Technical Report
LAX Master Plan EIS/EIR

# 4. Air Quality Technical Report

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Prepared for:

Los Angeles World Airports
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# 1. INTRODUCTION

This Technical Report 4 was prepared to provide additional technical details and data supporting the air quality impact analyses performed for the LAX Master Plan EIS/EIR. These analyses included the preparation of an airport emissions inventory, an airport area dispersion analysis, a regional traffic emissions inventory, a roadway intersection analysis, a construction emissions and dispersion analysis, and a quantitative assessment of potential air quality mitigation measures. The supporting detail found in this report is in the form of various attachments, which contain much of the original data and values for variables used in the analyses, along with some unique reference materials which may not be readily accessible elsewhere.

The air quality impact analyses for the LAX Master Plan EIS/EIR were conducted in accordance with U.S. Environmental Protection Agency (USEPA) and Federal Aviation Administration (FAA) guidelines for assessing airport environmental impacts under the National Environmental Policy Act (NEPA) and with South Coast Air Quality Management District (SCAQMD) guidelines for evaluating air quality impacts under the California Environmental Quality Act (CEQA). References to these guidelines, associated source materials, and the methodologies developed to meet the guidelines are discussed in Section 4.6, *Air Quality*, Appendix G, *Air Quality Impact Analysis*, of the EIS/EIR.

The basic steps followed in conducting the air quality impact analyses included the identification of LAX-specific emissions sources, the development of associated emissions inventories for the environmental baseline and future conditions associated with all activities in the Master Plan, and dispersion modeling of future year pollutant concentrations with and without the proposed project. Impacts were quantified using these steps for the 2005 and 2015 horizon years. Other steps in the analyses included the estimation of future background concentrations, the estimation of interim year (years other than 2005 and 2015) emissions and concentrations, and the identification of potential mitigation measures. Much of the original data used in these steps is included in this Supplemental Report.

The analyses included an identification of all on- and off-airport emissions sources associated with LAX. These sources can be divided into three general categories: mobile, stationary, and area. Data for environmental baseline conditions were obtained through surveys of tenants and traffic as well as from various reference sources, including FAA operation summaries. Examples of LAX-related mobile sources include aircraft, ground support equipment, on-road motor vehicles, and construction vehicles. Examples of LAX-related stationary sources include the central utility plant, aircraft maintenance facilities, restaurants and catering kitchens, and emergency generators. Examples of LAX-related area sources include landscape maintenance equipment. Data describing the various emissions sources and their activity levels under the Master Plan are included in this Supplemental Report.

FAA's Emissions and Dispersion Modeling System (EDMS) was used as the primary model in calculating the emissions inventories and in predicting the future ambient concentrations associated with on-airport operations source emissions. The California Air Resources Board's EMFAC2000 model was used to develop emissions data for on-road motor vehicles. Emissions from construction equipment and soil disturbance were developed based on guidance from USEPA and SCAQMD. USEPA's Industrial Source Complex Short Term ISCST3 model was used to estimate the particulate matter concentrations from aircraft engines, the one-hour nitrogen dioxide concentrations from all sources, and the concentrations of carbon monoxide, nitrogen dioxide, and particulate matter from construction emission sources. USEPA's CAL3QHCR model was used to model carbon monoxide concentrations at selected off-airport street intersections due to vehicle traffic. The modeling plan (protocol) and values used for many of the modeling input variables are included in this Supplemental Report.

# Attachment A
# Air Quality Modeling Protocol for Criteria Pollutants

# LAX MASTER PLAN EIS/EIR AIR QUALITY MODELING PROTOCOL FOR CRITERIA POLLUTANTS

## I. PROJECT INTRODUCTION

The City of Los Angeles (the City) is updating the Master Plan for the Los Angeles International Airport (LAX) to identify facilities needed through the year 2015. As part of the environmental review for this project, emissions inventories will be developed, dispersion modeling will be conducted as appropriate, and the results will be analyzed to ensure compliance with all applicable state and federal laws, including NEPA, CEQA, Section 176 of the Clean Air Act[1], and 49 USC 47106 ©(1)(B), formerly Section 509 of the Airport and Airways Improvement Act.

This protocol identifies the assumptions and methodologies to be used in conducting the criteria pollutant[2] air quality impact analyses for the LAX Master Plan combined Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Section II discusses the existing ambient air quality near LAX. Section III presents the general approach for determining future baseline emissions. Section IV presents the approach for developing the appropriate emission inventories. Section V presents the approach for conducting the air dispersion modeling. Section VI addresses the form and presentation of the final documentation of the analyses. Section VII provides the references used to develop this protocol.

## II. EXISTING AIR QUALITY AND FUTURE BACKGROUND CONCENTRATIONS

### II.1 Air Quality Status of Los Angeles County

The airport is located within Los Angeles County in Southern California. The regulatory agencies with primary responsibility for air quality around the airport include the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) with oversight by U.S. EPA Region IX.

The CARB and U.S. EPA have established California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS), respectively, for criteria air pollutants. These standards are applicable to the project area and are summarized in Table I.

The airport and associated study area are in an area that is designated as being in nonattainment of the NAAQS for ozone ($O_3$), carbon monoxide (CO), and particulate matter less than 10 µm in diameter ($PM_{10}$). In addition, the severity of the nonattainment status has been classified as "extreme" for $O_3$, "serious" for CO, and "serious" for $PM_{10}$. On July 24, 1998, the area was redesignated from nonattainment to attainment/maintenance status for nitrogen dioxide ($NO_2$) by the U.S. EPA (63 FR 39747). The area is in attainment of the NAAQS for sulfur dioxide ($SO_2$) and lead (Pb). The area also has been designated as being in nonattainment of the CAAQS for $O_3$, CO, and $PM_{10}$. The area is in attainment of the CAAQS for $NO_2$, $SO_2$, Pb, and sulfates.

[1] A separate protocol that provides the methodology for demonstrating conformity with the State Implementation Plan will be developed and submitted to FAA for approval.

[2] Criteria pollutants are those air pollutants for which National or California Ambient Air Quality Standards have been established. The criteria pollutants considered in this protocol include: carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter less than 10 µm, sulfur dioxide, and sulfates. The health risk assessment for air toxics being conducted for the Master Plan EIS/EIR requires an additional set of emission factors as well as a modified set of dispersion models and parameters. Therefore, a protocol titled "Air Quality Modeling Protocol for Toxic Air Pollutants," is being developed and will be submitted separately for SCAQMD and CARB review and approval. That protocol addresses the air toxics analysis to be conducted to demonstrate compliance with CEQA.





Table I

National and California Ambient Air Quality Standards

| Pollutant | Averaging Time | CAAQS | NAAQS Primary | NAAQS Secondary |
|---|---|---|---|---|
| Ozone ($O_3$) | 1-Hour | 0.09 ppm (180 µg/m³) | 0.12 ppm (235 µg/m³) | Same as Primary |
| Carbon Monoxide (CO) | 8-Hour | 9.0 ppm (10 mg/m³) | 9 ppm (10 mg/m³) | N/A |
| | 1-Hour | 20 ppm (23 mg/m³) | 35 ppm (40 mg/m³) | N/A |
| Nitrogen Dioxide ($NO_2$) | Annual | N/A | 0.053 ppm (100 µg/m³) | Same as Primary |
| | 1-Hour | 0.25 ppm (470 µg/m³) | N/A | N/A |
| Sulfur Dioxide ($SO_2$) | Annual | N/A | 0.03 ppm (80 µg/m³) | N/A |
| | 24-Hour | 0.04 ppm (105 µg/m³) | 0.14 ppm (365 µg/m³) | N/A |
| | 3-Hour | N/A | N/A | 0.5 ppm (1300 µg/m³) |
| | 1-Hour | 0.25 ppm (655 µg/m³) | N/A | N/A |
| Particulate Matter ($PM_{10}$) | AAM | N/A | 50 µg/m³ | Same as Primary |
| | AGM | 30 µg/m³ | N/A | N/A |
| | 24-Hour | 50 µg/m³ | 150 µg/m³ | Same as Primary |
| Lead (Pb) | Quarterly | N/A | 1.5 µg/m³ | Same as Primary |
| | Monthly | 1.5 µg/m³ | N/A | N/A |
| Sulfates | 24-Hour | 25 µg/m³ | N/A | N/A |

AAM = Annual arithmetic mean.
AGM = Annual geometric mean.
N/A = Not applicable.

### II.2 Existing Ambient Air Quality Near LAX

Actual measurements of ambient air quality were undertaken at LAX for the Master Plan to provide a context for the modeling of air pollutant levels around the airport. Where data was not actually measured at LAX, use of measurements collected by the SCAQMD at a station nearby has been used. Ambient air quality monitoring was conducted on LAX property from August 13, 1997, through March 31, 1998 (AeroVironment 1998). The location of the on-site monitoring station was approximately 1.6 miles (2.6 km) east-southeast of the LAX Theme Building, as shown on Figure I. Pollutants analyzed at the on-site monitoring station included CO, $NO_2$, $SO_2$, and $PM_{10}$. The data collection period included the summer, fall and winter seasons. Therefore, this data is representative of both high $O_3$ periods (summer) and high CO and $NO_2$ periods (winter). The short-term (1-hour through 24-hour) average concentrations from the on-site monitoring station represent existing ambient air quality at LAX. The on-site monitoring results are presented in Table II.

Since data was collected at the on-site monitoring station for approximately 7.5 months, it does not include annual average concentrations of any pollutants. Nor were measurements of $O_3$, lead (Pb) or sulfates collected onsite. For these measurements, the nearest SCAQMD monitoring station will be used. The SCAQMD maintains a network of air quality monitoring stations throughout the Basin. The monitoring location nearest to LAX is Station No. 094, Southwest Coastal Los Angeles County, located in Hawthorne approximately 2.4 miles (3.8 km) southeast of the LAX Theme Building. The approximate location of this monitoring station is also shown on Figure I. Data from this station will be used to describe existing $O_3$, Pb and sulfate concentrations as well as annual average $NO_2$, $SO_2$ and $PM_{10}$ concentrations around the airport. These concentrations are presented in Table II. Since the Hawthorne monitoring station is not on-site, the highest $O_3$, Pb, sulfate, and annual average values from the previous three years (1996, 1997 and 1998) will be used to describe existing air quality for these pollutants (SCAQMD 1996a, 1997a, 1998a).

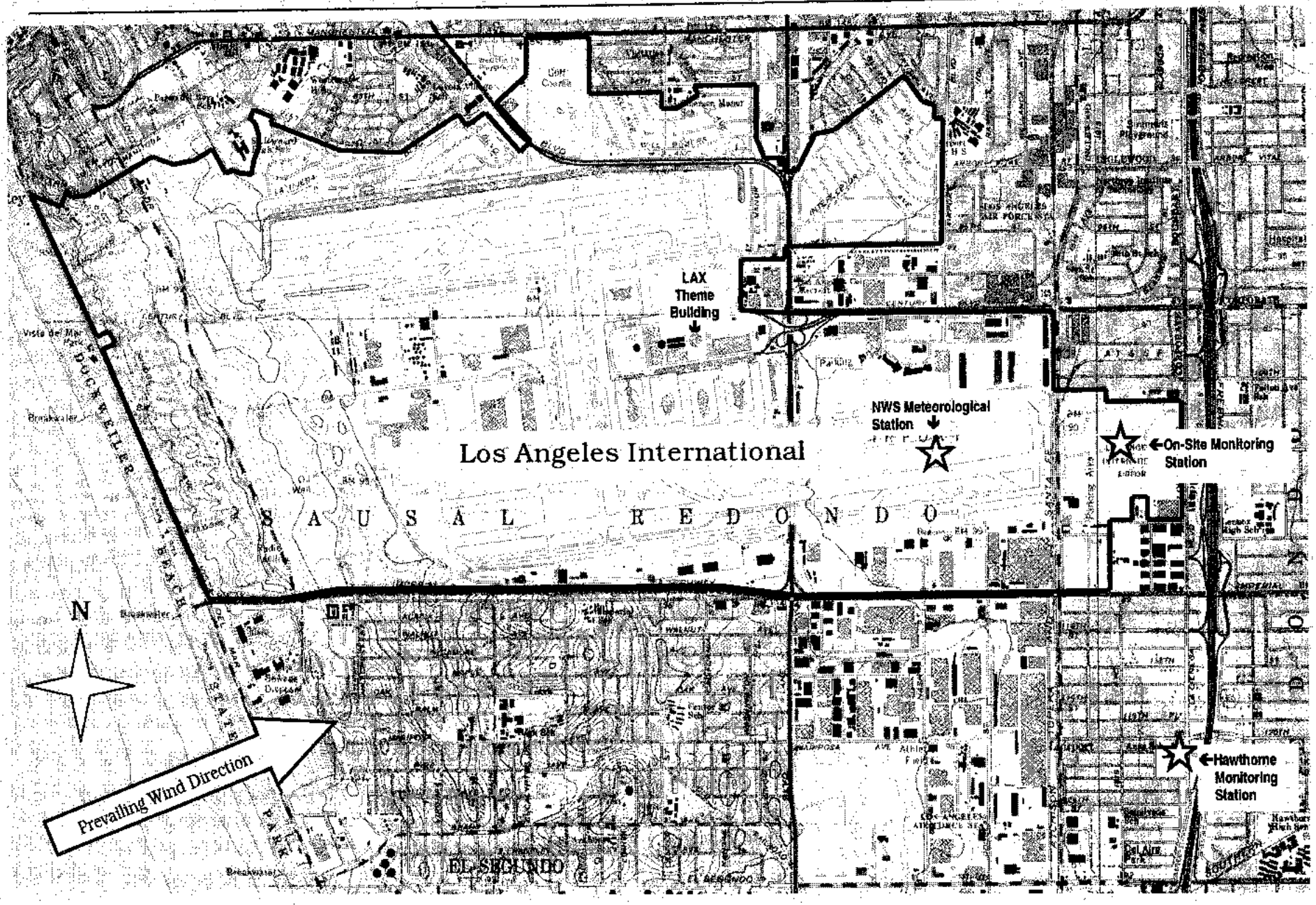


**Figure I. Meteorological Station and Air Quality Monitoring Station Locations.**

**Table II**

**Existing Ambient Air Quality and Projected Future Background Concentration in the Vicinity of LAX**

| Pollutant | Avg. Time | Existing [a] Air Quality | Future Background [b] 2005 | 2015 | NAAQS/ CAAQS |
|---|---|---|---|---|---|
| $O_3$ (ppm) | 1-Hr | 0.13[c] | <0.09[e] | <0.09[e] | 0.12 / 0.09 |
| CO (ppm) | 8-Hr | 8.5[d] | 4.9 | 3.4 | 9 / 9.0 |
| | 1-Hr | 10.6[d] | 6.2 | 4.2 | 35 / 20 |
| $NO_2$ (ppm) | AAM | 0.0295[d] | 0.0196 | 0.0150 | 0.053 / - |
| | 1-Hr | 0.15[d] | 0.0998 | 0.0765 | - / 0.25 |
| $SO_2$ (ppm) | AAM | 0.0025[c] | 0.0023 | 0.0027 | 0.03 / - |
| | 24 | 0.007[d] | 0.0065 | 0.0075 | 0.14 / 0.04 |
| | 3-Hr | 0.017[d] | 0.016 | 0.018 | 0.50 / - |
| | 1-Hr | 0.021[d] | 0.019 | 0.022 | - / 0.25 |
| $PM_{10}$ (µg/m³) | AAM | 36[c] | 28 | 24 | 50 / - |
| | AGM | 34[c] | 24 | 20 | - / 30 |
| | 24-Hr | 62.3[d] | 61 | 43 | 150 / 50 |
| Pb (µg/m³) | Qtr | 0.05[c,a] | N/A | N/A | 1.5 / - |
| | Monthly | 0.06[c] | N/A | N/A | - / 1.5 |
| Sulfates (µg/m³) | 24-Hr | 18.4[c] | N/A | N/A | - / 25 |

Note: Existing conditions reflect actual measurements undertaken at LAX for the Master Plan. Where pollutants were not measured ($O_3$, Pb, sulfates, and annual averages) data collected by the SCAQMD at Monitoring Station 094 (about 2.4 miles southeast of the LAX Theme Building) were used, as noted below.

AAM = Annual Arithmetic Mean, AGM = Annual Geometric Mean, N/A = Not Available or Not Applicable

1 ppm $NO_2$ = 1880 µg/m³ $NO_2$

1 ppm $SO_2$ = 2618 µg/m³ $SO_2$

1 ppm CO = 1145 µg/m³ CO

- Less than 12 full months of data.

[a] Existing ambient air quality includes the contribution from airport and non-airport sources.

[b] Future background concentrations are estimated using a linear rollback approach and the current and future year controlled $NO_2$, CO, and $SO_2$ emission inventories from Appendices III and V of the 1997 AQMP (SCAQMD 1996b, 1996c). Future background concentrations are based on monitored ambient levels, and therefore include existing airport sources. Projected future airport contributions will be added to future background concentrations.. Consequently, this approach represents a conservative method for estimating future total concentrations.

[c] Highest reported 1996 through 1998 concentrations from SCAQMD Monitoring Station 094, SW Coastal Los Angeles County (SCAQMD 1996A, 1997a, 1998a).

[d] Highest measured concentration from on-site monitoring station (LAWA 1998, AeroVironment 1998)

[e] Ozone concentrations around the airport have been estimated by the SCAQMD in the 1997 AQMP (SCAQMD 1996c). The results of this analysis indicate that ozone concentrations will not exceed the 1-hour NAAQS and CAAQS in 2010 and 2020.

## II.3 Future Background Concentrations Near LAX

The modeling that will be undertaken for the LAX Master Plan cannot reflect all pollutant sources in the area that contribute to total air pollutant levels. Therefore, background concentrations must be defined which reflect the emissions from nearby sources. Background concentrations, when added to the airport modeling results, will reflect the total pollutant concentrations at a specific site.

The background concentrations of CO, $NO_2$ and $SO_2$ near LAX in 2005 and 2015 will be estimated using a linear rollback approach. This approach assumes that changes in emission inventories will change the background concentrations proportionally. The rollback equation can be written as (SCAQMD 1996c):





$$C_p = [ ( C_b - k ) \times Q_p / Q_b ] + k$$

Where $C_p$ and $C_b$ are the future year and existing concentrations, respectively, $Q_p$ and $Q_b$ are the future year and existing emission rates, and k denotes natural background. The value of k is assumed to be negligible for $NO_2$, CO, and $SO_2$ based on the composition of natural (clean) air (SCAQMD 1996c, Prinn 1992). The presence of these compounds in the basin is primarily from human (anthropogenic) activities (SCAQMD 1996b).

The annual emission inventories will be used for estimating future year $SO_2$ background concentrations, while the Winter Planning inventories will be used for estimating future year $NO_2$ and CO concentrations. Existing emission rates are taken from Appendix III of the 1997 AQMP (SCAQMD 1996b) for the 1997 year. The future year emission rates will be the controlled levels presented in Appendices III and V of the 1997 AQMP (SCAQMD 1996b, 1996c). The 2015 controlled emission rates will be estimated from linear interpolation of the controlled emission rates for 2010 and 2020. The calculated future background concentrations are presented in Table II.

The future year background concentration of $PM_{10}$ at LAX will be estimated from the ratio of future year to existing $PM_{10}$ concentrations for downtown Los Angeles multiplied by the current $PM_{10}$ concentrations at the airport. This approach assumes that changes in $PM_{10}$ concentrations at downtown locations are equivalent to changes in background concentrations in the LAX vicinity. The future year $PM_{10}$ concentrations for downtown Los Angeles will be those values presented in Appendix V of the 1997 AQMP (SCAQMD 1996c) for the years 2000, 2006 and 2010. The estimated value for 2005 will be interpolated and the estimated value for 2015 will be extrapolated. The downtown Los Angeles monitoring station is the nearest station to LAX for which existing and future year $PM_{10}$ concentrations are available.

The approach that will be used in the EIS/EIR to estimate future background will be based on existing ambient air quality measurements, which include the current contribution from LAX sources. Modeled airport contributions will be added to the background values and then compared to the NAAQS and CAAQS. Therefore, this methodology is conservative since airport sources are implicitly included in the calculated future background concentrations. Refinements to the background concentration calculation may be developed if the double counting of airport contributions significantly overstates the estimated future air quality values. Any proposed refinements to the calculation will be coordinated with the FAA, SCAQMD and U.S. EPA.

The estimates of future year $O_3$ concentrations have been presented in Appendix V of the 1997 AQMP (SCAQMD 1996c). These estimates are based on regional modeling and indicate that by 2010, the project area should not exceed the 1-hour $O_3$ NAAQS and CAAQS.

# III. NO ACTION AIRPORT OPERATIONS

The total emissions and pollutant concentrations (dispersion) will be quantified for the No Action/No Project Alternative for the years 2005 and 2015, using FAA and EPA approved models. The No Action/No Project Alternative will represent the airport and its operation at specified future years, assuming the existing facilities remain and that the Master Plan recommendations are not implemented.

