	75.8	-0.1	75.8	-0.1	75.8	-0.1	75.8	80.4	4.6	79.6	3.8	75.8	0.0
PRK01	291 Park	11566	6133	100.9	90.2	86.4	-3.8	86.5	-3.7	86.5	-3.7	85.9	95.7	9.8	95.1	9.2	86.0	0.1
PRK02	546 Park	5414	4921	101.9	95.5	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	91.2	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
PRK03	371 Park	21160	-3063	92.2	82.3	81.1	-1.2	81.1	-1.2	81.1	-1.2	82.3	91.9	9.6	91.4	9.1	79.4	-2.9
PRK04	482 Park	28196	-8240	77.2	71.5	71.5	0.0	71.5	0.0	71.5	0.0	71.5	75.6	4.1	75.0	3.5	71.5	0.0
PRK05	599 Park	9350	-9074	74.9	67.5	68.4	0.9	68.4	0.9	68.4	0.9	67.5	66.7	-0.8	65.5	-2.0	70.1	2.6
PRK07	518 Park	-13479	5711	82.7	74.7	74.7	0.0	74.7	0.0	75.8	1.1	72.8	72.2	-0.6	73.3	0.5	73.2	0.4
PRK10	557 Park	-5023	-4415	102.2	93.9	93.7	-0.2	93.7	-0.2	93.7	-0.2	93.9	88.1	-5.8	89.5	-4.4	91.9	-2.0
PRK11	571 Park	-1802	-8136	80.7	73.8	73.8	0.0	73.8	0.0	73.8	0.0	72.9	71.9	-1.0	72.6	-0.3	74.0	1.1
PRK13	579 Park	-225	-8037	79.9	73.1	73.1	0.0	73.1	0.0	73.1	0.0	71.0	71.0	0.0	71.7	0.7	73.3	2.3
PRK15	589 Park	1472	-5400	86.6	79.9	79.9	0.0	79.9	0.0	79.9	0.0	77.9	77.8	-0.1	78.8	0.9	80.2	2.3
PRK16	594 Park	1719	-7830	78.4	71.2	71.2	0.0	71.2	0.0	71.2	0.0	70.3	70.2	-0.1	70.9	0.6	71.4	1.1

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PRK18	410 Park	13866	-7408	79.4	71.4	71.5	0.1	71.5	0.1	71.5	0.1	71.4	70.8	-0.6	73.6	2.2	69.7	-1.7
PRK19	490 Park	27371	-11411	69.3	64.9	66.3	1.4	66.4	1.5	66.4	1.5	64.9	67.5	2.6	73.6	8.7	64.4	-0.5
PRK20	456 Park	19312	-9302	75.5	65.2	65.8	0.6	65.8	0.6	65.8	0.6	65.2	68.8	3.6	71.9	6.7	63.9	-1.3
PRK21	457 Park	19949	-9303	75.3	64.7	65.7	1.0	65.7	1.0	65.7	1.0	64.7	69.1	4.4	73.1	8.4	63.4	-1.3
PRK22	1137 Park	34490	-8837	76.5	65.0	65.0	0.0	64.9	-0.1	64.9	-0.1	65.0	72.3	7.3	71.7	6.7	64.9	-0.1
PRK29	483 Park	27082	-7012	80.7	71.9	71.9	0.0	71.9	0.0	71.9	0.0	71.9	78.9	7.0	78.2	6.3	71.9	0.0
PRK32	241 Park	25609	7591	83.9	89.6	89.9	0.3	90.2	0.6	90.2	0.6	85.7	82.8	-2.9	84.9	-0.8	88.5	2.8
PRK41	316 Park	15768	6307	92.9	90.9	87.5	-3.4	87.9	-3.0	87.9	-3.0	87.0	90.4	3.4	91.9	4.9	87.3	0.3
PRK42	335 Park	13359	1894	93.6	85.9	85.9	0.0	85.9	0.0	85.9	0.0	85.4	94.7	9.3	91.0	5.6	85.4	0.0
PRK43	351 Park	23171	4140	86.4	89.9	88.8	-1.1	89.6	-0.3	89.6	-0.3	88.4	89.2	0.8	88.1	-0.3	89.6	1.2
PRK45	775 Park	28752	5597	85.2	81.8	81.8	0.0	81.8	0.0	81.8	0.0	81.8	84.2	2.4	84.0	2.2	81.8	0.0
PRK46	789 Park	36620	5021	84.4	78.5	77.8	-0.7	77.8	-0.7	77.8	-0.7	77.8	81.2	3.4	79.7	1.9	77.8	0.0
PRK47	829 Park	42223	4785	85.1	80.2	80.2	0.0	80.1	-0.1	80.1	-0.1	80.1	80.1	0.0	81.4	1.3	80.1	0.0
PRK48	924 Park	43851	1572	85.5	81.6	80.6	-1.0	80.7	-0.9	80.7	-0.9	81.6	80.2	-1.4	78.5	-3.1	80.7	-0.9
PRK49	925 Park	44522	1571	85.3	81.4	80.4	-1.0	80.5	-0.9	80.5	-0.9	81.4	79.9	-1.5	78.2	-3.2	80.5	-0.9
PRK50	926 Park	44965	1467	85.0	81.1	80.2	-0.9	80.2	-0.9	80.2	-0.9	81.1	79.4	-1.7	77.7	-3.4	80.2	-0.9
PRK52	386 Park	14558	-1937	102.3	93.6	92.7	-0.9	92.6	-1.0	92.6	-1.0	93.6	96.0	2.4	95.3	1.7	89.7	-3.9
PRK53	667 Park	49906	9918	79.8	74.7	75.1	0.4	75.1	0.4	75.1	0.4	74.7	78.5	3.8	79.6	4.9	75.1	0.4
PRK54	914 Park	47049	580	83.1	78.1	77.3	-0.8	77.2	-0.9	77.2	-0.9	78.1	75.8	-2.3	75.3	-2.8	77.2	-0.9
PRK55	915 Park	46322	566	83.4	78.3	77.5	-0.8	77.4	-0.9	77.4	-0.9	78.3	76.0	-2.3	75.5	-2.8	77.4	-0.9
PRK56	984 Park	28407	1919	90.6	88.9	88.9	0.0	88.9	0.0	88.9	0.0	88.9	88.9	0.0	89.2	0.3	88.9	0.0
PRK59	311 Park	18760	7140	90.3	86.3	85.6	-0.7	85.1	-1.2	85.1	-1.2	86.0	87.9	1.9	89.4	3.4	85.1	-0.9
PRK60	277 Park	13470	9437	88.2	75.9	74.2	-1.7	74.1	-1.8	74.1	-1.8	73.7	83.7	10.0	82.2	8.5	73.6	-0.1
PRK62	591 Park	2383	-6026	82.3	75.7	76.1	0.4	76.1	0.4	76.1	0.4	74.1	74.0	-0.1	74.8	0.7	76.1	2.0
PRK65	558 Park	-6967	-8394	85.1	75.9	75.9	0.0	75.9	0.0	75.9	0.0	75.5	73.8	-1.7	74.4	-1.1	76.0	0.5
PRK67	235 Park	-10639	716	109.6	101.1	99.7	-1.4	99.5	-1.6	99.6	-1.5	99.9	101.6	1.7	97.5	-2.4	97.9	-2.0
PRK68	541 Park	-761	5208	93.6	83.5	81.2	-2.3	80.5	-3.0	83.2	-0.3	82.5	82.1	-0.4	80.7	-1.8	80.5	-2.0
PRK69	604 Park	10384	-12485	68.3	60.8	61.6	0.8	61.6	0.8	61.6	0.8	60.8	60.4	-0.4	59.5	-1.3	63.4	2.6
PRK70	1009 Park ?	34964	-416	86.7	80.6	79.7	-0.9	79.7	-0.9	79.7	-0.9	80.6	82.8	2.2	79.6	-1.0	78.9	-1.7
PRK71	1162 Park	-4883	-7930	84.2	76.4	76.4	0.0	76.4	0.0	76.4	0.0	75.8	74.2	-1.6	74.9	-0.9	76.6	0.8
PRK72	1172 Park	-3078	-5614	86.8	80.2	80.2	0.0	80.2	0.0	80.2	0.0	79.6	77.5	-2.1	78.4	-1.2	80.4	0.8
PVS001	636 Private School	37733	11384	82.1	83.8	84.2	0.4	84.7	0.9	84.8	1.0	81.2	72.2	-9.0	72.5	-8.7	81.8	0.6
PVS002	1070 Private School	37336	-3455	87.5	70.3	69.8	-0.5	69.8	-0.5	69.8	-0.5	70.3	81.8	11.5	82.2	11.9	69.3	-1.0
PVS003	888 Private School	34483	5967	83.8	79.2	79.3	0.1	79.2	0.0	79.2	0.0	79.2	83.1	3.9	82.7	3.5	79.2	0.0
PVS004	989 Private School	27097	2468	90.2	88.0	88.1	0.1	88.0	0.0	88.0	0.0	88.0	88.0	0.0	89.2	1.2	88.0	0.0
PVS005	902 Private School	48768	789	82.6	77.9	77.2	-0.7	77.2	-0.7	77.2	-0.7	77.9	75.7	-2.2	74.7	-3.2	77.2	-0.7
PVS006	491 Private School	27038	-12669	67.0	61.8	63.2	1.4	63.2	1.4	63.2	1.4	61.8	64.9	3.1	71.5	9.7	61.0	-0.8
PVS007	525 Private School	-7778	4626	92.7	84.0	84.0	0.0	84.0	0.0	86.8	2.8	81.6	80.9	-0.7	82.6	1.0	85.3	3.7
PVS011	538 Private School	833	5679	92.5	82.6	81.3	-1.3	80.6	-2.0	81.2	-1.4	81.6	80.4	-1.2	80.8	-0.8	80.5	-1.1
PVS012	539 Private School	771	5889	90.7	80.5	79.7	-0.8	79.0	-1.5	78.9	-1.6	80.2	78.9	-1.3	79.1	-1.1	78.9	-1.3
PVS013	672 Private School	51675	9023	80.0	75.3	75.3	0.0	75.3	0.0	75.3	0.0	74.7	80.0	5.3	80.4	5.7	74.7	0.0
PVS014	685 Private School	46351	8153	81.3	76.2	76.2	0.0	76.2	0.0	76.2	0.0	76.2	81.0	4.8	81.2	5.0	76.2	0.0
PVS015	813 Private School	40120	5340	84.0	78.3	77.8	-0.5	77.8	-0.5	77.8	-0.5	77.8	80.6	2.8	79.6	1.8	77.8	0.0
PVS017	882 Private School	34119	6123	84.0	79.7	79.7	0.0	79.7	0.0	79.7	0.0	79.7	83.2	3.5	83.0	3.3	79.7	0.0
PVS018	1099 Private School	31945	-4425	86.4	72.6	70.8	-1.8	70.8	-1.8	70.8	-1.8	72.6	84.1	11.5	83.8	11.2	70.8	-1.8
PVS023	913 Private School	46330	1417	84.3	80.5	79.7	-0.8	79.7	-0.8	79.7	-0.8	80.5	76.6	-1.9	76.9	-3.6	79.7	-0.8

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

				Env.	2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PVS024	1151 Private School	34485	-12422	68.6	69.3	69.3	0.0	69.3	0.0	69.3	0.0	69.3	69.3	0.0	67.3	-2.0	69.3	0.0
PVS025	274 Private School	12977	12319	79.8	75.0	75.0	0.0	75.1	0.1	75.1	0.1	75.0	74.1	-0.9	74.9	-0.1	75.1	0.1
PVS026	742 Private School	36140	6964	83.8	79.5	79.5	0.0	79.5	0.0	79.5	0.0	79.5	82.6	3.1	82.9	3.4	79.5	0.0
PVS027	548 Private School	10155	6178	101.8	89.2	85.3	-3.9	85.3	-3.9	85.3	-3.9	84.8	94.6	9.8	92.7	7.9	84.9	0.1
PVS028	354 Private School	24379	5761	87.0	86.6	87.1	0.5	87.8	1.2	87.9	1.3	86.6	88.6	2.0	89.4	2.8	87.9	1.3
PVS029	251 Private School	23982	7178	84.7	90.4	90.6	0.2	90.7	0.3	90.7	0.3	88.9	84.0	-4.9	86.1	-2.8	89.3	0.4
PVS030	606 Private School	28850	11455	84.9	81.3	80.9	-0.4	80.1	-1.2	80.1	-1.2	79.4	82.4	3.0	83.1	3.7	78.5	-0.9
PVS031	521 Private School	-12447	6370	84.1	76.1	76.1	0.0	76.1	0.0	77.3	1.2	73.9	73.3	-0.6	74.5	0.6	74.7	0.8
PVS033	787 Private School	34984	5635	83.4	78.0	78.0	0.0	78.0	0.0	77.9	-0.1	78.0	82.7	4.7	82.0	4.0	77.9	-0.1
PVS034	995 Private School	29461	-1469	90.0	83.7	81.1	-2.6	81.1	-2.6	81.1	-2.6	83.7	84.0	0.3	84.7	1.0	81.1	-2.6
PVS035	622 Private School	34140	9211	80.7	82.0	82.6	0.6	83.4	1.4	83.5	1.5	80.0	76.3	-3.7	78.1	-1.9	81.1	1.1
PVS036	239 Private School	25423	11457	84.1	76.3	76.6	0.3	77.3	1.0	77.3	1.0	76.2	86.3	10.1	86.9	10.7	77.3	1.1
PVS037	993 Private School	29435	-516	89.2	87.1	84.5	-2.6	84.5	-2.6	84.5	-2.6	87.1	84.6	-2.6	82.4	-4.7	84.5	-2.6
PVS038	1124 Private School	41624	-8000	79.0	59.7	60.3	0.6	60.3	0.6	60.3	0.6	59.7	77.5	17.8	76.9	17.2	59.5	-0.2
PVS039	831 Private School	41645	4101	86.0	81.6	81.6	0.0	81.6	0.0	81.6	0.0	81.6	81.6	0.0	82.3	0.7	81.6	0.0
PVS040	933 Private School	40319	1147	86.8	82.1	81.0	-1.1	81.1	-1.0	81.1	-1.0	82.1	80.6	-1.5	78.8	-3.3	81.1	-1.0
PVS041	437 Private School	18864	-12877	68.7	59.5	59.4	-0.1	59.4	-0.1	59.4	-0.1	59.5	61.3	1.8	61.3	1.8	58.4	-1.1
PVS044	293 Private School	13506	6729	99.8	87.7	84.4	-3.3	84.5	-3.2	84.5	-3.2	83.9	94.5	10.6	94.3	10.4	84.0	0.1
PVS045	381 Private School	14435	884	99.9	92.4	93.4	1.0	93.4	1.0	93.4	1.0	92.4	92.4	0.0	95.6	3.2	92.4	0.0
PVS046	1092 Private School	29009	-4204	87.2	75.1	73.0	-2.1	73.1	-2.0	73.1	-2.0	75.1	88.5	13.4	88.1	13.0	73.1	-2.0
PVS047	465 Private School	19141	-12557	69.2	59.9	59.9	0.0	59.9	0.0	59.9	0.0	59.9	62.0	2.1	62.3	2.4	58.7	-1.2
PVS048	578 Private School	-501	-8326	78.2	72.4	72.4	0.0	72.4	0.0	72.4	0.0	70.7	70.4	-0.3	71.1	0.4	72.6	1.9
PVS049	965 Private School	34967	2020	88.4	83.7	84.3	0.6	84.3	0.6	84.3	0.6	83.7	83.7	0.0	83.2	-0.5	83.7	0.0
PVS050	844 Private School	45633	5330	83.9	79.4	79.4	0.0	79.4	0.0	79.4	0.0	79.4	79.4	0.0	80.7	1.3	79.4	0.0
PVS051	317 Private School	16298	5790	90.4	92.7	90.1	-2.6	90.8	-1.9	90.9	-1.8	89.8	87.5	-2.3	90.4	0.6	90.2	0.4
PVS052	956 Private School	40122	2449	87.1	82.7	82.7	0.0	82.7	0.0	82.7	0.0	82.7	82.7	0.0	82.1	-0.6	82.7	0.0
PVS053	259 Private School	17350	10496	88.7	77.4	76.3	-1.1	74.6	-2.8	74.4	-3.0	75.7	85.3	9.6	83.9	8.2	72.6	-3.1
PVS054	618 Private School	32159	8982	81.3	84.5	85.1	0.6	85.9	1.4	86.0	1.5	81.7	76.4	-5.3	78.2	-3.5	82.5	0.8
PVS055	328 Private School	18415	5475	89.5	92.4	92.3	-0.1	92.3	-0.1	92.3	-0.1	91.2	89.7	-1.5	91.5	0.3	91.5	0.3
PVS056	891 Private School	34709	4608	85.2	79.3	78.5	-0.8	78.5	-0.8	78.5	-0.8	78.5	80.9	2.4	80.4	1.9	78.5	0.0
PVS057	1160 Private School	40087	-7076	79.6	61.5	62.1	0.6	62.1	0.6	62.1	0.6	61.5	79.9	18.4	79.3	17.8	61.2	-0.3
PVS058	974 Private School	29674	1811	90.1	88.5	88.5	0.0	88.5	0.0	88.5	0.0	88.5	88.5	0.0	88.5	0.0	88.5	0.0
PVS059	901 Private School	47885	224	82.1	76.6	75.9	-0.7	75.9	-0.7	75.9	-0.7	76.6	75.4	-1.2	75.9	-0.7	75.9	-0.7
PVS060	496 Private School	6258	8224	85.8	75.5	75.4	-0.1	75.3	-0.2	76.1	0.6	75.5	76.0	0.5	75.4	-0.1	76.1	0.6
PVS061	1097 Private School	31768	-6638	83.1	67.9	66.4	-1.5	66.4	-1.5	66.4	-1.5	67.9	78.0	10.1	77.4	9.5	66.4	-1.5
PVS062	368 Private School	19294	-197	100.8	93.6	95.5	1.9	95.5	1.9	95.5	1.9	93.6	93.1	-0.5	91.2	-2.4	93.1	-0.5
PVS063	469 Private School	19142	-14468	66.2	57.1	57.1	0.0	57.1	0.0	57.1	0.0	57.1	58.7	1.6	58.4	1.3	56.1	-1.0
PVS064	295 Private School	13310	7076	96.2	85.7	82.7	-3.0	82.7	-3.0	82.7	-3.0	82.2	94.1	11.9	93.3	11.1	82.2	0.0
PVS065	761 Private School	33672	6369	84.2	80.2	80.2	0.0	80.2	0.0	80.2	0.0	80.2	83.2	3.0	83.3	3.1	80.2	0.0
PVS066	271 Private School	14716	11128	82.4	71.3	70.1	-1.2	70.0	-1.3	70.0	-1.3	69.6	79.1	9.5	77.9	8.3	69.5	-0.1
PVS067	998 Private School	32753	-466	87.5	81.5	80.7	-0.8	80.7	-0.8	80.7	-0.8	81.5	83.4	1.9	79.9	-1.6	80.2	-1.3
PVS068	835 Private School	43674	6162	82.3	76.6	76.3	-0.3	76.3	-0.3	76.3	-0.3	76.3	80.8	4.5	79.8	3.5	76.3	0.0
PVS069	294 Private School	13205	6854	99.1	86.9	83.6	-3.3	83.7	-3.2	83.7	-3.2	83.2	94.5	11.3	93.9	10.7	83.2	0.3
PVS070	334 Private School	15369	3722	91.2	94.6	93.5	-1.1	93.8	0.8	93.8	-0.8	92.3	93.7	1.4	92.7	0.4	92.8	0.5
PVS071	507 Private School	2864	13792	69.7	61.4	61.3	-0.1	61.2	-0.2	61.2	-0.2	61.0	60.1	-0.9	60.6	-0.4	60.5	-0.5
PVS072	688 Private School	45643	7481	81.4	76.1	76.2	0.1	76.1	0.0	76.1	0.0	76.1	81.3	5.2	81.1	5.0	76.1	0.0

Table A5-5
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Lmax
Comparison of Build Alternatives to No-Action/No-Project Alternative

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PVS073	353 Private School	24503	5600	87.0	86.6	86.4	-0.2	87.2	0.6	87.3	0.7	85.9	88.8	2.9	89.4	3.5	87.3	1.4
PVS074	250 Private School	24091	6749	85.8	89.9	90.3	0.4	90.9	1.0	90.9	1.0	88.7	85.7	-3.0	87.7	-1.0	89.4	0.7
PVS075	385 Private School	13804	-640	104.1	97.0	99.4	2.4	99.4	2.4	99.4	2.4	97.0	97.0	0.0	97.1	0.1	97.0	0.0
PVS076	954 Private School	38754	2351	87.5	83.0	83.0	0.0	83.0	0.0	83.0	0.0	83.0	83.0	0.0	82.4	-0.6	83.0	0.0
PVS077	390 Private School	12602	-225	105.0	98.3	101.1	2.8	101.1	2.8	101.1	2.8	98.3	98.4	0.1	98.1	-0.2	98.3	0.0
PVS078	1129 Private School	40094	-6165	81.8	63.3	63.5	0.2	63.5	0.2	63.5	0.2	63.3	82.0	18.7	81.7	18.4	62.7	-0.6
PVS079	345 Private School	16235	3486	89.8	93.0	92.1	-0.9	92.1	-0.9	92.1	-0.9	91.1	92.7	1.6	91.0	-0.1	91.2	0.1
PVS080	826 Private School	40329	5114	84.6	79.0	78.6	-0.4	78.6	-0.4	78.6	-0.4	78.6	79.8	1.2	80.4	1.8	78.6	0.0
PVS081	973 Private School	29676	2047	90.0	88.3	88.3	0.0	88.3	0.0	88.3	0.0	88.3	88.3	0.0	88.5	0.2	88.3	0.0
PVS082	767 Private School	32177	6695	84.5	80.7	80.7	0.0	80.7	0.0	80.7	0.0	80.7	83.0	2.3	83.5	2.8	80.7	0.0
PVS083	325 Private School	17478	5970	89.2	91.9	89.6	-2.3	89.6	-2.3	89.7	-2.2	89.6	87.1	-2.5	89.8	0.2	89.7	0.1
PVS084	383 Private School	16261	-881	102.5	95.7	94.9	0.8	94.9	-0.8	94.9	-0.8	95.7	94.0	-1.7	94.3	-1.4	93.9	-1.8
PVS085	614 Private School	32138	10688	84.3	87.0	87.0	0.0	87.0	0.0	87.0	0.0	83.1	75.9	-7.2	76.9	-6.2	83.1	0.0
PVS086	755 Private School	36351	8881	81.9	77.5	78.1	0.6	78.7	1.2	78.8	1.3	76.9	78.0	1.1	79.8	2.9	78.1	1.2
PVS087	1074 Private School	32298	-1596	86.8	76.3	77.2	-1.1	77.2	-1.1	77.2	-1.1	78.3	82.5	4.2	82.1	3.8	77.7	-0.6
PVS088	961 Private School	38743	567	86.8	81.7	80.4	-1.3	80.4	-1.3	80.4	-1.3	81.7	79.5	-2.2	77.7	-4.0	80.4	-1.3
PVS089	455 Private School	21436	-4476	87.0	76.9	76.6	-0.3	76.6	-0.3	76.6	-0.3	76.9	86.1	9.2	85.2	8.3	74.5	-2.4
PVS090	1122 Private School	41029	-8870	78.8	58.3	59.0	0.7	59.0	0.7	59.0	0.7	58.3	74.6	16.3	74.0	15.7	58.2	-0.1
PVS091	988 Private School	27180	2649	89.8	87.4	87.4	0.0	87.4	0.0	87.4	0.0	87.4	87.4	0.0	88.9	1.5	87.4	0.0
PVS092	264 Private School	18568	9623	89.1	81.4	81.0	-0.4	79.5	-1.9	79.3	-2.1	80.2	90.4	10.2	89.4	9.2	77.8	-2.4
PVS093	533 Private School	-5793	5899	85.7	77.7	78.2	0.5	78.3	0.6	79.3	1.6	75.0	76.1	1.1	77.4	2.4	77.2	2.2
PVS094	846 Private School	45622	3868	85.1	81.8	81.8	0.0	81.8	0.0	81.8	0.0	81.8	81.8	0.0	81.9	0.1	81.8	0.0
PVS095	935 Private School	40328	3045	87.1	82.8	82.8	0.0	82.8	0.0	82.8	0.0	82.8	82.8	0.0	82.7	-0.1	82.8	0.0
PVS096	415 Private School	13903	-10070	73.1	65.3	65.7	0.4	65.7	0.4	65.7	0.4	65.3	64.3	-1.0	63.9	-1.4	65.4	0.1
PVS099	255 Private School	22860	11024	86.0	77.7	78.1	0.4	79.9	2.2	80.1	2.4	77.7	89.0	11.3	88.5	10.8	78.7	1.0
PVS100	1029 Private School	41450	-1354	85.8	74.6	73.8	-0.8	73.8	-0.8	73.8	-0.8	74.6	81.7	7.1	78.3	3.7	73.6	-1.0
PVS101	994 Private School	29432	-911	89.3	85.8	83.0	-2.8	83.0	-2.8	83.0	-2.8	85.8	83.4	-2.4	82.7	-3.1	83.0	-2.8
PVS102	803 Private School	39034	6860	83.1	78.3	78.4	0.1	78.3	0.0	78.3	0.0	78.3	82.4	4.1	82.3	4.0	78.3	0.0
PVS103	501 Private School	3278	9736	78.8	69.7	69.6	-0.1	69.4	-0.3	69.4	-0.3	69.5	67.9	-1.6	69.2	-0.3	69.1	-0.4
PVS104	554 Private School	9240	3525	102.8	101.5	102.2	0.7	103.3	1.8	103.4	1.9	97.1	97.5	0.4	98.1	1.0	98.2	1.1
PVS105	403 Private School ?	14468	-9493	74.4	66.4	66.5	0.1	66.5	0.1	66.5	0.1	66.4	65.8	-0.6	66.2	-0.2	65.6	-0.8
PVS106	243 Private School ?	26663	6419	85.7	84.0	84.6	0.6	85.7	1.7	85.8	1.8	83.1	85.2	2.1	87.1	4.0	85.6	2.5
PVS107	543 Private School ?	3658	5088	98.9	90.7	87.4	-3.3	87.4	-3.3	87.4	-3.3	87.4	87.3	-0.1	87.5	0.1	87.3	-0.1
PVS108	245 Private School ?	23359	6499	86.4	90.3	90.7	0.4	91.2	0.9	91.3	1.0	89.0	86.5	-2.5	88.4	-0.6	89.8	0.8
PVS109	341 Private School ?	18639	3216	89.7	90.2	90.0	-0.2	89.3	-0.9	89.3	-0.9	90.2	90.1	-0.1	87.7	-2.5	89.3	-0.9
PVS110	577 Private School ?	-573	-8780	77.9	71.1	71.1	0.0	71.1	0.0	71.1	0.0	69.7	69.2	-0.5	69.9	0.2	71.3	1.6
PVS111	450 Private School ?	16874	-8105	83.8	74.1	73.9	-0.2	73.9	-0.2	73.9	-0.2	74.1	76.8	2.7	79.1	5.0	72.1	-2.0

Acquired Grid location would be acquired for airport development under the alternative.

Source: Landrum & Brown, 2000

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
C08	26 Regular Grid	-15000	9000	11.0	0.8	1.1	0.3	1.2	0.4	1.3	0.5	0.2	0.1	-0.1	0.3	0.1	0.7	0.5
C09	27 Regular Grid	-15000	12000	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D06	33 Regular Grid	-12000	3000	158.0	144.3	126.1	-18.2	126.2	-18.1	127.6	-16.7	150.9	136.8	-14.1	160.4	9.5	150.7	-0.2
D07	34 Regular Grid	-12000	6000	50.0	31.8	30.2	-1.6	29.9	-1.9	31.6	-0.2	37.0	32.6	-4.4	43.2	6.2	45.6	8.6
D08	35 Regular Grid	-12000	9000	15.5	1.0	1.4	0.4	1.7	0.7	1.8	0.8	0.1	0.3	0.2	0.4	0.3	0.9	0.8
D09	36 Regular Grid	-12000	12000	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E07	43 Regular Grid	-9000	6000	57.7	39.6	40.1	0.5	40.1	0.5	42.2	2.6	45.5	38.9	-6.6	51.7	6.2	57.4	11.9
E08	44 Regular Grid	-9000	9000	16.9	0.8	1.1	0.3	1.1	0.3	1.3	0.5	0.1	0.3	0.2	0.2	0.1	0.7	0.6
E09	45 Regular Grid	-9000	12000	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F02	47 Regular Grid	-6000	-9000	33.3	16.5	18.0	1.5	18.0	1.5	18.0	1.5	12.7	13.0	0.3	8.1	-4.6	15.5	2.8
F03	48 Regular Grid	-6000	-6000	113.2	98.7	108.0	9.3	107.9	9.2	107.9	9.2	89.3	113.6	24.3	87.0	-2.3	97.6	8.3
F07	52 Regular Grid	-6000	6000	54.5	45.6	50.4	4.8	51.0	5.4	53.5	7.9	50.4	43.0	-7.4	63.9	13.5	68.8	18.4
F08	53 Regular Grid	-6000	9000	15.7	0.3	0.6	0.3	0.7	0.4	0.8	0.5	0.2	0.6	0.4	1.4	1.2	0.7	0.5
F09	54 Regular Grid	-6000	12000	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G01	55 Regular Grid	-3000	-12000	11.2	0.4	0.6	0.2	0.6	0.2	0.6	0.2	0.1	0.1	0.0	0.1	0.0	0.2	0.1
G02	56 Regular Grid	-3000	-9000	22.6	10.3	11.4	1.1	11.4	1.1	11.4	1.1	8.5	7.5	-1.0	4.1	-4.4	10.6	2.1
G03	57 Regular Grid	-3000	-6000	105.5	95.0	105.4	10.4	105.2	10.2	105.3	10.3	88.9	108.9	20.0	82.5	-6.4	96.1	7.2
G07	61 Regular Grid	-3000	6000	41.3	33.4	48.6	15.2	50.2	16.8	52.5	19.1	38.8	49.4	10.6	76.1	37.3	74.2	35.4
G08	62 Regular Grid	-3000	9000	15.8	0.1	0.2	0.1	0.4	0.3	0.4	0.3	0.2	0.6	0.4	2.1	1.9	1.3	1.1
G09	63 Regular Grid	-3000	12000	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H01	64 Regular Grid	0	-12000	6.1	0.1	0.4	0.3	0.4	0.3	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.1	0.1
H02	65 Regular Grid	0	-9000	15.5	3.1	3.8	0.7	3.8	0.7	3.8	0.7	2.3	2.5	0.2	1.6	-0.7	3.4	1.1
H03	66 Regular Grid	0	-6000	83.7	65.8	75.1	9.3	74.9	9.1	75.1	9.3	69.7	86.4	16.7	60.1	-9.6	74.4	4.7
H07	70 Regular Grid	0	6000	70.4	59.3	42.3	-17.0	43.7	-15.6	50.5	-8.8	75.4	49.3	-26.1	64.2	-11.2	78.8	3.4
H08	71 Regular Grid	0	9000	20.4	2.5	1.1	-1.4	0.5	-2.0	0.7	-1.8	2.1	0.6	-1.5	0.4	-1.7	0.4	-1.7
H09	72 Regular Grid	0	12000	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I01	73 Regular Grid	3000	-12000	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I02	74 Regular Grid	3000	-9000	13.1	0.6	0.9	0.3	0.9	0.3	0.9	0.3	0.1	0.1	0.0	0.0	-0.1	0.3	0.2
I03	75 Regular Grid	3000	-6000	52.1	25.7	29.5	3.8	27.9	2.2	27.9	2.2	29.2	31.2	2.0	15.3	-13.9	26.2	-3.0
I07	79 Regular Grid	3000	6000	79.9	50.9	74.4	23.5	71.6	20.7	75.4	24.5	66.3	97.2	30.9	123.7	57.4	124.1	57.8
I08	80 Regular Grid	3000	9000	19.9	2.9	5.2	2.3	4.9	2.0	5.2	2.3	2.3	3.8	1.5	2.3	0.0	2.5	0.2
I09	81 Regular Grid	3000	12000	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J01	82 Regular Grid	6000	-12000	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J02	83 Regular Grid	6000	-9000	14.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
J03	84 Regular Grid	6000	-6000	59.1	22.8	24.9	2.1	23.4	0.6	23.4	0.6	21.3	14.8	-6.5	8.5	-12.8	19.1	-2.2
J07	88 Regular Grid	6000	6000	51.3	22.7	59.9	37.2	79.3	56.6	87.4	64.7	24.8	100.0	75.2	133.8	109.0	130.0	105.2
J08	89 Regular Grid	6000	9000	15.9	1.5	4.4	2.9	6.2	4.7	4.6	3.1	1.8	2.9	1.1	3.0	1.2	2.9	1.1
J09	90 Regular Grid	6000	12000	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K01	91 Regular Grid	9000	-12000	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K02	92 Regular Grid	9000	-9000	16.9	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
K03	93 Regular Grid	9000	-6000	49.6	23.2	25.5	2.3	24.0	0.8	24.0	0.8	18.8	15.8	-3.0	12.2	-6.6	19.4	0.6
K05	96 Regular Grid	9000	0	282.9	247.0	287.9	40.9	301.6	54.6	282.7	35.7	239.8	271.5	31.7	149.2	-90.6	253.6	13.8
K07	97 Regular Grid	9000	6000	75.7	61.6	59.3	-2.3	61.6	0.0	73.5	11.9	64.4	87.8	23.4	86.7	22.3	82.8	18.4
K08	98 Regular Grid	9000	9000	12.1	1.7	1.5	-0.2	3.0	1.3	1.5	-0.2	2.1	3.5	1.4	2.5	0.4	2.1	0.0
K09	99 Regular Grid	9000	12000	0.7	0.4	0.3	-0.1	0.2	-0.2	0.2	-0.2	0.4	0.2	-0.2	0.3	-0.1	0.1	0.3
L01	100 Regular Grid	12000	-12000	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
L02	101 Regular Grid	12000	-9000	12.5	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
L03	102 Regular Grid	12000	-6000	25.7	5.7	5.2	-0.5	5.2	-0.5	5.2	-0.5	3.0	3.6	0.6	3.3	0.3	3.6	0.6
L04	103 Regular Grid	12000	-3000	79.6	56.0	60.5	4.5	60.5	4.5	59.0	3.0	54.5	70.2	15.7	107.6	53.1	61.6	7.1
L05	104 Regular Grid	12000	0	98.0	92.1	102.6	10.5	102.7	10.6	101.2	9.1	94.9	75.3	-19.6	101.8	6.9	102.5	7.6
L06	105 Regular Grid	12000	3000	90.8	86.2	85.6	-0.6	85.6	-0.6	65.0	-21.2	84.6	99.2	14.6	79.4	-5.2	70.7	-13.9
L07	106 Regular Grid	12000	6000	86.8	87.3	79.4	-7.9	81.1	-6.2	88.8	1.5	91.0	130.8	39.8	95.3	4.3	96.5	5.5
L08	107 Regular Grid	12000	9000	2.4	1.4	1.3	-0.1	1.4	0.0	1.4	0.0	1.9	5.0	3.1	3.0	1.1	2.2	0.3
L09	108 Regular Grid	12000	12000	0.2	0.4	0.5	0.1	0.5	0.1	0.5	0.1	0.5	1.4	0.9	1.0	0.5	0.3	-0.2
M01	109 Regular Grid	15000	-12000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M02	110 Regular Grid	15000	-9000	2.7	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0
M03	111 Regular Grid	15000	-6000	12.1	1.3	1.4	0.1	1.4	0.1	1.4	0.1	1.0	2.0	1.0	2.3	1.3	1.2	0.2
M04	112 Regular Grid	15000	-3000	31.4	21.8	22.3	0.5	22.3	0.5	22.3	0.5	25.8	42.3	16.5	89.3	63.5	29.3	3.5
M05	113 Regular Grid	15000	0	118.9	111.2	120.1	8.9	120.1	8.9	120.1	8.9	115.0	94.7	-20.3	107.2	-7.8	124.8	9.8
M06	114 Regular Grid	15000	3000	49.9	56.1	57.1	1.0	57.1	1.0	40.4	-15.7	60.7	79.5	18.8	52.0	-8.7	47.9	-12.8
M07	115 Regular Grid	15000	6000	96.2	102.8	94.7	-8.1	94.9	-7.9	101.1	-1.7	106.0	150.0	44.0	104.6	-1.4	108.1	2.1
M08	116 Regular Grid	15000	9000	1.4	1.6	1.7	0.1	1.7	0.1	2.4	0.8	1.9	12.1	10.2	3.2	1.3	2.5	0.6
M09	117 Regular Grid	15000	12000	0.3	0.3	0.3	0.0	0.2	-0.1	0.2	-0.1	0.3	1.8	1.5	0.9	0.6	0.1	-0.2
N01	118 Regular Grid	18000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N02	119 Regular Grid	18000	-9000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.5	0.5	0.0	0.0
N03	120 Regular Grid	18000	-6000	1.4	0.9	1.0	0.1	1.0	0.1	1.0	0.1	0.7	2.0	1.3	2.0	1.3	0.6	-0.1
N04	121 Regular Grid	18000	-3000	17.5	14.5	14.8	0.3	14.8	0.3	14.8	0.3	17.2	22.2	5.0	80.3	63.1	17.2	0.0
N05	122 Regular Grid	18000	0	126.5	122.4	131.1	8.7	131.2	8.8	131.2	8.8	126.9	107.3	-19.6	111.8	-15.1	137.1	10.2
N06	123 Regular Grid	18000	3000	23.6	37.2	39.0	1.8	39.1	1.9	31.6	-5.6	38.7	64.5	25.8	39.9	1.2	34.7	-4.0
N07	124 Regular Grid	18000	6000	97.2	110.2	102.3	-7.9	102.5	-7.7	104.3	-5.9	113.2	156.5	43.3	107.6	-5.6	111.0	-2.2
N08	125 Regular Grid	18000	9000	3.3	3.0	4.8	1.8	4.8	1.8	6.8	3.8	3.2	14.9	11.7	10.1	6.9	9.7	6.5
N09	126 Regular Grid	18000	12000	0.4	0.6	0.6	0.0	0.5	-0.1	0.5	-0.1	0.6	2.2	1.6	0.8	0.2	0.5	-0.1
O01	127 Regular Grid	21000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O02	128 Regular Grid	21000	-9000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.7	0.7	0.0	0.0
O03	129 Regular Grid	21000	-6000	0.3	0.7	0.7	0.0	0.7	0.0	0.7	0.0	0.5	1.9	1.4	1.9	1.4	0.4	-0.1
O04	130 Regular Grid	21000	-3000	9.3	9.8	9.9	0.1	9.9	0.1	9.9	0.1	11.4	15.2	3.8	65.3	53.9	12.0	0.6
O05	131 Regular Grid	21000	0	126.5	124.6	133.0	8.4	133.0	8.4	133.0	8.4	129.6	111.9	-17.7	131.7	2.1	140.5	10.9
O06	132 Regular Grid	21000	3000	18.9	30.3	30.9	0.6	30.7	0.4	27.9	-2.4	31.7	49.5	17.8	39.8	8.1	30.9	-0.8
O07	133 Regular Grid	21000	6000	95.2	108.4	101.2	-7.2	101.5	-6.9	101.6	-6.8	111.8	151.3	39.5	104.7	-7.1	108.6	-3.2
O08	134 Regular Grid	21000	9000	5.6	4.8	7.9	3.1	8.0	3.2	10.4	5.6	4.2	17.8	13.6	15.8	11.6	13.6	9.4
O09	135 Regular Grid	21000	12000	0.5	0.8	0.8	0.0	0.9	0.1	0.9	0.1	0.8	3.2	2.4	1.3	0.5	0.9	0.1
P01	136 Regular Grid	24000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
P02	137 Regular Grid	24000	-9000	0.1	0.1	0.0	-0.1	0.0	-0.1	0.0	-0.1	0.1	0.7	0.6	0.8	0.7	0.0	-0.1
P03	138 Regular Grid	24000	-6000	0.3	0.5	0.6	0.1	0.6	0.1	0.6	0.1	0.4	1.8	1.4	1.7	1.3	0.3	-0.1
P04	139 Regular Grid	24000	-3000	5.7	7.6	7.3	-0.3	7.3	-0.3	7.3	-0.3	8.8	11.8	3.0	49.3	40.5	8.6	-0.2
P05	140 Regular Grid	24000	0	124.7	120.9	128.6	7.7	128.6	7.7	128.6	7.7	125.6	109.7	-15.9	137.9	12.3	136.5	10.9
P06	141 Regular Grid	24000	3000	22.1	32.4	31.3	-1.1	31.2	-1.2	29.7	-2.7	34.5	36.3	1.8	44.4	9.9	32.4	-2.1
P07	142 Regular Grid	24000	6000	89.9	103.0	96.6	-6.4	96.8	-6.2	95.7	-7.3	106.7	140.0	33.3	99.2	-7.5	103.5	-3.2
P08	143 Regular Grid	24000	9000	8.4	8.3	11.2	2.9	11.4	3.1	7.2	8.9	7.6	19.7	12.1	23.8	16.2	22.6	15.0
P09	144 Regular Grid	24000	12000	0.4	0.5	0.6	0.1	0.7	0.2	0.7	0.2	0.5	3.3	2.8	1.5	1.0	0.7	0.2
Q01	145 Regular Grid	27000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0
Q02	146 Regular Grid	27000	-9000	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.8	0.7	0.7	0.6	0.1	0.0

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
Q03	147 Regular Grid	27000	-6000	0.2	0.4	0.4	0.0	0.4	0.0	0.4	0.0	0.3	1.7	1.4	1.7	1.4	0.2	-0.1
Q04	148 Regular Grid	27000	-3000	2.8	5.9	5.6	-0.3	5.6	-0.3	5.6	-0.3	6.6	9.0	2.4	32.7	26.1	6.5	-0.1
Q05	149 Regular Grid	27000	0	116.2	109.7	116.5	6.8	116.5	6.8	116.5	6.8	114.6	102.9	-11.7	130.7	16.1	125.0	10.4
Q06	150 Regular Grid	27000	3000	29.8	37.6	39.2	1.6	39.2	1.6	36.2	-1.4	41.0	32.5	-8.5	57.2	16.2	35.6	-5.4
Q07	151 Regular Grid	27000	6000	79.0	93.1	87.4	-5.7	87.5	-5.6	84.6	-8.5	97.1	125.0	27.9	92.3	-4.8	94.0	-3.1
Q08	152 Regular Grid	27000	9000	10.7	13.7	16.7	3.0	16.8	3.1	22.9	9.2	13.9	22.9	9.0	35.6	21.7	32.1	18.2
Q09	153 Regular Grid	27000	12000	0.6	0.3	0.6	0.3	0.6	0.3	0.6	0.3	0.4	2.9	2.5	1.3	0.9	0.5	0.1
R01	154 Regular Grid	30000	-12000	0.0	0.1	0.0	-0.1	0.0	-0.1	0.0	-0.1	0.1	0.2	0.1	0.2	0.1	0.0	-0.1
R02	155 Regular Grid	30000	-9000	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.9	0.8	0.6	0.5	0.1	0.0
R03	156 Regular Grid	30000	-6000	0.2	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.2	1.4	1.2	1.7	1.5	0.1	-0.1
R04	157 Regular Grid	30000	-3000	1.2	3.2	3.0	-0.2	3.0	-0.2	3.0	-0.2	2.5	5.9	3.4	11.0	8.5	2.9	0.4
R05	158 Regular Grid	30000	0	99.1	91.2	96.5	5.3	96.5	5.3	96.5	5.3	95.5	92.4	-3.1	113.8	18.3	107.0	11.5
R06	159 Regular Grid	30000	3000	39.2	43.8	45.8	2.0	45.8	2.0	45.3	1.5	48.7	32.9	-15.8	63.6	14.9	44.8	-3.9
R07	160 Regular Grid	30000	6000	70.1	82.4	77.6	-4.8	77.6	-4.8	71.1	-11.3	86.1	108.3	22.2	83.1	-3.0	81.3	-4.8
R08	161 Regular Grid	30000	9000	12.9	19.0	21.3	2.3	21.4	2.4	36.6	17.6	21.4	38.9	17.5	46.7	25.3	44.9	23.5
R09	162 Regular Grid	30000	12000	0.9	0.4	0.7	0.3	0.7	0.3	0.7	0.3	0.4	3.2	2.8	1.2	0.8	0.5	0.1
S01	163 Regular Grid	33000	-12000	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.3	0.2	0.1	0.0	0.0	-0.1
S02	164 Regular Grid	33000	-9000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.6	0.6	0.0	0.0
S03	165 Regular Grid	33000	-6000	0.2	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	1.3	1.2	1.6	1.5	0.0	-0.1
S04	166 Regular Grid	33000	-3000	0.7	2.1	2.0	-0.1	2.0	-0.1	2.0	-0.1	1.9	2.6	0.7	8.2	6.3	2.1	0.2
S05	167 Regular Grid	33000	0	78.2	68.8	70.9	2.1	70.9	2.1	70.9	2.1	73.9	75.5	1.6	91.7	17.8	81.7	7.8
S06	168 Regular Grid	33000	3000	59.0	57.3	60.7	3.4	60.7	3.4	60.2	2.9	63.4	42.5	-20.9	67.0	3.6	62.4	-1.0
S07	169 Regular Grid	33000	6000	58.4	69.2	65.6	-3.6	65.7	-3.5	56.0	-13.2	73.4	90.6	17.2	71.8	-1.6	66.6	-6.8
S08	170 Regular Grid	33000	9000	27.8	33.7	33.4	-0.3	33.5	-0.2	45.1	11.4	38.3	49.4	11.1	57.9	19.6	54.6	16.3
S09	171 Regular Grid	33000	12000	0.9	0.4	0.7	0.3	0.8	0.4	0.8	0.4	0.5	4.9	4.4	1.0	0.5	0.6	0.1
T01	172 Regular Grid	36000	-12000	0.0	0.1	0.0	-0.1	0.0	-0.1	0.0	-0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.0
T02	173 Regular Grid	36000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.7	0.0	0.0
T03	174 Regular Grid	36000	-6000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.5	1.5	0.0	0.0
T04	175 Regular Grid	36000	-3000	0.4	1.3	1.3	0.0	1.3	0.0	1.3	0.0	1.3	2.0	0.7	4.9	3.6	1.4	0.1
T05	176 Regular Grid	36000	0	55.0	46.5	46.5	0.1	46.6	0.1	46.6	0.1	53.7	59.4	5.7	65.1	11.4	56.9	3.2
T06	177 Regular Grid	36000	3000	68.4	63.6	68.9	5.3	68.9	5.3	68.9	5.3	68.8	54.5	-14.3	67.9	-0.9	71.9	3.1
T07	178 Regular Grid	36000	6000	40.3	49.5	48.8	-0.7	48.8	-0.7	34.3	-15.2	54.7	71.6	16.9	53.9	-0.8	44.5	-10.2
T08	179 Regular Grid	36000	9000	37.7	45.8	42.3	-3.5	42.4	-3.4	50.5	4.7	49.4	59.2	9.8	66.2	16.8	60.4	11.0
T09	180 Regular Grid	36000	12000	0.8	0.4	0.8	0.4	0.8	0.4	1.6	1.2	0.4	5.0	4.6	1.1	0.7	0.7	0.3
U01	181 Regular Grid	39000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0
U02	182 Regular Grid	39000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	0.8	0.0	0.0
U03	183 Regular Grid	39000	-6000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.5	1.5	0.0	0.0
U04	184 Regular Grid	39000	-3000	0.3	0.9	0.8	-0.1	0.8	-0.1	0.8	-0.1	0.8	1.7	0.9	2.2	1.4	0.9	0.1
U05	185 Regular Grid	39000	0	25.5	23.7	23.2	-0.5	23.2	-0.5	23.2	-0.5	29.9	36.4	6.5	53.4	23.5	31.4	1.5
U06	186 Regular Grid	39000	3000	75.2	68.8	74.4	5.6	74.4	5.6	74.4	5.6	74.3	62.2	-12.1	65.9	-8.4	80.5	6.2
U07	187 Regular Grid	39000	6000	18.4	28.6	29.2	0.6	29.1	0.5	24.0	-4.6	32.6	58.0	25.4	39.3	6.7	32.1	-0.5
U08	188 Regular Grid	39000	9000	41.0	51.1	47.2	-3.9	47.3	-3.8	51.3	0.2	54.4	68.3	13.9	68.9	14.5	60.7	6.3
U09	189 Regular Grid	39000	12000	0.8	1.7	2.4	0.7	2.4	0.7	4.2	2.5	0.5	4.7	4.2	2.6	2.1	3.6	3.1
V01	190 Regular Grid	42000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V02	191 Regular Grid	42000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	0.9	0.0	0.0
V03	192 Regular Grid	42000	-6000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.5	1.5	0.0	0.0

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
V04	193 Regular Grid	42000	-3000	0.2	0.5	0.5	0.0	0.5	0.0	0.5	0.0	0.5	1.5	1.0	1.8	1.3	0.6	0.1
V05	194 Regular Grid	42000	0	13.2	14.1	14.0	-0.1	14.0	-0.1	14.0	-0.1	18.8	18.5	-0.3	42.8	24.0	18.2	-0.6
V06	195 Regular Grid	42000	3000	73.5	66.7	71.8	5.1	71.8	5.1	71.8	5.1	72.4	83.0	-9.4	61.1	-11.3	79.3	6.9
V07	196 Regular Grid	42000	6000	11.9	20.6	18.4	-2.2	18.4	-2.2	16.7	-3.9	24.6	40.3	15.7	27.1	2.5	22.2	-2.4
V08	197 Regular Grid	42000	9000	40.8	48.6	46.2	-2.4	46.3	-2.3	48.6	0.0	54.4	70.7	16.3	66.4	12.0	59.8	5.4
V09	198 Regular Grid	42000	12000	1.7	5.3	6.3	1.0	6.4	1.1	8.1	2.8	1.0	4.6	3.6	9.8	8.8	6.5	5.5
W01	199 Regular Grid	45000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
W02	200 Regular Grid	45000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	0.9	0.0	0.0
W03	201 Regular Grid	45000	-6000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	0.0	0.0
W04	202 Regular Grid	45000	-3000	0.2	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.3	1.3	1.0	1.5	1.2	0.3	0.0
W05	203 Regular Grid	45000	0	5.8	10.0	9.7	-0.3	9.7	-0.3	9.7	-0.3	12.5	13.4	0.9	30.8	18.3	13.1	0.6
W06	204 Regular Grid	45000	3000	67.6	61.8	65.9	4.1	65.9	4.1	65.9	4.1	68.2	60.3	-7.9	54.4	-13.8	74.3	6.1
W07	205 Regular Grid	45000	6000	10.6	18.0	16.8	-1.2	16.7	-1.3	15.4	-2.6	21.9	29.2	7.3	23.6	1.7	19.8	-2.1
W08	206 Regular Grid	45000	9000	37.4	43.3	41.3	-2.0	41.3	-2.0	41.8	-1.5	50.5	64.9	14.4	60.9	10.4	55.1	4.6
W09	207 Regular Grid	45000	12000	2.9	5.8	7.2	1.4	7.2	1.4	8.3	2.5	1.8	7.7	5.9	12.3	10.5	8.0	6.2
X01	208 Regular Grid	48000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
X02	209 Regular Grid	48000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	1.0	1.0	0.0	0.0
X03	210 Regular Grid	48000	-6000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.4	1.4	0.0	0.0
X04	211 Regular Grid	48000	-3000	0.2	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	1.1	1.0	1.2	1.1	0.1	0.0
X05	212 Regular Grid	48000	0	3.8	7.4	6.7	-0.7	6.8	-0.6	6.8	-0.6	9.4	10.0	0.6	16.0	6.6	9.6	0.2
X06	213 Regular Grid	48000	3000	58.1	51.9	54.1	2.2	54.1	2.2	54.1	2.2	59.8	53.8	-6.0	45.0	-14.8	63.9	4.1
X07	214 Regular Grid	48000	6000	9.7	16.6	16.0	-0.6	16.0	-0.6	14.9	-1.7	21.2	21.5	0.3	19.9	-1.3	17.9	-3.3
X08	215 Regular Grid	48000	9000	29.2	32.7	33.0	0.3	33.1	0.4	32.1	-0.6	42.7	55.8	13.1	53.0	10.3	47.1	4.4
X09	216 Regular Grid	48000	12000	3.6	7.9	8.7	0.8	8.7	0.8	10.0	2.1	2.1	9.1	7.0	15.5	13.4	10.3	8.2
Y01	217 Regular Grid	51000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
Y02	218 Regular Grid	51000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8	1.0	1.0	0.0	0.0
Y03	219 Regular Grid	51000	-6000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.3	1.3	0.0	0.0
Y04	220 Regular Grid	51000	-3000	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0
Y05	221 Regular Grid	51000	0	2.7	5.3	4.5	-0.8	4.5	-0.8	4.5	-0.8	6.5	6.9	0.4	5.7	-0.8	6.4	-0.1
Y06	222 Regular Grid	51000	3000	46.7	40.9	41.3	0.4	41.3	0.4	41.3	0.4	49.0	44.5	-4.5	35.9	-13.1	50.8	1.8
Y07	223 Regular Grid	51000	6000	9.7	15.1	15.0	-0.1	15.0	-0.1	13.2	-1.9	20.4	17.4	-3.0	17.2	-3.2	15.2	-5.2
Y08	224 Regular Grid	51000	9000	14.2	20.3	21.6	1.3	21.6	1.3	20.4	0.1	29.6	44.6	15.0	42.1	12.5	36.1	6.5
Y09	225 Regular Grid	51000	12000	5.0	9.1	10.0	0.9	10.1	1.0	10.9	1.8	5.5	12.1	6.6	17.1	11.6	12.6	7.1
Z01	226 Regular Grid	54000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0
Z02	227 Regular Grid	54000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8	1.0	1.0	0.0	0.0
Z03	228 Regular Grid	54000	-6000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.2	1.2	0.0	0.0
Z04	229 Regular Grid	54000	-3000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.0	0.0
Z05	230 Regular Grid	54000	0	1.0	2.2	1.9	-0.3	1.9	-0.3	1.9	-0.3	1.7	3.9	2.2	3.8	2.1	3.2	1.5
Z06	231 Regular Grid	54000	3000	27.9	26.0	25.2	-0.8	25.2	-0.8	25.2	-0.8	34.0	30.4	-3.6	22.2	-11.8	34.7	0.7
Z07	232 Regular Grid	54000	6000	8.6	14.1	13.9	-0.2	13.8	-0.3	13.4	-0.7	19.0	16.1	-2.9	15.5	-3.5	16.9	-2.1
Z08	233 Regular Grid	54000	9000	11.1	15.1	16.7	1.6	16.6	1.5	14.8	-0.3	25.0	35.7	10.7	32.2	7.2	28.0	3.0
Z09	234 Regular Grid	54000	12000	5.7	8.2	9.4	1.2	9.4	1.2	10.1	1.9	7.0	10.9	3.9	17.9	10.9	14.9	7.9
CH001	732 Church	40133	9363	33.5	42.3	40.4	-1.9	40.5	-1.8	45.7	3.4	44.8	54.0	9.2	62.8	18.0	54.4	9.6
CH002	822 Church	40126	3875	35.9	38.9	41.3	2.4	41.3	2.4	40.8	1.9	44.9	27.1	-17.8	53.6	8.7	42.0	-2.9
CH003	412 Church	14124	-9745	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH004	1050 Church	39044	-534	11.4	13.0	12.9	-0.1	12.9	-0.1	12.9	-0.1	17.3	17.3	0.0	46.6	29.3	16.9	-0.4
CH005	722 Church	39730	11329	3.4	4.8	7.2	2.4	7.2	2.4	9.0	4.2	2.2	8.4	6.2	12.9	10.7	9.7	7.5
CH006	375 Church	18362	851	98.1	93.2	101.9	8.7	101.9	8.7	101.9	8.7	96.4	77.8	-18.6	99.2	2.8	106.2	9.8
CH007	824 Church	39030	3550	53.4	51.7	55.1	3.4	55.1	3.4	55.1	3.4	58.3	35.9	-22.4	60.6	2.3	57.5	-0.8
CH008	569 Church	-1086	-6191	79.0	72.2	80.7	8.5	80.6	8.4	80.7	8.5	71.7	86.7	15.0	60.1	-11.6	77.5	5.8
CH009	707 Church	41467	6832	32.7	39.0	39.1	0.1	39.1	0.1	28.2	-10.8	46.7	65.5	18.8	50.8	4.1	40.6	-6.1
CH010	647 Church	41495	11217	4.5	9.1	10.9	1.8	10.9	1.8	12.2	3.1	4.5	10.0	5.5	17.4	12.9	12.2	7.7
CH011	1082 Church	33776	-3732	0.3	0.9	0.9	0.0	0.9	0.0	0.9	0.0	0.8	2.0	1.2	2.3	1.5	0.8	0.0
CH012	1007 Church	34672	611	87.9	80.0	83.9	3.9	84.0	4.0	84.0	4.0	84.6	80.4	-4.2	91.3	6.7	93.1	8.5
CH013	872 Church	52912	2026	15.0	15.9	15.0	-0.9	15.0	-0.9	15.0	-0.9	21.9	21.9	0.0	23.0	1.1	22.5	0.6
CH016	852 Church	48215	5625	10.6	17.9	17.5	-0.4	17.5	-0.4	15.3	-2.6	22.2	19.0	-3.2	21.9	-0.3	16.8	-5.4
CH017	865 Church	51381	5012	18.9	22.6	23.3	0.7	23.3	0.7	23.3	0.7	26.9	18.4	-8.5	29.5	2.6	26.0	-0.9
CH018	895 Church	48154	3640	54.7	49.5	52.4	2.9	52.4	2.9	52.4	2.9	57.1	48.3	-8.8	47.2	-9.9	60.2	3.1
CH019	454 Church	16609	-6394	5.9	0.7	0.8	0.1	0.8	0.1	0.8	0.1	0.5	1.6	1.1	1.8	1.3	0.5	0.0
CH020	448 Church	16609	-5892	6.9	1.2	1.2	0.0	1.2	0.0	1.2	0.0	0.9	2.1	1.2	2.2	1.3	0.9	0.0
CH022	262 Church	18259	9542	1.4	1.8	2.0	0.2	2.0	0.2	2.6	0.8	2.0	11.6	9.6	3.1	1.1	2.5	0.5
CH025	451 Church	16984	-6155	4.6	0.9	1.0	0.1	1.0	0.1	1.0	0.1	0.7	1.9	1.2	2.0	1.3	0.7	0.0
CH026	540 Church	772	5897	97.5	76.3	54.9	-21.4	54.8	-21.5	62.2	-14.1	100.3	57.1	-43.2	73.5	-26.8	96.9	-3.4
CH027	806 Church	40127	5659	12.4	21.3	19.3	-2.0	19.2	-2.1	17.6	-3.7	25.0	41.7	16.7	28.3	3.3	23.0	-2.0
CH028	492 Church	26948	-12850	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0
CH029	671 Church	51881	9031	13.2	18.4	19.8	1.4	19.8	1.4	18.8	0.4	28.5	42.0	13.5	39.7	11.2	34.7	6.2
CH030	1071 Church	37397	-3562	0.3	0.6	0.6	0.0	0.6	0.0	0.6	0.0	0.6	1.7	1.1	2.0	1.4	0.6	0.0
CH031	782 Church	29694	4531	20.7	32.1	34.2	2.1	34.1	2.0	28.4	-3.7	35.0	57.8	22.8	40.8	5.8	33.3	-1.7
CH032	1066 Church	34999	-2528	1.0	2.9	2.6	-0.3	2.6	-0.3	2.6	-0.3	2.4	4.0	1.6	9.7	7.3	2.6	0.2
CH033	458 Church	19873	-10053	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0
CH035	478 Church	25615	-4936	0.4	0.9	1.0	0.1	0.9	0.0	0.9	0.0	0.7	2.2	1.5	2.4	1.7	0.6	-0.1
CH036	662 Church	45647	10492	10.0	17.0	17.1	0.1	17.2	0.2	22.3	5.3	16.6	23.5	6.9	38.7	22.1	31.7	15.1
CH037	336 Church	12173	2634	59.3	57.1	60.9	3.8	60.8	3.7	46.5	-10.6	56.8	81.1	24.3	53.0	-3.8	46.8	-10.0
CH038	928 Church	43029	180	13.5	14.3	14.2	-0.1	14.1	-0.2	14.1	-0.2	19.1	18.8	-0.3	41.2	22.1	18.5	-0.6
CH039	952 Church	38754	3059	73.1	67.1	72.5	5.4	72.6	5.5	72.6	5.5	72.6	59.9	-12.7	65.9	-6.7	78.1	5.5
CH042	945 Church	42697	3405	65.0	59.6	64.2	4.6	64.2	4.6	64.2	4.6	66.3	54.6	-11.7	59.1	-7.2	70.4	4.1
CH043	727 Church	40129	10225	9.2	15.9	17.0	1.1	17.1	1.2	22.2	6.3	14.4	17.2	2.8	34.1	19.7	28.3	13.9
CH044	992 Church	29459	441	110.9	105.0	111.7	6.7	111.7	6.7	111.7	6.7	109.8	98.4	-11.4	120.3	10.5	119.9	10.1
CH047	740 Church	36169	6797	59.3	69.2	65.4	-3.8	65.5	-3.7	60.4	-8.8	73.5	92.9	19.4	75.5	2.0	71.6	-1.9
CH048	796 Church	36695	2519	84.2	77.1	83.3	6.2	83.4	6.3	83.4	6.3	81.8	70.9	-10.9	72.4	-9.4	90.3	8.5
CH049	765 Church	29734	8749	25.9	32.3	32.3	0.0	32.4	0.1	45.1	12.8	38.9	50.3	13.4	55.9	19.0	54.1	17.2
CH051	1144 Church	30808	-9482	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.7	0.6	0.4	0.3	0.1	0.0
CH052	605 Church	28386	11458	1.0	0.4	0.7	0.3	0.7	0.3	0.7	0.3	0.5	5.6	5.1	1.4	0.9	0.6	0.1
CH053	612 Church	32138	10827	2.8	1.5	3.9	2.4	3.9	2.4	5.6	4.1	1.5	7.5	6.0	8.7	7.2	7.4	5.9
CH054	900 Church	47818	1080	15.0	15.3	14.8	-0.5	14.8	-0.5	14.8	-0.5	20.7	20.3	-0.4	31.8	11.1	20.6	-0.1
CH055	866 Church	51231	3642	47.4	42.7	44.1	1.4	44.1	1.4	44.1	1.4	50.2	42.7	-7.5	36.7	-13.5	52.5	2.3
CH056	610 Church	29496	10032	4.6	3.5	7.0	3.5	7.1	3.6	8.8	5.3	2.7	13.4	10.7	14.8	12.1	11.5	8.8
CH057	1150 Church	33691	-14495	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
CH058	1072 Church	37445	-3804	0.2	0.4	0.4	0.0	0.4	0.0	0.4	0.0	0.4	1.6	1.2	1.8	1.4	0.4	0.0
CH059	823 Church	38801	3841	31.0	35.7	37.9	2.2	37.9	2.2	37.2	1.5	41.1	27.9	-13.2	52.8	11.7	37.9	-3.2
CH060	967 Church	37453	1503	87.3	80.8	86.2	5.4	86.2	5.4	86.2	5.4	86.1	77.5	-7.6	86.6	1.5	94.1	9.0