A survey of the 1997 tenants (CEQA Baseline) will be used to identify stationary sources of emissions on airport property. Projected increases in aircraft operations, tenant fuel consumption, utility plant and maintenance operations, and vehicular traffic will be used to calculate future emissions, under the assumption that none of the proposed project alternatives are implemented (No Action/No Project). The emissions expected from the alternatives will be compared to the No Action/No Project. In addition, the alternatives (including the No Action/No Project Alternative) will be compared to the CEQA Baseline. The emission differences will be contrasted with the appropriate data in Table III. The pollutant emissions and concentrations noted in Table III reflect the threshold of significance by which project related impacts will be measured. Projects with incremental emission rates that exceed the operation and construction emission thresholds in Table III must include an air quality impact (dispersion modeling) analysis in the EIS/EIR.

**Table II**

**Existing Ambient Air Quality and Projected Future Background Concentration in the Vicinity of LAX**

| Pollutant | Avg. Time | Existing [2] Air Quality | Future Background [3] 2005 | Future Background [3] 2015 | NAAQS/ CAAQS |
|---|---|---|---|---|---|
| $O_3$ (ppm) | 1-Hr | 0.13[4] | <0.09[6] | <0.09[6] | 0.12/0.09 |
| CO (ppm) | 8-Hr | 8.5[5] | 4.9 | 3.4 | 9/9.0 |
| | 1-Hr | 10.5[5] | 6.2 | 4.2 | 35/20 |
| $NO_2$ (ppm) | AAM | 0.0295[4] | 0.0196 | 0.0150 | 0.053/- |
| | 1-Hr | 0.15[5] | 0.0998 | 0.0765 | -/0.25 |
| $SO_2$ (ppm) | AAM | 0.0025[4] | 0.0023 | 0.0027 | 0.03/- |
| | 24 | 0.007[5] | 0.0065 | 0.0075 | 0.14/0.04 |
| | 3-Hr | 0.017[5] | 0.016 | 0.018 | 0.50/- |
| | 1-Hr | 0.021[5] | 0.019 | 0.022 | -/0.25 |
| $PM_{10}$ (µg/m³) | AAM | 36[4] | 28 | 24 | 50/- |
| | AGM | 34[1,4] | 24 | 20 | -/30 |
| | 24-Hr | 82.3[5] | 61 | 43 | 150/50 |
| Pb (µg/m³) | Otr | 0.05[1,4] | N/A | N/A | 1.5/- |
| | Monthly | 0.06[1,4] | N/A | N/A | -/1.5 |
| Sulfates (µg/m³) | 24-Hr | 18.4[4] | N/A | N/A | -/25 |

Note: Existing conditions reflect actual measurements undertaken at LAX for the Master Plan. Where pollutants were not measured ($O_3$, Pb, sulfates, and annual averages) data collected by the SCAQMD at Monitoring Station 094 (about 2.4 miles southeast of the LAX Theme Building) were used, as noted below.

AAM = Annual Arithmetic Mean, AGM = Annual Geometric Mean, N/A = Not Available or Not Applicable

1 ppm $NO_2$ = 1880 µg/m³ $NO_2$

1 ppm $SO_2$ = 2618 µg/m³ $SO_2$

1 ppm CO = 1145 µg/m³ CO

[1] Less than 12 full months of data.

[2] Existing ambient air quality includes the contribution from airport and non-airport sources.

[3] Future background concentrations are estimated using a linear rollback approach and the current and future year controlled $NO_x$, CO, and $SO_2$ emission inventories from Appendices III and V of the 1997 AQMP (SCAQMD 1996b, 1996c). Future background concentrations are based on monitored ambient levels, and therefore include existing airport sources. Projected future airport contributions will be added to future background concentrations.. Consequently, this approach represents a conservative method for estimating future total concentrations.

[4] Highest reported 1996 through 1998 concentrations from SCAQMD Monitoring Station 094, SW Coastal Los Angeles County (SCAQMD 1996A, 1997a, 1998a).

[5] Highest measured concentration from on-site monitoring station (LAWA 1998, AeroVironment 1998)

[6] Ozone concentrations around the airport have been estimated by the SCAQMD in the 1997 AQMP (SCAQMD 1996c). The results of this analysis indicate that ozone concentrations will not exceed the 1 hour NAAQS and CAAQS in 2010 and 2020.

# II. FUTURE BACKGROUND CONCENTRATIONS NEAR LAX

The modeling that will be undertaken for the LAX Master Plan cannot reflect all pollutant sources in the area that contribute to total air pollutant levels. Therefore, background concentrations must be defined which reflect the emissions from nearby sources. Background concentrations, when added to the airport modeling results, will reflect the total pollutant concentrations at a specific site.

The background concentrations of CO, $NO_2$ and $SO_2$ near LAX in 2005 and 2015 will be estimated using a linear rollback approach. This approach assumes that changes in emission inventories will change the background concentrations proportionally. The rollback equation can be written as (SCAQMD 1996c):





$$C_p = [ ( C_b - k ) \times Q_p / Q_b ] + k$$

Where $C_p$ and $C_b$ are the future year and existing concentrations, respectively, $Q_p$ and $Q_b$ are the future year and existing emission rates, and k denotes natural background. The value of k is assumed to be negligible for $NO_2$, CO, and $SO_2$ based on the composition of natural (clean) air (SCAQMD 1996c, Prinn 1992). The presence of these compounds in the basin is primarily from human (anthropogenic) activities (SCAQMD 1996b).

The annual emission inventories will be used for estimating future year $SO_2$ background concentrations, while the Winter Planning inventories will be used for estimating future year $NO_2$ and CO concentrations. Existing emission rates are taken from Appendix III of the 1997 AQMP (SCAQMD 1996b) for the 1997 year. The future year emission rates will be the controlled levels presented in Appendices III and V of the 1997 AQMP (SCAQMD 1996b, 1996c). The 2015 controlled emission rates will be estimated from linear interpolation of the controlled emission rates for 2010 and 2020. The calculated future background concentrations are presented in Table II.

The future year background concentration of $PM_{10}$ at LAX will be estimated from the ratio of future year to existing $PM_{10}$ concentrations for downtown Los Angeles multiplied by the current $PM_{10}$ concentrations at the airport. This approach assumes that changes in $PM_{10}$ concentrations at downtown locations are equivalent to changes in background concentrations in the LAX vicinity. The future year $PM_{10}$ concentrations for downtown Los Angeles will be those values presented in Appendix V of the 1997 AQMP (SCAQMD 1996c) for the years 2000, 2006 and 2010. The estimated value for 2005 will be interpolated and the estimated value for 2015 will be extrapolated. The downtown Los Angeles monitoring station is the nearest station to LAX for which existing and future year $PM_{10}$ concentrations are available.

The approach that will be used in the EIS/EIR to estimate future background will be based on existing ambient air quality measurements, which include the current contribution from LAX sources. Modeled airport contributions will be added to the background values and then compared to the NAAQS and CAAQS. Therefore, this methodology is conservative since airport sources are implicitly included in the calculated future background concentrations. Refinements to the background concentration calculation may be developed if the double counting of airport contributions significantly overstates the estimated future air quality values. Any proposed refinements to the calculation will be coordinated with the FAA, SCAQMD and U.S. EPA.

The estimates of future year $O_3$ concentrations have been presented in Appendix V of the 1997 AQMP (SCAQMD 1996c). These estimates are based on regional modeling and indicate that by 2010, the project area should not exceed the 1-hour $aO_3$ NAAQS and CAAQS.

# III. NO ACTION NO ACTION/NO PROJECT ALTERNATIVE AIRPORT OPERATIONS

The total emissions and pollutant concentrations (dispersion) will be quantified for the No Action/No Project Alternative for the years 2005 and 2015, using FAA and EPA approved models. The No Action/No Project Alternative will represent the airport and its operation at specified future years, assuming the existing facilities remain and that the Master Plan recommendations are not implemented.

A survey of the 1997 tenants (CEQA Baseline) will be used to identify stationary sources of emissions on airport property. Projected increases in aircraft operations, tenant fuel consumption, utility plant and maintenance operations, and vehicular traffic will be used to calculate future emissions, under the assumption that none of the proposed project alternatives are implemented (No Action/No Project). The emissions expected from the alternatives will be compared to the No Action/No Project. In accordance with CEQA guidelines, the alternatives (including the No Action/No Project Alternative) will be compared to the CEQA Baseline. The emission differences will be contrasted with the appropriate data in Table III. The pollutant emissions and concentrations noted in Table III reflect the threshold of significance by which project related impacts will be measured. Projects with incremental emission rates that exceed the operation and construction emission thresholds in Table III must include an air quality impact (dispersion modeling) analysis in the EIR.

**Table III**

**Significance Thresholds for Air Pollutants in the South Coast Air Basin**

| Pollutant | Concentration Thresholds (Averaging Period) | Operations Emission Thresholds Lbs/day | Construction Emission Thresholds | |
|---|---|---|---|---|
| | | | lbs/day | tons/quarter |
| Sulfates | 1 $\mu g/m^3$ (24-Hour) | N/A | N/A | N/A |
| Carbon Monoxide (CO) | 0.45 ppm (8-Hour)<br>1 ppm (1-Hour) | 550 | 550 | 24.75 |
| Nitrogen Dioxide ($NO_2$) | 0.0005 ppm (Annual)<br>0.01 ppm (1-Hour) | N/A | N/A | N/A |
| Oxides of Nitrogen ($NO_x$) | N/A | 55 | 100 | 2.5 |
| Volatile Organic Compounds (VOC) | N/A | 55 | 75 | 2.5 |
| Sulfur Oxides ($SO_x$) | N/A | 150 | 150 | 6.75 |
| Particulate Matter ($PM_{10}$) | 1 $\mu g/m^3$ (Annual)<br>2.5 $\mu g/m^3$ (24-Hour) | 150 | 150 | 6.75 |

Source: SCAQMD 1999 and 1993

# IV. EMISSION MODELING AND INVENTORY PREPARATION

## IV.1 Pollutants of Concern

The primary pollutants of concern at airports are CO and the precursors to $O_3$ and $NO_2$. Oxides of nitrogen ($NO_x$) are precursors to both $O_3$ and $NO_2$ formation, and volatile organic compounds (VOC) are precursors to $O_3$ formation. The definition of VOC for this protocol is presented in SCAQMD Rule 102, as amended June 12, 1998, and includes any volatile compound of carbon except methane, CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, ammonium carbonate, and certain exempt compounds. (Exempt compounds are listed halogenated hydrocarbons that do not contribute to the formation of ozone.) In addition, airport activity may generate emissions of $PM_{10}$. The NEPA/CEQA analysis will evaluate the impact of the Master Plan alternatives relative to each of the pollutants for which there are NAAQS/CAAQS.

## IV.2 Emission Estimating References and Models

A variety of reference materials will be used to calculate emissions from the various project sources. These references include, but are not limited to:

- *Air Quality Procedures for Civilian Airports and Air Force Bases* (U.S. FAA/USAF 1997a)
- Emissions and Dispersion Modeling System (EDMS) Version 3.11 (U.S. FAA/USAF 1997b)
- *Compilation of Air Pollutant Emission Factors (AP-42)* (U.S. EPA 1999a)
- EMFAC2000 On-Road Emissions Inventory Estimation Model (EMFAC2000) (CARB 1999)
- Tank Emissions Estimation model (TANKS 4.06) (U.S EPA 1999b)
- *Air Pollution Mitigation Measures for Airports and Associated Activity* (CARB 1994)
- *CEQA Air Quality Handbook* (SCAQMD 1993)
- *Caterpillar Performance Handbook*, 24th Edition (Caterpillar 1993)
- *National Construction Cost Estimator* (Kiley 1995)
- Aircraft engine manufacturers, per U.S. EPA (U.S. EPA 1992)
- Appropriate source test data
- Appropriate agency emission factor databases (e.g., FIRE, XATEF, SPECIATE, etc.)

The $PM_{10}$ emission factors for the newer aircraft engines (engines certified after approximately 1980) are currently unavailable. Very limited data is available from U.S. EPA for engines certified prior to 1980. The





project team has attempted to update particulate matter mass emissions data from research conducted for analyzing aircraft emission impacts on the upper atmosphere. However, the data being measured by current researchers are not mass emissions. The project team will continue to pursue reasonable potential sources of aircraft engine $PM_{10}$ emission factors with the U.S. EPA, CARB, SCAQMD, and engine manufacturers. An addendum to this protocol will be prepared at such time as acceptable and appropriate factors can be identified.

## IV.3 Mobile Sources

### IV.3.1 Aircraft

Aircraft emissions will be calculated using methodology accepted by the U.S. Environmental Protection Agency (U.S. EPA 1992) and the Federal Aviation Administration (U.S. FAA/USAF 1997a). Emissions produced by LAX activity during five aircraft operational modes (approach, taxi/idle in, taxi/idle out, takeoff, and climbout) will be calculated for each of the alternatives noted earlier. Two types of modal data may be used when modeling airport emissions: default times-in-mode representing an average airport, or airport-specific times-in-mode. Since LAX handles more operations than a typical airport, LAX-specific times-in-mode will be used. Taxi/in, taxi/out and queue (idle) times will be developed from the LAX Master Plan airport simulation modeling (SIMMOD) results for each project alternative. The EDMS default times in mode will be the basis for climbout, approach, and takeoff times; however, climbout and approach times will be adjusted according to the average mixing height adjustment parameters contained in EDMS. An average mixing height of 542 meters (approximately 1,800 ft), based on U.S. EPA guidance (Holzworth 1972, U.S. EPA 1992), will be used to calculate the adjustments to approach and climbout times in mode. A mixing height of approximately 1800 ft has been used in other aircraft emission inventory calculations for LAX (SCAQMD 1994a, U.S. EPA 1994). The time-in mode (TIM) for each aircraft category and operational mode is presented in Table IV.

**Table IV**

**Aircraft Time-in-Mode for Each Operational Mode**

| Aircraft Category | Time-in-Mode (TIM), in minutes | | | |
|---|---|---|---|---|
| | Taxi/Idle | Takeoff | Adjusted Climbout[a] | Adjusted Approach |
| Commercial | | | | |
| Jet-Airliner (Turbo fan) | ---[c] | 0.7 | 1.14 | 2.40 |
| Turbo-Prop | ---[c] | 0.5 | 1.30 | 2.70 |
| Transport-Piston | ---[c] | 0.6 | 2.60 | 2.76 |
| General Aviation | | | | |
| Business Jet | ---[c] | 0.4 | 0.26 | 0.96 |
| Turbo-Prop | ---[c] | 0.5 | 1.30 | 2.70 |
| Piston | ---[c] | 0.3 | 2.60 | 3.60 |

[a] Climbout TIM adjusted to average mixing heights using the following equation (U.S FAA/USAF 1997b):
$TIM_{CLIM2} = TIM_{CLIM1} \times [\ (H\text{-}500) / 2500\ ]$
Where: $TIM_{CLIM2}$ = Adjusted climbout TIM (min)
$TIM_{CLIM1}$ = Default climbout TIM (min)
H = Average mixing height (feet)

[b] Approach TIM adjusted to average mixing heights using the following equation (U.S. FAA/USAF 1997b):
$TIM_{APP2} = TIM_{APP1} \times (H/3000)$
Where: $TIM_{APP2}$ = Adjusted approach TIM (min)
$TIM_{APP1}$ = Default approach TIM (min)
H = Average mixing height (feet)

[c] Taxi/Idle (or queue) times are alternative-specific and will be developed from SIMMOD results

Using aircraft engine emission factors from EDMS, emissions for each aircraft type will be calculated based on the following procedure (U.S. FAA/USAF 1997b):

$$E_{ij} = NE_j \times \sum_k [\, TIM_{jk} \times FF_{jk} \times EJ_{ijk} \,]$$

where: $E_{ij}$ = total emissions of pollutant i produced by aircraft type j per LTO cycle (g/LTO).

$NE_j$ = number of engines used aircraft type j

$TIM_{jk}$ = time in mode k for aircraft type j (seconds/LTO)

$FF_{jk}$ = fuel flow for mode k for each engine used on aircraft type j (kg/s).

$EJ_{ijk}$ = emission index of pollutant i in mode k for engines used on aircraft type j (g/kg).

In addition to standard operations, engine testing or run-up emission will also be estimated. The emission rates will be based on the aircraft or engine type being tested, the duration of the test and the thrust setting for the test. The Project team and/or LAWA operations personnel will provide the engine type, test duration and thrust setting.

Total emissions for all aircraft types over the inventory period can be calculated as (U.S. EPA 1992):

$$E_{Ti} = \sum_j [\, E_{ij} \times LTO_j \,]$$

where: $E_{Ti}$ = total emissions of pollutant i from aircraft operating at LAX (grams).

$LTO_j$= total number of LTO cycles for aircraft type j during the inventory period.

The FAA approved model EDMS (Version 3.11 or later) will be used to calculate aircraft engine emission inventories. If emission factors for specific engines in use at LAX are not available in EDMS, factors for other engines that can be used with the given airframe will be substituted. Fleet mix data and airport operations (LTOs) will be taken from the Master Plan forecasts. A list of the aircraft/engine combinations that will be included in the emissions and dispersion analysis is presented in Table V.





**Table V**

**Aircraft and Engine Combinations Assumed for Emissions and Dispersion Modeling**

| Aircraft Type | No. of Engines | Engine Type | Engine Model |
|---|---|---|---|
| Airbus A300 B | 2 | Turbo Fan | CF6-50C |
| Airbus A300 C4 | 2 | Turbo Fan | CF6-50C2 |
| Airbus A310 | 2 | Turbo Fan | CF6-80C2A2 |
| Airbus A319 | 2 | Turbo Fan | CFM56-5A1 |
| Airbus A320 | 2 | Turbo Fan | CFM56-5B4 |
| Airbus A330 | 2 | Turbo Fan | CF6-80E1A1 |
| Airbus A340 | 4 | Turbo Fan | CFM56-5C2 |
| ATR72-200 | 2 | Turbo Prop | PW124-B |
| ATR42 | 2 | Turbo Prop | PW121 |
| BAE146-300 | 4 | Turbo Fan | ALF502R-5 |
| BH-1900 | 2 | Turbo Prop | PT6A-65B |
| Boeing 727-200 | 3 | Turbo Fan | JT8D-15 |
| Boeing 737-200 | 2 | Turbo Fan | JT8D-9A |
| Boeing 737-200 C | 2 | Turbo Fan | JT8D-17A |
| Boeing 737-300 | 2 | Turbo Fan | CFM56-3C |
| Boeing 737-400 | 2 | Turbo Fan | CFM56-3C |
| Boeing 737-500 | 2 | Turbo Fan | CFM56-3C |
| Boeing 747-200 | 4 | Turbo Fan | JT9D-7R4G2 |
| Boeing 747-400 | 4 | Turbo Fan | PW4056 |
| Boeing 747 Combo | 4 | Turbo Fan | PW4056 |
| Boeing 757-200 | 2 | Turbo Fan | PW2037 |
| Boeing 767-200 | 2 | Turbo Fan | JT9D-7R4D |
| Boeing 767-300 | 2 | Turbo Fan | JT9D-7R4D |
| Boeing 777 | 2 | Turbo Fan | PW 4084 |
| Canadair RJ50 | 2 | Turbo Fan | CF34-3A1 |
| Canadair RJ70 | 2 | Turbo Fan | CF34-3A1 |
| Dash 7 | 4 | Turbo Prop | PT6A-50 |
| DC8-70 | 4 | Turbo Fan | CFM56-2C5 |
| DC9-50 | 2 | Turbo Fan | JT8D-17 |
| DC10-30 | 3 | Turbo Fan | CF6-50C2 |
| Embraer 110 | 2 | Turbo Prop | PT6A-27 |
| Embraer 120 | 2 | Turbo Prop | PW118 |
| F-28-4000 | 2 | Turbo Fan | SPEY-MK555 |
| Fokker 50 | 2 | Turbo Prop | PW125-B |
| Fokker 70 | 2 | Turbo Fan | TAY620-15 |
| Fokker 100 | 2 | Turbo Fan | TAY650-15 |
| General Aviation Jet | 2 | Turbo Fan | JT15D-1 |
| General Aviation Prop | 1 | Turbo Prop | PT6A-67B |
| Ilyushin-96 | 4 | Turbo Fan | PS-90A |
| Jetstream 31 | 2 | Turbo Prop | TPE331-3 |
| L1011-100/500 | 3 | Turbo Fan | RB211-524B4 |
| MD11 | 3 | Turbo Fan | PW4460 |
| MD80 | 2 | Turbo Fan | JT8D-217A |
| MD87 | 2 | Turbo Fan | JT8D-217 |
| MD90 | 2 | Turbo Fan | V2525-D5 |
| MD95 (Boeing 717) | 2 | Turbo Fan | BR700-710A1-10 |
| New Large Aircraft[1] | 4 | Turbo Fan | PW4056 |
| Saab 2000 | 2 | Turbo Prop | AE2100A |
| Saab Fairchild 340 | 2 | Turbo Prop | CT7-5 |
| Shorts 360 | 2 | Turbo Prop | PT6A-65AR |
| Swearingen Metro | 2 | Turbo Prop | TPE331-3 |

[1] New Large Aircraft are not yet designed and do not have specific engine assignments. The PW 4056 engine was selected as a large engine for which emissions data were readily available.

## IV.3.2 Ground Support Equipment / Auxiliary Power Units

Emissions from ground support equipment (GSE) and auxiliary power units (APU) will also be calculated using FAA and U.S. EPA accepted procedures. The GSE are nonroad surface vehicles that operate primarily on the apron, near the gate, which are used to service a flight. The APU is a small, on-board engine that operates to provide power to an aircraft while it is parked at the gate. The GSE and APU used at terminal buildings are typically owned and operated by the airlines using the equipment. Assignments of appropriate GSE and APU to aircraft and associated usage times will be made based on site-specific

data developed by the project team. Default values included in EDMS will be used to supplement the site-specific data as needed.