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH061	725 Church	38796	10948	4.5	6.3	8.6	2.3	8.7	2.4	10.2	3.9	4.4	10.7	6.3	16.7	12.3	12.3	7.9
CH062	443 Church	18436	-9362	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.3	0.3	0.0	0.0
CH064	435 Church	16585	-12177	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH066	1119 Church	40320	-7074	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.4	1.4	0.0	0.0
CH067	252 Church	24220	9999	2.1	1.4	2.3	0.9	2.4	1.0	5.5	4.1	1.1	11.1	10.0	7.6	6.5	7.3	6.2
CH068	423 Church	15674	-12464	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH069	363 Church	24032	-1953	45.2	36.6	36.4	-0.2	36.4	-0.2	36.4	-0.2	42.9	53.8	10.9	91.9	49.0	47.0	4.1
CH070	701 Church	45176	6377	11.1	17.9	16.5	-1.4	16.5	-1.4	15.3	-2.6	21.7	33.9	12.2	25.0	3.3	20.4	-1.3
CH071	821 Church	39022	4047	25.7	31.2	32.1	0.9	32.0	0.8	31.5	0.3	35.7	26.4	-9.3	47.0	11.3	33.7	-2.0
CH072	625 Church	36144	10802	3.8	3.9	7.0	3.1	7.1	3.2	8.7	4.8	2.5	10.2	7.7	14.1	11.6	10.9	8.4
CH073	1120 Church	40288	-8405	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8	1.0	1.0	0.0	0.0
CH074	472 Church	23811	-13685	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH075	1010 Church	36127	-1223	6.7	10.1	10.0	-0.1	10.0	-0.1	10.0	-0.1	12.4	14.3	1.9	44.0	31.6	13.1	0.7
CH076	756 Church	36351	8763	45.3	54.4	49.8	-4.6	49.9	-4.5	54.6	0.2	58.6	72.8	14.2	72.2	13.6	64.2	5.6
CH077	812 Church	38770	5476	12.9	22.5	20.9	-1.6	20.5	-2.0	18.5	-4.0	26.0	43.3	17.3	29.3	3.3	24.1	-1.9
CH078	996 Church	30942	225	98.8	97.7	97.1	5.4	97.0	5.3	97.0	5.3	96.1	91.2	-4.9	110.7	14.6	107.1	11.0
CH079	1052 Church	39043	-1150	4.2	8.1	7.7	-0.4	7.8	-0.3	7.8	-0.3	10.1	11.3	1.2	31.6	21.5	10.4	0.3
CH081	1155 Church	37654	-8291	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8	1.0	1.0	0.0	0.0
CH082	333 Church	15556	4179	99.0	108.9	102.6	-6.3	102.8	-6.1	93.6	-15.3	112.0	142.0	30.0	100.0	-12.0	102.9	-9.1
CH083	534 Church	-5007	6170	43.1	34.4	41.3	6.9	42.3	7.9	45.0	10.6	38.7	40.5	1.8	57.6	18.9	59.9	21.2
CH084	419 Church	15777	-9666	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
CH087	273 Church	15602	10235	0.6	0.9	0.9	0.0	0.8	-0.1	0.8	-0.1	1.0	3.8	2.8	1.8	0.8	1.3	0.3
CH088	827 Church	41455	3861	45.1	44.6	47.3	2.7	47.3	2.7	47.3	2.7	51.0	30.3	-20.7	55.3	4.3	47.9	-3.1
CH089	1043 Church	41942	-4056	0.2	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	1.5	1.4	1.6	1.5	0.1	0.0
CH090	938 Church	41638	1544	72.5	64.5	67.3	2.8	67.3	2.8	67.3	2.8	70.4	66.9	-3.5	69.2	-1.2	77.2	6.8
CH091	850 Church	47903	6165	9.9	16.5	15.8	-0.7	15.8	-0.7	14.6	-1.9	20.9	23.6	2.7	19.7	-1.2	18.2	-2.7
CH092	733 Church	38808	8894	43.0	53.6	49.3	-4.3	49.8	-3.8	53.3	-0.3	57.1	71.8	14.7	70.4	13.3	62.8	5.7
CH093	899 Church	48527	2930	56.3	50.1	52.0	1.9	52.0	1.9	52.0	1.9	58.1	52.7	-5.4	45.7	-12.4	61.9	3.8
CH094	786 Church	37402	4700	12.9	23.5	21.6	-1.9	21.6	-1.9	20.1	-3.4	26.3	29.8	3.5	31.5	5.2	23.6	-2.7
CH095	869 Church	52527	2803	34.8	30.8	30.0	-0.8	30.0	-0.8	30.0	-0.8	39.1	35.3	-3.8	26.3	-12.8	39.1	0.0
CH096	892 Church	33100	4191	14.1	25.7	23.7	-2.0	23.7	-2.0	22.2	-3.5	28.4	33.5	5.1	35.0	6.6	25.8	-2.6
CH097	592 Church	922	-6751	36.6	25.0	27.4	2.4	27.4	2.4	27.4	2.4	30.0	27.6	-2.4	20.2	-9.8	28.3	-1.7
CH098	506 Church	3426	10997	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH099	425 Church	15214	-4708	11.9	2.6	2.9	0.3	2.9	0.3	2.9	0.3	2.2	3.8	1.6	4.6	2.4	2.3	0.1
CH100	327 Church	16819	5275	102.3	116.5	109.1	-7.4	109.3	-7.2	108.9	-7.6	120.0	162.1	42.1	108.6	-11.4	115.9	-4.1
CH101	500 Church	3028	9100	19.3	2.5	4.7	2.2	4.3	1.8	4.7	2.2	1.8	2.9	1.1	2.2	0.4	2.3	0.5
CH102	1091 Church	29435	-3393	0.7	2.2	2.1	-0.1	2.1	-0.1	2.1	-0.1	1.9	3.0	1.1	8.5	6.6	2.0	0.1
CH103	621 Church	33060	9231	13.1	19.9	21.8	1.9	21.9	2.0	37.7	17.8	22.8	39.0	16.2	48.2	25.4	46.3	23.5
CH104	655 Church	43124	11484	3.8	7.7	9.9	2.2	10.0	2.3	11.4	3.7	2.3	9.3	7.0	16.3	14.0	11.0	8.7
CH105	475 Church	22240	-4389	0.5	1.7	1.9	0.2	1.9	0.2	1.9	0.2	1.6	3.2	1.6	3.6	2.0	1.4	-0.2
CH106	959 Church	38784	1394	82.1	74.7	79.0	4.3	79.0	4.3	79.0	4.3	79.5	74.1	-5.4	81.2	1.7	87.9	8.4
CH107	596 Church	12493	-6171	21.7	2.9	2.9	0.0	2.9	0.0	2.9	0.0	1.7	2.2	0.5	2.3	0.6	2.0	0.3
CH108	595 Church	12557	-6505	19.4	1.1	1.3	0.2	1.3	0.2	1.3	0.2	0.9	1.4	0.5	1.6	0.7	1.0	0.1
CH109	517 Church	-7997	6637	41.3	21.3	25.3	4.0	25.7	4.4	29.2	7.9	26.7	24.3	-2.4	35.5	8.8	42.3	15.6
CH110	720 Church	39904	11465	3.1	4.5	6.6	2.1	6.7	2.2	8.3	3.8	1.9	6.3	4.4	12.1	10.2	8.6	6.7
CH111	930 Church	45654	-1593	0.4	1.3	1.2	-0.1	1.2	-0.1	1.2	-0.1	1.2	1.5	0.3	6.5	5.3	1.5	0.3

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH112	721 Church	39947	11465	3.1	4.7	6.7	2.0	6.8	2.1	8.3	3.6	1.9	6.4	4.5	12.1	10.2	8.6	6.7
CH113	668 Church	50570	11307	7.3	11.3	12.0	0.7	12.1	0.8	14.6	3.3	9.8	17.4	7.6	24.4	14.6	20.9	11.1
CH114	932 Church	42963	-741	3.5	7.2	6.6	0.6	6.6	-0.6	6.8	-0.6	8.9	10.3	1.4	22.6	13.7	9.2	0.3
CH115	857 Church	48411	5654	10.4	17.7	17.4	-0.3	17.3	-0.4	15.2	-2.5	22.1	18.7	-3.4	21.6	-0.5	16.7	-5.4
CH116	236 Church	26573	11459	0.9	0.4	0.7	0.3	0.7	0.3	0.8	0.4	0.5	4.5	4.0	1.5	1.0	0.6	0.1
CH117	700 Church	45442	7080	15.7	22.7	22.8	0.1	22.7	0.0	18.3	-4.4	29.9	52.5	22.6	34.6	4.7	28.7	-1.2
CH118	889 Church	34682	5288	19.0	29.9	31.5	1.6	31.4	1.5	25.6	-4.3	32.5	56.7	24.2	39.7	7.2	31.4	-1.1
CH119	588 Church	-3523	-8901	25.4	12.9	13.8	0.9	13.7	0.8	13.7	0.8	10.0	8.8	-1.2	6.1	-3.9	12.1	2.1
CH120	561 Church	-3133	-5122	143.8	133.0	147.9	14.9	147.8	14.8	147.9	14.9	123.8	161.0	37.2	133.5	9.7	135.4	11.6
CH121	574 Church	-1026	-6528	20.3	11.3	11.0	-0.3	11.0	-0.3	11.0	-0.3	11.6	8.4	-3.2	5.0	-6.6	10.9	-0.7
CH122	565 Church	-2777	-7154	58.0	49.2	51.5	2.3	51.4	2.2	51.4	2.2	49.3	51.0	1.7	36.8	-12.5	50.5	1.2
CH125	643 Church	40706	11467	3.3	6.1	7.7	1.6	7.8	1.7	9.2	3.1	2.1	7.8	5.7	13.1	11.0	9.4	7.3
CH126	920 Church	42979	3400	64.8	59.6	64.1	4.5	64.1	4.5	64.2	4.6	66.3	55.0	-11.3	58.8	-7.5	70.5	4.2
CH127	854 Church	46198	5183	14.4	21.0	20.9	-0.1	20.8	-0.2	20.2	-0.8	25.9	19.2	-6.7	24.8	-1.1	22.7	-3.2
CH128	904 Church	48815	1124	13.0	13.8	13.4	-0.4	13.4	-0.4	13.4	-0.4	19.2	18.8	-0.4	29.2	10.0	18.7	-0.5
CH129	372 Church	20742	-3140	7.6	8.5	8.3	-0.2	8.3	-0.2	8.3	-0.2	9.8	13.5	3.7	60.1	50.3	10.5	0.7
CH130	650 Church	41748	10497	7.8	14.0	15.4	1.4	15.4	1.4	19.7	5.7	11.4	16.3	4.9	30.2	18.8	24.8	13.4
CH131	1020 Church	40320	222	26.5	24.5	24.0	-0.5	24.0	-0.5	24.0	-0.5	31.0	37.1	6.1	50.9	19.9	32.7	1.7
CH132	318 Church	15736	5775	102.0	111.4	103.4	-8.0	103.6	-7.8	105.5	-5.9	114.6	158.8	44.2	108.5	-6.1	112.1	-2.5
CH133	990 Church	27851	1067	116.7	111.1	118.9	7.8	118.9	7.8	118.9	7.8	115.8	99.5	-16.3	109.3	-6.5	126.3	10.5
CH134	905 Church	49067	1391	16.5	16.6	16.0	-0.6	16.0	-0.6	16.0	-0.6	22.4	22.2	-0.2	29.4	7.0	22.3	-0.1
CH135	762 Church	33627	6388	63.4	74.4	70.2	-4.2	70.3	-4.1	63.8	-10.6	78.4	97.1	18.7	78.2	-0.2	74.5	-3.9
CH136	696 Church	46309	7281	11.5	17.9	16.9	-1.0	16.9	-1.0	14.2	-3.7	24.0	41.0	17.0	27.4	3.4	21.9	-2.1
CH137	1080 Church	34656	-3968	0.3	0.6	0.6	0.0	0.6	0.0	0.6	0.0	0.6	1.8	1.2	2.0	1.4	0.6	0.0
CH138	937 Church	41639	1162	63.4	55.5	56.1	0.6	56.2	0.7	56.2	0.7	62.3	62.2	-0.1	60.3	-2.0	66.8	4.5
CH139	633 Church	36337	10957	3.4	3.5	6.5	3.0	6.5	3.0	8.0	4.5	2.2	8.9	6.7	12.0	9.8	10.0	7.8
CH140	1003 Church	34661	-513	38.1	32.5	32.0	-0.5	31.9	-0.6	31.9	-0.6	39.7	46.4	6.7	63.3	23.6	42.0	2.3
CH141	1132 Church	40084	-6855	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.4	1.4	0.0	0.0
CH142	879 Church	51241	524	4.0	7.6	6.9	-0.7	6.9	-0.7	6.9	-0.7	9.8	10.2	0.4	11.9	2.1	10.0	0.2
CH143	1133 Church	36373	-4447	0.2	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	1.6	1.5	1.7	1.6	0.1	0.0
CH144	1083 Church	30081	-1582	17.4	16.5	16.4	-0.1	16.3	-0.2	16.3	-0.2	20.7	22.4	1.7	68.4	47.7	20.0	-0.7
CH145	1014 Church	37659	-1182	5.1	9.1	8.8	-0.3	8.8	-0.3	8.8	-0.3	11.2	12.4	1.2	37.6	26.4	11.6	0.4
CH146	297 Church	13494	8321	3.8	2.7	3.9	1.2	3.9	1.2	6.3	3.6	3.1	14.3	11.2	9.7	6.6	9.3	6.2
CH147	661 Church	43408	9028	39.5	46.4	43.8	-2.6	43.9	-2.5	45.6	-0.8	52.9	68.7	15.8	63.8	10.9	58.1	5.2
CH148	898 Church	48388	3639	54.3	49.1	51.9	2.8	51.9	2.8	51.9	2.8	56.7	48.0	-8.7	46.5	-10.2	59.8	3.1
CH149	841 Church	45426	5670	10.6	18.3	17.2	-1.1	17.2	-1.1	16.1	-2.2	22.6	23.9	1.3	21.3	-1.3	19.7	-2.9
CH150	315 Church	16056	6214	87.9	99.6	91.7	-7.9	91.8	-7.8	98.1	-1.5	102.7	143.2	40.5	102.7	0.0	105.3	2.6
CH151	320 Church	16044	5617	103.0	114.4	106.5	-7.9	106.6	-7.8	107.0	-7.4	117.5	161.7	44.2	108.3	-9.2	113.5	-4.0
CH155	440 Church	16883	-13343	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH156	966 Church	34981	1468	94.2	87.9	94.2	6.3	94.2	6.3	94.2	6.3	91.9	82.7	-9.2	93.5	1.6	101.4	9.5
CH157	498 Church	4879	6462	51.0	18.1	50.9	32.8	54.8	36.7	54.7	36.6	20.7	69.4	48.7	102.8	82.1	93.1	72.4
CH158	357 Church	24437	2639	32.7	40.7	42.8	2.1	42.8	2.1	40.1	-0.6	44.0	33.0	-11.0	63.3	19.3	39.6	-4.4
CH159	1040 Church	40329	-3821	0.2	0.2	0.3	0.1	0.3	0.1	0.3	0.1	0.1	1.5	1.4	1.7	1.6	0.1	0.0
CH160	289 Church	12198	7451	17.1	7.3	10.4	3.1	10.5	3.2	18.0	10.7	6.5	21.0	14.5	21.6	15.1	24.8	18.3
CH162	445 Church	18585	-9335	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.3	0.3	0.0	0.0
CH163	752 Church	36352	7585	61.9	71.8	67.3	-4.5	67.4	-4.4	66.7	-5.1	75.6	98.3	22.7	79.3	3.7	77.0	1.4

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005						2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH164	326 Church	17219	5679	100.3	114.1	106.3	-7.8	106.6	-7.5	106.9	-7.2	117.3	160.7	43.4	108.0	-9.3	113.5	-3.8
CH165	1087 Church	31191	-1517	15.3	15.0	14.8	-0.2	14.8	-0.2	14.8	-0.2	19.0	20.4	1.4	63.8	44.8	18.5	-0.5
CH166	310 Church	17839	7360	47.0	52.9	49.0	-3.9	49.2	-3.7	62.5	9.6	56.3	78.5	22.2	73.3	17.0	71.1	14.8
CH167	1145 Church	29772	-8393	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	1.0	0.9	0.8	0.7	0.1	0.0
CH168	503 Church	2715	9777	15.2	0.3	1.3	1.0	0.5	0.2	0.8	0.5	0.5	0.5	0.0	0.5	0.0	0.5	0.0
CH169	944 Church	41645	3409	64.5	59.4	63.8	4.4	63.9	4.5	63.9	4.5	65.9	53.2	-12.7	60.6	-5.3	69.2	3.3
CH170	1117 Church	42734	-6687	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.4	1.4	0.0	0.0
CH171	897 Church	48290	3680	54.0	48.8	51.7	2.9	51.7	2.9	51.7	2.9	58.4	47.5	-8.9	46.9	-9.5	59.5	3.1
CH172	272 Church	16888	11345	0.5	0.6	0.6	0.0	0.6	0.0	0.6	0.0	0.6	2.6	2.0	1.0	0.4	0.8	0.2
CH173	374 Church	20347	-4191	0.6	2.1	2.4	0.3	2.4	0.3	2.4	0.3	1.9	3.8	1.9	7.1	5.2	2.0	0.1
CH174	751 Church	37440	7189	58.4	68.2	64.5	-3.7	64.5	-3.7	61.0	-7.2	72.8	92.8	20.0	75.4	2.6	72.3	-0.5
CH175	515 Church	-4960	6402	37.8	25.9	31.5	5.6	32.2	6.3	33.9	8.0	29.1	31.4	2.3	44.6	15.5	47.5	18.4
CH176	1018 Church	42759	586	24.3	22.6	22.4	-0.2	22.3	-0.3	22.3	-0.3	29.1	33.5	4.4	45.5	16.4	30.7	1.6
CH177	607 Church	29502	11020	1.4	0.6	1.3	0.7	1.3	0.7	1.9	1.3	0.6	7.5	6.9	2.0	1.4	0.9	0.3
CH179	1028 Church	41630	-1354	2.5	5.3	4.9	-0.4	4.9	-0.4	4.9	-0.4	6.2	7.4	1.2	9.8	3.6	6.3	0.1
CH180	784 Church	37667	5420	15.1	24.7	23.7	-1.0	23.5	-1.2	20.7	-4.0	28.2	45.9	17.7	31.6	3.4	25.9	-2.3
CH181	1035 Church	42759	-3084	0.2	0.4	0.4	0.0	0.4	0.0	0.4	0.0	0.4	1.4	1.0	1.7	1.3	0.5	0.1
CH182	1012 Church	37462	-1152	5.4	9.4	9.2	-0.2	9.2	-0.2	9.2	-0.2	11.6	12.9	1.3	39.5	27.9	12.0	0.4
CH183	741 Church	35808	6815	60.8	70.9	66.9	-4.0	66.9	-4.0	62.8	-8.1	75.0	95.2	20.2	76.8	1.8	73.7	-1.3
CH184	640 Church	48294	10317	11.8	18.4	20.3	1.9	20.3	1.9	22.5	4.1	23.1	31.4	8.3	44.0	20.9	34.7	11.6
CH185	890 Church	32290	4655	17.2	27.6	27.9	0.3	27.8	0.2	24.0	-3.6	30.5	49.9	19.4	34.2	3.7	29.0	-1.5
CH186	1073 Church	37662	-2735	0.4	1.3	1.3	0.0	1.3	0.0	1.3	0.0	1.3	2.0	0.7	5.9	4.6	1.4	0.1
CH187	906 Church	49719	3688	51.3	46.2	48.4	2.2	48.4	2.2	48.4	2.2	53.8	45.5	-8.3	42.9	-10.9	56.5	2.7
CH188	617 Church	29706	9678	6.5	7.1	10.0	2.9	10.0	2.9	14.5	7.4	6.9	15.7	8.8	21.5	14.6	19.6	12.7
CH189	753 Church	37456	8316	55.5	65.3	61.0	-4.3	61.2	-4.1	62.6	-2.7	69.2	88.7	19.5	76.2	7.0	72.4	3.2
CH190	388 Church	15769	-1744	114.5	104.0	109.9	5.9	109.9	5.9	109.9	5.9	107.8	104.2	-3.6	138.0	30.2	118.9	11.1
CH191	797 Church	37440	3115	67.7	62.9	68.0	5.1	68.0	5.1	68.0	5.1	68.4	54.4	-14.0	66.5	-1.9	71.6	3.2
CH193	346 Church	16098	3516	73.0	82.4	78.7	-3.7	78.7	-3.7	62.9	-19.5	85.3	102.0	16.7	77.1	-8.2	73.1	-12.2
CH194	1112 Church	40302	-5874	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.5	1.5	0.0	0.0
CH195	651 Church	42785	11166	5.3	10.1	11.8	1.7	11.9	1.8	13.0	2.9	6.1	10.5	4.4	19.2	13.1	14.4	8.3
CH196	1130 Church	40093	-6419	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.5	1.5	0.0	0.0
CH197	1011 Church	36141	-622	18.0	17.3	17.1	-0.2	17.1	-0.2	17.1	-0.2	22.3	25.8	3.5	56.9	34.6	21.6	-0.7
CH198	802 Church	38793	7343	54.8	64.2	61.0	-3.2	61.0	-3.2	57.4	-6.8	69.5	88.6	19.1	73.0	3.5	69.6	0.1
CH199	1077 Church	32312	-2517	2.4	5.2	4.9	-0.3	4.8	-0.4	4.8	-0.4	5.9	7.8	1.9	17.2	11.3	6.0	0.1
CH200	929 Church	46100	-552	3.1	6.1	5.4	-0.7	5.4	-0.7	5.4	-0.7	7.4	8.0	0.6	8.2	0.8	7.2	-0.2
CH201	611 Church	30178	11450	1.0	0.4	0.8	0.4	0.8	0.4	1.3	0.9	0.5	6.2	5.7	1.3	0.8	0.7	0.2
CH202	851 Church	48228	5944	9.9	16.9	16.5	-0.4	16.4	-0.5	15.2	-1.7	21.5	20.9	-0.6	19.9	-1.6	18.5	-3.0
CH204	1161 Church	40084	-8675	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	0.9	0.0	0.0
CH205	743 Church	36034	5388	52.1	61.9	59.5	-2.4	59.6	-2.3	50.4	-11.5	66.9	83.9	17.0	68.1	1.2	61.3	-5.6
CH206	999 Church	32298	-1373	14.8	14.8	14.6	-0.2	14.6	-0.2	14.6	-0.2	18.8	19.9	1.1	60.5	41.7	18.1	-0.7
CH207	731 Church	39058	9517	23.6	32.5	32.7	0.2	32.8	0.3	42.8	10.3	34.6	45.5	10.9	57.5	22.9	51.0	16.4
CH208	1008 Church	34964	-345	46.7	39.3	39.2	-0.1	39.1	-0.2	39.1	-0.2	46.6	52.7	6.1	64.6	18.0	48.5	1.9
CH209	1053 Church	40116	-783	5.4	9.5	9.2	-0.3	9.2	-0.3	9.2	-0.3	11.8	12.9	1.1	36.4	24.6	12.1	0.3
CH210	1057 Church	38743	1492	3.1	6.5	5.9	-0.6	5.9	-0.6	5.9	0.6	7.8	8.8	1.0	19.3	11.5	7.6	-0.2
CH211	794 Church	36174	2461	84.9	77.6	84.0	6.2	84.1	6.3	84.1	6.3	82.3	70.9	-11.4	73.4	-8.9	90.5	8.2
CH213	349 Church	18281	1520	53.1	54.5	58.0	3.5	58.1	3.6	57.5	3.0	59.5	30.0	-29.5	77.0	17.5	55.1	-4.4

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH214	1019 Church	41454	470	32.3	28.2	27.6	-0.6	27.6	-0.6	27.8	-0.6	35.5	41.4	5.9	48.7	13.2	36.2	0.7
CH215	849 Church	47687	6166	9.9	16.8	16.0	-0.8	16.0	-0.8	14.7	-2.1	21.0	24.0	3.0	20.4	-0.6	18.3	-2.7
CH216	982 Church	32313	1911	97.4	90.8	97.8	7.0	97.8	7.0	97.8	7.0	94.7	81.2	13.5	84.1	-10.6	103.9	9.2
CH217	638 Church	48413	9011	27.7	31.4	31.9	0.5	31.9	0.5	30.6	-0.8	41.4	53.2	11.8	51.4	10.0	45.7	4.3
CH218	384 Church	15869	-951	126.9	122.8	130.6	7.8	130.6	7.8	130.6	7.8	127.7	110.5	-17.2	140.3	12.6	137.0	9.3
CH219	254 Church	22848	11338	0.5	0.7	0.9	0.2	1.0	0.3	1.0	0.3	0.8	3.7	2.9	1.7	0.9	1.0	0.2
CH221	248 Church	23975	8427	88.1	101.1	94.4	-6.7	94.7	-6.4	95.0	-6.1	104.6	139.2	34.6	99.0	-5.6	102.3	-2.3
CH222	404 Church	15086	-9405	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
CH224	461 Church	20460	-10672	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0
CH225	407 Church	13793	-7039	13.8	0.5	0.6	0.1	0.6	0.1	0.6	0.1	0.4	0.8	0.4	1.2	0.8	0.5	0.1
CH228	916 Church	46115	513	10.6	12.4	12.1	-0.3	12.1	-0.3	12.1	-0.3	17.1	16.4	-0.7	33.9	16.8	16.8	-0.3
CH230	780 Church	32151	4322	13.5	25.1	22.7	-2.4	22.7	-2.4	21.1	-4.0	27.5	40.8	13.3	34.7	7.2	25.4	-2.1
CH231	627 Church	36143	9975	8.5	11.7	13.8	2.1	13.8	2.1	19.4	7.7	12.3	17.3	5.0	30.8	18.5	26.7	14.4
CH232	1116 Church	41612	-6870	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.4	1.4	0.0	0.0
CH233	489 Church	26976	-10110	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.6	0.5	0.5	0.4	0.0	-0.1
CH234	747 Church	36895	6381	47.4	56.3	54.6	-1.7	54.6	-1.7	43.8	-12.5	61.6	76.4	14.8	63.6	2.0	54.6	-7.0
CH235	971 Church	32127	2022	95.2	88.5	95.5	7.0	95.6	7.1	95.6	7.1	92.6	78.5	-14.1	84.2	-8.4	101.3	8.7
CH236	1032 Church	40334	-3035	0.3	0.7	0.7	0.0	0.7	0.0	0.7	0.0	0.6	1.6	1.0	2.0	1.4	0.7	0.1
CH239	773 Church	29501	6867	74.9	87.9	82.2	-5.7	82.4	-5.5	82.0	-5.9	92.1	118.8	26.7	89.4	-2.7	91.0	-1.1
CH240	1068 Church	37448	-2742	0.4	1.3	1.3	0.0	1.3	0.0	1.3	0.0	1.3	2.0	0.7	6.1	4.8	1.4	0.1
CH241	355 Church	24439	3466	19.3	30.5	30.7	0.2	30.5	0.0	27.8	-2.7	32.9	50.6	17.7	39.8	6.9	31.7	-1.2
CH242	1016 Church	40326	854	60.7	52.8	53.1	0.3	53.0	0.2	53.0	0.2	59.8	62.4	2.6	61.5	1.7	64.1	4.3
CH243	724 Church	38394	11463	2.4	2.8	5.0	2.2	5.1	2.3	6.6	3.8	1.6	5.8	4.2	10.0	8.4	7.6	6.0
CH244	758 Church	37681	8609	50.3	60.1	55.9	-4.2	56.1	-4.0	58.9	-1.2	64.1	80.8	16.7	73.7	9.6	68.4	4.3
CH245	717 Church	42785	7206	35.7	40.9	40.8	-0.1	40.8	-0.1	29.5	-11.4	49.9	64.5	14.6	54.5	4.6	44.1	-5.8
CH246	1048 Church	39156	-87	19.1	18.6	18.4	-0.2	18.4	-0.2	18.4	-0.2	24.0	29.5	5.5	51.5	27.5	24.6	0.6
CH247	964 Church	34958	2144	91.5	85.0	91.6	6.6	91.6	6.6	91.6	6.6	89.3	78.2	-11.1	77.1	-12.2	98.3	9.0
CH248	649 Church	42158	10866	6.1	11.5	13.1	1.6	13.1	1.6	15.0	3.5	7.5	13.0	5.5	22.2	14.7	17.6	10.1
CH249	1044 Church	41646	-4101	0.2	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	1.5	1.4	1.6	1.5	0.1	0.0
CH250	1093 Church	28704	-4168	0.4	1.1	1.2	0.1	1.2	0.1	1.2	0.1	1.0	2.4	1.4	2.8	1.8	1.0	0.0
CH251	299 Church	13890	6115	88.7	93.6	85.6	-8.0	85.8	-7.8	93.7	0.1	96.9	137.3	40.4	99.1	2.2	101.3	4.4
CH253	476 Church	22179	-4389	0.5	1.7	1.9	0.2	1.9	0.2	1.9	0.2	1.6	3.2	1.6	3.6	2.0	1.4	-0.2
CH254	258 Church	17430	10595	0.6	1.0	1.0	0.0	0.8	-0.2	0.8	-0.2	1.1	3.7	2.6	1.6	0.5	1.2	0.1
CH255	332 Church	12359	3858	114.5	112.8	107.9	-4.9	107.9	-4.9	97.3	-15.5	114.2	145.0	30.8	103.1	-11.1	105.2	-9.0
CH256	344 Church	16578	3534	70.4	80.6	77.0	-3.6	77.1	-3.5	60.6	-20.0	83.7	99.6	15.9	75.5	-8.2	70.7	-13.0
CH257	40' Church	15548	-8178	4.9	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.3	0.2	0.6	0.5	0.1	0.0
CH258	838 Church	42986	5752	11.0	19.0	17.5	-1.5	17.4	-1.6	16.1	-2.9	22.9	32.5	9.6	24.9	2.0	20.9	-2.0
CH259	270 Church	14539	12155	0.2	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.3	1.6	1.3	0.9	0.6	0.1	-0.2
CH260	365 Church	23963	-3330	2.7	5.7	5.6	-0.1	5.5	-0.2	5.5	-0.2	6.2	8.9	2.7	33.9	27.7	6.4	0.2
CH261	373 Church	19150	-3057	11.0	11.1	11.4	0.3	11.4	0.3	11.4	0.3	13.0	17.8	4.8	72.7	59.7	13.6	0.6
CH262	585 Church	-3362	-7566	50.5	40.2	42.4	2.2	42.3	2.1	42.3	2.1	39.2	40.8	1.6	28.2	-11.0	40.7	1.5
CH263	921 Church	45419	3417	61.8	56.6	60.4	3.8	60.4	3.8	60.4	3.8	63.6	54.2	-9.4	54.3	-9.3	67.7	4.1
CH265	837 Church	42986	5666	10.9	19.0	17.4	-1.6	17.4	-1.6	15.9	-3.1	22.9	30.5	7.6	24.6	1.7	20.4	-2.5
CH266	339 Church	16872	3711	75.5	87.2	82.7	-4.5	82.8	-4.4	68.9	-18.3	90.6	109.5	18.9	81.6	-9.0	79.2	-11.4
CH267	738 Church	35011	8122	59.5	69.3	64.5	-4.8	64.7	-4.6	66.2	-3.1	73.0	92.9	19.9	79.3	6.3	75.9	2.9
CH268	1037 Church	42658	-3037	0.2	0.4	0.4	0.0	0.4	0.0	0.4	0.0	0.4	1.4	1.0	1.7	1.3	0.5	0.1

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Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH269	1063 Church	38695	-3508	0.2	0.5	0.5	0.0	0.5	0.0	0.5	0.0	0.5	1.6	1.1	1.9	1.4	0.5	0.0
CH270	768 Church	31466	6365	69.4	81.5	76.6	-4.9	76.7	-4.8	72.4	-9.1	85.2	108.4	23.2	83.1	-2.1	82.9	-2.3
CH271	719 Church	39686	11328	3.4	4.6	7.1	2.5	7.1	2.5	9.0	4.4	2.1	8.3	6.2	12.9	10.8	9.7	7.6
CH272	858 Church	48394	5164	15.3	21.3	21.4	0.1	21.3	0.0	20.6	-0.7	26.4	19.2	-7.2	25.2	-1.2	23.4	-3.0
CH273	997 Church	31581	550	101.9	95.4	101.4	6.0	101.4	6.0	101.4	6.0	99.9	91.9	-8.0	109.5	9.6	110.0	10.1
CH274	1062 Church	38724	-3316	0.3	0.6	0.6	0.0	0.6	0.0	0.6	0.0	0.6	1.7	1.1	2.0	1.4	0.7	0.1
CH275	624 Church	34643	11454	1.4	0.7	1.6	0.9	1.6	0.9	3.9	3.2	0.5	6.0	5.5	1.7	1.2	4.5	4.0
CH276	783 Church	29696	3909	15.1	26.9	24.8	-2.1	24.8	-2.1	23.1	-3.8	29.6	39.4	9.8	38.3	8.7	26.7	-2.9
CH277	1134 Church	37433	-6016	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.5	1.5	0.0	0.0
CH278	950 Church	42762	1421	63.6	55.5	56.5	1.0	56.5	1.0	56.5	1.0	62.3	61.2	-1.1	60.5	-1.8	66.8	4.5
CH279	656 Church	45449	10853	7.6	12.9	13.2	0.3	13.2	0.3	16.5	3.6	10.7	17.7	7.0	28.3	17.6	22.1	11.4
CH280	734 Church	39023	8896	43.1	53.6	49.4	-4.2	49.8	-3.8	53.2	-0.4	57.0	72.0	15.0	70.3	13.3	62.9	5.9
CH281	978 Church	33441	3079	56.4	55.3	58.6	3.3	58.6	3.3	58.0	2.7	61.3	39.1	-22.2	65.5	4.2	59.9	-1.4
CH282	380 Church	17872	-2898	21.1	17.1	17.6	0.5	17.5	0.4	17.5	0.4	20.3	28.5	8.2	85.0	64.7	20.1	-0.2
CH283	963 Church	40119	137	22.2	21.2	20.9	-0.3	20.8	-0.4	20.8	-0.4	27.2	32.1	4.9	50.8	23.6	29.6	2.4
CH284	553 Church	8877	10121	4.4	1.0	0.9	-0.1	0.8	-0.2	0.8	-0.2	1.2	1.9	0.7	1.4	0.2	0.9	-0.3
CH285	497 Church	6222	7425	27.3	3.9	18.0	14.1	21.0	17.1	19.8	15.9	4.2	27.9	23.7	34.5	30.3	32.3	28.1
CH286	1121 Church	40600	-8869	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	0.9	0.0	0.0
CH287	870 Church	53421	2044	14.2	15.1	14.1	-1.0	14.1	-1.0	14.1	-1.0	21.1	21.3	0.2	21.7	0.6	21.7	0.6
CH288	1064 Church	40117	-1288	3.2	6.6	6.0	-0.6	6.0	-0.6	6.0	-0.6	7.9	8.9	1.0	18.8	10.9	7.7	-0.2
CH289	387 Church	15218	-1808	114.2	103.5	109.3	5.8	109.3	5.8	109.3	5.8	107.3	103.8	-3.5	136.9	29.6	118.0	10.7
CH290	378 Church	16538	-2345	76.2	62.2	64.2	2.0	64.2	2.0	64.2	2.0	66.4	75.6	9.2	106.4	40.0	74.6	8.2
CH291	705 Church	40345	7835	52.1	60.0	57.3	-2.7	57.4	-2.6	55.2	-4.8	66.0	85.9	19.9	71.4	5.4	67.7	1.7
CH292	845 Church	45802	3849	54.5	50.2	53.8	3.6	53.8	3.6	53.8	3.6	56.6	44.6	-12.0	51.6	-5.0	59.3	2.7
CH293	460 Church	20181	-10799	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
CH294	759 Church	32328	7233	69.4	81.2	75.8	-5.4	75.9	-5.3	75.6	-5.6	85.1	108.5	23.4	85.0	-0.1	84.9	-0.2
CH295	1118 Church	40555	-7289	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.3	1.3	0.0	0.0
CH296	957 Church	38764	2156	85.0	78.6	84.2	5.6	84.2	5.6	84.2	5.6	83.0	74.0	-9.0	76.5	-6.5	91.6	8.6
CH297	680 Church	50337	6435	9.4	14.8	14.5	-0.3	14.5	-0.3	13.2	-1.6	19.7	20.1	0.4	18.0	-1.7	17.0	-2.7
CH298	815 Church	38798	5019	12.1	22.4	20.4	-2.0	20.3	-2.1	18.7	-3.7	25.4	31.7	6.3	29.0	3.6	22.1	-3.3
CH300	979 Church	33630	2854	66.7	65.1	69.8	4.7	69.8	4.7	69.8	4.7	70.7	52.7	-18.0	71.3	0.6	72.2	1.5
CH301	862 Church	51895	5608	10.8	16.2	16.2	0.0	16.2	0.0	15.6	-0.6	21.6	16.9	-4.7	19.9	-1.7	19.1	-2.5
CH303	781 Church	29690	5046	43.9	55.2	53.6	-1.6	53.6	-1.6	37.6	-17.6	59.3	75.4	16.1	57.3	-2.0	46.5	-12.8
CH304	496 Church	6157	8380	21.3	2.0	9.3	7.3	12.7	10.7	10.7	8.7	2.4	7.1	4.7	17.6	15.2	15.2	12.8
CH305	871 Church	52913	2176	17.0	17.4	16.5	-0.9	16.6	-0.8	16.6	-0.8	23.6	23.2	-0.4	24.0	0.4	24.2	0.6
CH306	962 Church	40119	218	28.1	25.6	25.2	-0.4	25.1	-0.5	25.1	-0.5	32.4	39.3	6.9	51.7	19.3	34.2	1.8
CH307	1023 Church	42751	-882	3.3	6.8	6.1	-0.7	6.1	-0.7	6.1	-0.7	8.2	9.4	1.2	18.0	9.8	7.9	-0.3
CH308	237 Church	26723	11459	0.9	0.4	0.7	0.3	0.7	0.3	0.7	0.3	0.5	4.7	4.2	1.5	1.0	0.6	0.1
CH309	648 Church	41463	9169	37.5	46.6	43.7	-2.9	43.8	-2.8	46.8	0.2	50.8	65.9	15.1	65.5	14.7	57.0	6.2
CH310	1055 Church	39043	-1785	2.1	4.8	4.3	-0.5	4.3	-0.5	4.3	-0.5	5.3	6.8	1.5	10.3	5.0	5.6	0.3
CH311	616 Church	29706	9728	6.3	6.8	9.6	2.8	9.7	2.9	13.3	6.5	6.5	15.5	9.0	19.3	12.8	17.9	11.4
CH312	708 Church	41075	6372	18.0	27.3	27.9	0.6	27.8	0.5	22.9	-4.4	32.2	58.1	25.9	39.0	6.8	31.7	-0.5
CH313	799 Church	34942	2884	71.3	66.3	72.0	5.7	72.0	5.7	72.0	5.7	71.3	56.7	-14.6	71.8	0.5	75.4	4.1
CH314	958 Church	39035	1891	64.5	78.0	83.3	5.3	83.3	5.3	83.3	5.3	82.5	74.6	-7.9	80.0	-2.5	91.2	8.7
CH315	1025 Church	40329	-698	4.6	8.7	8.3	-0.4	8.4	-0.3	8.4	-0.3	10.7	11.8	1.1	32.0	21.3	11.1	0.4
CH316	760 Church	33455	6366	63.8	74.7	70.5	-4.2	70.6	-4.1	64.1	-10.6	78.7	97.4	18.7	78.5	-0.2	74.8	-3.9

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Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH317	1152 Church	37400	-7181	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.3	1.3	0.0	0.0
CH318	687 Church	45643	7344	17.5	24.8	25.7	0.9	25.6	0.8	20.8	-4.0	32.6	56.1	23.5	42.3	9.7	33.6	1.0
CH319	1051 Church	38743	955	5.5	9.5	9.3	-0.2	9.3	-0.2	9.3	-0.2	11.8	13.1	1.3	38.7	26.9	12.2	0.4
CH320	723 Church	39458	11464	2.9	4.0	6.1	2.1	6.2	2.2	7.6	3.6	1.8	5.6	3.8	11.4	9.6	8.1	6.3
CH321	242 Church	26844	6592	81.3	94.3	88.2	-6.1	88.4	-5.9	88.1	-6.2	98.1	127.8	29.7	94.2	-3.9	96.6	-1.5
CH322	352 Church	24378	5651	87.9	101.4	95.2	-6.2	95.4	-6.0	91.0	-10.4	105.1	133.2	28.1	97.3	-7.8	99.6	-5.5
CH323	970 Church	32144	3499	27.6	34.7	35.9	1.2	35.8	1.1	33.3	-1.4	38.6	29.6	-9.0	52.2	13.6	33.9	-4.7
CH324	942 Church	41641	2916	74.9	68.1	73.4	5.3	73.4	5.3	73.4	5.3	73.7	64.6	-9.1	61.8	-11.9	81.1	7.4
CH325	912 Church	47061	2960	61.0	54.8	57.4	2.6	57.4	2.6	57.4	2.6	62.6	56.0	-6.6	47.6	-15.0	66.9	4.3
CH326	855 Church	48157	4590	23.6	27.9	29.8	1.9	29.8	1.9	29.8	1.9	31.5	22.4	-9.1	40.7	9.2	32.3	0.8
CH327	960 Church	39047	718	64.8	56.5	57.1	0.6	57.2	0.7	57.2	0.7	63.1	65.4	2.3	67.7	4.6	68.2	5.1
CH328	936 Church	41466	2903	75.3	68.5	73.8	5.3	73.8	5.3	73.8	5.3	74.1	65.0	-9.1	62.1	-12.0	81.5	7.4
CH329	883 Church	33816	6120	57.3	68.0	64.5	-3.5	64.6	-3.4	55.1	-12.9	72.3	89.8	17.5	71.2	-1.1	65.7	-6.6
CH330	843 Church	45634	5505	11.0	18.9	18.1	-0.8	18.1	-0.8	16.7	-2.2	22.7	22.9	0.2	23.6	0.9	19.8	-2.9
CH331	939 Church	41640	1762	75.1	67.4	70.9	3.5	71.0	3.6	71.0	3.6	73.1	68.3	-4.8	72.5	-0.6	80.6	7.5
CH332	972 Church	29987	1050	111.7	106.3	113.6	7.3	113.7	7.4	113.7	7.4	111.0	96.8	-14.2	110.0	-1.0	121.4	10.4
CH333	1111 Church	41426	-4948	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.4	1.5	1.5	0.0	0.0
CH334	587 Church	-3362	-8211	36.7	25.4	26.5	1.1	26.4	1.0	26.4	1.0	24.2	23.2	-1.0	13.1	-11.1	24.1	-0.1
CH335	630 Church	35032	9135	29.2	36.1	34.9	-1.2	35.0	-1.1	45.3	9.2	40.0	49.3	9.3	59.8	19.8	54.9	14.9
CH337	681 Church	46974	8851	33.3	37.2	36.2	-1.0	36.2	-1.0	35.0	-2.2	46.9	60.8	13.9	56.3	9.4	50.6	3.7
CH338	1081 Church	34658	-3718	0.3	0.8	0.8	0.0	0.8	0.0	0.8	0.0	0.7	1.9	1.2	2.2	1.5	0.8	0.1
CH339	590 Church	48086	7361	12.0	18.5	17.9	-0.6	17.9	-0.6	14.6	-3.9	25.1	43.4	18.3	28.7	3.6	23.5	-1.6
CH340	748 Church	37438	6936	55.9	65.5	62.3	-3.2	62.3	-3.2	57.1	-8.4	70.5	89.7	19.2	72.7	2.2	68.7	-1.8
CH341	909 Church	46155	3671	57.4	52.4	56.1	3.7	56.1	3.7	56.1	3.7	59.2	49.1	-10.1	51.8	-7.4	62.4	3.2
CH342	951 Church	42760	1256	58.1	50.2	50.2	0.0	50.2	0.0	50.2	0.0	58.0	58.6	0.6	54.8	-3.2	61.0	3.0
CH343	309 Church	15571	5631	104.7	114.0	106.0	-8.0	106.2	-7.8	106.6	-7.4	117.1	161.9	44.8	108.4	-8.7	113.2	-3.9
CH345	801 Church	39024	7361	54.1	63.3	60.2	-3.1	60.3	-3.0	56.6	-6.7	68.9	87.9	19.0	72.4	3.5	69.0	0.1
CH346	980 Church	34683	2176	91.3	84.8	91.4	6.6	91.5	6.7	91.5	6.7	89.2	77.7	-11.5	77.6	-11.6	98.1	8.9
CH347	1058 Church	39043	-2119	0.9	2.6	2.3	-0.3	2.3	-0.3	2.3	-0.3	2.1	2.3	0.2	8.9	6.8	2.4	0.3
CH348	941 Church	41661	2382	77.6	70.6	75.6	5.0	75.6	5.0	75.7	5.1	75.9	68.6	-7.3	68.4	-7.5	84.1	8.2
CH349	811 Church	39032	5549	13.3	22.7	21.3	-1.4	21.0	-1.7	18.9	-3.8	26.2	43.8	17.6	29.3	3.1	24.4	-1.8
CH350	634 Church	36465	11455	1.6	1.2	2.8	1.6	2.9	1.7	5.2	4.0	0.8	5.7	4.9	7.1	6.3	6.4	5.6
CH351	757 Church	37457	8790	45.1	55.1	50.7	-4.4	51.1	-4.0	55.1	0.0	59.0	74.0	15.0	71.6	12.6	64.7	5.7
CH352	635 Church	36665	11456	1.8	1.3	3.2	1.9	3.2	1.9	5.3	4.0	0.9	5.7	4.8	7.4	6.5	6.5	5.6
CH353	1131 Church	40091	-6584	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.4	1.4	0.0	0.0
CH354	626 Church	35029	10381	5.4	6.6	9.2	2.6	9.3	2.7	11.1	4.5	6.0	12.4	6.4	17.6	11.6	15.4	9.4
CH355	601 Church	11830	-11853	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH356	825 Church	40331	5708	12.5	21.4	19.2	-2.2	19.2	-2.2	17.5	-3.9	25.1	41.9	16.8	28.2	3.1	22.9	-2.2
CH357	963 Church	38683	2526	82.5	75.6	81.5	5.9	81.5	5.9	81.5	5.9	80.4	71.2	-9.2	68.9	-11.5	88.8	8.4
CH358	479 Church	25952	-4445	0.4	1.3	1.4	0.1	1.4	0.1	1.4	0.1	1.1	2.6	1.5	2.8	1.7	1.2	0.1
CH359	1001 Church	34660	-759	19.6	18.7	18.5	-0.2	18.5	-0.2	18.5	-0.2	23.9	30.5	6.6	60.1	36.2	25.0	1.1
CH360	820 Church	38801	4082	24.7	30.7	31.2	0.5	31.1	0.4	30.7	0.0	34.9	26.4	-8.5	44.9	10.0	32.4	-2.5
CH361	508 Church	-297	10928	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH362	805 Church	39032	6115	19.3	29.7	30.7	1.0	30.7	1.0	25.5	-4.2	34.3	61.1	26.8	42.9	8.6	34.4	0.1
CH363	1049 Church	39044	-249	16.9	16.7	16.5	-0.2	16.5	-0.2	16.5	-0.2	21.7	21.7	0.0	49.7	28.0	21.0	-0.7
CH364	560 Church	-3000	-5050	148.0	137.0	150.9	13.9	150.7	13.7	150.9	13.9	128.0	164.9	36.9	137.0	9.0	138.3	10.3

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH365	817 Church	40013	4704	13.8	23.3	22.0	-1.3	21.9	-1.4	20.2	-3.1	26.6	25.8	-0.8	32.1	5.5	23.2	-3.4
CH366	1079 Church	34663	-2477	1.1	3.1	2.8	-0.3	2.8	-0.3	2.8	-0.3	2.5	5.6	3.1	10.2	7.7	3.5	1.0
CH367	1039 Church	40329	-3861	0.2	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	1.5	1.4	1.6	1.5	0.1	0.0
CH368	1088 Church	29105	-1896	12.9	13.4	13.2	-0.2	13.2	-0.2	13.2	-0.2	16.9	19.2	2.3	64.2	47.3	16.7	-0.2
CH369	828 Church	42811	6043	11.7	19.6	17.8	-1.8	17.7	-1.9	16.4	-3.2	23.7	37.1	13.4	26.2	2.5	22.0	-1.7
CH370	657 Church	42991	10007	12.5	21.8	23.1	1.3	23.2	1.4	33.2	11.4	23.3	34.9	11.6	49.0	25.7	42.3	19.0
CH373	911 Church	47547	3592	56.1	51.3	54.3	3.0	54.3	3.0	54.3	3.0	58.5	49.5	-9.0	48.6	-9.9	61.9	3.4
CH374	689 Church	45642	6875	13.5	20.1	19.1	-1.0	19.1	-1.0	16.0	-4.1	25.7	46.0	20.3	30.7	5.0	24.3	-1.4
CH375	446 Church	17910	-9299	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0
CH376	1030 Church	41065	-1571	2.0	4.4	4.0	-0.4	4.0	-0.4	4.0	-0.4	4.9	6.4	1.5	9.6	4.7	5.2	0.3
CH377	1026 Church	40331	-1043	3.8	7.6	7.2	-0.4	7.2	-0.4	7.2	-0.4	9.5	10.8	1.3	28.3	18.8	9.8	0.3
CH378	779 Church	32154	5163	27.0	39.1	39.9	0.8	39.9	0.8	32.2	-6.9	43.3	66.8	23.5	47.9	4.6	38.8	-4.5
CH379	853 Church	46219	5704	10.4	17.5	17.2	-0.3	17.1	-0.4	15.2	-2.3	21.9	20.1	-1.8	21.6	-0.3	17.5	-4.4
CH380	931 Church	44125	-1582	0.8	2.1	1.9	-0.2	1.9	-0.2	1.9	-0.2	1.7	1.8	0.1	7.5	5.8	2.0	0.3
CH381	699 Church	42991	7844	43.4	49.4	47.5	-1.9	47.5	-1.9	44.4	-5.0	57.4	73.9	16.5	63.1	5.7	59.0	1.6
CH382	641 Church	48295	10514	10.7	16.9	18.5	1.6	18.5	1.6	21.0	4.1	20.6	26.7	6.1	41.4	20.8	32.6	12.0
CH383	350 Church	23176	6146	91.0	104.0	97.4	-6.6	97.6	-6.4	97.4	-6.6	107.6	144.6	37.0	100.6	-7.0	104.8	-2.8
CH384	711 Church	41776	7686	46.1	53.3	51.1	-2.2	51.1	-2.2	47.7	-5.6	60.5	78.8	18.3	65.6	5.1	61.8	1.3
CH388	766 Church	29674	7848	62.4	71.4	66.4	-5.0	66.6	-4.8	71.8	0.4	75.3	96.3	21.0	83.7	8.4	80.5	5.2
CH389	698 Church	42990	8634	43.6	50.7	48.2	-2.5	48.2	-2.5	48.3	-2.4	57.6	74.9	17.3	65.9	8.3	61.8	4.2
CH390	615 Church	32137	10569	3.8	2.7	5.7	3.0	5.8	3.1	7.3	4.6	2.1	7.8	5.7	11.3	9.2	9.4	7.3
CH391	819 Church	40122	4479	18.9	26.6	26.7	0.1	26.6	0.0	24.2	-2.4	31.4	24.6	-6.8	34.0	2.6	25.9	-5.5
CH392	1005 Church	33524	-107	69.9	60.7	61.6	0.9	61.7	1.0	61.7	1.0	66.5	69.5	3.0	84.4	17.9	72.4	5.9
CH393	991 Church	29454	197	107.9	101.1	107.3	6.2	107.4	6.3	107.4	6.3	105.9	96.9	-9.0	119.0	13.1	116.2	10.3
CH394	637 Church	48087	9821	16.4	24.4	25.3	0.9	25.3	0.9	29.5	5.1	29.7	44.7	15.0	50.3	20.6	43.0	13.3
CH395	510 Church	20	7468	36.7	17.8	11.6	-6.2	10.3	-7.5	12.7	-5.1	21.5	8.3	-13.3	15.2	-6.4	17.2	-4.4
CH396	586 Church	-3353	-7999	40.1	29.6	31.2	1.6	31.1	1.5	31.1	1.5	28.9	29.0	0.1	17.5	-11.4	29.6	0.7
CH397	512 Church	-3153	6521	34.4	19.6	24.4	4.8	24.7	5.1	25.9	6.3	24.8	26.6	1.8	42.8	18.0	38.3	13.5
CH398	652 Church	42801	10702	7.2	12.4	14.0	1.6	14.0	1.6	17.1	4.7	9.5	15.3	5.8	27.8	18.3	21.8	12.3
CH399	703 Church	41467	8022	48.5	55.9	53.6	-2.3	53.6	-2.3	51.9	-4.0	62.8	82.3	19.5	68.8	6.0	65.3	2.5
CH401	710 Church	41678	8107	47.9	55.4	52.7	-2.7	52.8	-2.6	51.4	-4.0	62.2	81.5	19.3	68.5	6.3	65.0	2.8
CH402	1002 Church	33574	-393	55.4	46.6	46.6	0.0	46.6	0.0	46.6	0.0	53.8	60.0	6.2	72.7	18.9	57.2	3.4
CH403	955 Church	40124	2902	76.6	70.2	75.7	5.5	75.8	5.6	75.8	5.6	75.6	65.8	-9.8	64.5	-11.1	83.1	7.5
CH404	839 Church	44570	6167	10.9	18.2	17.0	-1.2	16.9	-1.3	15.8	-2.4	22.2	33.4	11.2	24.5	2.3	21.0	-1.2
CH405	359 Church	26436	-4141	0.5	1.4	1.6	0.2	1.6	0.2	1.6	0.2	1.3	2.8	1.5	3.3	2.0	1.4	0.1
CH406	1056 Church	39485	-1582	2.6	5.6	5.2	-0.4	5.2	-0.4	5.2	-0.4	6.6	7.8	1.2	10.6	4.0	6.6	0.0
CH408	447 Church	16609	-6117	6.5	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.7	1.9	1.2	2.0	1.3	0.7	0.0
CH410	493 Church	27039	-12360	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0
CH411	531 Church	-5649	6168	45.8	35.5	40.2	4.7	41.8	6.3	43.9	8.4	39.8	38.7	-1.1	56.0	16.2	59.0	19.2
CH413	537 Church	955	5447	127.0	122.7	87.5	-35.2	86.2	-36.5	97.9	-24.8	147.0	85.5	-61.5	114.3	-32.7	144.2	-2.8
CH415	576 Church	-574	-8529	18.9	9.8	9.5	-0.3	9.5	-0.3	9.5	-0.3	10.5	7.5	-3.0	4.1	-6.4	9.5	-1.0
CH416	584 Church	-3520	-6950	68.5	60.9	63.3	2.4	63.1	2.2	63.1	2.2	57.7	62.6	4.9	46.4	-11.3	60.0	2.3
CH417	670 Church	51737	9002	13.4	18.8	20.1	1.3	20.1	1.3	19.0	0.2	28.7	42.4	13.7	40.0	11.3	34.8	6.1
CH418	683 Church	46306	8036	31.3	34.4	34.7	0.3	34.6	0.2	28.7	-5.7	44.7	59.2	14.5	51.6	6.9	45.1	0.4
CH423	885 Church	34438	6123	53.3	63.8	61.2	-2.6	61.2	-2.6	51.5	-12.3	68.6	85.5	16.9	68.4	-0.2	62.0	-6.6
CH426	903 Church	48766	585	5.8	9.9	9.4	-0.5	9.4	-0.5	9.4	-0.5	12.6	13.2	0.6	24.7	12.1	13.2	0.6

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH427	987 Church	27099	2637	49.5	50.9	53.4	2.5	53.5	2.6	52.8	1.9	56.4	34.5	-21.9	68.8	12.4	51.2	-5.2
CH428	1105 Church	31585	-4424	0.3	0.6	0.7	0.1	0.7	0.1	0.6	0.0	0.5	1.9	1.4	2.1	1.6	0.4	-0.1
CH430	1090 Church	29435	-3530	0.5	1.6	1.7	0.1	1.6	0.0	1.6	0.0	1.6	2.9	1.3	7.0	5.4	1.5	-0.1
CH431	238 Church	26113	11458	0.9	0.5	0.7	0.2	0.8	0.3	0.8	0.3	0.5	4.0	3.5	1.5	1.0	0.6	0.1
CH432	613 Church	32136	10287	4.5	3.5	7.2	3.7	7.2	3.7	8.8	5.3	2.6	12.2	9.6	15.1	12.5	11.6	9.0
CH433	791 Church	34961	4271	14.2	25.2	23.6	-1.6	23.5	-1.7	22.2	-3.0	28.0	29.5	1.5	35.4	7.4	25.6	-2.4
CH434	776 Church	29486	4620	21.6	33.2	35.7	2.5	35.7	2.5	30.3	-2.9	35.9	61.7	25.8	44.1	8.2	35.9	0.0
CH435	697 Church	43459	8836	41.6	48.2	45.8	-2.4	45.9	-2.3	46.6	-1.6	55.1	71.5	16.4	64.6	9.5	59.7	4.6
CH436	745 Church	36665	6526	52.5	61.8	59.5	-2.3	59.5	-2.3	50.8	-11.0	67.0	84.4	17.4	68.6	1.6	62.0	-5.0
CH438	314 Church	16883	7283	44.8	50.1	46.8	-3.3	46.9	-3.2	61.0	10.9	53.5	75.3	21.8	71.5	18.0	69.7	16.2
CH439	646 Church	40328	10453	7.4	12.9	14.4	1.5	14.5	1.6	18.5	5.6	10.1	15.7	5.6	28.6	18.5	22.7	12.6
CH440	364 Church	21860	-3132	6.1	7.9	7.7	-0.2	7.6	-0.3	7.6	-0.3	9.1	12.5	3.4	54.7	45.6	9.0	-0.1
CH441	860 Church	50168	5138	17.0	20.9	21.4	0.5	21.4	0.5	21.1	0.2	26.8	17.5	-9.3	25.9	-0.9	24.5	-2.3
CH442	1115 Church	41613	-6691	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.4	1.4	0.0	0.0
CH443	642 Church	48948	10226	12.1	18.8	20.8	2.0	20.8	2.0	22.8	4.0	24.0	35.4	11.4	44.1	20.1	35.4	11.4
CH444	1135 Church	32223	-8382	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.0	0.0
CH446	736 Church	39030	7892	55.8	65.4	61.7	-3.7	61.8	-3.6	60.6	-4.8	70.2	89.5	19.3	75.1	4.9	71.9	1.7
CH448	948 Church	42785	3553	61.1	56.2	60.6	4.4	60.6	4.4	60.6	4.4	62.7	50.2	-12.5	58.2	-4.5	65.7	3.0
CH449	1153 Church	34927	-10634	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0
CH450	644 Church	40519	11466	3.2	5.9	7.6	1.7	7.6	1.7	9.0	3.1	2.0	7.6	5.6	12.9	10.9	9.2	7.2
CH451	679 Church	50324	6639	9.5	14.7	14.6	-0.1	14.5	-0.2	13.2	-1.5	19.7	21.6	1.9	19.3	-0.4	17.1	-2.6
CH452	1022 Church	41632	-496	5.7	9.9	9.7	-0.2	9.7	-0.2	9.7	-0.2	12.3	13.6	1.3	35.5	23.2	12.9	0.6
CH453	769 Church	30531	6362	71.4	84.0	78.9	-5.1	78.9	-5.1	75.5	-8.5	87.9	112.3	24.4	85.1	-2.8	85.4	-2.5
CH454	1060 Church	39041	-2811	0.3	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.9	1.8	0.9	3.1	2.2	1.1	0.2
CH455	1126 Church	42719	-7775	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.2	1.2	0.0	0.0
CH456	859 Church	48357	4166	45.2	42.6	45.1	2.5	45.2	2.6	45.2	2.6	49.3	34.4	-14.9	45.2	-4.1	50.0	0.7
CH457	785 Church	37682	5673	17.3	27.3	27.4	0.1	27.3	0.0	22.7	-4.6	29.9	53.0	23.1	37.0	7.1	29.2	-0.7
CH458	702 Church	40345	8813	48.2	57.3	54.3	-3.0	54.5	-2.8	55.7	-1.6	61.7	79.6	17.9	71.3	9.6	66.3	4.6
CH459	790 Church	34961	4311	13.7	24.7	22.7	-2.0	22.7	-2.0	21.5	-3.2	27.6	30.1	2.5	34.7	7.1	25.0	-2.6
CH460	1017 Church	41458	722	47.5	40.6	40.6	0.0	40.6	0.0	40.6	0.0	47.9	51.7	3.8	50.4	2.5	50.3	2.4
CH461	590 Church	2474	-5106	88.6	65.1	76.5	11.4	74.9	9.8	74.9	9.8	65.4	87.8	22.4	65.0	-0.4	65.0	-0.4
CH462	793 Church	37658	2565	83.0	76.0	82.1	6.1	82.1	6.1	82.1	6.1	80.9	71.1	-9.8	70.9	-10.0	89.4	8.5
CH463	772 Church	28157	7476	70.1	81.5	75.7	-5.8	75.9	-5.6	78.8	-2.7	85.5	108.2	22.7	88.0	2.5	87.7	2.2
CH464	934 Church	40325	1845	80.5	73.3	78.1	4.8	78.1	4.8	78.1	4.8	78.1	71.7	-6.4	77.2	-0.9	86.6	8.5
CH465	1089 Church	29437	-2633	3.2	6.6	6.1	-0.5	6.1	-0.5	6.1	-0.5	7.6	9.6	2.0	33.3	25.7	7.4	-0.2
CH466	832 Church	41645	3875	45.0	44.4	47.2	2.8	47.2	2.8	47.2	2.8	50.8	30.3	-20.5	55.1	4.3	47.8	-3.0
CH467	715 Church	41676	6385	16.9	26.0	26.1	0.1	26.0	0.0	21.4	-4.6	30.7	55.0	24.3	36.1	5.4	29.9	-0.8
CH468	709 Church	41732	8327	47.5	55.0	52.6	-2.4	52.6	-2.4	52.0	-3.0	61.6	80.9	19.3	69.0	7.4	65.1	3.5
CH469	631 Church	36307	9187	31.4	38.8	36.9	-1.9	37.0	-1.8	46.1	7.3	42.2	51.1	8.9	61.2	19.0	55.8	13.6
CH470	319 Church	15830	5944	97.3	107.1	99.0	-8.1	99.1	-8.0	103.7	-3.4	110.3	154.3	44.0	107.1	-3.2	110.5	0.2
CH471	977 Church	34666	3437	36.1	40.6	42.7	2.1	42.7	2.1	41.8	1.2	45.7	30.0	-15.7	58.2	12.5	42.0	-3.7
CH472	1006 Church	34478	360	81.9	73.1	76.0	2.9	76.0	2.9	76.0	2.9	78.1	77.8	-0.3	88.2	10.1	86.6	8.5
CH473	861 Church	50724	5052	18.2	21.8	22.4	0.6	22.4	0.6	22.4	0.6	27.3	18.1	-9.2	29.2	1.9	25.3	-2.0
CH474	868 Church	51786	3641	45.6	41.0	42.1	1.1	42.1	1.1	42.1	1.1	48.7	41.3	-7.4	34.6	-14.1	50.6	1.9
CH475	1021 Church	40320	132	19.7	19.2	18.9	-0.3	18.9	-0.3	18.9	-0.3	24.7	30.8	6.1	49.9	25.2	27.3	2.6
CH476	847 Church	46391	3883	53.2	49.1	52.4	3.3	52.4	3.3	52.4	3.3	55.6	44.2	-11.4	50.3	-5.3	58.1	2.5