Emission factors for gasoline and diesel powered GSE will be obtained from EDMS. The penetration of alternative fuel and electric powered GSE in the fleet mix will be developed from studies conducted by the project team (CALSTART 1999). In addition to the factors identified by the California Air Resources Board (CARB) for CNG/LPG fueled GSE (CARB, 1994), literature searches will be conducted to identify other appropriate emission factors for alternative fueled GSE (CALSTART 1998). Emissions will be based on the equipment fuel type, brake horsepower, and/or time in mode. Zero emissions will be assumed for electric powered GSE. A central power system replacing ground power unit (GPU - ground vehicles with portable generators that can be used to provide power to aircraft parked at a gate) as well as most aircraft APU[3] usage at terminal gates will be assumed for the project alternatives (Alternatives A, B, and C) as well as future No Action/No Project conditions (LADOA, 1997). The gate electrification is assumed to be completed by the year 2005, since a majority of the gates have already been electrified.

Pollutant emissions will be calculated using methodology accepted by U.S. EPA and FAA (U.S. EPA 1992, 1999a, U.S. FAA/USAF 1997a) for emergency generators, air-start units (ASUs – ground units used to start aircraft turbofan engines) and air conditioning (AC) units. Emissions will be calculated based on the generator or engine/turbine power rating, usage rate, and pollutant emission indices (based on power output and fuel type). Any air pollution control equipment in use, or required in the future as identified in SCAQMD, CARB or U.S. EPA rules and regulations, will be incorporated into the calculations.

The equipment capacities, typical operating hours, and pollution controls will be based on the existing conditions survey. Future condition emissions will be based on the number of aircraft operations for each alternative. The uncontrolled emission factor will be obtained from U.S. EPA's *Compilation of Air Pollutant Emission Factors*. Control efficiencies will be applied to those units with control devices/technologies. A central cooling system replacing portable AC units at terminal gates will be assumed for project alternatives and future baseline conditions (LADOA 1997). Cargo and general aviation gates will be assumed to have power connections also, which can run on-board AC units.

### IV.3.3 On-Road Vehicles

Emissions from on-road, or ground access vehicles, will be calculated using CARB mandated methodology. Regional as well as on-airport ground access vehicles traveling to or from LAX will be included in the emission inventories. Ground access vehicles include privately owned vehicles, government owned vehicles, rental cars, shuttles, buses, taxicabs, and trucks. It is anticipated that vehicle emissions will be estimated using the emission factors from CARB's EMFAC2000 model (CARB 1999). Earlier versions of EMFAC may be used if the on-road vehicle emission inventory will be compared to the 1994 SIP or 1997 AQMP (EMFAC7F for the 1994 SIP and EMFAC7G for the 1997 AQMP).

Vehicle trip distances, idle times, hot start vs. cold soak, and average travel speeds will be based on specific roadway segments analyzed in the traffic impact studies conducted for the EIS/EIR. The CARB mandated default values will be used where appropriate. Temporal data for on-airport traffic will be determined from the project's transportation analysis.

Entrained road dust will also be estimated. Emission factors from the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993) and AP-42 (U.S. EPA 1999a) will be used to calculate emissions from major roads and highways, as well as from aircraft runways and taxiways.

### IV.3.4 Parking Facilities

Methodologies similar to those used to estimate on-road emissions will be used to estimate emissions from vehicles in on-airport parking facilities. EMFAC2000 will be used and site-specific data will be incorporated. Resting evaporation emissions will be included for parking lot emissions. $PM_{10}$ emissions from road dust are not included for the low vehicle speed parking areas.

Emissions will be calculated for each on-airport parking lot or garage. Assumptions will be made on the idle time, the average distance traveled, and the vehicle mix within each parking facility. Temporal files for parking lots will be provided by the project's transportation analysis.

[3] APU's will operate approximately 7 minutes per LTO: 5 minutes during departure for initial flight checks and main engine starts, and 2 minutes during arrival to provide power after the main engines are shutdown while the aircraft is being connected to central power and air (U.S. FAA 1998a).





### IV.3.5 Construction Activities

Air emissions from construction activities are identified with one of the following four major construction source categories:

- On- and Off-Road Motor Vehicle Travel.
- Construction Equipment.
- Fugitive Dust.
- Construction Material (e.g., VOCs from architectural painting or asphalt paving and striping).

#### IV.3.5.1 On- and Off-Road Motor Vehicle Travel Exhaust Emissions

Mobile construction sources will include on-road, off-airport vehicle traffic. Such traffic will include construction employee traffic, construction material delivery trucks, and construction debris haul trucks. Mobile construction sources will also include on-road, on-airport vehicle traffic, such as vehicle traffic on internal roads to construction site locations. The emission factors used for this activity will be taken from the California EMFAC2000 model. The parameters needed to construct the on- and off-road emission inventory (such as vehicle miles traveled (VMT), cold soak and hot start percentages, vehicle mix, and average vehicle speeds) will be taken from either the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993) or will be generated in the various traffic studies prepared for the LAX Master Plan. The project team will seek concurrence from U.S. EPA and SCAQMD for any parameter values not included in EMFAC2000 or CEQA Handbook.

#### IV.3.5.2 Construction Equipment Exhaust Emissions

Construction equipment emissions will be quantified using the construction schedule and activity levels developed by the project engineering team, and correlated with equipment types from the Caterpillar Performance Handbook (Caterpillar 1993) and the National Construction Estimator (Kiley 1995). Construction equipment usage will be based on common practices for the types of construction to be undertaken. Emissions based on these activity levels will then be calculated using emission factors from the *Compilation of Air Pollutant Emission Factors (AP-42)*, SCAQMD CEQA Air Quality Handbook and specific equipment manufacturer supplied data.

#### IV.3.5.3 Fugitive Dust Emissions

The category of fugitive dust incorporates all sources of dust production during construction. These fugitive dust sources include but are not limited to: grading and excavation, paved and unpaved road entrained dust, concrete plant operations, and demolition. Emissions from these sources will be quantified using emission factors from the *Compilation of Air Pollutant Emission Factors (AP-42)*, SCAQMD CEQA Air Quality Handbook, and available documentation addressing fugitive dust.

#### IV.3.5.4 Construction Material Emissions

The emissions from construction materials, including but not limited to asphalt paving and striping and architectural coating operations, will be calculated using activity levels and emission factors from the project engineering team and assumptions provided in the *Compilation of Air Pollutant Emission Factors (AP-42)* and SCAQMD CEQA Air Quality Handbook.

## IV.4 Stationary Sources

Emissions from stationary sources will be included in the EDMS emissions analysis. The general methods for estimating stationary source emissions are discussed in the following sections.

### IV.4.1 Power / HVAC (Utility) Plants

Emissions from on-site power plants and heating facilities will be calculated using U.S. EPA and FAA accepted methodologies (U.S. EPA 1999a, U.S. FAA/USAF 1997a), assuming that natural gas is the primary fuel. Natural gas is the primary fuel for the existing Central Utility Plant (CUP) and SCAQMD BACT Guidelines (SCAQMD 1994b) require that natural gas be used on any new utility boilers and turbines to minimize $PM_{10}$ and $SO_2$ emissions. Emissions for individual sources can be calculated based on the source's fuel consumption and pollutant emission factors:

$$E_{T_i} = \Sigma [ F \times EI_i ]$$

where: $E_{T_i}$ =total emissions of pollutant i emitted from the source during the inventory period (grams),

F=total amount of fuel consumed during the inventory period (million cubic meters of natural gas),

$EI_i$=emission index for pollutant i (grams of pollutant per million cubic meters of fuel).

The emission index for each pollutant is based on the fuel type and boiler type, and any air pollution control equipment in operation at the source. In addition, the $SO_2$ emission index is affected by the fuel sulfur content and the PM emission index is affected by the fuel ash content. The emission index can be calculated as follows:

$$EI_i = UI_i \times ( 1 - CF / 100 ) \times FM_i$$

where: $EI_i$=emission index for pollutant i (grams of pollutant per million cubic meters of fuel),

$UI_i$=uncontrolled emission index for pollutant i (grams of pollutant per million cubic meters of fuel),

CF=air pollution control factor (%)

$FM_i$=fuel modifier (fuel weight percent sulfur for $SO_2$ emission index and fuel weight percent ash for PM emission index).

Fuel consumption and air pollution control information will be based on the existing conditions survey and future year forecasts of fuel usage and SCAQMD control requirements. Utility plant fuel usage will be based on the ratio of existing fuel usage to existing terminal area (in square feet). This ratio will be applied to future scenarios. Emission factors will be obtained primarily from the *Compilation of Air Pollutant Emission Factors (AP-42)* or FIRE database, and controlled or permitted emission limits for these sources.

## IV.4.2 Fuel Storage Tanks

Emissions from fuel storage tanks will be calculated using Version 4.06 of the U.S. EPA's TANKS emissions estimation program. Emission estimates for future scenarios will consider storage tank type (floating or fixed roof), fuel type, fuel throughput, and tank-specific characteristics (color, breather vent settings, etc.). The Project team will provide data used to represent the relocated off-site fuel farm. Climatic data contained in the TANKS database will be used to calculate evaporative emissions. Storage tank requirements in the SCAQMD Rules and Regulations and BACT Guidelines will be addressed in the emission estimates.

Fuel transfer losses will be accounted for using methods presented in AP-42 (U.S. EPA 1998a). These transfer losses primarily occur during the filling of aircraft and GSE.

## IV.4.3 Surface Coating Facilities

Surface coating operations emit volatile hydrocarbons (VOC or HC) into the atmosphere through evaporation of the paint vehicle, thinner, or solvent used to facilitate the application and clean up of the coatings. Emissions of volatile hydrocarbons will be calculated using methods recommended in *Air Quality Procedures for Civilian Airports and Air Force Bases* (U.S. FAA/USAF 1997a), taking into account requirements in the SCAQMD Rules and Regulations and BACT Guidelines:

$$E_{VOC} = \Sigma [ Q_i \times VOC_i \times ( 1 - CF / 100 ) ]$$

where: $E_{VOC}$=total volatile organic compound emissions from painting operations (g)

$Q_i$=total quantity of coating type i used in inventory period (kiloliters)

$VOC_i$=VOC content for coating type i (g VOC/kiloliter)





CF=air pollution control factor (%)

Information regarding the types and quantities of coatings used at on-site facilities, in addition to any air pollution control information, will be based on the existing conditions survey. VOC contents of coatings will be obtained from Material Safety Data Sheets (MSDS), or default values from *Air Quality Procedures for Civilian Airports and Air Force Bases* (U.S. FAA/USAF 1997a) will be substituted if the MSDS information is unavailable. The VOC limits specified in SCAQMD Rules and Regulations and BACT Guidelines will also be accounted for when developing these emission inventories.

## IV.4.4 Solvent Degreasers

The use of organic solvents such as chlorinated hydrocarbons, petroleum distillates, ketones, and alcohol results in the evaporation of VOC or other hydrocarbons. SCAQMD rules limit the quantity of VOC emitted from degreasing operations. Emissions are based on the assumption that the total amount of solvent used will be either recaptured and disposed of as waste liquid, or released into the atmosphere as evaporated VOC. Emissions from solvent degreasing will be calculated using methods recommended in *Air Quality Procedures for Civilian Airports and Air Force Bases* (U.S. FAA/USAF 1997a):

$$E_{VOC} = D \times ( QC + QD )$$

where: $E_{VOC}$=volatile organic compound emissions from the solvent degreasing unit (grams)

QC=quantity of solvent consumed during a given time period (kiloliter)

QD=quantity of solvent disposed of as liquid in a given time period (kiloliter)

D=density of the solvent (g/kiloliter)

Quantities of solvent consumed and disposed will be estimated for each alternative based on data from the existing conditions survey, taking into account the size of areas to be used for maintenance activities. If water-based or other inorganic degreasers are used, evaporation of VOC or hydrocarbons will not occur. The VOC limits specified in SCAQMD Rules and Regulations and BACT Guidelines will also be accounted for when developing these emission inventories.

## IV.4.5 Deicing / Anti-Icing Operations

Due to the Airport location in Southern California, and the mild winter climate that accompanies the area, deicing/anti-icing operations are minimal. Some deicing fluid is used on a small portion of aircraft arriving from the east coast that have over the wing fuel tanks. However, the emissions of volatile hydrocarbons from deicing/anti-icing fluid are minor and will not be estimated.

## IV.4.6 Training Fires

Air pollutants from the burning of training fires include PM, CO, $NO_X$, $SO_X$, and VOC. The emissions depend on the type of fuel burned and the duration of the burn (quantity of fuel burned). Emissions from the burning of training fires will be calculated using methods recommended by the FAA (U.S. FAA/USAF 1997a). The training frequency and quantity of fuel burned will be obtained from the aircraft rescue and fire fighting department at LAX for existing conditions. This frequency and quantity will be used to estimate training fire impacts for the No Action/No Project Alternative only, in 2005 and 2015. Emissions from the burning of training fires can be calculated as follows:

$$E_{Ti} = QF \times EF_i$$

where:

$E_{Ti}$=Total emissions of pollutant i from the training fire for the inventory period (g)

QF==quantity of fuel burned in the fire (kiloliters)

$EF_i$=emission factor for pollutant i (g/kiloliter)

The LAX Master Plan proposes that future training fire operations be located off-airport and outside of the SCAB. Therefore, no emissions from training fires will be assumed for Project Alternatives A, B, and C in 2005 or 2015.

### IV.4.7 Area Sources

Several areas within the airport property line may be developed for non-airport related activities, such as general commercial or light industrial facilities. These areas include the collateral development locations, primarily on the north side of the airport, and any new acquisition areas not used for airport operations. Emissions from these areas will be estimated following methodology in the SCAQMD CEQA Handbook (SCAQMD 1993).

# V. DISPERSION MODELING

## V.1 Model Selection/Implementation

### V.1.1 On-Airport Source Modeling

The on-airport pollutant emissions will be generated from both mobile and stationary sources. The on-airport dispersion analysis will be conducted using EDMS Version 3.11 (or later) from FAA and the Industrial Source Complex – Short Term (ISCST3), dated 99155 (or later) from EPA (U.S. EPA 1999c, 1995).

EDMS is the FAA-required model for airport air quality analysis of aviation sources (63 FR 18068) and will be used to assess concentrations associated with the alternatives relative to the federal air quality standards. The EDMS model will be used to determine CO, $NO_2$, and $SO_x$ concentrations from aircraft engines, GSE, stationary sources, training fires, and ground access vehicles (on road and parking) as well as $PM_{10}$ concentrations from on-airport sources other than aircraft engines. EDMS does not include the ability to model aircraft engine $PM_{10}$ emissions or dispersion.

The ISCST3 model will be used to estimate $PM_{10}$ concentrations from aircraft engines. ISCST3 is a steady-state Gaussian dispersion model capable of estimating the short-term and annual concentrations from point, area or volume sources (U.S. EPA 1995b). ISCST3 is an EPA-preferred dispersion model (40 CFR 51, Appendix W) and is identified as an available model by the FAA (U.S. FAA/USAF 1997a).

The ISCST3 model may also be used to compare concentrations associated with various alternatives with the California Ambient Air Quality Standard for $NO_2$. The California $NO_2$ standard is the only $NO_2$ standard in the United States using a one-hour averaging period. Therefore, ISCST3 and monitored air quality data may be used to supplement the EDMS one-hour $NO_2$ analysis. However, this supplemental analysis will not be relied upon in the analyses required under NEPA and CEQA.

Modeling of CO air quality impacts at the lower level of the Central Terminal Area (arrival passenger pickup locations) has been identified as a potential issue. As a first level screening analysis, total vehicle emissions from the upper and lower levels will be modeled as if all emissions occur on the lower level without applying physical restrictions on dispersion due to the upper-level roadway. This approach will provide conservative impact estimates at the nearest receptors. If this screening analysis indicates substantial (i.e., significant) impacts occur from Central Terminal Area roadways, a more refined analysis may be developed and proposed. Appropriate model selection and inputs for the refined analysis may be coordinated with the SCAQMD and U.S. EPA.

#### V.1.1.1 EDMS Modeling Input and Assumptions

**Aircraft**

The Federal Aviation Administration requires the use of EDMS for all airport air quality analyses of aviation sources. A very detailed model, EDMS requires the user to input information regarding all air pollutant emissions sources typically found at an airport. These sources include aircraft, aircraft support equipment (GSE/APU), ground vehicular traffic, training fires, and other stationary sources.

**Aircraft/Engine Combinations and LTOs:**

As discussed in Section IV.3.1 and shown in Table V, an appropriate engine for each airframe will be included in the analysis. The engines will accurately represent those available for the fleet for each study year. Yearly landing and takeoff (LTO) operations for each aircraft type will be used and appropriate temporal distributions will be incorporated to reflect the hourly, daily, and monthly variations. It should be noted that the dispersion algorithms in EDMS Version 3.11 only treat the aircraft operational modes in the





departure stream (taxi/idle out, take off, and climbout), but not the operational modes in the arrival stream (approach and taxi/idle in).

**Runway/taxiway/queue /gate locations:**

Runway coordinates will be obtained from site layout drawings and input into EDMS. Since EDMS uses only a portion of the runway for takeoff based on aircraft speeds and takeoff time-in-mode, the full length of the runways will be input. Takeoff times are the EDMS default values and are shown in Table IV.

Taxiway segment coordinates will also be obtained from site drawings. Full taxiways will be subdivided to allow EDMS to accurately account for reasonable movement of aircraft from gates to runways. Using the segment length and assuming a constant aircraft taxi speed of 12 miles per hour, taxiway times will be calculated by dividing the taxiway segment length by the aircraft speed.

The coordinates defining the queue segments will be obtained from SIMMOD data and site drawings. The first queue endpoint will always coincide with the runway endpoint. Since EDMS allows only one linear segment to define a runway's queue, the second endpoint will usually be located on a nearby taxiway. The maximum length of the modeled queue segment will be calculated by assuming 225 feet per aircraft for the peak number of aircraft in queue for each runway. The SIMMOD data indicate that approximately 40 aircraft (maximum) can depart from the main departure runways (7L/25R and 6R/24L) each hour, which is equivalent to an average departure interval of 1.5 minutes per aircraft. Therefore, queue times will be calculated assuming 1.5 minutes per aircraft for the peak number of aircraft in queue for each runway. Temporal distributions are also allowed and will be developed to incorporate the hourly variability of the queue into the analyses.

The EDMS model allows each defined aircraft/engine combination to be assigned to one gate, one runway and three taxiways. The SIMMOD runs analyze over 200 gates and many more aircraft/gate/taxiway/runway combinations than can reasonably be accounted for in EDMS. Therefore, representative gate locations, taxiways and runways for each defined aircraft type will be selected based on providing each terminal with an appropriate number of aircraft operations developed from the SIMMOD data. The consolidation of all gates into a representative gate (or gates) at each terminal conservatively combines the GSE emissions for the dispersion analysis.

**Aircraft Runway/Taxiway/Gate Assignments**

In order to accurately incorporate the spatial variations of the emitting sources, the aircraft's path from the gate to the runway must be determined. Since takeoff runways are located on both the northern and southern sides of the airport, the EDMS option to assign a given aircraft/engine combination to multiple gate/taxiway/runway combinations will be utilized.

The gate and runway assignments for each aircraft type will be obtained from inspection of the SIMMOD results. The most common northern (24) and southern (25) runway will be identified for and assigned to each aircraft type. Since the majority of takeoffs occur from east to west on the innermost runways, runways 24L and 25R are expected to be the most commonly used runways for takeoffs. The terminal associated with the most common gate(s) will be assigned to the aircraft. Following assignment of the runway and gate for each aircraft type, up to three taxiways will be assigned to each aircraft type to create a travel path from the gate to the runway.

**Aircraft Temporal Factors**

Temporal factors are used in EDMS to determine the annual number of LTOs from peak hourly LTOs for each aircraft in the modeled fleet. Temporal factors are a set of load factors that, taken together, profile the activity of a given source over the course of an entire year on an hour-by-hour basis. A series of three temporal factors are used in EDMS for each source which gives the temporal variation in operations by (1) hour-of-the-day, (2) day-of-the-week, and (3) month-of-the-year. The hour-of-the-day temporal factors are specific for each source and alternative and are determined from the SIMMOD runs for aircraft. The day-of-the-week and month-of-the-year temporal factors are developed from actual operations in 1996, and are assumed to be the same for all aircraft and all alternatives. The day-of-the-week and month-of-the-year temporal factors are presented in Table VI.

Table VI

**Month-of-the-Year and Day-of-the-Week Temporal Factors Used in EDMS Aircraft Modeling**

| Month | Temporal Factor | Day | Temporal Factor |
|---|---|---|---|
| January | 0.9 | Monday | 1.0 |
| February | 0.9 | Tuesday | 1.0 |
| March | 1.0 | Wednesday | 1.0 |
| April | 1.0 | Thursday | 1.0 |
| May | 1.0 | Friday | 1.0 |
| June | 1.0 | Saturday | 0.9 |
| July | 1.0 | Sunday | 0.9 |
| August | 1.0 | | |
| September | 1.0 | | |
| October | 1.0 | | |
| November | 0.9 | | |
| December | 0.9 | | |

### Engine Testing

Engine testing emissions will be modeled as stationary point sources in EDMS. The Project team and LAWA operations personnel will provide the engine test locations.