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH477	830 Church	41646	4569	19.3	26.1	26.3	0.2	26.3	0.2	24.5	-1.6	31.2	23.9	-7.3	31.6	0.4	26.8	-4.4
CH478	1064 Church	38993	-3455	0.2	0.5	0.5	0.0	0.5	0.0	0.5	0.0	0.5	1.6	1.1	1.9	1.4	0.6	0.1
CH479	976 Church	29687	3172	31.0	37.9	39.9	2.0	39.9	2.0	37.5	0.4	41.8	31.1	-10.7	57.5	15.7	37.7	-4.1
CH480	739 Church	36132	8126	59.0	68.4	63.9	-4.5	64.0	-4.4	65.1	-3.3	72.2	93.0	20.8	78.5	6.3	75.0	2.8
CH481	547 Church	6983	6070	58.5	28.9	49.0	20.1	64.8	35.9	71.3	42.4	32.7	80.8	48.1	100.9	68.2	97.3	64.6
CH482	800 Church	35540	2955	69.2	64.3	69.8	5.5	69.8	5.5	69.8	5.5	69.4	55.1	-14.3	69.6	0.2	72.7	3.3
CH483	834 Church	43714	6162	11.5	18.9	17.2	-1.7	17.2	-1.7	16.0	-2.9	22.8	35.6	12.8	25.8	3.0	21.5	-1.3
CH484	908 Church	50363	1774	18.2	18.2	17.6	-0.6	17.6	-0.6	17.6	-0.6	24.4	27.1	2.7	28.8	4.4	25.2	0.8
CH485	632 Church	37466	9880	10.3	16.5	17.7	1.2	17.8	1.3	22.9	6.4	16.4	21.2	4.8	38.4	22.0	31.3	14.9
CH486	416 Church	13771	-10070	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH489	639 Church	48294	10047	13.3	20.8	22.4	1.6	22.4	1.6	26.7	5.9	25.7	38.9	13.2	47.0	21.3	39.1	13.4
CH490	1065 Church	40102	-3457	0.2	0.4	0.4	0.0	0.4	0.0	0.4	0.0	0.4	1.5	1.1	1.8	1.4	0.5	0.1
CH491	663 Church	45815	9225	32.7	39.2	37.3	-1.9	37.5	-1.7	38.5	-0.7	46.4	60.4	14.0	58.2	11.8	51.6	5.2
CH493	628 Church	36143	9513	12.8	20.6	21.8	1.2	21.9	1.3	36.0	15.4	22.5	36.5	14.0	47.2	24.7	44.8	22.3
CH494	1114 Church	40302	-6704	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.4	1.4	0.0	0.0
CH495	848 Church	46745	6171	10.2	17.1	16.3	-0.8	16.2	-0.9	14.8	-2.3	21.2	26.5	5.3	22.0	0.8	18.8	-2.4
CH496	1149 Church	33251	-11838	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.3	0.2	0.1	0.0	0.0	-0.1
CH497	275 Church	12760	12329	0.1	0.3	0.4	0.1	0.5	0.2	0.4	0.1	0.4	1.4	1.0	1.0	0.6	0.3	-0.1
CH498	833 Church	41646	3729	52.8	49.7	53.8	4.1	53.8	4.1	53.8	4.1	55.6	37.1	-18.5	57.6	2.0	56.7	1.1
CH499	910 Church	46175	3432	60.6	55.0	58.5	3.5	58.5	3.5	58.5	3.5	62.0	53.2	-8.8	52.0	-10.0	66.3	4.3
CH500	975 Church	29680	2945	40.9	44.9	47.2	2.3	47.2	2.3	46.6	1.7	49.8	33.2	-16.6	64.7	14.9	46.9	-2.9
CH501	1061 Church	38743	-2896	0.3	1.0	0.9	-0.1	0.9	-0.1	0.9	-0.1	0.9	1.8	0.9	2.8	1.9	1.0	0.1
CH502	836 Church	43854	6165	11.4	18.8	17.2	-1.6	17.2	-1.6	16.0	-2.8	22.7	34.9	12.2	25.6	2.9	21.5	-1.2
CH503	564 Church	-2777	-7028	61.5	53.1	55.6	2.5	55.4	2.3	55.5	2.4	53.3	55.2	1.9	40.6	-12.7	54.7	1.4
CH504	949 Church	42759	1733	70.4	62.4	65.0	2.6	65.1	2.7	65.1	2.7	68.5	64.9	-3.6	66.1	-2.4	75.1	6.6
CH505	726 Church	39024	10321	7.7	12.5	13.6	1.1	13.6	1.1	18.3	5.8	10.3	16.2	5.9	29.3	19.0	23.8	13.5
CH506	842 Church	45636	5673	10.6	18.3	17.2	-1.1	17.2	-1.1	16.1	-2.2	22.5	23.5	1.0	21.4	-1.1	19.7	-2.8
CH507	1015 Church	38086	-1785	2.5	5.5	5.0	-0.5	5.0	-0.5	5.0	-0.5	6.4	7.7	1.3	10.9	4.5	6.4	0.0
CH508	1027 Church	41450	-1257	2.8	5.9	5.4	-0.5	5.4	-0.5	5.4	-0.5	7.1	8.0	0.9	10.1	3.0	7.0	-0.1
CH509	620 Church	34671	8932	36.8	45.0	41.7	-3.3	41.8	-3.2	50.8	5.8	48.7	58.3	9.6	65.5	16.8	60.3	11.6
CH510	730 Church	39023	9710	12.9	22.7	23.6	0.9	23.7	1.0	37.2	14.5	23.2	35.9	12.7	50.0	26.8	45.0	21.8
CH511	804 Church	39180	6876	47.1	55.2	53.5	-1.7	53.5	-1.7	46.1	-9.1	61.9	78.5	16.6	65.6	3.7	58.4	-3.5
CH512	940 Church	41641	2106	77.4	70.1	74.8	4.7	74.8	4.7	74.8	4.7	75.5	69.1	-6.4	72.5	-3.0	83.7	8.2
CH513	268 Church	17184	8722	4.0	3.6	5.9	2.3	5.9	2.3	7.7	4.1	3.8	16.4	12.6	12.2	8.4	10.9	7.1
CH514	923 Church	42971	1727	69.3	61.3	63.7	2.4	63.8	2.5	63.8	2.5	67.6	64.3	-3.3	64.9	-2.7	73.9	6.3
CH515	1059 Church	40113	-2588	0.3	1.1	1.0	-0.1	1.0	-0.1	1.0	-0.1	1.0	1.7	0.7	4.6	3.6	1.2	0.2
CH516	840 Church	45429	6052	10.6	17.7	16.6	-1.1	16.6	-1.1	15.2	-2.5	21.7	28.7	7.0	23.3	1.6	19.6	-2.1
CH517	735 Church	40132	8022	52.9	61.4	58.3	-3.1	58.3	-3.1	57.0	-4.4	66.6	86.5	19.9	72.8	6.2	68.8	2.2
CH518	545 Church	5989	6176	48.2	16.0	50.5	34.5	57.1	41.1	71.2	55.2	15.4	80.5	65.1	111.2	95.8	110.8	95.4
CH519	516 Church	-4691	6400	37.0	25.3	31.0	5.7	31.6	6.3	33.5	8.2	28.2	31.9	3.7	45.1	16.9	47.0	18.8
CH520	502 Church	3327	10191	11.9	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.3	0.2	0.1	0.0	0.0	-0.1
CH521	505 Church	427	8681	24.0	4.4	3.4	-1.0	3.1	-1.3	3.3	-1.1	3.8	1.0	-2.8	2.0	-1.8	1.9	-1.9
CH522	337 Church	13607	1267	27.6	32.8	36.2	3.4	36.2	3.4	34.1	1.3	32.5	20.5	-12.0	53.2	20.7	32.3	-0.2
CH524	893 Church	34683	4171	16.1	26.7	25.5	-1.2	25.4	-1.3	24.0	-2.7	29.4	29.2	-0.2	36.7	7.3	26.8	-2.6
CH525	706 Church	40343	6647	34.1	40.6	40.6	0.0	40.5	-0.1	29.1	-11.5	47.7	66.8	19.1	51.4	3.7	41.1	-6.6
CH526	1036 Church	42759	-3184	0.2	0.3	0.4	0.1	0.4	0.1	0.4	0.1	0.3	1.4	1.1	1.7	1.4	0.4	0.1

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH528	1045 Church	42654	-3695	0.2	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	1.4	1.3	1.6	1.5	0.1	0.0
CH529	1013 Church	37462	-1270	4.7	8.7	8.4	-0.3	8.4	-0.3	8.4	-0.3	10.8	12.0	1.2	35.8	25.0	11.1	0.3
CH530	665 Church	45835	9033	35.3	40.7	39.2	-1.5	39.3	-1.4	39.4	-1.3	48.6	63.0	14.4	58.8	10.2	53.2	4.6
CH531	718 Church	42788	7402	39.4	45.2	44.2	-1.0	44.2	-1.0	37.7	-7.5	53.5	66.5	13.0	58.8	5.3	52.2	-1.3
CH532	253 Church	23813	9141	7.1	6.6	9.7	3.1	9.9	3.3	13.4	6.8	5.9	18.7	12.8	18.6	12.7	17.5	11.6
HOS01	1147 Hospital	31921	-14784	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
HOS02	1123 Hospital	42615	-8967	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	0.9	0.0	0.0
HOS03	433 Hospital	16561	-11296	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS04	480 Hospital	26005	-9398	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.7	0.6	0.6	0.5	0.0	-0.1
HOS05	429 Hospital	15713	-5495	10.3	1.6	1.8	0.2	1.8	0.2	1.8	0.2	1.4	2.7	1.3	2.9	1.5	1.3	-0.1
HOS06	473 Hospital	22417	-13842	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS07	426 Hospital	15334	-5123	11.7	2.1	2.3	0.2	2.3	0.2	2.3	0.2	1.8	3.2	1.4	3.6	1.8	1.8	0.0
HOS09	244 Hospital	23095	8420	13.8	18.5	21.3	2.8	21.5	3.0	37.1	18.6	20.3	38.8	18.5	45.3	25.0	45.2	24.9
HOS10	340 Hospital	18684	3896	71.4	85.0	80.7	-4.3	80.8	-4.2	67.1	-17.9	88.1	106.4	18.3	80.4	-7.7	77.5	-10.6
HOS11	267 Hospital	18500	8884	4.4	4.0	6.5	2.5	6.5	2.5	8.6	4.6	3.9	15.9	12.0	12.6	8.7	11.7	7.8
HOS12	430 Hospital	13791	-5987	15.9	1.4	1.6	0.2	1.6	0.2	1.6	0.2	1.2	1.9	0.7	2.5	1.3	1.2	0.0
HOS13	778 Hospital	29985	5901	68.6	80.3	75.7	-4.6	75.7	-4.6	69.0	-11.3	83.8	106.0	22.2	81.7	-2.1	79.2	-4.6
HOS15	348 Hospital	17190	1285	63.6	61.3	65.8	4.5	65.9	4.6	65.9	4.6	65.9	36.3	-29.6	80.9	15.0	63.6	-2.3
HOS16	296 Hospital	13553	7081	30.6	28.7	29.9	1.2	30.0	1.3	50.7	22.0	32.6	53.4	20.8	58.4	25.8	59.9	27.3
HOS17	466 Hospital	19793	-13319	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS18	389 Hospital	13797	-3917	19.9	9.4	9.5	0.1	9.5	0.1	9.5	0.1	8.0	11.6	3.6	49.3	41.3	8.6	0.6
HOS19	343 Hospital	17676	2790	21.7	32.5	33.2	0.7	33.2	0.7	28.9	-3.6	32.1	52.7	20.6	34.8	2.7	31.7	-0.4
HOS20	876 Hospital	51747	207	3.0	6.6	4.8	-0.8	4.8	-0.8	4.8	-0.8	7.1	7.4	0.3	5.7	-1.4	6.9	-0.2
LIB01	406 Library	15816	-9101	1.4	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.2	0.2	0.0	0.0
LIB02	306 Library	15450	7185	39.1	43.2	41.8	-1.4	41.9	-1.3	57.6	14.4	47.0	66.9	19.9	67.5	20.5	66.4	19.4
LIB03	366 Library	24178	-3305	2.7	5.7	5.6	-0.1	5.6	-0.1	5.6	-0.1	6.3	9.0	2.7	33.9	27.6	6.4	0.1
LIB04	249 Library	23842	6513	87.6	100.4	93.7	-6.7	93.9	-6.5	94.6	-5.8	103.9	137.9	34.0	98.9	-5.0	101.8	-2.1
LIB05	544 Library	3672	4468	141.3	138.3	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	147.2	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
LIB06	1000 Library	32350	-1151	19.0	17.9	17.7	-0.2	17.7	-0.2	17.7	-0.2	22.7	28.0	5.3	65.6	42.9	22.0	-0.7
LIB07	377 Library	16622	-1444	120.5	112.9	119.6	6.7	119.6	6.7	119.6	6.7	117.1	108.4	-8.7	142.4	25.3	127.7	10.6
LIB10	968 Library	37424	2049	87.6	81.5	87.4	5.9	87.5	6.0	87.5	6.0	85.8	76.3	-9.5	79.1	-6.7	94.6	8.8
LIB11	1171 Library	-3147	-6769	71.1	65.7	69.1	3.4	69.0	3.3	69.0	3.3	62.6	69.0	6.4	51.1	-11.5	65.9	3.3
LIB13	1177 Library	-3179	6210	38.0	28.1	38.4	10.3	40.1	12.0	41.8	13.7	33.5	39.2	5.7	64.1	30.6	62.5	29.0
NH001	1148 Hospital,Convalescent	31960	-14667	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
NH002	1128 Hospital,Convalescent	42592	-7309	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.3	1.3	0.0	0.0
NH003	771 Hospital,Convalescent	29488	7434	70.7	82.3	76.5	-5.8	76.7	-5.6	78.6	-3.7	86.3	110.1	23.8	87.8	1.5	87.4	1.1
NH004	884 Hospital,Convalescent	34331	5967	49.0	59.5	57.4	-2.1	57.4	-2.1	45.5	-14.0	64.0	78.8	14.8	64.1	0.1	55.5	-8.5
NH005	1100 Hospital,Convalescent	31861	-4498	0.3	0.5	0.6	0.1	0.6	0.1	0.6	0.1	0.4	1.8	1.4	2.0	1.6	0.3	-0.1
NH007	257 Hospital,Convalescent	17108	11062	0.5	0.8	0.7	-0.1	0.7	-0.1	0.7	-0.1	0.8	3.1	2.3	1.2	0.4	0.9	0.1
NH008	367 Hospital,Convalescent	20727	-198	125.8	124.2	132.3	8.1	132.3	8.1	132.3	8.1	129.2	111.9	-17.3	138.9	9.7	139.9	10.7
NH009	424 Hospital,Convalescent	13755	-5511	16.8	1.9	2.1	0.2	2.1	0.2	2.1	0.2	1.7	2.6	0.9	3.2	1.5	1.7	0.0
NH010	623 Hospital,Convalescent	34543	11454	1.4	0.7	1.6	0.9	1.6	0.9	3.8	3.1	0.5	6.0	5.5	1.7	1.2	4.4	3.9
NH011	818 Hospital,Convalescent	40102	4777	12.8	22.8	21.1	-1.7	21.1	-1.7	19.7	-3.1	26.1	26.3	0.2	31.2	5.1	22.7	-3.4
NH012	247 Hospital,Convalescent	23851	6390	88.5	101.5	94.9	-6.6	95.1	-6.4	95.4	-6.1	105.1	140.0	34.9	99.2	-5.9	102.7	-2.4
NH013	313 Hospital,Convalescent	18922	7743	13.7	18.1	21.0	2.9	21.1	3.0	39.0	20.9	19.6	41.8	22.2	43.5	23.9	48.0	28.4

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
NH014	468 Hospital,Convalescent	19780	-14378	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH015	1004 Hospital,Convalescent	34661	-443	43.4	36.6	36.4	-0.2	36.3	-0.3	36.3	-0.3	44.0	50.0	6.0	64.3	20.3	45.9	1.9
NH016	1157 Hospital,Convalescent	39035	-7308	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.3	1.3	0.0	0.0
NH017	764 Hospital,Convalescent	34326	6502	62.3	73.2	69.1	-4.1	69.1	-4.1	63.0	-10.2	77.2	96.4	19.2	77.7	0.5	73.7	-3.5
NH018	312 Hospital,Convalescent	17706	7119	57.8	66.1	59.5	-6.6	59.6	-6.5	70.7	4.6	69.2	97.4	28.2	82.4	13.2	79.6	10.4
NH019	303 Hospital,Convalescent	14640	6647	66.7	71.1	63.3	-7.8	63.4	-7.7	74.6	3.5	75.0	106.1	31.1	86.0	11.0	83.4	8.4
NH020	729 Hospital,Convalescent	39023	9918	11.0	19.4	20.2	0.8	20.3	0.9	28.1	8.7	18.8	24.1	5.3	41.8	23.0	36.3	17.5
NH021	864 Hospital,Convalescent	51364	3846	45.7	41.5	43.0	1.5	43.1	1.6	43.1	1.6	48.9	40.0	-8.9	37.4	-11.5	50.8	1.9
NH022	744 Hospital,Convalescent	35884	6388	52.9	62.7	60.3	-2.4	60.4	-2.3	51.4	-11.3	67.8	85.0	17.2	68.8	1.0	62.3	-5.5
NH023	411 Hospital,Convalescent	13941	-7834	11.4	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.1	0.4	0.3	0.6	0.5	0.2	0.1
NH025	269 Hospital,Convalescent	15569	12004	0.3	0.4	0.4	0.0	0.3	-0.1	0.3	-0.1	0.3	1.9	1.6	0.9	0.6	0.3	0.0
NH026	358 Hospital,Convalescent	26823	2036	87.1	81.6	87.8	6.2	87.9	6.3	87.8	6.2	85.2	67.1	-18.1	87.2	2.0	91.5	6.3
NH027	442 Hospital,Convalescent	18773	-9296	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.4	0.4	0.0	0.0
NH028	302 Hospital,Convalescent	14396	6645	66.3	69.6	62.1	-7.5	62.2	-7.4	73.6	4.0	73.3	103.3	30.0	85.0	11.7	82.5	9.2
NH029	467 Hospital,Convalescent	20445	-13970	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH030	907 Hospital,Convalescent	50177	1811	19.7	19.4	18.8	-0.6	18.8	-0.6	18.8	-0.6	25.7	29.4	3.7	29.5	3.8	27.1	1.4
NH031	1103 Hospital,Convalescent	31698	-4425	0.3	0.6	0.7	0.1	0.6	0.0	0.6	0.0	0.5	1.8	1.3	2.1	1.6	0.4	-0.1
NH033	288 Hospital,Convalescent	12509	8161	8.1	2.8	3.8	1.0	3.9	1.1	6.3	3.5	3.2	13.7	10.5	9.6	6.4	9.3	6.1
NH034	486 Hospital,Convalescent	25791	-14548	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH036	1047 Hospital,Convalescent	42439	-4172	0.2	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	1.4	1.4	1.5	1.5	0.0	0.0
NH037	1067 Hospital,Convalescent	34990	-3870	0.3	0.7	0.7	0.0	0.7	0.0	0.7	0.0	0.6	1.8	1.2	2.0	1.4	0.6	0.0
NH038	261 Hospital,Convalescent	17775	10041	0.7	1.3	1.3	0.0	1.2	-0.1	1.2	-0.1	1.6	7.6	6.0	2.3	0.7	1.7	0.1
NH039	919 Hospital,Convalescent	45925	2945	65.3	58.9	62.1	3.2	62.2	3.3	62.2	3.3	65.6	58.6	-7.0	50.7	-14.9	71.1	5.5
NH040	246 Hospital,Convalescent	22738	6430	89.4	102.1	95.3	-6.8	95.6	-6.5	96.4	-5.7	105.6	142.3	36.7	100.4	-5.2	103.6	-2.0
NH041	754 Hospital,Convalescent	37456	8531	52.0	61.7	57.6	-4.2	57.7	-4.0	60.2	-1.5	65.7	83.2	17.5	74.6	8.9	69.8	4.1
NH042	763 Hospital,Convalescent	34661	7463	65.1	75.9	71.1	-4.8	71.2	-4.7	70.6	-5.3	79.1	102.3	23.2	81.7	2.6	80.3	1.2
NH043	529 Hospital,Convalescent	-7595	6080	54.7	39.3	41.2	1.9	41.7	2.4	43.9	4.6	43.6	39.3	-4.3	52.3	8.7	59.4	15.8
NH044	342 Hospital,Convalescent	18202	2864	20.9	33.0	33.8	0.8	33.9	0.9	29.1	-3.9	32.7	53.7	21.0	35.8	3.1	32.1	-0.6
NH045	428 Hospital,Convalescent	15756	-5107	10.3	2.0	2.2	0.2	2.2	0.2	2.2	0.2	1.7	3.2	1.5	3.6	1.9	1.7	0.0
PBS001	1024 Public School	40639	-984	3.8	7.7	7.3	-0.4	7.3	-0.4	7.3	-0.4	9.6	10.9	1.3	28.4	18.8	9.9	0.3
PBS002	1113 Public School	40732	-6135	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.5	1.5	0.0	0.0
PBS003	1125 Public School	41839	-7642	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.3	1.3	0.0	0.0
PBS005	1154 Public School	35269	-12060	0.0	0.1	0.0	-0.1	0.0	-0.1	0.0	-0.1	0.0	0.3	0.3	0.0	0.0	0.0	0.0
PBS006	609 Public School	27281	10743	1.5	0.7	1.4	0.7	1.4	0.7	2.0	1.3	0.6	8.1	7.5	2.2	1.6	0.9	0.3
PBS007	728 Public School	39577	10344	7.8	13.2	14.2	1.0	14.3	1.1	19.1	5.9	10.8	16.2	5.4	29.7	18.9	24.3	13.5
PBS008	943 Public School	41950	2986	73.7	66.9	72.1	5.2	72.1	5.2	72.1	5.2	72.6	63.3	-9.3	61.2	-11.4	79.7	7.1
PBS009	981 Public School	34094	2313	88.2	81.7	88.5	6.8	88.5	6.8	88.5	6.8	86.2	73.3	-12.9	78.1	-8.1	94.2	8.0
PBS010	555 Public School	9228	2097	124.5	104.3	119.5	15.2	150.0	45.7	111.5	7.2	108.5	140.3	31.8	174.2	65.7	104.6	-3.9
PBS011	562 Public School	-2515	-6204	92.3	84.3	93.2	8.9	93.0	8.7	93.2	8.9	79.7	95.6	15.9	70.1	-9.6	85.9	6.2
PBS015	477 Public School	22423	-5701	0.3	0.7	0.8	0.1	0.8	0.1	0.8	0.1	0.6	2.0	1.4	1.9	1.3	0.4	-0.2
PBS016	1041 Public School	40958	-3951	0.2	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	1.5	1.4	1.6	1.5	0.1	0.0
PBS017	338 Public School	14818	3297	72.1	78.8	75.6	-3.3	75.5	-3.3	57.4	-21.4	81.9	95.7	13.8	73.4	-8.5	67.3	-14.6
PBS018	798 Public School	35904	3121	62.6	59.1	63.2	4.1	63.2	4.1	63.2	4.1	65.5	48.3	-17.2	66.0	0.5	67.0	1.5
PBS019	397 Public School	12212	-1924	123.5	116.2	124.4	8.2	124.4	8.2	122.9	6.7	119.5	110.7	-8.8	143.8	24.3	128.1	8.6
PBS021	593 Public School	911	-6459	54.3	35.4	39.0	3.6	38.9	3.5	38.9	3.5	40.7	44.6	3.9	26.6	-14.1	40.4	-0.3
PBS022	276 Public School	13419	10800	0.4	0.5	0.4	-0.1	0.6	0.1	0.6	0.1	0.7	2.6	1.9	1.5	0.8	0.7	0.0

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PBS023	400 Public School	15909	-7797	4.6	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.5	0.4	0.9	0.8	0.1	0.0
PBS024	360 Public School	26296	-2314	11.5	12.1	12.1	0.0	12.1	0.0	12.1	0.0	15.0	18.4	3.4	68.0	53.0	15.2	0.2
PBS025	481 Public School	27438	-4990	0.3	0.7	0.8	0.1	0.8	0.1	0.8	0.1	0.5	1.9	1.4	2.3	1.8	0.5	0.0
PBS026	361 Public School	23650	-1034	100.1	92.4	97.4	5.0	97.4	5.0	97.4	5.0	96.4	95.8	-0.6	131.3	34.9	107.8	11.4
PBS027	509 Public School	172	11002	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS028	305 Public School	15282	7651	12.2	14.1	16.7	2.6	16.7	2.6	28.7	14.6	14.0	34.1	20.1	36.8	22.8	37.9	23.9
PBS029	240 Public School	25282	8750	11.9	15.6	18.6	3.0	18.8	3.2	29.2	13.6	16.3	27.8	11.5	39.7	23.4	38.1	21.8
PBS031	575 Public School	-1003	-8864	18.0	6.6	7.7	1.1	7.7	1.1	7.7	1.1	6.6	5.8	-0.8	2.6	-4.0	7.4	0.8
PBS032	580 Public School	-3760	-8609	83.3	74.0	80.0	6.0	79.7	5.7	79.8	5.8	68.1	78.1	10.0	58.2	-9.9	73.3	5.2
PBS033	402 Public School	14499	-7413	10.9	0.4	0.4	0.0	0.4	0.0	0.4	0.0	0.2	0.6	0.4	1.0	0.8	0.3	0.1
PBS035	391 Public School	12046	-585	123.8	120.0	130.1	10.1	130.1	10.1	128.6	8.6	123.6	103.9	-19.7	109.0	-14.6	131.4	7.8
PBS036	1069 Public School	37216	-3113	0.3	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.9	1.9	1.0	2.3	1.4	1.0	0.1
PBS037	653 Public School	42229	9598	28.4	35.6	35.5	-0.1	35.6	0.0	40.6	5.0	39.4	49.2	9.8	58.9	19.5	50.5	11.1
PBS040	1084 Public School	31524	-2029	5.0	8.5	8.3	-0.2	8.3	-0.2	8.3	-0.2	10.6	12.5	1.9	46.1	35.5	10.9	0.3
PBS041	1078 Public School	32406	-2584	2.1	4.7	4.3	-0.4	4.3	-0.4	4.3	-0.4	5.1	7.1	2.0	13.5	8.4	5.3	0.2
PBS042	597 Public School	12992	-8938	10.6	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
PBS043	432 Public School	16893	-10161	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS044	462 Public School	21511	-10125	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.0
PBS046	1146 Public School	30218	-7884	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	1.0	0.9	1.0	0.9	0.1	0.0
PBS047	292 Public School	13295	5451	110.3	112.5	104.5	-8.0	104.6	-7.9	106.2	-6.3	115.7	165.1	49.4	108.0	-7.7	112.5	-3.2
PBS048	298 Public School	13951	6710	62.2	62.6	56.5	-6.1	56.7	-5.9	69.2	6.6	65.6	90.9	25.3	80.2	14.6	78.2	12.6
PBS049	570 Public School	-1068	-4601	168.6	143.7	159.9	16.2	159.8	16.1	160.0	16.3	136.3	177.2	40.9	151.2	14.9	145.7	9.4
PBS050	301 Public School	14856	6115	91.7	98.3	90.3	-8.0	90.5	-7.8	97.2	-1.1	101.5	142.6	41.1	101.9	0.4	104.5	3.0
PBS054	260 Public School	16704	9736	0.7	1.3	1.2	-0.1	1.1	-0.2	1.1	-0.2	1.6	8.7	7.1	2.3	0.7	1.8	0.2
PBS055	382 Public School	14713	3	117.5	110.0	118.9	8.9	118.9	8.9	118.9	8.9	113.4	92.7	-20.7	107.0	-6.4	123.0	9.6
PBS056	441 Public School	18325	-13429	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS057	602 Public School	10185	-11730	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS058	598 Public School	10708	-7313	23.4	2.7	2.2	-0.5	2.2	-0.5	2.2	-0.5	1.3	1.2	-0.1	0.5	-0.8	1.4	0.1
PBS059	329 Public School	18679	5302	100.8	115.6	108.3	-7.3	108.5	-7.1	106.3	-9.3	118.9	157.2	38.3	108.0	-10.9	113.8	-5.1
PBS061	499 Public School	419	7093	43.4	24.8	19.3	-5.5	18.6	-6.2	20.4	-4.4	33.6	22.2	-11.4	27.4	-6.2	31.0	-2.6
PBS062	542 Public School	968	5128	178.8	174.0	117.1	-56.9	115.6	-58.4	134.0	-40.0	201.5	135.2	-66.3	155.9	-45.6	186.2	-15.3
PBS064	660 Public School	44551	9116	36.9	43.4	41.2	-2.2	41.3	-2.1	42.4	-1.0	50.0	64.3	14.3	61.4	11.4	55.2	5.2
PBS065	686 Public School	47202	9853	17.5	24.6	26.6	2.0	26.6	2.0	31.2	6.6	29.5	45.2	15.7	51.5	22.0	43.5	14.0
PBS066	669 Public School	50890	11222	7.7	11.8	12.7	0.9	12.7	0.9	15.6	3.8	11.2	18.3	7.1	26.5	15.3	22.9	11.7
PBS067	673 Public School	50904	6565	9.4	14.2	14.0	-0.2	14.0	-0.2	12.7	-1.5	19.5	20.4	0.9	17.6	-1.9	16.7	-2.8
PBS078	867 Public School	51463	3246	46.4	40.9	41.4	0.5	41.5	0.6	41.5	0.6	48.9	43.5	-5.4	31.6	-17.3	50.7	1.8
PBS079	875 Public School	53773	657	3.3	6.0	5.1	-0.9	5.1	-0.9	5.1	-0.9	7.8	8.7	0.9	5.1	-2.7	7.5	-0.3
PBS080	877 Public School	52043	993	5.3	9.1	8.4	-0.7	8.4	-0.7	8.4	-0.7	11.8	12.2	0.4	15.2	3.4	12.4	0.6
PBS082	880 Public School	51044	573	4.3	8.0	7.3	-0.7	7.3	-0.7	7.3	-0.7	10.3	10.6	0.3	14.1	3.8	10.6	0.3
PBS084	896 Public School	47989	2642	55.5	50.1	51.7	1.6	51.8	1.7	51.8	1.7	58.1	53.6	-4.5	49.1	-9.0	61.9	3.8
PBS085	927 Public School	45175	1275	42.8	36.6	36.5	-0.1	36.5	-0.1	36.5	-0.1	44.2	47.1	2.9	41.0	-3.2	46.4	2.2
PBS086	969 Public School	38040	1964	86.9	80.5	86.2	5.7	86.3	5.8	86.3	5.8	84.9	76.0	-8.9	81.6	-3.3	93.7	8.8
PBS087	1034 Public School	41670	-3069	0.2	0.5	0.5	0.0	0.5	0.0	0.5	0.0	0.5	1.5	1.0	1.8	1.3	0.6	0.1
PBS088	1038 Public School	41232	-3505	0.2	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.3	1.5	1.2	1.7	1.4	0.3	0.0
PBS090	777 Public School	30414	5411	53.1	64.0	61.6	-2.4	61.6	-2.4	50.1	-13.9	68.6	83.8	15.2	65.5	-3.1	59.6	-9.0
PBS091	392 Public School	11903	-2672	97.8	78.0	83.5	5.5	83.5	5.5	82.0	4.0	78.6	88.6	10.0	114.8	36.2	85.8	7.2

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PBS097	1031 Public School	42195	-2472	0.3	0.9	0.9	0.0	0.9	0.0	0.9	0.0	0.9	1.6	0.7	3.1	2.2	0.9	0.0
PBS098	629 Public School	35517	9615	11.5	17.1	19.0	1.9	19.0	1.9	29.1	12.0	19.0	28.0	9.0	41.3	22.3	37.8	18.8
PBS099	535 Public School	-4391	5512	62.9	62.2	74.5	12.3	73.9	11.7	76.9	14.7	66.3	76.8	10.5	98.5	32.2	99.5	33.2
PBS100	788 Public School	36630	5989	34.4	42.6	43.1	0.5	43.1	0.5	32.1	-10.5	48.5	68.8	20.3	50.1	1.6	41.5	-7.0
PBS101	983 Public School	29058	2028	91.9	85.6	92.9	7.3	93.0	7.4	93.0	7.4	89.6	73.5	-16.1	88.8	-0.8	97.6	8.0
PBS102	379 Public School	17390	-2628	48.6	37.4	37.7	0.3	37.7	0.3	37.7	0.3	42.8	55.8	13.0	95.7	52.9	47.9	5.1
PBS105	331 Public School	11840	4627	120.8	118.7	112.9	-5.8	113.0	-5.7	111.6	-7.1	121.4	172.4	51.0	109.6	-11.8	117.5	-3.9
PBS106	504 Public School	808	9178	20.3	2.7	1.8	-0.9	1.5	-1.2	1.8	-0.9	2.4	0.5	-1.9	0.7	-1.7	0.8	-1.6
PBS107	524 Public School	-8294	5322	94.7	80.2	67.9	-12.3	67.7	-12.5	70.1	-10.1	86.3	65.7	-20.6	82.1	-4.2	84.3	-2.0
PBS109	488 Public School	26318	-11324	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0
PBS110	422 Public School	14714	-12459	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS111	619 Public School	32576	10502	4.1	3.1	6.3	3.2	6.4	3.3	8.0	4.9	2.4	10.5	8.1	12.2	9.8	10.4	8.0
PBS112	716 Public School	42558	6542	16.7	25.4	25.2	-0.2	25.1	-0.3	20.7	-4.7	30.7	54.3	23.6	35.5	4.8	29.8	-0.9
PBS113	792 Public School	34981	4193	16.1	26.6	25.4	-1.2	25.3	-1.3	23.9	-2.7	29.3	29.0	-0.3	36.5	7.2	26.8	-2.5
PBS114	549 Public School	9739	3976	152.7	132.0	129.6	-2.4	142.2	10.2	123.4	-8.6	126.9	174.1	47.2	125.4	-1.5	123.9	-3.0
PBS116	551 Public School	8575	4739	142.6	121.7	119.2	-2.5	131.2	9.5	117.6	-4.1	120.1	184.3	64.2	123.0	2.9	121.1	1.0
PBS117	356 Public School	24929	3265	19.9	30.5	28.6	-1.9	28.6	-1.9	26.7	-3.8	32.9	40.6	7.7	43.0	10.1	30.1	-2.8
PBS118	431 Public School	16898	-9768	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
PBS119	1109 Public School	33933	-6714	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.4	1.4	0.0	0.0
PBS121	530 Public School	-6871	5484	88.0	78.1	69.9	-8.2	69.7	-8.4	72.6	-5.5	84.1	65.4	-18.7	83.7	-0.4	87.7	3.6
PBS122	494 Public School	5515	8945	16.5	1.4	5.0	3.6	6.7	5.3	5.2	3.8	1.7	4.0	2.3	3.0	1.3	3.0	1.3
PBS123	376 Public School	18043	-527	126.7	124.1	132.3	8.2	132.3	8.2	132.3	8.2	129.0	111.8	-17.2	139.1	10.1	139.4	10.4
PBS124	474 Public School	21791	-11923	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
PBS125	1075 Public School	33837	-1843	4.1	7.9	7.4	-0.5	7.4	-0.5	7.4	-0.5	9.7	11.5	1.8	37.6	27.9	10.0	0.3
PBS127	370 Public School	21457	-3062	8.0	8.8	8.7	-0.1	8.7	-0.1	8.7	-0.1	10.2	13.6	3.4	60.5	50.3	10.8	0.6
PBS128	452 Public School	18588	-5939	1.0	0.9	0.9	0.0	0.9	0.0	0.9	0.0	0.7	2.1	1.4	2.0	1.3	0.6	-0.1
PBS130	470 Public School	21760	-12818	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS132	464 Public School	21251	-11798	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
PBS133	434 School,College	16485	-11792	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS135	1094 School,College	30815	-4421	0.3	0.7	0.7	0.0	0.7	0.0	0.7	0.0	0.6	2.0	1.4	2.3	1.7	0.5	-0.1
PBS138	511 School,College	-2901	10004	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS140	1163 Public School	22487	-1032	108.1	101.1	106.8	5.7	106.8	5.7	106.8	5.7	105.3	101.5	-3.8	136.6	31.3	117.1	11.8
PBS146	1173 Public School	9443	-12891	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS150	1164 Public School	47842	6852	10.1	16.2	15.1	-1.1	15.0	-1.2	14.0	-2.2	19.9	32.5	12.6	23.6	3.7	19.3	-0.6
PBS151	1165 Public School	46867	5626	10.3	16.5	15.5	-1.0	15.5	-1.0	14.3	-2.2	20.2	31.4	11.2	23.8	3.6	19.0	-1.2
PRK01	291 Park	11566	6133	80.0	75.9	67.7	-8.2	69.6	-6.3	79.6	3.7	80.3	116.8	36.5	89.3	9.0	87.9	7.6
PRK02	546 Park	5414	4921	119.4	98.2	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	100.8	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
PRK03	371 Park	21160	-3063	8.3	9.0	9.0	0.0	9.0	0.0	9.0	0.0	10.6	13.8	3.2	61.7	51.1	11.1	0.5
PRK04	482 Park	28196	-8240	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	1.0	0.9	0.9	0.8	0.1	0.0
PRK05	599 Park	9350	-9074	16.2	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
PRK07	518 Park	-13479	6711	32.2	18.2	17.6	-0.6	17.6	-0.6	18.0	-0.2	20.9	17.5	-3.4	25.7	4.8	26.9	6.0
PRK10	557 Park	-5023	-4415	175.0	163.4	177.6	14.2	177.8	14.4	177.9	14.5	153.7	198.5	44.8	173.7	20.0	161.2	7.5
PRK11	571 Park	-1802	-8136	29.3	19.8	20.9	1.1	20.8	1.0	20.8	1.0	19.5	17.4	-2.1	10.8	-8.7	19.0	-0.5
PRK13	579 Park	-225	-8037	21.6	13.1	13.5	0.4	13.5	0.4	13.5	0.4	14.4	10.6	-3.8	8.1	-6.3	12.8	-1.6
PRK15	589 Park	1472	-5400	92.9	70.5	85.0	14.5	83.4	12.9	83.4	12.9	72.9	98.4	25.5	68.5	-4.4	76.9	4.0
PRK16	594 Park	1719	-7830	17.3	7.2	6.3	-0.9	6.3	-0.9	6.3	-0.9	9.6	6.0	-3.6	4.3	-5.3	6.4	-3.2

Table A5-6
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Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence		X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PRK18	410	Park	13866	-7408	12.7	0.4	0.5	0.1	0.5	0.1	0.5	0.1	0.2	0.6	0.4	0.9	0.7	0.3	0.1
PRK19	490	Park	27371	-11411	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
PRK20	456	Park	19312	-9302	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.5	0.5	0.0	0.0
PRK21	457	Park	19949	-9303	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.6	0.0	0.0
PRK22	1137	Park	34490	-8837	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.0	0.0
PRK29	483	Park	27082	-7012	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.2	1.4	1.2	1.3	1.1	0.1	-0.1
PRK32	241	Park	25609	7591	64.0	73.1	67.4	-5.7	67.8	-5.3	75.6	2.5	77.2	101.8	24.6	84.9	7.7	84.1	6.9
PRK41	316	Park	15768	6307	82.2	94.9	87.0	-7.9	87.2	-7.7	94.7	-0.2	98.1	137.7	39.6	99.9	1.8	102.1	4.0
PRK42	335	Park	13359	1894	20.3	25.9	25.1	-0.8	25.1	-0.8	21.3	-4.6	24.7	28.1	3.4	32.8	8.1	20.3	-4.4
PRK43	351	Park	23171	4140	50.6	62.1	60.3	-1.8	60.4	-1.7	42.0	-20.1	66.6	82.5	15.9	60.6	-6.0	52.0	-14.6
PRK45	775	Park	28752	5597	68.2	80.2	75.7	-4.5	75.8	-4.4	67.6	-12.6	84.0	104.5	20.5	80.0	-4.0	78.1	-5.9
PRK46	789	Park	36620	5021	12.7	22.8	20.5	-2.3	20.5	-2.3	19.1	-3.7	25.8	40.3	14.5	29.0	3.2	24.2	-1.6
PRK47	829	Park	42223	4785	15.0	23.5	22.9	-0.6	22.8	-0.7	20.5	-3.0	28.1	22.8	-5.3	30.7	2.6	22.5	-5.6
PRK48	924	Park	43851	1572	59.3	52.9	53.3	0.4	53.4	0.5	53.4	0.5	60.5	59.3	-1.2	57.7	-2.8	64.2	3.7
PRK49	925	Park	44522	1571	55.2	48.1	48.2	0.1	48.3	0.2	48.3	0.2	56.3	56.4	0.1	53.2	-3.1	58.8	2.5
PRK50	926	Park	44965	1467	51.1	43.6	43.8	0.2	43.8	0.2	43.8	0.2	51.8	52.8	1.0	45.8	-6.0	53.8	2.0
PRK52	386	Park	14558	-1937	112.0	100.8	106.1	5.3	106.1	5.3	106.1	5.3	104.0	102.3	-1.7	135.9	31.9	114.9	10.9
PRK53	667	Park	49906	9818	13.8	21.0	22.2	1.2	22.2	1.2	23.2	2.2	27.2	40.2	13.0	45.2	18.0	37.2	10.0
PRK54	914	Park	47049	580	8.5	11.4	11.1	-0.3	11.1	-0.3	11.1	-0.3	15.7	15.6	-0.1	31.2	15.5	15.9	0.2
PRK55	915	Park	46322	556	10.8	12.5	12.2	-0.3	12.2	-0.3	12.2	-0.3	17.2	16.4	-0.8	33.5	16.3	16.9	-0.3
PRK56	984	Park	28407	1919	94.8	89.1	96.5	7.4	96.5	7.4	96.5	7.4	92.9	75.7	-17.2	90.9	-2.0	101.0	8.1
PRK59	311	Park	18760	7140	62.3	71.7	64.0	-7.7	64.1	-7.6	74.4	2.7	75.4	103.6	28.2	85.9	10.5	83.3	7.9
PRK60	277	Park	13470	9437	1.3	1.2	1.1	-0.1	1.1	-0.1	1.0	-0.2	1.5	6.1	4.6	2.5	1.0	1.8	0.3
PRK62	591	Park	2383	-6026	53.6	30.0	35.5	5.5	33.9	3.9	33.9	3.9	34.8	40.1	5.3	20.6	-14.2	33.4	-1.4
PRK66	558	Park	-6967	-8394	47.2	31.0	33.5	2.5	33.4	2.4	33.4	2.4	27.0	29.7	2.7	20.3	-6.7	29.2	2.2
PRK67	235	Park	-10639	716	229.1	216.2	189.3	-26.9	188.2	-28.0	185.7	30.5	217.2	220.9	3.7	241.0	23.8	205.7	-11.5
PRK68	541	Park	-761	5208	102.2	100.5	92.6	-7.9	96.4	-5.1	116.8	16.3	117.7	88.4	-29.3	127.8	10.1	152.6	34.9
PRK69	604	Park	10384	-12485	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK70	1009	Park	34964	-416	42.1	35.6	35.3	-0.3	35.3	-0.3	35.3	-0.3	42.9	49.0	6.1	63.5	20.6	44.9	2.0
PRK71	1162	Park	-4883	-7930	48.7	36.2	38.3	2.1	38.2	2.0	38.2	2.0	34.0	35.6	1.6	24.2	-9.8	35.7	1.7
PRK72	1172	Park	-3078	-6614	76.4	70.7	75.5	4.8	75.3	4.6	75.3	4.6	66.7	75.1	8.4	56.1	-10.6	71.0	4.3
PVS001	636	Private School	37733	11384	2.5	2.6	5.0	2.4	5.1	2.5	6.5	3.9	1.6	5.6	4.0	9.9	8.3	7.7	6.1
PVS002	1070	Private School	37336	-3455	0.3	0.7	0.7	0.0	0.7	0.0	0.7	0.0	0.6	1.7	1.1	2.0	1.4	0.7	0.1
PVS003	888	Private School	34483	5967	48.2	58.7	56.7	-2.0	56.7	-2.0	44.4	-14.3	63.2	77.5	14.3	63.3	0.1	54.6	-8.6
PVS004	989	Private School	27097	2468	63.9	62.1	65.6	3.5	65.6	3.5	64.9	2.8	67.7	42.9	-24.8	75.5	7.8	65.0	-2.7
PVS005	902	Private School	48768	789	7.7	10.9	10.5	-0.4	10.5	-0.4	10.5	-0.4	14.9	15.1	0.2	27.3	12.4	15.1	0.2
PVS006	491	Private School	27038	-12669	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0
PVS007	525	Private School	-7778	4626	130.9	117.2	100.0	-17.2	100.1	-17.1	102.4	-14.8	122.8	104.9	-17.9	125.3	2.5	124.2	1.4
PVS011	536	Private School	833	5679	111.0	98.2	67.8	-30.4	67.9	-30.3	76.5	-21.7	122.0	69.7	-52.3	90.3	31.7	118.7	-3.3
PVS012	539	Private School	771	5989	82.7	70.5	50.3	-20.2	50.2	-20.3	57.3	-13.2	92.8	53.2	-39.6	69.1	-23.7	89.5	-3.3
PVS013	672	Private School	51675	9023	13.5	19.0	20.4	1.4	20.3	1.3	19.2	0.2	28.8	42.7	13.9	40.3	11.5	35.1	6.3
PVS014	685	Private School	46351	8153	32.6	35.8	35.8	0.0	35.8	0.0	31.4	-4.4	46.1	59.6	13.5	52.8	6.7	47.5	1.4
PVS015	813	Private School	40120	5340	11.7	20.9	18.9	-2.0	18.8	-2.1	17.3	-3.6	24.2	34.6	10.4	26.6	2.4	22.0	-2.2
PVS017	882	Private School	34119	6123	55.5	66.2	63.0	-3.2	63.0	-3.2	53.5	-12.7	70.7	87.9	17.2	69.9	-0.8	64.0	-6.7
PVS018	1099	Private School	31945	-4425	0.3	0.6	0.6	0.0	0.6	0.0	0.6	0.0	0.5	1.8	1.3	2.0	1.5	0.4	-0.1
PVS023	913	Private School	46330	1417	39.7	33.9	33.5	-0.4	33.5	-0.4	33.5	-0.4	41.5	44.3	2.8	38.5	-3.0	43.5	2.0

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PVS024	1151 Private School	34485	-12422	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.3	0.2	0.1	0.0	0.0	-0.1
PVS025	274 Private School	12977	12319	0.2	0.3	0.4	0.1	0.4	0.1	0.4	0.1	0.3	1.4	1.1	1.0	0.7	0.3	0.0
PVS026	742 Private School	36140	6964	60.9	70.9	66.8	-4.1	66.8	-4.1	63.4	-7.5	75.0	95.8	20.8	77.3	2.3	74.3	-0.7
PVS027	548 Private School	10155	6178	72.9	61.5	57.3	-4.2	58.4	-3.1	70.4	8.9	84.2	89.2	25.0	80.2	16.0	78.2	14.0
PVS028	354 Private School	24379	5761	88.6	101.8	95.8	-6.2	95.8	-6.0	92.9	-8.9	105.5	135.1	29.6	97.9	-7.6	101.2	-4.3
PVS029	251 Private School	23982	7178	74.8	86.1	79.9	-6.2	80.1	-6.0	86.3	0.2	90.0	118.5	28.5	92.6	2.6	93.6	3.6
PVS030	606 Private School	28850	11455	1.0	0.4	0.7	0.3	0.8	0.4	0.8	0.4	0.5	5.8	5.3	1.4	0.9	0.6	0.1
PVS031	521 Private School	-12447	6370	40.8	24.1	23.1	-1.0	23.0	-1.1	24.2	0.1	27.7	25.0	-2.7	35.4	7.7	36.9	9.2
PVS033	787 Private School	34984	5635	28.6	39.7	40.5	0.8	40.4	0.7	31.9	-7.8	44.7	66.9	22.2	48.4	3.7	39.7	-5.0
PVS034	995 Private School	29461	-1469	21.9	20.0	19.8	-0.2	19.7	-0.3	19.7	-0.3	25.2	33.3	8.1	76.9	51.7	27.9	2.7
PVS035	622 Private School	34140	9211	19.5	26.8	27.5	0.7	27.6	0.8	41.4	14.6	31.0	43.9	12.9	52.5	21.5	50.6	19.6
PVS036	239 Private School	25423	11457	0.8	0.5	0.7	0.2	0.8	0.3	0.8	0.3	0.5	3.5	3.0	1.6	1.1	0.6	0.1
PVS037	993 Private School	29435	-516	83.5	73.5	75.8	2.3	76.0	2.5	76.0	2.5	78.6	79.8	1.2	105.8	27.2	86.7	8.1
PVS038	1124 Private School	41624	-8000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9	1.2	1.2	0.0	0.0
PVS039	831 Private School	41645	4101	27.6	32.5	34.3	1.8	34.3	1.8	33.7	1.2	37.4	26.0	-11.4	49.4	12.0	36.2	-1.2
PVS040	933 Private School	40319	1147	71.3	63.1	65.1	2.0	65.2	2.1	65.2	2.1	69.1	67.1	-2.0	67.7	-1.4	75.3	6.2
PVS041	437 Private School	18864	-12877	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS044	293 Private School	13506	6729	59.3	57.6	52.4	-5.2	52.5	-5.1	65.9	8.3	60.7	84.7	24.0	76.6	15.9	75.0	14.3
PVS045	381 Private School	14436	884	62.2	58.1	63.6	5.5	63.7	5.6	63.7	5.6	62.0	34.8	-27.2	81.9	19.9	60.8	-1.2
PVS046	1092 Private School	29009	-4204	0.4	1.0	1.1	0.1	1.1	0.1	1.1	0.1	0.8	2.3	1.5	2.7	1.9	0.9	0.1
PVS047	465 Private School	19141	-12557	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS048	578 Private School	-501	-8326	19.9	11.3	11.0	-0.3	11.0	-0.3	11.0	-0.3	12.3	8.8	-3.5	5.9	-6.4	11.0	-1.3
PVS049	965 Private School	34967	2020	92.5	86.2	92.7	6.5	92.7	6.5	92.7	6.5	90.4	79.8	-10.6	78.0	-12.4	99.5	9.1
PVS050	844 Private School	45633	5330	11.6	19.9	19.2	-0.7	19.2	-0.7	16.9	-3.0	23.6	21.9	-1.7	25.5	1.9	18.2	-5.4
PVS051	317 Private School	16298	5790	99.5	112.3	104.4	-7.9	104.5	-7.8	105.7	-6.6	116.5	159.0	43.5	108.4	-7.1	112.3	-3.2
PVS052	956 Private School	40122	2449	80.7	74.0	79.5	5.5	79.5	5.5	79.5	5.5	78.8	70.4	-8.4	66.5	-12.3	87.2	8.4
PVS053	259 Private School	17350	10496	0.6	1.0	1.0	0.0	0.9	-0.1	0.9	-0.1	1.1	3.8	2.7	1.7	0.6	1.2	0.1
PVS054	618 Private School	32159	8982	24.0	30.7	31.0	0.3	31.1	0.4	43.9	13.2	35.4	47.8	12.4	54.7	19.3	53.1	17.7
PVS055	328 Private School	18415	5475	100.7	115.1	107.7	-7.4	107.9	-7.2	107.2	-7.9	118.4	159.7	41.3	107.9	-10.5	114.4	-4.0
PVS056	891 Private School	34709	4608	13.0	24.0	21.7	-2.3	21.7	-2.3	20.1	-3.9	26.5	38.1	11.6	32.8	6.3	24.0	-2.5
PVS057	1160 Private School	40087	-7076	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.4	1.4	0.0	0.0
PVS058	974 Private School	29674	1811	100.1	93.8	101.4	7.6	101.4	7.6	101.4	7.6	97.9	81.6	-16.3	90.6	-7.3	107.3	9.4
PVS059	901 Private School	47885	224	4.8	8.7	8.2	-0.5	8.2	-0.5	8.2	-0.5	11.0	11.5	0.5	22.9	11.9	11.3	0.3
PVS060	496 Private School	6258	8224	22.3	2.1	10.8	8.7	14.0	11.9	12.1	10.0	2.6	7.8	5.2	20.3	17.7	18.1	15.5
PVS061	1097 Private School	31768	-6638	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.3	1.3	0.0	0.0
PVS062	368 Private School	19294	-197	126.3	125.0	133.4	8.4	133.4	8.4	133.4	8.4	129.9	112.4	-17.5	132.0	2.1	140.8	10.9
PVS063	469 Private School	19142	-14468	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS064	295 Private School	13310	7076	28.7	26.4	28.0	1.6	28.1	1.7	49.5	23.1	29.9	51.9	22.0	58.2	28.3	58.7	28.8
PVS065	761 Private School	33672	8389	63.1	74.0	69.9	-4.1	70.0	-4.0	63.0	-11.0	78.0	96.4	18.4	77.7	-0.3	73.8	-4.2
PVS066	271 Private School	14716	11128	0.4	0.5	0.6	0.1	0.4	-0.1	0.4	-0.1	0.6	2.4	1.8	1.2	0.6	0.6	0.0
PVS067	998 Private School	32753	-466	59.6	50.1	50.5	0.4	50.5	0.4	50.5	0.4	56.6	62.6	6.0	77.6	21.0	61.2	4.6
PVS068	835 Private School	43674	6162	11.5	19.0	17.2	-1.8	17.2	-1.8	16.0	-3.0	23.0	35.8	12.8	25.9	2.9	21.5	-1.5
PVS069	294 Private School	13205	6854	49.4	46.1	43.7	-2.4	43.8	-2.3	59.3	13.2	49.5	69.9	20.4	68.7	19.2	68.1	18.6
PVS070	334 Private School	15369	3722	85.3	95.2	89.8	-5.4	89.9	-5.3	77.7	-17.5	99.0	119.7	20.7	88.2	-10.8	88.0	-11.0
PVS071	507 Private School	2864	13792	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS072	688 Private School	45643	7481	19.6	26.5	26.9	0.4	26.8	0.3	23.3	-3.2	34.4	57.6	23.2	45.5	11.1	37.8	3.4

Table A5-6
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 65 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PVS073	353 Private School	24503	5600	87.1	100.7	94.6	-6.1	94.8	-5.9	89.4	-11.3	104.4	131.5	27.1	96.4	-8.0	98.2	-6.2
PVS074	250 Private School	24091	6749	84.8	97.3	90.5	-6.8	90.7	-6.6	92.1	-5.2	100.9	131.9	31.0	97.7	-3.2	99.4	-1.5
PVS075	385 Private School	13804	-640	127.4	123.9	133.8	9.9	132.3	8.4	132.3	8.4	127.6	109.1	-18.5	110.7	-16.9	137.1	9.5
PVS076	954 Private School	38754	2351	84.0	77.4	83.2	5.8	83.2	5.8	83.2	5.8	82.0	72.5	-9.5	69.4	-12.6	90.4	8.4
PVS077	390 Private School	12802	-226	116.1	109.5	120.1	10.6	120.2	10.7	118.7	9.2	111.4	90.5	-20.9	108.2	-3.2	120.6	9.2
PVS078	1129 Private School	40094	-6165	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.5	1.5	0.0	0.0
PVS079	345 Private School	16235	3486	70.7	80.3	76.8	-3.5	76.8	-3.5	59.9	-20.4	83.3	98.8	15.5	75.0	-8.3	70.0	-13.3
PVS080	826 Private School	40329	5114	12.0	21.5	19.8	-1.7	19.7	-1.8	18.3	-3.2	24.8	28.4	3.6	26.8	2.0	22.1	-2.7
PVS081	973 Private School	29676	2047	92.9	86.6	93.9	7.3	93.9	7.3	93.9	7.3	90.5	74.4	-16.1	88.4	-2.1	96.6	6.1
PVS082	767 Private School	32177	6695	69.5	81.5	76.5	-5.0	76.6	-4.9	73.8	-7.7	85.4	108.9	23.5	84.1	-1.3	84.1	-1.3
PVS083	325 Private School	17478	5970	97.4	110.1	102.1	-8.0	102.4	-7.7	104.5	-5.6	113.1	157.0	43.9	107.9	-5.2	111.1	-2.0
PVS084	383 Private School	16261	-881	127.0	123.0	130.9	7.9	130.9	7.9	130.9	7.9	127.9	110.7	-17.2	140.6	12.7	137.4	9.5
PVS085	614 Private School	32138	10688	3.4	2.2	4.9	2.7	5.0	2.8	6.4	4.2	1.9	7.7	5.8	10.2	8.3	8.2	6.3
PVS086	755 Private School	36351	8881	41.9	50.6	46.5	-4.1	46.6	-4.0	52.8	2.2	54.3	67.0	12.7	70.0	15.7	62.5	8.2
PVS087	1074 Private School	32296	-1596	9.4	11.3	11.3	0.0	11.3	0.0	11.3	0.0	14.8	16.4	1.6	54.3	39.5	14.8	0.0
PVS088	961 Private School	38743	567	60.7	52.5	52.8	0.3	52.8	0.3	52.8	0.3	59.4	62.8	3.4	63.7	4.3	63.8	4.4
PVS089	455 Private School	21436	-4476	0.5	1.7	1.9	0.2	1.9	0.2	1.9	0.2	1.5	3.2	1.7	3.6	2.1	1.4	-0.1
PVS090	1122 Private School	41029	-8870	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	0.9	0.0	0.0
PVS091	988 Private School	27180	2649	49.1	50.6	53.1	2.5	53.2	2.6	52.5	1.9	56.0	34.5	-21.5	68.6	12.6	50.7	-5.3
PVS092	264 Private School	18568	9623	1.3	1.8	1.9	0.1	1.9	0.1	2.6	0.8	2.0	11.3	9.3	3.0	1.0	2.5	0.5
PVS093	533 Private School	-5793	5899	59.9	52.0	55.8	3.8	56.3	4.3	59.5	7.5	57.1	47.2	-9.9	71.2	14.1	76.4	19.3
PVS094	846 Private School	45622	3888	53.8	49.7	53.3	3.6	53.3	3.6	53.3	3.6	56.0	42.7	-13.3	51.7	-4.3	58.1	2.1
PVS095	935 Private School	40328	3045	74.2	67.9	73.3	5.4	73.3	5.4	73.3	5.4	73.5	62.4	-11.1	63.8	-9.7	80.4	6.9
PVS096	415 Private School	13903	-10070	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS099	255 Private School	22860	11024	0.7	0.8	1.0	0.2	1.1	0.3	1.1	0.3	0.8	4.6	3.8	1.9	1.1	1.3	0.5
PVS100	1029 Private School	41450	-1354	2.6	5.5	5.0	-0.5	5.0	-0.5	5.0	-0.5	6.4	7.5	1.1	9.9	3.5	6.4	0.0
PVS101	994 Private School	29432	-911	65.8	55.3	56.1	0.8	56.0	0.7	56.0	0.7	60.9	66.2	5.3	90.2	29.3	66.1	5.2
PVS102	803 Private School	39034	6860	47.5	55.8	54.2	-1.6	54.2	-1.6	46.7	-9.1	62.4	79.1	16.7	66.0	3.6	58.9	-3.5
PVS103	501 Private School	3278	9735	14.8	0.4	2.4	2.0	2.2	1.8	2.3	1.9	0.5	0.6	0.1	1.2	0.7	1.2	0.7
PVS104	554 Private School	9240	3525	155.9	131.3	131.4	0.1	158.3	27.0	120.6	-10.7	123.7	168.5	44.8	132.2	8.5	120.0	-3.7
PVS105	403 Private School	14468	-9493	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS106	243 Private School	26863	6419	82.1	95.3	89.3	-6.0	89.4	-5.9	88.5	-6.8	99.1	128.9	29.8	94.5	-4.6	97.0	-2.1
PVS107	543 Private School	3858	5088	123.4	100.7	202.0	101.3	218.1	117.4	220.0	119.3	117.1	273.6	156.5	323.3	206.2	295.4	178.3
PVS108	245 Private School	23359	6499	88.1	100.8	94.1	-6.7	94.3	-6.5	95.3	-5.5	104.4	139.4	35.0	99.6	-4.8	102.5	-1.9
PVS109	341 Private School	18639	3216	25.7	39.9	42.4	2.5	42.5	2.6	34.8	-5.1	42.7	72.0	29.3	47.9	5.2	39.3	-3.4
PVS110	577 Private School	-573	-8780	17.4	7.5	7.0	-0.5	7.0	-0.5	7.0	-0.5	8.1	5.5	-2.6	2.5	-5.6	6.8	-1.3
PVS111	450 Private School	16874	-6105	5.3	0.9	1.0	0.1	1.0	0.1	1.0	0.1	0.7	1.9	1.2	2.0	1.3	0.7	0.0

Acquired Grid location would be acquired for airport development under the alternative.

Source: Landrum & Brown, 2000

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
C08	26 Regular Grid	-15000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C09	27 Regular Grid	-15000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D06	33 Regular Grid	-12000	3000	38.2	30.9	28.0	-2.9	27.8	-3.1	30.1	-0.8	36.3	29.2	-7.1	35.7	-0.6	42.8	6.5
D07	34 Regular Grid	-12000	6000	6.9	0.2	0.4	0.2	0.4	0.2	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.4
D08	35 Regular Grid	-12000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D09	36 Regular Grid	-12000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E07	43 Regular Grid	-9000	6000	7.9	0.3	0.6	0.3	0.6	0.3	0.8	0.5	0.0	0.0	0.0	0.1	0.1	0.7	0.7
E08	44 Regular Grid	-9000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E09	45 Regular Grid	-9000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F02	47 Regular Grid	-6000	-9000	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F03	48 Regular Grid	-6000	-6000	20.2	10.4	10.9	0.5	10.9	0.5	10.9	0.5	7.9	6.7	-1.2	3.9	-4.0	9.4	1.5
F07	52 Regular Grid	-6000	6000	6.2	0.1	0.3	0.2	0.3	0.2	0.5	0.4	0.0	0.3	0.3	0.1	0.1	0.2	0.2
F08	53 Regular Grid	-6000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F09	54 Regular Grid	-6000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G01	55 Regular Grid	-3000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G02	56 Regular Grid	-3000	-9000	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G03	57 Regular Grid	-3000	-6000	15.0	6.8	7.0	0.2	7.0	0.2	7.0	0.2	5.4	3.9	-1.5	1.8	-3.6	6.9	1.5
G07	61 Regular Grid	-3000	6000	5.6	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.5	0.5	1.3	1.3	0.7	0.7
G08	62 Regular Grid	-3000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G09	63 Regular Grid	-3000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H01	64 Regular Grid	0	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H02	65 Regular Grid	0	-9000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H03	66 Regular Grid	0	-6000	8.6	1.1	1.3	0.2	1.3	0.2	1.3	0.2	0.4	0.4	0.0	0.4	0.0	1.5	1.1
H07	70 Regular Grid	0	6000	10.6	0.4	0.3	-0.1	0.3	-0.1	0.6	0.2	0.6	0.3	-0.3	0.1	-0.5	0.2	-0.4
H08	71 Regular Grid	0	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H09	72 Regular Grid	0	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I01	73 Regular Grid	3000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I02	74 Regular Grid	3000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I03	75 Regular Grid	3000	-6000	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I07	79 Regular Grid	3000	6000	9.6	0.6	2.4	1.8	2.2	1.6	2.3	1.7	0.8	1.1	0.3	1.4	0.6	1.4	0.6
I08	80 Regular Grid	3000	9000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I09	81 Regular Grid	3000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J01	82 Regular Grid	6000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J02	83 Regular Grid	6000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J03	84 Regular Grid	6000	-6000	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J07	88 Regular Grid	6000	6000	0.6	0.9	0.7	-0.2	0.8	-0.1	1.9	1.0	1.1	1.6	0.5	1.2	0.1	2.3	1.2
J08	89 Regular Grid	6000	9000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J09	90 Regular Grid	6000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K01	91 Regular Grid	9000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K02	92 Regular Grid	9000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K03	93 Regular Grid	9000	6000	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K05	95 Regular Grid	9000	0	69.7	67.9	78.6	10.7	77.1	9.2	77.1	9.2	61.5	72.1	10.6	33.1	-28.4	64.4	2.9
K07	97 Regular Grid	9000	6000	1.8	1.8	3.2	1.4	3.2	1.4	6.3	4.5	1.9	2.9	1.0	7.5	5.6	8.4	6.5
K08	98 Regular Grid	9000	9000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	-0.1	0.1	0.0	0.0	-0.1
K09	99 Regular Grid	9000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L01	100 Regular Grid	12000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
L02	101 Regular Grid	12000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L03	102 Regular Grid	12000	-6000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L04	103 Regular Grid	12000	-3000	5.9	1.9	1.9	0.0	1.9	0.0	1.9	0.0	1.4	3.8	2.4	38.5	37.1	1.6	0.2
L05	104 Regular Grid	12000	0	12.2	14.4	17.4	3.0	17.4	3.0	17.4	3.0	14.3	7.9	-6.4	37.0	22.7	15.7	1.4
L06	105 Regular Grid	12000	3000	4.4	8.7	6.7	-2.0	6.7	-2.0	4.7	-4.0	9.7	14.5	4.8	2.7	-7.0	5.9	-3.8
L07	106 Regular Grid	12000	6000	5.1	4.6	7.2	2.6	7.2	2.6	18.3	13.7	3.9	12.5	8.6	21.8	17.9	24.7	20.8
L08	107 Regular Grid	12000	9000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.1	0.1	0.0	0.0
L09	108 Regular Grid	12000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M01	109 Regular Grid	15000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M02	110 Regular Grid	15000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M03	111 Regular Grid	15000	-6000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
M04	112 Regular Grid	15000	-3000	0.3	0.8	0.8	0.0	0.8	0.0	0.8	0.0	0.6	1.2	0.6	27.9	27.3	0.6	0.0
M05	113 Regular Grid	15000	0	27.8	27.0	30.4	3.4	30.5	3.5	30.5	3.5	30.0	14.8	-15.2	45.7	15.7	29.3	-0.7
M06	114 Regular Grid	15000	3000	1.6	5.4	3.2	-2.2	3.2	-2.2	3.2	-2.2	5.4	9.0	3.6	1.3	-4.1	3.3	-2.1
M07	115 Regular Grid	15000	6000	13.1	16.2	17.5	1.3	17.5	1.3	30.7	14.5	18.7	22.8	4.1	36.9	18.2	36.8	18.1
M08	116 Regular Grid	15000	9000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.3	0.3	0.0	0.0
M09	117 Regular Grid	15000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N01	118 Regular Grid	18000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N02	119 Regular Grid	18000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N03	120 Regular Grid	18000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
N04	121 Regular Grid	18000	-3000	0.2	0.4	0.5	0.1	0.5	0.1	0.5	0.1	0.3	0.8	0.5	11.4	11.1	0.3	0.0
N05	122 Regular Grid	18000	0	46.3	43.2	47.2	4.0	47.2	4.0	47.2	4.0	46.3	35.0	-11.3	42.9	-3.4	48.7	2.4
N06	123 Regular Grid	18000	3000	0.9	3.3	2.2	-1.1	2.2	-1.1	2.2	-1.1	3.1	2.6	-0.5	1.1	-2.0	2.3	-0.8
N07	124 Regular Grid	18000	6000	24.2	28.7	27.2	-1.5	27.3	-1.4	32.3	3.6	31.6	34.6	3.0	42.4	10.8	38.0	6.4
N08	125 Regular Grid	18000	9000	0.1	0.2	0.2	0.0	0.1	-0.1	0.1	-0.1	0.1	0.9	0.8	0.4	0.3	0.1	0.0
N09	126 Regular Grid	18000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
O01	127 Regular Grid	21000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O02	128 Regular Grid	21000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O03	129 Regular Grid	21000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
O04	130 Regular Grid	21000	-3000	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.2	0.7	0.5	1.9	1.7	0.1	-0.1
O05	131 Regular Grid	21000	0	46.0	44.0	47.2	3.2	47.3	3.3	47.3	3.3	47.3	41.6	-5.7	33.3	-14.0	51.2	3.9
O06	132 Regular Grid	21000	3000	0.3	1.2	1.1	-0.1	1.1	-0.1	1.0	-0.2	1.2	1.3	0.1	0.9	-0.3	1.3	0.1
O07	133 Regular Grid	21000	6000	22.4	27.7	25.1	-2.6	25.2	-2.5	25.5	-2.2	30.8	34.5	3.7	38.7	7.9	31.7	0.9
O08	134 Regular Grid	21000	9000	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	1.1	1.0	0.3	0.2	0.2	0.1
O09	135 Regular Grid	21000	12000	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.2	0.1	0.1	0.0	0.1	0.0
P01	136 Regular Grid	24000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P02	137 Regular Grid	24000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P03	138 Regular Grid	24000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
P04	139 Regular Grid	24000	-3000	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.6	0.5	1.0	0.9	0.0	-0.1
P05	140 Regular Grid	24000	0	40.3	35.2	38.2	1.0	38.2	1.0	38.2	1.0	38.7	37.8	-0.9	19.2	-19.5	41.0	2.3
P06	141 Regular Grid	24000	3000	0.3	1.1	1.0	-0.1	1.0	-0.1	1.0	-0.1	1.1	0.6	-0.5	1.4	0.3	1.3	0.2
P07	142 Regular Grid	24000	6000	13.5	19.1	18.2	-0.9	18.3	-0.8	14.7	-4.4	22.6	29.4	6.8	29.7	7.1	20.7	-1.9
P08	143 Regular Grid	24000	9000	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.3	0.2	0.3	0.2	0.1	0.0
P09	144 Regular Grid	24000	12000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.2	0.2	0.0	0.0
Q01	145 Regular Grid	27000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q02	146 Regular Grid	27000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
Q03	147 Regular Grid	27000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0	0.0
Q04	148 Regular Grid	27000	-3000	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.6	0.5	0.8	0.7	0.0	-0.1
Q05	149 Regular Grid	27000	0	22.2	17.5	17.4	-0.1	17.4	-0.1	17.4	-0.1	21.4	25.0	3.6	7.1	-14.3	21.7	0.3
Q06	150 Regular Grid	27000	3000	0.4	1.3	1.2	-0.1	1.2	-0.1	1.2	-0.1	1.0	0.5	-0.5	1.7	0.7	1.2	0.2
Q07	151 Regular Grid	27000	6000	7.2	11.3	11.2	-0.1	11.3	0.0	8.7	-2.6	12.5	25.5	13.0	17.7	5.2	11.4	-1.1
Q08	152 Regular Grid	27000	9000	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0
Q09	153 Regular Grid	27000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.2	0.2	0.0	0.0
R01	154 Regular Grid	30000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R02	155 Regular Grid	30000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R03	156 Regular Grid	30000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0
R04	157 Regular Grid	30000	-3000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.6	0.6	0.0	0.0
R05	158 Regular Grid	30000	0	9.2	7.9	7.9	0.0	7.9	0.0	7.9	0.0	10.2	11.5	1.3	2.8	-7.4	9.9	-0.3
R06	159 Regular Grid	30000	3000	0.5	1.3	1.2	-0.1	1.2	-0.1	1.3	0.0	0.9	0.4	-0.5	3.5	2.6	1.0	0.1
R07	160 Regular Grid	30000	6000	4.4	6.8	6.4	-0.4	6.4	-0.4	5.4	-1.4	7.2	16.5	9.3	8.8	1.6	6.5	-0.7
R08	161 Regular Grid	30000	9000	0.0	0.1	0.1	0.0	0.2	0.1	0.6	0.5	0.1	0.0	-0.1	0.0	-0.1	0.2	0.1
R09	162 Regular Grid	30000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.0	0.0
S01	163 Regular Grid	33000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S02	164 Regular Grid	33000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S03	165 Regular Grid	33000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
S04	166 Regular Grid	33000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.4	0.0	0.0
S05	167 Regular Grid	33000	0	2.5	3.7	3.4	-0.3	3.4	-0.3	3.4	-0.3	4.7	6.0	1.3	0.6	-4.1	4.7	0.0
S06	168 Regular Grid	33000	3000	0.9	2.0	1.7	-0.3	1.7	-0.3	1.7	-0.3	1.2	0.3	-0.9	4.2	3.0	1.2	0.0
S07	169 Regular Grid	33000	6000	2.9	5.1	4.4	-0.7	4.4	-0.7	2.3	-2.8	5.1	8.5	3.4	4.6	-0.5	1.6	-3.5
S08	170 Regular Grid	33000	9000	0.2	0.2	0.4	0.2	0.4	0.2	1.7	1.5	0.1	0.0	-0.1	0.4	0.3	2.0	1.9
S09	171 Regular Grid	33000	12000	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1
T01	172 Regular Grid	36000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T02	173 Regular Grid	36000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T03	174 Regular Grid	36000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
T04	175 Regular Grid	36000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0
T05	176 Regular Grid	36000	0	1.0	1.8	1.6	-0.2	1.6	-0.2	1.6	-0.2	1.9	3.2	1.3	0.1	-1.8	2.3	0.4
T06	177 Regular Grid	36000	3000	1.8	3.3	3.0	-0.3	3.0	-0.3	3.0	-0.3	3.4	1.1	-2.3	4.6	1.2	2.8	-0.6
T07	178 Regular Grid	36000	6000	1.2	3.0	1.7	-1.3	1.7	-1.3	1.3	-1.7	2.8	5.1	2.3	0.4	-2.4	1.1	-1.7
T08	179 Regular Grid	36000	9000	0.4	0.3	0.7	0.4	0.7	0.4	2.6	2.3	0.1	0.0	-0.1	3.7	3.6	3.5	3.4
T09	180 Regular Grid	36000	12000	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
U01	181 Regular Grid	39000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U02	182 Regular Grid	39000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U03	183 Regular Grid	39000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
U04	184 Regular Grid	39000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
U05	185 Regular Grid	39000	0	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.2	0.1	0.1	0.0	0.2	0.1
U06	186 Regular Grid	39000	3000	2.1	3.8	3.5	-0.3	3.5	-0.3	3.5	-0.3	4.3	3.3	-1.0	4.2	-0.1	3.8	-0.5
U07	187 Regular Grid	39000	6000	0.3	0.8	0.6	-0.2	0.5	-0.3	0.5	-0.3	0.5	1.2	0.7	0.1	-0.4	0.2	-0.3
U08	188 Regular Grid	39000	9000	1.1	1.0	2.1	1.1	2.1	1.1	2.8	1.8	0.5	0.5	0.0	4.7	4.2	3.5	3.0
U09	189 Regular Grid	39000	12000	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1
V01	190 Regular Grid	42000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V02	191 Regular Grid	42000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V03	192 Regular Grid	42000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
V04	193 Regular Grid	42000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
V05	194 Regular Grid	42000	0	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.0	-0.1
V06	195 Regular Grid	42000	3000	2.1	3.7	3.4	-0.3	3.4	-0.3	3.4	-0.3	4.2	3.8	-0.4	3.2	-1.0	3.7	-0.5
V07	196 Regular Grid	42000	6000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.1	0.1	0.0	0.0
V08	197 Regular Grid	42000	9000	1.1	1.0	1.8	0.8	1.9	0.9	2.3	1.3	0.5	1.8	1.3	3.8	3.3	2.9	2.4
V09	198 Regular Grid	42000	12000	0.0	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.0
W01	199 Regular Grid	45000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W02	200 Regular Grid	45000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W03	201 Regular Grid	45000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
W04	202 Regular Grid	45000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
W05	203 Regular Grid	45000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W06	204 Regular Grid	45000	3000	1.9	3.4	3.0	-0.4	3.0	-0.4	3.0	-0.4	3.8	3.5	-0.3	2.5	-1.3	3.4	-0.4
W07	205 Regular Grid	45000	6000	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
W08	206 Regular Grid	45000	9000	0.5	0.6	0.9	0.3	0.9	0.3	1.2	0.6	0.1	1.7	1.6	2.0	1.9	0.9	0.8
W09	207 Regular Grid	45000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
X01	208 Regular Grid	48000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X02	209 Regular Grid	48000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X03	210 Regular Grid	48000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
X04	211 Regular Grid	48000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
X05	212 Regular Grid	48000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X06	213 Regular Grid	48000	3000	1.5	2.5	2.2	-0.3	2.2	-0.3	2.2	-0.3	2.9	2.8	-0.1	1.4	-1.5	2.7	-0.2
X07	214 Regular Grid	48000	6000	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X08	215 Regular Grid	48000	9000	0.4	0.4	0.5	0.1	0.5	0.1	0.5	0.1	0.1	0.4	0.3	0.4	0.3	0.1	0.0
X09	216 Regular Grid	48000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y01	217 Regular Grid	51000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y02	218 Regular Grid	51000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y03	219 Regular Grid	51000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
Y04	220 Regular Grid	51000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Y05	221 Regular Grid	51000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y06	222 Regular Grid	51000	3000	0.6	0.9	0.7	-0.2	0.7	-0.2	0.7	-0.2	0.6	0.5	-0.1	0.1	-0.5	0.7	0.1
Y07	223 Regular Grid	51000	6000	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y08	224 Regular Grid	51000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0
Y09	225 Regular Grid	51000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z01	226 Regular Grid	54000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z02	227 Regular Grid	54000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Z03	228 Regular Grid	54000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
Z04	229 Regular Grid	54000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Z05	230 Regular Grid	54000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z06	231 Regular Grid	54000	3000	0.3	0.4	0.3	-0.1	0.3	-0.1	0.3	-0.1	0.3	0.1	-0.2	0.0	-0.3	0.4	0.1
Z07	232 Regular Grid	54000	6000	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z08	233 Regular Grid	54000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z09	234 Regular Grid	54000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH001	732 Church	40133	9363	0.4	0.6	0.9	0.3	0.9	0.3	2.0	1.4	0.1	0.1	0.0	1.9	1.8	2.1	2.0
CH002	822 Church	40126	3875	0.3	0.8	0.7	-0.1	0.7	-0.1	0.7	-0.1	0.4	0.1	-0.3	2.2	1.8	0.4	0.0
CH003	412 Church	14124	-9745	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH004	1050 Church	39044	-534	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH005	722 Church	39730	11329	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH006	375 Church	18362	851	10.1	12.5	14.6	2.1	14.5	2.1	14.6	2.1	12.9	6.8	-6.1	26.4	13.5	13.5	0.6
CH007	824 Church	39030	3550	0.7	1.6	1.3	-0.3	1.3	-0.3	1.3	-0.3	0.8	0.2	-0.6	3.1	2.3	0.7	-0.1
CH008	569 Church	-1056	-6191	10.2	1.6	1.9	0.3	1.9	0.3	1.9	0.3	0.6	0.8	0.2	0.4	-0.2	2.2	1.6
CH009	707 Church	41467	6832	0.8	1.7	1.0	-0.7	1.0	-0.7	0.7	-1.0	1.7	3.5	1.8	0.2	-1.5	0.7	-1.0
CH010	647 Church	41495	11217	0.0	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.3	0.3	0.0	0.0
CH011	1082 Church	33776	-3732	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.4	0.0	0.0
CH012	1007 Church	34672	611	4.2	5.0	5.0	0.0	5.0	0.0	5.0	0.0	6.4	7.4	1.0	2.3	-4.1	6.6	0.2
CH013	872 Church	52912	2026	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH016	852 Church	48215	5625	0.1	0.2	0.3	0.1	0.3	0.1	0.3	0.1	0.1	0.0	-0.1	0.1	0.0	0.1	0.0
CH017	865 Church	51381	5012	0.1	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.2	0.0	-0.2	0.1	-0.1	0.2	0.0
CH018	885 Church	48154	3640	1.2	2.1	1.8	-0.3	1.8	-0.3	1.8	-0.3	2.1	1.2	-0.9	1.8	-0.3	1.8	-0.3
CH019	454 Church	16609	-6394	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
CH020	448 Church	16609	-5892	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
CH022	262 Church	18259	9542	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.8	0.7	0.3	0.2	0.1	0.0
CH025	451 Church	16984	-6155	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
CH026	540 Church	772	5897	14.1	1.7	0.7	-1.0	0.6	-1.1	1.2	-0.5	1.6	0.6	-1.0	0.2	-1.4	1.0	-0.6
CH027	806 Church	40127	5659	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.5	0.5	0.1	0.1	0.0	0.0
CH028	492 Church	26948	-12850	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH029	671 Church	51881	9031	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0
CH030	1071 Church	37397	-3562	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0
CH031	782 Church	29694	4531	0.6	1.7	1.1	-0.6	1.1	-0.6	1.1	-0.6	1.2	1.6	0.4	0.3	-0.9	0.8	-0.4
CH032	1066 Church	34999	-2528	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0
CH033	458 Church	19873	-10053	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH035	478 Church	25615	-4936	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.0	0.0
CH036	662 Church	45647	10492	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH037	336 Church	12173	2634	2.1	5.1	3.4	-1.7	3.4	-1.7	3.4	-1.7	5.1	8.1	3.0	1.9	-3.2	3.5	-1.6
CH038	928 Church	43029	180	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.0	-0.1
CH039	952 Church	38754	3059	2.0	3.6	3.3	-0.3	3.3	-0.3	3.3	-0.3	4.0	2.9	-1.1	4.1	0.1	3.5	-0.5
CH042	945 Church	42697	3405	1.7	3.1	2.8	-0.3	2.8	-0.3	2.8	-0.3	3.2	2.2	-1.0	3.0	-0.2	2.7	-0.5
CH043	727 Church	40129	10225	0.0	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.4	0.4	0.0	0.0
CH044	992 Church	29459	441	16.9	13.9	13.9	0.0	13.8	-0.1	13.8	-0.1	17.3	18.2	0.9	7.2	-10.1	17.3	0.0
CH047	740 Church	36169	6797	3.0	4.5	4.6	0.1	4.6	0.1	3.8	-0.7	4.4	7.7	3.3	6.1	1.7	4.5	0.1
CH048	796 Church	36695	2519	3.2	5.0	4.8	-0.2	4.8	-0.2	4.8	-0.2	6.0	4.7	-1.3	5.3	-0.7	5.6	-0.4
CH049	765 Church	29734	8749	0.1	0.1	0.3	0.2	0.3	0.2	1.7	1.6	0.1	0.0	-0.1	0.4	0.3	1.9	1.8
CH051	1144 Church	30808	-9482	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH052	605 Church	28386	11458	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.2	0.2	0.0	0.0
CH053	612 Church	32138	10827	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH054	900 Church	47818	1080	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH055	866 Church	51231	3642	0.6	1.0	0.8	-0.2	0.8	-0.2	0.8	-0.2	0.6	0.2	-0.4	0.2	-0.4	0.7	0.1
CH056	610 Church	29496	10032	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH057	1150 Church	33691	-14495	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH058	1072 Church	37445	-3804	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0	0.0
CH059	823 Church	38801	3841	0.3	0.8	0.8	0.0	0.7	-0.1	0.8	0.0	0.4	0.1	-0.3	2.0	1.6	0.4	0.0
CH060	967 Church	37453	1503	4.3	5.3	5.3	0.0	5.3	0.0	5.3	0.0	6.5	6.8	0.3	3.6	-2.9	6.6	0.1

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH061	725 Church	38796	10948	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH062	443 Church	18436	-9362	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH064	435 Church	16585	-12177	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH066	1119 Church	40320	-7074	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH067	252 Church	24220	9999	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.5	0.5	0.3	0.3	0.1	0.1
CH068	423 Church	15674	-12464	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH069	363 Church	24032	-1953	0.3	0.5	0.6	0.1	0.6	0.1	0.6	0.1	0.3	0.9	0.6	18.4	18.1	0.4	0.1
CH070	701 Church	45176	6377	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
CH071	821 Church	39022	4047	0.2	0.7	0.6	-0.1	0.6	-0.1	0.6	-0.1	0.4	0.1	-0.3	0.9	0.5	0.4	0.0
CH072	625 Church	36144	10802	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH073	1120 Church	40288	-8405	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH074	472 Church	23811	-13685	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH075	1010 Church	36127	-1223	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0
CH076	756 Church	36351	8763	1.4	0.9	2.4	1.5	2.4	1.5	3.1	2.2	0.8	0.4	-0.4	5.7	4.9	4.3	3.5
CH077	812 Church	38770	5476	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.6	0.6	0.1	0.1	0.0	0.0
CH078	996 Church	30942	225	9.6	8.3	8.3	0.0	8.3	0.0	8.3	0.0	10.7	11.3	0.6	3.1	-7.6	10.1	-0.6
CH079	1052 Church	39043	-1150	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH081	1155 Church	37654	-8291	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH082	333 Church	15556	4179	13.8	20.6	22.1	1.5	22.1	1.5	15.3	-5.3	23.5	43.9	20.4	22.6	-0.9	18.3	-5.2
CH083	534 Church	-5007	6170	4.8	0.1	0.1	0.0	0.1	0.0	0.2	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.0
CH084	419 Church	15777	-9666	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH087	273 Church	15502	10235	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.0	0.0
CH088	827 Church	41455	3861	0.5	1.2	1.1	-0.1	1.1	-0.1	1.1	-0.1	0.6	0.1	-0.5	2.4	1.8	0.5	-0.1
CH089	1043 Church	41942	-4056	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH090	938 Church	41638	1544	2.0	3.3	3.0	-0.3	3.0	-0.3	3.0	-0.3	4.2	4.5	0.3	1.6	-2.6	3.9	-0.3
CH091	850 Church	47903	6165	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH092	733 Church	38808	8894	1.3	1.1	2.4	1.3	2.4	1.3	2.9	1.8	0.7	0.6	-0.1	5.2	4.5	3.8	3.1
CH093	899 Church	48527	2930	1.3	2.2	1.9	-0.3	1.9	-0.3	1.9	-0.3	2.6	2.6	0.0	1.1	-1.5	2.5	-0.1
CH094	786 Church	37402	4700	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.1	0.0	0.2	0.1	0.1	0.0
CH095	869 Church	52527	2803	0.4	0.6	0.5	-0.1	0.5	-0.1	0.5	-0.1	0.4	0.2	-0.2	0.0	-0.4	0.5	0.1
CH096	892 Church	33100	4191	0.1	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.1	0.2	0.1	0.4	0.3	0.2	0.1
CH097	592 Church	922	-6751	3.6	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH098	506 Church	3426	10997	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH099	425 Church	15214	-4708	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.3	0.3	0.4	0.4	0.0	0.0
CH100	327 Church	16879	5275	35.6	43.0	39.4	-3.6	39.5	-3.5	37.6	-5.4	46.5	53.0	6.5	47.0	0.5	44.1	-2.4
CH101	500 Church	3028	9100	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH102	1091 Church	29435	-3393	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.6	0.6	0.0	0.0
CH103	621 Church	33060	9231	0.0	0.1	0.1	0.0	0.1	0.0	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.2
CH104	655 Church	43124	11484	0.0	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0
CH105	475 Church	22240	-4389	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.0	0.0
CH106	959 Church	38784	1394	3.0	4.5	4.4	-0.1	4.4	-0.1	4.4	-0.1	5.7	6.0	0.3	2.4	-3.3	5.6	-0.1
CH107	596 Church	12493	-6171	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH108	595 Church	12557	-6505	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH109	517 Church	-7997	6837	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH110	720 Church	39904	11465	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH111	930 Church	45654	-1593	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH112	721 Church	39947	11465	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH113	668 Church	50570	11307	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH114	932 Church	42963	-741	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH115	857 Church	48411	5654	0.1	0.2	0.3	0.1	0.3	0.1	0.3	0.1	0.1	0.0	-0.1	0.1	0.0	0.0	-0.1
CH116	236 Church	26573	11459	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.2	0.2	0.0	0.0
CH117	700 Church	45442	7060	0.2	0.3	0.2	-0.1	0.2	-0.1	0.2	-0.1	0.1	0.7	0.6	0.1	0.0	0.0	-0.1
CH118	889 Church	34682	5268	0.4	1.3	0.8	-0.5	0.7	-0.6	0.7	-0.6	0.8	1.3	0.5	0.2	-0.6	0.3	-0.5
CH119	588 Church	-3523	8901	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH120	561 Church	-3133	-5122	26.9	22.7	23.6	0.9	23.5	0.8	23.5	0.8	22.7	21.7	-1.0	10.3	-12.4	23.9	1.2
CH121	574 Church	-1025	-8528	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH122	565 Church	-2777	-7154	9.5	0.6	0.5	-0.1	0.5	-0.1	0.5	-0.1	0.2	0.1	-0.1	0.0	-0.2	0.2	0.0
CH125	643 Church	40706	11467	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH126	920 Church	42979	3400	1.7	3.1	2.8	-0.3	2.8	-0.3	2.8	-0.3	3.3	2.4	-0.9	2.9	-0.4	2.8	-0.5
CH127	854 Church	48198	5163	0.1	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.1	0.0	-0.1	0.1	0.0	0.1	0.0
CH128	904 Church	48815	1124	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.0	-0.1
CH129	372 Church	20742	-3140	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.7	0.6	1.2	1.1	0.1	0.0
CH130	650 Church	41748	10497	0.0	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0
CH131	1020 Church	40320	222	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.2	0.2	0.0	0.1	-0.1	0.2	0.0
CH132	318 Church	15736	5775	27.3	32.1	29.7	-2.4	29.8	-2.3	35.3	3.2	35.0	39.0	4.0	45.0	10.0	40.8	5.8
CH133	990 Church	27851	1067	21.9	20.0	20.5	0.5	20.6	0.6	20.6	0.6	23.3	16.2	-7.1	19.0	-4.3	22.3	-1.0
CH134	905 Church	49067	1391	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH135	762 Church	33627	6388	3.4	5.5	5.1	-0.4	5.1	-0.4	4.2	-1.3	5.5	9.0	3.5	6.8	1.3	4.9	-0.6
CH136	696 Church	48309	7281	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
CH137	1080 Church	34656	-3968	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.4	0.0	0.0
CH138	937 Church	41639	1162	1.6	2.7	2.5	-0.2	2.5	-0.2	2.5	-0.2	3.4	3.8	0.4	0.1	-3.3	3.3	-0.1
CH139	633 Church	36337	10957	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH140	1003 Church	34661	-513	0.3	0.5	0.4	-0.1	0.4	-0.1	0.4	-0.1	0.3	0.3	0.0	0.2	-0.1	0.4	0.1
CH141	1132 Church	40084	-6855	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH142	879 Church	51241	524	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH143	1133 Church	36373	-4447	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0
CH144	1083 Church	30061	-1582	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.2	0.4	0.2	1.5	1.3	0.1	-0.1
CH145	1014 Church	37669	-1182	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0
CH146	297 Church	13494	8321	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.9	0.9	0.3	0.3	0.0	0.0
CH147	661 Church	43408	9028	0.9	0.8	1.5	0.7	1.5	0.7	1.9	1.1	0.4	1.7	1.3	3.2	2.8	2.3	1.9
CH148	898 Church	48388	3639	1.2	2.1	1.8	-0.3	1.8	-0.3	1.8	-0.3	2.1	1.1	-1.0	1.7	-0.4	1.7	-0.4
CH149	841 Church	45426	5670	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH150	315 Church	16056	6214	7.8	10.5	12.9	2.4	13.0	2.5	26.3	15.8	11.7	15.7	4.0	31.1	19.4	32.8	21.1
CH151	320 Church	16044	5617	31.7	38.2	34.3	-3.9	34.4	-3.8	36.5	-1.7	41.4	48.0	6.6	46.8	5.4	42.5	1.1
CH155	440 Church	18863	-13343	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH156	966 Church	34981	1468	8.0	7.4	7.3	-0.1	7.3	-0.1	7.3	-0.1	9.7	8.5	-1.2	5.4	-4.3	9.0	-0.7
CH157	498 Church	4879	6462	1.5	0.5	0.3	-0.2	0.3	-0.2	0.3	-0.2	0.5	0.8	0.3	0.3	-0.2	0.3	-0.2
CH158	367 Church	24437	2639	0.5	1.7	1.5	-0.2	1.5	-0.2	1.5	-0.2	1.3	0.7	-0.6	2.4	1.1	1.5	0.2
CH159	1040 Church	40329	-3821	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0	0.0
CH160	289 Church	12198	7451	0.2	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.3	2.4	2.1	0.5	0.2	0.3	0.0
CH162	445 Church	18585	-9335	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH163	752 Church	36352	7585	3.1	4.4	4.9	0.5	4.9	0.5	4.8	0.4	4.2	7.1	2.9	7.5	3.3	6.1	1.9

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH164	326 Church	17219	5679	31.0	37.4	33.5	-3.9	33.6	-3.8	35.2	-2.2	40.8	47.3	6.5	45.9	5.1	41.3	0.5
CH165	1087 Church	31191	-1517	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.4	0.3	1.1	1.0	0.1	0.0
CH166	310 Church	17839	7360	0.8	0.6	1.0	0.4	1.0	0.4	3.4	2.8	0.5	1.5	1.0	3.8	3.3	4.9	4.4
CH167	1145 Church	29772	-8393	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH168	503 Church	2715	9777	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH169	944 Church	41645	3409	1.6	3.0	2.7	-0.3	2.7	-0.3	2.7	-0.3	3.1	1.6	-1.5	3.1	0.0	2.5	-0.6
CH170	1117 Church	42734	-6687	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH171	897 Church	48290	3680	1.1	2.0	1.7	-0.3	1.8	-0.2	1.8	-0.2	1.9	0.8	-1.1	1.8	-0.1	1.6	-0.3
CH172	272 Church	16888	11345	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH173	374 Church	20347	-4191	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.6	0.6	0.0	0.0
CH174	751 Church	37440	7189	2.9	4.3	4.5	0.2	4.5	0.2	4.0	-0.3	4.2	7.0	2.8	6.3	2.1	4.9	0.7
CH175	515 Church	-4960	6402	3.9	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH176	1018 Church	42759	586	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.0	-0.1	0.2	0.1
CH177	607 Church	29502	11020	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0
CH179	1028 Church	41630	-1354	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH180	784 Church	37667	5420	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.7	0.7	0.1	0.1	0.0	0.0
CH181	1035 Church	42759	-3084	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH182	1012 Church	37462	-1152	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0
CH183	741 Church	35808	6815	3.1	4.7	4.8	0.1	4.8	0.1	4.2	-0.5	4.7	8.0	3.3	6.5	1.8	5.0	0.3
CH184	640 Church	48294	10317	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
CH185	890 Church	32290	4655	0.2	0.6	0.5	-0.1	0.5	-0.1	0.5	-0.1	0.1	0.9	0.8	0.2	0.1	0.1	0.0
CH186	1073 Church	37662	-2735	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH187	906 Church	49719	3686	0.9	1.6	1.4	-0.2	1.4	-0.2	1.4	-0.2	1.4	0.2	-1.2	1.2	-0.2	1.1	-0.3
CH188	617 Church	29706	9678	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH189	753 Church	37456	8316	2.3	2.6	3.9	1.3	3.9	1.3	4.1	1.5	1.9	4.3	2.4	6.9	5.0	5.2	3.3
CH190	388 Church	15769	-1744	23.0	19.0	19.2	0.2	19.2	0.2	19.2	0.2	22.5	34.6	12.1	27.5	5.0	27.7	5.2
CH191	797 Church	37440	3115	1.7	3.2	2.9	-0.3	2.9	-0.3	2.9	-0.3	3.3	1.2	-2.1	4.1	0.8	2.8	-0.5
CH193	346 Church	16098	3516	4.0	8.6	6.6	-2.0	6.6	-2.0	4.5	-4.1	9.5	15.4	5.9	3.4	-6.1	5.1	-4.4
CH194	1112 Church	40302	-5874	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH195	651 Church	42785	11166	0.0	0.3	0.2	-0.1	0.2	-0.1	0.2	-0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.0
CH196	1130 Church	40093	-6419	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH197	1011 Church	36141	-622	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.2	0.1	0.1	0.0
CH198	802 Church	38793	7343	2.6	3.9	4.0	0.1	4.0	0.1	3.5	-0.4	3.8	5.8	2.0	5.4	1.6	4.3	0.5
CH199	1077 Church	32312	-2617	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.5	0.5	0.0	0.0
CH200	929 Church	46100	-552	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH201	611 Church	30178	11450	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH202	851 Church	48228	5944	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH204	1161 Church	40064	-8675	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH205	743 Church	36034	6388	2.4	4.0	3.6	-0.4	3.6	0.4	2.0	-2.0	3.9	6.3	2.4	2.9	-1.0	1.4	-2.5
CH206	999 Church	32298	-1373	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.3	0.2	0.6	0.5	0.1	0.0
CH207	731 Church	39058	9517	0.1	0.2	0.5	0.3	0.5	0.3	0.9	0.7	0.0	0.0	0.0	0.8	0.8	0.1	0.1
CH208	1008 Church	34964	-345	0.5	0.8	0.7	-0.1	0.7	-0.1	0.7	-0.1	0.5	1.3	0.8	0.2	-0.3	0.6	0.1
CH209	1053 Church	40116	-783	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH210	1057 Church	38743	-1492	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH211	794 Church	36174	2481	3.4	5.2	5.0	-0.2	5.0	-0.2	5.0	-0.2	6.2	4.7	-1.5	5.6	-0.6	5.7	-0.5
CH213	349 Church	18281	1520	1.1	2.7	2.7	0.0	2.7	0.0	2.7	0.0	1.9	1.4	-0.5	10.5	8.6	2.0	0.1

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH214	1019 Church	41454	470	0.2	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.3	0.1	-0.2	0.0	-0.3	0.4	0.1
CH215	849 Church	47887	6166	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH216	982 Church	32313	1911	7.6	8.4	8.4	0.0	8.4	0.0	8.4	0.0	10.3	6.8	3.5	9.2	-1.1	9.5	-0.8
CH217	638 Church	48413	9011	0.4	0.4	0.5	0.1	0.5	0.1	0.5	0.1	0.1	0.3	0.2	0.3	0.2	0.1	0.0
CH218	384 Church	15869	-951	53.2	50.7	52.6	1.9	52.7	2.0	52.7	2.0	53.2	49.9	-3.3	30.8	-22.4	57.4	4.2
CH219	254 Church	22848	11338	0.1	0.1	0.0	-0.1	0.1	0.0	0.1	0.0	0.0	0.6	0.6	0.3	0.3	0.1	0.1
CH221	248 Church	23975	6427	10.8	15.9	16.3	0.4	16.4	0.5	17.9	2.0	18.6	23.0	4.4	30.0	11.4	23.6	5.0
CH222	404 Church	15086	-9405	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH224	461 Church	20460	-10672	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH225	407 Church	13793	-7039	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH228	916 Church	46115	513	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH230	780 Church	32151	4322	0.1	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.2	0.5	0.3	0.3	0.1	0.1	-0.1
CH231	627 Church	36143	9975	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH232	1116 Church	41612	-6870	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH233	489 Church	26976	-10110	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH234	747 Church	36895	6381	1.8	3.5	2.6	-0.9	2.6	-0.9	1.6	-1.9	3.3	5.8	2.5	0.6	-2.7	1.3	-2.0
CH235	971 Church	32127	2022	6.6	7.7	7.8	0.1	7.8	0.1	7.8	0.1	9.0	6.1	-2.9	9.1	0.1	8.4	-0.6
CH236	1032 Church	40334	-3035	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH239	773 Church	29501	6887	5.8	8.6	9.0	0.4	9.0	0.4	8.5	-0.1	8.7	15.6	6.9	16.5	7.8	10.8	2.1
CH240	1068 Church	37448	-2742	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0	0.0
CH241	355 Church	24439	3466	0.3	1.1	0.9	0.2	0.9	0.2	0.9	-0.2	0.9	1.2	0.3	0.6	-0.3	1.2	0.3
CH242	1016 Church	40326	854	1.5	2.5	2.3	-0.2	2.3	-0.2	2.3	-0.2	3.1	3.8	0.7	0.1	-3.0	3.1	0.0
CH243	724 Church	38394	11463	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH244	758 Church	37681	8609	1.8	1.7	3.2	1.5	3.2	1.5	3.6	1.9	1.0	3.0	2.0	6.2	5.2	4.5	3.5
CH245	717 Church	42785	7206	0.9	1.5	1.1	-0.4	1.0	-0.5	0.6	-0.9	1.5	3.5	2.0	0.4	-1.1	0.6	-0.9
CH246	1048 Church	39156	-87	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0
CH247	964 Church	34958	2144	5.1	6.4	6.4	0.0	6.4	0.0	6.4	0.0	7.5	6.3	-1.2	6.7	-0.8	7.4	-0.1
CH248	649 Church	42158	10866	0.0	0.3	0.3	0.0	0.3	0.0	0.2	-0.1	0.0	0.0	0.0	0.3	0.3	0.0	0.0
CH249	1044 Church	41646	-4101	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH250	1093 Church	28704	-4168	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.6	0.6	0.0	0.0
CH251	299 Church	13890	6115	6.2	7.3	10.2	2.9	10.3	3.0	21.8	14.5	7.5	11.7	4.2	25.7	18.2	28.4	20.9
CH253	476 Church	22179	-4389	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.0	0.0
CH254	258 Church	17430	10595	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.1	0.1	0.0	0.0
CH255	332 Church	12359	3858	21.7	27.9	28.9	1.0	29.0	1.1	17.8	-10.1	31.6	46.8	15.2	26.2	-5.4	21.0	-10.6
CH256	344 Church	16578	3534	3.8	8.3	6.2	-2.1	6.2	-2.1	4.2	-4.1	9.1	14.2	5.1	1.9	-7.2	4.9	-4.2
CH257	401 Church	15548	-8178	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH258	838 Church	42986	5752	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH259	270 Church	14539	12155	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH260	365 Church	23953	-3330	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.6	0.5	0.8	0.7	0.0	-0.1
CH261	373 Church	19150	-3057	0.2	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.2	0.8	0.6	3.3	3.1	0.2	0.0
CH262	585 Church	-3362	-7586	8.6	0.3	0.2	-0.1	0.2	-0.1	0.2	-0.1	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH263	921 Church	45419	3417	1.6	2.9	2.6	-0.3	2.6	-0.3	2.6	-0.3	3.1	2.5	-0.6	2.6	-0.5	2.7	-0.4
CH265	837 Church	42988	5666	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH266	339 Church	16872	3711	4.9	9.3	8.2	-1.1	8.0	-1.3	5.5	-3.8	10.3	20.2	9.9	5.8	-4.5	6.2	-4.1
CH267	738 Church	35011	8122	2.6	2.8	4.2	1.4	4.3	1.5	4.6	1.8	2.3	4.5	2.2	7.8	5.5	6.1	3.8
CH268	1037 Church	42658	-3037	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0

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Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH269	1063 Church	38695	-3508	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0
CH270	768 Church	31466	6365	4.1	6.4	6.2	-0.2	6.2	-0.2	5.4	-1.0	6.8	14.0	7.2	9.3	2.5	6.8	0.0
CH271	719 Church	39686	11328	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH272	858 Church	48394	5164	0.1	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.1	0.0	-0.1	0.1	0.0	0.1	0.0
CH273	997 Church	31581	550	10.7	9.3	9.3	0.0	9.3	0.0	9.3	0.0	11.9	11.7	-0.2	4.3	-7.6	11.1	-0.8
CH274	1062 Church	38724	-3316	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0	0.0
CH275	624 Church	34643	11454	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH276	783 Church	29696	3909	0.2	0.5	0.5	0.0	0.5	0.0	0.5	0.0	0.4	0.3	-0.1	0.4	0.0	0.5	0.1
CH277	1134 Church	37433	-6016	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH278	950 Church	42762	1421	1.6	2.7	2.4	-0.3	2.4	-0.3	2.4	-0.3	3.4	3.8	0.4	0.1	-3.3	3.2	-0.2
CH279	656 Church	45449	10853	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH280	734 Church	39023	8896	1.3	1.2	2.4	1.2	2.4	1.2	2.9	1.7	0.7	0.7	0.0	5.2	4.5	3.8	3.1
CH281	978 Church	33441	3079	0.8	1.8	1.6	-0.2	1.6	-0.2	1.6	-0.2	1.1	0.3	-0.8	3.9	2.8	1.1	0.0
CH282	380 Church	17872	-2898	0.2	0.5	0.5	0.0	0.5	0.0	0.5	0.0	0.3	0.8	0.5	18.7	18.4	0.3	0.0
CH283	963 Church	40119	137	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0
CH284	553 Church	8877	10121	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH285	497 Church	6222	7425	0.1	0.2	0.1	-0.1	0.1	-0.1	0.1	-0.1	0.2	0.2	0.0	0.1	-0.1	0.0	-0.2
CH286	1121 Church	40600	-8869	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH287	870 Church	53421	2044	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH288	1054 Church	40117	-1288	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH289	387 Church	15218	-1808	23.1	19.2	19.5	0.3	19.5	0.3	19.5	0.3	22.7	35.0	12.3	27.8	5.1	28.1	5.4
CH290	378 Church	16538	-2345	2.1	3.5	3.4	-0.1	3.4	-0.1	3.4	-0.1	4.1	5.8	1.7	36.7	32.6	4.0	-0.1
CH291	705 Church	40345	7835	2.4	3.3	3.6	0.3	3.6	0.3	3.3	0.0	3.2	5.2	2.0	5.2	2.0	4.2	1.0
CH292	845 Church	45802	3849	0.8	1.6	1.5	-0.1	1.5	-0.1	1.5	-0.1	1.0	0.2	-0.8	2.3	1.3	0.7	-0.3
CH293	460 Church	20181	-10799	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH294	759 Church	32328	7233	4.1	5.6	6.3	0.7	6.3	0.7	6.2	0.6	5.5	10.0	4.5	10.9	5.4	8.2	2.7
CH295	1118 Church	40555	-7289	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH296	957 Church	38764	2156	3.4	4.9	4.8	-0.1	4.8	-0.1	4.8	-0.1	6.1	5.9	-0.2	4.3	-1.8	6.0	-0.1
CH297	680 Church	50337	6435	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH298	815 Church	38798	5019	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0
CH300	979 Church	33630	2854	1.8	3.3	3.0	-0.3	3.0	-0.3	3.0	-0.3	3.2	0.4	-2.8	5.0	1.8	2.6	-0.6
CH301	862 Church	51895	5608	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH303	781 Church	29690	5046	1.5	3.7	2.2	-1.5	2.2	-1.5	1.7	-2.0	3.4	6.6	3.2	0.5	-2.9	1.6	-1.8
CH304	495 Church	6157	8380	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH305	871 Church	52913	2176	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.2	0.1
CH306	962 Church	40119	218	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.2	0.2	0.0	0.1	-0.1	0.3	0.1
CH307	1023 Church	42751	-882	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH308	237 Church	26723	11459	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.2	0.2	0.0	0.0
CH309	648 Church	41463	9169	0.6	0.7	1.3	0.6	1.3	0.6	2.1	1.4	0.2	0.5	0.3	3.3	3.1	2.6	2.4
CH310	1055 Church	39043	-1785	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH311	616 Church	29706	9728	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH312	706 Church	41075	6372	0.2	0.5	0.4	-0.1	0.4	-0.1	0.4	-0.1	0.1	1.1	1.0	0.1	0.0	0.1	0.0
CH313	799 Church	34942	2884	2.0	3.6	3.2	-0.4	3.2	-0.4	3.2	-0.4	3.7	1.6	-2.1	5.1	1.4	3.2	-0.5
CH314	958 Church	39035	1891	3.3	4.9	4.8	-0.1	4.8	-0.1	4.8	-0.1	6.0	6.1	0.1	3.7	-2.3	5.9	-0.1
CH315	1025 Church	40329	-898	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH316	760 Church	33455	6366	3.4	5.5	5.1	-0.4	5.1	-0.4	4.2	-1.3	5.6	9.2	3.6	6.8	1.2	5.0	-0.6

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH317	1152 Church	37400	-7181	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
CH318	687 Church	45643	7344	0.2	0.3	0.2	-0.1	0.2	-0.1	0.2	-0.1	0.1	0.8	0.7	0.1	0.0	0.0	-0.1
CH319	1051 Church	38743	-955	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH320	723 Church	39458	11464	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH321	242 Church	26844	6592	7.4	11.7	12.3	0.6	12.4	0.7	12.1	0.4	13.0	20.4	7.4	23.5	10.5	16.2	3.2
CH322	352 Church	24378	5651	9.2	14.6	15.0	0.4	15.1	0.5	11.5	-3.1	16.8	31.3	14.5	24.0	7.2	15.0	-1.8
CH323	970 Church	32144	3499	0.3	0.8	0.8	0.0	0.8	0.0	0.8	0.0	0.5	0.2	-0.3	1.3	0.8	0.6	0.1
CH324	942 Church	41641	2916	2.2	3.9	3.5	-0.4	3.5	-0.4	3.5	-0.4	4.4	4.0	-0.4	3.5	-0.9	3.8	-0.6
CH325	912 Church	47051	2960	1.7	2.8	2.5	-0.3	2.5	-0.3	2.5	-0.3	3.3	3.1	-0.2	1.7	-1.6	2.9	-0.4
CH326	855 Church	48157	4590	0.1	0.4	0.4	0.0	0.4	0.0	0.4	0.0	0.2	0.1	-0.1	0.5	0.3	0.3	0.1
CH327	960 Church	39047	718	1.7	2.8	2.6	-0.2	2.6	-0.2	2.6	-0.2	3.5	4.2	0.7	0.1	-3.4	3.4	-0.1
CH328	936 Church	41466	2903	2.2	3.9	3.5	-0.4	3.5	-0.4	3.5	-0.4	4.4	4.0	-0.4	3.5	-0.9	3.9	-0.5
CH329	883 Church	33816	6120	2.9	4.9	4.3	-0.6	4.3	-0.6	2.3	-2.6	4.9	8.1	3.2	4.4	-0.5	1.6	-3.3
CH330	843 Church	45634	5505	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.0	-0.1	0.1	0.0	0.1	0.0
CH331	939 Church	41640	1762	2.4	3.7	3.4	-0.3	3.4	-0.3	3.4	-0.3	4.5	4.6	0.1	2.0	-2.5	4.1	-0.4
CH332	972 Church	29987	1050	16.8	15.2	15.3	0.1	15.4	0.2	15.4	0.2	18.4	14.7	-3.7	11.7	-6.7	17.1	-1.3
CH333	1111 Church	41426	-4948	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH334	587 Church	-3362	-8211	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH335	630 Church	35032	9135	0.3	0.2	0.4	0.2	0.4	0.2	1.8	1.6	0.1	0.0	-0.1	0.4	0.3	2.2	2.1
CH337	681 Church	46974	8851	0.5	0.5	0.6	0.1	0.6	0.1	0.6	0.1	0.1	1.3	1.2	0.4	0.3	0.1	0.0
CH338	1081 Church	34658	-3718	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.4	0.0	0.0
CH339	690 Church	48086	7361	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
CH340	748 Church	37438	6936	2.7	4.2	4.2	0.0	4.2	0.0	3.3	-0.9	4.1	6.7	2.6	5.3	1.2	3.9	-0.2
CH341	909 Church	46155	3671	1.3	2.4	2.1	-0.3	2.1	-0.3	2.1	-0.3	2.3	1.1	-1.2	2.3	0.0	1.9	-0.4
CH342	951 Church	42760	1256	1.4	2.3	2.1	-0.2	2.1	-0.2	2.1	-0.2	2.9	3.4	0.5	0.1	-2.8	2.8	-0.1
CH343	309 Church	15571	5631	31.2	37.2	33.7	3.5	33.8	-3.4	36.7	-0.5	40.2	45.9	5.7	46.7	6.5	42.4	2.2
CH345	801 Church	39024	7361	2.6	3.8	3.9	0.1	3.9	0.1	3.4	-0.4	3.7	5.8	2.1	5.2	1.5	4.1	0.4
CH346	980 Church	34683	2176	4.8	6.4	6.3	-0.1	6.3	-0.1	6.3	-0.1	7.4	6.1	-1.3	6.8	-0.6	7.4	0.0
CH347	1058 Church	39043	-2119	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH348	941 Church	41661	2382	2.6	4.1	3.7	-0.4	3.7	-0.4	3.7	-0.4	4.8	4.7	-0.1	3.0	-1.8	4.3	-0.5
CH349	811 Church	39032	5549	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.6	0.6	0.1	0.1	0.0	0.0
CH350	634 Church	36465	11455	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH351	757 Church	37457	8790	1.4	1.1	2.5	1.4	2.5	1.4	3.1	2.0	0.8	0.5	-0.3	5.6	4.8	4.2	3.4
CH352	635 Church	36665	11456	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH353	1131 Church	40091	6584	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH354	626 Church	35029	10381	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH355	601 Church	11830	-11853	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH356	825 Church	40331	5708	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.1	0.1	0.0	0.0
CH357	953 Church	38683	2526	3.0	4.6	4.4	-0.2	4.4	-0.2	4.4	-0.2	5.6	4.8	-0.8	4.6	-1.0	5.2	-0.4
CH358	479 Church	25952	-4445	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.6	0.6	0.0	0.0
CH359	1001 Church	34660	-759	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.2	0.1	0.1	0.0
CH360	820 Church	38801	4082	0.2	0.6	0.6	0.0	0.6	0.0	0.6	0.0	0.3	0.1	-0.2	0.9	0.6	0.4	0.1
CH361	508 Church	-297	10928	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH362	805 Church	39032	6115	0.5	1.4	0.7	0.7	0.7	0.7	0.7	-0.7	1.3	1.3	0.0	0.2	-1.1	0.5	-0.8
CH363	1049 Church	39044	-249	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.0	-0.1
CH364	560 Church	-3000	-5050	27.8	24.0	25.0	1.0	25.0	1.0	25.0	1.0	24.0	23.1	-0.9	11.3	-12.7	25.7	1.7

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH365	817 Church	40013	4704	0.1	0.2	0.3	0.1	0.3	0.1	0.3	0.1	0.1	0.1	0.0	0.4	0.3	0.1	0.0
CH366	1079 Church	34663	-2477	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0
CH367	1039 Church	40329	-3861	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0	0.0
CH368	1068 Church	29105	-1896	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.5	0.4	1.7	1.6	0.1	0.0
CH369	828 Church	42811	6043	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.0	0.0
CH370	657 Church	42991	10007	0.0	0.1	0.1	0.0	0.1	0.0	0.4	0.3	0.0	0.2	0.2	0.0	0.0	0.1	0.1
CH373	911 Church	47547	3592	1.3	2.3	2.0	-0.3	2.0	-0.3	2.0	-0.3	2.4	1.6	-0.8	2.0	-0.4	2.0	-0.4
CH374	689 Church	45642	6875	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.4	0.4	0.1	0.1	0.0	0.0
CH375	446 Church	17910	-9299	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH376	1030 Church	41065	-1571	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH377	1026 Church	40331	-1043	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH378	779 Church	32154	5163	0.9	2.7	1.3	-1.4	1.3	-1.4	1.3	-1.4	2.5	3.7	1.2	0.3	-2.2	1.0	-1.5
CH379	853 Church	48219	5704	0.1	0.2	0.3	0.1	0.3	0.1	0.3	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0
CH380	931 Church	44125	-1582	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH381	699 Church	42991	7844	1.6	2.2	2.2	0.0	2.2	0.0	1.3	-0.9	2.2	4.2	2.0	2.3	0.1	0.8	-1.4
CH382	641 Church	48295	10514	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
CH383	350 Church	23176	6146	16.2	21.2	20.2	-1.0	20.3	-0.9	19.5	-1.7	24.8	27.6	2.8	32.3	7.5	25.8	1.0
CH384	711 Church	41775	7686	1.9	2.6	2.7	0.1	2.7	0.1	1.8	-0.8	2.7	4.8	2.1	3.5	0.8	1.7	-1.0
CH388	766 Church	29674	7848	2.5	2.0	4.3	2.3	4.3	2.3	5.3	3.3	1.5	3.9	2.4	9.8	8.3	7.0	5.5
CH389	698 Church	42990	8634	1.4	1.4	2.3	0.9	2.3	0.9	2.3	0.9	0.7	3.2	2.5	4.0	3.3	2.7	2.0
CH390	615 Church	32137	10569	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	0.1	0.1	0.0
CH391	819 Church	40122	4479	0.1	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.2	0.1	-0.1	0.6	0.4	0.2	0.0
CH392	1005 Church	33524	-107	1.8	3.1	2.9	-0.2	2.9	-0.2	2.9	-0.2	3.9	4.6	0.7	0.2	-3.7	3.7	-0.2
CH393	991 Church	29454	197	12.4	10.5	10.5	0.0	10.5	0.0	10.5	0.0	13.2	15.4	2.2	4.4	-8.8	12.8	-0.4
CH394	637 Church	48087	9821	0.1	0.0	0.1	0.1	0.1	0.1	0.3	0.3	0.0	0.1	0.1	0.2	0.2	0.1	0.1
CH395	510 Church	20	7466	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH396	586 Church	-3363	-7999	6.9	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH397	512 Church	-3153	6521	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH398	652 Church	42801	10702	0.0	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
CH399	703 Church	41467	8022	2.1	2.7	3.1	0.4	3.1	0.4	2.8	0.1	2.7	4.7	2.0	4.7	2.0	3.8	0.9
CH401	710 Church	41678	8107	2.1	2.6	3.0	0.4	3.1	0.5	2.8	0.2	2.5	4.6	2.1	4.6	2.1	3.6	1.1
CH402	1002 Church	33574	-393	0.9	1.6	1.4	-0.2	1.4	-0.2	1.4	-0.2	1.5	3.1	1.6	0.2	-1.3	2.1	0.6
CH403	955 Church	40124	2902	2.3	4.0	3.6	-0.4	3.7	-0.3	3.7	-0.3	4.6	4.1	-0.5	4.0	-0.6	4.1	-0.5
CH404	839 Church	44570	6167	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH405	359 Church	26436	-4141	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.6	0.6	0.0	0.0
CH406	1056 Church	39465	-1582	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH408	447 Church	16609	-6117	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
CH410	493 Church	27039	-12360	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH411	531 Church	-5649	5168	5.4	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0
CH413	537 Church	955	5447	18.4	4.8	4.6	-0.2	4.3	-0.5	7.0	2.2	4.8	1.4	-3.4	2.0	-2.8	6.8	2.0
CH415	576 Church	-574	-8529	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH416	584 Church	-3520	-6950	11.3	1.5	1.6	0.1	1.6	0.1	1.6	0.1	0.5	0.6	0.1	0.1	-0.4	1.5	1.0
CH417	670 Church	51737	9002	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0
CH418	683 Church	46306	8036	0.5	0.5	0.6	0.1	0.6	0.1	0.3	-0.2	0.2	1.8	1.6	0.3	0.1	0.1	-0.1
CH423	885 Church	34438	6123	2.5	4.3	3.8	-0.5	3.8	-0.5	2.1	-2.2	4.2	7.1	2.9	3.1	-1.1	1.5	-2.7
CH426	903 Church	48766	585	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH427	987 Church	27099	2637	0.7	1.8	1.6	-0.2	1.6	-0.2	1.6	-0.2	1.2	0.6	-0.6	4.5	3.3	1.4	0.2
CH428	1105 Church	31585	-4424	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.5	0.0	0.0
CH430	1090 Church	29435	-3530	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.6	0.6	0.0	0.0
CH431	238 Church	26113	11458	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.2	0.2	0.0	0.0
CH432	613 Church	32135	10287	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH433	791 Church	34981	4271	0.1	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.1	0.1	0.0	0.5	0.4	0.1	0.0
CH434	776 Church	29486	4620	0.8	2.4	1.3	-1.1	1.3	-1.1	1.3	-1.1	2.0	1.9	-0.1	0.3	-1.7	1.1	-0.9
CH435	697 Church	43459	8836	1.2	1.2	1.9	0.7	1.9	0.7	2.1	0.9	0.6	2.5	1.9	3.6	3.0	2.4	1.8
CH436	745 Church	36665	6526	2.5	4.0	3.6	-0.4	3.6	-0.4	2.0	-2.0	3.9	6.2	2.3	3.3	-0.6	1.4	-2.5
CH438	314 Church	16883	7283	0.8	0.6	0.9	0.3	0.9	0.3	3.2	2.6	0.5	2.0	1.5	3.0	2.5	4.6	4.1
CH439	646 Church	40328	10453	0.0	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.3	0.3	0.0	0.0
CH440	364 Church	21860	-3132	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.7	0.6	1.1	1.0	0.0	-0.1
CH441	860 Church	50168	5138	0.1	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.1	0.0	-0.1	0.1	0.0	0.2	0.1
CH442	1115 Church	41613	-6691	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH443	642 Church	48946	10226	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH444	1135 Church	32223	-8382	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH446	736 Church	39030	7892	2.7	3.7	4.2	0.5	4.2	0.5	4.0	0.3	3.4	5.4	2.0	6.4	3.0	5.1	1.7
CH448	948 Church	42785	3553	1.4	2.7	2.4	-0.3	2.4	-0.3	2.4	-0.3	2.6	0.3	-2.3	2.8	0.2	2.0	-0.6
CH449	1153 Church	34927	-10634	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH450	644 Church	40519	11466	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH451	679 Church	50324	6639	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH452	1022 Church	41632	-496	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH453	769 Church	30531	6362	4.6	7.0	6.8	-0.2	6.8	-0.2	6.1	-0.9	7.2	16.7	9.5	10.3	3.1	7.8	0.6
CH454	1060 Church	39041	-2811	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH455	1126 Church	42719	-7775	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
CH456	859 Church	48357	4166	0.6	1.1	1.0	-0.1	1.0	-0.1	1.0	-0.1	0.6	0.2	-0.4	1.5	0.9	0.6	0.0
CH457	785 Church	37682	5673	0.2	0.5	0.4	-0.1	0.4	-0.1	0.4	-0.1	0.1	1.1	1.0	0.1	0.0	0.1	0.0
CH458	702 Church	40345	8613	1.7	1.8	3.0	1.2	3.0	1.2	3.2	1.4	0.9	3.5	2.6	5.5	4.6	3.8	2.9
CH459	790 Church	34981	4311	0.1	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.1	0.1	0.0	0.5	0.4	0.1	0.0
CH460	1017 Church	41458	722	0.5	0.9	0.7	-0.2	0.7	-0.2	0.7	-0.2	0.6	1.8	1.2	0.0	-0.6	0.7	0.1
CH461	590 Church	2474	-5106	7.5	0.8	1.0	0.2	1.0	0.2	1.0	0.2	1.2	1.1	-0.1	0.3	-0.9	1.4	0.2
CH462	793 Church	37658	2565	3.0	4.7	4.5	-0.2	4.5	-0.2	4.5	-0.2	5.6	4.7	-0.9	4.9	-0.7	5.1	-0.5
CH463	772 Church	28157	7476	4.0	4.2	6.0	1.8	6.0	1.8	8.2	4.0	3.8	5.2	1.4	13.6	9.8	10.9	7.1
CH464	934 Church	40325	1845	2.8	4.5	4.3	-0.2	4.3	-0.2	4.3	-0.2	5.5	5.6	0.1	2.5	-3.0	5.3	-0.2
CH465	1089 Church	29437	-2633	0.1	0.1	0.0	-0.1	0.0	-0.1	0.0	-0.1	0.1	0.5	0.4	0.7	0.6	0.0	-0.1
CH466	832 Church	41645	3875	0.5	1.2	1.1	-0.1	1.1	-0.1	1.1	-0.1	0.6	0.1	-0.5	2.4	1.8	0.5	-0.1
CH467	715 Church	41676	6385	0.2	0.5	0.3	-0.2	0.3	-0.2	0.3	-0.2	0.1	1.0	0.9	0.1	0.0	0.1	0.0
CH468	709 Church	41732	8327	1.9	2.3	3.0	0.7	3.0	0.7	2.9	0.6	2.0	4.0	2.0	4.8	2.8	3.7	1.7
CH469	631 Church	36307	9187	0.3	0.2	0.5	0.3	0.5	0.3	2.0	1.8	0.0	0.0	0.0	0.7	0.7	2.5	2.5
CH470	319 Church	15830	5944	19.0	23.1	23.3	0.2	23.4	0.3	33.4	10.3	25.6	31.5	5.9	41.3	15.7	39.1	13.5
CH471	977 Church	34666	3437	0.3	1.0	0.9	-0.1	0.9	-0.1	0.9	-0.1	0.6	0.2	-0.4	2.6	2.0	0.6	0.0
CH472	1006 Church	34478	360	2.9	4.2	4.1	-0.1	4.0	-0.2	4.0	-0.2	5.5	6.4	0.9	1.6	-3.9	5.7	0.2
CH473	861 Church	50724	5052	0.1	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.2	0.0	-0.2	0.1	-0.1	0.2	0.0
CH474	868 Church	51786	3641	0.6	0.9	0.8	-0.1	0.8	-0.1	0.8	-0.1	0.5	0.2	-0.3	0.2	-0.3	0.6	0.1
CH475	1021 Church	40320	132	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0
CH476	847 Church	46391	3883	0.7	1.5	1.3	-0.2	1.3	-0.2	1.3	-0.2	0.7	0.2	-0.5	2.1	1.4	0.7	0.0