### GSE and APUs

GSE associated with individual aircraft types are discussed in the calculation of aircraft-related emissions in Section IV.3.2. EDMS assumes emissions from aircraft-associated GSE emanate from a point located at the representative gate for each terminal at which the aircraft is assigned (see Section V.1.1.1, Aircraft). EDMS assumes an APU is located with its assigned aircraft.

### On-Airport Vehicular Traffic

The On-Airport roadways are modeled as line sources in EDMS. Roadway locations will be determined from site drawings. In recognizing that the Central Terminal Area (CTA) has a second level roadway, all emissions from both levels will be modeled as emanating from the lower level. This assumption puts the CTA emission sources at approximately the same elevation as the receptors, providing a conservative (high) estimate of impacts in the CTA. Total emissions will be calculated as discussed in Section IV.3.3.

Parking lots are modeled as area sources in EDMS. The approximate parking lot dimensions and locations will be determined from site drawings. Emissions will be estimated as discussed in Section IV.3.4.

### Training Fires and Other Stationary Sources

Training fires and other stationary sources are modeled as point sources in EDMS. In addition to training fires, these sources will include flight kitchens, aircraft maintenance operations (coating and degreasing), airport utility boilers and turbines.

## V.1.1.2 ISCST3 Modeling Input and Assumptions

### Aircraft

Aircraft are modeled as multiple volume sources (for $PM_{10}$) or point sources (for toxic air pollutants and supplemental one-hour $NO_2$ for comparison to state requirements), distributed in equal emission increments for each of the five engine modes (Taxi/Idle In, Taxi/Idle Out, Approach, Climbout, Takeoff) and each of three aircraft engine sizes. The three aircraft sizes are defined as Small, Medium and Large. The aircraft size cutoff points are based on both airframe and engine size, as shown in Table VII. When volume sources are used to model aircraft, the initial volume size will be based on the initial dispersion coefficients presented in the EDMS Reference Manual Supplement (U.S. FAA 1998b). When point sources are used to model aircraft, buoyant plume rise of turbofan and turboprop engine exhaust will be taken into account. Plume rise is proportional to the heat released in the exhaust; therefore, grouping similar engine sizes more accurately estimates plume rise from various aircraft located around the airport than averaging all aircraft. Additionally, these grouped engine sizes and types (turbofan vs. turboprop)





have different emission properties (lb emissions/lb fuel) which are more accurately modeled in the different size groups than averaged over all aircraft.

Table VII

**Assigned Aircraft Size**

| Size | Aircraft | Engine Model No. | No. of Engines | Heat Rate[1] per engine (MMBtu/hr) |
|---|---|---|---|---|
| **Small** | ATR42 | PW121 | 2 | 12.86 |
| | ATR72-200 | PW124-B | 2 | 14.25 |
| | BAE146-300 | ALF502R-5 | 4 | 34.00 |
| | BH-1900 | PT6A-65B | 2 | 7.40 |
| | Canadair RJ50 | CF34-3A1 | 2 | 38.64 |
| | Candair RJ70 | CF34-3A1 | 2 | 38.64 |
| | DASH-7 | PT6A-50 | 4 | 7.84 |
| | EMB110KQ1 | PT6A-27 | 2 | 5.08 |
| | EMB-120 | PW118 | 2 | 11.29 |
| | FOKKER 50 | PW125-B | 2 | 14.54 |
| | GenAvJet | JT15D-1 | 2 | 14.05 |
| | GenAvProp | PT6A-67B | 1 | 8.34 |
| | Jetstream 31 | TPE331-3 | 2 | 5.49 |
| | Saab 2000 | AE2100A | 2 | 21.64 |
| | SF-340A | CT7-5 | 2 | 9.59 |
| | SHORT 360 | PT6A 65AR | 2 | 8.41 |
| | Swearingen Metro 2 | TPE331-3 | 2 | 5.49 |
| **Medium** | A319 | CFM56-5A1 | 2 | 99.78 |
| | A320 | CFM56-5B4 | 2 | 110.70 |
| | B727-200 | JT8D-15 | 3 | 111.84 |
| | B737-200 | JT8D-9A | 2 | 98.74 |
| | B737-300/400/500 | CFM56-3C | 2 | 82.79 |
| | B737 Cargo | JT8D-17A | 2 | 111.36 |
| | B757-200 | PW2037 | 2 | 146.02 |
| | DC9-50 | JT8D-17 | 2 | 118.20 |
| | F-28-4000 | RR SPEY-MK555 | 2 | 69.78 |
| | FOKKER 70 | TAY620-15 | 2 | 72.15 |
| | FOKKER 100-100 | TAY 650-15 | 2 | 82.98 |
| | MD-80 | JT8D-217A | 2 | 125.32 |
| | MD-80-87 | JT8D-217 | 2 | 125.32 |
| | MD-90-10 | V2525-D5 | 2 | 99.97 |
| | MD-90-95 | BR700-710A1-10 | 2 | 67.12 |
| **Large** | A300B | CF6-50C | 2 | 225.86 |
| | A300-C4-200 Cargo | CF6-50C2 | 2 | 236.11 |
| | A310 200 | CF6-80C2A2 | 2 | 200.98 |
| | A330 | CF6-80E1A1 | 2 | 256.52 |
| | A340-200 | CFM56-5C2 | 4 | 124.18 |
| | B747-200 | JT9D-7R4G2 | 4 | 230.61 |
| | B747-400/ComboX | PW4056 | 4 | 222.35 |
| | B767 | JT9D-7R4D | 2 | 195.10 |
| | B777 | PW4084 | 2 | 323.84 |
| | DC8-70 | CFM56-2C5 | 4 | 93.51 |
| | DC10-30 | CF6-50C2 | 3 | 236.11 |
| | IL-96 | PS-90A | 4 | 165.10 |
| | L1011-500 | RB211-524B4 | 3 | 209.81 |
| | MD-11 | PW4460 | 3 | 251.30 |

[1] Total Sensible Heat Exhaust Rate based on fuel flow at 100 percent of rated thrust, reduced by 35 percent to account for work produced in the engines.

The number of volume or point sources to be used for each engine mode and each aircraft size is as follows:

| Idle | | | | |
|---|---|---|---|---|
| Taxi | Queue | Approach | Climbout | Takeoff |
| 60 | 1 to 25 | 5 | 5 | 15 |

The volume source height for all on-ground aircraft emissions is assumed to be one-half the initial volume vertical dimension. The point source stack height for all on-ground aircraft emissions is assumed to be 2 meters. The source height (volume or point) for the in-air portion of the takeoff and the approach and climbout emissions are determined using the beginning and end heights for each mode, the assumed velocity for each mode and the FAA specified/calculated time in mode.

For point sources, the plume rise will be calculated assuming that 65% of the fuel heat input is emitted in the exhaust. Aircraft manufacturers indicate that the engines use approximately 30% of the fuel heat input as thrust (CDM 1998); and we have assumed an additional 5% radiant and conductive heat loss inside and from the surface of the engine nacelle, respectively.

The plume rise for each aircraft size was calculated using the average heat exhausted from single engines on those aircraft. Based on a report prepared for the FAA (Yamartino et al. 1980), adjacent jet engines should not be combined for the determination of plume rise. Since jet engines have a horizontal exhaust orientation, the plume rise calculation was based on a heat balance to determine the heat flux and equivalent vertical exit velocity that would result. In order to determine the equivalent velocity, the diameter of the point sources used was based on an estimate of the wing span of the three general aircraft types: 60 meters, 40 meters and 15 meters for Large, Medium and Small aircraft, respectively. The temperature of the jet exhaust upon release was estimated to be 550°F (561°K) based on the average of exhaust temperatures observed by Music et. al (1977). The fuel use data was taken from the EDMS model, FAEED database (FAA 1995), and engine manufacturer's data (when EDMS and FAEED data was unavailable). It should be noted that revising the diameter and temperature assumptions have little effect on the modeled results as long as the heat input (i.e, thermal buoyancy flux) remains constant. The calculations used to determine the heat induced equivalent vertical exit velocity are as follows:

$$Q = E \times H \times 0.65/1{,}000{,}000$$

where: Q=exhaust heat rate, MMBtu/hr

E=engine mode fuel consumption rate, lb/hr

H=fuel heating value, Btu/lb (Jet A ~ 18,400 Btu/lb)

0.65=heat input fraction in exhaust

$$F_b = 2.6 \times Q \text{ (Beychock 1994, Briggs 1975)}$$

where: $F_b$=thermal buoyancy flux, $m^4/s^3$

Q=sensible heat emission rate, MMBtu/hr

2.6=factor to convert Q (in MMBtu/hr) to $F_b$ ($m^4/s^3$) for ambient air at 68°F.

$$V = F_b/[g \times r^2 \times (T_s - T_a)/T_s] \text{ (Beychock 1994, U.S. EPA 1995b)}$$





where: V=equivalent vertical exit velocity, m/s

$F_b$=thermal buoyancy flux, $m^4/s^3$

g=gravitational constant, 9.807 $m/s^2$

r=source radius

$T_s$=source temperature, 561 °K

$T_a$=ambient temperature, 293 °K

The average equivalent vertical exit velocity for each aircraft size and each operation mode is calculated by determining the total buoyant flux for all engines divided by the total number of engine operations for each aircraft size. Therefore, the number of engines on each aircraft, while not combined to determine a total plume rise, are used to determine the average engine plume rise for each aircraft size category. The exhaust heat rate, buoyant flux, and equivalent vertical exit velocity for each aircraft/engine size group and each operational mode are presented in Table VIII. With the data in Table VIII, plume rise can be calculated using the standard plume rise formulas presented in the ISCST3 User's Guide (U.S. EPA 1995b).

The location of each plume rise point during takeoff and climbout is shifted approximately 30 m down-axis from each jet engine exhaust point to account for the horizontal displacement of the plume caused by the horizontal jet plume momentum. The distance is based on a study by Brendmoen and Netzer (1979) that indicated plume rise did not begin until the plume was at least 30 jet diameters downstream of the exhaust. The diameter of a typical engine is assumed to be approximately 1 m.

The emissions used for each aircraft point source are based on the emissions calculated by the EDMS emission module, except $PM_{10}$. The annual emissions are sorted by aircraft type (i.e, Large, Medium, Small) and by engine mode, divided by the number of point sources used for each engine mode and converted from tons/year into annual average emissions in grams/second. The annual average emissions are then converted into maximum hourly emissions using temporal files calculated from the SIMMOD model data. Temporal files for takeoff, climbout, and approach are based on the actual time of departure/arrival data as appropriate for each aircraft type. The taxi temporal file is a combination of the departure and arrival temporal files. The queue temporal files are calculated, for each queue position, using the hourly number of each aircraft type that passes through each queue and the average hourly depth of queue that was determined through analysis of the SIMMOD model results. Monthly and daily temporal files are not used in the ISC airport modeling.

**Table VIII**

**Plume Rise Parameters for Aircraft/Engine Size Categories**

| Plume Rise Parameter | Aircraft/Engine Size Category for ISCST3 Modeling | | |
|---|---|---|---|
| | Small | Medium | Large |
| **Exhaust Heat Rate (MMBtu/hr)** [1] | | | |
| Taxi/Idle | 1.91 – 3.17 | 11.7 – 12.3 | 19.6 – 20.1 |
| Approach | 4.12 – 5.83 | 30.8 – 32.8 | 62.5 – 64.9 |
| Climbout | 8.00 – 11.3 | 88.1 – 97.6 | 173 – 184 |
| Takeoff | 9.04 – 13.0 | 107 – 118 | 213 – 228 |
| **Buoyant Flux Parameter ($m^4/s^3$)** [1] | | | |
| Taxi/Idle | 4.97 – 8.24 | 30.3 – 31.9 | 51.0 – 52.3 |
| Approach | 10.7 – 15.2 | 80.1 – 85.2 | 163 – 169 |
| Climbout | 20.8 – 29.4 | 229 - 254 | 450 – 479 |
| Takeoff | 23.5 – 33.9 | 279 – 307 | 555 – 593 |
| **Equivalent Vertical Exit Velocity (m/s)** [1] | | | |
| Taxi/Idle | 0.019 – 0.031 | 0.016 – 0.017 | 0.012 |
| Approach | 0.041 – 0.057 | 0.043 – 0.045 | 0.039 – 0.040 |
| Climbout | 0.08 – 0.11 | 0.12 – 0.14 | 0.11 |
| Takeoff | 0.09 – 0.13 | 0.15 – 0.18 | 0.13 – 0.14 |
| **Exit Temperature (°K)** | 561 | 561 | 561 |
| **Stack Diameter (m)** | 15 | 40 | 60 |

[1] Plume rise parameters given as ranges. Actual value depends on alternative and year being analyzed.

### Engine Testing

Engine testing, like the other aircraft operations, are modeled as point sources. For all alternatives, engine testing is assumed to be performed with engine exhaust pointed towards blast gates. For the three build alternatives (A, B and C), ground run-up enclosures (GRE) are also constructed for engine maintenance and testing. The vertical exit velocity, for all alternatives, off of the blast gates has been conservatively estimated at 0.5 meters per second. The stack diameter is assumed to be 10 meters after deflection off of the blast gate. The "stack" temperature is assumed to be the same as other aircraft engine sources (561°K). The release height for dispersion is assumed to be the height of the blast gate (4 meters) for the No Action/No Project Alternative and the height of the GRE (12 meters) for the build alternatives.

### GSE/APU

GSE emissions actually occur over a broad area of the airport. The emissions calculated for many of the units occur as the unit travels from a support facility to the gate being serviced. However, for simplification and conservatism, the emissions are grouped into area sources around separate gate areas. The GSE and APUs are assumed to operate near or on the aircraft while it is parked at a gate. The width of the GSE/APU source areas is 30 meters width, starting 5 meters from the edge of the terminal/structure and extending back towards the tail of the aircraft. The length of the source area is defined as the length of each specific gate area. Specific maximum hourly emissions and temporal curves are used for each of these gate areas through analysis of the SIMMOD arrival and departure data.

### Stationary Sources

The stationary source emissions are forecast based on each airport configuration being analyzed and the source types found during the airport tenant surveys conducted in 1997. Conservatively, and for simplification of dispersion modeling, emissions are combined into a single source for each specific operation type (i.e. maintenance, flight kitchen, etc.) Typical stack dimensions and heights are used for the specific source types and are related to the assumed building height at each stationary source location.

### On-Airport Vehicle Traffic

On-airport vehicle emissions from the CTA, western terminal and cargo area roadways are modeled as volume sources, as specified by the ISC3 User's Guide (U.S. EPA 1995) as acceptable for modeling line sources. The initial lateral dimension of the volume source is mixing zone of each roadway (width of the lanes plus 3 meter mixing zones on either side) divided by 2.15 as specified in the ISC3 users guide ((U.S. EPA 1995). The initial vertical dimension is determined using the CALINE (Benson 1979) mixing height equation with an average wind speed of 3.3 meters per second (Cale Research 1985) as follows:

$$\sigma_{z1} = 1.8 + 0.11 \times TR$$

where: $\sigma_{z1}$=initial vertical dimension, m

TR=mixing height residence time, sec

and: TR=W2/U

where: W2=highway half-width (assumed to be 3 lanes or ~ 10 meters)

U=windspeed, m/s (average windspeed assumed to be 3.3 m/s)

Therefore: $\sigma_{z1} = 1.8 + 0.11 \times (10/3.3) = 2.1$ m

The traffic maximum hourly emissions are based on the maximum traffic volume projections for each alternative. The emissions are calculated based on the defined fleet mix using EMFAC2000 (CARB 1999), and the estimated idle emissions are included in the emission estimates of the terminal areas. $PM_{10}$ emissions from road dust are added to the tailpipe $PM_{10}$ emission estimate. The emissions calculated for each defined roadway segment are divided evenly between the number of volume sources





that comprise that segment, and temporal files that have been calculated for the east and west terminal traffic are applied to each of the volume sources.

The emissions from parking structures are modeled as volume sources using the initial lateral and vertical dimension corrections provided by the ISC3 User's Guide (U.S. EPA 1995b). Each parking structure/area is broken up into squares or rectangles that define the specific area to be modeled by each volume source. Some of the parking areas are nearly square and can be modeled using one volume source, while complex shaped parking garages/areas are divided into several equivalent volume sources. The initial lateral dimension of each volume source is the side of the square area divided by 4.3; and the initial vertical dimension for multistory parking structures is the height of the parking garage divided by 2.15, as recommended by the ISC3 users guide (U.S. EPA 1995). The initial vertical dimension for ground level parking areas is the same as that used for the roadways (i.e. 2.1 meters).

The maximum hourly emissions for each parking area are calculated based on the estimated maximum parking projections and the emissions are calculated based on the project defined fleet mix and project defined average vehicle speed using EMFAC2000 (CARB 1999). The idle emissions for each parking area are included in the emission estimates. The emissions calculated for each parking structure/area are divided evenly between the number of volume sources that comprise that parking structure/area, and temporal files that have been calculated for the east and west terminal parking structures/areas are applied to each of the volume sources.

### Temporal Files

Hourly temporal files will be input into the ISC3 model runs for all sources (except the CTA CUP and new terminal utility plant which are assumed to operate at maximum capacity 24 hours a day) as the best approximation for modeling the emissions which will occur at the airport. Most airport operations/emissions peak around noon or the early afternoon with other sub-peaks occurring during the morning, afternoon and evening hours. Between midnight and six a.m. there are very few aircraft operations and low overall emissions for associated activities (i.e. GSE, traffic, parking). Temporal files for aircraft and GSE activities are calculated using the SIMMOD model data for each project alternative/horizon year. The traffic consultants provided temporal files for roadways and parking for the west side and east side of the airport. Temporal files will be used to match emissions with the meteorological conditions that occur during each hour of the day.

## V.1.2 Off-Airport Source Modeling

The off-airport emission sources will be motor vehicles. The modeling conducted for off-airport dispersion will be the local CO intersection analysis. The analysis will be conducted following the "Transportation Project-Level Carbon Monoxide Protocol, Revised December 1997" (CalTrans 1997) developed for the California Department of Transportation Environmental Program. If detailed analysis is required according to the protocol, the CAL3QHCR model will be used to model CO concentrations at street intersections due to vehicle traffic. CAL3QHCR is an EPA-recommended model for analyzing CO concentrations at intersections (40 CFR 51, Appendix W). The CAL3QHCR model uses annual meteorological data and one-week temporalized vehicle flow data, and provides 1-hr and 8-hr CO concentrations. The specific intersection and roadway links will be selected based on results of the off-airport transportation analyses being conducted by the project team.

## V.1.3 Construction Source Modeling

Construction sources typically include construction equipment and motor vehicle engines as well as fugitive dust. The ISCST3 model will be used to estimate dispersion from construction emission sources. As previously indicated, the ISCST3 model is capable of analyzing various source types (U.S. EPA 1995) and is an EPA-preferred model (40 CFR 51, Appendix W). The FAA has indicated that ISCST3 is acceptable for modeling construction sources at the airport (U.S. FAA 1997c). Construction activities typically occur over a sizeable construction site; therefore, area sources will be used to model dispersion from construction activities.

## V.2 Meteorological Data

One 12-month period of hourly meteorological data from LAX will be used for final dispersion modeling. The SCAQMD has indicated that upper air data (mixing heights) recently collected at LAX should be used in the dispersion models (SCAQMD 1998c). Therefore, the meteorological data file will consist of hourly surface and upper air data from the LAX meteorological observation stations for the 12-month period

beginning March 1, 1996 and ending February 28, 1997 (SCAQMD 1998d). The surface data set consists of hourly values of wind speed, wind direction, surface air temperature, and atmospheric stability. The upper air data consists of hourly mixing heights. This data set represents the most recent set of complete (surface and upper air) data collected at LAX.

## V.3 Urban/Rural Land Use Determination

Appendix W of 40 CFR Part 51, Section 8.2.8 provides guidance on the selection of urban or rural dispersion coefficients to be used in dispersion modeling. The land use character of an area is determined based on a categorical classification scheme proposed by Auer (1978). Descriptions of each land use classification are presented in Table IX. If land use types I1, I2, C1, R2, and R3 account for 50% or more of the area circumscribed by a 3 km radius circle about the source, then urban dispersion coefficients (Briggs-McElroy-Pooler curves) should be used. Otherwise, rural dispersion coefficients (Pasquill-Gifford curves) should be used. Inspection of a 3 km area surrounding LAX indicates that the local land use is predominantly compact residential/commercial. Therefore, urban dispersion coefficients will be used in the air dispersion modeling analysis.

## V.4 Receptors

Pollutant concentrations produced from airport sources will be predicted at sufficient publicly accessible receptor locations to identify the maximum ambient air quality impacts from the airport sources. Up to 300 receptors will be used in each initial EDMS dispersion modeling scenario and approximately 1000 receptors will be used in each ISCST3 modeling scenario. Receptors will be located along the property line defined for each Alternative, and spaced a maximum of 300 meters from the next property line receptor. An overlaying receptor grid (with receptors spaced no further than 500 meters apart in EDMS and 250 meters apart in ISCST3) will also be included in each modeling scenario. The grid will be centered approximately on the Theme Building and extend 4.5 km to both the east and west and 5 km to both the north and south. Grid receptors falling within the property line but not in areas accessible to the public will be removed from the analyses. The height of all receptors will be 1.8 m (EDMS default), the approximate breathing height of persons standing on the ground. The receptor locations will be submitted to the SCAQMD, U.S. FAA and U.S. EPA prior to completing the air quality impact analysis.