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH477	830 Church	41646	4589	0.1	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.2	0.1	-0.1	0.6	0.4	0.2	0.0
CH478	1064 Church	38993	-3455	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0	0.0
CH479	976 Church	29687	3172	0.4	1.1	1.1	0.0	1.1	0.0	1.1	0.0	0.8	0.3	-0.5	1.7	0.9	0.9	0.1
CH480	739 Church	36132	8126	2.7	3.2	4.3	1.1	4.3	1.1	4.5	1.3	2.8	4.7	1.9	7.4	4.6	5.8	3.0
CH481	547 Church	6983	6070	0.2	0.9	0.7	-0.2	0.8	-0.1	2.9	2.0	1.1	1.8	0.7	1.4	0.3	4.1	3.0
CH482	800 Church	35540	2955	1.8	3.4	3.0	-0.4	3.0	-0.4	3.0	-0.4	3.4	1.2	-2.2	4.8	1.4	2.9	-0.5
CH483	834 Church	43714	6162	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH484	908 Church	50353	1774	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.2	0.1
CH485	532 Church	37466	9880	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH486	416 Church	13771	-10070	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH489	639 Church	48294	10047	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.1	0.1	0.1	0.1
CH490	1065 Church	40102	-3457	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0	0.0
CH491	663 Church	45815	9225	0.4	0.4	0.7	0.3	0.7	0.3	0.7	0.3	0.1	0.8	0.7	0.5	0.4	0.1	0.0
CH493	628 Church	36143	9513	0.0	0.0	0.1	0.1	0.1	0.1	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH494	1114 Church	40302	-6704	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH495	848 Church	46745	6171	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH496	1149 Church	33251	-11838	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH497	275 Church	12760	12329	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH498	833 Church	41646	3729	0.7	1.5	1.3	-0.2	1.3	-0.2	1.3	-0.2	0.7	0.2	-0.5	2.7	2.0	0.7	0.0
CH499	910 Church	46175	3432	1.6	2.8	2.5	-0.3	2.5	-0.3	2.5	-0.3	3.0	2.4	-0.6	2.4	-0.6	2.6	-0.4
CH500	975 Church	29680	2945	0.5	1.4	1.3	-0.1	1.3	-0.1	1.3	-0.1	0.9	0.4	-0.5	3.7	2.8	1.0	0.1
CH501	1061 Church	38743	-2896	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH502	836 Church	43854	6165	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
CH503	564 Church	-2777	-7028	10.0	0.9	0.8	-0.1	0.8	-0.1	0.8	-0.1	0.3	0.3	0.0	0.1	-0.2	0.5	0.2
CH504	949 Church	42759	1733	1.9	3.2	2.9	-0.3	2.9	-0.3	2.9	-0.3	4.0	4.2	0.2	1.5	-2.5	3.7	-0.3
CH505	726 Church	39024	10321	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH506	842 Church	45636	5673	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH507	1015 Church	38086	-1785	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH508	1027 Church	41450	-1257	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH509	620 Church	34671	8932	0.4	0.3	0.6	0.3	0.7	0.4	2.6	2.3	0.1	0.0	-0.1	3.3	3.2	3.6	3.5
CH510	730 Church	39023	9710	0.0	0.1	0.2	0.1	0.2	0.1	0.7	0.6	0.0	0.0	0.0	0.4	0.4	0.1	0.1
CH511	804 Church	39180	6876	2.0	3.2	2.8	-0.4	2.8	-0.4	1.6	-1.6	3.2	5.3	2.1	1.9	-1.3	1.2	-2.0
CH512	940 Church	41641	2106	2.6	4.0	3.6	-0.4	3.6	-0.4	3.6	-0.4	4.8	4.9	0.1	2.4	-2.4	4.4	-0.4
CH513	268 Church	17184	8722	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	1.6	1.5	0.4	0.3	0.1	0.0
CH514	923 Church	42971	1727	1.9	3.1	2.8	-0.3	2.8	-0.3	2.8	-0.3	3.9	4.2	0.3	1.4	-2.5	3.7	-0.2
CH515	1059 Church	40113	-2588	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH516	840 Church	45429	6052	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0
CH517	735 Church	40132	8022	2.4	3.3	3.7	0.4	3.7	0.4	3.6	0.3	3.0	5.0	2.0	5.8	2.8	4.5	1.5
CH518	545 Church	5989	6176	0.6	0.8	0.6	-0.2	0.6	-0.2	0.7	-0.1	1.0	1.4	0.4	1.0	0.0	1.0	0.0
CH519	516 Church	-4891	6400	3.7	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH520	502 Church	3327	10191	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH521	505 Church	427	8681	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH522	337 Church	13607	1267	0.7	2.5	2.6	0.1	2.6	0.1	2.6	0.1	1.9	1.9	0.0	5.0	3.1	2.0	0.1
CH524	893 Church	34683	4171	0.1	0.3	0.4	0.1	0.4	0.1	0.4	0.1	0.2	0.2	0.0	0.6	0.4	0.2	0.0
CH525	706 Church	40343	6647	0.9	1.9	1.2	-0.7	1.2	-0.7	0.8	-1.1	1.9	3.8	1.9	0.2	-1.7	0.8	-1.1
CH526	1036 Church	42759	-3184	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH528	1045 Church	42654	-3695	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH529	1013 Church	37462	-1270	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0
CH530	665 Church	45835	9033	0.5	0.6	0.8	0.2	0.8	0.2	0.8	0.2	0.1	1.3	1.2	0.5	0.4	0.2	0.1
CH531	718 Church	42788	7402	1.0	1.8	1.3	-0.5	1.3	-0.5	1.0	-0.8	1.8	3.9	2.1	0.5	-1.3	0.8	-1.0
CH532	253 Church	23813	9141	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.4	0.3	0.3	0.2	0.1	0.0
HOS01	1147 Hospital	31921	-14784	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS02	1123 Hospital	42615	-8967	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS03	433 Hospital	16561	-11296	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS04	480 Hospital	26005	-9398	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS05	429 Hospital	15713	-5495	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0
HOS06	473 Hospital	22417	-13842	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS07	426 Hospital	15334	-5123	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0
HOS09	244 Hospital	23095	8420	0.1	0.1	0.2	0.1	0.2	0.1	0.5	0.4	0.1	0.3	0.2	0.3	0.2	0.2	0.1
HOS10	340 Hospital	18684	3896	4.2	8.6	6.7	-1.9	6.7	-1.9	4.4	-4.2	9.6	16.6	7.0	5.0	-4.6	4.9	-4.7
HOS11	267 Hospital	18500	8684	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	1.4	1.3	0.4	0.3	0.1	0.0
HOS12	430 Hospital	13791	-5987	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
HOS13	778 Hospital	29985	5901	4.1	6.7	6.1	-0.6	6.1	-0.6	5.1	-1.6	7.0	15.3	8.3	7.6	0.6	6.0	-1.0
HOS15	348 Hospital	17190	1285	1.8	4.0	4.0	0.0	4.0	0.0	4.0	0.0	3.0	1.6	-1.4	12.5	9.5	2.9	-0.1
HOS16	296 Hospital	13553	7081	0.2	0.4	0.3	-0.1	0.3	-0.1	1.7	1.3	0.5	5.6	5.1	0.9	0.4	2.2	1.7
HOS17	466 Hospital	19793	-13319	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS18	389 Hospital	13797	-3917	0.2	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.2	0.6	0.4	0.8	0.6	0.2	0.0
HOS19	343 Hospital	17676	2790	0.5	1.9	1.6	-0.3	1.6	-0.3	1.6	-0.3	1.4	1.8	0.4	1.2	-0.2	1.6	0.2
HOS20	876 Hospital	51747	207	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB01	406 Library	15816	-9101	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB02	306 Library	15450	7185	0.7	0.5	0.7	0.2	0.7	0.2	2.9	2.4	0.5	3.8	3.3	1.1	0.6	4.0	3.5
LIB03	366 Library	24178	-3305	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.6	0.5	0.8	0.7	0.0	-0.1
LIB04	249 Library	23842	6513	9.0	14.0	14.8	0.8	14.8	0.8	18.0	4.0	16.6	20.6	4.0	29.7	13.1	23.7	7.1
LIB05	544 Library	3672	4468	31.5	31.4	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	33.6	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
LIB06	1000 Library	32350	-1151	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.3	0.2	0.5	0.4	0.1	0.0
LIB07	377 Library	18622	-1444	37.1	31.4	32.1	0.7	32.1	0.7	32.1	0.7	34.8	41.4	6.6	18.6	-16.2	39.0	4.2
LIB10	968 Library	37424	2049	4.1	5.3	5.3	0.0	5.3	0.0	5.3	0.0	6.5	6.2	-0.3	4.9	-1.6	6.5	0.0
LIB11	1171 Library	-3147	-6769	11.6	1.8	1.9	0.1	1.9	0.1	1.9	0.1	0.7	0.7	0.0	0.1	-0.6	1.8	1.1
LIB13	1177 Library	-3179	6210	4.5	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.2	0.2	0.4	0.4	0.0	0.0
NH001	1148 Hospital,Convalescent	31960	-14667	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH002	1128 Hospital,Convalescent	42592	-7309	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
NH003	771 Hospital,Convalescent	29488	7434	4.2	4.9	6.5	1.6	6.5	1.6	7.8	2.9	4.5	6.8	2.3	13.8	9.3	10.2	5.7
NH004	884 Hospital,Convalescent	34331	5967	2.0	3.9	3.0	-0.9	3.0	-0.9	1.8	-2.1	3.7	6.4	2.7	0.7	-3.0	1.4	-2.3
NH005	1100 Hospital,Convalescent	31861	-4498	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.0	0.0
NH007	257 Hospital,Convalescent	17108	11062	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
NH008	367 Hospital,Convalescent	20727	-198	48.2	44.0	46.5	2.5	46.6	2.6	46.6	2.6	47.2	43.3	-3.9	31.1	-16.1	51.2	4.0
NH009	424 Hospital,Convalescent	13755	-5511	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0
NH010	623 Hospital,Convalescent	34543	11454	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
NH011	818 Hospital,Convalescent	40102	4777	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.1	0.0	0.3	0.2	0.1	0.0
NH012	247 Hospital,Convalescent	23851	6390	12.3	17.1	17.2	0.1	17.3	0.2	18.2	1.1	20.0	23.8	3.8	30.4	10.4	24.0	4.0
NH013	313 Hospital,Convalescent	16922	7743	0.3	0.3	0.3	0.0	0.3	0.0	0.5	0.2	0.3	4.0	3.7	0.5	0.2	0.5	0.2

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
NH014	468 Hospital,Convalescent	19780	-14378	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH015	1004 Hospital,Convalescent	34661	-443	0.4	0.7	0.6	-0.1	0.6	-0.1	0.6	-0.1	0.4	0.3	-0.1	0.2	-0.2	0.5	0.1
NH016	1157 Hospital,Convalescent	39036	-7308	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
NH017	764 Hospital,Convalescent	34326	6502	3.3	5.2	5.0	-0.2	5.0	-0.2	4.1	-1.1	5.3	8.5	3.2	6.7	1.4	4.9	-0.4
NH018	312 Hospital,Convalescent	17706	7119	2.0	1.4	2.9	1.5	2.9	1.5	4.8	3.4	1.3	0.9	-0.4	6.8	5.5	6.8	5.5
NH019	303 Hospital,Convalescent	14640	6647	2.5	1.8	3.6	1.8	3.6	1.8	6.6	4.8	1.8	1.9	0.1	8.1	6.3	8.8	7.0
NH020	729 Hospital,Convalescent	39023	9916	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.3	0.3	0.0	0.0
NH021	864 Hospital,Convalescent	51364	3846	0.6	0.9	0.8	-0.1	0.8	-0.1	0.8	-0.1	0.5	0.2	-0.3	0.3	-0.2	0.6	0.1
NH022	744 Hospital,Convalescent	35884	6388	2.5	4.1	3.7	-0.4	3.7	-0.4	2.0	-2.1	4.0	6.4	2.4	3.4	-0.6	1.4	-2.6
NH023	411 Hospital,Convalescent	13941	-7834	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH025	269 Hospital,Convalescent	15569	12004	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH026	358 Hospital,Convalescent	26823	2036	3.4	6.5	6.2	-0.3	6.2	-0.3	6.2	-0.3	6.6	3.1	-3.5	11.5	4.9	6.2	-0.4
NH027	442 Hospital,Convalescent	18773	-9296	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH028	302 Hospital,Convalescent	14396	6645	2.4	1.7	3.4	1.7	3.4	1.7	6.2	4.5	1.8	2.2	0.4	7.9	6.1	8.4	6.6
NH029	467 Hospital,Convalescent	20446	-13970	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH030	907 Hospital,Convalescent	50177	1811	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.0	-0.1	0.2	0.1
NH031	1103 Hospital,Convalescent	31698	-4425	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.5	0.0	0.0
NH033	288 Hospital,Convalescent	12509	8161	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.8	0.7	0.3	0.2	0.0	-0.1
NH034	486 Hospital,Convalescent	25791	-14548	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH036	1047 Hospital,Convalescent	42439	-4172	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
NH037	1067 Hospital,Convalescent	34990	-3870	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.4	0.0	0.0
NH038	261 Hospital,Convalescent	17775	10041	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.5	0.2	0.1	0.0	-0.1
NH039	919 Hospital,Convalescent	45925	2945	1.8	3.1	2.8	-0.3	2.8	-0.3	2.8	-0.3	3.6	3.4	-0.2	2.1	-1.5	3.2	-0.4
NH040	246 Hospital,Convalescent	22738	6430	13.5	17.8	17.9	0.1	18.0	0.2	20.2	2.4	20.6	22.6	2.0	31.5	10.9	26.1	5.5
NH041	754 Hospital,Convalescent	37456	8531	1.9	1.8	3.4	1.6	3.4	1.6	3.7	1.9	1.1	3.4	2.3	6.5	5.4	4.6	3.5
NH042	783 Hospital,Convalescent	34661	7463	3.5	4.8	5.5	0.7	5.5	0.7	5.4	0.6	4.7	7.7	3.0	9.3	4.6	7.1	2.4
NH043	529 Hospital,Convalescent	-7595	6080	7.3	0.1	0.4	0.3	0.4	0.3	0.7	0.6	0.0	0.0	0.0	0.1	0.1	0.4	0.4
NH044	342 Hospital,Convalescent	18202	2864	0.5	1.8	1.6	-0.2	1.6	-0.2	1.6	-0.2	1.3	1.8	0.5	1.1	-0.2	1.5	0.2
NH045	428 Hospital,Convalescent	15756	-5107	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
PBS001	1024 Public School	40639	-984	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PBS002	1113 Public School	40732	-6135	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
PBS003	1125 Public School	41839	-7642	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
PBS005	1154 Public School	35269	-12060	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS006	609 Public School	27281	10743	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.3	0.3	0.2	0.2	0.0	0.0
PBS007	728 Public School	39577	10344	0.0	0.1	0.1	0.0	0.1	0.0	0.2	0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.0
PBS008	943 Public School	41950	2986	2.1	3.8	3.4	-0.4	3.4	-0.4	3.4	-0.4	4.2	3.8	-0.4	3.2	-1.0	3.7	-0.5
PBS009	981 Public School	34094	2313	4.2	6.1	6.0	-0.1	6.0	-0.1	6.0	-0.1	6.9	4.9	-2.0	6.9	0.0	6.6	-0.3
PBS010	555 Public School	9228	2097	15.8	4.3	3.1	-1.2	4.7	0.4	3.2	-1.1	4.3	4.9	0.6	4.7	0.4	3.5	-0.8
PBS011	562 Public School	-2515	-6204	13.0	3.7	4.0	0.3	4.0	0.3	4.0	0.3	1.8	1.4	-0.4	1.2	-0.6	4.2	2.4
PBS015	477 Public School	22423	-5701	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
PBS016	1041 Public School	40958	-3951	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0	0.0
PBS017	338 Public School	14818	3297	3.6	8.2	6.1	-2.1	6.1	-2.1	4.1	-4.1	9.0	13.8	4.8	2.1	-6.9	5.0	-4.0
PBS018	798 Public School	35904	3121	1.3	2.5	2.2	-0.3	2.3	-0.2	2.3	-0.2	2.2	0.4	-1.8	3.9	1.7	1.2	-1.0
PBS019	397 Public School	12212	-1924	41.6	35.1	36.0	0.9	36.0	0.9	36.0	0.9	38.2	44.7	6.5	25.8	-12.4	42.9	4.7
PBS021	593 Public School	911	-6459	4.9	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
PBS022	276 Public School	13419	10800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

				Env.	2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PBS023	400 Public School	15909	-7797	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS024	360 Public School	26296	-2314	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.7	0.6	2.9	2.8	0.1	0.0
PBS025	481 Public School	27438	-4990	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.0	0.0
PBS026	361 Public School	23650	-1034	9.4	7.6	7.8	0.2	7.7	0.1	7.7	0.1	9.8	12.6	2.8	19.3	9.5	10.1	0.3
PBS027	509 Public School	172	11002	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS028	305 Public School	15282	7661	0.2	0.3	0.2	-0.1	0.2	-0.1	0.2	-0.1	0.3	4.9	4.6	0.5	0.2	0.4	0.1
PBS029	240 Public School	25282	8750	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.0	0.2	0.1	0.1	0.0
PBS031	575 Public School	-1003	-9864	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS032	580 Public School	-3780	-6609	12.9	3.0	3.0	0.0	3.0	0.0	3.0	0.0	1.1	0.9	-0.2	0.6	-0.5	2.8	1.7
PBS033	402 Public School	14499	-7413	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS035	391 Public School	12046	-585	46.0	42.9	47.3	4.4	47.4	4.5	47.4	4.5	45.5	31.6	-13.9	49.4	3.9	47.5	2.0
PBS036	1069 Public School	37216	-3113	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0
PBS037	653 Public School	42229	9598	0.3	0.3	0.5	0.2	0.5	0.2	0.8	0.5	0.0	0.2	0.2	0.4	0.4	0.1	0.1
PBS040	1084 Public School	31524	-2029	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.3	0.7	0.6	0.0	-0.1
PBS041	1078 Public School	32406	-2584	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.4	0.0	0.0
PBS042	597 Public School	12982	-8938	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS043	432 Public School	16893	-10161	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS044	462 Public School	21511	-10125	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS046	1146 Public School	30218	-7864	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS047	292 Public School	13295	5451	31.5	37.1	33.8	-3.3	33.9	-3.2	38.2	1.1	39.8	45.9	6.1	47.6	7.8	43.5	3.7
PBS048	298 Public School	13951	6710	1.9	1.4	2.7	1.3	2.7	1.3	4.7	3.3	1.4	4.0	2.6	6.7	5.3	6.8	5.4
PBS049	570 Public School	-1068	-4601	29.6	27.7	29.5	1.8	29.5	1.8	29.5	1.8	29.0	29.3	0.3	15.8	-13.2	31.3	2.3
PBS050	301 Public School	14856	6115	7.6	10.1	12.5	2.4	12.5	2.4	26.2	16.1	11.1	16.1	5.0	30.3	19.2	32.7	21.6
PBS054	260 Public School	16704	9736	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.2	0.2	0.0	0.0
PBS055	382 Public School	14713	3	26.0	25.5	28.8	3.3	28.9	3.4	28.9	3.4	28.3	14.1	-14.2	45.3	17.0	26.5	-1.8
PBS056	441 Public School	18325	-13429	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS057	602 Public School	10185	-11730	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS058	598 Public School	10708	-7313	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS059	329 Public School	18679	5302	32.5	38.9	36.2	-2.7	36.3	-2.6	31.0	-7.9	42.6	44.8	2.2	43.0	0.4	38.3	-4.3
PBS061	499 Public School	419	7093	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS062	542 Public School	968	5128	23.9	11.6	8.7	-2.9	8.4	-3.2	14.3	2.7	13.6	4.8	-8.8	3.9	-9.7	17.6	4.0
PBS064	660 Public School	44551	9116	0.5	0.6	0.9	0.3	0.9	0.3	1.4	0.8	0.1	0.8	0.7	2.2	2.1	1.4	1.3
PBS065	666 Public School	47202	9853	0.1	0.2	0.2	0.0	0.2	0.0	0.5	0.3	0.0	0.1	0.1	0.3	0.3	0.1	0.1
PBS066	669 Public School	50890	11222	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS067	673 Public School	50904	6565	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS078	867 Public School	51463	3246	0.6	0.9	0.8	-0.1	0.8	-0.1	0.8	-0.1	0.6	0.2	-0.4	0.1	-0.5	0.7	0.1
PBS079	875 Public School	53773	657	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS080	877 Public School	52043	993	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS082	880 Public School	51044	573	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS084	896 Public School	47989	2642	1.4	2.2	1.9	-0.3	1.9	-0.3	1.9	-0.3	2.7	2.8	0.1	0.8	-1.9	2.6	-0.1
PBS085	927 Public School	45175	1275	0.5	0.7	0.6	-0.1	0.6	-0.1	0.6	-0.1	0.5	0.2	-0.3	0.0	-0.5	0.6	0.1
PBS086	969 Public School	38040	1964	3.9	5.2	5.1	-0.1	5.1	-0.1	5.1	-0.1	6.4	6.2	-0.2	4.4	-2.0	6.4	0.0
PBS087	1034 Public School	41670	-3069	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0
PBS088	1038 Public School	41232	3505	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
PBS090	777 Public School	30414	5411	2.5	5.0	3.7	-1.3	3.7	-1.3	2.1	-2.9	5.0	8.6	3.6	0.8	-4.2	1.6	-3.4
PBS091	392 Public School	11903	-2672	8.2	4.6	4.6	0.0	4.6	0.0	4.6	0.0	5.2	7.7	2.5	41.8	36.6	5.2	0.0

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PBS097	1031 Public School	42195	-2472	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PBS098	629 Public School	35517	9615	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS099	535 Public School	-4391	5512	7.1	0.4	1.2	0.8	1.3	0.9	2.4	2.0	0.9	1.4	0.5	3.4	2.5	3.9	3.0
PBS100	788 Public School	36630	5989	1.0	2.6	1.4	-1.2	1.4	-1.2	1.2	-1.4	2.6	4.4	1.9	0.2	-2.3	1.0	-1.5
PBS101	983 Public School	29058	2028	5.1	7.4	7.2	-0.2	7.2	-0.2	7.2	-0.2	7.9	4.6	-3.3	11.5	3.6	7.3	-0.6
PBS102	379 Public School	17390	-2628	0.5	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.7	1.2	0.5	30.1	29.4	0.7	0.0
PBS105	331 Public School	11840	4627	42.1	50.9	47.0	-3.9	47.1	-3.8	44.1	-6.8	53.6	63.9	10.3	51.0	-2.6	50.4	-3.2
PBS106	504 Public School	808	9178	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS107	524 Public School	-8294	5322	10.1	1.7	2.9	1.2	3.0	1.3	3.6	1.9	2.9	0.8	-2.1	2.5	-0.4	3.9	1.0
PBS109	488 Public School	26316	-11324	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS110	422 Public School	14714	-12459	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS111	619 Public School	32576	10502	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
PBS112	716 Public School	42558	6542	0.2	0.4	0.3	-0.1	0.3	-0.1	0.3	-0.1	0.1	0.9	0.8	0.1	0.0	0.1	0.0
PBS113	792 Public School	34981	4193	0.1	0.3	0.4	0.1	0.4	0.1	0.4	0.1	0.2	0.2	0.0	0.6	0.4	0.2	0.0
PBS114	549 Public School	9739	3976	41.8	49.2	46.2	-3.0	46.5	-2.7	35.8	-13.4	52.5	53.5	1.0	46.6	-5.9	43.0	-9.5
PBS116	551 Public School	8575	4739	38.6	45.7	40.6	-5.1	40.7	-5.0	43.3	-2.4	48.3	65.6	17.3	51.4	3.1	47.5	-0.8
PBS117	356 Public School	24929	3265	0.2	1.0	0.8	-0.2	0.8	-0.2	0.8	-0.2	0.9	0.7	-0.2	1.1	0.2	1.2	0.3
PBS118	431 Public School	16898	-9768	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS119	1109 Public School	33933	-6714	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
PBS121	530 Public School	-6871	5484	8.7	1.0	2.1	1.1	2.2	1.2	3.0	2.0	2.3	0.9	-1.4	2.7	0.4	3.5	1.2
PBS122	494 Public School	5515	8945	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS123	376 Public School	18043	-527	52.1	49.0	51.9	2.9	51.9	2.9	51.9	2.9	51.7	47.0	-4.7	33.5	-18.2	56.1	4.4
PBS124	474 Public School	21791	-11923	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS125	1075 Public School	33837	-1843	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.4	0.4	0.0	0.0
PBS127	370 Public School	21457	-3062	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.7	0.6	1.3	1.2	0.1	0.0
PBS128	452 Public School	18588	-5939	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
PBS130	470 Public School	21760	-12818	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS132	464 Public School	21251	-11798	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS133	434 School,College	16485	-11792	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS135	1094 School,College	30615	-4421	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.5	0.0	0.0
PBS138	511 School,College	-2901	10004	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS140	1163 Public School	22487	-1032	12.6	10.3	10.4	0.1	10.4	0.1	10.4	0.1	12.8	19.7	6.9	18.6	5.8	13.8	1.0
PBS146	1173 Public School	9443	-12891	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS150	1164 Public School	47842	6852	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
PBS151	1165 Public School	46867	6626	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
PRK01	291 Park	11566	6133	3.6	2.4	4.5	2.1	4.5	2.1	10.8	8.4	2.3	6.8	4.5	11.3	9.0	15.8	13.5
PRK02	546 Park	5414	4921	13.2	14.3	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	16.7	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
PRK03	371 Park	21160	-3063	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.7	0.6	1.4	1.3	0.1	0.0
PRK04	482 Park	28196	-8240	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK05	599 Park	9350	-9074	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK07	518 Park	-13479	6711	4.3	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK10	557 Park	-5023	-4415	50.7	49.0	51.7	2.7	51.7	2.7	51.7	2.7	43.4	50.4	7.0	33.4	-10.0	46.6	3.2
PRK11	571 Park	-1802	-8136	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK13	579 Park	-225	-8037	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK15	589 Park	1472	-5400	7.5	1.7	1.9	0.2	1.9	0.2	1.9	0.2	2.7	1.8	-0.9	0.5	-2.2	2.6	-0.1
PRK16	594 Park	1719	-7830	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Call			X	Y	Env.	2005							2015						
ID Code	Sequence		Distance	Distance	Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PRK18	410	Park	13866	-7408	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK19	490	Park	27371	-11411	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK20	456	Park	19312	-9302	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK21	457	Park	19949	-9303	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK22	1137	Park	34490	-8837	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK29	483	Park	27082	-7012	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK32	241	Park	25609	7591	2.5	1.8	4.1	2.3	4.1	2.3	6.5	4.7	1.5	3.2	1.7	9.8	8.3	8.7	7.2
PRK41	316	Park	15768	6307	6.4	8.0	10.6	2.6	10.6	2.6	20.9	12.9	8.4	9.9	1.5	25.7	17.3	27.7	19.3
PRK42	335	Park	13359	1894	0.5	1.8	2.0	0.2	2.0	0.2	2.0	0.2	1.7	1.6	-0.1	2.2	0.5	2.1	0.4
PRK43	351	Park	23171	4140	1.9	5.3	3.0	-2.3	3.0	-2.3	2.5	-2.8	5.2	8.9	3.7	0.7	-4.5	2.7	-2.5
PRK45	775	Park	28752	5597	4.1	6.7	6.0	-0.7	6.1	-0.6	4.9	-1.8	7.1	16.1	9.0	7.1	0.0	5.6	-1.5
PRK46	789	Park	36620	5021	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.4	0.4	0.1	0.1	0.0	0.0
PRK47	829	Park	42223	4785	0.1	0.2	0.3	0.1	0.3	0.1	0.3	0.1	0.1	0.1	0.0	0.5	0.4	0.1	0.0
PRK48	924	Park	43851	1572	1.5	2.5	2.2	-0.3	2.2	-0.3	2.2	-0.3	3.2	3.5	0.3	0.1	-3.1	3.0	-0.2
PRK49	925	Park	44522	1571	1.3	2.1	1.9	-0.2	1.9	-0.2	1.9	-0.2	2.7	3.1	0.4	0.1	-2.6	2.6	-0.1
PRK50	926	Park	44965	1467	0.9	1.5	1.3	-0.2	1.3	-0.2	1.3	-0.2	1.7	2.4	0.7	0.0	-1.7	1.9	0.2
PRK52	386	Park	14558	-1937	20.4	16.7	16.8	0.1	16.8	0.1	16.8	0.1	20.2	32.5	12.3	29.9	9.7	24.4	4.2
PRK53	667	Park	49906	9918	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0
PRK54	914	Park	47049	580	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK55	915	Park	46322	556	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK56	984	Park	28407	1919	6.3	8.4	8.5	0.1	8.5	0.1	8.5	0.1	9.0	5.0	-4.0	12.6	3.6	8.6	-0.4
PRK59	311	Park	18760	7140	2.2	1.6	3.4	1.8	3.4	1.8	5.5	3.9	1.5	0.9	-0.6	7.6	6.1	7.5	6.0
PRK60	277	Park	13470	9437	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.1	0.1	0.0	0.0
PRK62	591	Park	2383	-6026	3.5	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
PRK65	558	Park	-6967	-8394	8.1	0.2	0.1	-0.1	0.1	-0.1	0.1	-0.1	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
PRK67	235	Park	-10639	716	75.7	69.4	53.5	-15.9	52.7	-16.7	51.0	-18.4	72.0	71.1	-0.9	70.4	-1.6	63.6	-8.4
PRK68	541	Park	-761	5208	15.0	3.7	2.7	-1.0	2.5	-1.2	5.0	1.3	4.0	2.1	-1.9	3.5	-0.5	6.0	2.0
PRK69	604	Park	10384	-12485	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK70	1009	Park	34964	-416	0.4	0.6	0.5	-0.1	0.5	-0.1	0.5	-0.1	0.4	0.3	-0.1	0.2	-0.2	0.5	0.1
PRK71	1162	Park	-4883	-7930	8.7	0.3	0.2	-0.1	0.2	-0.1	0.2	-0.1	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
PRK72	1172	Park	-3078	-6614	12.0	2.2	2.3	0.1	2.3	0.1	2.3	0.1	0.9	0.8	-0.1	0.2	-0.7	2.4	1.5
PVS001	636	Private School	37733	11384	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
PVS002	1070	Private School	37336	-3455	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0
PVS003	888	Private School	34483	5967	1.9	3.8	2.7	-1.1	2.7	-1.1	1.7	-2.1	3.5	6.2	2.7	0.6	-2.9	1.4	-2.1
PVS004	989	Private School	27097	2468	1.2	2.5	2.3	-0.2	2.3	-0.2	2.3	-0.2	1.7	0.6	-1.1	6.3	4.6	1.9	0.2
PVS005	902	Private School	48768	789	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS006	491	Private School	27038	-12669	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS007	525	Private School	-7778	4626	16.6	8.8	10.7	1.9	10.8	2.0	13.2	4.4	12.1	6.0	-6.1	12.7	0.6	17.5	5.4
PVS011	536	Private School	833	5679	16.0	2.8	1.0	-1.8	1.0	-1.8	3.2	0.4	3.0	1.0	-2.0	0.7	-2.3	3.3	0.3
PVS012	539	Private School	771	5989	13.2	1.1	0.5	-0.6	0.5	-0.6	0.9	-0.2	0.9	0.5	-0.4	0.2	-0.7	0.4	-0.5
PVS013	672	Private School	51675	9023	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0
PVS014	685	Private School	46351	8153	0.5	0.5	0.7	0.2	0.7	0.2	0.5	0.0	0.2	1.9	1.7	0.4	0.2	0.1	-0.1
PVS015	813	Private School	40120	5340	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PVS017	882	Private School	34119	6123	2.7	4.6	4.1	-0.5	4.1	-0.5	2.2	-2.4	4.6	7.7	3.1	3.9	-0.7	1.5	-3.1
PVS018	1099	Private School	31945	-4425	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.0	0.0
PVS023	913	Private School	46330	1417	0.4	0.7	0.6	-0.1	0.6	-0.1	0.6	-0.1	0.4	0.2	-0.2	0.0	-0.4	0.5	0.1

Table A5-7
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PVS024	1151 Private School	34485	-12422	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS025	274 Private School	12977	12319	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS026	742 Private School	36140	6964	3.1	4.5	4.8	0.3	4.8	0.3	4.3	-0.2	4.4	7.9	3.5	6.7	2.3	5.3	0.9
PVS027	548 Private School	10155	6178	1.8	1.7	3.0	1.3	3.1	1.4	5.6	3.9	1.8	5.6	3.8	7.2	5.4	7.6	5.8
PVS028	354 Private School	24379	5761	9.2	14.8	15.0	0.2	15.1	0.3	12.7	-2.1	17.2	31.1	13.9	25.5	8.3	17.5	0.3
PVS029	251 Private School	23982	7178	4.5	4.6	6.8	2.2	6.9	2.3	11.4	6.8	3.9	4.9	1.0	18.1	14.2	15.8	11.9
PVS030	606 Private School	28850	11455	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
PVS031	521 Private School	-12447	6370	5.5	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS033	787 Private School	34984	5635	0.8	2.6	1.2	-1.4	1.2	-1.4	1.2	-1.4	2.4	3.8	1.4	0.2	-2.2	1.0	-1.4
PVS034	995 Private School	29461	-1469	0.2	0.2	0.3	0.1	0.3	0.1	0.3	0.1	0.2	0.5	0.3	1.6	1.4	0.1	-0.1
PVS035	622 Private School	34140	9211	0.0	0.0	0.1	0.1	0.1	0.1	0.7	0.7	0.0	0.0	0.0	0.3	0.3	0.2	0.2
PVS036	239 Private School	25423	11457	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.2	0.2	0.0	0.0
PVS037	993 Private School	29435	-516	3.3	4.0	3.7	-0.3	3.7	-0.3	3.7	-0.3	5.0	6.6	1.6	4.9	-0.1	5.1	0.1
PVS038	1124 Private School	41624	-8000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS039	831 Private School	41645	4101	0.3	0.8	0.7	-0.1	0.7	-0.1	0.7	-0.1	0.4	0.1	-0.3	1.4	1.0	0.4	0.0
PVS040	933 Private School	40319	1147	1.9	3.3	3.0	-0.3	3.0	-0.3	3.0	-0.3	4.1	4.5	0.4	0.8	-3.3	3.9	-0.2
PVS041	437 Private School	18864	-12877	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS044	293 Private School	13506	6729	1.3	1.1	1.9	0.8	1.9	0.8	4.2	3.1	1.1	5.2	4.1	5.8	4.7	6.0	4.9
PVS045	381 Private School	14435	884	2.0	4.8	4.8	0.0	4.8	0.0	4.8	0.0	3.7	2.2	-1.5	14.4	10.7	3.6	-0.1
PVS046	1092 Private School	29009	-4204	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.6	0.6	0.0	0.0
PVS047	465 Private School	19141	-12557	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS048	578 Private School	-501	-8326	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS049	965 Private School	34967	2020	6.1	6.9	6.9	0.0	6.9	0.0	6.9	0.0	8.6	6.6	-2.0	6.6	-2.0	8.1	-0.5
PVS050	844 Private School	45633	5330	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.0	-0.1	0.1	0.0	0.1	0.0
PVS051	317 Private School	16298	5790	28.2	33.2	30.6	-2.6	30.7	-2.5	35.2	2.0	36.1	40.1	4.0	45.1	9.0	40.7	4.6
PVS052	956 Private School	40122	2449	2.9	4.5	4.3	-0.2	4.3	-0.2	4.3	-0.2	5.5	4.9	-0.6	4.0	-1.5	5.1	-0.4
PVS053	259 Private School	17350	10496	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.1	0.1	0.0	0.0
PVS054	818 Private School	32159	8982	0.0	0.1	0.2	0.1	0.2	0.1	1.3	1.2	0.0	0.0	0.0	0.4	0.4	1.3	1.3
PVS055	328 Private School	18415	5475	32.4	39.2	35.8	-3.4	36.0	-3.2	33.6	-5.6	42.9	46.5	3.6	44.8	1.9	40.5	-2.4
PVS056	891 Private School	34709	4608	0.1	0.2	0.2	0.0	0.2	0.0	0.2	0.0	0.1	0.1	0.0	0.2	0.1	0.1	0.0
PVS057	1160 Private School	40087	-7076	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PVS058	974 Private School	29674	1811	8.3	9.6	10.0	0.4	10.0	0.4	10.0	0.4	11.1	6.5	-4.6	12.3	1.2	10.5	-0.6
PVS059	901 Private School	47685	224	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS060	496 Private School	6258	8224	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS061	1097 Private School	31758	-6638	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
PVS062	368 Private School	19294	-197	50.3	46.6	50.2	3.6	50.2	3.6	50.2	3.6	49.6	44.0	-5.6	35.3	-14.5	54.2	4.4
PVS063	469 Private School	19142	-14468	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS064	295 Private School	13310	7076	0.2	0.4	0.3	-0.1	0.3	-0.1	1.2	0.8	0.5	5.7	5.2	0.8	0.3	1.2	0.7
PVS065	761 Private School	33672	6369	3.4	5.4	5.0	0.4	5.0	0.4	4.1	-1.3	5.5	8.9	3.4	6.6	1.1	4.7	-0.8
PVS066	271 Private School	14716	11128	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS067	998 Private School	32753	-466	1.2	2.0	1.8	-0.2	1.8	-0.2	1.8	-0.2	2.2	3.5	1.3	0.2	-2.0	2.5	0.3
PVS068	835 Private School	43674	6162	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PVS069	294 Private School	13205	6854	0.6	0.7	0.8	0.1	0.8	0.1	3.2	2.5	0.6	5.7	5.1	1.7	1.1	4.7	4.1
PVS070	334 Private School	15369	3722	8.3	12.2	12.3	0.1	12.3	0.1	10.3	-1.9	13.0	28.5	15.5	8.6	-4.4	12.0	-1.0
PVS071	507 Private School	2864	13792	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS072	688 Private School	45643	7481	0.2	0.3	0.2	-0.1	0.2	-0.1	0.2	-0.1	0.1	0.9	0.8	0.1	0.0	0.1	0.0

Table A5-7
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Regular and Special Grid Point Assessment - Aircraft Time Above 75 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PVS073	353 Private School	24503	5600	8.9	14.2	14.5	0.3	14.6	0.4	10.4	-3.8	16.3	30.9	14.6	22.2	5.9	13.6	-2.7
PVS074	250 Private School	24091	6749	7.5	10.8	12.8	2.0	12.9	2.1	15.5	4.7	11.9	14.4	2.5	27.0	15.1	21.4	9.5
PVS075	385 Private School	13804	-640	53.3	51.4	55.6	4.2	55.6	4.2	55.6	4.2	53.8	43.6	-10.2	45.4	-8.4	57.5	3.7
PVS076	954 Private School	38754	2351	3.2	4.8	4.7	-0.1	4.7	-0.1	4.7	-0.1	5.9	5.5	-0.4	4.4	-1.5	5.7	-0.2
PVS077	390 Private School	12602	-226	25.2	24.4	28.1	3.7	28.1	3.7	28.1	3.7	26.9	13.4	-13.5	46.3	19.4	24.8	-2.1
PVS078	1129 Private School	40084	-6165	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
PVS079	345 Private School	16235	3486	3.8	8.2	6.2	-2.0	6.2	-2.0	4.1	-4.1	9.1	14.1	5.0	1.9	-7.2	4.9	-4.2
PVS080	826 Private School	40329	5114	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0
PVS081	973 Private School	29676	2047	5.2	7.3	7.2	-0.1	7.2	-0.1	7.2	-0.1	7.9	4.8	-3.1	11.2	3.3	7.1	-0.8
PVS082	767 Private School	32177	6695	4.2	6.3	6.3	0.0	6.3	0.0	5.8	-0.5	6.4	12.8	6.4	9.9	3.5	7.4	1.0
PVS083	325 Private School	17478	5970	24.2	28.7	27.3	-1.4	27.3	-1.4	32.9	4.2	31.6	35.1	3.5	42.8	11.2	38.6	7.0
PVS084	383 Private School	16261	-881	52.7	50.1	52.2	2.1	52.2	2.1	52.2	2.1	52.7	49.4	-3.3	31.2	-21.5	57.1	4.4
PVS085	614 Private School	32138	10688	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
PVS086	755 Private School	36351	6881	1.1	0.7	1.9	1.2	1.9	1.2	2.9	2.2	0.5	0.3	-0.2	5.0	4.5	3.9	3.4
PVS087	1074 Private School	32296	-1596	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.3	0.2	0.6	0.5	0.0	-0.1
PVS088	961 Private School	38743	567	1.5	2.4	2.2	-0.2	2.2	-0.2	2.2	-0.2	3.0	3.8	0.8	0.1	-2.9	3.0	0.0
PVS089	455 Private School	21436	-4476	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.5	0.0	0.0
PVS090	1122 Private School	41029	-8870	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS091	986 Private School	27180	2649	0.7	1.8	1.6	-0.2	1.6	-0.2	1.6	-0.2	1.2	0.6	-0.6	4.5	3.3	1.3	0.1
PVS092	264 Private School	18568	9623	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.7	0.6	0.3	0.2	0.1	0.0
PVS093	533 Private School	-5793	5899	6.4	0.1	0.3	0.2	0.3	0.2	0.7	0.6	0.1	0.4	0.3	0.3	0.2	0.4	0.3
PVS094	846 Private School	45622	3688	0.7	1.5	1.3	-0.2	1.3	-0.2	1.3	-0.2	0.7	0.2	-0.5	2.2	1.5	0.7	0.0
PVS095	935 Private School	40328	3045	2.1	3.8	3.5	-0.3	3.5	-0.3	3.5	-0.3	4.3	3.5	-0.8	3.8	-0.5	3.8	-0.5
PVS096	415 Private School	13903	-10070	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS099	255 Private School	22660	11024	0.1	0.1	0.0	-0.1	0.1	0.0	0.1	0.0	0.0	0.6	0.6	0.3	0.3	0.1	0.1
PVS100	1029 Private School	41450	-1354	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PVS101	994 Private School	29432	-911	1.3	2.3	2.1	-0.2	2.1	-0.2	2.1	-0.2	2.5	4.1	1.6	5.4	2.9	2.6	0.1
PVS102	803 Private School	39034	6860	2.0	3.3	2.9	-0.4	2.9	-0.4	1.7	-1.6	3.3	5.4	2.1	2.1	-1.2	1.2	-2.1
PVS103	501 Private School	3278	9736	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS104	554 Private School	9240	3525	32.9	33.5	33.4	-0.1	35.1	1.6	19.9	-13.6	37.0	48.3	11.3	28.8	-8.2	23.7	13.3
PVS105	403 Private School	14468	-9493	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS106	243 Private School	26663	6419	7.8	12.3	12.8	0.5	12.8	0.5	11.9	-0.4	13.9	22.7	8.8	23.7	9.8	16.0	2.1
PVS107	543 Private School	3658	5068	11.1	2.6	19.4	16.8	19.9	17.3	26.4	23.8	3.0	17.2	14.2	44.3	41.3	43.4	40.4
PVS108	245 Private School	23359	6499	10.3	15.2	15.9	0.7	15.9	0.7	19.0	3.8	17.6	20.5	2.9	30.4	12.8	24.8	7.2
PVS109	341 Private School	18639	3216	1.1	3.9	2.4	-1.5	2.4	-1.5	2.4	-1.5	3.8	4.0	0.2	1.0	-2.8	2.6	-1.2
PVS110	577 Private School	-573	-8760	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS111	450 Private School	16874	-6105	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0

Acquired Grid location would be acquired for airport development under the alternative.

Source: Landrum & Brown, 2000

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
C08	26 Regular Grid	-15000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C09	27 Regular Grid	-15000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D06	33 Regular Grid	-12000	3000	5.7	1.5	2.1	0.6	2.1	0.6	2.6	1.1	1.4	0.5	-0.9	0.6	-0.8	2.0	0.6
D07	34 Regular Grid	-12000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D08	35 Regular Grid	-12000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D09	36 Regular Grid	-12000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E07	43 Regular Grid	-9000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E08	44 Regular Grid	-9000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E09	45 Regular Grid	-9000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F02	47 Regular Grid	-6000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F03	48 Regular Grid	-6000	-6000	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F07	52 Regular Grid	-6000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F08	53 Regular Grid	-6000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F09	54 Regular Grid	-6000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G01	55 Regular Grid	-3000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G02	56 Regular Grid	-3000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G03	57 Regular Grid	-3000	-6000	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G07	61 Regular Grid	-3000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G08	62 Regular Grid	-3000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G09	63 Regular Grid	-3000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H01	64 Regular Grid	0	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H02	65 Regular Grid	0	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H03	66 Regular Grid	0	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H07	70 Regular Grid	0	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H08	71 Regular Grid	0	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H09	72 Regular Grid	0	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I01	73 Regular Grid	3000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I02	74 Regular Grid	3000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I03	75 Regular Grid	3000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I07	79 Regular Grid	3000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I08	80 Regular Grid	3000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I09	81 Regular Grid	3000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J01	82 Regular Grid	6000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J02	83 Regular Grid	6000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J03	84 Regular Grid	6000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J07	88 Regular Grid	6000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J08	89 Regular Grid	6000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J09	90 Regular Grid	6000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K01	91 Regular Grid	9000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K02	92 Regular Grid	9000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K03	93 Regular Grid	9000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K05	95 Regular Grid	9000	0	10.0	3.0	3.1	0.1	3.1	0.1	3.1	0.1	1.2	1.7	0.5	4.9	3.7	1.6	0.4
K07	97 Regular Grid	9000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
K08	98 Regular Grid	9000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K09	99 Regular Grid	9000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L01	100 Regular Grid	12000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
L02	101 Regular Grid	12000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L03	102 Regular Grid	12000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L04	103 Regular Grid	12000	-3000	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	7.1	0.0	0.0
L05	104 Regular Grid	12000	0	0.7	1.5	1.5	0.0	1.5	0.0	1.5	0.0	1.0	0.5	-0.5	6.1	5.1	0.9	-0.1
L06	105 Regular Grid	12000	3000	0.0	0.1	0.1	0.0	0.2	0.1	0.2	0.1	0.2	0.9	0.7	0.1	-0.1	0.3	0.1
L07	106 Regular Grid	12000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.0	0.0
L08	107 Regular Grid	12000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L09	108 Regular Grid	12000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M01	109 Regular Grid	15000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M02	110 Regular Grid	15000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M03	111 Regular Grid	15000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M04	112 Regular Grid	15000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
M05	113 Regular Grid	15000	0	1.4	2.7	2.9	0.2	2.9	0.2	2.9	0.2	2.1	0.3	-1.8	4.5	2.4	2.1	0.0
M06	114 Regular Grid	15000	3000	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0
M07	115 Regular Grid	15000	6000	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	0.0	0.0	0.0	0.3	0.3	2.0	2.0
M08	116 Regular Grid	15000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M09	117 Regular Grid	15000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N01	118 Regular Grid	18000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N02	119 Regular Grid	18000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N03	120 Regular Grid	18000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N04	121 Regular Grid	18000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
N05	122 Regular Grid	18000	0	2.1	2.9	2.8	-0.1	2.8	-0.1	2.8	-0.1	3.1	1.4	-1.7	4.0	0.9	2.5	-0.6
N06	123 Regular Grid	18000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N07	124 Regular Grid	18000	6000	0.3	0.2	0.4	0.2	0.4	0.2	1.6	1.4	0.1	0.0	-0.1	2.7	2.6	2.2	2.1
N08	125 Regular Grid	18000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N09	126 Regular Grid	18000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O01	127 Regular Grid	21000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O02	128 Regular Grid	21000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O03	129 Regular Grid	21000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O04	130 Regular Grid	21000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0
O05	131 Regular Grid	21000	0	2.6	2.3	2.1	-0.2	2.1	-0.2	2.1	-0.2	2.7	2.5	-0.2	1.5	-1.2	2.3	-0.4
O06	132 Regular Grid	21000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
O07	133 Regular Grid	21000	6000	0.2	0.2	0.3	0.1	0.4	0.2	0.4	0.2	0.1	0.2	0.1	1.2	1.1	0.1	0.0
O08	134 Regular Grid	21000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O09	135 Regular Grid	21000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P01	136 Regular Grid	24000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P02	137 Regular Grid	24000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P03	138 Regular Grid	24000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P04	139 Regular Grid	24000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
P05	140 Regular Grid	24000	0	1.1	1.5	1.4	-0.1	1.4	-0.1	1.4	-0.1	1.9	2.1	0.2	0.1	-1.8	1.7	-0.2
P06	141 Regular Grid	24000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
P07	142 Regular Grid	24000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0
P08	143 Regular Grid	24000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P09	144 Regular Grid	24000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q01	145 Regular Grid	27000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q02	146 Regular Grid	27000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
Q03	147 Regular Grid	27000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q04	148 Regular Grid	27000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
Q05	149 Regular Grid	27000	0	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.0	-0.1	0.1	0.0
Q06	150 Regular Grid	27000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q07	151 Regular Grid	27000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q08	152 Regular Grid	27000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q09	153 Regular Grid	27000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R01	154 Regular Grid	30000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R02	155 Regular Grid	30000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R03	156 Regular Grid	30000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R04	157 Regular Grid	30000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R05	158 Regular Grid	30000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R06	159 Regular Grid	30000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R07	160 Regular Grid	30000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R08	161 Regular Grid	30000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R09	162 Regular Grid	30000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S01	163 Regular Grid	33000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S02	164 Regular Grid	33000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S03	165 Regular Grid	33000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S04	166 Regular Grid	33000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S05	167 Regular Grid	33000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S06	168 Regular Grid	33000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S07	169 Regular Grid	33000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S08	170 Regular Grid	33000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S09	171 Regular Grid	33000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T01	172 Regular Grid	36000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T02	173 Regular Grid	36000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T03	174 Regular Grid	36000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T04	175 Regular Grid	36000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T05	176 Regular Grid	36000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T06	177 Regular Grid	36000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T07	178 Regular Grid	36000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T08	179 Regular Grid	36000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T09	180 Regular Grid	36000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U01	181 Regular Grid	39000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U02	182 Regular Grid	39000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U03	183 Regular Grid	39000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U04	184 Regular Grid	39000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U05	185 Regular Grid	39000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U06	186 Regular Grid	39000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U07	187 Regular Grid	39000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U08	188 Regular Grid	39000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U09	189 Regular Grid	39000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V01	190 Regular Grid	42000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V02	191 Regular Grid	42000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V03	192 Regular Grid	42000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
V04	193 Regular Grid	42000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V05	194 Regular Grid	42000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V06	195 Regular Grid	42000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V07	196 Regular Grid	42000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V08	197 Regular Grid	42000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V09	198 Regular Grid	42000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W01	199 Regular Grid	45000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W02	200 Regular Grid	45000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W03	201 Regular Grid	45000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W04	202 Regular Grid	45000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W05	203 Regular Grid	45000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W06	204 Regular Grid	45000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W07	205 Regular Grid	45000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W08	206 Regular Grid	45000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W09	207 Regular Grid	45000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X01	208 Regular Grid	48000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X02	209 Regular Grid	48000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X03	210 Regular Grid	48000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X04	211 Regular Grid	48000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X05	212 Regular Grid	48000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X06	213 Regular Grid	48000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X07	214 Regular Grid	48000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X08	215 Regular Grid	48000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X09	216 Regular Grid	48000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y01	217 Regular Grid	51000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y02	218 Regular Grid	51000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y03	219 Regular Grid	51000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y04	220 Regular Grid	51000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y05	221 Regular Grid	51000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y06	222 Regular Grid	51000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y07	223 Regular Grid	51000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y08	224 Regular Grid	51000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y09	225 Regular Grid	51000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z01	226 Regular Grid	54000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z02	227 Regular Grid	54000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z03	228 Regular Grid	54000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z04	229 Regular Grid	54000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z05	230 Regular Grid	54000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z06	231 Regular Grid	54000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z07	232 Regular Grid	54000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z08	233 Regular Grid	54000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z09	234 Regular Grid	54000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH001	732 Church	40133	9363	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH002	822 Church	40126	3875	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH003	412 Church	14124	-9745	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH004	1050 Church	39044	-534	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH005	722 Church	39730	11329	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH006	375 Church	18362	851	0.2	0.4	0.4	0.0	0.4	0.0	0.4	0.0	0.2	0.1	-0.1	1.0	0.8	0.1	-0.1
CH007	824 Church	39030	3550	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH008	569 Church	-1056	-6191	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH009	707 Church	41467	6832	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH010	647 Church	41495	11217	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH011	1082 Church	33776	-3732	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH012	1007 Church	34672	611	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH013	872 Church	52912	2026	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH016	852 Church	48216	5625	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH017	865 Church	51381	5012	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH018	895 Church	48154	3640	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH019	454 Church	16609	-6394	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH020	448 Church	16609	-5892	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH022	262 Church	18259	9542	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH025	451 Church	16984	-6155	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH026	540 Church	772	5897	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH027	806 Church	40127	5659	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH028	492 Church	26948	-12850	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH029	671 Church	51881	9031	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH030	1071 Church	37397	-3562	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH031	782 Church	29694	4531	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH032	1066 Church	34999	-2528	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH033	458 Church	19873	-10053	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH035	478 Church	25615	-4936	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH036	662 Church	45647	10492	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH037	336 Church	12173	2634	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.2	0.1	0.1	0.0	0.2	0.1
CH038	928 Church	43029	180	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH039	952 Church	38754	3059	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH042	945 Church	42697	3405	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH043	727 Church	40129	10225	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH044	992 Church	29459	441	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH047	740 Church	36169	8797	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH048	796 Church	36695	2519	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH049	765 Church	29734	8749	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH051	1144 Church	30808	-9482	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH052	605 Church	28386	11458	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH053	612 Church	32138	10827	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH054	900 Church	47818	1080	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH055	866 Church	51231	3642	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH056	610 Church	29496	10032	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH057	1150 Church	33691	-14495	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH058	1072 Church	37445	-3804	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH059	823 Church	38801	3841	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH060	967 Church	37453	1503	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH061	725 Church	38796	10948	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH062	443 Church	18436	-9362	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH064	435 Church	16585	-12177	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH066	1119 Church	40320	-7074	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH067	252 Church	24220	9999	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH068	423 Church	15674	-12464	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH069	363 Church	24032	-1953	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH070	701 Church	45176	6377	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH071	821 Church	39022	4047	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH072	625 Church	36144	10802	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH073	1120 Church	40288	-8405	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH074	472 Church	23811	-13685	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH075	1010 Church	36127	-1223	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH076	756 Church	36351	8763	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH077	812 Church	38770	5476	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH078	996 Church	30942	225	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH079	1052 Church	39043	-1150	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH081	1155 Church	37654	-8291	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH082	333 Church	15556	4179	0.7	2.1	1.1	-1.0	1.1	-1.0	1.1	-1.0	2.1	3.6	1.5	0.1	-2.0	1.1	-1.0
CH083	534 Church	-5007	6170	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH084	419 Church	15777	-9866	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH087	273 Church	15502	10235	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH088	827 Church	41455	3851	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH089	1043 Church	41942	-4056	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH090	938 Church	41638	1544	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH091	850 Church	47903	6165	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH092	733 Church	38808	8894	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH093	899 Church	48527	2930	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH094	786 Church	37402	4700	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH095	869 Church	52527	2803	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH096	892 Church	33100	4191	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH097	592 Church	922	-6751	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH098	506 Church	3426	10997	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH099	425 Church	15214	-4708	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH100	327 Church	16819	5275	1.4	1.3	2.4	1.1	2.4	1.1	2.0	0.7	0.9	3.0	2.1	4.1	3.2	2.6	1.7
CH101	500 Church	3028	9100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH102	1091 Church	29435	-3393	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH103	621 Church	33060	9231	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH104	655 Church	43124	11484	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH105	475 Church	22240	-4389	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH106	959 Church	38784	1394	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH107	596 Church	12493	-6171	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH108	595 Church	12557	-6505	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH109	517 Church	-7997	6637	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH110	720 Church	39904	11465	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH111	930 Church	45654	-1693	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH112	721 Church	39947	11486	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH113	668 Church	50570	11307	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH114	932 Church	42963	-741	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH115	857 Church	48411	5654	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH116	236 Church	26573	11459	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH117	700 Church	45442	7080	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH118	889 Church	34662	5288	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH119	588 Church	-3523	-8901	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH120	561 Church	-3133	-5122	5.2	0.3	0.2	-0.1	0.2	-0.1	0.2	-0.1	0.1	0.0	-0.1	0.0	-0.1	0.1	0.0
CH121	574 Church	-1025	-8528	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH122	565 Church	-2777	-7154	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH125	643 Church	40706	11467	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH126	920 Church	42979	3400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH127	854 Church	48198	5183	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH128	904 Church	48815	1124	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH129	372 Church	20742	-3140	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH130	650 Church	41748	10497	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH131	1020 Church	40320	222	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH132	318 Church	15736	5775	0.7	0.5	1.2	0.7	1.2	0.7	2.2	1.7	0.4	0.0	-0.4	3.7	3.3	3.0	2.6
CH133	990 Church	27851	1067	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
CH134	905 Church	49067	1391	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH135	762 Church	33627	6388	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH136	696 Church	48309	7281	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH137	1080 Church	34656	-3968	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH138	937 Church	41639	1182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH139	633 Church	36337	10957	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH140	1003 Church	34681	-513	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH141	1132 Church	40084	-6855	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH142	879 Church	51241	524	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH143	1133 Church	36373	-4447	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH144	1083 Church	30061	-1582	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH145	1014 Church	37669	-1182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH146	297 Church	13494	8321	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH147	661 Church	43408	9028	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH148	998 Church	48388	3639	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH149	841 Church	45426	5670	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH150	315 Church	16056	6214	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH151	320 Church	16044	5617	1.1	0.8	1.8	1.0	1.8	1.0	2.3	1.5	0.7	0.2	-0.5	4.2	3.5	3.2	2.5
CH155	440 Church	18863	-13343	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH156	966 Church	34981	1468	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH157	496 Church	4879	6462	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH158	357 Church	24437	2639	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH159	1040 Church	40329	-3821	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH160	289 Church	12198	7451	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH162	445 Church	18585	-9335	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH163	752 Church	36352	7585	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH164	326 Church	17219	5679	1.0	0.7	1.7	1.0	1.7	1.0	2.0	1.3	0.6	0.2	-0.4	3.9	3.3	2.8	2.2
CH165	1087 Church	31191	-1517	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH166	310 Church	17839	7360	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH167	1145 Church	29772	-6393	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH168	503 Church	2715	9777	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH169	944 Church	41645	3409	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH170	1117 Church	42734	-6687	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH171	897 Church	48290	3680	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH172	272 Church	16888	11345	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH173	374 Church	20347	-4191	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH174	751 Church	37440	7189	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH175	515 Church	-4960	6402	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH176	1018 Church	42759	586	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH177	607 Church	29502	11020	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH179	1028 Church	41630	-1354	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH180	784 Church	37667	5420	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH181	1035 Church	42759	-3084	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH182	1012 Church	37462	-1152	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH183	741 Church	35808	6815	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH184	640 Church	48294	10317	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH185	890 Church	32290	4655	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH186	1073 Church	37662	-2735	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH187	906 Church	49719	3688	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH188	617 Church	29706	9678	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH189	753 Church	37456	8316	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH190	388 Church	15769	-1744	0.3	0.3	0.3	0.0	0.3	0.0	0.3	0.0	0.2	2.0	1.8	0.3	0.1	0.2	0.0
CH191	797 Church	37440	3115	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH193	346 Church	16098	3516	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.6	0.5	0.0	-0.1	0.2	0.1
CH194	1112 Church	40302	-5874	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH195	651 Church	42785	11166	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH196	1130 Church	40093	-6419	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH197	1011 Church	36141	-622	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH198	802 Church	38793	7343	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH199	1077 Church	32312	-2517	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH200	929 Church	46100	-552	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH201	611 Church	30178	11450	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH202	851 Church	48228	5944	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH204	1161 Church	40064	-8675	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH205	743 Church	36034	6388	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH206	999 Church	32298	-1373	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH207	731 Church	39058	9517	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH208	1008 Church	34964	-345	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH209	1053 Church	40116	-783	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH210	1057 Church	38743	-1492	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH211	794 Church	36174	2481	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH213	349 Church	18281	1520	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH214	1019 Church	41454	470	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH215	849 Church	47687	6166	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH216	982 Church	32313	1911	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH217	638 Church	48413	9011	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH218	384 Church	15869	-951	8.7	8.9	7.1	0.2	7.1	0.2	7.1	0.2	8.9	9.8	0.9	1.6	-7.3	9.0	0.1
CH219	254 Church	22848	11338	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH221	248 Church	23975	6427	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH222	404 Church	15086	-9405	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH224	461 Church	20460	-10672	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH225	407 Church	13793	-7039	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH228	916 Church	46115	513	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH230	780 Church	32151	4322	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH231	627 Church	36143	9975	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH232	1116 Church	41612	-6870	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH233	489 Church	26976	-10110	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH234	747 Church	36895	6381	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH235	971 Church	32127	2022	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH236	1032 Church	40334	-3035	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH239	773 Church	29501	6867	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH240	1068 Church	37448	-2742	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH241	355 Church	24439	3466	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
CH242	1016 Church	40326	854	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH243	724 Church	38394	11463	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH244	758 Church	37681	8609	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH245	717 Church	42785	7206	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH246	1048 Church	39156	-87	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH247	964 Church	34958	2144	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH248	649 Church	42158	10866	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH249	1044 Church	41646	-4101	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH250	1093 Church	28704	-4168	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH251	299 Church	13890	6115	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.1	0.1	0.1	0.1	0.1	0.1
CH253	476 Church	22179	-4389	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH254	258 Church	17430	10595	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH255	332 Church	12359	3858	1.1	3.1	1.6	-1.5	1.6	-1.5	1.6	-1.5	3.4	5.5	2.1	0.4	-3.0	1.8	-1.6
CH256	344 Church	16578	3534	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.5	0.4	0.0	-0.1	0.2	0.1
CH257	401 Church	15548	-8178	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH258	838 Church	42966	5752	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH259	270 Church	14539	12155	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH260	365 Church	23953	-3330	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH261	373 Church	19150	-3057	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH262	585 Church	-3362	-7568	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH263	921 Church	45419	3417	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH265	837 Church	42986	5868	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH266	339 Church	16872	3711	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.6	0.5	0.0	-0.1	0.3	0.2
CH267	738 Church	35011	8122	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH268	1037 Church	42658	-3037	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH269	1083 Church	38695	-3508	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH270	768 Church	31466	6365	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH271	718 Church	39686	11328	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH272	858 Church	46394	5164	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH273	997 Church	31581	550	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH274	1062 Church	38724	-3316	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH275	624 Church	34643	11454	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH276	783 Church	29696	3909	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH277	1134 Church	37433	-6016	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH278	950 Church	42762	1421	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH279	656 Church	45449	10853	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH280	734 Church	39023	8896	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH281	978 Church	33441	3079	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH282	380 Church	17872	-2898	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0
CH283	963 Church	40119	137	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH284	553 Church	8877	10121	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH285	497 Church	6222	7425	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH286	1121 Church	40600	-8869	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH287	870 Church	53421	2044	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH288	1054 Church	40117	-1288	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH289	387 Church	15218	-1808	0.3	0.4	0.3	-0.1	0.3	-0.1	0.3	-0.1	0.2	2.1	1.9	0.3	0.1	0.2	0.0
CH290	378 Church	16538	-2345	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	3.7	3.7	0.0	0.0
CH291	705 Church	40345	7835	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH292	845 Church	45802	3849	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH293	460 Church	20181	-10799	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH294	759 Church	32328	7233	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH295	1118 Church	40555	-7289	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH296	957 Church	38764	2156	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH297	680 Church	50337	6435	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH298	815 Church	38798	5019	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH300	979 Church	33630	2854	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH301	862 Church	51895	5608	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH303	781 Church	29690	5046	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH304	495 Church	6157	8380	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH305	871 Church	52913	2176	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH306	962 Church	40119	218	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH307	1023 Church	42751	-882	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH308	237 Church	26723	11459	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH309	648 Church	41463	9169	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH310	1055 Church	39043	-1785	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH311	616 Church	29706	9728	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH312	708 Church	41075	6372	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH313	799 Church	34942	2884	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH314	958 Church	39036	1891	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH315	1025 Church	40329	-898	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH316	760 Church	33455	8386	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH317	1152 Church	37400	-7181	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH318	687 Church	45643	7344	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH319	1051 Church	38743	-955	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH320	723 Church	39458	11464	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH321	242 Church	26844	6592	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH322	352 Church	24378	5651	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0
CH323	970 Church	32144	3499	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH324	942 Church	41641	2916	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH325	912 Church	47061	2960	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH326	855 Church	48157	4690	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH327	960 Church	39047	718	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH328	936 Church	41466	2903	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH329	883 Church	33816	6120	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH330	843 Church	45634	5505	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH331	939 Church	41640	1762	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH332	972 Church	29987	1050	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH333	1111 Church	41426	-4948	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH334	587 Church	-3362	-8211	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH335	630 Church	35032	9135	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH337	681 Church	46974	8851	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH338	1081 Church	34658	-3718	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH339	690 Church	48086	7361	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH340	748 Church	37438	6936	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH341	909 Church	46155	3671	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH342	951 Church	42760	1256	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH343	309 Church	15571	5631	1.1	0.7	1.8	1.1	1.8	1.1	2.4	1.7	0.7	0.1	-0.6	4.2	3.5	3.3	2.6
CH345	801 Church	39024	7361	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH346	980 Church	34683	2176	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH347	1058 Church	39043	-2119	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH348	941 Church	41661	2382	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH349	811 Church	39032	5549	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH350	634 Church	38465	11455	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH351	757 Church	37457	8790	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH352	635 Church	36665	11456	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH353	1131 Church	40091	-6584	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH354	626 Church	35029	10381	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH355	601 Church	11830	-11853	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH356	825 Church	40331	5708	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH357	953 Church	38683	2526	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH358	479 Church	25952	-4445	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH359	1001 Church	34660	-759	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH360	820 Church	38801	4082	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH361	508 Church	-297	10928	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH362	805 Church	39032	6115	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH363	1049 Church	39044	-249	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH364	560 Church	-3000	-5050	5.3	0.3	0.2	-0.1	0.2	-0.1	0.2	-0.1	0.1	0.0	-0.1	0.0	-0.1	0.2	0.1

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH365	817 Church	40013	4704	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH366	1079 Church	34663	-2477	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH367	1039 Church	40329	-3861	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH368	1088 Church	29105	-1896	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH369	828 Church	42811	6043	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH370	657 Church	42991	10007	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH373	911 Church	47547	3592	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH374	689 Church	45642	6875	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH375	446 Church	17910	-9299	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH376	1030 Church	41065	-1571	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH377	1026 Church	40331	-1043	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH378	779 Church	32154	5183	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH379	853 Church	48219	5704	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH380	931 Church	44125	-1582	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH381	699 Church	42991	7844	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH382	641 Church	48295	10514	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH383	350 Church	23176	6146	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH384	711 Church	41775	7686	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH388	766 Church	29674	7848	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH389	698 Church	42990	8634	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH390	615 Church	32137	10589	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH391	819 Church	40122	4479	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH392	1005 Church	33524	-107	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH393	991 Church	29454	197	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH394	637 Church	48087	9821	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH395	510 Church	20	7468	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH396	586 Church	-3363	-7999	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH397	512 Church	-3153	6521	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH398	652 Church	42801	10702	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH399	703 Church	41467	8022	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH401	710 Church	41678	8107	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH402	1002 Church	33574	-393	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH403	955 Church	40124	2902	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH404	839 Church	44570	6167	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH405	359 Church	26436	-4141	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH406	1056 Church	39465	-1582	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH408	447 Church	16609	-6117	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH410	493 Church	27039	-12360	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH411	531 Church	-5549	6168	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH413	537 Church	955	5447	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH415	576 Church	-574	-8529	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH416	584 Church	-3520	-6950	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH417	670 Church	51737	9002	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH418	683 Church	46306	8036	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH423	885 Church	34438	6123	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH426	903 Church	48766	585	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

					2005							2015						
Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH427	987 Church	27099	2637	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH428	1105 Church	31585	-4424	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH430	1090 Church	29435	3530	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH431	238 Church	26113	11458	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH432	613 Church	32135	10287	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH433	791 Church	34981	4271	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH434	776 Church	29486	4620	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH435	697 Church	43459	8836	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH436	745 Church	36665	6526	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH438	314 Church	16883	7283	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH439	646 Church	40328	10453	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH440	364 Church	21860	-3132	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
CH441	860 Church	50168	5136	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH442	1115 Church	41613	-6691	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH443	642 Church	48948	10226	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH444	1135 Church	32223	-8382	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH446	736 Church	39030	7892	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH448	948 Church	42785	3553	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH449	1153 Church	34927	-10634	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH450	644 Church	40519	11466	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH451	679 Church	50324	6639	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH452	1022 Church	41632	-496	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH453	769 Church	30531	6362	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH454	1060 Church	39041	-2811	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH455	1126 Church	42719	-7775	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH456	859 Church	48357	4166	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH457	785 Church	37682	5673	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH458	702 Church	40345	8613	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH459	790 Church	34981	4311	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH460	1017 Church	41458	722	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH461	590 Church	2474	-5106	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH462	793 Church	37658	2565	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH463	772 Church	28157	7476	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH464	934 Church	40325	1845	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH465	1089 Church	29437	-2633	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH466	832 Church	41645	3875	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH467	715 Church	41676	6385	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH468	709 Church	41732	8327	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH469	631 Church	36307	9187	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH470	319 Church	15830	5944	0.2	0.1	0.3	0.2	0.3	0.2	1.8	1.7	0.1	0.0	-0.1	2.3	2.2	2.5	2.4
CH471	977 Church	34666	3437	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH472	1006 Church	34478	360	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH473	861 Church	50724	5052	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH474	868 Church	51786	3641	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH475	1021 Church	40320	132	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH476	847 Church	46391	3883	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Act on/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH477	830 Church	41646	4569	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH478	1064 Church	38993	-3455	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH479	976 Church	29687	3172	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH480	739 Church	36132	8126	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH481	547 Church	6963	6070	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH482	800 Church	35540	2955	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH483	834 Church	43714	6162	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH484	908 Church	50353	1774	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH485	632 Church	37456	9880	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH486	416 Church	13771	-10070	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH489	639 Church	48294	10047	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH490	1065 Church	40102	-3457	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH491	663 Church	45815	9225	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH493	628 Church	38143	9513	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH494	1114 Church	40302	-6704	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH495	848 Church	46745	6171	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH496	1149 Church	33251	-11838	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH497	275 Church	12760	12329	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH498	833 Church	41646	3729	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH499	910 Church	46175	3432	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH500	975 Church	29680	2945	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH501	1061 Church	38743	-2896	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH502	836 Church	43854	6165	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH503	584 Church	-2777	-7028	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH504	949 Church	42759	1733	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH505	726 Church	39024	10321	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH506	842 Church	45636	5673	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH507	1015 Church	38086	-1785	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH508	1027 Church	41450	-1257	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH509	620 Church	34671	8932	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH510	730 Church	39023	9710	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH511	804 Church	39180	6876	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH512	940 Church	41641	2106	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH513	268 Church	17184	8722	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH514	923 Church	42971	1727	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH515	1059 Church	40113	-2588	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH516	840 Church	45429	6052	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH517	735 Church	40132	8022	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH518	545 Church	5989	6176	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH519	516 Church	-4691	6400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH520	502 Church	3327	10191	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH521	505 Church	427	8681	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH522	337 Church	13807	1267	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0
CH524	893 Church	34883	4171	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH525	706 Church	40343	6647	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH526	1036 Church	42759	-3184	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH528	1045 Church	42654	-3695	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH529	1013 Church	37462	-1270	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH530	665 Church	45835	9033	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH531	718 Church	42786	7402	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH532	253 Church	23813	9141	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS01	1147 Hospital	31921	-14784	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS02	1123 Hospital	42615	-8967	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS03	433 Hospital	16561	-11296	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS04	480 Hospital	26005	-9398	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS05	429 Hospital	15713	-5495	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS06	473 Hospital	22417	-13842	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS07	426 Hospital	15334	-5123	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS09	244 Hospital	23095	8420	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS10	340 Hospital	18684	3896	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.5	0.4	0.0	-0.1	0.2	0.1
HOS11	267 Hospital	18500	8884	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS12	430 Hospital	13791	-5987	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS13	778 Hospital	29985	5901	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS15	348 Hospital	17190	1285	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.1	0.1	0.4	0.4	0.0	0.0
HOS16	296 Hospital	13553	7081	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
HOS17	466 Hospital	18793	-13319	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS18	389 Hospital	13797	-3917	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS19	343 Hospital	17676	2790	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS20	876 Hospital	51747	207	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB01	406 Library	15815	-9101	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB02	306 Library	15450	7185	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
LIB03	366 Library	24178	-3305	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
L'B04	249 Library	23842	6513	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L'B05	544 Library	3672	4468	1.0	0.9	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	0.9	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
L'B06	1000 Library	32350	-1151	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L'B07	377 Library	16622	-1444	1.1	1.5	1.4	-0.1	1.4	-0.1	1.4	-0.1	1.9	3.0	1.1	0.3	-1.6	1.9	0.0
L'B10	968 Library	37424	2049	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L B11	1171 Library	-3147	-6769	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L B13	1177 Library	-3179	6210	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH001	1148 Hospital,Convalescent	31960	-14667	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH002	1128 Hospital,Convalescent	42592	-7309	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH003	771 Hospital,Convalescent	29498	7434	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH004	884 Hospital,Convalescent	34331	5967	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH005	1100 Hospital,Convalescent	31861	-4498	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH007	257 Hospital,Convalescent	17108	11062	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH008	367 Hospital,Convalescent	20727	-198	3.0	2.4	2.4	0.0	2.4	0.0	2.4	0.0	3.1	2.9	-0.2	1.4	-1.7	2.8	-0.3
NH009	424 Hospital,Convalescent	13755	-5511	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH010	623 Hospital,Convalescent	34543	11454	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH011	818 Hospital,Convalescent	40102	4777	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH012	247 Hospital,Convalescent	23851	6390	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH013	313 Hospital,Convalescent	16922	7743	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
NH014	468 Hospital,Convalescent	19780	-14378	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH015	1004 Hospital,Convalescent	34661	-443	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH016	1157 Hospital,Convalescent	39036	-7308	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH017	764 Hospital,Convalescent	34326	6502	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH018	312 Hospital,Convalescent	17706	7119	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH019	303 Hospital,Convalescent	14640	6647	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
NH020	729 Hospital,Convalescent	39023	9918	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH021	864 Hospital,Convalescent	51364	3846	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH022	744 Hospital,Convalescent	35884	6388	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH023	411 Hospital,Convalescent	13941	-7834	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH025	269 Hospital,Convalescent	15569	12004	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH026	358 Hospital,Convalescent	26823	2036	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH027	442 Hospital,Convalescent	18773	-9296	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH028	302 Hospital,Convalescent	14396	6645	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
NH029	467 Hospital,Convalescent	20446	-13970	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH030	907 Hospital,Convalescent	50177	1811	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH031	1103 Hospital,Convalescent	31698	-4425	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH033	288 Hospital,Convalescent	12509	8161	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH034	486 Hospital,Convalescent	25791	-14548	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH036	1047 Hospital,Convalescent	42439	-4172	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH037	1067 Hospital,Convalescent	34990	-3870	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH038	261 Hospital,Convalescent	17775	10041	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH039	919 Hospital,Convalescent	45925	2945	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH040	246 Hospital,Convalescent	22738	6430	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0
NH041	754 Hospital,Convalescent	37456	8531	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH042	763 Hospital,Convalescent	34681	7463	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH043	529 Hospital,Convalescent	-7595	6080	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH044	342 Hospital,Convalescent	18202	2864	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH045	428 Hospital,Convalescent	15756	-5107	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS001	1024 Public School	40639	-984	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS002	1113 Public School	40732	-6135	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS003	1125 Public School	41839	-7642	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS005	1154 Public School	35269	-12060	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS006	609 Public School	27281	10743	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS007	728 Public School	39577	10344	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS008	943 Public School	41950	2986	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS009	981 Public School	34094	2313	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS010	555 Public School	9228	2097	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.2	0.1	0.1	0.0	0.1	0.0
PBS011	562 Public School	-2515	-6204	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS015	477 Public School	22423	-5701	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS016	1041 Public School	40958	-3951	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS017	338 Public School	14818	3297	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.6	0.5	0.0	-0.1	0.2	0.1
PBS018	798 Public School	35904	3121	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS019	397 Public School	12212	-1924	2.2	2.0	2.0	0.0	1.9	-0.1	1.9	-0.1	2.5	5.4	2.9	0.3	-2.2	2.5	0.0
PBS021	593 Public School	911	-6459	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS022	276 Public School	13419	10800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PBS023	400 Public School	15909	-7797	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS024	360 Public School	26296	-2314	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
PBS025	481 Public School	27438	-4990	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS026	361 Public School	23650	-1034	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS027	509 Public School	172	11002	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS028	305 Public School	15282	7661	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
PBS029	240 Public School	25282	8750	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS031	575 Public School	-1003	-8864	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS032	580 Public School	-3780	-8609	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS033	402 Public School	14499	-7413	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS035	391 Public School	12046	-585	4.0	6.0	7.1	1.1	7.1	1.1	7.1	1.1	6.1	1.8	-4.3	14.5	8.4	6.4	0.3
PBS036	1069 Public School	37216	-3113	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS037	653 Public School	42229	9598	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS040	1084 Public School	31524	-2029	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS041	1078 Public School	32406	-2584	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS042	597 Public School	12992	-8938	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS043	432 Public School	16893	-10161	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS044	462 Public School	21511	-10125	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS046	1146 Public School	30218	-7864	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS047	292 Public School	13295	5451	1.1	0.8	1.9	1.1	1.9	1.1	3.5	2.7	0.8	0.1	-0.7	4.6	3.8	4.6	3.8
PBS048	298 Public School	13951	6710	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PBS049	570 Public School	-1068	-4601	4.6	0.4	0.3	-0.1	0.3	-0.1	0.3	-0.1	0.1	0.0	-0.1	0.0	-0.1	0.7	0.6
PBS050	301 Public School	14856	6116	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.1	0.1	0.3	0.3
PBS054	280 Public School	16704	9736	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS055	382 Public School	14713	3	1.3	2.5	2.8	0.3	2.8	0.3	2.8	0.3	2.0	0.3	-1.7	4.4	2.4	2.1	0.1
PBS056	441 Public School	18325	-13429	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS057	602 Public School	10185	-11730	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS058	598 Public School	10708	-7313	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS059	329 Public School	18679	5302	1.0	1.0	1.8	0.8	1.8	0.8	0.7	-0.3	0.6	2.8	2.2	2.6	2.0	0.3	-0.3
PBS061	499 Public School	419	7093	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS062	542 Public School	968	5128	2.2	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.0	-0.1	0.0	-0.1	0.0	-0.1
PBS064	660 Public School	44551	9116	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS065	666 Public School	47202	9853	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS066	669 Public School	50890	11222	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS067	673 Public School	50904	6565	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS078	867 Public School	51463	3246	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS079	875 Public School	53773	657	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS080	877 Public School	52043	993	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS082	880 Public School	51044	573	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS084	896 Public School	47989	2642	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS085	927 Public School	45175	1275	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS086	969 Public School	38040	1964	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS087	1034 Public School	41670	3069	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS088	1038 Public School	41232	-3505	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS090	/// Public School	30414	5411	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS091	392 Public School	11903	-2672	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0	13.9	13.8	0.0	-0.1

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PBS097	1031 Public School	42195	-2472	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS098	629 Public School	35517	9615	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS099	535 Public School	-4391	5512	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS100	788 Public School	36630	5989	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS101	983 Public School	29058	2028	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS102	379 Public School	17390	-2628	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.0	0.0
PBS105	331 Public School	11840	4627	3.7	5.6	6.5	0.9	6.5	0.9	3.8	-1.8	6.0	10.1	4.1	11.4	5.4	4.7	-1.3
PBS106	504 Public School	606	9176	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS107	524 Public School	-8294	5322	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS109	488 Public School	26318	-11324	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS110	422 Public School	14714	-12459	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS111	619 Public School	32576	10502	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS112	716 Public School	42558	6542	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS113	792 Public School	34981	4193	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS114	549 Public School	9739	3976	3.7	5.8	5.4	-0.4	5.5	-0.3	2.8	-3.0	6.1	17.9	11.8	4.8	-1.3	3.6	-2.5
PBS116	551 Public School	8575	4739	3.2	3.8	5.5	1.7	5.5	1.7	11.6	7.8	4.2	4.6	0.4	16.4	12.2	15.3	11.1
PBS117	356 Public School	24929	3265	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS118	431 Public School	16898	-9768	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS119	1109 Public School	33933	-6714	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS121	530 Public School	-6871	5484	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS122	494 Public School	5515	8945	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS123	376 Public School	18043	-527	5.7	4.5	4.5	0.0	4.5	0.0	4.5	0.0	5.7	5.2	-0.5	1.7	-4.0	5.0	-0.7
PBS124	474 Public School	21791	-11923	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS125	1075 Public School	33837	-1843	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS127	370 Public School	21457	-3062	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PBS128	452 Public School	18588	-5939	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS130	470 Public School	21760	-12818	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS132	464 Public School	21251	-11798	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS133	434 School,College	16485	-11792	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS135	1094 School,College	30615	-4421	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS138	511 School,College	-2901	10004	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS140	1163 Public School	22487	-1032	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS146	1173 Public School	9443	-12891	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS150	1164 Public School	47842	6852	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS151	1165 Public School	46867	6626	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK01	291 Park	11566	6133	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.0	0.0
PRK02	546 Park	5414	4921	0.1	0.1	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	0.1	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
PRK03	371 Park	21160	-3063	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PRK04	482 Park	28196	-8240	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK05	599 Park	9350	-9074	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK07	518 Park	-13479	6711	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK10	557 Park	-5023	-4415	9.8	4.1	3.5	-0.6	3.5	-0.6	3.5	-0.6	2.8	0.8	-2.0	0.3	-2.5	3.2	0.4
PRK11	571 Park	-1802	-8136	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK13	579 Park	-225	-8037	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK15	589 Park	1472	-5400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK16	594 Park	1719	-7830	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PRK18	410 Park	13866	-7408	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK19	490 Park	27371	-11411	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK20	456 Park	19312	-9302	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK21	457 Park	19949	-9303	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK22	1137 Park	34490	-8837	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK28	483 Park	27082	-7012	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK32	241 Park	25609	7591	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK41	316 Park	15768	5307	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.1	
PRK42	335 Park	13359	1894	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	
PRK43	351 Park	23171	4140	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	
PRK45	775 Park	28752	5597	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK46	789 Park	36620	5021	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK47	829 Park	42223	4785	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK48	924 Park	43851	1572	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK49	925 Park	44522	1571	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK50	926 Park	44965	1467	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK52	386 Park	14558	-1937	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	1.7	1.6	0.3	0.2	0.2	0.1
PRK53	667 Park	49906	9918	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK54	914 Park	47049	580	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK55	915 Park	46322	556	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK56	984 Park	28407	1919	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK59	311 Park	18760	7140	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK60	277 Park	13470	9437	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK62	591 Park	2383	-6026	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK65	558 Park	-6967	-8394	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK67	235 Park	-10639	716	17.6	13.3	9.3	-4.0	9.1	4.2	8.8	-4.5	14.3	18.2	3.9	14.0	-0.3	13.8	-0.5
PRK68	541 Park	-761	5208	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK69	604 Park	10384	-12485	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK70	1009 Park	34964	-416	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK71	1162 Park	-4683	-7930	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PRK72	1172 Park	-3078	-8614	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS001	636 Private School	37733	11384	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS002	1070 Private School	37336	-3455	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS003	888 Private School	34483	5967	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS004	989 Private School	27097	2468	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS005	902 Private School	48768	789	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS006	491 Private School	27038	-12669	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS007	525 Private School	-7778	4626	1.7	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
PVS011	536 Private School	833	5679	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS012	539 Private School	771	5989	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS013	672 Private School	51675	9023	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS014	685 Private School	46351	8153	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS015	813 Private School	40120	5340	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS017	882 Private School	34119	6123	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS018	1099 Private School	31945	-4426	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PVS023	913 Private School	46330	1417	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PVS024	1151 Private School	34485	-12422	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS025	274 Private School	12977	12319	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS026	742 Private School	36140	6964	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS027	548 Private School	10155	6178	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
PVS028	354 Private School	24379	5761	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0
PVS029	251 Private School	23982	7178	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS030	606 Private School	28850	11455	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS031	521 Private School	-12447	6370	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS033	787 Private School	34984	5635	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS034	995 Private School	29461	-1469	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS035	622 Private School	34140	9211	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS036	239 Private School	25423	11457	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS037	993 Private School	29435	-516	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS038	1124 Private School	41624	-8000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS039	831 Private School	41645	4101	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS040	933 Private School	40319	1147	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS041	437 Private School	18864	-12877	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS044	293 Private School	13506	6729	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PVS045	381 Private School	14435	884	0.1	0.2	0.3	0.1	0.3	0.1	0.3	0.1	0.1	0.1	0.0	0.7	0.6	0.1	0.0
PVS046	1092 Private School	29009	-4204	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS047	465 Private School	19141	-12557	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS048	578 Private School	-501	-8326	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS049	965 Private School	34967	2020	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS050	844 Private School	45633	5330	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS051	317 Private School	16298	5790	0.8	0.5	1.3	0.8	1.3	0.8	2.1	1.6	0.5	0.0	-0.5	3.6	3.1	3.0	2.5
PVS052	956 Private School	40122	2449	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS053	259 Private School	17350	10496	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS054	618 Private School	32159	8982	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS055	328 Private School	18415	5475	1.0	0.8	1.7	0.9	1.8	1.0	1.4	0.6	0.6	2.5	1.9	3.4	2.8	1.8	1.2
PVS056	891 Private School	34709	4608	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS057	1160 Private School	40087	-7076	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS058	974 Private School	29674	1811	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS059	901 Private School	47885	224	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS060	496 Private School	6258	8224	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS061	1097 Private School	31768	-6638	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS062	368 Private School	19294	-197	3.8	3.1	3.1	0.0	3.1	0.0	3.1	0.0	3.5	2.9	-0.6	2.2	-1.3	3.1	-0.4
PVS063	469 Private School	19142	-14468	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS064	295 Private School	13310	7076	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PVS065	761 Private School	33672	6369	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS066	271 Private School	14716	11128	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS067	998 Private School	32753	-466	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS068	835 Private School	43674	6162	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS069	294 Private School	13205	6854	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
PVS070	334 Private School	15369	3722	0.1	0.5	0.4	-0.1	0.4	-0.1	0.4	-0.1	0.2	1.3	1.1	0.1	-0.1	0.3	0.1
PVS071	507 Private School	2864	13792	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS072	688 Private School	45643	7481	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-8
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 85 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PVS073	353 Private School	24503	5600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
PVS074	250 Private School	24091	6749	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS075	385 Private School	13804	-640	6.7	6.5	6.7	0.2	6.7	0.2	6.7	0.2	7.4	3.4	-4.0	12.5	5.1	6.2	-1.2
PVS076	954 Private School	38754	2351	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS077	390 Private School	12602	-226	1.7	3.6	4.3	0.7	4.3	0.7	4.3	0.7	3.0	0.9	-2.1	6.3	3.3	3.6	0.6
PVS078	1129 Private School	40094	-6165	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS079	345 Private School	16235	3486	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.5	0.4	0.0	-0.1	0.2	0.1
PVS080	826 Private School	40329	5114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS081	973 Private School	29676	2047	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS082	767 Private School	32177	6695	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS083	325 Private School	17478	5970	0.3	0.2	0.4	0.2	0.4	0.2	1.7	1.5	0.1	0.0	-0.1	2.8	2.7	2.4	2.3
PVS084	383 Private School	16261	-881	7.5	5.9	6.0	0.1	6.0	0.1	6.0	0.1	7.7	8.5	0.8	1.7	-6.0	7.7	0.0
PVS085	614 Private School	32138	10688	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS086	755 Private School	36351	8881	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS087	1074 Private School	32298	-1596	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS088	961 Private School	38743	567	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS089	455 Private School	21436	-4476	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS090	1122 Private School	41029	-8870	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS091	988 Private School	27180	2649	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS092	264 Private School	18588	9623	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS093	533 Private School	-5793	5899	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS094	846 Private School	45622	3868	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS095	935 Private School	40328	3045	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS096	415 Private School	13903	-10070	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS099	255 Private School	22860	11024	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS100	1029 Private School	41450	-1354	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS101	994 Private School	29432	-911	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS102	803 Private School	39034	6860	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS103	501 Private School	3278	9736	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS104	554 Private School	9240	3525	2.0	4.3	3.3	-1.0	3.3	-1.0	3.0	-1.3	4.9	11.0	6.1	0.9	-4.0	3.6	-1.3
PVS105	403 Private School	14468	-9493	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS106	243 Private School	26663	6419	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS107	543 Private School	3658	5088	0.1	0.1	0.0	-0.1	0.0	-0.1	0.0	-0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS108	245 Private School	23359	6499	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS109	341 Private School	18639	3216	0.0	0.1	0.1	0.0	0.0	-0.1	0.0	-0.1	0.1	0.0	-0.1	0.0	-0.1	0.0	-0.1
PVS110	577 Private School	-573	-8760	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS111	450 Private School	16874	-6105	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Acquired Grid location would be acquired for airport development under the alternative

Source: Landrum & Brown, 2000

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence		X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
						No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
C08	26	Regular Grid	-15000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C09	27	Regular Grid	-15000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D06	33	Regular Grid	-12000	3000	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D07	34	Regular Grid	-12000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D08	35	Regular Grid	-12000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D09	36	Regular Grid	-12000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E07	43	Regular Grid	-9000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E08	44	Regular Grid	-9000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E09	45	Regular Grid	-9000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F02	47	Regular Grid	-6000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F03	48	Regular Grid	-6000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F07	52	Regular Grid	-6000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F08	53	Regular Grid	-6000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F09	54	Regular Grid	-6000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G01	55	Regular Grid	-3000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G02	56	Regular Grid	-3000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G03	57	Regular Grid	-3000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G07	61	Regular Grid	-3000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G08	62	Regular Grid	-3000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G09	63	Regular Grid	-3000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H01	64	Regular Grid	0	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H02	65	Regular Grid	0	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H03	66	Regular Grid	0	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H07	70	Regular Grid	0	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H08	71	Regular Grid	0	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H09	72	Regular Grid	0	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I01	73	Regular Grid	3000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I02	74	Regular Grid	3000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I03	75	Regular Grid	3000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I07	79	Regular Grid	3000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I08	80	Regular Grid	3000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I09	81	Regular Grid	3000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J01	82	Regular Grid	6000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J02	83	Regular Grid	6000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J03	84	Regular Grid	6000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J07	88	Regular Grid	6000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J08	89	Regular Grid	6000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
J09	90	Regular Grid	6000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K01	91	Regular Grid	9000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K02	92	Regular Grid	9000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K03	93	Regular Grid	9000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K05	95	Regular Grid	9000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0
K07	97	Regular Grid	9000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K08	98	Regular Grid	9000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
K09	99	Regular Grid	9000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L01	100	Regular Grid	12000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L02	101	Regular Grid	12000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L03	102	Regular Grid	12000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L04	103	Regular Grid	12000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L05	104	Regular Grid	12000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0
L06	105	Regular Grid	12000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
L07	106 Regular Grid	12000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L08	107 Regular Grid	12000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L09	108 Regular Grid	12000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M01	109 Regular Grid	15000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M02	110 Regular Grid	15000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M03	111 Regular Grid	15000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M04	112 Regular Grid	15000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M05	113 Regular Grid	15000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M06	114 Regular Grid	15000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M07	115 Regular Grid	15000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M08	116 Regular Grid	15000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
M09	117 Regular Grid	15000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N01	118 Regular Grid	18000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N02	119 Regular Grid	18000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N03	120 Regular Grid	18000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N04	121 Regular Grid	18000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N05	122 Regular Grid	18000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N06	123 Regular Grid	18000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N07	124 Regular Grid	18000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N08	125 Regular Grid	18000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N09	126 Regular Grid	18000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O01	127 Regular Grid	21000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O02	128 Regular Grid	21000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O03	129 Regular Grid	21000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O04	130 Regular Grid	21000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O05	131 Regular Grid	21000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O06	132 Regular Grid	21000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O07	133 Regular Grid	21000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O08	134 Regular Grid	21000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
O09	135 Regular Grid	21000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P01	136 Regular Grid	24000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P02	137 Regular Grid	24000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P03	138 Regular Grid	24000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P04	139 Regular Grid	24000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P05	140 Regular Grid	24000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P06	141 Regular Grid	24000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P07	142 Regular Grid	24000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P08	143 Regular Grid	24000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P09	144 Regular Grid	24000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q01	145 Regular Grid	27000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q02	146 Regular Grid	27000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q03	147 Regular Grid	27000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q04	148 Regular Grid	27000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q05	149 Regular Grid	27000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q06	150 Regular Grid	27000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q07	151 Regular Grid	27000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q08	152 Regular Grid	27000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Q09	153 Regular Grid	27000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R01	154 Regular Grid	30000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R02	155 Regular Grid	30000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R03	156 Regular Grid	30000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
R04	157 Regular Grid	30000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R05	158 Regular Grid	30000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R06	159 Regular Grid	30000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R07	160 Regular Grid	30000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R08	161 Regular Grid	30000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R09	162 Regular Grid	30000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S01	163 Regular Grid	33000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S02	164 Regular Grid	33000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S03	165 Regular Grid	33000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S04	166 Regular Grid	33000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S05	167 Regular Grid	33000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S06	168 Regular Grid	33000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S07	169 Regular Grid	33000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S08	170 Regular Grid	33000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S09	171 Regular Grid	33000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T01	172 Regular Grid	36000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T02	173 Regular Grid	36000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T03	174 Regular Grid	36000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T04	175 Regular Grid	36000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T05	176 Regular Grid	36000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T06	177 Regular Grid	36000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T07	178 Regular Grid	36000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T08	179 Regular Grid	36000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T09	180 Regular Grid	36000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U01	181 Regular Grid	39000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U02	182 Regular Grid	39000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U03	183 Regular Grid	39000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U04	184 Regular Grid	39000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U05	185 Regular Grid	39000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U06	186 Regular Grid	39000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U07	187 Regular Grid	39000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U08	188 Regular Grid	39000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U09	189 Regular Grid	39000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V01	190 Regular Grid	42000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V02	191 Regular Grid	42000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V03	192 Regular Grid	42000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V04	193 Regular Grid	42000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V05	194 Regular Grid	42000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V06	195 Regular Grid	42000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V07	196 Regular Grid	42000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V08	197 Regular Grid	42000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
V09	198 Regular Grid	42000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W01	199 Regular Grid	45000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W02	200 Regular Grid	45000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W03	201 Regular Grid	45000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W04	202 Regular Grid	45000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W05	203 Regular Grid	45000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W06	204 Regular Grid	45000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W07	205 Regular Grid	45000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W08	206 Regular Grid	45000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
W09	207 Regular Grid	45000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005						2015					
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
X01	208 Regular Grid	48000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X02	209 Regular Grid	48000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X03	210 Regular Grid	48000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X04	211 Regular Grid	48000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X05	212 Regular Grid	48000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X06	213 Regular Grid	48000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X07	214 Regular Grid	48000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X08	215 Regular Grid	48000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
X09	216 Regular Grid	48000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y01	217 Regular Grid	51000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y02	218 Regular Grid	51000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y03	219 Regular Grid	51000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y04	220 Regular Grid	51000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y05	221 Regular Grid	51000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y06	222 Regular Grid	51000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y07	223 Regular Grid	51000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y08	224 Regular Grid	51000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Y09	225 Regular Grid	51000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z01	226 Regular Grid	54000	-12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z02	227 Regular Grid	54000	-9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z03	228 Regular Grid	54000	-6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z04	229 Regular Grid	54000	-3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z05	230 Regular Grid	54000	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z06	231 Regular Grid	54000	3000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z07	232 Regular Grid	54000	6000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z08	233 Regular Grid	54000	9000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z09	234 Regular Grid	54000	12000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH001	732 Church	40133	9363	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH002	822 Church	40126	3875	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH003	412 Church	14124	-9745	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH004	1050 Church	39044	-534	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH005	722 Church	39730	11329	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH006	375 Church	18362	851	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH007	824 Church	39030	3550	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH008	569 Church	-1056	-6191	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH009	707 Church	41467	6832	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH010	647 Church	41485	11217	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH011	1082 Church	33776	-3732	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH012	1007 Church	34672	611	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH013	872 Church	52912	2026	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH016	852 Church	48216	5625	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH017	865 Church	51361	5012	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH018	895 Church	48154	3640	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH019	454 Church	16809	-6394	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH020	448 Church	16609	-5892	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH022	262 Church	18259	9542	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH025	451 Church	16984	-6155	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH026	540 Church	772	5897	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH027	806 Church	40127	5659	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH028	492 Church	26948	-12850	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH029	671 Church	51881	9031	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH030	1071 Church	37397	-3562	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH031	782 Church	29694	4531	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH032	1068 Church	34999	-2528	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH033	458 Church	19873	-10053	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH035	478 Church	25615	-4936	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH036	862 Church	45647	10492	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH037	336 Church	12173	2634	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH038	928 Church	43029	180	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH039	952 Church	38754	3059	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH042	945 Church	42697	3405	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH043	727 Church	40129	10225	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH044	992 Church	29459	441	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH047	740 Church	36169	6797	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH048	796 Church	36695	2519	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH049	765 Church	29734	8749	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH051	1144 Church	30808	-9482	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH052	605 Church	26386	11458	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH053	612 Church	32138	10827	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH054	900 Church	47818	1080	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH055	866 Church	51231	3642	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH056	610 Church	29496	10032	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH057	1160 Church	33681	-14495	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH058	1072 Church	37445	-3804	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH059	823 Church	39801	3841	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH060	967 Church	37453	1503	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH061	725 Church	38796	10948	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH062	443 Church	18436	-9362	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH064	435 Church	16585	-12177	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH066	1119 Church	40320	-7074	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH067	252 Church	24220	9999	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH068	423 Church	15674	-12464	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH069	363 Church	24032	-1953	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH070	701 Church	45176	6377	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH071	621 Church	39022	4047	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH072	525 Church	36144	10802	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH073	1120 Church	40288	-8405	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH074	472 Church	23811	-13685	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH075	1010 Church	36127	-1223	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH076	756 Church	36351	8763	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH077	812 Church	36770	5476	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH078	996 Church	30942	225	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH079	1052 Church	39043	-1150	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH081	1155 Church	37654	-8291	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH082	333 Church	15556	4179	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH083	534 Church	-5007	6170	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH084	419 Church	15777	-9886	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH087	273 Church	15502	10235	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH088	827 Church	41455	3861	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH089	1043 Church	41942	-4056	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH090	938 Church	41636	1544	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005						2015					
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH091	850 Church	47903	6165	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH092	733 Church	38808	8894	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH093	899 Church	48527	2930	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH094	786 Church	37402	4700	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH095	869 Church	52527	2803	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH096	892 Church	33100	4181	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH097	592 Church	922	-6751	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH098	506 Church	3426	10997	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH099	425 Church	15214	-4708	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH100	327 Church	16819	5275	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH101	500 Church	3028	9100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH102	1091 Church	29435	-3393	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH103	621 Church	33060	9231	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH104	655 Church	43124	11484	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH105	475 Church	22240	-4389	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH106	959 Church	38784	1394	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH107	596 Church	12493	-6171	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH108	595 Church	12557	-6505	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH109	517 Church	-7997	8837	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH110	720 Church	39904	11465	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH111	930 Church	45654	-1593	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH112	721 Church	39947	11465	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH113	668 Church	50570	11307	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH114	932 Church	42983	-741	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH115	857 Church	48411	5654	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH116	236 Church	26573	11459	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH117	700 Church	45442	7080	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH118	889 Church	34682	5288	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH119	588 Church	-3523	-8901	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH120	561 Church	-3133	-5122	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH121	574 Church	-1025	-8528	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH122	565 Church	-2777	-7154	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH125	643 Church	40706	11467	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH126	920 Church	42979	3400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH127	854 Church	48198	5183	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH128	904 Church	48815	1124	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH129	372 Church	20742	-3140	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH130	650 Church	41748	10497	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH131	1020 Church	40320	222	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH132	318 Church	15736	5775	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH133	990 Church	27851	1067	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH134	905 Church	49067	1391	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH135	762 Church	33627	6388	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH136	696 Church	48309	7281	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH137	1080 Church	34656	-3968	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH138	937 Church	41639	1162	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH139	633 Church	36337	10957	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH140	1003 Church	34681	-513	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH141	1132 Church	40084	-6855	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH142	879 Church	51241	524	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH143	1133 Church	36373	-4447	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH144	1083 Church	30061	-1582	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH145	1014 Church	37669	-1182	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH146	287 Church	13494	8321	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH147	661 Church	43406	9028	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH148	898 Church	48388	3639	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH149	841 Church	45426	5670	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH150	315 Church	16056	6214	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH151	320 Church	16044	5617	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH155	440 Church	18863	-13343	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH156	966 Church	34981	1466	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH157	498 Church	4879	6462	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH158	357 Church	24437	2639	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH159	1040 Church	40329	-3821	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH160	289 Church	12198	7451	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH162	445 Church	18585	-9335	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH163	752 Church	35352	7585	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH164	326 Church	17219	5679	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH165	1087 Church	31191	-1517	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH166	310 Church	17639	7360	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH167	1145 Church	29772	-8393	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH168	503 Church	2715	9777	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH169	944 Church	41845	3409	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH170	1117 Church	42734	-6687	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH171	897 Church	48290	3680	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH172	272 Church	18888	11345	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH173	374 Church	20347	-4191	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH174	751 Church	37440	7189	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH175	515 Church	-4960	6402	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH176	1018 Church	42758	588	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH177	607 Church	29502	11020	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH179	1026 Church	41630	-1354	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH180	784 Church	37567	5420	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH181	1035 Church	42759	-3084	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH182	1012 Church	37462	-1152	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH183	741 Church	35808	6815	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH184	640 Church	48294	10317	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH185	890 Church	32290	4655	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH186	1073 Church	37662	-2735	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH187	905 Church	49719	3588	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH188	617 Church	29705	9678	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH189	753 Church	37456	8316	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH190	388 Church	15789	-1744	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH191	797 Church	37440	3115	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH193	346 Church	16098	3516	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH194	1112 Church	40302	-5874	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH195	651 Church	42785	11166	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH196	1130 Church	40093	-6419	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH197	1011 Church	36141	-622	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH198	802 Church	38793	7343	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH199	1077 Church	32312	-2517	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH200	929 Church	46100	-552	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH201	611 Church	30178	11450	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH202	851 Church	48228	5944	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH204	1181 Church	40064	-8675	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH205	743 Church	36034	6388	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH206	999 Church	32296	-1373	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH207	731 Church	39056	9517	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH208	1008 Church	34964	-345	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH209	1053 Church	40116	-783	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH210	1057 Church	38743	-1492	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH211	794 Church	36174	2481	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH213	349 Church	18281	1520	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH214	1019 Church	41454	470	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH215	849 Church	47687	6166	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH216	982 Church	32313	1911	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH217	638 Church	48413	9011	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH218	384 Church	15889	-951	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH219	254 Church	22848	11338	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH221	248 Church	23975	6427	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH222	404 Church	15086	-9405	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH224	461 Church	20460	-10872	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH225	407 Church	13793	-7038	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH228	916 Church	46115	513	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH230	780 Church	32151	4322	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH231	627 Church	36143	9975	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH232	1116 Church	41612	-6870	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH233	489 Church	26976	-10110	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH234	747 Church	36895	6381	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH235	971 Church	32127	2022	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH238	1032 Church	40334	-3035	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH239	773 Church	29501	6857	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH240	1068 Church	37448	-2742	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH241	355 Church	24439	3466	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH242	1015 Church	40326	854	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH243	724 Church	38394	11463	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH244	758 Church	37681	8609	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH245	717 Church	42785	7206	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH246	1048 Church	39156	-87	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH247	964 Church	34958	2144	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH248	649 Church	42158	10866	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH249	1044 Church	41646	-4101	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH250	1093 Church	28704	-4168	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH251	299 Church	13890	5115	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH253	476 Church	22179	-4389	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH254	258 Church	17430	10595	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH255	332 Church	12359	3858	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH256	344 Church	16578	3534	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH257	401 Church	15548	-8178	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH258	838 Church	42986	5752	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH259	270 Church	14539	12155	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH260	365 Church	23963	-3330	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH261	373 Church	19150	-3057	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH262	585 Church	-3362	-7566	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH263	921 Church	45419	3417	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH265	837 Church	42986	5668	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH266	339 Church	16872	3711	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH267	738 Church	35011	6122	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH268	1037 Church	42658	-3037	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH269	1063 Church	38685	-3508	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH270	768 Church	31466	6365	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH271	719 Church	39686	11328	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH272	858 Church	48394	5164	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH273	997 Church	31581	550	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH274	1062 Church	38724	-3316	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH275	624 Church	34643	11454	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH276	783 Church	29696	3909	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH277	1134 Church	37433	-6016	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH278	950 Church	42762	1421	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH279	656 Church	45449	10853	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH280	734 Church	39023	8696	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH281	978 Church	33441	3079	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH282	380 Church	17872	-2898	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH283	963 Church	40119	137	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH284	553 Church	8877	10121	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH285	497 Church	6222	7425	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH286	1121 Church	40600	-8869	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH287	870 Church	53421	2044	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH288	1054 Church	40117	-1288	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH289	387 Church	15218	-1608	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH290	378 Church	16538	-2345	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH291	705 Church	40345	7835	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH292	845 Church	45802	3649	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH293	460 Church	20181	-10799	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH294	759 Church	32328	7233	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH295	1118 Church	40555	-7269	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH296	957 Church	38764	2156	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH297	680 Church	50337	6435	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH298	815 Church	38796	5019	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH300	979 Church	33630	2854	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH301	862 Church	51895	5608	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH303	761 Church	29690	5046	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH304	495 Church	6157	8360	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH305	871 Church	52913	2176	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH306	962 Church	40119	218	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH307	1023 Church	42751	-882	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH308	237 Church	26723	11459	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH309	848 Church	41483	9169	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH310	1055 Church	39043	-1765	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH311	616 Church	29706	9728	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH312	708 Church	41075	6372	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH313	799 Church	34942	2884	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH314	958 Church	39035	1891	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH315	1025 Church	40329	-896	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
CH316	760 Church	33455	6366	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH317	1152 Church	37400	-7181	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH318	687 Church	45643	7344	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH319	1051 Church	38743	-955	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH320	723 Church	39458	11464	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH321	242 Church	26844	6592	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH322	352 Church	24378	5651	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH323	970 Church	32144	3499	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH324	942 Church	41641	2916	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH325	912 Church	47061	2960	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH326	855 Church	48157	4590	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH327	960 Church	39047	718	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH328	936 Church	41466	2903	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH329	883 Church	33816	6120	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH330	843 Church	45634	5505	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH331	939 Church	41640	1762	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH332	972 Church	29987	1050	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH333	1111 Church	41426	-4948	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH334	587 Church	-3362	-8211	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH335	630 Church	35032	9135	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH337	681 Church	46974	8851	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH338	1081 Church	34658	-3718	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH339	690 Church	48088	7361	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH340	748 Church	37438	6936	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH341	909 Church	46155	3671	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH342	951 Church	42760	1256	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH343	309 Church	15571	563	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH345	801 Church	39024	7361	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH346	980 Church	34683	2176	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH347	1058 Church	39043	-2119	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH348	941 Church	41661	2382	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH349	811 Church	39032	5549	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH350	634 Church	36465	11455	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH351	757 Church	37457	8790	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH352	635 Church	36665	11456	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH353	1131 Church	40091	-6584	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH354	626 Church	35029	10381	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH355	601 Church	11830	-11853	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH356	825 Church	40331	5708	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH357	953 Church	38683	2526	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH358	479 Church	25952	-4445	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH359	1001 Church	34560	-759	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH360	820 Church	38801	4082	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH361	508 Church	-297	10928	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH362	805 Church	39032	6115	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH363	1049 Church	39044	-249	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH364	560 Church	-3000	-5050	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH365	817 Church	40013	4704	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH366	1079 Church	34663	-2477	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH367	1039 Church	40329	-3861	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH368	1088 Church	29105	-1896	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH369	828 Church	42811	6043	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH370	657 Church	42991	10007	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH373	911 Church	47547	3592	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH374	889 Church	45642	6875	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH375	446 Church	17910	-9299	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH376	1030 Church	41065	-1571	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH377	1026 Church	40331	-1043	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH378	779 Church	32154	5163	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH379	853 Church	48219	5704	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH380	931 Church	44125	-1582	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH381	699 Church	42991	7844	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH382	641 Church	48295	10514	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH383	350 Church	23176	6146	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH384	711 Church	41775	7686	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH388	766 Church	29674	7848	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH389	698 Church	42990	8634	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH390	615 Church	32137	10569	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH391	819 Church	40122	4479	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH392	1005 Church	33524	-107	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH393	991 Church	29454	197	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH394	637 Church	48087	9821	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH395	510 Church	20	7468	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH396	586 Church	-3363	-7899	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH397	512 Church	-3153	6521	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH398	652 Church	42801	10702	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH399	703 Church	41467	6022	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH401	710 Church	41676	8107	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH402	1002 Church	33574	-393	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH403	955 Church	40124	2902	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH404	839 Church	44570	6167	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH405	359 Church	26436	-4141	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH406	1056 Church	39465	-1582	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH408	447 Church	16609	-6117	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH410	493 Church	27039	-12360	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH411	531 Church	-5649	6168	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH413	537 Church	955	5447	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH415	576 Church	-574	-8529	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH416	584 Church	-3520	-6950	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH417	670 Church	51737	9002	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH418	683 Church	46306	8035	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH423	685 Church	34438	6123	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH426	903 Church	48766	585	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH427	987 Church	27099	2637	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH428	1105 Church	31585	-4424	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH430	1090 Church	29435	-3530	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH431	238 Church	25113	11458	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH432	613 Church	32135	10287	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH433	791 Church	34981	427	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH434	776 Church	29486	4620	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH435	697 Church	43459	8836	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH436	745 Church	36665	6526	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH438	314 Church	16883	7283	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH439	646 Church	40328	10453	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH440	364 Church	21860	-3132	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH441	860 Church	50168	5138	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH442	1115 Church	41613	-6691	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH443	642 Church	48948	10226	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH444	1135 Church	32223	-8382	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH446	736 Church	39030	7892	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH448	948 Church	42785	3553	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH449	1153 Church	34927	-10634	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH450	644 Church	40519	11466	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH451	679 Church	50324	5639	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH452	1022 Church	41632	-496	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH453	769 Church	30531	6362	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH454	1060 Church	39041	-2811	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH455	1126 Church	42719	-7775	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH456	859 Church	48357	4166	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH457	785 Church	37682	5673	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH458	702 Church	40345	8613	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH459	790 Church	34981	4311	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH460	1017 Church	41458	722	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH461	590 Church	2474	-5106	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH462	793 Church	37658	2565	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH463	772 Church	28157	7476	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH464	934 Church	40325	1845	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH465	1089 Church	29437	-2633	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH466	832 Church	41645	3875	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH467	715 Church	41676	6385	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH468	709 Church	41732	6327	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH469	631 Church	35307	9187	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH470	319 Church	15830	5944	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH471	977 Church	34666	3437	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH472	1006 Church	34478	360	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH473	861 Church	50724	5052	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH474	868 Church	51786	3641	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH475	1021 Church	40320	132	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH476	847 Church	46391	3883	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH477	830 Church	41646	4569	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH478	1064 Church	38993	-3455	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH479	976 Church	29587	3172	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH480	739 Church	36132	8126	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH481	547 Church	6983	6070	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH482	800 Church	35540	2955	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH483	834 Church	43714	6162	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH484	908 Church	50363	1774	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH485	632 Church	37466	9880	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH486	416 Church	13771	-10070	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH489	638 Church	46294	10047	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH490	1065 Church	40102	-3457	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH491	663 Church	45815	9225	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH493	628 Church	36143	9513	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
CH494	1114 Church	40302	-6704	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH495	848 Church	46745	6171	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH498	1149 Church	33251	-11838	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH497	275 Church	12760	12329	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH498	833 Church	41646	3729	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH499	910 Church	46175	3432	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH500	975 Church	29680	2945	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH501	1061 Church	38743	-2896	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH502	836 Church	43854	6165	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH503	564 Church	-2777	-7026	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH504	949 Church	42759	1733	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH505	726 Church	39024	10321	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH506	842 Church	45636	5673	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH507	1015 Church	38086	-1785	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH508	1027 Church	41450	-1257	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH509	620 Church	34671	8932	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH510	730 Church	39023	9710	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH511	804 Church	39180	6878	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH512	940 Church	41641	2106	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH513	268 Church	17184	8722	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH514	923 Church	42971	1727	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH515	1059 Church	40113	-2588	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH516	840 Church	45429	6052	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH517	735 Church	40132	8022	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH518	545 Church	5989	6176	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH519	516 Church	-4691	6400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH520	502 Church	3327	10191	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH521	505 Church	427	8681	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH522	337 Church	13607	1267	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH524	893 Church	34683	4171	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH525	706 Church	40343	6647	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH526	1036 Church	42759	-3184	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH528	1045 Church	42654	-3695	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH529	1013 Church	37462	-1270	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH530	666 Church	45635	9033	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH531	718 Church	42788	7402	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CH532	253 Church	23813	9141	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS01	1147 Hospital	31921	-14764	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS02	1123 Hospital	42615	-8967	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS03	433 Hospital	16561	-11296	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS04	480 Hospital	26005	-9398	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS05	429 Hospital	15713	-5495	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS06	473 Hospital	22417	-13842	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS07	426 Hospital	15334	-5123	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS09	244 Hospital	23095	8420	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS10	340 Hospital	18684	3696	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS11	267 Hospital	18500	8884	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS12	430 Hospital	13791	-5987	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS13	778 Hospital	29985	5901	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS15	348 Hospital	17190	1285	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS16	296 Hospital	13553	7081	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence		X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
HOS17	466	Hospital	19793	-13319	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS18	389	Hospital	13797	-3917	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS19	343	Hospital	17676	2790	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOS20	876	Hospital	51747	207	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB01	406	Library	15816	-9101	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB02	306	Library	15450	7185	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB03	386	Library	24178	-3305	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB04	249	Library	23842	6513	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB05	544	Library	3672	4468	0.0	0.0	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	0.0	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
LIB06	1000	Library	32350	-1151	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB07	377	Library	16622	-1444	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB10	958	Library	37424	2049	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB11	1171	Library	-3147	-6769	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LIB13	1177	Library	-3179	6210	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH001	1148	Hospital,Convalescent	31960	-14667	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH002	1128	Hospital,Convalescent	42592	-7309	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH003	771	Hospital,Convalescent	29488	7434	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH004	864	Hospital,Convalescent	34331	5967	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH005	1100	Hospital,Convalescent	31881	-4498	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH007	257	Hospital,Convalescent	17108	11062	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH008	367	Hospital,Convalescent	20727	-198	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH009	424	Hospital,Convalescent	13755	-5511	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH010	623	Hospital,Convalescent	34543	11454	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH011	816	Hospital,Convalescent	40102	4777	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH012	247	Hospital,Convalescent	23851	6390	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH013	313	Hospital,Convalescent	16922	7743	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH014	468	Hospital,Convalescent	19780	-14378	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH015	1004	Hospital,Convalescent	34661	-443	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH016	1157	Hospital,Convalescent	39035	-7308	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH017	764	Hospital,Convalescent	34326	6502	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH018	312	Hospital,Convalescent	17706	7119	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH019	303	Hospital,Convalescent	14640	6647	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH020	729	Hospital,Convalescent	39023	9918	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH021	864	Hospital,Convalescent	51364	3846	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH022	744	Hospital,Convalescent	36884	6388	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH023	411	Hospital,Convalescent	13941	-7834	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH025	269	Hospital,Convalescent	15569	12004	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH026	358	Hospital,Convalescent	25823	2036	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH027	442	Hospital,Convalescent	18773	-9296	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH028	302	Hospital,Convalescent	14396	6645	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH029	467	Hospital,Convalescent	20446	-13970	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH030	907	Hospital,Convalescent	50177	1811	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH031	1103	Hospital,Convalescent	31688	-4425	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH033	288	Hospital,Convalescent	12509	8151	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH034	486	Hospital,Convalescent	25791	-14548	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH036	1047	Hospital,Convalescent	42439	-4172	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH037	1067	Hospital,Convalescent	34990	-3870	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH038	261	Hospital,Convalescent	17775	10041	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH039	919	Hospital,Convalescent	45925	2945	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH040	246	Hospital,Convalescent	22738	6430	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH041	754	Hospital,Convalescent	37456	8531	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
NH042	783 Hospital,Convalescent	34661	7463	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH043	529 Hospital,Convalescent	-7595	6080	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH044	342 Hospital,Convalescent	18202	2864	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NH045	428 Hospital,Convalescent	15758	-5107	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS001	1024 Public School	40639	-964	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS002	1113 Public School	40732	-6135	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS003	1125 Public School	41839	-7642	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS005	1154 Public School	35269	-12060	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS006	609 Public School	27281	10743	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS007	728 Public School	39577	10344	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS008	943 Public School	41950	2986	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS009	981 Public School	34094	2313	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS010	555 Public School	9228	2097	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS011	562 Public School	-2515	-6204	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS015	477 Public School	22423	-5701	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS016	1041 Public School	40958	-3951	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS017	338 Public School	14818	3297	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS018	798 Public School	35904	3121	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS019	397 Public School	12212	-1924	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS021	593 Public School	911	-6459	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS022	276 Public School	13419	10800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS023	400 Public School	15909	-7797	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS024	360 Public School	26296	-2314	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS025	481 Public School	27438	-4990	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS026	361 Public School	23650	-1034	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS027	539 Public School	172	11002	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS028	305 Public School	15282	7661	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS029	240 Public School	25282	8750	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS031	575 Public School	-1003	-8864	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS032	580 Public School	-3780	-6609	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS033	402 Public School	14499	-7413	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS035	381 Public School	12046	-585	0.2	0.3	0.2	-0.1	0.2	-0.1	0.2	-0.1	0.1	0.0	-0.1	0.7	0.6	0.0	-0.1
PBS036	1059 Public School	37216	-3113	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS037	653 Public School	42229	9598	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS040	1084 Public School	31524	-2029	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS041	1078 Public School	32406	-2584	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS042	597 Public School	12992	-8938	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS043	432 Public School	16893	-10161	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS044	462 Public School	21511	-10125	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS046	1146 Public School	30218	-7864	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS047	292 Public School	13295	5451	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS048	298 Public School	13951	6710	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS049	570 Public School	-1068	-4601	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS050	301 Public School	14856	6115	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS054	260 Public School	16704	9736	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS055	382 Public School	14713	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS056	441 Public School	16325	-13429	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS057	602 Public School	10185	-11730	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS058	598 Public School	10708	-7313	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS059	329 Public School	18679	5302	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS061	499 Public School	419	7093	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PBS062	542 Public School	968	5128	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS064	680 Public School	44551	9116	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS065	656 Public School	47202	9853	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS066	669 Public School	50890	11222	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS067	673 Public School	50904	5565	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS078	867 Public School	51463	3246	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS079	875 Public School	53773	657	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS080	877 Public School	52043	993	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS082	880 Public School	51044	573	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS084	896 Public School	47989	2642	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS085	927 Public School	45175	1275	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS086	969 Public School	38040	1984	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS087	1034 Public School	41670	-3068	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS088	1038 Public School	41232	-3505	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS090	777 Public School	30414	5411	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS091	382 Public School	11903	-2672	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS097	1031 Public School	42195	-2472	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS098	629 Public School	35517	9615	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS099	535 Public School	-4391	5512	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS100	788 Public School	36630	5989	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS101	983 Public School	29058	2028	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS102	379 Public School	17390	-2628	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS105	331 Public School	11840	4627	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS106	504 Public School	808	9178	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS107	524 Public School	-8294	5322	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS109	466 Public School	26318	-11324	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS110	422 Public School	14714	-12459	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS111	619 Public School	32576	10502	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS112	716 Public School	42558	6542	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS113	792 Public School	34981	4193	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS114	549 Public School	9739	3976	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	0.0	0.0	0.0	0.0
PBS116	551 Public School	8575	4739	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.3
PBS117	356 Public School	24929	3265	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS118	431 Public School	16898	-9768	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS119	1109 Public School	33933	-5714	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS121	530 Public School	-6871	5484	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS122	494 Public School	5515	8945	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS123	376 Public School	18043	-527	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS124	474 Public School	21791	-11923	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS125	1075 Public School	33837	-1843	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS127	370 Public School	21457	-3062	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS128	452 Public School	18588	-5939	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS130	470 Public School	21760	-12818	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS132	464 Public School	21251	-11798	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS133	434 School,College	16485	-11792	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS135	1094 School,College	30615	-4421	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS138	511 School,College	-2901	10004	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS140	1163 Public School	22487	-1032	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS146	1173 Public School	9443	-12891	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS150	1164 Public School	47842	6652	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PBS151	1165 Public School	46867	8626	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9

Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005							2015						
					No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change	No Action/ No Project	Alternative A	Amount of Change	Alternative B	Amount of Change	Alternative C	Amount of Change
PRK01	291 Park	11566	8133	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK02	546 Park	5414	4921	0.0	0.0	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired	0.0	Acquired	Acquired	Acquired	Acquired	Acquired	Acquired
PRK03	371 Park	21160	-3063	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK04	482 Park	28198	-8240	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK05	599 Park	9350	-9074	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK07	518 Park	-13479	6711	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK10	557 Park	-5023	-4415	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK11	571 Park	-1802	-8136	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK13	579 Park	-225	-8037	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK15	589 Park	1472	-5400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK16	594 Park	1719	-7830	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK18	410 Park	13865	-7406	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK19	490 Park	27371	-11411	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK20	456 Park	19312	-9302	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK21	457 Park	19949	-9303	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK22	1137 Park	34490	-8637	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK29	483 Park	27082	-7012	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK32	241 Park	25609	7591	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK41	316 Park	15766	6307	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK42	335 Park	13359	1694	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK43	351 Park	23171	4140	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK45	775 Park	28752	5597	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK46	789 Park	36620	5021	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK47	829 Park	42223	4785	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK48	924 Park	43851	1572	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK49	925 Park	44522	1571	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK50	926 Park	44965	1467	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK52	386 Park	14558	-1937	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK53	667 Park	49906	9918	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK54	914 Park	47049	589	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK55	915 Park	46322	556	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK56	964 Park	28407	1919	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK59	311 Park	18760	7140	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK60	277 Park	13470	9437	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK62	591 Park	2383	-6026	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK65	558 Park	-6967	-8394	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK67	235 Park	-10639	716	2.5	1.0	0.6	-0.4	0.6	-0.4	0.6	-0.4	0.7	2.8	2.1	0.2	-0.5	0.2	-0.5
PRK68	541 Park	-761	5208	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK69	604 Park	10384	-12485	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK70	1009 Park	34964	-416	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK71	1162 Park	-4883	-7930	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRK72	1172 Park	-3078	-6614	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS001	836 Private School	37733	11384	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS002	1070 Private School	37336	-3455	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS003	866 Private School	34483	5967	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS004	989 Private School	27097	2468	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS005	902 Private School	48768	788	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS006	491 Private School	27038	-12669	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS007	525 Private School	-7776	4626	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS011	536 Private School	833	5679	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS012	539 Private School	771	5989	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PVS013	672 Private School	51675	9023	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS014	685 Private School	46351	8153	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS015	813 Private School	40120	5340	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS017	882 Private School	34119	6123	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS018	1099 Private School	31945	-4425	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS023	913 Private School	48330	1417	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS024	1151 Private School	34485	-12422	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS025	274 Private School	12977	12319	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS026	742 Private School	36140	6964	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS027	548 Private School	10155	6178	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS028	354 Private School	24379	5761	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS029	251 Private School	23982	7178	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS030	606 Private School	28850	11455	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS031	521 Private School	-12447	6370	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS033	787 Private School	34984	5635	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS034	995 Private School	29461	-1469	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS035	622 Private School	34140	9211	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS036	239 Private School	25423	11457	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS037	993 Private School	29435	-516	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS038	1124 Private School	41624	-8000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS039	831 Private School	41645	4101	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS040	933 Private School	40319	1147	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS041	437 Private School	18864	-12877	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS044	293 Private School	13506	6729	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS045	381 Private School	14436	884	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS046	1092 Private School	29009	-4204	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS047	465 Private School	19141	-12557	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS048	578 Private School	-501	-8326	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS049	965 Private School	34967	2020	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS050	844 Private School	45633	5330	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS051	317 Private School	16298	5790	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS052	956 Private School	40122	2449	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS053	259 Private School	17350	10496	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS054	616 Private School	32159	8982	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS055	328 Private School	18415	5475	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS056	891 Private School	34709	4608	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS057	1160 Private School	40067	-7076	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS058	974 Private School	29674	1811	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS059	901 Private School	47885	224	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS060	496 Private School	6256	8224	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS061	1097 Private School	31766	-6638	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS062	368 Private School	19294	-197	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS063	469 Private School	18142	-14468	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS064	295 Private School	13310	7076	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS065	761 Private School	33672	6369	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS066	271 Private School	14715	11128	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS067	998 Private School	32753	-466	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS068	836 Private School	43674	6162	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS069	294 Private School	13205	6854	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS070	334 Private School	15369	3722	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS071	507 Private School	2864	13792	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A5-9
Los Angeles International Airport Environmental Impact Statement/Environmental Impact Report
Regular and Special Grid Point Assessment - Aircraft Time Above 95 Decibels in Minutes
Comparison of Build Alternatives to Future No Action/No Project Conditions

Grid Cell ID Code	Sequence	X Distance	Y Distance	Env. Baseline Conditions	2005 No Action/ No Project	2005 Alternative A	2005 Amount of Change	2005 Alternative B	2005 Amount of Change	2005 Alternative C	2005 Amount of Change	2015 No Action/ No Project	2015 Alternative A	2015 Amount of Change	2015 Alternative B	2015 Amount of Change	2015 Alternative C	2015 Amount of Change
PVS072	688 Private School	45643	7481	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS073	353 Private School	24503	5600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS074	250 Private School	24091	6749	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS075	385 Private School	13804	-640	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.0	0.0
PVS076	954 Private School	38754	2351	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS077	390 Private School	12602	-226	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS078	1129 Private School	40094	-6165	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS079	345 Private School	16235	3486	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS080	826 Private School	40329	5114	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS081	973 Private School	29676	2047	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS082	787 Private School	32177	6895	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS083	325 Private School	17478	5970	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS084	383 Private School	16261	-881	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS085	614 Private School	32138	10688	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS086	755 Private School	36351	8861	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS087	1074 Private School	32298	-1596	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS088	961 Private School	38743	587	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS089	455 Private School	21436	-4475	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS090	1122 Private School	41029	-8870	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS091	888 Private School	27180	2649	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS092	264 Private School	18568	9623	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS093	533 Private School	-5793	5899	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS094	846 Private School	45622	3888	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS095	935 Private School	40328	3045	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS096	415 Private School	13903	-10070	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS099	255 Private School	22860	11024	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS100	1029 Private School	41450	-1354	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS101	994 Private School	29432	-911	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS102	803 Private School	39034	6860	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS103	501 Private School	3278	9736	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS104	554 Private School	9240	3525	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS105	403 Private School	14488	-9493	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS106	243 Private Schoo	26683	6419	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS107	543 Private Schoo.	3658	5088	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS108	245 Private Schoo!	23359	6499	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS109	341 Private School	18639	3216	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS110	577 Private School	-573	-8780	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PVS111	450 Private School	16874	-6105	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Acquired Grid location would be acquired for airport development under the alternative.

Source Landrum & Brown, 2000

5.1 Locations of Significant Impact

FAA Order 5050.4A stipulates that if a location of non-compatible land use is exposed to an increase in noise level of 1.5 decibels of DNL (CNEL) and that location lies within the 65 DNL (CNEL) noise contour, than the location is considered to be significantly impacted by noise and must be identified as such in environmental evaluations. CEQA requires the evaluation of future alternative noise levels relative to the environmental baseline conditions (called existing conditions by the FAA). FAA requirements, as guided by NEPA and FICON, call for the comparison of future No Action/No Project conditions with the build alternatives. Furthermore, FICON requires that if any location within the 65 CNEL is exposed to an increase of 1,6 CNEL by the build alternative, any locations exposed to increases of 3 CNEL or more with noise levels between 60 and 65 CNEL must also be disclosed. CEQA requires the disclosure of locations that will be exposed to increases of 5 CNEL that lie within the study environs, regardless of the baseline noise level. These comparisons are made between the No-Action/No-Project condition and each Alternative.

Based on the grid analyses of CNEL values presented in Table A5.2, Regular and Special Grid Point Assessment – Aircraft CNEL, Comparison of Build Alternatives to No Action/No Project Alternative, and Table A5.3, Regular and Special Grid Point Assessment – Aircraft CNEL, Comparison of All Alternatives to Environmental Baseline, the sites identified in Table A5.10, Locations of Significant and Other Reportable Increases in CNEL at Grid Points and Noise-Sensitive Facilities – Comparison of Build Alternatives to No Action/No Project Alternatives, and Table A5.11, Locations of Significant and Other Reportable Increases in CNEL at Grid Points and Noise-Sensitive Facilities – Comparison of Future No Action/ No Project and Build Alternatives to Environmental Baseline Levels, were identified as being significantly or moderately impacted by aircraft noise associated with one or more of the Alternatives. Table A5.12, Grid Point and Noise Sensitive Locations Newly Exposed to 65 CNEL Comparison of Future Alternatives to Environmental Baseline Condition, indicates the locations, for each alternative, that would be newly exposed to noise above 65 CNEL compared to the environmental baseline levels.

Unlike the grid point assessments presented in Sections 4.1 and 4.2 of the DEIS/DEIR, the grid point computations presented in this section are calculated based on the coordinates of the principal facility at each non-residential noise sensitive facility. In Section 4.1 and 4.2, a non-residential noise sensitive parcel was considered to be impacted by the 65 CNEL contour, or by significant increases of CNEL if any part of the property was affected by a significant change in noise level, e.g., if a 65 CNEL contour passed along the edge of the noise sensitive parcel, the whole parcel was considered to be impacted for reporting purposes. In this appendix, CNEL and supplemental noise levels and changes were computed for the centroid of a parcel, or if developed, for the location of the most important structure. Consequently, if the parcel is small, it is likely that both approaches to impacts will include the parcel. However, if the parcel is large, it may be included as impacted in Sections 4.1 and 4.2, yet not included among the impacts reported in this appendix. For mitigation purposes, the more conservative approach applied in Sections 4.1 and 4.2 was used.

5.1.1 Significant Exposure - Alternative A

Environmental Baseline Comparisons: Table A5.12, Grid Point and Noise Sensitive Locations Newly Exposed to 65 CNEL Comparison of Future Alternatives to Environmental Baseline Condition, discloses that eight locations under the approaches to the north runways would be newly exposed to noise above 65 CNEL by Alternative A in 2005. By 2015, this number would increase to 26 sites. Again, all are along or adjacent to the approaches to the north runways. They are located as much as five miles east of the airport.

The grid point analysis for Alternative A year 2005 indicates that seven noise-sensitive locations would be exposed to increases of 1.5 CNEL above the environmental baseline. They include the four sides so affected by the future no-action condition, as well as two additional schools and one regularly spaced grid point. One of the new locations, a private school is located near the relocated east end of Runway 24L, while the regular grid point and the other school are located just east of the south runway complex, under the approach to the south runways. Increased noise exposure along the south approach is the result of increased numbers of operations in the activity mix.

By 2015, the growth of operations allowed by the proposed project will result in 34 sites falling within the definition of significant noise increase over the environmental baseline conditions. These include 11 churches, 14 schools, a library, a hospital, two nursing homes, and five residential areas associated with

regularly spaced grid points. These sites are all located along the approach to the north runways, particularly to new Runway 24R, or in proximity to the relocated east end of Runway 24L.

In addition to the sites at which noise levels would be significantly increased, 23 locations would experience CNEL increases of 3 dB or more between 60 and 65 CNEL in 2015. Again, all such sites are located either along the approach to the north runways or lateral to it just beyond the 65 CNEL contour. No sites are exposed to increases of three CNEL or more in 2005, nor are any sites exposed to increases of five CNEL or more beyond the 60 CNEL exposure level during that year. In 2015, 27 sites would be exposed to increases of five CNEL above environmental threshold levels where the CNEL of the location is less than 60 dB. These sites are typically located eight to 11 miles east of the airport under the base leg turns from the south onto final approach courses.

No-Action/No-Project Comparisons: In 2005, Alternative A would cause an increase of 1.5 CNEL within the 65 CNEL at only one point – a private school located north of the relocated east end of Runway 24L. In that year, no locations would experience increases of 3 CNEL within the 60-65 CNEL range or of five CNEL beyond the area of 60 CNEL. By 2015, however, the general increase in the number of operations present at the airport and the addition of a new runway in the north runway complex would cause noise levels to increase by between 1.5 and three CNEL at 25 sites. All but two of these sites are located along or adjacent to the approaches to the north runways. They include 10 schools, eight churches, a hospital and four regular grid points. The remaining sites are a park on the beach west of Runway 24L and a school under the approach to the south runway complex. Seven sites will experience increases of slightly more than three CNEL within the 60-65 CNEL range along the north side of the contour leading to the north runway complex from the east. Two regular grid points over ten miles east of the airport would experience aircraft noise level increases of more than five CNEL, but to levels of less than 46 decibels (a level likely not distinguishable above the ambient levels within the community).