Receptors will also be placed at locations sensitive to the public interest. These locations include schools, hospitals, nursing homes, and day-care facilities. Pollutant concentrations will be predicted at all sensitive locations within a radius of at least 3 km from the LAX Theme Building.

A discrete receptor will also be placed at the SCAQMD Hawthorne Monitoring Station, for comparison to existing ambient air pollutant concentrations. Discrete receptors will also be placed at the Tier I roadway intersections modeled with CAL3QHCR and at the project air quality monitoring station east of Runway 25R.

Since the area around the airport is without significant topographical features (e.g., hills higher than airport-related plumes, or large pits such as surface mines or quarries), receptor terrain elevations will not be considered.





Table IX

Auer Land Use Classification Scheme

| Type | Description: Use and Structures | Description: Vegetation |
|---|---|---|
| I1 | **Heavy Industrial** Major chemical, steel, and fabrication industries; general 3-5 story buildings, flat roofs | Grass and tree growth extremely rare; < 5% vegetation |
| I2 | **Light-Moderate Industrial** Rail yards, truck depots, warehouses, industrial parks, minor fabrications; generally 1-3 story buildings, flat roofs | Very limited grass, trees almost total absent; < 5% vegetation |
| C1 | **Commercial** Office and apartment buildings, hotels; >10 story heights, flat roofs | Limited grass and trees; <15% vegetation |
| R1 | **Common Residential** Single family dwelling with normal easements; generally one story, pitched roof structures; frequent driveways | Abundant grass lawns and light moderately wooded; >70% vegetation |
| R2 | **Compact Residential** Single, some multiple, family dwelling with close spacing; generally < 2 story, pitched roof structures; garages via alley, no driveways | Limited lawn sizes and shade trees; <30% vegetation |
| R3 | **Compact Residential** Old multi-family dwellings with close (<2 m) lateral separation; generally 2 story, flat roof structures; garages (via alley) and ashpits, no driveways | Limited lawn sizes, old established shade trees; <35% vegetation |
| R4 | **Estate Residential** Expansive family dwelling on multi-acre tracts | Abundant grass lawns and lightly wooded; >80% vegetation |
| A1 | **Metropolitan Natural** Major municipal, state, or federal parks, golf courses, cemeteries, campuses; occasional single story structures | Nearly total grass and lightly wooded; >95% vegetation |
| A2 | **Agricultural Rural** | Local crops (e.g., corn, soybean); >95% vegetation |
| A3 | **Undeveloped** Uncultivated; wasteland | Mostly wild grasses and weeds, lightly wooded; >90% vegetation |
| A4 | **Undeveloped Rural** | Heavily wooded; >95% vegetation |
| A5 | **Water Surfaces** Rivers, lakes | |

Source: Auer 1978.

## V.5 Building Downwash and Cavity Effects

Aircraft operations occurring on the runways and taxiways are expected to be the main contributor to $NO_x$ and CO emissions. These sources are far enough from airport structures to avoid being influenced by building downwash. Downwash occurs when the exhaust plume from an emission source is trapped in the recirculation (eddy) zone on the leeward side of a building or structure. Since the impacts from other emission sources are expected to be located well within the airport boundaries, any aerodynamic effects on stack emissions due to nearby structures would be insignificant at publicly accessible receptor locations. Therefore, analyses of building downwash and cavity impacts will not be performed. Note that EDMS does not include algorithms to address building downwash.

## V.6 Integrating Results

Since various dispersion models (EDMS, ISC3 and CAL3QHCR) will be used for differing sources (on-airport, off-airport and construction), results from parallel dispersion modeling of various sources must be integrated to obtain cumulative impacts in the vicinity of the project. The maximum predicted screening concentration from each roadway segment will be added to the maximum of the sum of the predicted concentrations of all other sources to obtain a conservative estimate of total concentrations

EDMS raw results will be post processed to handle calm (wind speed less than 1 m/s) meteorological periods and generate block average from running average concentrations using the U.S. EPA model CALMPRO (U.S. EPA 1984). The final CALMPRO results will be used to demonstrate compliance with air quality standards and regulations. The ISCST3 model already includes the CALMPRO algorithms and U.S. EPA calculation methods for multiple-hour averaging.

The estimate of annual $NO_2$ concentrations will incorporate the Tier 2 Ambient Ratio Method (ARM) recommended by U.S. EPA (40 CFR 51, Appendix W) for correcting total $NO_x$ to $NO_2$ values. The annual average $NO_2$ to $NO_x$ ratio near LAX is approximately 0.42, based on SCAQMD analysis of three recent years (1994-1996) of data (Chico et al. 1998). A review of the available, local emissions and concentration data will be conducted with the SCAQMD to determine if a Tier 2 ARM analysis can be applied to the 1-hour $NO_2$ impact assessment.

If (after addition of background pollutant concentrations) the NAAQS or CAAQS are shown to be exceeded using this conservative procedure, and it is determined that the roadways are a significant contributor, further modeling of the roadway sources will be performed using meteorological data consistent with the hour of predicted maximum concentration from the other sources. The new roadway concentration will then be added to the cumulative impact of all other sources and the new sum will again be compared to NAAQS and CAAQS.

## V.7 Mitigation Measures

In the event that reductions in estimated emission impacts are necessary for project alternatives, applicable mitigation measures will be identified, and mitigated emission rates and concentrations will be calculated.

# VI DESCRIPTION OF FINAL REPORT CONTENTS

The final Technical Appendix and Supplementary Reference Volume to the EIS/EIR will contain detailed emission source descriptions of the No Action/No Project and all project alternative scenarios. Predicted concentrations from each modeled alternative and horizon year will be provided for comparison to California and National Ambient Air Quality Standards.

Attachments to the EIS/EIR Technical Appendices will be provided to show detailed information regarding all emission calculations. Detailed aircraft data, including operational data, engine assignment data, engine emission factors, and GSE/APU assignments will be presented. A detailed stationary source inventory will be provided, including information utilized in the emissions calculations and dispersion calculations. Information concerning roadway vehicle assumptions will also be provided.

# VII REFERENCES AND BIBLIOGRAPHY


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# Attachment B
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# Attachment C
# Air Quality Baseline Inventory

LAX Master Plan EIS/EIR

# Air Quality Baseline Inventory

March 6, 1998

Prepared for:

Los Angeles World Airports

Prepared by:

Camp Dresser & McKee Inc./Planning Consultants Research

Draft - Version 1



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## Attachments


I CD-ROM: "LAX Master Plan EIS/EIR Baseline Emission Inventory"

II Tenant Survey Forms

# 1. Background

This Technical Memorandum has been developed in support of the preparation of the Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the Los Angeles International Airport (LAX) Master Plan Project. This technical memorandum documents the inventory of emission sources for existing conditions in 1996, and describes the methodology and models used to develop the emission inventory for existing conditions. A baseline conditions technical memorandum for 1994 was prepared by Camp Dresser & McKee Inc. (CDM)/Planning Consultants Research (PCR) for the year 1994 in 1995. This technical memorandum supercedes and replaces the 1995 document.

The complete baseline inventory is contained in a series of Excel ® workbooks found in the attached CD-ROM (Attachment I).





# 2. Inventory of Existing Facilities and Emissions

This section describes the inventory of facilities and emissions existing as of 1996 on airport at LAX.

## 2.1 Sources of Data

To develop the facilities and emissions inventories, the CDM/PCR team reviewed available data for LAX and collected additional data through tenant surveys. The primary references for the data used to prepare this Technical Memorandum are presented in Section 2.1.1. A discussion of the airport tenant survey is presented in Section 2.1.2.

### 2.1.1 Primary References

Three primary references were used to develop the inventories included with this Technical Memorandum. These are listed below.

- Information pertaining to the number and type of aircraft operations for 1996 at LAX was supplied by Landrum & Brown (Landrum & Brown 1998). These data were also used with the corresponding default settings for ground support equipment (GSE) and auxiliary power units (APUs) in the Federal Aviation Administration (FAA) Emission and Dispersion Modeling System (EDMS, Version 3.02) to estimate the number and type of GSE and APUs used during 1996 at LAX.
- Information pertaining to the number and type of on-road mobile vehicle operations and on-airport parking lot/garage operations for 1996 at LAX was obtained from "On-Airport Existing Transportation Conditions Technical Memorandum--January 1996" prepared by Leigh Fisher Associates (LADOA 1996).
- The number, type, throughputs, locations, and other data for stationary source facilities in 1996 at LAX was obtained from a tenant survey conducted by the CDM/PCR team between September 1997 and January 1998.

### 2.1.2 LAX Tenant Survey

The purpose of the tenant survey was to document all stationary air emission sources at LAX, with the exception of sources on the airfield and the fire training facility. The results of the survey were used to prepare inventories of LAX facilities and associated emissions. The survey was used to collect data on physical source parameters, types and amounts of throughputs for the most recent complete year (1996), emission control techniques in use, plans for future changes at the facility, and other pertinent information.

Data were collected by a number of means, including completing standardized questionnaires, conducting personal interviews, and performing on-site record reviews. Questionnaire forms were developed based on the types of data needed for the following categories of sources: fuel combustion; surface coating; fuel storage; miscellaneous sources; and insignificant sources. Examples of the questionnaire forms used are located in Attachment II.

Tenants were identified using the most recent tenant directory for LAX. The CDM/PCR team obtained permission from the Los Angeles World Airports (LAWA) to contact its tenants and conduct this survey. The team then made initial contacts with tenants by telephone to schedule site visits and begin the data collection effort.

The site visits enabled the team members to gather data first hand by visual inspection, verbal discussion, and review of on-site records, where permitted. The interviewers took no physical measurements of equipment or emissions, but relied on information provided by the tenant contacts. Visual inspection of equipment was only used to confirm the information provided. In cases where the tenant contact allowed the interviewer to review on-site records, the following types of records were sought: air quality permits; annual emission statements; material safety data sheets; activity or usage logs; and any other data pertinent to developing emission inventories. In cases where the on-site contact at the tenant's office did not have access to the data requested, the request was forwarded to the responsible person in the tenant's organization. Follow-up data collection was then conducted by telephone or written correspondence.

## 2.2 EXISTING FACILITIES

This baseline analysis evaluated both stationary emission sources (such as boilers, emergency generators) and mobile emission sources (such as aircraft, on-road vehicles) associated with airport operations. The following discussion identifies the categories and types of sources inventoried for this Technical Memorandum. The actual listing of specific facilities is included in Attachment I (CD-ROM). The summary of facilities is organized on this list alphabetically by owner/tenant name.

### 2.2.1 FUEL COMBUSTION SOURCES

Fuel combustion sources represent the largest collection of emission sources in this inventory. The following discussion will address direct sources, those located within the property boundaries of LAX; and indirect sources, those located outside the property boundaries. Fuel combustion sources generate both criteria pollutants (such as oxides of nitrogen, carbon monoxide, particulate matter) as well as toxic air pollutants (such as metals, polynuclear aromatic hydrocarbons [PAHs]).

Direct sources consist of mobile sources and stationary sources. Mobile sources include aircraft engines, on-board auxiliary power units (APU), associated ground service equipment (GSE), and ground access vehicles (GAV). Total aircraft operations for 1996 by aircraft type and most common engine configuration were provided by Landrum & Brown (Landrum & Brown 1998). The CDM/PCR team used the EDMS model to identify typical APU and GSE associated with each aircraft/engine combination listed in the inventory.

Direct GAV consist of the various types of vehicles, such as private automobiles, light-duty trucks, heavy-duty trucks, courtesy vans, shuttle buses, and city buses that may be found on the roadways and in the parking lots and garages at LAX. The inventory of GAV was derived from work performed by Leigh Fisher Associates for the Master Plan (LADOA 1996).

Direct stationary fuel combustion sources include external combustion equipment, internal combustion equipment, and open burning. External combustion sources consist primarily of fired heaters and boilers as well as cooking facilities (such as In-Flight catering kitchens). The external combustion equipment is generally located in the LAX terminals and maintenance buildings. Internal combustion equipment consist primarily of gasoline, Jet A and/or diesel fueled internal combustion engine drivers for emergency generators, ground power units, air start units, fire pumps, as well as combustion turbines for air start units and power generators. The internal combustion engines are located throughout the airport. Open burning is periodically conducted at the fire training facility, located in the southwestern corner of LAX property.

Indirect sources consist of mobile sources and stationary sources. These mobile sources include primarily regional traffic associated with GAV travelling to or from LAX. The stationary sources include utilities providing electricity to facilities at LAX. Since the electric power production can occur almost anywhere in North America and be transmitted to the South Coast Air Basin, power plant emissions were not included in the LAX local emission inventory.

### 2.2.2 SOLVENT USAGE SOURCES

Solvent usage at LAX generally consists of activities involved with surface coating (such as spray painting) and degreasing. These activities result in the release of volatile organic compounds (VOCs) and certain toxic air pollutants. The VOCs are released when the coatings are applied and the solvents and thinners evaporate. VOCs may also be released from the clean up of coating equipment. Surface coating activities accounted for in this inventory are primarily associated with aircraft maintenance work at LAX. The inventory does not account for any architectural coating applications at LAX.

Degreasing activities are also primarily associated with maintenance work at LAX. Degreasing fluids may evaporate during use or storage, and spent degreasing fluids are generally collected and disposed of at a properly licensed treatment, storage and disposal (TSD) facility. Since several tenants at LAX were using trichlorcethylene (TCE) as a component in degreasing fluids, TCE is included in the 1996 emission inventory. However, these tenants have indicated that use of this particular chemical will cease in the future.

### 2.2.3 ORGANIC LIQUID STORAGE AND TRANSFER SOURCES

Large quantities of organic liquids--primarily fuels--are stored and handled at LAX. Emissions associated with tank filling and emptying (working losses), with changes in ambient temperature/ pressure (breathing losses) at each storage tank, and with equipment fueling (fugitive losses) contribute volatile organic compounds and volatile toxic air pollutants to the air.

By volume, the main organic liquid handled at LAX is Jet A fuel. Storage facilities consist of very large above ground tanks and numerous smaller above ground and underground tanks. These tanks are filled either by underground pipeline or by tanker truck. Fueling of aircraft from these tanks is either by transfer though underground pipeline to the pit hydrant system or by tanker truck. Jet A is often used at LAX as a replacement for diesel to fuel GSE. Fueling of GSE is generally by tanker truck.

Gasoline is also stored and handled at LAX. Storage facilities consist of numerous smaller above ground and underground tanks. These tanks are typically filled by tanker truck. Fueling of on- and off-road vehicles, including GSE, by gasoline is generally accomplished by permanent fuel dispensing stations.

Aviation gasoline is also stored and handled at LAX. Storage facilities consist of a single above ground tank. This tank is filled by tanker truck. Aviation gasoline is used by piston driven general aviation aircraft at LAX. Fueling of piston driven aircraft is generally by tanker truck.

### 2.2.4 MISCELLANEOUS SOURCES

The primary miscellaneous sources of emissions accounted for in this inventory include re-entrainment of particulate matter (fugitive dust), including metals and PAHs, from roadways by GAV and from runways and taxiways by aircraft. Fugitive dust is considered a secondary emission source since this dust has settled onto LAX surfaces from other sources (such as fuel combustion sources, wind-blown dust) and is being resuspended in the air by the mechanical action of the vehicle tires moving across the surface.

## 2.3 EXISTING EMISSIONS

The pollutants of concern at LAX include criteria pollutants and toxic air pollutants. Criteria pollutants are designated by the U. S. Environmental Protection Agency (U.S. EPA) and include: particulate matter with an aerodynamic diameter less than 10 micrometers ($PM_{10}$), particulate matter with an aerodynamic diameter less than 2.5 micrometers ($PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), lead, and ozone. Because ozone is a secondary pollutant and is generally not emitted directly into the air, it is not included in this emissions inventory. Because few emission factors exist for $PM_{2.5}$ and this pollutant is partially a secondary pollutant, it is not included in this inventory. Toxic air pollutants identified for this emissions inventory are based on lists of pollutants in: (1) California AB 1807; (2) California AB 2588; (3) SCAQMD Rule 1401; (4) SCAQMD Rule 1402; and (5) federal Clean Air Act Section 112. These pollutants include a variety of volatile and semi-volatile organic compounds, inorganic compounds, and metals. Only toxic air pollutants with verified emission factors for the source types found at LAX are included in this emissions inventory.

### 2.3.1 CRITERIA POLLUTANTS

A variety of reference materials was used to calculate criteria pollutant emissions from the various project sources. These references include, but are not limited to:

- FAA Aircraft Engine Emissions Database (FAEED), Version 2.1 (U.S. FAA 1995)
- *Air Quality Procedures for Civilian Airports and Air Force Bases* (U.S. FAA/USAF 1997a)
- Emissions and Dispersion Modeling System (EDMS) Version 3.02 (U.S. FAA/USAF 1997b)
- Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources (U.S. EPA 1992a)
- *Compilation of Air Pollutant Emission Factors (AP-42)* (U.S. EPA 1997a)
- Mobile Vehicle Emission Inventory model (MVEI7G) (CARB 1996a-f)
- *Air Pollution Mitigation Measures for Airports and Associated Activity* (CARB 1994)
- *CEQA Air Quality Handbook* (SCAQMD 1993)
- SCAQMD Annual Emission Reports provided by several LAX tenants.

The methodology used to estimate criteria pollutant emissions is presented in the "LAX Master Plan EIS/EIR Air Quality Modeling Protocol for Criteria Pollutants" (LAWA 1998a). This methodology was used when tenants provided only operational data without actual or estimated emissions values.

### 2.3.2 TOXIC AIR POLLUTANTS

A variety of reference materials, primarily from California and U.S. regulatory agencies, were used to calculate toxic air pollutant emissions from the various project sources. Most of the organic toxic air pollutant

emission estimates are based on the volatile organic compound (VOC) emissions. In addition, certain heavy metal, inorganic, and semi-volatile organic compound (SVOC) toxic emission estimates are based on particulate matter emissions. Therefore, references for VOC and particulate matter as well as toxic air pollutant emission factors were consulted. These references include, but are not limited to:

- California Air Toxics Emission Factors (CATEF) Database (CARB)
- Factor Information Retrieval (FIRE) System Database (U.S. EPA 1993a)
- VOC/PM Speciation Data System (SPECIATE) Database (U.S. EPA 1993b)
- Crosswalk/Air Toxic Emission Factor (XATEF) Database (U.S. EPA 1992b)
- U.S. EPA Memorandum, Re: Source Identification and Base Year 1990 Emission Inventory Guidance for Mobile Source HAPs on the OAQPS List of 40 Priority HAPs (U.S. EPA 1997b)
- Motor Vehicle-Related Air Toxics Study, U.S. EPA (U.S. EPA 1993c)
- FAA Aircraft Engine Emissions Database (FAEED), Ver 2.1 (U.S. FAA 1995, ICAO 1995)
- *Air Quality Procedures for Civilian Airports and Air Force Bases* (U.S. FAA/USAF 1997a)
- Emissions and Dispersion Modeling System (EDMS), Version 3.02 (U.S. FAA/USAF 1997b)
- *Compilation of Air Pollutant Emission Factors (AP-42)* (U.S. EPA 1997a)
- EMFAC7G motor vehicle emission factor model (CARB 1996b)
- *Air Pollution Mitigation Measures for Airports and Associated Activity* (CARB 1994)
- CEQA Air Quality Handbook (SCAQMD 1993)
- SCAQMD Annual Emission Reports provided by several LAX tenants.

The methodology used to estimate criteria pollutant emissions is presented in the "LAX Master Plan EIS/EIR Air Quality Modeling Protocol for Toxic Air Pollutants" (LAWA 1998b).