5.1.2 Significant Impacts - Alternative B

Environmental Baseline Comparisons

By 2015, the full development of Alternative B would result in the inclusion of 26 grid points and noise sensitive facilities within the 65 CNEL that had not previously experienced noise of that level (**Table A5.12**). The cause of these inclusions would not only be the development of the third runway on the south side of the airport, but also the greater utilization of the north runways for arrivals by heavy aircraft and the overall growth of operations. Only six of the sites are associated with traffic using the south runways, while the remaining 20 sites are associated with operations on the north runways or the general increase in activity. In 2005, only eight sites that would be included within the 65 CNEL contour by the relocation of the east end of Runway 24L and the shift of a large portion of the heavy jet approaches from the south to north runway complex

In the near term (2005) the development called for by Alternative B is nearly identical to that of Alternative A. Consequently, the exposure pattern of the two alternatives are nearly identical. The same seven sites are affected by both alternatives and are located along the approach to the north runways. However, by 2015, the alternatives are so different that the exposure patterns are substantially different. In 2015, Alternative B will expose 48 grid points and noise sensitive facilities to increases of 1.5 CNEL or more. Ten are located along and adjacent to the approaches to the south runways, while the other 48 sites are along the approach to the north runways. The south sites include a church, a hospital, six schools and two regular grid points. The north sites include 13 churches, a library, two nursing homes, and 13 schools, as well as eight regular grid points.

In 2005, no grid points were projected to be exposed to increases of three CNEL within the 60-65 CNEL range or to more than five CNEL beyond the 60 CNEL level. By 2015, 17 sites scattered along the south side of the 65 CNEL contour leading to the south runway complex would experience three CNEL increases and be located between the 60 and 65 CNEL levels of the alternative. Additionally, 39 locations beyond the 60 CNEL level would be exposed to increases of five CNEL or more; all are located several miles to the east of the airport and south of the contours leading to the south runway complex.

No-Action/No-Project Comparisons

In 2005, the impacts associated with Alternative A would also be those of Alternative B when the differences between the alternative and the no-action condition are considered. These include one site near the relocated east end of Runway 24L that would experience an increase of 1.5 CNEL above 65

CNEL. The same relocation would expose three sites to increases of three CNEL between 60 and 65 CNEL. No sites would experience a five CNEL increase in 2005.

The full development of the Alternative B conditions in 2015 would result in significant increases of 1.5 or more CNEL from no-action conditions within the 65 CNEL of the alternative at 32 grid points or noise sensitive facilities. Of these locations, 19 lie under the approach to the north runway complex and three would be near the relocated departure end of Runway 24L. Additionally, ten locations lie along the approach to the south runway complex. These sites include nine churches, a hospital, a nursing home, a park and 13 schools, as well as seven regular grid points.

There would 22 locations exposed to increases of three CNEL or more and have alternative noise levels of 60-65 CNEL. Of these, four would be near the relocated east end of Runway 24L, while the remainder would be located along the approach to the south runways from the east, particularly under the approach to the new south runway. Finally, 28 sites would be exposed to noise level increases of five CNEL beyond the 60 CNEL area. These are generally located several miles east of the airport.

5.1.3 Significant Impacts - Alternative C

Environmental Baseline Comparisons

The near term (year 2005) development of Alternative C includes not only the relocation of the east end of Runway 24L, but also the northward relocation of Runway 24R to provide greater separation between runways and make way for a subsequent northward relocation of Runway 24L after 2005. These early projects will result in 13 regularly spaced grid points and noise-sensitive facilities being newly exposed to 65 CNEL within the alternative noise exposure pattern. By 2015, four more sites along the approach to the north runways would be added to the 65 contour (see Table A5.12).

The project actions will result in a significant increase (1.5 CNEL within 65 CNEL of the alternative) on 15 grid points and noises-sensitive facilities, including four churches, a park, seven schools, and three regularly-spaced grid points. Of these points, 14 are located along the approach to the north runways and one is located north of the east end of relocated 24L. By 2015, the number of significantly impacted locations will have increased to 25 under this alternative, if constructed, including nine churches, a library, a nursing home, a park and 10 schools, as well as three regular grid points. Nearly all of these points are located along the approach to the north runways.

In 2005, no sites would be exposed to reportable increases of three or five CNEL. By 2015, two sites north of the east end of the north runways would be exposed to increases of three CNEL between 60 and 65 CNEL of the alternative, but no locations would be exposed to increases of five CNEL beyond the 60 CNEL area.

No-Action/No-Project Comparisons:

Comparison of Alternative C noise levels with the no-action exposure pattern indicates that 11 grid points will be exposed to increases of 1.5 CNEL within the 65 CNEL of the alternative by 2005. These points are associated with the development in the north airfield. By 2015, these 11 sites are joined by four more in the same area. The sites include five churches, six schools, a park and three regular grid points.

Two locations would be exposed to reportable increases of three CNEL within the 60-65 CNEL range of the alternative by 2005 and will be joined by three additional locations by 2015. All sites impacted in this way are north of the east end of Runways 24L/R. No sites will be exposed by the alternative to increases of five CNEL over the no-action levels.

5.2 Supplemental Grid Point Information

In addition to CNEL data provided in **Tables A5.2 and A5.3** to reflect all CNEL levels computed for grid points in the airport environs, and Tables 5.10 and 5.11 to indicate the locations of impacted noise-sensitive and other grid points that are exposed to significant, moderate or other reportable increases of aircraft noise beyond no-action/no-project and environmental baseline levels, **Tables A5.4 through A5.9** provide additional interesting information. This information includes the Day Night Noise Level (DNL) present at each location, the Maximum Noise Level (Lmax) and the duration (in minutes) that each site will be exposed to noise above various decibel levels. All supplemental data is provided for the average annual day of operation.

The **Day Night Sound Level (DNL)** metric is used in all states except California to form the noise exposure contours, and in this EIS/EIR is computed for each of the regular grid points and noise-sensitive locations in the airport environs. The metric differs from the CNEL by its absence of a penalty for operations that take place during the evening hours. The data at various locations indicated on Table A5.4 range from less than 36 decibels at distant locations to more than 75 decibels at points adjacent to the airport. At locations on the airport near the runway, the levels would be much higher.

The **Maximum Noise Level (Lmax)** noise metric (Table A5.5) provides data on individual aircraft overflight noise (often termed "single-event levels") expected at each grid cell and point location, as contrasted with cumulative noise exposure calculated in CNEL and DNL. Lmax is the loudest noise level among individual aircraft events expected at a location for the period evaluated. Since some operations may not occur daily along each flight path, the Lmax level may not occur as frequently as once daily. Every location in the grid networks is exposed to at least 53 decibels of peak level noise at some point during the day for even the quietest alternative. Four locations are exposed to as much as 100 decibels under each 2005 alternative and one or two sites are exposed to such levels for the 2015 alternatives. Under the environmental baseline conditions, every site is exposed to at least 63 decibels of Lmax and there are 35 sites exposed to single-event levels in excess of 100 decibels. Nearly all locations exposed to Lmax levels in excess of 100 decibels are located on the beach west of the airport, closely aligned with the landing paths east of the airport (where easterly departures are also near the airport), or adjacent to the ends of the runways overflown during departure. It is likely that events in excess of 100 decibels east of the airport are an effect of east flow departure operations.

The **Time Above (TA**) metric is indicative of the amount of daily time that aircraft noise would exceed various decibel levels. This does not mean that every minute of aircraft noise above the traditional ambient level would be annoying to people or considered to be an adverse impact. It should be kept in mind that the TA metric is reporting the daily duration of aircraft noise above a certain level. TA does not report how loud the aircraft events are. Other metrics is informative as to loudness. For this EIS/EIR, decibel levels of 65, 75, 85, and 95 were selected for assessment. The 65 decibel level approximates the level at which normal speech is disrupted the voice must be raised to ensure clarity. The 85 decibel level is often used as a threshold associated with the disruption of classroom teaching if the school has closed windows and is normally insulated. Most grid points are exposed to aircraft noise above 65 decibels at some time during the average annual day. Those sites that do not receive the 65 decibels are located several miles north and south of the approach paths east of the airport. Those that are exposed to noise above 95 decibels are just off the airport under the approaches or departure paths or adjacent to the airport north or south of the points at which takeoff are initiated. Only four or five sites in each alternative are exposed to any time above 95 decibels. Between 10% and 12% of all sites in each alternative, located generally along the approach paths relatively near the airport, are exposed to noise above 85 decibels.

6. TYPICAL NOISE FOOTPRINTS OF THE OPERATING FLEET

Noise contours are representations of the combined noise energy generated by all aircraft sources modeled for the airport, and include the individual energy patterns of each aircraft operating there. The energy patterns of individual noise events often extend well beyond the contours of the combined aircraft total noise energy averaged over an average annual day. The difference between the single-event noise levels and the cumulative noise energy pattern is that single-event patterns represent the noise of a single operation, lasting only for the length of that operation. Cumulative noise metrics such as CNEL consider the average of all noise that occurs during the 24-hour period under review. Patterns of noise energy for individual aircraft are typically represented by the Sound Exposure Level (SEL) metric.

The SEL is the noise level that results if all energy produced by the aircraft at one location during one flight cycle is normalized to a single second. In contrast, the CNEL is the noise level that results when all energy from all flights during one day is divided by the number of seconds in a day. The INM was used to compute the SEL patterns for one approach to Runway 24R and one departure from Runway 25R by each of five separate aircraft types which dominate the baseline and projected fleet mixes at the Airport. **Figures 19** through **23** present these patterns for the Boeing 737-300, 747-400, 727-200, 737-200 and for the McDonnell Douglas DC-10 aircraft. Continuous noise exposure level contours of 80, 90 and 100 decibels of SEL are presented where they fall over land areas. Although the direction of flow presented in the figures is to the west, east flow would result in comparable patterns, rotated 180 degrees. Further,

approaches and departures are also made to each other runway. Patterns similar to those indicated on the figures would result from such operations on other runways.

7. NOISE MITIGATION

Under NEPA rules, mitigation of the impacts associated with the increased noise exposure is not required. However, under CEQA rules, a good faith effort must be made to mitigate those impacts that are determined to be significant to a level of insignificance, if such mitigation can be accomplished. Noise mitigation is reflected in the layout of the Build Alternatives and will continue to be applied through flight procedures, air traffic control procedures, and land use compatibility actions. CEQA requires identification of those actions that may be available to mitigate the noise levels associated with development at the airport. The *Airport Land Use Planning Handbook*, published by CalTrans in December 1993, identifies a variety of operational measures that may enhance the compatibility between airports and nearby land uses. The following sections provide an overview of numerous noise abatement operational procedures that have been evaluated and/or implemented at LAX, as well as additional measures suggested by the CalTrans guidance that may or may not be beneficial for future abatement.

The DOT/FAA Aviation Noise Abatement Policy of 1976, the Airport Safety and Noise Abatement Act of 1979, and the Airport Noise and Capacity Act of 1990 have outlined the approach necessary to assure a coordinated approach to tackling the difficult task of noise abatement and mitigation of noise impacts. Responsibilities are shared among the airport users, aircraft manufacturers, airport proprietors, federal, state, and local governments, and residents of communities near the airport. The development of a noise abatement program has three primary objectives. The program elements selected for implementation should:

- Reduce the noise-impacted population levels and noise-sensitive uses in the study area, within practical cost constraints.
- Minimize, where practical, the exposure of the study area population to noise events of very high levels. These high levels, which are often manifested by single-event noise levels outside of the DNL contours, can be an annoyance to airport neighbors and warrant attention.
- Ensure maximum compatibility of existing and future area land uses and with noise generated by aircraft using the airport.

The first two of these measures may be addressed by operational measures for noise abatement, while the latter measure requires the expansion of the mitigation responsibility beyond the actions of the airport or its tenants. The achievement of a plan that meets these objectives can be accomplished only after a variety of realistic noise abatement alternatives have been evaluated.

If the level of aircraft noise impacts in the airport vicinity is to be reduced, good faith efforts are required from all responsible parties including airport and aviation system managers, owners and operators of aircraft, and land use regulatory agencies. This section is concerned with measures that would alter the use or configuration of air space, flight tracks, and airport facilities so as to reduce or shift the location of noise to more compatibly-used areas. The techniques tend to produce one of two general effects. They either reduce the overall size of the noise contours, or they move the noise to other areas. The land use section of the EIS/EIR addresses mitigation actions related to structural modification of sensitive uses to make them compatible with the aircraft noise levels to which they are exposed or the removal of such uses from the zone of impact.

In order to reduce the overall noise levels around the airport it is necessary to reduce the total sound energy emitted by the aircraft activity at the airport. This can be accomplished through either the modification of aircraft operating procedures or the imposition of restrictions on the number or type of aircraft allowed to operate at the airport. These measures are often difficult to implement and enforce as they can erode aircraft operational safety margins or discriminate against certain operators and cause an undue burden on interstate commerce. Such measures that restrict the access of an aircraft type or group of users to the airport must be evaluated and approved under F.A.R. Part 161.

Consequently, it is often more effective and less disruptive to try to move the noise to areas that are either compatible or contain a minimum of noise sensitive areas. This opportunity is usually realized through runway use and flight routing techniques or airport facility development. The subsequent sections of this section will review and evaluate a variety of potential noise abatement techniques.

7.1 Potential Noise Abatement Measures

A variety of operational measures for noise abatement were reviewed for possible application at LAX. The subsequent discussion provides a qualitative evaluation concerning all reasonable noise abatement techniques that deserve consideration. The extent to which these measures might be beneficial at LAX is dependent on such factors as the probable noise reduction over noncompatible areas, the extent to which the measures would likely compromise safety margins and the ability of the airport to perform its intended function, and their apparent acceptability within the community considering the legal, political and economic climate of the area.

Noise abatement measures considered in this evaluation are those procedures or changes that have the potential to reduce the significant aircraft noise impact on persons living in the airport environs. Described below are a number of these changes that were evaluated for application at LAX. These measures fall into four general categories:

- Runway Use and Flight Route Changes
- Airport Regulation Changes and Facility Restrictions
- Aircraft Operating Procedure Changes
- Airport Facility Changes

7.1.1 Runway Use and Flight Routing Changes

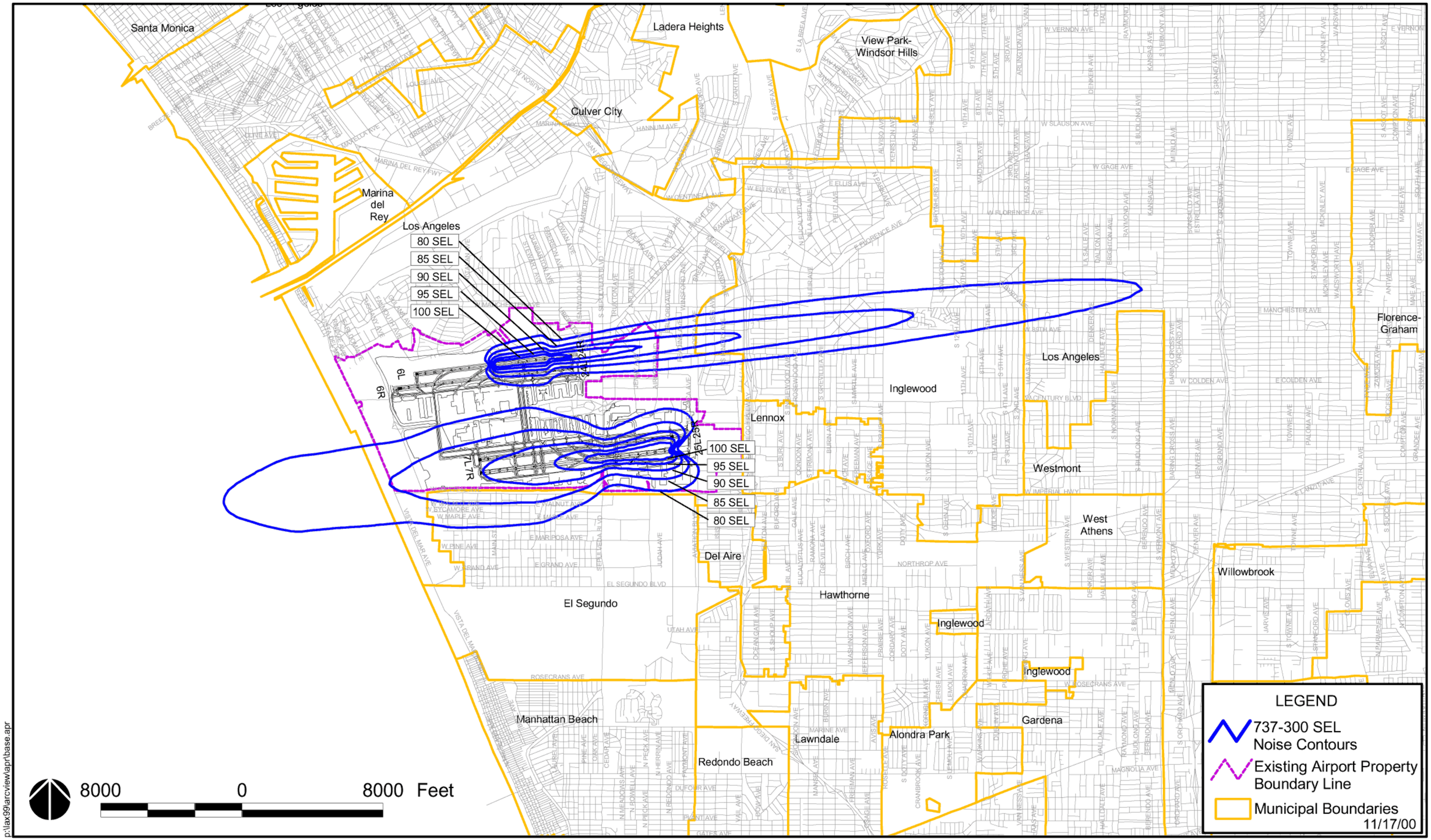
The pattern of land use around the airport provides clues to the design of arrival and departure patterns for noise abatement. By redirecting air traffic over more compatible land use areas, noise impacts may often be significantly reduced. The land use pattern east of LAX is essentially homogeneous, with little variation in the distribution patterns of noise-sensitive residences and public facilities within the broad area overflown by aircraft using the airport. West of the airport, aircraft typically fly over large expanses of water before passing over inhabited land areas at altitudes above 8,000 feet.

7.1.1.1 Preferential Runway Use

Preferential runway use programs for noise abatement refer, for the purposes of this evaluation, to the use of selected runways by turbojet and large propeller aircraft. They do not necessarily include light general aviation aircraft that have virtually no effect on noise patterns and little presence at LAX. These light aircraft, when present, are frequently routed by air traffic control in the most efficient method available consistent with an implemented runway use program. Preferential runway use programs for turbojet aircraft are intended to direct as much noise as possible over the areas least sensitive to aircraft noise.

FAA Order 8400.9 describes national safety and operational criteria for establishing runway use systems. It defines two classes of systems: informal and formal. A formal system must be defined and acknowledged in a Letter of Understanding between FAA's Flight Standards Division and Air Traffic Service, the airport proprietor, and the airport users. Once established, participation by aircraft operators is mandatory. Formal programs can be extremely difficult to establish, especially at airports with many different users such as LAX.

An informal system is an approved runway use system that does not require the Letter of Understanding. Informal systems are typically implemented through a Tower Order and publication of the procedure in the Airport Facilities Directory. Participation in the program is voluntary.



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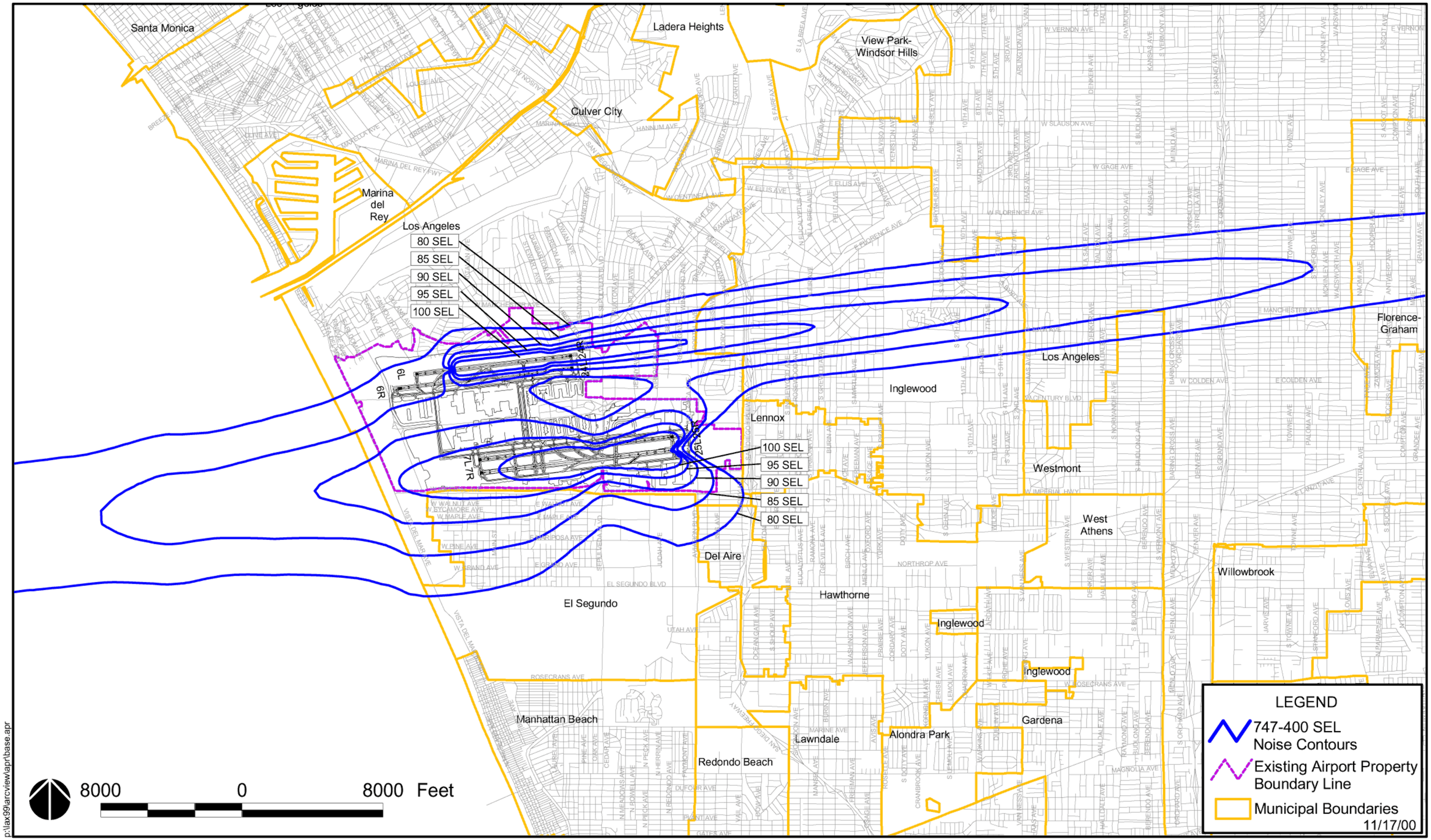
Los Angeles International Airport Master Plan	Noise Exposure Pattern - 737-300 LTO	Figure 22



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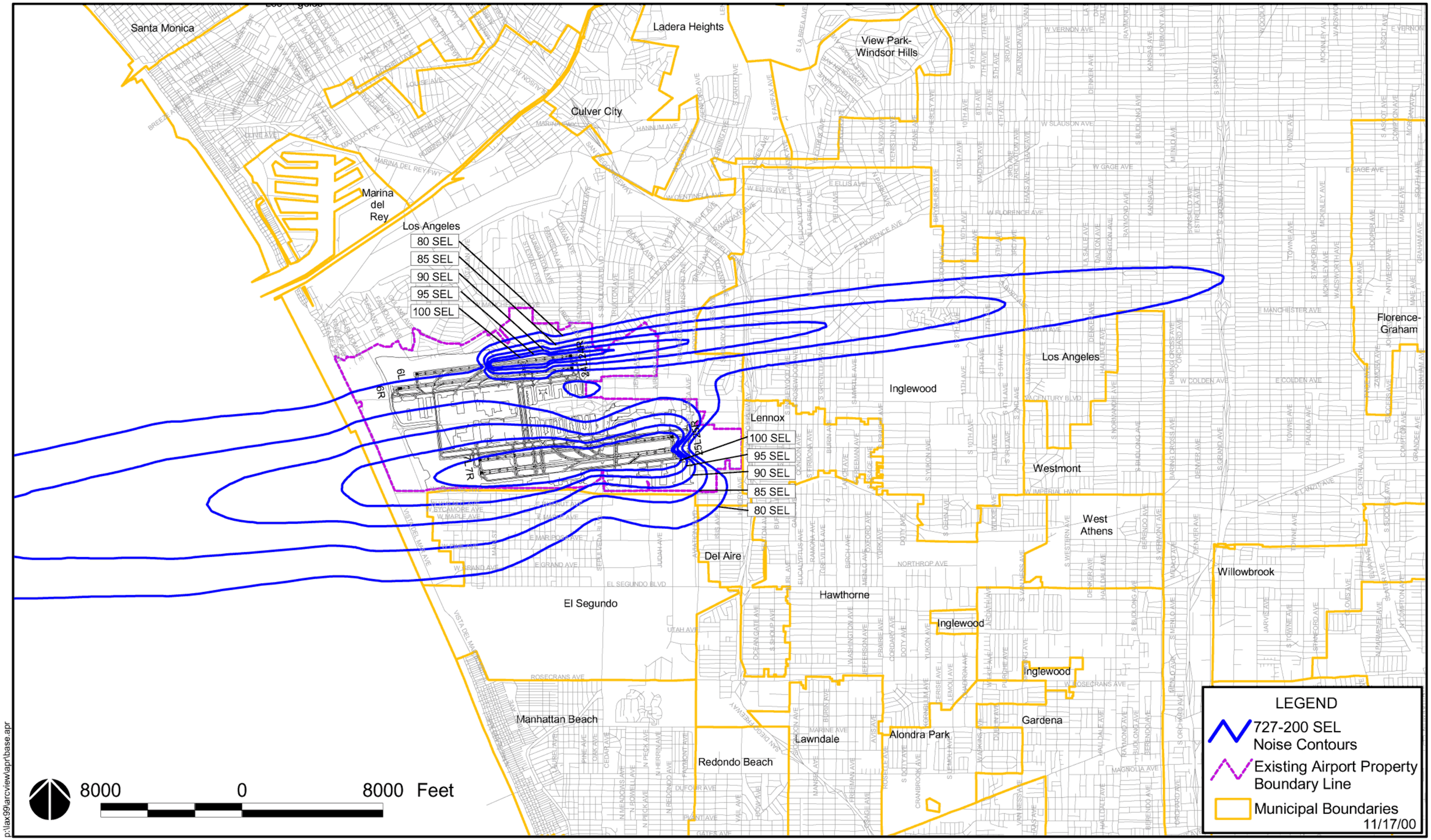
Los Angeles International Airport Master Plan	Noise Exposure Pattern - 747-400 LTO	Figure 23



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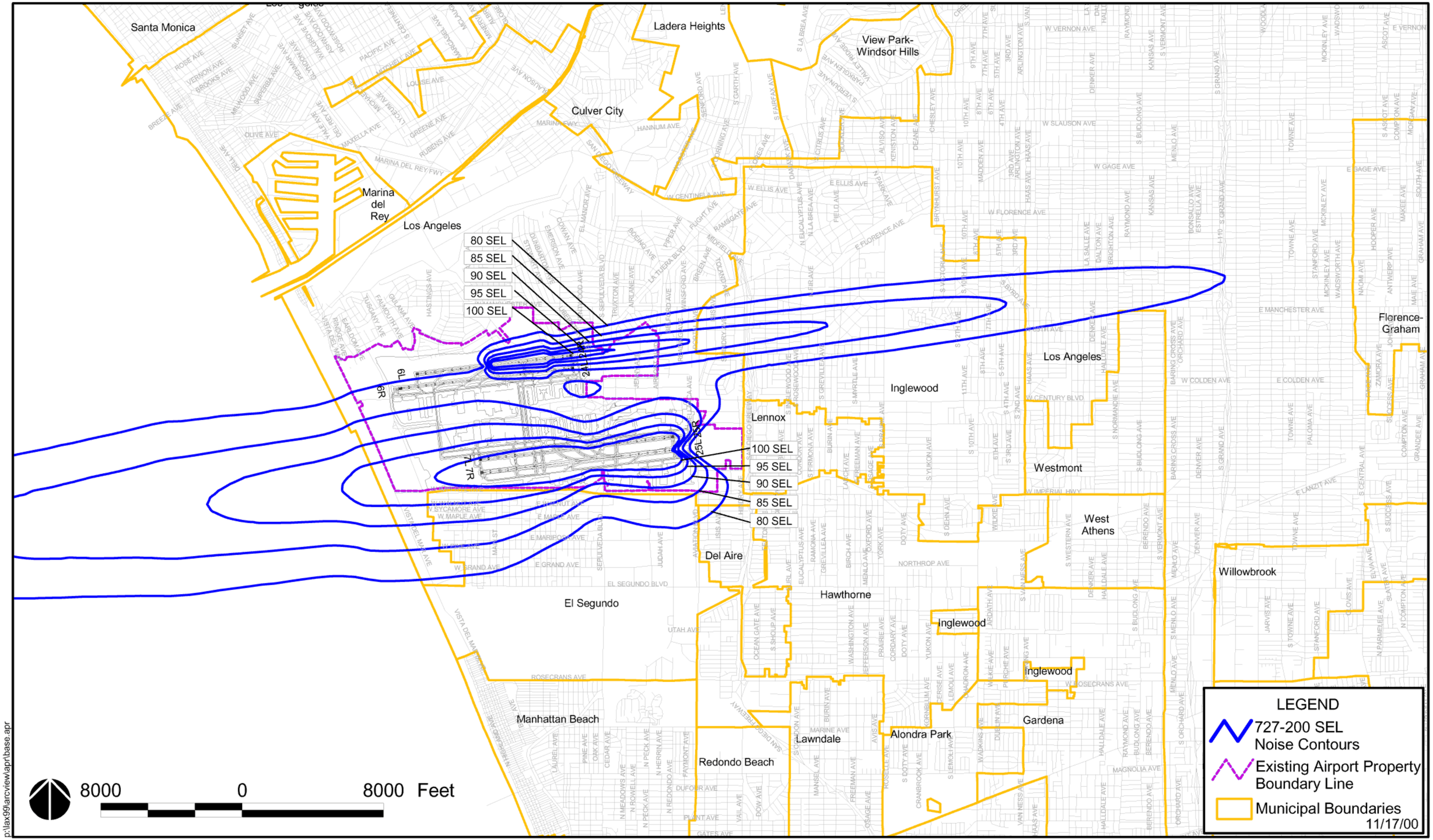
Los Angeles International Airport Master Plan	Noise Exposure Pattern - 727-200 Retrofit LTO	Figure 24



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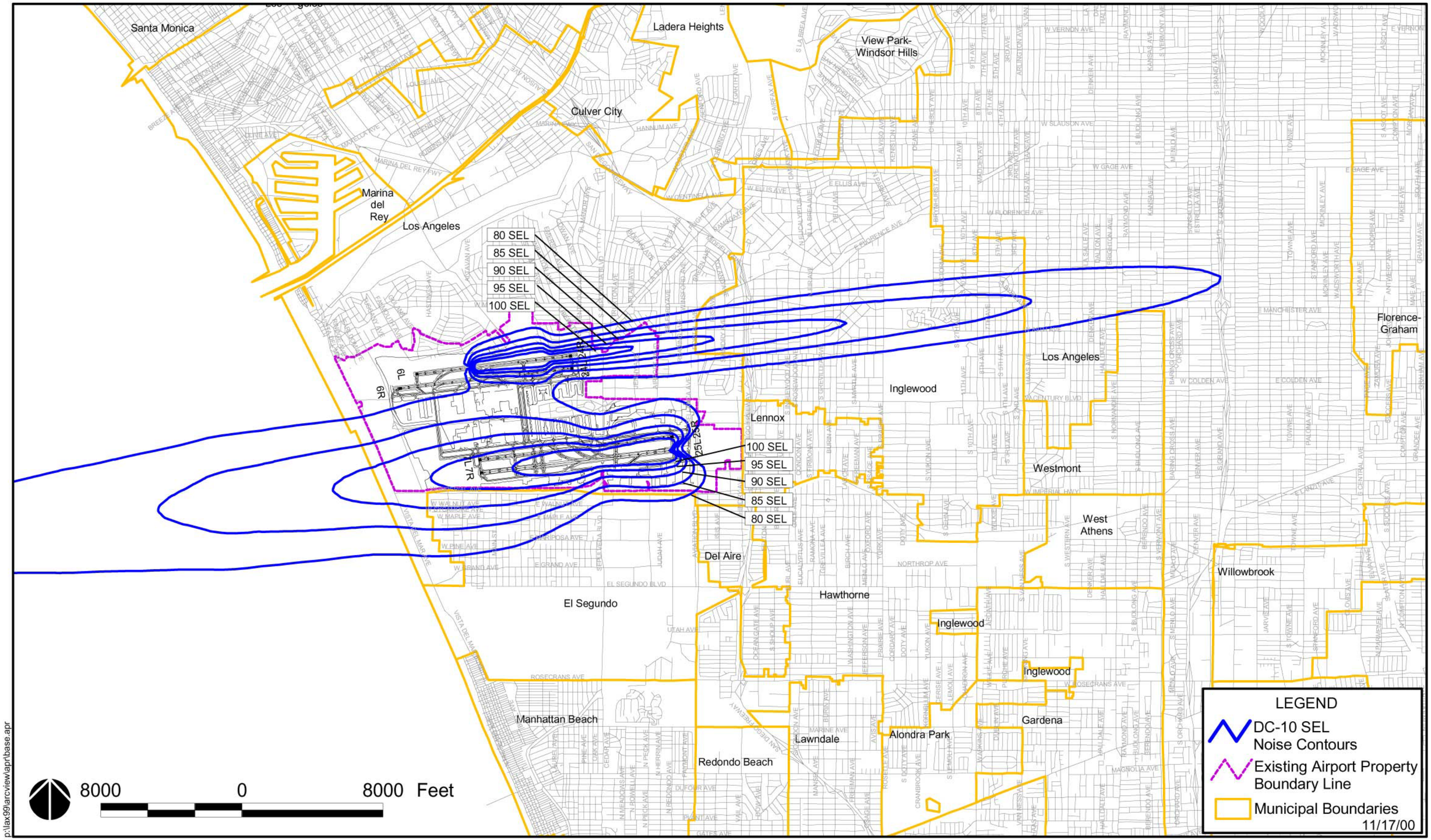
Los Angeles International Airport Master Plan	Noise Exposure Pattern - 737-200 SEL	Figure 25



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Los Angeles International Airport Master Plan	Noise Exposure Pattern - DC-10 LTO	Figure 26

LAX is bordered by extensive residential development to the north, south and east of the airfield. Much of this area lies adjacent to, or very near, the airport boundary. Current runway use practices at LAX favor departures to the west (over the Santa Monica Bay) approximately 95 percent of the time. Thus, the vast majority of the louder departure operations occur to the west over the ocean while the quieter approach operations fly over the residential and commercial areas east of the airport. The current LAX preferential runway use program also promotes keeping operations to the west of the airport during the most noise-sensitive hours through the establishment of Over-Ocean Operation Procedures during nighttime hours from Midnight to 6:00am. This procedure is designed so that arrivals are routed to approach the airport from the west over the ocean and departures are directed to takeoff to the west over the ocean. This is feasible due to the lower volumes of traffic present at night and the more even spread of the various operations over time. During over-ocean operations, arrivals are commonly made to the north runway complex while departures are made from the south runways. The adopted preferential runway use program also identifies a preference for the maximum use of the "inboard" runways (Runways 24L/6R and 25R/6L) during nighttime hours from 10:00pm to 7:00am to minimize noise impact on residential areas of Westchester to the north and El Segundo to the south. The program also identifies the appropriate use of intersection departures in west flow operations.

7.1.1.2 Rotational Runway Use

Rotational runway use programs are put into effect to distribute aircraft noise equally among the residents of areas off all the ends of the runways. In the case of LAX, the proximity of the ocean west of the airport in conjunction with the residential land use patterns to the east, indicate that a rotational runway use system would, without doubt, increase the numbers of persons and noise-sensitive facilities exposed to significant levels of aircraft noise above 65 CNEL.

7.1.1.3 Noise Abatement Flight Routes

The specification of straight or turning departure routes for aircraft to avoid populated areas is an accepted method of noise abatement that has been implemented at numerous airports. At LAX, with the predominant flow being to the west over the ocean and populated areas to the east, noise abatement departure turns do not appear to have a beneficial effect on the noise contours. For the infrequent occurrences of easterly traffic flow, the residential land use patterns east of the airport do not reveal any potential corridors of noise compatible over which departure traffic might be routed. Consequently departure turns beyond those currently used to facilitate safety and traffic efficiency do not appear to have merit.

During periods of westerly departures the ideal flight route would be a straight-out track to the ocean. In the past this procedure has been encouraged by LAWA through a variety of means. Currently, the LAX Airport Rules and Regulations stipulate that turbojets making westerly departures should maintain runway heading until reaching the shoreline and an altitude of 4,000 feet before executing a right (north) turn. For left turns the altitude stipulated is 3,000 feet. These altitude restrictions do not apply to twin engine piston and turboprop aircraft. Despite these policies early turns of turbojet aircraft do occasionally occur over western portions of El Segundo to the south and Los Angeles to the north. Since this a common source of complaints from residents in these areas, additional measures to reduce these occurrences merit consideration. Specifically, FMS (Flight Management System) and/or GPS (Ground Positioning Satellite) departure procedures could be developed to ensure a minimal deviation of flight path until aircraft are beyond the coast over the ocean. These types of procedures would assist in reducing the occurrences of early turns by providing point-to-point navigational criteria for aircraft equipped with these navigational aids. By 2005, a large majority of the aircraft using LAX would have this equipment. Consequently, the development of appropriate GPS/FMS procedures is assumed from each runway end in all future scenarios evaluated in this study.

7.1.1.4 Visual Approach Procedures

Approaches involving turns relatively close to the airport can sometimes be defined over noise compatible areas for use under VFR conditions. However, large aircraft typically require a stabilized approach of two to three miles straight-in to the runway. The greatest advantage to establishing visual approach procedures is to utilize a noise compatible corridor when an airport is more or less surrounded by noise sensitive uses.

At LAX there are currently two published visual approaches. The Harbor Visual provides for approaches to Runways 25L/R while the Stadium Visual routes traffic to Runways 24L/R. These approaches use similar routes and are fed from the north downwind leg of the traffic pattern, which routes traffic easterly

over Santa Monica. Both visual routes call for traffic to turn south over the Los Angeles Coliseum and south over the Harbor Freeway. Each route then doglegs to the southwest to intercept the final approach to LAX several miles east of Hollywood Park.

These visual approaches for LAX were developed to facilitate more efficient traffic sequencing during periods of good weather conditions. Unfortunately, the extensive residential development pattern around LAX provides no clearly evident noise abatement approach corridors. Since much of the major residential development is within three miles of the airport there is no room for a stable final approach while still avoiding these areas. Consequently, the development of additional visual approach procedures does not appear to have merit for noise abatement.

7.1.2 Airport Regulation Changes

The courts have recognized the right of airport proprietors to reduce their liability for aircraft noise by imposing restrictions that are reasonable, nondiscriminatory, and do not interfere with interstate commerce or violate a contractual agreement with the FAA as a condition of receiving federal aid.

With the passage of the Airport Noise and Capacity Act of 1990, Congress set forth the analytical requirements that must be met in order for an individual airport to establish noise or access restrictions on Stage 2 or Stage 3 aircraft. The FAA has implemented and completed the national phase-out of large Stage 2 aircraft through a scheduled transition set forth in F.A.R. Part 91. The requirements that must be met by an individual airport to further restrict Stage 2 aircraft are set forth in F.A.R. Part 161. After December 31, 1999, these requirements would apply to any proposed restriction to Stage 2 aircraft weighing less than 75,000 pounds. The actions required by F.A.R. Part 161 in order to establish a local restriction on Stage 2 aircraft generally include the following:

- Notice of the proposed restriction and opportunity for comment on the analysis.
- A technical analysis that evaluates costs and benefits of the proposed restriction, alternative restrictions, and alternative measures that do not include restrictions.

While implementation of a Stage 2 aircraft operating restriction does not require FAA approval, the FAA does make a determination at to whether adequate analysis and notification has been conducted, and will not allow implementation of the measure until that finding has been made.

In order to establish a local restriction applying to Stage 3 aircraft, Part 161 requires a much more rigorous analysis as well as final FAA approval of the restriction. The conditions for approval of a restriction affecting Stage 3 aircraft require that the analysis provide evidence of the following conditions:

- The restriction is reasonable, not arbitrary, and nondiscriminatory.
- The restriction does not create an undue burden on interstate or foreign commerce.
- The restriction maintains safe and efficient use of navigable airspace.
- The restriction does not conflict with any existing federal statute or regulation.
- The restriction does not create an undue burden on the national aviation system.

These requirements clearly imply that restrictions on either Stage 2 or Stage 3 aircraft are considered to be methods of last resort for noise abatement. The analytical requirements alone ensure that all other noise abatement alternatives should be exhausted prior to the implementation of these types of restrictions. Since virtually any regulatory alternative would have the net effect of limiting either Stage 2 or Stage 3 aircraft access, it is likely that the requirements of F.A.R. Part 161 would have to be met.

Specific regulatory options that are frequently proposed for noise abatement include the following (all night restrictions are for the 10:00 p.m. 7:00 a.m. time period, but may also apply to any part thereof):

- Establishment of nighttime curfews.
- Landing fees based on noise level or time of arrival.
- Airport capacity limitations based on total numbers of operations or relative noisiness.
- Restrictions on engine run-ups.

7.1.2.1 Curfews

FAA Advisory Circular 150/5020.1 indicates that curfews are an effective though costly method of controlling noise intrusion into areas adjacent or in proximity to an airport. The document states that they should be reserved as a strategy of last resort, however, when all other options have been shown to be

clearly inadequate, because of their negative impacts upon both aviation and the community's benefit from aviation. Since unwanted noise intrusions are most pronounced in the late evening or early morning hours, curfews are usually implemented to restrict operations that occur during those periods. The period of 10 p.m. to 7 a.m. is when most people are resting and are most sensitive to noise, although curfews are occasionally proposed to cover only a portion of the nighttime hours. It should be pointed out that curfews have economic impacts upon airport users, upon those providing airport-related services, and upon the community as a whole. Other communities may also be impacted through curtailment of service.

There are three general types of nighttime curfews that may be applied. The airport could be closed to all arrivals and departures, the airport could be open only for arrivals, or it could permit arrivals and departures by aircraft which meet specified maximum noise levels, as certified under F.A.R. Part 36.

The prohibition of all traffic during the noise sensitive hours would place undue constraints on those users of the airport who are not major contributors to the noise contours. Not only would the loudest operations be prohibited, but the quiet operations by light aircraft would be also banned by an across-the-board curfew. Also, since LAX is a gateway for international cargo as well as passenger service, a curfew would have a substantial impact on international commerce and might even affect bilateral agreements governing access between the U.S. other countries. This effect is further compounded by the fact that there are few, if any, alternative airports in the region with comparable facilities for international cargo processing. Furthermore, a curfew would have wide ranging effects on the domestic aviation system as many carriers use "red-eye" flights from LA to the east coast to position aircraft for the next day's hubbing operations. Given these complexities, it is reasonable to conclude that the institution of a total curfew is not appropriate at LAX and would not stand the test of the FAA or the courts.

Similar logic is applicable to a curfew on all departure operations. Since all of the factors cited above depend on nighttime departures, a curfew on departure operations would have the same effects as the total curfew. Consequently, the measure is not considered as a viable noise abatement option.

The third type of curfew would restrict the nighttime operation of only those aircraft that exceed specified noise levels. While the community may set any maximum noise level it desires, consideration must be given to the economic impact on the airport, the surrounding business community, and the aviation system that results from the decision. Since most of the international cargo operations are flown by heavy wide-body aircraft that are traveling very long distances, it would be difficult to establish a noise level threshold that would not preclude these operations. Consequently, it is likely that this type of a curfew would trigger most, if not all, of the issues mentioned in the previous discussion.

Finally, the nature of the nighttime runway use program at LAX, which emphasizes the over-ocean procedures, tends to minimize the contribution of the nighttime operations to the noise contours that extend over the residential areas. Consequently, it is likely that none of the curfew restrictions would yield more that a marginal noise benefit in the residential areas around the airport. In light of the previously discussed complexities relating to curfews and their marginal benefits, it is not likely that approval would ever be granted for such measures.

7.1.2.2 Landing Fees

The initiation of differential landing fees based on either the noise level or the time of arrival are frequently proposed as incentives to use quieter aircraft or operate at less sensitive times. Such a measure would put in place a variable schedule of landing fees based on the relative loudness of the aircraft, with arrivals by loud aircraft at night being charged the most and arrivals by quiet aircraft during the day being charged the least. Any funds derived that are in excess of fees accrued from normal operation normally would be dedicated to a noise abatement fund for offsetting the cost of the implementation program.

In theory, the initiation of differential landing fees based on either the noise level or the time of arrival is intended to be an incentive for airlines to bring quiet aircraft into the airport. In practice, however, landing fees are such a small part of the total operating costs of an airline that differential fees become little more than an irritant to the carrier. Consequently, it appears that they are not likely to provide benefits at LAX.

7.1.2.3 Capacity Limitations

Several severely impacted airports have proposed capacity limits based on either total operations or relative noisiness of aircraft as a method of controlling the total cumulative noise exposure. Airport capacity limitations based on relative noisiness would set operational limits on the airport in terms of number of takeoffs and landings or number of enplaned passengers such that a reduction of airport noise results.

If the number of event are limited, it is likely that the average size of the aircraft in use would increase. In today's operating environment, the loudest aircraft are the heaviest aircraft. Given the purpose and need identified in this document, restrictions of capacity would contradict the purpose of the project. Consequently, capacity limitations are not considered a viable noise mitigation approach.

7.1.2.4 Noise Budgets

A theoretical device originally designed to encourage the early conversion to quieter Stage 3 aircraft, the utilization of more effective noise abatement procedures, consolidation of flights, and operation during the less noise-sensitive hours is a noise budget. Under a budget, each carrier would be allocated a prescribed amount of noise it may create per day, week, or year based on its prior performance, level of service, and noise reduction goals. Over time, the level of noise allocated to each carrier and in total would be reduced to result in a declining amount of total noise exposure. Each carrier would have the flexibility to develop scheduling at any time of the day with any aircraft type, so long as its total noise allocation is not exceeded. Quieter aircraft or operation during the day rather than at night would result in increased flights per allocation.

While a noise budget can provide long-term reductions in overall noise exposure contours for airports with static runway patterns and a stable air service pattern, special provisions must be considered to allow the entry of new carriers. Also, it is extremely difficult to establish a reasonable, nondiscriminatory initial allocation of allowable noise for each carrier that recognizes historical operations and previous efforts toward the abatement of noise. In other words, a carrier that has made a significant effort to convert to quiet aircraft could effectively be penalized by that effort if shares of the budget are based on recent historical portions of the total noise energy contributed by each carrier.

In the case of LAX, the development of a noise budget would be further complicated by the very nature of the traffic at the airport. At most domestic airports the traffic is primarily made up of narrow-body jets. In these cases airlines can transition from noisier aircraft such as hushkitted Stage 2 aircraft or MD-80's and B-737-300's to much quieter aircraft such as A-320's or B-757's, etc. This option allows operators to effectively grow capacity while still staying within the noise budget. At LAX this would not be the common case. Since many carriers serve LAX with only wide-body aircraft, particularly on international routes, there are no significantly quieter alternative aircraft that a given airline could convert to that would allow for continued growth in service. Consequently, a noise budget at LAX would effectively be a limitation on capacity at the airport.

Noise budgets are also specifically called out in Part 161 as a restriction that requires special analysis. Again, the cost/benefit analysis will not substantiate the need for this restriction due to the complex nature of the LAX traffic and its heavy international component. Furthermore, since a noise budget would effectively be a capacity limitation at LAX, it runs counter to the purpose and need stated for this project.

7.1.2.5 Engine Run-up Restrictions

Engine run-ups are a necessary and critical portion of aircraft operation and maintenance, but they tend to last longer than an overflight and often are the subject of noise complaints.

LAX currently has an established engine maintenance policy set forth in the *LAX Rules and Regulation* document. This policy restricts engine maintenance run-ups between the hours of 11:00pm and 6:00am unless specific approval is granted. This policy effectively minimizes engine run-ups during the nighttime hours at LAX. In 1994 an internal review study was conducted to evaluate the effectiveness of these policies. The study concluded that the engine maintenance run-up and ground noise policies were generally effective. The study only recommended minor changes to the policies. Given the existing polices and their recent review, it appears that additional engine maintenance restrictions would not result in appreciable reductions in noise impacts.

Each alternative development scenario evaluated for the master plan proposes that maintenance run-up activity be relocated from various locations on the airfield to ground run-up enclosures located normally between the runways. These facilities are expected to reduce the noise levels of individual run-ups by as much as 20 decibels (or 1/100th of the energy) on sites off the airport, resulting in virtually no effect on the noise contours. Consequently, the measure is not considered further.

7.1.3 Aircraft Operational Procedure Changes

Within this category fall those changes to the way aircraft are flown that may serve to decrease noise impacts on area population. They may apply to either departures or arrivals. While many of these

techniques are now common practice with most airlines, a review of the techniques is in order to evaluate possible enhancements that could benefit LAX. Such measures are:

- Encourage the use of reduced thrust takeoffs by all aircraft capable of using the procedure.
- Request the use of thrust cutbacks after takeoff.
- Request the use of maximum climb departures by all aircraft.
- Establish a minimum approach altitude for downwind segments.
- Request the minimum use of flaps during approaches.
- Increase approach angles by glide slope change or two-stage approaches.
- Restrict the use of reverse thrust during landings.

7.1.3.1 Reduced Thrust Takeoffs

Reduced thrust takeoffs involve the use of a reduced power setting throughout both takeoff roll and climb. Use of the procedure depends upon aircraft weight, weather and wind conditions, pavement conditions and runway length available.

In fact, most airlines use reduced thrust departures to conserve fuel, minimize engine wear, and abate noise, as do many general aviation operators. While these procedures are generally economical and effective at reducing noise emissions, additional efforts to encourage deeper thrust reductions can only provide mixed results.

Requiring takeoff thrust settings to be reduced beyond the normal settings appropriate for the aircraft type, weight, temperature, etc., can not only erode safety margins but also tend to drag noise out further from the airport. At LAX, with extensive residential developments immediately east of the airport, this procedure could actually increase noise impacts during the rare periods of east flow. In fact, the current airport policy is to discourage the use of reduced thrust takeoffs for operations to the east. However, the policy does not discourage reduced thrust takeoffs to the west over the ocean. During west flow this technique provides some slight reduction in noise along the runway in Westchester and El Segundo.

Given the current policy at LAX and the proximity of the residential areas around the airport, an airport policy mandating the use of reduced thrust takeoffs below current levels is not considered to be an effective noise abatement measure.

7.1.3.2 Thrust Cutbacks After Takeoff

Standardized thrust cutback departure procedures have been established by each airline because of system wide operating needs and to promote noise abatement. The FAA has provided guidance for establishing standard noise abatement departure procedures in FAA Advisory Circular 91-53A. The circular defines the general parameters around which procedures can be defined to reduce noise over "close in" communities or "distant" communities. The major difference among these procedures is in the degree of thrust reduction and whether it occurs before or after acceleration and flap retraction. This reduction normally occurs between 1,000 and 3,000 feet above ground level. The amount of thrust reduction is dependent upon aircraft weight, temperature, flap setting, and airline procedure. A significant, but safe, reduction in thrust can generate reductions in the areas within the significant noise contours (65 DNL and above) but can also increase the levels of noise beyond the DNL 60 contour. The procedure is most effective with hushkitted Stage 3 aircraft and least effective with wide-body aircraft.

At LAX, the current noise policy encourages the use of thrust cutback procedures that are in compliance with FAA's Advisory Circular 91-53. Given the presence of nearby residential areas immediately east of the airport and their extent to the east, the policy doesn't specify the use of the "close in" or "distant" procedure. During the rare periods of east flow each procedure would provide benefits in some areas with corresponding adverse trade-off's in other areas. Most importantly, however, is the fact that most departures at LAX are directed to then west over the ocean where thrust cutback procedures have no effect on noise impacts around the airport. Consequently, additional thrust cutback measures are not likely to produce noise benefits at LAX because noise in the area that would most benefit from the procedure is dominated by arrival noise events.

7.1.3.3 Maximum Climb Departure

Maximum climb departures are take-off procedures that apply the best combination of flaps, thrust and velocity to achieve the steepest angle of climb. Their use can, in some cases help reduce noise exposure

over populated areas some distance from the airport. The nature of the procedure however, normally requires the use of maximum thrust with no cutback on departure. Consequently, the potential noise reductions in the outlying areas are at the expense of dramatic noise increases closer in to the airport.

At LAX there is extensive residential development close in to the airport that extends for some distance away from the airport. Consequently, this type of procedure would, in effect, be raising the noise levels considerably on those people who are already exposed to higher levels than their outlying counterparts. These increases would be the

cost for only a marginal noise reduction on areas that are already receiving lower noise levels. Also, the predominant west flow ensures that most departure operations occur over the ocean where a maximum climb departure would provide no benefit but would increase noise levels over El Segundo and Westchester.

This type of procedure can also be very costly to operators at LAX. The use of maximum thrust procedures would increase fuel usage and wear and tear on engines and equipment. Given today's economic climate these types of costs can be critical to aircraft operators. As a result, this type of procedure is typically seen as a last resort in a critical situation by the airlines. Given the circumstances at LAX it is clear that this type of procedure would not be effective and has been dropped from further consideration.

7.1.3.4 Maximum Approach Altitudes

A minimum approach altitude procedure would entail an ATC requirement that all positively controlled aircraft approaches be conducted at a specified minimum altitude until the aircraft must begin its descent to land. This procedure would apply to aircraft some distance from the airport and well outside of the noise contour area.

However, even the doubling of the altitude of an aircraft in a downwind or circling approach will result in the reduction of single-event noise levels by only four to six decibels. Furthermore, the establishment of minimum approach altitudes can result in the use of inefficient descent profiles that result in higher power settings during periods of level flight along the approach path. This can actually result in increased noise levels away from the airport through the use of the higher thrust settings. The procedure can also cause the downwind flight routes to be extended into areas at greater distance from the airport that have not previously been affected by aircraft noise. Since implementation of modified arrival procedures is difficult and does not significantly reduce noise levels, the measure is not further considered.

7.1.3.5 Noise Abatement Approach Procedures

Complex descent procedures to reduce noise impacts were attempted in the early days of noise abatement, but are no longer favorably received. The procedures include the minimal use of flaps in order to reduce power settings and airframe noise, the use of increased approach angles, and two stage descent profiles. Independent studies have found that all of these techniques cause concern for safety because they are nonstandard and require an aircraft to be operated outside of its optimal safe operating configurations. In addition, some of these procedures actually were found to increase noise because increased power applications were required to arrest high sink rates. The increase of an approach slope angle requires that the aircraft be landed at more than optimal approach speed. The higher sink rates and faster velocities associated with steeper descent approaches reduce pilot reaction time and result in raising decision heights on instrument approaches by 200 to 300 feet. Consequently, these types of noise abatement approach procedures would likely result in additional missed approaches and go-rounds and are not considered further for LAX.

7.1.3.6 Reverse Thrust Restrictions

Restrictions on the use of reverse thrust to slow aircraft immediately after touchdown can reduce noise impacts off the sides of the runways. However, reverse thrust restrictions tend to erode landing safety margins, increase runway occupancy time, and increase brake wear on aircraft. Given the safety concerns and the corresponding reduction in airfield capacity, this type of measure is not commensurate with the purpose and need of the project and should not be considered further.

7.1.4 Airport Facility Changes

The development of or changes to on airport facilities to improve off airport noise levels is an accepted technique in noise abatement. Airport facilities could be constructed or modified to reduce aircraft noise

or shift it to compatible areas. Other facility changes that may offer some degree of noise abatement are displaced runway thresholds and acoustical barriers or shielding.

7.1.4.1 Runway Extensions and New Runways

At LAX, a variety of runway configurations have been evaluated in the Master Plan Study. As a result of the master plan effort, several of these proposals have been identified as alternatives for investigation in this EIS process. The baseline noise effects for these developments have been presented in previous sections of this appendix.

During the master plan alternatives evaluation, a number of these proposals underwent a detailed noise and impact analysis. Unfortunately, given the extensive build-up of residential areas around the airport, none of the configurations analyzed offered significant noise benefits without exposing new residential areas to significant levels of noise. This is particularly true of Alternatives A and B, each of which incorporated an additional runway at the airport. While the runway alternatives examined in this document have been determined to address the purpose and need of the project and their noise impacts have been evaluated in earlier sections, it is clear that additional runway extensions or new runways do not have merit for the purposes of noise abatement.

7.1.4.2 Intersection Departure Procedures

The relocation of all or a portion of departure traffic to an intersection of the departure runway and a taxiway/runway located along the runway is occasionally used to shift noise away from sensitive areas near the runway end. Normally, this measure can be implemented when the intersection departure point is adjacent to compatible areas and the runway end is noise-sensitive.

At LAX Runway 26R is extended to the east under all three development alternatives to provide takeoff length in the north airfield complex comparable to that available on the south runways. The length of runway remaining west of the current runway end (between 9,050 and 9,350, dependent upon the alternative) is adequate for most narrow-body and many wide-body aircraft takeoffs. These aircraft could be assigned takeoffs from the existing runway end and aircraft requiring longer takeoff rolls could be assigned the full length. This measure is more fully evaluated in Section 7.2 of this appendix.

7.1.4.3 Displaced and Relocated Thresholds

A displaced threshold can provide some measure of noise abatement. To displace a threshold means that the touchdown zone for landing aircraft is moved to a location further down the runway. The determination of the amount of displacement must consider the required runway lengths for landing as well as the amount of noise reduction associated with the displacement. For example, if the threshold of a runway were displaced 1,000 feet, the altitude of an aircraft along the approach path would be increased by only 50 feet, but the reverse thrust noise would be shifted along the runway 1,000 feet. The single-event noise levels associated with displaced thresholds would decrease slightly along the flight track, but by less than two to three decibels over the closest noise sensitive use area under the approach track.

Threshold displacement and relocation generally offer only small noise reduction benefits. They are most helpful when the only residential areas near the airport are located very near the end of the runway. Displaced or relocated runway thresholds would provide little or no noise relief at LAX and are not considered further.

7.1.4.4 Acoustical Barriers

Acoustical barriers include noise walls, berms, and special facilities, known as hush houses, for containing engine run-up noise. Acoustical barriers are only useful for attenuating noise from aircraft activity on the ground. They have very limited application in special situations, act best over relatively short distances, and their benefits are greatly affected by surface topography and wind conditions. Furthermore, the effectiveness of a barrier is directly related to the distance of the noise source from the receiver and the distance of each from the barrier itself, as well as the angle between the ends of the berm and the receiver.

While noise barriers and noise walls can attenuate noise, they are often criticized by airport neighbors because they obstruct views and not aesthetically pleasing. Another frequent complaint is that airport noise can become more alarming, particularly noise from unusual events, because people are unable to see the cause of the noise.

At LAX, noise berms or walls would be largely ineffective for attenuation of aircraft overflight noise. However, given the location of the residential areas immediately adjacent to the runways in El Segundo, and to a lesser extent to the north in Westchester, noise walls or berms may be effective at reducing noise from ground operations and from aircraft takeoff roll. Because noise levels at LAX are so dominated by the noise of aircraft in flight, the reductions of ground noise single-events by berms is not considered effective for noise abatement.

7.2 Alternative-Specific Abatement Opportunities

7.2.1 No Action/No Project Alternative

Several noise abatement actions are expected to be put in place during the next decade, regardless of the disposition of the master plan alternatives. These include the continuation of existing procedures and the development of additional measures that carry forward the intent of current procedures, although applied to other runways. Current mitigating flight and air traffic control procedures include mandated over-ocean operation of aircraft arrivals and aircraft departures during the sensitive late night hours from 11:00 PM to 6:30 AM; preferred use of inboard runways at night between the hours of 10:00PM to 7:00AM; and aircraft climb-out on runway headings after departure to the west until beyond the coastline before turning on course to their destinations. These current operational mitigation actions will continue and have been incorporated into the assessments of noise contours and location analyses presented in this EIR/EIS.

Operating procedures are continually reviewed in light of changing technology to identify opportunities for improvement. Use of definitive departure procedures, which specify climb gradients and power settings are precluded by federal action in the establishment of AC-91-53A noise abatement departure procedures, are already incorporated into the noise model.

As part of its good neighbor policy, the Airport, in conjunction with the FAA and the airlines, formed the Southern California Task Force in 1998 to address the impacts of current airport operations on the community and to work with community representatives to develop and implement new air traffic control procedures to further mitigate aircraft overflights. A key element of the Task Force effort, the *LAX Fly Quiet Program*, was aimed at delineating LAX specific procedures and creating an awareness about these flight mitigation procedures with the pilots and air traffic controllers who implement them in day-to-day operations at LAX.

While air traffic actions that might accomplish mitigation of the 65 CNEL noise impacts associated with the full development of the alternatives are limited in close proximity to the airport, new procedures implemented under the *LAX Fly Quiet Program* include the following:

- To eliminate the impacts of early turns of departing aircraft over El Segundo and Playa Del Rey, a new "Angel 2" departure procedure for jet aircraft leaving LAX to the west was implemented. This is a very accurate departure route over the ocean that allows pilots with new computer technology in their aircraft to precisely follow the procedure and avoid early turns over El Segundo and Playa del Rey. **Figure 24** is a depiction of the ground track that aircraft using this procedure follow. An Area Navigation (RNAV) Departure Procedure for smaller/lighter turboprop aircraft was also implemented. This is very similar to the Angel 2 procedure for jet aircraft except that it is designed with the special needs of the slower and lighter regional aircraft in mind. **Figure 28** is a depiction of the ground track that commuter aircraft using this procedure will follow.
- To address impacts of approach overflights operating at low altitudes on extended downwind routings east of the airport during poor weather or visibility conditions, FAA's Southern California TRACON airspace at Filmore and Ventura west of LAX was increased to provide controllers more room and time to sequence aircraft for approach at high altitudes. Previously, this sequencing happened as airplanes flew past LAX headed east until the controller had a properly sized interval in the west bound flow of aircraft landing at LAX. Because the aircraft need to be at a lower altitude to land, these extended "downwind legs" were happening at 2500 feet above mean sea level (AMSL) and were affecting residents normally outside the areas exposed to noticeable aircraft noise. **Figure 29** is a depiction of the ground track that aircraft using this arrival route during poor weather conditions now generally follow as compared to the previous ground track during similar conditions. New Standard Operating Procedures (SOP) were implemented at Southern California TRACON and Los Angeles Air Traffic Control Center (ZLA) during simulations, instrument arrivals at LAX. These revised procedures and training provided air traffic controllers with the tools and awareness that are necessary to make use of the new airspace available to make this change effective for the community.

- To address impacts of overflights in areas of the South Bay, several revised flight procedures were implemented including (i) a 2,500 foot increase in the minimum altitude in Class "B" Airspace for turboprop aircraft, raising overflights of residential communities to 5000 feet above mean sea level as depicted graphically on **Figure 30**; (ii) removing a 2000 foot altitude restriction on many LAX departures, allowing aircraft to climb immediately to 5000 feet west of the Airport; (iii) a procedural revision restricting turboprop aircraft from turning to the east or southeast before reaching an altitude of 3000 feet above mean sea level to help ensure that the Class "B" Airspace altitude restriction is achievable; and (iv) a procedural requirement that all aircraft flying the LOOP 1 departure procedure cross the shoreline eastbound at the LAX VORTAC ensuring that they will be directly over the airport and not flying over South Bay communities as illustrated on **Figure 31**. All aircraft unable to fly the LOOP1 Departure as procedurally intended are reassigned to the LAXX2 and SEBBY1 departure procedures. Aircraft with climb rate restrictions on the LOOP1 departure procedure now take alternate routes south around the Palos Verdes peninsula prior to turning east or northeast avoiding overflights of the South Bay communities.

These actions and the LAX Fly Quiet Program are assumed to continue under all future scenarios of operation. Additional actions were evaluated that would be related to specific build alternatives.

7.2.2 Alternative A

By the year 2015, the runways in the north airfield would be relocated southward, moving the impacts of large aircraft takeoffs on the primary north airfield departure runway 500 feet further from the community and the impact of large aircraft landings on primary north airfield arrival runway 450 feet further from the Westchester community. Two additional measures were evaluated for their potential to mitigate noise levels resulting from the development actions of Alternative A.

One of the principal components of the noise level increase in 2005 for Alternative A is the shift of the bulge surrounding the east end of Runway 24L that indicates the position at which aircraft power up to takeoff power while operating at very slow speeds. The combination of the high power levels and the very slow speed results in a "piling up" of noise energy around the runway end. As a result, an area of residential use centered on La Tijera Boulevard, between Sepulveda Boulevard and Manchester Boulevard will experience a significant increase in CNEL levels if the alternative is constructed. The impact is associated with the extension of Runway 24L to the east to provide takeoff length for heavily loaded wide-body aircraft. These aircraft would continue to require the full runway length provided by the runway extension, but the narrow-body aircraft remaining in the projected future fleet could operate from a shorter runway. A potential mitigation action for this area of noise increase was evaluated to encourage the use of intersection departures on Runway 24L by all aircraft capable of accepting the runway length west of the intersection. It was proposed that such aircraft could initiate their takeoffs from the current east runway end, at its intersection with Taxiway V. This action would have the effect of moving less of the noise energy to the east with the extension of the runway. An evaluation of runway takeoff length requirements for Los Angeles indicates that all narrow-body aircraft weighing less than 300,000 pounds and projected to be present at the airport in 2005 could normally take off on the suggested runway length of 9,350 feet, except in the hottest of weather conditions (at which time the full length of the runway is available).

The noise contours associated with the mitigation alternative are virtually indistinguishable from the contours of the basic alternative, differing by little more than a line width when displayed on **Figure 29**. The mitigation action is projected to increase noise above 65 CNEL from the basic Alternative A conditions at seven locations by less than 1 decibel each. These sites include two beach parks (PRK63 and PRK67), three private schools (PVS008, PVS009, and PVS010) and a beach grid point (DO6) that are all located at the west end of Westchester. They would be exposed to higher departure noise levels from aircraft that would pass by the sites at lower altitudes after initiating departure rolls west of the baseline position. Additionally, one public school (PBS062) near the current runway end would be exposed to higher noise levels as a result of the continuation of departures from the present location. In contrast, two sites exposed to noise above 65 CNEL would experience reduced noise levels of 1.2 and 0.1 CNEL, respectively, as a result of the mitigation action to initiate intersection departures. These are a school north of the airport (PVS107 and a church in El Segundo (CH364). The majority of the area that would be exposed to slightly lower noise levels from the measure is property owned by or proposed for acquisition by the airport.

The measure is estimated to add approximately one minute of delay for each departure operation. Extrapolated to one year's operations, the estimated annual cost of the measure in 2005 is $ 10,800,000

for approximately 6,400 hours of delay (based on a cost of $1,800 per ground delay hour). The dwellings and noise sensitive uses that would be benefited by the measure lie within the boundaries of the airport's current sound insulation program boundaries.

By 2015, the southward relocation of the existing runways in the south runway complex suggested the potential restriction of Runway 7R/25L to arrival traffic only. To accomplish that action, it was assumed that Runway 7L/25R would have to assume the departures expected from the south runway and that arrivals on Runway 7L/25R would be shifted to the south runway. The noise contours that result from this alternative mitigation measure are presented on **Figure 30**. To the north and south of the airport, the noise contour pattern associated with the proposed mitigation measure is nearly identical to that of the build condition. To the east of the south runway complex, the noise contour is shifted slightly to the south and elongated by one block. There is no meaningful difference between the area exposed or the number of uses impacted by the mitigation alternative and the build alternative. Twenty-three noise sensitive uses within the 65 CNEL contour would experience increased noise exposure by the mitigation action, while 16 would be exposed to slightly less noise

An evaluation of the effects of this exchange of operations indicates that the average departure delay for all departures would be increased by an estimated two to three minutes (or a total of up to 23,000 hours annually) with an associated annual cost for additional ground delay of up to $41,500,000. Since the measure does not result in a meaningful reduction in the sensitive uses exposed to significant noise levels, the measure is not considered cost beneficial for mitigation.

Over the life of the project, this cost is well in excess of the expected cost to sound insulate the 211 residences that would benefit from the measure. It is important to note that all units in the area affected by the potential mitigation action falls within the area of sound insulation eligibility currently adopted by the airport. Therefore, the measure's benefits do not exceed its costs and more expedient means for mitigation of the noise effects are available through inclusion in the sound insulation program (see Section 4.2, Land Use).

7.2.2 Alternative B

In Alternative B, the existing pair of south airfield runways are relocated northward moving the impacts of the takeoffs and landings of the largest aircraft in the airline fleet 550 feet and 500 feet respectively from the neighboring El Segundo community. The approach course to new Runway end 25L in Alternative B has also been configured to parallel the approach to relocated Runways 25C and 25R minimizing new

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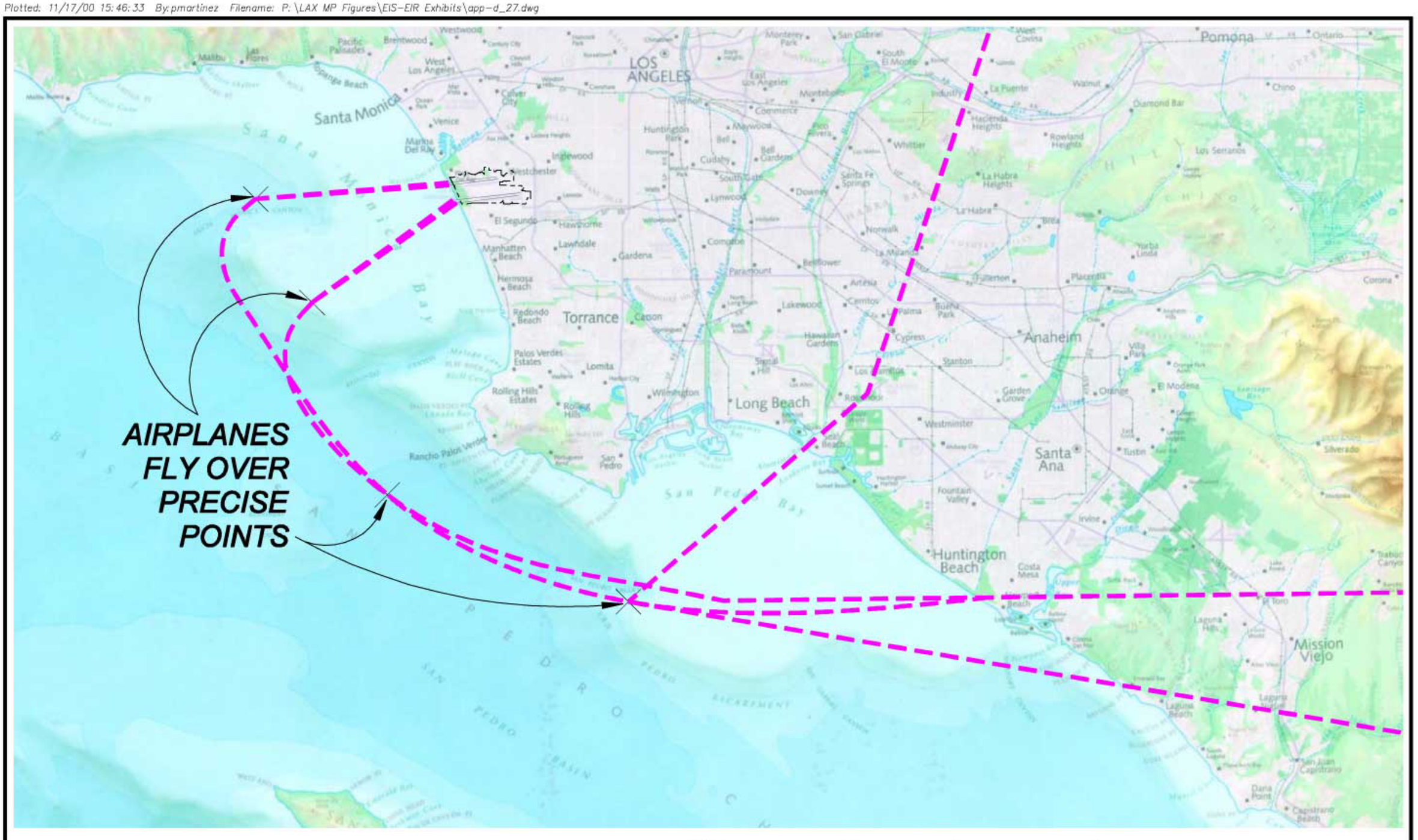

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LAX Los Angeles International Airport LAX Fly Quiet Program	Angel 2 Departure Procedure	Figure 27

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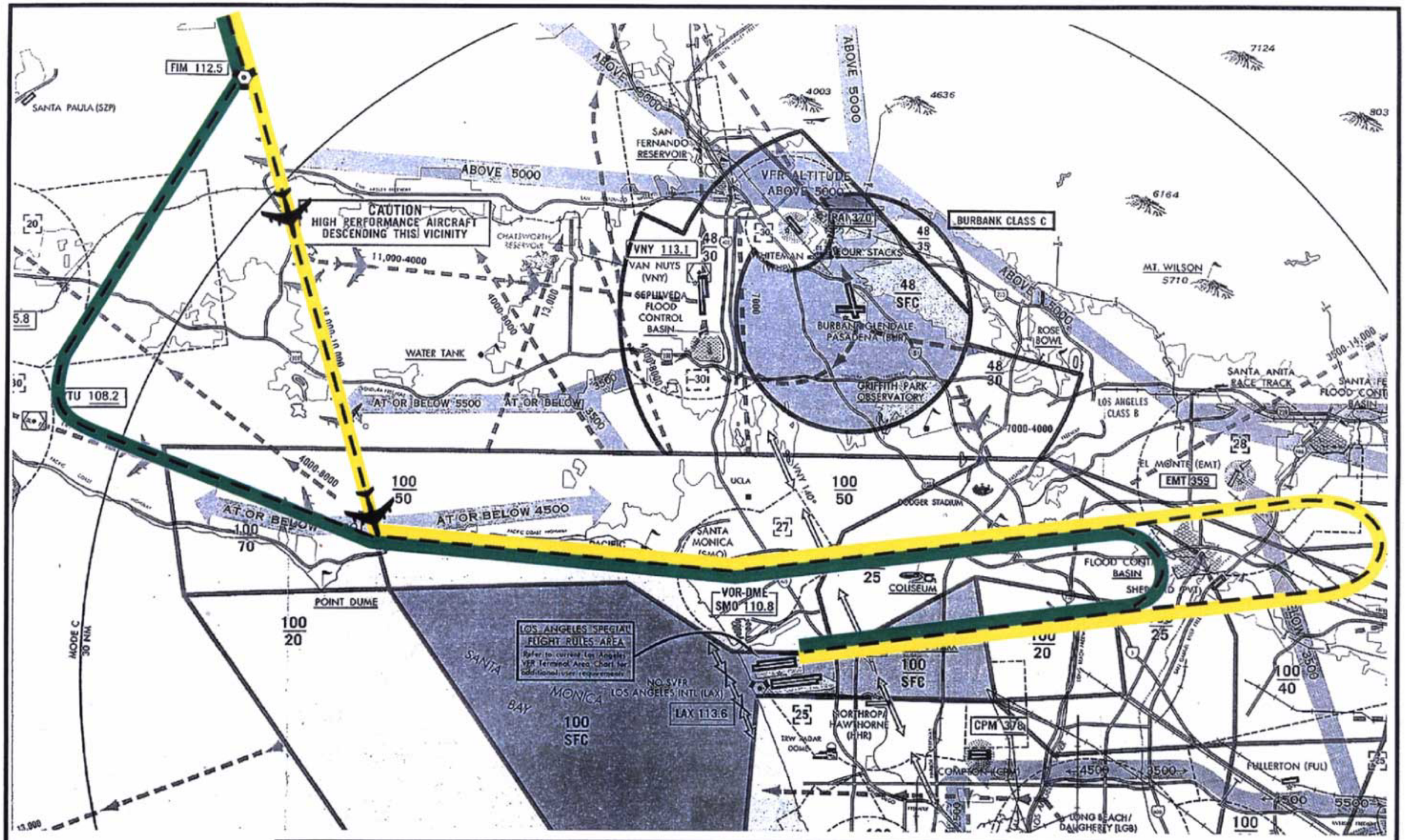
LAX Los Angeles International Airport LAX Fly Quiet Program	Turboprop RNAV Departure Procedure	Figure 28

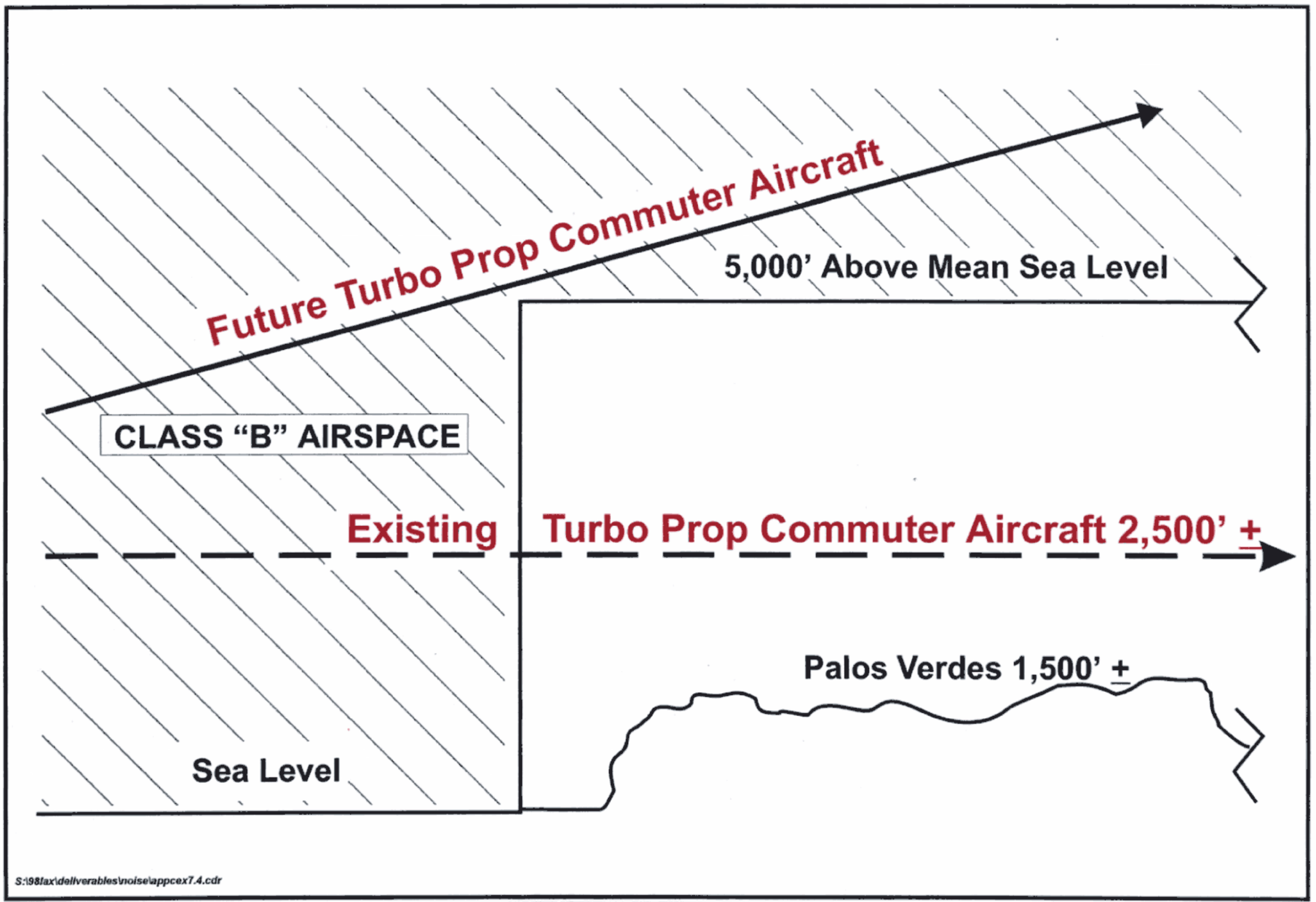


LEGEND

Extended Downwind Over Monterey Park (Existing)

Potential Airspace Improvement

Los Angeles International Airport **LAX Fly Quiet Program**	**Reduced Impact of Approach Overflights**	Exhibit 29



Los Angeles International Airport LAX Fly Quiet Program	Reduced Impact of South Bay Overflights	Exhibit 30

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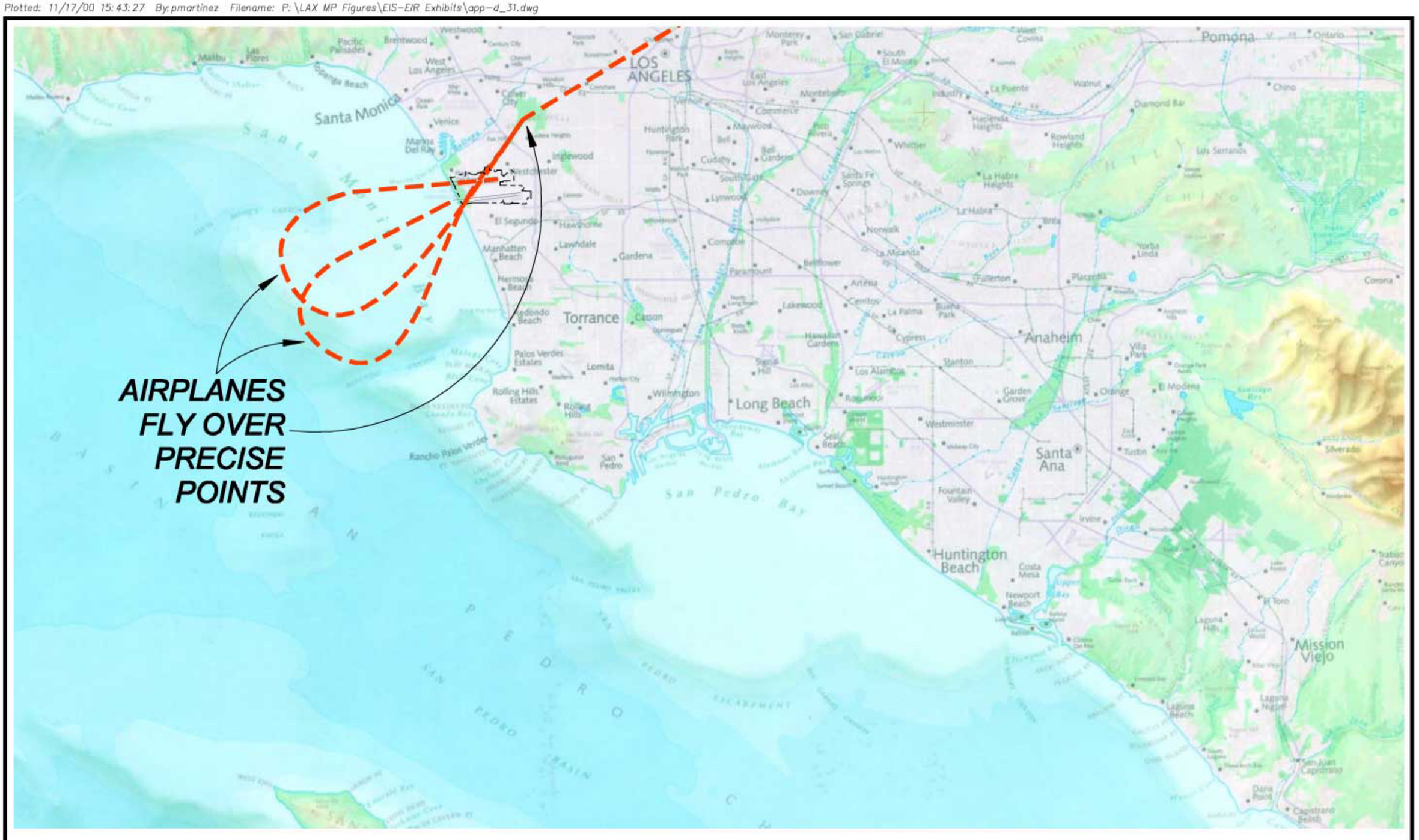
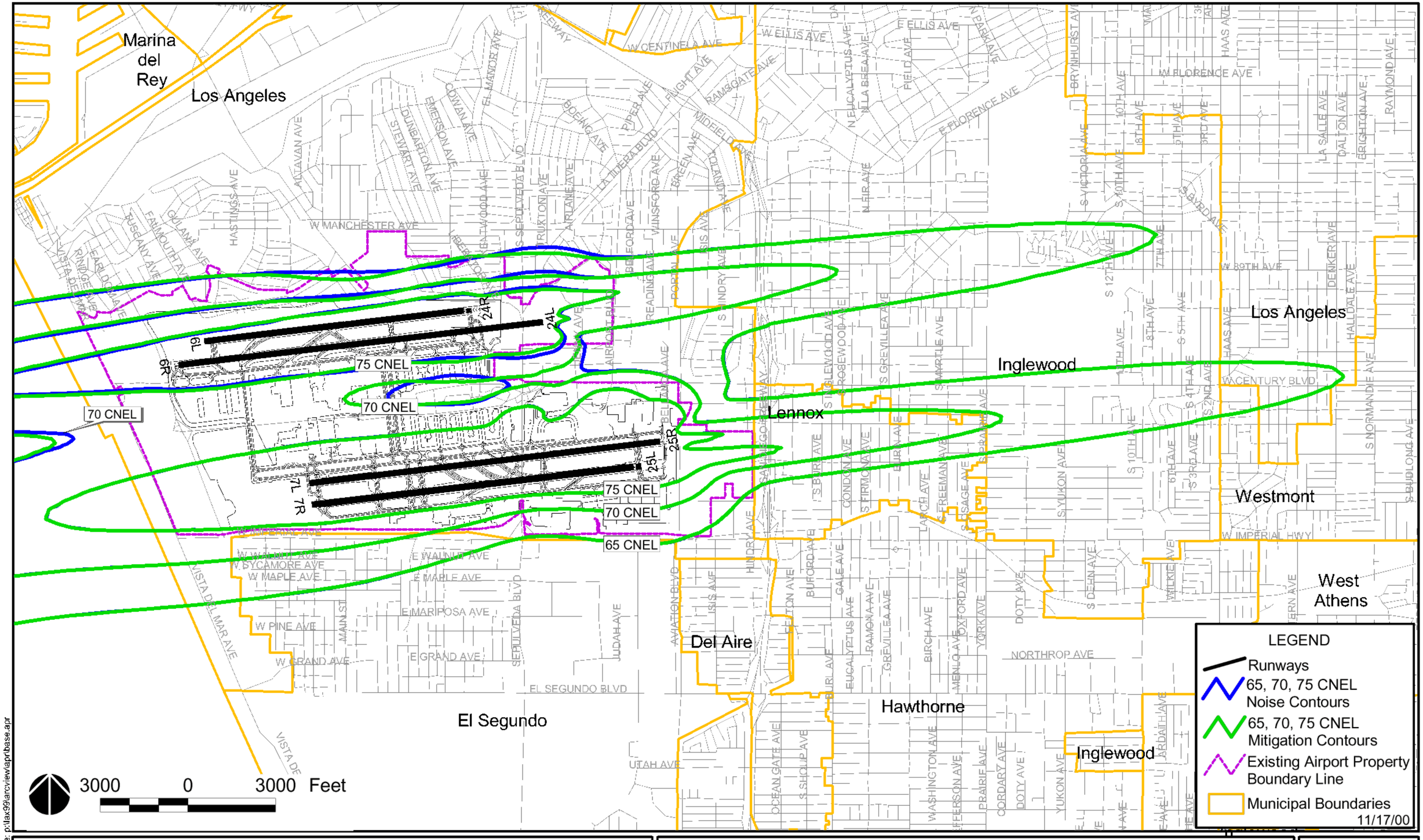


LAX Los Angeles International Airport LAX Fly Quiet Program	Loop 1 Departure Procedure	Figure 31



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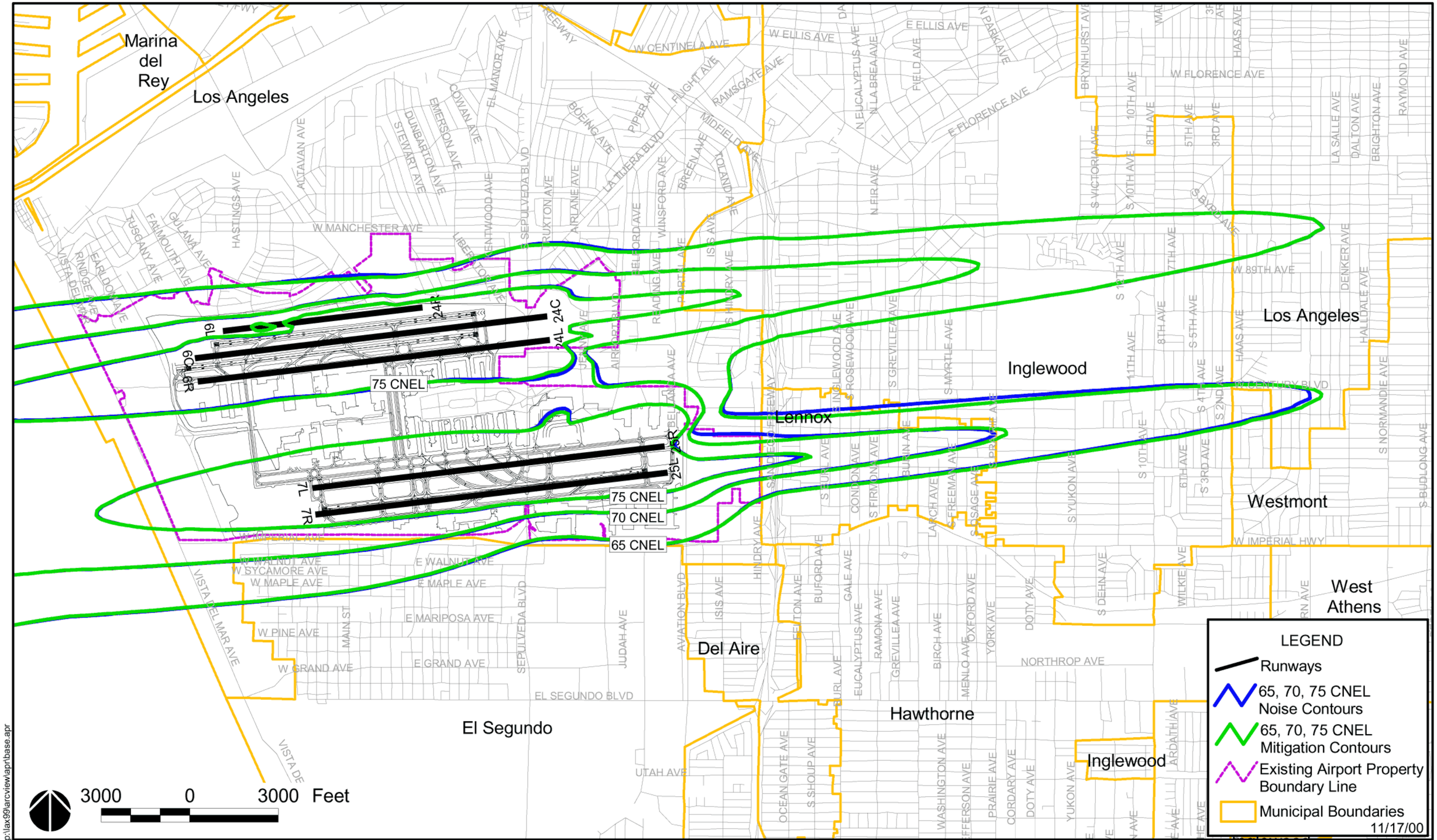
Los Angeles International Airport Master Plan

Comparison of Alternative A With and Without Intersection Departures From Runway 25R - 2005

Figure 32



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Los Angeles International Airport Master Plan	Comparison of Alternative A With and Without Preferential Runway Use for Inboard Departures - 2015	Figure 33

areas of noise impact to the east of the airport; in this alternative, new Runway end 7R is not utilized for landings.

As was the case with Alternative A, the extension of Runway 24L by 2005 will result in the shift of a bulge of significant noise levels by two to three thousand feet to the east, into an area that would not be exposed to levels of 65 CNEL under the no action conditions. The continued use of the current runway end for takeoffs by aircraft capable of using the available runway length for departure (9,050 feet) was investigated as a noise abatement action. The aircraft that require longer takeoff lengths were assigned the full 12,000 feet of the runway, while lighter aircraft were assigned departures from the intersection of Runway 24L with Taxiway V. No other significant operational measures that would affect the size or shape of the noise contours present themselves for evaluation as mitigation measures for Alternative B in 2005 (see **Figure 34**). Nine grid locations in Westchester and along the beach within the 65 CNEL contour would be exposed to increased noise levels (less than one CNEL) by the action, while four sites (three in El Segundo and one in Westchester) would experience small reductions (less than one CNEL) of noise levels.

As was outlined under a previous section, the continued use of the existing east end of Runway 24L for the start of takeoff roll by lighter jet aircraft would result in a projected delay of one minute per departure operation, and a projected annual cost of $10,800,000. Again, the benefits of this alternative do not exceed its projected costs.

By 2015, Alternative B would include the relocation of Runways 24L and 24R by 35 feet and 135 feet to the north respectively. When Runway 24R/06L is relocated to the north by 135 feet toward the end of the planning period, the runway could be limited to arrival operations to reduce the associated potential increase of noise over adjacent residential areas north of the airport. This relocation was modeled using the INM (see contours on **Figure 32**) and the results indicated that fifteen grid points within the 65 CNEL would experience reduced noise levels, while 44 sites would be exposed to higher noise levels than under the basic alternative conditions. The population and dwelling unit numbers exposed to noise above 65 CNEL would also increase with the mitigation alternative. The delay associated with limiting the runway to arrival operations and moving its expected departures to Runway 24L is estimated to be two to four minutes per total annual departure. The cost of this delay is estimated to be as much as 30,800 hours and $55,600,000 annually. The proposed measure would not substantively reduce the total residential area exposed to noise in excess of 65 CNEL and would result in more noise sensitive uses being exposed to that level than the unmitigated alternative. Therefore, the measure is not considered beneficial for noise abatement. Furthermore, residences within the noise contours that would be benefited by this measure are within the airport's current sound insulation program boundaries and would be mitigated by that program (see Section 4.2, Land Use).

In east flow, the runway is assumed to accommodate an overflow of peak hour departure on the south runway complex, averaging less than eight takeoffs by light commuter jet and prop aircraft per average annual day, but by approximately 150 per day in periods of extended east flow operation. The effect on the noise contour associated with these departures lies largely over the airport, with almost no effect on the commercial, office and light industrial property southeast of the airport. A potential mitigation action suggests that this runway not be used for departures to the east after it is constructed and that any departures projected for the runway be transferred to Runway 7L. An estimate of the effects of limiting Runway 7R/25L to west flow arrivals suggests that the average departure delay for all east flow departures would be increased by an estimated two to three minutes (or a total of up to 1,150 hours annually) with an associated annual cost for additional ground delay of more than $2,000,000. Since virtually no change is anticipated to the average annual noise contour as a result of this measure, the measure is not considered cost beneficial.

7.2.2 Alternative C

As was the case with Alternatives A and B, the extension of Runway 24L by 2005 will result in the shift of a bulge of significant noise levels by two to three thousand feet to the east, into an area that would not be exposed to levels of 65 CNEL under the no action conditions. As discussed earlier, the retention of the environmental baseline or no action runway end as a takeoff initiation position for aircraft capable of using the available runway length for departure (9,100 feet) would not substantially relieve that increase. The aircraft that require longer runway lengths would continue to create the bulge, while the use of the existing runway end for departures by lighter aircraft would cause a portion of the bulge to remain in the area near Sepulveda Boulevard and La Tijera Boulevard (see **Figure 33**). The measure would increase noise levels by less than one CNEL at eight grid points within the 65 CNEL and reduce noise by less than one decibel

at six locations. The annual cost would be approximately $10,800,000 (and growing to $12,300,000 in 2015).

The first phase of development of Alternative C also includes the relocation of Runway 24R/06L 350 feet to the north. If the runway were limited to arrival operations, as was suggested for 2015 in the other build alternatives, the noise pattern along the approach from the east to the north complex would shift by 300 feet to the north. Along the north side of the airport, the contour, as indicated on **Figure 34**, would shift south by approximately 100 feet in those areas exposed predominantly to departure noise. The measure would add 40 noise sensitive locations to the area within the 65 CNEL contour, while removing 21 such sites. The total area of noise exposure east of Interstate 405 is essentially equal between the potential mitigation alternative and the build condition. The measure is expected to delay each departure operation by two to three minutes, which equates to as much $35,000,000 in both 2005 and 2015.

By 2015, Alternative C would include the relocation of Runway 6R/24L northward by 500 feet from its current centerlines. Other redevelopment plans call for a southward shift in the centerline of Runway 7R/25L by 50 feet. Existing runway 7L/25R would not be relocated. To continue the noise abatement techniques assumed for the year 2005, new/replacement FMS/GPS or RNAV procedures are assumed for westerly departures from each relocated runway end. These procedures would be developed to accomplish the same goal as the existing and year 2005 procedures – that aircraft reach the coastline before making turns.

The limitation of the two outboard runways to arrival operations was evaluated for potential noise mitigation. Results indicated that noise contours of the proposed mitigated condition would shift the pattern east of the airport to an alignment along the extended centerlines of the outboard runways, while the patterns north and south of the airport retract inward by less than a decibel of CNEL (see **Figure 35**). The proposed mitigation action would reduce noise levels on 37 noise sensitive locations within the 65 CNEL contour, while raising it on 60 such locations. The contour area north of the airport would shift southward by enough to shift approximately 900 homes from just within to just outside the noise contour, but not by a noticeable amount. Full implementation of the runway use restrictions are estimated to create delays of two to four minutes per departure operation, or as much as 26,000 hours annually at a cost of $49,600,000. Based on the inability of the measure to substantively mitigate noticeable noise levels in the airport environs and the cost associated with its implementation, as well as the availability of more cost effective abatement tools discussed in Section 4.2, Land Use, the measure was not included in the aviation operational mitigation actions for Alternative C.

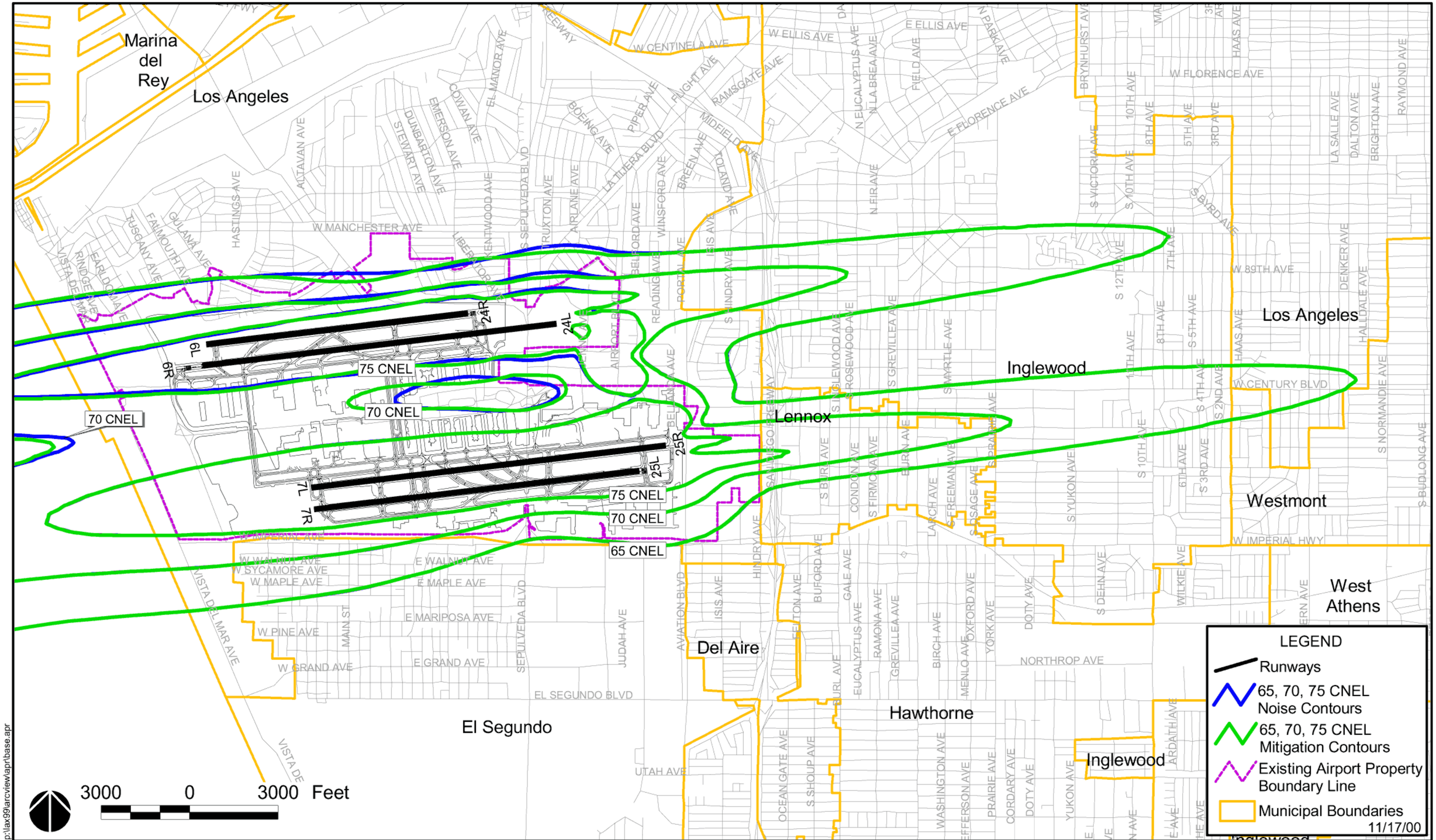
8. EFFECTS OF CONSTRUCTION ON AIRCRAFT NOISE EXPOSURE

The phasing of construction will affect the noise exposure patterns near the airport both while construction is taking place and during the interim period between construction periods. Each build alternative will be subject to a different development schedule and have different noise level effects. This section discloses the anticipated effects of the construction of each build alternative on the noise exposure pattern through the planning period.

Off the airport, the pattern will be influenced by the physical location of various runways and the necessity (or absence of necessity) of closing one or more runways during construction. In all cases, where necessary, construction will be conducted at night so as to minimize the disruption of the activity on flight operations. In several cases, runways must be closed for short periods of time to allow for the connection of relocated runway and taxiway pavements to existing facilities. These periods of disruption are not expected, in most cases, to be so lengthy as to substantially impact upon the annual average noise pattern. For the short periods of closure, however, they would have a noticeable effect on the location and frequency of flights on a daily basis.

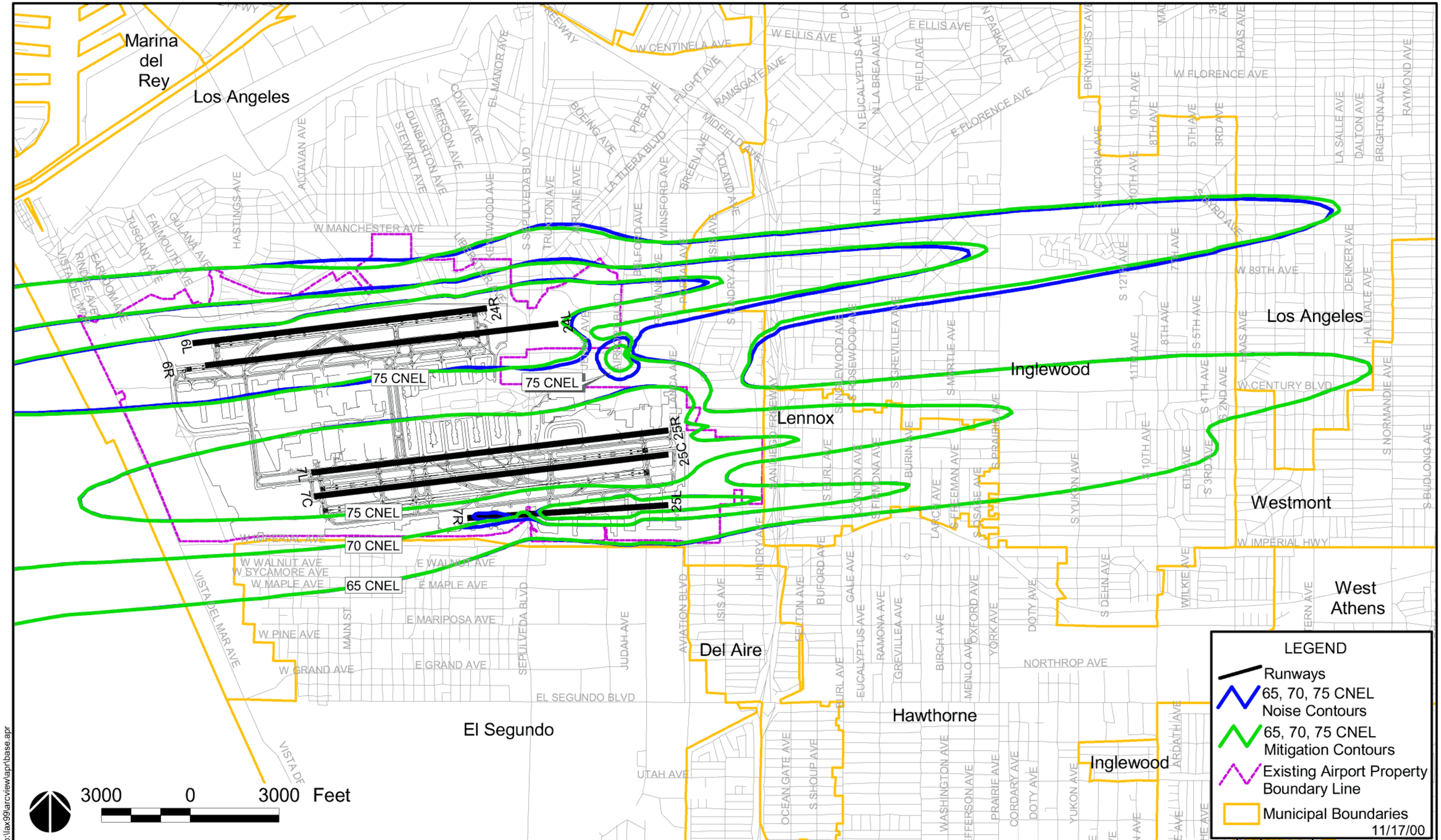
8.1 Alternative A: Fifth Runway – North Airfield

The plans for Alternative A call for the development of a new fifth runway to be located in the north airfield complex, the relocation of both existing north runways, and the reconstruction/relocation of Runway



Filename: p:\lax99\arcview\aprt\base.apr

Los Angeles International Airport Master Plan	Comparison of Alternative B With and Without Intersection Departures From Runway 25R - 2005	Figure 34



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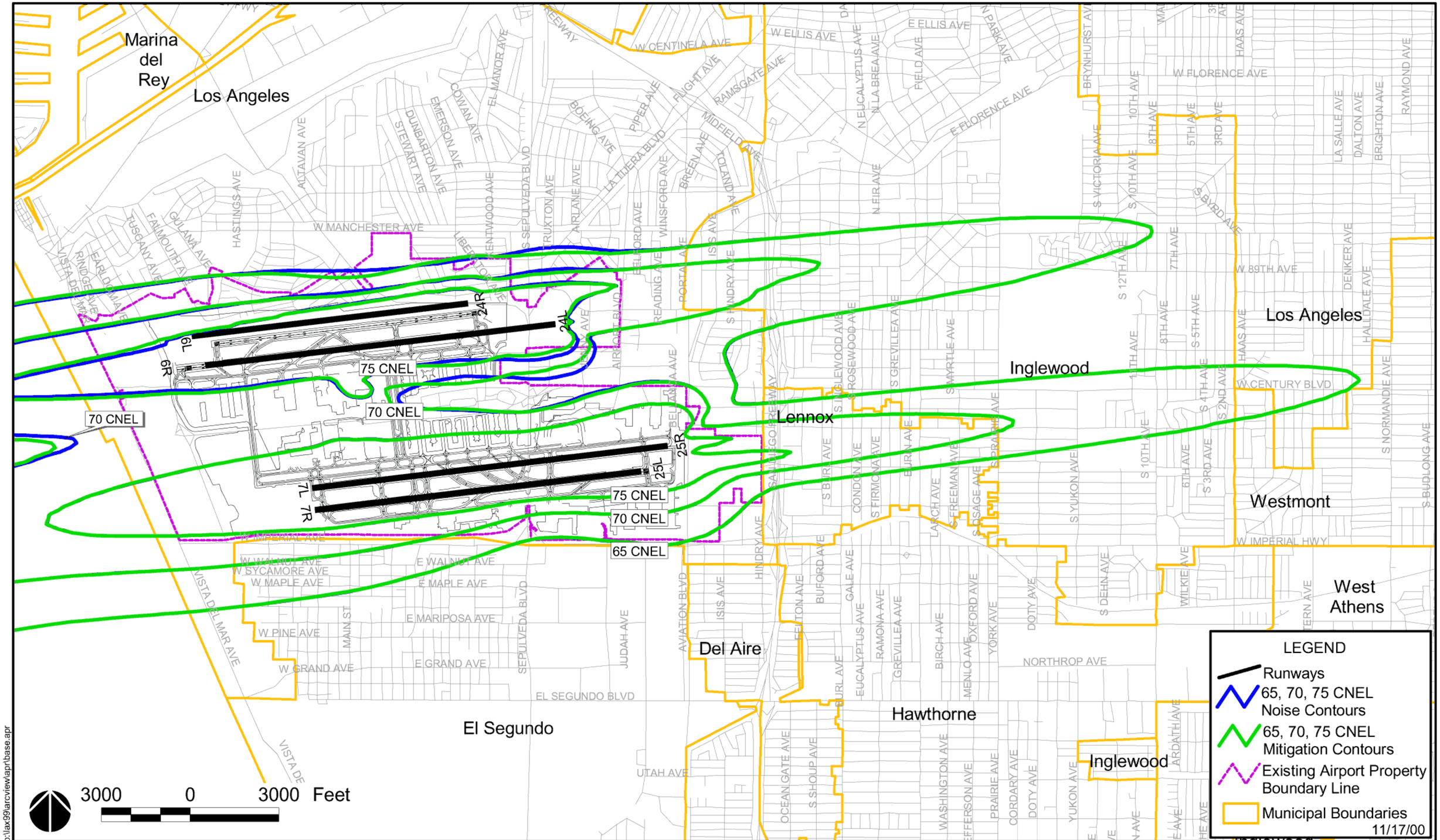
Los Angeles International Airport Master Plan	Comparison of Alternative B With and Without Preferential Runway Use for Inboard Departures - 2015	Figure 35



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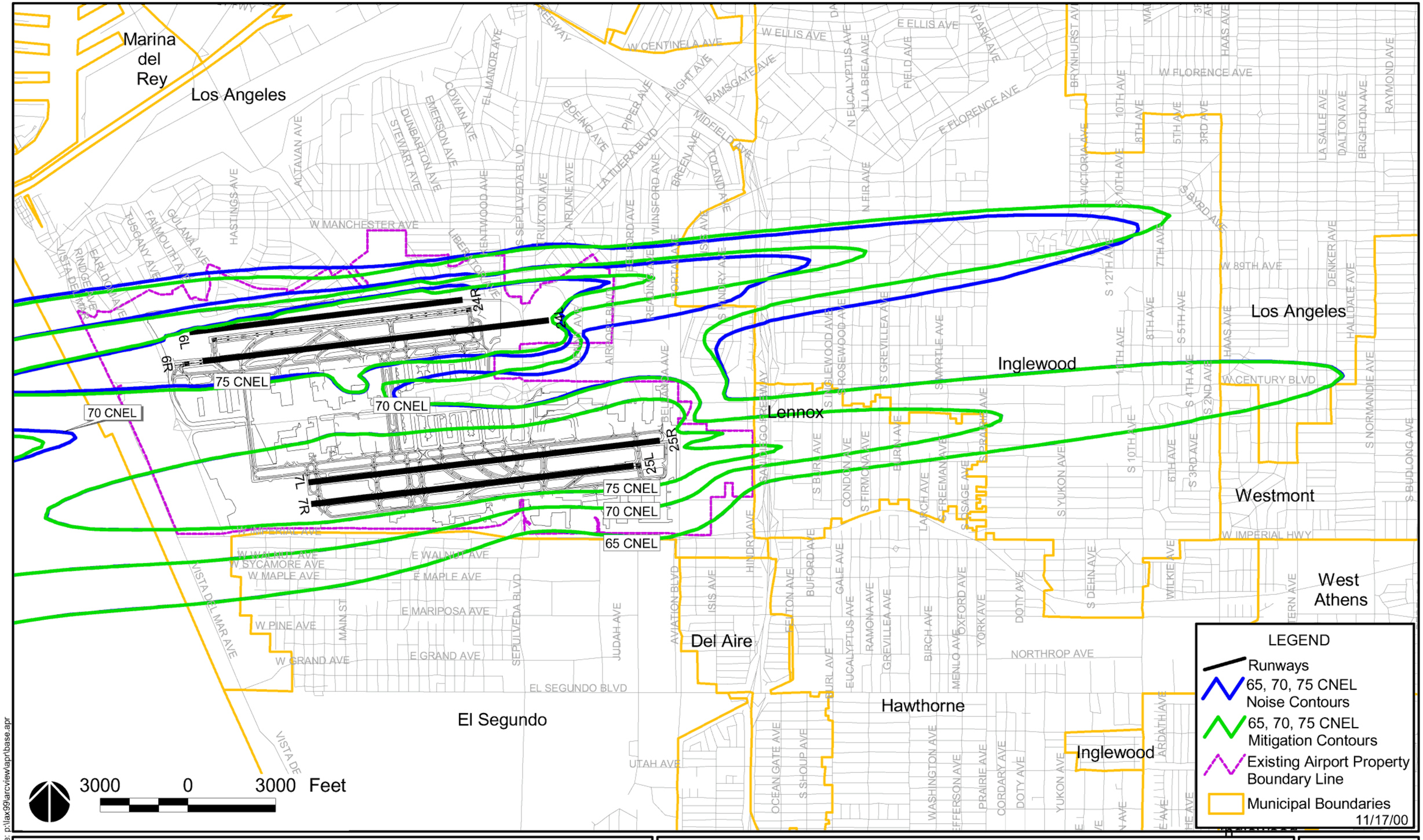
Los Angeles International Airport Master Plan	Comparison of Alternative C With and Without Intersection Departures From Runway 25R - 2005	Figure 36



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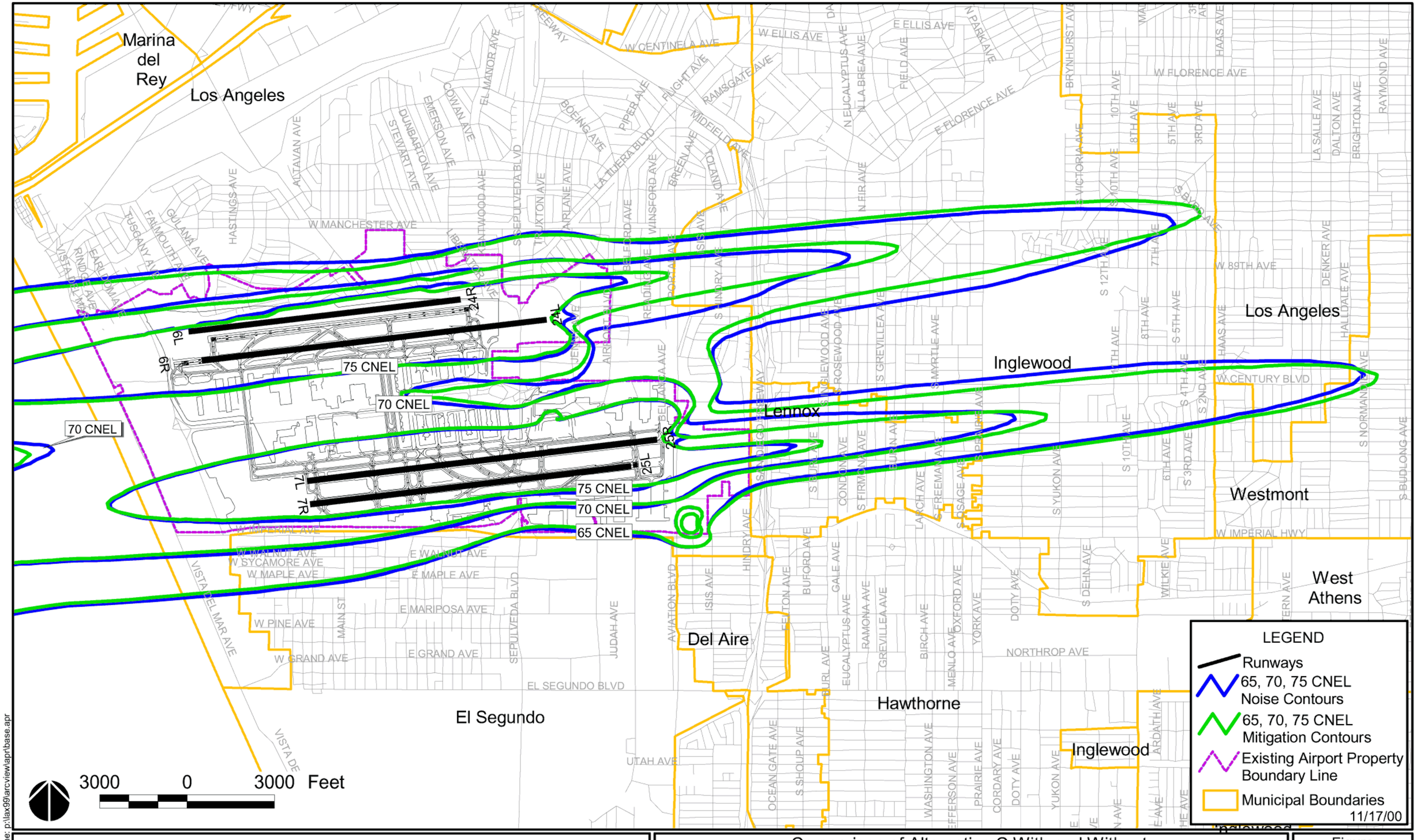
Los Angeles International Airport Master Plan

Comparison of Alternative C With and Without Preferential Runway Use for Inboard Departures - 2005

Figure 37



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Los Angeles International Airport Master Plan	Comparison of Alternative C With and Without Preferential Runway Use for Inboard Departures - 2015	Figure 38

7L/25R in the south airfield complex. This development would be phased over several projects planned for completion prior to 2015. Only Runway 7L/25R would remain in its present location.

Prior to 2005

The anticipated construction phasing for Alternative A assumes that, by the year 2005, Runway 24L will be extended by 2,650 feet to the east. That condition is presented in Sections 4.1.5.2 of this EIS/EIR. Prior to 2005, however, the construction on Runway 24L would have some effect on the noise pattern. By beginning at the east end of the extension and building toward the west, the pavement could be laid without substantially disrupting the use of the runway for departure operations to the west, or for arrivals from the west. If arrivals from or departures to the east were found to be impacted by the construction activity, the construction could be limited to night.

For about two weeks prior to opening the extension, the runway would have to be closed so that it could be connected to the extension. That construction activity is expected to be limited to the night hours. During that period, between 10 p.m. and Midnight, and between 6:30 a.m. and 7 a.m., departure traffic that would normally use the runway could be assigned to either Runway 25R or 24R. Optionally, departures could be assigned to the intersection of the runway with Taxiway E-8 during the short period of closure. During the period between Midnight and 6:30 a.m., when over-ocean procedures are in effect, arrivals from the west are typically assigned to Runway 6R; this is an activity that could continue uninterrupted if the east of the runway were temporarily relocated to Taxiway E-8. The short period of traffic disruption would not substantially change the average annual noise exposure pattern from no action conditions for the year 2005.

Prior to 2015

The second phase of construction would see the development of new Runway 24R/6L on the north side of the north airfield complex between 2005 and 2008. During the same period, Runway 24L/6R would be relocated to the south by 500 feet. Both locations are adequately separated so as not to affect the utility of the existing runways in the north airfield and construction may take place unhindered by planned periods of closure. The noise exposure pattern would not be affected by the construction and would remain consistent with the pattern for the year 2005.

Following the construction of the new north parallel runway and the relocation of Runway 24L, Runway 24C (originally Runway 24R) would be relocated 400 feet south of its present location. Prior to that relocation, however, Runway 24R and Runway 24C would have a separation of only 500 feet, less than the acceptable separation for simultaneous operations. Consequently, the use of new Runway 24R is expected to be delayed until the relocation of Runway 24C is completed. Runway 24C cannot be relocated until Runway 24L is relocated to the south. During a construction period that may take several years, the operation of the airport is expected to remain consistent with year 2005 runway usage and traffic levels (Tables 3.2-1, 3.2-3 and 3.2-5), resulting in a continuation of the 2005 noise pattern. Subsequent to the construction and commissioning of all new runways in the north airfield, the noise pattern will shift to result in a larger proportion of arrivals being made to the north airfield. The existing runways in the south airfield complex would then remain in their current locations.

The level of traffic accommodated by the airport is driven by the number of runways available, so the year 2015 traffic levels may be expected to be served upon the availability of three independent arrival courses rather than be dependent upon growth to a target year. The noise pattern would be based on year 2015 runway usage and operations levels. The contours leading to the north airfield complex are consistent with the contours indicated on Figure 4.1-10 for the basic alternative condition for the year 2015, while those leading to the south complex are shifted slightly north of those of the basic contour.

Following the completion of the construction and relocations in the north airfield complex, Runway 25L will be relocated 157 feet south of its present position. Given the necessity to maintain the capacity of the airfield during the relocation, construction activity would be limited to the night hours. Any nighttime traffic that might use Runway 25L would be assigned to Runway 25R or 24L, which are the preferred inboard runway for nighttime operations in the south airfield complex. Therefore, for a period of approximately six months of construction, the approaches from the east at night would shift to the north, either to the adjacent runway or to the north complex. This would result in the relocation of approximately eleven arrivals at night to each substituted runway. The estimated ten departures per night that use the runway would likely be reassigned to runway 25R/7L. The noise contour pattern is not expected to substantially change from the basic alternative contours for 2015, although individuals along the approaches to Runway 25R and 24L may perceive additional arrival noise during the temporary construction period. When the

relocated runway is commissioned, the noise pattern will be that indicated for the basic Alternative A condition.

8.2 Alternative B: Fifth Runway – South Airfield

Alternative B includes the development of a new fifth runway to be located in the south runway complex. Additionally, the alternative calls for the early extension of Runway 24L and its later relocation/reconstruction north of its present alignment, the relocation of both of existing runways in the south airfield complex, and the relocation of Runway 24R in the north complex. Hence, all runways in this alternative would be new at the completion of the project.

Prior to 2005

The construction phasing and aircraft noise effects associated with the development of the Alternative B airfield would be no different from those associated with Alternative A, although the extension is 300 feet longer than that of Alternative A.

Prior to 2015

Subsequent to the extension of Runway 24L, the redevelopment of the south airfield runway complex would be initiated. The first project would be the development of new Runway 25L/7R, located approximately 1,100 feet south of existing Runway 25L. This project may proceed without effect on the operation of the other runways. During the construction, the airfield would operate with the activity and utilization forecast for the 2005 condition.

Upon completion of Runway 7R/25L, Runway 7L/25R would be relocated 370 feet to the north in its planned location. While Runway 25R is being constructed, the south airfield would typically accommodate simultaneous approaches on Runways 25C and 25L and on Runway 24R in the north complex, with departures typically made on Runways 24L and 25R. During this period, the noise pattern east of the south runway complex would be essentially the same as that of the 2015 alternative for the scenario, while the pattern east of the north runway complex would be generally the same as for 2015, but approximately 800 feet south of the 2015 alignment. The presence of three new runways in the south airfield, coupled with the present or extended runways in the north airfield, would result in a pattern of greater exposure east of the south complex, at least until Runway 25C is relocated, and in a slightly reduced length of the contour east of the north complex (before relocation of Runway 24R). The impacts associated with the two conditions are approximately equal.

In approximately 2012, Runway 25C would be relocated north of its then present alignment to provide further separation from Runway 25L and complete the south airfield runway improvements. The construction associated with the relocation of Runway 25C could be accomplished without significant disruption of the utility of the airfield and where closures for taxiway-runway connections were required, this activity may be accomplished at night. Shortly afterward in approximately 2103, Runway 24R would be reconstructed 135 feet north of its present alignment. The proximity of the relocation to the existing runway would require the closure of the runway during the nighttime hours for a period of several months while the construction is completed. Upon completion, the runway configuration would consist of the new south airfield and one new runway location in the north airfield complex.

Subsequent to the condition indicated by the figure, Runway 24L would be widened and realigned to move its centerline 35 feet to the north. This project could be expected to shut the runway down at night during the construction period (about nine months). During the construction period, the nighttime over-ocean arrivals that would typically use Runway 6R would be assigned to Runway 6L to maintain the integrity of the abatement program. For the period of construction, nighttime over-ocean arrivals and west flow arrivals during the time before midnight and after 6:30 a.m. to the north airfield complex would be relocated several hundred feet closer to residential areas north of the airport. Along the north side of the airport, the contours of the construction period would shift westerly to better align with Runway 24R, which would be used at night for those operations projected for Runway 24R.

8.3 Alternative C: Four Runways

Alternative C calls for the extension of Runway 24L by 2,900 feet to the east prior to 2005, as well as the relocation of Runway 24R northward by 350 feet. Subsequent to the early construction, but late in the evaluation period, Runway 25L would be relocated/reconstructed 50 feet south of its present location.

Prior to 2005

The reconstruction of Runway 24R 350 feet north of its present alignment may be accomplished without impeding the operational efficiency of the airfield to a significant degree. Construction may be done during the daytime hours on the runway, and when connections between the runway/taxiway complex are constructed, that activity may be accomplished at night when traffic in the north complex would be assigned to Runway 24L. Additionally, the extension of Runway 24L may also be accomplished without significant disruption to the efficiency of operation. As is reported for Alternatives A and B, the extension may be constructed at night in a way so as to require closure of its east end only during the period when the extension is connected to the existing runway end. While that occurs, westbound traffic may be assigned intersection departures on Runway 24L, to Runway 25R or, less desirably for noise reasons, to Runway 24R. The construction project would have only minimal effects on the average annual noise contours because the time of its effect on operations would be very short (approximately two weeks). The noise exposure pattern of the 2005 Alternative A scenario would apply for this construction period without noticeable change.

Prior to 2015

The runway modifications provided for by Alternative C are principally accomplished prior to 2005, but during the following ten years, Runway 7R/25L would be relocated/reconstructed 50 feet south of its resent location. Construction techniques are available that would allow the runway to be used during the daytime while the construction is conducted at night. The length of the construction project would be approximately nine months. While Runway 7L/25R is preferred for nighttime operations, a small proportion of the night activity is assigned to the project runway. Therefore, to assess the potential noise effects of this closure, the nighttime arrivals and departures projected for Runway 7R/25L were assigned to Runway 7R/25L for modeling. The only aircraft noise effect of the project would be a small northerly shift of the approach spike leading to the south runway complex to reflect the shift in nighttime activity.