## 3. References


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# Attachment I

## CD-ROM: "LAX Master Plan EIS/EIR Baseline Emission Inventory"

**1996 Air Pollutant Emissions, lbs/year (revised 6/1/00)**

| Source Category | CO | THC | VOC | NOx | SO2 | PM10 |
|---|---|---|---|---|---|---|
| Aircraft: | | | | | | |
| Comm. Jet (TF) | | | | | | 101,225 |
| Taxi/Idle | 8,798,738 | 1,660,896 | 1,818,183 | 1,283,266 | 174,308 | |
| Takeoff | 57,604 | 19,318 | 21,147 | 2,598,990 | 45,468 | |
| Climbout | 82,858 | 27,632 | 30,249 | 2,704,714 | 60,090 | |
| Approach | 253,630 | 40,882 | 44,754 | 791,334 | 44,816 | |
| Eng. Testing | 107,023 | 45,676 | 50,001 | 296,823 | 5 | |
| AT/GA Turbine (TP) | | | | | | |
| Aircraft | 498,896 | 322,480 | 342,828 | 54,808 | 6,916 | |
| AT/GA Piston (P) | | | 0 | | | |
| Aircraft Total, lbs/yr | 9,798,749 | 2,116,884 | 2,307,162 | 7,679,935 | 331,603 | 101,225 |
| Aircraft Total, tpy | 4,899 | 1,058 | 1,154 | 3,840 | 166 | 51 |
| GSE | | | | | | |
| Diesel | 8,068,661 | 285,159 | 286,159 | 164,456 | 7,244 | 1,470 |
| Gasoline | 972,669 | 71,025 | 71,025 | 491,111 | 8,931 | 23,846 |
| LPG | 2,362,726 | 39,379 | 39,379 | 118,136 | | |
| APU | 155,105 | 7,731 | 7,731 | 67,949 | | |
| GSE/APU Total, lbs/yr | 11,559,161 | 404,294 | 404,294 | 841,652 | 16,175 | 25,316 |
| GSE/APU Total, tpy | 5,780 | 202 | 202 | 421 | 8 | 13 |
| Stationary Total lbs/yr | 478,417 | 236,703 | 236,703 | 959,572 | 14,254 | 107,258 |
| Stationary Total, tpy | 239 | 118 | 118 | 480 | 7 | 54 |
| Motor Vehicle, On Airport | | | | | | |
| Diesel | 87,697 | 31,714 | 31,714 | 336,609 | 892 | 33,234 |
| Gasoline | 11,254,318 | 1,158,081 | 1,158,081 | 532,294 | 2,954 | 11,754 |
| MV, On Airport Total, lb/yr | 11,342,016 | 1,189,795 | 1,189,795 | 868,904 | 3,846 | 44,988 |
| MV, On Airport Total, tpy | 5,671 | 595 | 595 | 434 | 2 | 22 |
| Motor Vehicle, Off Airport | | | | | 54,641 | 64,466 |
| Running Exhaust | 6,255,048 | 437,822 | 396,470 | 1,410,747 | | |
| Start Exhaust | 998,924 | 53,738 | 48,662 | 44,768 | | |
| Evaporation | | 1,643,167 | 1,487,971 | | | |
| MV, Off Airport Total, lb/yr | 7,253,973 | 2,134,727 | 1,933,104 | 1,455,515 | 54,641 | 64,466 |
| MV, Off Airport Total, tpy | 3,627 | 1,067 | 967 | 728 | 27 | 32 |
| Fugitive Dust | | | | | | |
| Runways | | | | | | 1,240 |
| Roadways, On-Airport | | | | | | 37,674 |
| Roadways, Off-Airport | | | | | | |
| Fugitive Dust, Total lbs/yr | | | | | | 38,914 |
| Fugitive Dust, Total tpy | | | | | | 19 |
| Total Operating, lbs/yr | 40,432,314 | 8,082,402 | 8,071,058 | 11,805,678 | 420,517 | 382,167 |
| Total Operating, tpy | 20,216 | 3,041 | 3,036 | 5,903 | 210 | 191 |

[a]The original baseline numbers are taken from the Air Quality Baseline Inventory prepared on March 6, 1998.

[b]PM10 aircraft numbers were recalculated using the 1996 OPS data and particulate emissions from aircraft engines.

[c]The GSE and APU numbers were recalculated using the 2005 GSE aircraft assignments and the fuel mix in the Calstart April 1999 Baseline numbers.

[d]The On Airport Traffic numbers were revised, incorporating the EMFAC 2000 model output, improved calculation methods and updated data.

[e]The fugitive dust emissions were updated using spreadsheet calculations for roadway and runway fugitive dust.

**1996 Air Pollutant Emissions, lbs/year**

| Source Category | CO | THC | VOC | NOx | $SO_2$ | $PM_{10}$ | Acetaldehyde | Acrolein | Benzene | 1,3-Butadiene | Formaldehyde | Hexane | Propylene | Propylene oxide | Styrene | Toluene | Xylene, m- or p- | Xylene, o- | Xylene (total) | Acenaphthene | Acenaphthylene | Anthracene |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aircraft: | | | | | | | | | | | | | | | | | | | | | | |
| Comm. Jet (TF) | | | | | | 414,188 | 1.02E+05 | 4.97E+04 | 4.26E+04 | 3.95E+04 | 3.29E+05 | 0.00E+00 | 1.12E+05 | 0.00E+00 | 8.64E+03 | 1.13E+04 | 6.30E+03 | 4.13E+03 | 1.04E+04 | | | |
| APU | 543,324 | 26,914 | 26,394 | 202,680 | 0 | | 2.01E+02 | 3.06E+02 | 7.92E+02 | 4.22E+02 | 7.52E+02 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.71E-02 |
| Taxi/Idle | 8,798,738 | 1,660,896 | 1,818,183 | 1,283,266 | 174,308 | | | | | | | | | | | | | | | 0.00E+00 | 0.00E+00 | 7.27E-01 |
| Takeoff | 57,604 | 19,318 | 21,147 | 2,598,990 | 45,468 | | | | | | | | | | | | | | | 0.00E+00 | 0.00E+00 | 3.09E-02 |
| Climbout | 82,858 | 27,632 | 30,249 | 2,704,714 | 60,090 | | | | | | | | | | | | | | | 0.00E+00 | 0.00E+00 | 4.42E-02 |
| Approach | 253,630 | 40,882 | 44,754 | 791,334 | 44,816 | | | | | | | | | | | | | | | 0.00E+00 | 0.00E+00 | 4.89E-02 |
| Eng. Testing | 107,023 | 45,676 | 50,001 | 236,823 | 5 | | | | | | | | | | | | | | | 0.00E+00 | 0.00E+00 | 5.52E-02 |
| AT/GA Turbine (TP) | | | | | | 88,479 | | | | | | | | | | | | | | | | |
| APU | 6,082 | 594 | 583 | 29,968 | 0 | | 4.43E+00 | 6.76E+00 | 1.75E+01 | 9.32E+00 | 1.66E+01 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 8.18E-04 |
| Aircraft | 498,896 | 322,480 | 342,828 | 64,808 | 6,916 | | 1.68E+04 | 8.02E+03 | 6.96E+03 | 6.11E+03 | 5.50E+04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.44E+03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.83E-01 |
| AT/GA Piston (P) | | | 0 | | | | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Aircraft Total, lbs/yr | 10,348,155 | 2,144,392 | 2,334,139 | 7,912,583 | 331,603 | 502,667 | 1.19E+05 | 5.80E+04 | 5.03E+04 | 4.60E+04 | 3.85E+05 | 0.00E+00 | 1.12E+05 | 0.00E+00 | 1.01E+04 | 1.13E+04 | 6.30E+03 | 4.13E+03 | 1.04E+04 | 0.00E+00 | 0.00E+00 | 1.13E+00 |
| Aircraft Total, tpy | 5,174 | 1,072 | 1,167 | 3,956 | 166 | 251 | 5.95E+01 | 2.90E+01 | 2.52E+01 | 2.30E+01 | 1.93E+02 | 0.00E+00 | 5.59E+01 | 0.00E+00 | 5.04E+00 | 5.65E+00 | 3.15E+00 | 2.06E+00 | 5.21E+00 | 0.00E+00 | 0.00E+00 | 5.64E-04 |
| GSE | | | | | | | | | | | | | | | | | | | | | | |
| Diesel | 297,470 | 94,766 | 92,935 | 686,586 | 22,124 | 32,256 | 1.45E+01 | 4.46E+00 | 8.05E+02 | 1.49E+03 | 2.11E+02 | 0.00E+00 | 1.42E+03 | 0.00E+00 | 0.00E+00 | 2.55E+02 | 0.00E+00 | 0.00E+00 | 8.74E+01 | 2.80E+00 | 4.25E+00 | 9.30E-01 |
| Gasoline | 8,411,268 | 148,866 | 134,806 | 117,660 | 3,006 | 4,982 | 2.97E+02 | 9.44E+01 | 6.71E+03 | 1.08E+03 | 1.38E+03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.04E+01 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.59E-02 |
| LPG | | | | | | | | | | | | | | | | | | | | | | |
| CNG/LNG | | | | | | | | | | | | | | | | | | | | | | |
| GSE Total, lbs/yr | 8,708,738 | 243,632 | 2.28E+05 | 804,246 | 25,130 | 37,238 | 3.11E+02 | 9.88E+01 | 7.52E+03 | 2.57E+03 | 1.59E+03 | 0.00E+00 | 1.42E+03 | 0.00E+00 | 4.04E+01 | 2.55E+02 | 0.00E+00 | 0.00E+00 | 8.74E+01 | 2.80E+00 | 4.25E+00 | 9.56E-01 |
| GSE Total, tpy | 4,354 | 122 | 114 | 402 | 13 | 19 | 1.56E-01 | 4.94E-02 | 3.76E+00 | 1.28E+00 | 7.93E-01 | 0.00E+00 | 7.11E-01 | 0.00E+00 | 2.02E-02 | 1.28E-01 | 0.00E+00 | 0.00E+00 | 4.37E-02 | 1.40E-03 | 2.12E-03 | 4.78E-04 |
| Stationary Total lbs/yr | 478,417 | 236,703 | 236,703 | 817,056 | 14,254 | 107,258 | 1.06E+02 | 2.76E+01 | 7.00E+02 | 3.70E+01 | 4.45E+02 | 2.12E+02 | 1.59E+03 | 3.92E+01 | 1.67E+01 | 8.77E+02 | | | 7.42E+02 | 1.43E+00 | 1.40E+01 | 1.15E+00 |
| Stationary Total, tpy | 239 | 118 | 118 | 409 | 7 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motor Vehicle, On Airport | | | | | | | | | | | | | | | | | | | | | | |
| Diesel | | | | | 612 | | | | | | | | | | | | | | | | | |
| Running Exhaust | 4,170 | 2,778 | 2,724 | 19,086 | | 652 | 2.07E+01 | 3.16E+01 | 8.17E+01 | 4.36E+01 | 7.76E+01 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.83E-03 |
| Start Exhaust | 1,714 | 196 | 193 | 164 | | | 1.46E+00 | 2.23E+00 | 5.78E+00 | 3.08E+00 | 5.49E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.71E-04 |
| Gasoline | | | | | 730 | | | | | | | | 2.27E+03 | | | | | | | | | |
| Running Exhaust | 920,692 | 103,596 | 93,812 | 83,654 | | 1,853 | 5.18E+02 | 6.57E+01 | 4.25E+03 | 5.18E+02 | 1.14E+03 | 0.00E+00 | 2.27E+03 | 0.00E+00 | 3.85E+02 | 1.08E+04 | 0.00E+00 | 0.00E+00 | 6.07E+03 | 0.00E+00 | 0.00E+00 | 3.04E-03 |
| Start Exhaust | 498,483 | 77,806 | 70,458 | 24,964 | | | 3.89E+02 | 4.93E+01 | 3.19E+03 | 3.89E+02 | 8.56E+02 | 0.00E+00 | 1.70E+03 | 0.00E+00 | 2.89E+02 | 8.09E+03 | 0.00E+00 | 0.00E+00 | 4.56E+03 | 0.00E+00 | 0.00E+00 | 2.28E-03 |
| Evaporation | | 76,521 | 69,293 | | | | 0.00E+00 | 0.00E+00 | 5.34E+02 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.57E+02 | 0.00E+00 | 0.00E+00 | 1.04E+02 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| MV, On Airport Total, lb/yr | 1,425,060 | 260,898 | 236,480 | 127,869 | 1,342 | 2,506 | 9.29E+02 | 1.49E+02 | 8.06E+03 | 9.54E+02 | 2.08E+03 | 0.00E+00 | 6.24E+03 | 0.00E+00 | 6.74E+02 | 1.93E+04 | 0.00E+00 | 0.00E+00 | 1.07E+04 | 0.00E+00 | 0.00E+00 | 9.42E-03 |
| MV, On Airport Total, tpy | 713 | 130 | 118 | 64 | 1 | 1 | 4.65E-01 | 7.44E-02 | 4.03E+00 | 4.77E-01 | 1.04E+00 | 0.00E+00 | 3.12E+00 | 0.00E+00 | 3.37E-01 | 9.66E+00 | 0.00E+00 | 0.00E+00 | 5.37E+00 | 0.00E+00 | 0.00E+00 | 4.71E-06 |
| Motor Vehicle, Off Airport | | | | | 54,641 | 64,466 | | | | | | | | | | | | | | | | |
| Running Exhaust | 6,255,048 | 437,822 | 396,470 | 1,410,747 | | | 2.19E+03 | 2.78E+02 | 1.80E+04 | 2.19E+03 | 4.82E+03 | 0.00E+00 | 9.59E+03 | 0.00E+00 | 1.63E+03 | 4.55E+04 | 0.00E+00 | 0.00E+00 | 2.57E+04 | 0.00E+00 | 0.00E+00 | 1.28E-02 |
| Start Exhaust | 998,924 | 53,738 | 48,662 | 44,768 | | | 2.69E+02 | 3.41E+01 | 2.20E+03 | 2.69E+02 | 5.91E+02 | 0.00E+00 | 1.18E+03 | 0.00E+00 | 2.00E+02 | 5.59E+03 | 0.00E+00 | 0.00E+00 | 3.15E+03 | 0.00E+00 | 0.00E+00 | 1.58E-03 |
| Evaporation | | 1,643,167 | 1,487,971 | | | | 0.00E+00 | 0.00E+00 | 1.15E+04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.82E+03 | 0.00E+00 | 0.00E+00 | 2.23E+03 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| MV, Off Airport Total, lb/yr | 7,253,973 | 2,134,727 | 1,933,104 | 1,455,515 | 54,641 | 64,466 | 2.46E+03 | 3.12E+02 | 3.16E+04 | 2.46E+03 | 5.41E+03 | 0.00E+00 | 1.08E+04 | 0.00E+00 | 1.83E+03 | 6.09E+04 | 0.00E+00 | 0.00E+00 | 3.10E+04 | 0.00E+00 | 0.00E+00 | 1.44E-02 |
| MV, Off Airport Total, tpy | 3,627 | 1,067 | 967 | 728 | 27 | 32 | 1.23E+00 | 1.56E-01 | 1.58E+01 | 1.23E+00 | 2.70E+00 | 0.00E+00 | 5.38E+00 | 0.00E+00 | 9.13E-01 | 3.05E+01 | 0.00E+00 | 0.00E+00 | 1.55E+01 | 0.00E+00 | 0.00E+00 | 7.21E-06 |
| Fugitive Dust | | | | | | | | | | | | | | | | | | | | | | |
| Runways | | | | | | 45,907 | | | | | | | | | | | | | | | | |
| Roadways, On-Airport | | | | | | 215,107 | | | | | | | | | | | | | | | | |
| Roadways, Off-Airport | | | | | | | | | | | | | | | | | | | | | | |
| Fugitive Dust, Total lbs/yr | | | | | | 261,013 | | | | | | | | | | | | | | | | |
| Fugitive Dust, Total tpy | | | | | | 131 | | | | | | | | | | | | | | | | |
| Total Operating, lbs/yr | 28,214,342 | 5,020,351 | 4,968,167 | 11,117,269 | 426,969 | 975,148 | 1.23E+05 | 5.86E+04 | 9.82E+04 | 5.20E+04 | 3.95E+05 | 2.12E+02 | 1.32E+05 | 3.92E+01 | 1.26E+04 | 9.27E+04 | 6.30E+03 | 4.13E+03 | 5.30E+04 | 4.23E+00 | 1.82E+01 | 3.26E+00 |
| Total Operating, tpy | 14,107 | 2,510 | 2,484 | 5,559 | 213 | 488 | 6.14E+01 | 2.93E+01 | 4.91E+01 | 2.60E+01 | 1.97E+02 | 1.06E-01 | 6.59E+01 | 1.96E-02 | 6.32E+00 | 4.63E+01 | 3.15E+00 | 2.06E+00 | 2.65E+01 | 2.11E-03 | 9.11E-03 | 1.63E-03 |

| 1996 Air Pollutant Emission<br>Source Category | Benzo(a)anthracene | Benzo(a)pyrene | Benzo(b)fluoranthene | Benzo(g,h,i)peryiene | Benzo(k)fluoranthene | Chrysene | Dibenz(a,h)anthracene | Fluoranthene | Fluorene | Indeno(1,2,3-cd)pyrene | Naphthalene | Phenanthrene | Pyrene | Total PAH Equivalents | Dioxin (tetrachloro total) | Dioxin (pentachloro total) | Dioxin (hexachloro total) | Dioxin (heptachloro total) | Dioxin (octachloro) | Furan (tetrachloro total) | Furan (pentachloro total) | Furan (hexachloro total) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aircraft: | | | | | | | | | | | | | | | | | | | | | | |
| Comm. Jet (TF) | | | | | | | | | | | | | | | | | | | | | | |
| APU | 8.35E-02 | 3.01E-02 | 6.72E-02 | 3.71E-02 | 6.27E-02 | 2.30E-01 | 0.00E+00 | 3.01E-01 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.83E-01 | 5.24E-01 | | 7.92E-05 | 1.61E-04 | 1.91E-04 | 3.56E-04 | 2.27E-03 | 7.07E-04 | 9.89E-04 | 6.10E-04 |
| Taxi/Idle | 9.61E-02 | 5.10E-02 | 0.00E+00 | 8.49E-03 | 0.00E+00 | 1.02E-01 | 0.00E+00 | 1.50E+00 | 0.00E+00 | 0.00E+00 | 7.84E+02 | 6.62E+00 | 1.84E+00 | | 7.06E-05 | 3.95E-05 | 4.07E-05 | 9.27E-05 | 3.89E-04 | 1.84E-04 | 2.58E-04 | 1.83E-04 |
| Takeoff | 2.21E-02 | 1.58E-02 | 0.00E+00 | 3.54E-03 | 0.00E+00 | 4.26E-03 | 0.00E+00 | 9.61E-02 | 0.00E+00 | 0.00E+00 | 1.00E+00 | 6.52E-01 | 7.69E-02 | | 2.71E-05 | 5.29E-05 | 6.66E-05 | 1.24E-04 | 7.92E-04 | 2.41E-04 | 3.46E-04 | 1.78E-04 |
| Climbout | 3.16E-02 | 2.26E-02 | 0.00E+00 | 5.07E-03 | 0.00E+00 | 6.10E-03 | 0.00E+00 | 1.37E-01 | 0.00E+00 | 0.00E+00 | 1.43E+00 | 9.33E-01 | 1.10E-01 | | 2.71E-05 | 4.10E-05 | 5.16E-05 | 9.64E-05 | 6.15E-04 | 1.87E-04 | 2.68E-04 | 1.38E-04 |
| Approach | 1.81E-01 | 1.14E-01 | 0.00E+00 | 1.59E-02 | 0.00E+00 | 1.92E-02 | 0.00E+00 | 3.69E-01 | 0.00E+00 | 0.00E+00 | 3.57E+00 | 1.59E+00 | 3.03E-01 | | 4.94E-05 | 6.94E-05 | 1.19E-05 | 2.32E-05 | 1.41E-03 | 4.41E-05 | 6.17E-05 | 3.19E-05 |
| Eng. Testing | 7.72E-02 | 5.09E-02 | 0.00E+00 | 8.70E-03 | 0.00E+00 | 1.11E-02 | 0.00E+00 | 2.27E-01 | 0.00E+00 | 0.00E+00 | 7.58E+00 | 1.26E+00 | 1.88E-01 | | | | | | | | | |
| AT/GA Turbine (TP) | | | | | | | | | | | | | | | | | | | | | | |
| APU | 1.84E-03 | 6.65E-04 | 1.48E-03 | 8.18E-04 | 1.38E-03 | 5.07E-03 | 0.00E+00 | 6.65E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.24E-03 | 1.16E-02 | | | | | | | | | |
| Aircraft | 1.75E-01 | 1.11E-01 | 0.00E+00 | 1.70E-02 | 0.00E+00 | 3.50E-02 | 0.00E+00 | 6.14E-01 | 0.00E+00 | 0.00E+00 | 1.28E+02 | 2.90E+00 | 5.98E-01 | | | | | | | | | |
| AT/GA Piston (P) | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | | | | | | | |
| Aircraft Total, lbs/yr | 6.68E-01 | 3.96E-01 | 6.87E-02 | 9.66E-02 | 6.41E-02 | 4.12E-01 | 0.00E+00 | 3.25E+00 | 0.00E+00 | 0.00E+00 | 9.26E+02 | 1.42E+01 | 3.65E+00 | 6.89E-04 | 1.54E-04 | 2.94E-04 | 3.70E-04 | 6.91E-04 | 4.40E-03 | 1.37E-03 | 1.92E-03 | 9.92E-04 |
| Aircraft Total, tpy | 3.34E-04 | 1.98E-04 | 3.44E-05 | 4.83E-05 | 3.20E-05 | 2.06E-04 | 0.00E+00 | 1.63E-03 | 0.00E+00 | 0.00E+00 | 4.63E-01 | 7.12E-03 | 1.83E-03 | 3.45E-07 | 7.70E-08 | 1.47E-07 | 1.85E-07 | 3.46E-07 | 2.20E-06 | 6.87E-07 | 9.61E-07 | 4.96E-07 |
| GSE | | | | | | | | | | | | | | | | | | | | | | |
| Diesel | 4.01E-01 | 3.30E-01 | 4.66E-01 | 3.77E-01 | 3.27E-01 | 5.40E-01 | 3.43E-01 | 1.37E+00 | 4.02E+00 | 3.52E-01 | 6.65E+01 | 1.47E+01 | 1.10E+00 | | | | | | | | | |
| Gasoline | 3.67E-01 | 2.16E-01 | 1.88E-01 | 7.21E-01 | 2.03E-01 | 2.76E-01 | 4.10E-02 | 2.40E-01 | 0.00E+00 | 3.24E-02 | 0.00E+00 | 8.63E-02 | 1.53E-01 | | | | | | | | | |
| LPG | | | | | | | | | | | | | | | | | | | | | | |
| CNG/LNG | | | | | | | | | | | | | | | | | | | | | | |
| GSE Total, lbs/yr | 7.68E-01 | 5.46E-01 | 6.54E-01 | 1.10E+00 | 5.30E-01 | 8.17E-01 | 3.84E-01 | 1.61E+00 | 4.02E+00 | 3.85E-01 | 6.65E+01 | 1.48E+01 | 1.25E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| GSE Total, tpy | 3.84E-04 | 2.73E-04 | 3.27E-04 | 5.49E-04 | 2.65E-04 | 4.08E-04 | 1.92E-04 | 8.05E-04 | 2.01E-03 | 1.92E-04 | 3.33E-02 | 7.42E-03 | 6.26E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Stationary Total lbs/yr | 1.34E+00 | 3.55E-01 | 5.21E-01 | 3.68E-01 | 2.39E-01 | 9.07E-01 | 1.26E-01 | 1.65E+00 | 2.66E+00 | 1.29E-01 | 4.95E+01 | 9.26E+00 | 1.80E+00 | 8.70E-07 | | | | | | | | |
| Stationary Total, tpy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motor Vehicle, On Airport | | | | | | | | | | | | | | | | | | | | | | |
| Diesel | | | | | | | | | | | | | | | | | | | | | | |
| Running Exhaust | 8.62E-03 | 3.11E-03 | 6.94E-03 | 3.83E-03 | 6.47E-03 | 2.37E-02 | 0.00E+00 | 3.11E-02 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.92E-02 | 5.41E-02 | | 2.61E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.57E-06 | 0.00E+00 | 0.00E+00 |
| Start Exhaust | 6.09E-04 | 2.20E-04 | 4.90E-04 | 2.71E-04 | 4.57E-04 | 1.68E-03 | 0.00E+00 | 2.20E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.06E-03 | 3.82E-03 | | | | | | | | | |
| Gasoline | | | | | | | | | | | | | | | | | | | | | | |
| Running Exhaust | 4.31E-02 | 2.53E-02 | 2.20E-02 | 8.46E-02 | 2.38E-02 | 3.24E-02 | 4.81E-03 | 2.81E-02 | 0.00E+00 | 3.80E-03 | 2.07E+02 | 1.01E-02 | 1.80E-02 | | 2.16E-02 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.88E-05 | 0.00E+00 | 0.00E+00 |
| Start Exhaust | 3.23E-02 | 1.90E-02 | 1.66E-02 | 6.35E-02 | 1.79E-02 | 2.44E-02 | 3.61E-03 | 2.11E-02 | 0.00E+00 | 2.85E-03 | 1.56E+02 | 7.61E-03 | 1.35E-02 | | | | | | | | | |
| Evaporation | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | | | | | | | |
| MV, On Airport Total, lb/yr | 8.46E-02 | 4.77E-02 | 4.60E-02 | 1.52E-01 | 4.86E-02 | 8.22E-02 | 8.43E-03 | 8.25E-02 | 0.00E+00 | 6.65E-03 | 3.63E+02 | 4.90E-02 | 8.94E-02 | 3.11E-07 | 1.18E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.92E-06 | 0.00E+00 | 0.00E+00 |
| MV, On Airport Total, tpy | 4.23E-05 | 2.38E-05 | 2.30E-05 | 7.61E-05 | 2.43E-05 | 4.11E-05 | 4.21E-06 | 4.13E-05 | 0.00E+00 | 3.33E-06 | 1.81E-01 | 2.45E-05 | 4.47E-05 | 1.55E-10 | 5.92E-11 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.62E-10 | 0.00E+00 | 0.00E+00 |
| Motor Vehicle, Off Airport | | | | | | | | | | | | | | | 9.68E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.97E-05 | 0.00E+00 | 0.00E+00 |
| Running Exhaust | 1.82E-01 | 1.07E-01 | 9.31E-02 | 3.58E-01 | 1.01E-01 | 1.37E-01 | 2.03E-02 | 1.19E-01 | 0.00E+00 | 1.61E-02 | 8.76E+02 | 4.28E-02 | 7.60E-02 | | | | | | | | | |
| Start Exhaust | 2.23E-02 | 1.31E-02 | 1.14E-02 | 4.39E-02 | 1.24E-02 | 1.68E-02 | 2.50E-03 | 1.46E-02 | 0.00E+00 | 1.97E-03 | 1.07E+02 | 5.26E-03 | 9.33E-03 | | | | | | | | | |
| Evaporation | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | | | | | | | |
| MV, Off Airport Total, lb/yr | 2.04E-01 | 1.20E-01 | 1.05E-01 | 4.01E-01 | 1.13E-01 | 1.54E-01 | 2.28E-02 | 1.33E-01 | 0.00E+00 | 1.80E-02 | 9.83E+02 | 4.81E-02 | 8.53E-02 | 2.54E-06 | 9.68E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.57E-05 | 0.00E+00 | 0.00E+00 |
| MV, Off Airport Total, tpy | 1.02E-04 | 6.01E-05 | 5.23E-05 | 2.01E-04 | 5.65E-05 | 7.69E-05 | 1.14E-05 | 6.67E-05 | 0.00E+00 | 9.01E-06 | 4.92E-01 | 2.40E-05 | 4.27E-05 | 1.27E-09 | 4.84E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 7.87E-09 | 0.00E+00 | 0.00E+00 |
| Fugitive Dust | | | | | | | | | | | | | | | | | | | | | | |
| Runways | | | | | | | | | | | | | | | | | | | | | | |
| Roadways, On-Airport | | | | | | | | | | | | | | | | | | | | | | |
| Roadways, Off-Airport | | | | | | | | | | | | | | | | | | | | | | |
| Fugitive Dust, Total lbs/yr | | | | | | | | | | | | | | 0.00E+00 | | | | | | | | |
| Fugitive Dust, Total tpy | | | | | | | | | | | | | | | | | | | | | | |
| Total Operating, lbs/yr | 3.07E+00 | 1.46E+00 | 1.39E+00 | 2.12E+00 | 9.94E-01 | 2.37E+00 | 5.41E-01 | 6.73E+00 | 6.69E+00 | 5.39E-01 | 2.39E+03 | 3.84E+01 | 6.88E+00 | 6.93E-04 | 1.55E-04 | 2.94E-04 | 3.70E-04 | 8.91E-04 | 4.40E-03 | 1.39E-03 | 1.92E-03 | 9.92E-04 |
| Total Operating, tpy | 1.53E-03 | 7.32E-04 | 6.97E-04 | 1.06E-03 | 4.97E-04 | 1.19E-03 | 2.71E-04 | 3.37E-03 | 3.34E-03 | 2.69E-04 | 1.19E+00 | 1.92E-02 | 3.44E-03 | 3.46E-07 | 7.75E-08 | 1.47E-07 | 1.85E-07 | 3.46E-07 | 2.20E-06 | 6.96E-07 | 9.61E-07 | 4.96E-07 |

**1996 Air Pollutant Emission**

| Source Category | Furan (heptachloro total) | Furan (octachloro) | Antimony | Arsenic | Beryllium | Cadmium | Chromium Hexavalent | Chromium (Total) | Cobalt | Copper | Lead | Manganese | Mercury | Nickel | Phosphorus | Selenium | Zinc | Ammonia | Bromine | Hydrogen chloride | Benzaldehyde | N-Butanol |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aircraft | | | | | | | | | | | | | | | | | | | | | | |
| Comm. Jet (TF) | | | 0.00E+00 | 2.20E+03 | 0.00E+00 | 2.07E+02 | 0.00E+00 | 2.20E+03 | 0.00E+00 | 0.00E+00 | 2.28E+03 | 0.00E+00 | 0.00E+00 | 2.07E+02 | 0.00E+00 | 2.07E+02 | 2.28E+03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| APU | | | | | | | | | | | | | | | | | | | | | | |
| Taxi/Idle | 3.64E-04 | 1.82E-04 | | | | | | | | | | | | | | | | | | | | |
| Takeoff | 1.22E-03 | 4.75E-05 | | | | | | | | | | | | | | | | | | | | |
| Climbout | 1.24E-04 | 6.37E-05 | | | | | | | | | | | | | | | | | | | | |
| Approach | 3.59E-03 | 4.94E-05 | | | | | | | | | | | | | | | | | | | | |
| Eng. Testing | 2.20E-05 | 1.14E-05 | | | | | | | | | | | | | | | | | | | | |
| AT/GA Turbine (TP) | | | 0.00E+00 | 4.69E+02 | 0.00E+00 | 4.42E+01 | 0.00E+00 | 4.69E+02 | 0.00E+00 | 0.00E+00 | 4.87E+02 | 0.00E+00 | 0.00E+00 | 4.42E+01 | 0.00E+00 | 4.42E+01 | 4.87E+02 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| APU | | | | | | | | | | | | | | | | | | | | | | |
| Aircraft | | | | | | | | | | | | | | | | | | | | | | |
| AT/GA Piston (P) | | | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| Aircraft Total, lbs/yr | 6.87E-04 | 3.54E-04 | 0.00E+00 | 2.66E+03 | 0.00E+00 | 2.51E+02 | 0.00E+00 | 2.66E+03 | 0.00E+00 | 0.00E+00 | 2.76E+03 | 0.00E+00 | 0.00E+00 | 2.51E+02 | 0.00E+00 | 2.51E+02 | 2.76E+03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Aircraft Total, tpy | 3.44E-07 | 1.77E-07 | 0.00E+00 | 1.33E+00 | 0.00E+00 | 1.26E-01 | 0.00E+00 | 1.33E+00 | 0.00E+00 | 0.00E+00 | 1.38E+00 | 0.00E+00 | 0.00E+00 | 1.26E-01 | 0.00E+00 | 1.26E-01 | 1.38E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| GSE | | | | | | | | | | | | | | | | | | | | | | |
| Diesel | | | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.26E+00 | 0.00E+00 | 1.61E+00 | 0.00E+00 | 2.28E+00 | 6.45E-01 | 9.68E-01 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| Gasoline | | | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.99E-01 | 0.00E+00 | 7.97E-01 | 0.00E+00 | 5.98E-01 | 4.98E-02 | 3.49E-01 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| LPG | | | | | | | | | | | | | | | | | | | | | | |
| CNG/LNG | | | | | | | | | | | | | | | | | | | | | | |
| GSE Total, lbs/yr | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.56E+00 | 0.00E+00 | 2.41E+00 | 0.00E+00 | 2.86E+00 | 6.95E-01 | 1.32E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| GSE Total, tpy | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.28E-03 | 0.00E+00 | 1.20E-03 | 0.00E+00 | 1.43E-03 | 3.47E-04 | 6.58E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Stationary Total lbs/yr | | | | 3.60E-02 | 9.68E-03 | 1.02E+01 | 1.92E-03 | 5.32E+01 | | 1.78E-01 | 1.08E-01 | 1.84E+00 | 4.83E-04 | 8.70E+00 | | 1.50E-03 | | | | | 1.31E+01 | 5.83E+01 |
| Stationary Total, tpy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motor Vehicle, On Airport | | | | | | | | | | | | | | | | | | | | | | |
| Diesel | | | | | | | | | | | | | | | | | | | | | | |
| Running Exhaust | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.57E-02 | 0.00E+00 | 3.29E-02 | 0.00E+00 | 4.57E-02 | 1.30E-02 | 1.96E-02 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| Start Exhaust | | | | | | | | | | | | | | | | | | | | | | |
| Gasoline | | | | | | | | | | | | | | | | | | | | | | |
| Running Exhaust | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.11E-01 | 0.00E+00 | 2.97E-01 | 0.00E+00 | 2.22E-01 | 1.96E-02 | 1.30E-01 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| Start Exhaust | | | | | | | | | | | | | | | | | | | | | | |
| Evaporation | | | | | | | | | | | | | | | | | | | | | | |
| MV, On Airport Total, lb/yr | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.57E-01 | 0.00E+00 | 3.29E-01 | 0.00E+00 | 2.68E-01 | 3.16E-02 | 1.49E-01 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| MV, On Airport Total, tpy | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 7.84E-05 | 0.00E+00 | 1.65E-04 | 0.00E+00 | 1.34E-04 | 1.58E-05 | 7.46E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Motor Vehicle, Off Airport | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.87E+00 | 0.00E+00 | 1.03E+01 | 0.00E+00 | 7.74E+00 | 6.45E-01 | 4.51E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| Running Exhaust | | | | | | | | | | | | | | | | | | | | | | |
| Start Exhaust | | | | | | | | | | | | | | | | | | | | | | |
| Evaporation | | | | | | | | | | | | | | | | | | | | | | |
| MV, Off Airport Total, lb/yr | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.87E+00 | 0.00E+00 | 1.03E+01 | 0.00E+00 | 7.74E+00 | 6.45E-01 | 4.51E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| MV, Off Airport Total, tpy | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.93E-03 | 0.00E+00 | 5.16E-03 | 0.00E+00 | 3.87E-03 | 3.22E-04 | 2.26E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Fugitive Dust | | | | | | | | | | | | | | | | | | | | | | |
| Runways | | | 0.00E+00 | 4.59E-01 | 0.00E+00 | 1.38E+00 | 0.00E+00 | 1.01E+01 | 0.00E+00 | 1.65E+01 | 6.91E+02 | 4.66E+01 | 0.00E+00 | 3.18E+00 | 2.62E+01 | 0.00E+00 | 2.66E+02 | 0.00E+00 | 4.59E-01 | 0.00E+00 | | |
| Roadways, On-Airport | | | 0.00E+00 | 2.15E+00 | 0.00E+00 | 6.45E+00 | 0.00E+00 | 4.73E+01 | 0.00E+00 | 7.74E+01 | 3.24E+03 | 2.19E+02 | 0.00E+00 | 4.38E+01 | 1.23E+02 | 0.00E+00 | 1.25E+03 | 0.00E+00 | 2.15E+00 | 0.00E+00 | | |
| Roadways, Off-Airport | | | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| Fugitive Dust, Total lbs/yr | | | 0.00E+00 | 2.61E+00 | 0.00E+00 | 7.83E+00 | 0.00E+00 | 5.74E+01 | 0.00E+00 | 9.40E+01 | 3.93E+03 | 2.66E+02 | 0.00E+00 | 5.22E+01 | 1.49E+02 | 0.00E+00 | 1.51E+03 | 0.00E+00 | 2.61E+00 | 0.00E+00 | | |
| Fugitive Dust, Total tpy | | | 0.00E+00 | 1.31E-03 | 0.00E+00 | 3.92E-03 | 0.00E+00 | 2.87E-02 | 0.00E+00 | 4.70E-02 | 1.96E+00 | 1.33E-01 | 0.00E+00 | 2.61E-02 | 7.44E-02 | 0.00E+00 | 7.56E-01 | 0.00E+00 | 1.31E-03 | 0.00E+00 | | |
| Total Operating, lbs/yr | 6.87E-04 | 3.54E-04 | 0.00E+00 | 2.67E+03 | 9.68E-03 | 2.69E+02 | 1.92E-03 | 2.78E+03 | 0.00E+00 | 1.07E+02 | 6.69E+03 | 2.79E+02 | 1.37E+00 | 3.18E+02 | 1.49E+02 | 2.51E+02 | 4.28E+03 | 0.00E+00 | 2.61E+00 | 0.00E+00 | 1.31E+01 | 5.83E+01 |
| Total Operating, tpy | 3.44E-07 | 1.77E-07 | 0.00E+00 | 1.33E+00 | 4.84E-06 | 1.35E-01 | 9.62E-07 | 1.39E+00 | 0.00E+00 | 5.36E-02 | 3.35E+00 | 1.39E-01 | 6.86E-04 | 1.59E-01 | 7.44E-02 | 1.26E-01 | 2.14E+00 | 0.00E+00 | 1.31E-03 | 0.00E+00 | 6.55E-03 | 2.92E-02 |

| 1996 Air Pollutant Emission | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Source Category | Secondary Butanol | Ethyl Alcohol | Ethylbenzene | Ethylene Glycol Ethers | Hydrogen fluoride | Methanol | Methyl ethyl ketone | Methylene Chloride | Perchloroethylene | Trichloroethane, 1,1,1 | Trichloroethylene |
| Aircraft: | | | | | | | | | | | |
| Comm. Jet (TF) | | | | | | | | | | | |
| APU | | | | | | | | | | | |
| Taxi/Idle | | | | | | | | | | | |
| Takeoff | | | | | | | | | | | |
| Climbout | | | | | | | | | | | |
| Approach | | | | | | | | | | | |
| Eng. Testing | | | | | | | | | | | |
| AT/GA Turbine (TP) | | | | | | | | | | | |
| APU | | | | | | | | | | | |
| Aircraft | | | | | | | | | | | |
| AT/GA Piston (P) | | | | | | | | | | | |
| Aircraft Total, lbs/yr | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Aircraft Total, tpy | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| GSE | | | | | | | | | | | |
| Diesel | | | | | | | | | | | |
| Gasoline | | | | | | | | | | | |
| LPG | | | | | | | | | | | |
| CNG/LNG | | | | | | | | | | | |
| GSE Total, lbs/yr | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| GSE Total, tpy | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Stationary Total lbs/yr | 1.92E+00 | 1.36E+03 | 1.52E+02 | 2.82E+02 | 3.92E+01 | 1.14E+04 | 3.07E+02 | 9.31E+02 | 1.77E+02 | 4.07E+02 | 9.79E+03 |
| Stationary Total, tpy | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 5 |
| Motor Vehicle, On Airport | | | | | | | | | | | |
| Diesel | | | | | | | | | | | |
| Running Exhaust | | | | | | | | | | | |
| Start Exhaust | | | | | | | | | | | |
| Gasoline | | | | | | | | | | | |
| Running Exhaust | | | | | | | | | | | |
| Start Exhaust | | | | | | | | | | | |
| Evaporation | | | | | | | | | | | |
| MV, On Airport Total, lb/yr | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| MV, On Airport Total, tpy | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Motor Vehicle, Off Airport | | | | | | | | | | | |
| Running Exhaust | | | | | | | | | | | |
| Start Exhaust | | | | | | | | | | | |
| Evaporation | | | | | | | | | | | |
| MV, Off Airport Total, lb/yr | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| MV, Off Airport Total, tpy | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Fugitive Dust | | | | | | | | | | | |
| Runways | | | | | | | | | | | |
| Roadways, On-Airport | | | | | | | | | | | |
| Roadways, Off-Airport | | | | | | | | | | | |
| Fugitive Dust, Total lbs/yr | | | | | | | | | | | |
| Fugitive Dust, Total tpy | | | | | | | | | | | |
| Total Operating, lbs/yr | 1.92E+00 | 1.36E+03 | 1.52E+02 | 2.82E+02 | 3.92E+01 | 1.14E+04 | 3.07E+02 | 9.31E+02 | 1.77E+02 | 4.07E+02 | 9.79E+03 |
| Total Operating, tpy | 9.60E-04 | 6.79E-01 | 7.61E-02 | 1.41E-01 | 1.96E-02 | 5.70E+00 | 1.53E-01 | 4.65E-01 | 8.87E-02 | 2.04E-01 | 4.89E+00 |

# LAX Emissions Inventory Database - Stationary Sources

| Source Type | Ref. | Notes | Source Name | Classification | Fuel Type (pri/sec) | Type | Actual Annual Thruput | Thruput Units | HP | BTU/hr | Emission Estimation Technique | Criteria Pollutants (except Lead) VOC | PM10 | CO | NOx | SO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coat | 32,74 | ff.,bb. | [redacted] | [redacted] | | Air Dried Enamel | [redacted] | Gallon | | | | 14.00 | -- | -- | -- | -- |
| Coat | 32,74 | ff.,bb. | Continental Airlines | Surface Coating | | Water Based | 440 | Gallon | | | | 1176.78 | -- | -- | -- | -- |
| Coat | 75 | | Delta Airlines | Surface Coating | | Paint Primer | 12 | Gallon | | | | 26.77 | -- | -- | -- | -- |
| Coat | 76 | | Delta Airlines | Surface Coating | | White Paint | 303 | Gallon | | | | 847.79 | -- | -- | -- | -- |
| Coat | | kk. | [redacted] | | | | [redacted] | Gallons | | | | 140.00 | -- | -- | -- | -- |
| Coat | | kk. | [redacted] | | | | [redacted] | Gallons | | | | 140.00 | -- | -- | -- | -- |
| Coat | | kk. | [redacted] | | | | [redacted] | Gallons | | | | 140.00 | -- | -- | -- | -- |
| Coat | | kk. | [redacted] | | | | [redacted] | Gallons | | | | 140.00 | -- | -- | -- | -- |
| Coat | | kk. | [redacted] | [redacted] | | | [redacted] | Gallons | | | | 2800.00 | -- | -- | -- | -- |
| Coat | 58 | | Garrett Aviation | Surface Coating, Automotive | | | 250 | Gallons | | | | 700.00 | -- | -- | -- | -- |
| Coat | 58 | | Garrett Aviation | Surface Coating, Bench | | | | Gallons | | | | -- | -- | -- | -- | -- |
| Coat | 58 | | Garrett Aviation | Surface Coating, Bench | | | | Gallons | | | | -- | -- | -- | -- | -- |
| Coat | 29 | www. | LAWA | Surface Coating | | Safety-Kleen #105 | 128 | Gallons | | | | -- | -- | -- | -- | -- |
| Coat | 29 | www. | LAWA | Surface Coating | | Water-Based Green | 200 | Gallons | | | | -- | -- | -- | -- | -- |
| Coat | 29 | www. | LAWA | Surface Coating | | Water-Based Red | 330 | Gallons | | | | -- | -- | -- | -- | -- |
| Coat | 29 | www. | LAWA | Surface Coating | | Water-Based Black | 625 | Gallons | | | | -- | -- | -- | -- | -- |
| Coat | 29 | www. | LAWA | Surface Coating | | Water-Based Yellow | 2,300 | Gallons | | | | -- | -- | -- | -- | -- |
| Coat | 29 | www. | LAWA | Surface Coating | | Water-Based White | 6,840 | Gallons | | | | -- | -- | -- | -- | -- |
| Coat | 29 | www. | LAWA | Surface Coating | | permitted | Emission Total | | | | | 864.40 | -- | -- | -- | -- |
| Coat | 29 | www. | LAWA | Surface Coating | | non-permitted | Emission Total | | | | | 17144.24 | -- | -- | -- | -- |
| Coat | 77 | | Northwest Airlines | Surface Coating | | Etch-A, #195 | 0.5 | Gallon | | | | 3.10 | -- | -- | -- | -- |
| Coat | 77 | | Northwest Airlines | Surface Coating | | Gray Primer, #1263 | 8 | Gallon | | | | 12.00 | -- | -- | -- | -- |
| Coat | 77 | | Northwest Airlines | Surface Coating | | Urethane Gray, #6439A | 15 | Gallon | | | | 21.00 | -- | -- | -- | -- |
| Coat | 77 | | Northwest Airlines | Surface Coating | | Aqualine Gray, #738A0 | 26 | Gallon | | | | 72.80 | -- | -- | -- | -- |
| Coat | 77 | | Northwest Airlines | Surface Coating | | 817 Paint | 35 | Gallon | | | | 98.00 | -- | -- | -- | -- |
| Coat | 64 | | Ogden Ramp Services | Surface Coating | | Air Dried Enamel | 52 | Gallon | | | | 145.60 | -- | -- | -- | -- |
| Coat | 64 | | Ogden Ramp Services | Surface Coating | | Water Based En. | 52 | Gallon | | | | 26.00 | -- | -- | -- | -- |
| Coat | 33 | | TWA Maintenance | Surface Coating | | Misc. Parts | 1.8 | Gallons | | | | 5.10 | -- | -- | -- | -- |
| Coat | 33 | | TWA Maintenance | Surface Coating | | Automotive | 46.0 | Gallons | | | | 128.72 | -- | -- | -- | -- |
| Coat | 55 | | U.S. Coast Guard | Surface Coating | | | 12 | Gallons | | | MB | 42.00 | -- | -- | -- | -- |
| Coat | 35 | | United Airlines | Surface Coating | | Dupont Surface Clean | 3.50 | Gallon | | | | 17.50 | -- | -- | -- | -- |
| Coat | 35 | | United Airlines | Surface Coating | | Ellis 668 Rust | 5.75 | Gallon | | | | 16.98 | -- | -- | -- | -- |
| Coat | 35 | | United Airlines | Surface Coating | | Dupont Vara Prime | 11.25 | Gallon | | | | 70.88 | -- | -- | -- | -- |
| Coat | 35 | | United Airlines | Surface Coating | | Dupont Tufcote | 17.55 | Gallon | | | | 63.18 | -- | -- | -- | -- |
| Coat | 35 | | United Airlines | Surface Coating | | Dupont Pre-Coat | 19.75 | Gallon | | | | 67.15 | -- | -- | -- | -- |
| Coat | 35 | | United Airlines | Surface Coating | | Pacific Coating Clean | 20.60 | Gallon | | | | 195.70 | -- | -- | -- | -- |
| Coat | 35 | | United Airlines | Surface Coating | | Dupont Velvaseal | 26.50 | Gallon | | | | 53.00 | -- | -- | -- | -- |
| Coat | 35 | | United Airlines | Surface Coating | | Ellis Engard 280 | 55.00 | Gallon | | | | 187.00 | -- | -- | -- | -- |
| Coat | 35 | | United Airlines | Surface Coating | | Pacific Coating 2020 | 99.25 | Gallon | | | | 942.88 | -- | -- | -- | -- |
| Coat | 35 | | United Airlines | Surface Coating | | Dupont Centari 5000 | 112.50 | Gallon | | | | 315.00 | -- | -- | -- | -- |
| Cook | 5,6,18 | d.,e. | American Golf | Charbroiling | | Underfire Meat | 2,000 | Lbs | | | | 7.88 | 65.30 | -- | -- | -- |
| Cook | 5,18 | d.,f. | Burger King | Charbroiling | | Chicken | 175,000 | Lbs | | | SCAQMD | 136.50 | 786.00 | -- | -- | -- |
| Cook | 5,18 | d.,f. | Burger King | Charbroiling | | Chaindriven meat | 135,000 | Lbs | | | SCAQMD | 306.45 | 1001.70 | -- | -- | -- |
| Cook | 5,12,13,18 | d.,k. | Caterair | Charbroiling | | Chicken | 100,000 | Lbs | | | | 182.00 | 1048.00 | -- | -- | -- |

# LAX Emissions Inventory Databa

| Source Name | Classification | Volatile Organic Compounds (VOC) | | | | | | | | | | | | | Semi-Volatile Organic Compounds (SVOC) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Acetaldehyde | Acrolein | Benzene | Butadiene, 1,3- | Formaldehyde | Hexane | Propylene | Propylene oxide | Styrene | Toluene | Xylene, m- or p- | Xylene, o- | Xylene (total) | Benzaldehyde | Benzo(e)pyrene | Chloronaphthalene, 2- | Diesel Particulate | Ethylbenzene | Methylnaphthalene, 2- | Perylene |
| Continental Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Automotive | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Bench | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Bench | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | 4.24E+00 | | | 8.49E+00 | | | | | 4.24E+00 | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | (.05) | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| Ogden Ramp Services | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| Ogden Ramp Services | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| U.S. Coast Guard | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| American Golf | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Burger King | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Burger King | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Cater-Air | Charbroiling | | | | | | | | | | | | | | | | | | | | |

# LAX Emissions Inventory Databa

| Source Name | Classification | Polycyclic Aromatic Hydrocarbons (PAH) | | | | | | | | | | | | | | | | | Dioxins/Furans | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Acenaphthene | Acenaphthylene | Anthracene | Benzo(a)anthracene | Benzo(a)pyrene | Benzo(b)fluoranthene | Benzo(g,h,i)perylene | Benzo(k)fluoranthene | Chrysene | Dibenz(a,h)anthracene | Fluoranthene | Fluorene | Indeno(1,2,3-cd)pyrene | Naphthalene | Phenanthrene | Pyrene | Dioxin (tetrachloro total) | Dioxin (pentachloro total) | Dioxin (hexachloro total) | Dioxin (heptachloro total) | Dioxin (octachloro) | Furan (tetrachloro total) | Furan (pentachloro total) | Furan (hexachloro total) | Furan (heptachloro total) | Furan (octachloro) |
| [illegible] | [illegible] | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [illegible] | [illegible] | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Automotive | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Bench | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Bench | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ogden Ramp Services | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ogden Ramp Services | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Coast Guard | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | |
| American Golf | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burger King | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burger King | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Caterair | Charbroiling | | | | | | | | | | | | | | (0.15) | | | | | | | | | | | | |

# LAX Emissions Inventory Databa

| Source Name | Classification | Aluminum | Antimony | Arsenic | Barium | Beryllium | Boron | Cadmium | Calcium | Chromium (hex) | Chromium (total) | Cobalt | Copper | Iron | Lead | Magnesium | Manganese | Mercury | Molybdenum | Nickel | Phosphorus | Potassium | Selenium | Silicon | Sodium | Tin | Vanadium | Zinc | Ammonia | Bromine | Hydrogen chloride |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Metals | | | | | | | | | | | | | | | | | | | | | | | | | | | Inorganics | | |
| [redacted] | [redacted] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | [redacted] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Automotive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Bench | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Bench | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ogden Ramp Services | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ogden Ramp Services | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Coast Guard | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| American Golf | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | [redacted] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burger King | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Caterair | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

# LAX Emissions Inventory Databa

Misc.

| Source Name | Classification | Ethyl Alcohol | Glycol Ethers | Inorganic Arsenic | Methanol | Methylene Chloride (lbs) | N-Butanol | Perchloroethylene | Secondary Butanol | TCDD | Trichloroethane, 1,1,1 | Trichloroethylene | REFERENCES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | | | | | | | | | | | | |
| [illegible] | [illegible] | | | | | | | | | | | | |
| [illegible] | Surface Coating | | | | | | | | | | | | |
| Continental Airlines | Surface Coating | | 2.07E+02 | | | | 4.14E+01 | | | | | | |
| Delta Airlines | Surface Coating | 0.75 | 2.68 | | | | | | 1.92 | | | | |
| Delta Airlines | Surface Coating | | 42.39 | | | | 16.95 | | | | | | |
| [illegible] | [illegible] | | | | | | | | | | | | |
| [illegible] | [illegible] | | | | | | | | | | | | |
| [illegible] | [illegible] | | | | | | | | | | | | |
| [illegible] | [illegible] | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Automotive | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Bench | | | | | | | | | | | | |
| Garrett Aviation | Surface Coating, Bench | | | | | | | | | | | | |
| LAWA | Surface Coating | | | | | | | 4.24E+00 | | | 4.24E+00 | | |
| LAWA | Surface Coating | | | | 4.72E+02 | | | | | | | | |
| LAWA | Surface Coating | | | | 1.22E+02 | | | | | | | | |
| LAWA | Surface Coating | | | | 1.04E+03 | | | | | | | | |
| LAWA | Surface Coating | 1.36E+03 | | | 1.35E+03 | | | | | | | | |
| LAWA | Surface Coating | | | | 8.41E+03 | | | | | | | | |
| LAWA | Surface Coating | | | | | | | 1.73E+02 | | | 4.03E+02 | | |
| LAWA | Surface Coating | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | |
| Northwest Airlines | Surface Coating | | | | | | | | | | | | |
| Ogden Ramp Services | Surface Coating | | | | | | | | | | | | |
| Ogden Ramp Services | Surface Coating | | | | | | | | | | | | |
| TWA Maintenance | Surface Coating | | | | | | | | | | | | |
| TWA Maintenance | Surface Coating | | | | | | | | | | | | |
| U.S. Coast Guard | Surface Coating | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | |
| United Airlines | Surface Coating | | | | | | | | | | | | |
| American Golf | Charbroiling | | | | | | | | | | | | |
| [illegible] | Charbroiling | | | | | | | | | | | | |
| [illegible] | Charbroiling | | | | | | | | | | | | |
| Catersir | Charbroiling | | | | | | | | | | | | |

# LAX Emissions Inventory Database - Stationary Sources

| Source Type | Ref. | Notes | Source Name | Classification | Fuel Type (pri/sec) | Type | Actual Annual Thruput | Thruput Units | HP | BTU/hr | Emission Estimation Technique | Criteria Pollutants (except Lead) VOC | PM10 | CO | NOx | SO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cook | 5,9 | d.,l. | Chelsea Catering | Charbroiling | | Chicken | 45,625 | Lbs | | | | 83.04 | 478.15 | -- | -- | -- |
| Cook | 5,14,18 | d.,l. | Dobbs Int'l | Charbroiling | | Chicken | [redacted] | Lbs | | | | 182.00 | 1048.00 | -- | -- | -- |
| Cook | 5,15,16,18 | d.,m. | LSG Sky Chefs | Charbroiling | | Chicken | [redacted] | Lbs | | | | 182.00 | 1048.00 | -- | -- | -- |
| Cook | 5,18 | d.,f. | Misc. CTA Restaurants | Charbroiling | | Fish | [redacted] | Lbs | | | SCAQMD | 3.80 | 33.00 | -- | -- | -- |
| Cook | 5,18 | d.,f. | Misc. CTA Restaurants | Charbroiling | | Underfire meat | [redacted] | Lbs | | | SCAQMD | 118.20 | 979.50 | -- | -- | -- |
| Cook | 5,18 | d.,f. | Misc. CTA Restaurants | Charbroiling | | Chicken | [redacted] | Lbs | | | SCAQMD | 182.00 | 1048.00 | -- | -- | -- |
| Cook | 5,18 | d.,f. | Misc. CTA Restaurants | Charbroiling | | Chaindriven meat | [redacted] | Lbs | | | SCAQMD | 306.45 | 1001.70 | -- | -- | -- |
| Cook | 5,18 | d.,f. | Misc. CTA Restaurants | Charbroiling | | Griddle meat | [redacted] | Lbs | | | SCAQMD | 14.00 | 1016.00 | -- | -- | -- |
| Cook | 5,18 | d.,f. | Misc. CTA Restaurants | Charbroiling | | Chicken | [redacted] | Lbs | | | | 45.50 | 262.00 | -- | -- | -- |
| Cook | 5,8,18 | d.,h. | Nikko Inflight Catering | Charbroiling | | Chicken | [redacted] | Lbs | | | | 145.60 | 838.40 | -- | -- | -- |
| Cook | 5,11,18 | d.,j. | Ogden Aviation Services | Charbroiling | | Chicken | [redacted] | Lbs | | | SCAQMD | 18.20 | 104.80 | -- | -- | -- |
| Cook | 5,7,18 | d.,g. | The Proud Bird Rest. | Charbroiling | | Chicken | [redacted] | Lbs | | | | -- | 1140.11 | -- | -- | -- |
| CT | 18,20 | q. | Delta Airlines | Cooling Tower | | Terminal 5 | [redacted] | Gallons | | | [redacted] | -- | 4685.40 | -- | -- | -- |
| CT | 18,20 | q. | Delta Airlines | Cooling Tower | | Main Bldg | [redacted] | Gallons | | | | -- | 1073.96 | -- | -- | -- |
| CT | 21 | r. | LAWA | Cooling Towers (2) | | | 25,754,400,000 | Gallons | | | 0.000005 D | -- | 10834.56 | -- | -- | -- |
| CT | 18,20 | q. | LSG Sky Chefs | Cooling Tower | | [redacted] | [redacted] | Gallons | | | [redacted] | -- | 6990.48 | -- | -- | -- |
| CT | 18,20 | q. | TWA Maintenance | Cooling Tower | | | 367,920,000 | Gallon | | | | -- | 8208.00 | -- | -- | -- |
| CT | 18,20 | q. | U.S. Post Office | Cooling Tower | | | [redacted] | Gallon | | | | -- | 8208.00 | -- | -- | -- |
| CT | 18,20 | q. | U.S. Post Office | Cooling Tower | | | 432,000,000 | Gallon | | | | -- | 8208.00 | -- | -- | -- |
| Degr. | 23,24,26 | t. | Continental Airlines | Degreasing Operations | | Ardrox 2204 (8) | 100 | Gallon | | | | 135.58 | -- | -- | -- | -- |
| Degr. | 23,25,26 | u. | Continental Airlines | Degreasing Operations | | PD680 Solvent | 100 | Gallon | | | | 655.52 | -- | -- | -- | -- |
| Degr. | 26 | v. | Continental Airlines | Degreasing Operations | | TCE Solvent | 600 | Gallon | | | | 9781.15 | -- | -- | -- | -- |
| Degr. | 22 | s. | [redacted] | | | | [redacted] | Gallons | | | | 733.59 | -- | -- | -- | -- |
| Degr. | 22 | s. | [redacted] | | | | [redacted] | Gallons | | | | 733.59 | -- | -- | -- | -- |
| Ext.Comb. | 28,30,36 | x.,z.,oo. | American Airlines | Ext. Comb., Heaters/Furnaces (5) | NG | | 3.73 | MMcf | | 13.35MM | | 10.38 | 44.39 | 78.33 | 373.00 | 2.24 |
| Ext.Comb. | 6,28,30 | x.,z.,nn. | American Golf | Ext. Comb., Cooking Facilities | NG | | 0.12 | MMcf | | | | 0.33 | 1.43 | 2.52 | 12.00 | 0.07 |
| Ext.Comb. | 28,30 | x.,z.,kk. | [redacted] | [redacted] | NG | | [redacted] | MMcf | | | | 16.70 | 71.40 | 126.00 | 600.00 | 3.60 |
| Ext.Comb. | 13,28,30 | x.,z.,hh. | Caterair | Ext. Comb., Boilers & Cooking | NG | | 22.16 | MMcf | | | | 61.68 | 263.64 | 465.26 | 2215.50 | 13.29 |
| Ext.Comb. | 28,30 | x.,z.,kk. | [redacted] | [redacted] | NG | | [redacted] | MMcf | | | | 5.57 | 23.80 | 42.00 | 200.00 | 1.20 |
| Ext.Comb. | 10,28,30 | x.,z.,ii. | Chelsea Catering | Ext. Comb., Boilers & Cooking | NG | | 29.26 | MMcf | | | | 81.47 | 348.22 | 614.51 | 2926.26 | 17.56 |
| Ext.Comb. | 1,30,32 | a.,z.,bb. | Continental Airlines | Ext. Comb., Boiler | NG | | 144.54 | MMcf | | 16,500,000 | | 1011.78 | 1084.05 | 5058.90 | 18790.20 | 119.97 |
| Ext.Comb. | 28,30 | x.,z.,kk. | [redacted] | [redacted] | NG | | [redacted] | MMcf | | | | 27.84 | 119.00 | 210.00 | 1000.00 | 6.00 |
| Ext.Comb. | 27,28,30 | w.,x.z. | Delta Airlines | Ext. Comb., Boiler | NG | | 2.35 | MMcf | | 5.2 MM | | 6.53 | 27.93 | 49.29 | 234.70 | 1.41 |
| Ext.Comb. | 27,28,30 | w.,x.z. | Delta Airlines | Ext. Comb., Boiler | NG | | 3.41 | MMcf | | 5.2 MM | | 9.50 | 40.59 | 71.64 | 341.12 | 2.05 |
| Ext.Comb. | 14,28,30 | x.,z.,gg. | Dobbs Int'l | Ext. Comb., Boilers & Cooking | NG | | 11.77 | MMcf | | | | 32.78 | 140.12 | 247.26 | 1177.44 | 7.06 |
| Ext.Comb. | 28,30,31 | x.,z.,ee. | FAA Control Tower | Ext. Comb., Boiler | NG | | 13.14 | MMcf | 1,500 cfh | | | 36.58 | 156.37 | 275.94 | 1314.00 | 7.88 |
| Ext.Comb. | 28,30,31 | x.,z.,aa. | FAA Control Tower | Ext. Comb., Boiler | NG | | 13.14 | MMcf | 1,500 cfh | | | 36.58 | 156.37 | 275.94 | 1314.00 | 7.88 |
| Ext.Comb. | 1,21,30 | a.,z.,pp. | LAWA | Ext. Comb., Natural Gas Emission | NG | non-permitted | 14.68 | MMcf | | | | 102.83 | 110.18 | 514.15 | Reclaim NOx | 12.19 |
| Ext.Comb. | 1,21,30 | a.,z.,pp. | LAWA | Ext. Comb., Natural Gas Emission | NG | permitted | 16.22 | MMcf | | | | 113.54 | 121.65 | 567.70 | Reclaim NOx | 13.46 |
| Ext.Comb. | 16,28,30 | x.,z.,ll. | LSG Sky Chefs | Ext. Comb., Boilers (3) | NG | | 22.67 | MMcf | | 37,659,000 | | 63.57 | 272.14 | 480.25 | 2286.93 | 13.72 |
| Ext.Comb. | 16,28,30 | x.,z.,ll. | LSG Sky Chefs | Ext. Comb., Cooking Facilities | NG | | 2.54 | MMcf | | | | 7.07 | 30.24 | 53.36 | 254.10 | 1.52 |
| Ext.Comb. | 28,30 | x.,z.,kk. | Misc. CTA Restaurants | Ext. Comb., Cooking, Natural Gas | NG | | [redacted] | MMcf | | | | 127.27 | 544.00 | 960.00 | 4571.43 | 27.43 |
| Ext.Comb. | 8,28,30 | x.,z.,ff. | Nikko Inflight Catering | Ext. Comb., Boilers & Cooking | NG | | 7.82 | MMcf | | | | 21.77 | 93.04 | 164.18 | 781.83 | 4.69 |
| Ext.Comb. | 11,28,30 | x.,z.,ee. | Ogden Aviation Services | Ext. Comb., Boiler (5) & Heaters (4 | NG | | 21.64 | MMcf | | 19,820,000 | | 60.24 | 257.51 | 454.43 | 2163.93 | 12.98 |
| Ext.Comb. | 7,28,30 | x.,z.,mm. | The Proud Bird Rest. | Ext. Comb., Cooking & Fireplaces | NG | | 3 | MMcf | | | | 8.37 | 35.77 | 63.12 | 300.57 | 1.80 |
| Ext.Comb. | 28,30,33 | x.,z.,oo. | TWA Cargo | Ext. Comb., Boiler & Water Heater | NG | | 0.79 | MMcf | | | | 2.19 | 9.36 | 16.51 | 78.64 | 0.47 |
| Ext.Comb. | 28,30,33 | x.,z.,oo. | TWA Maintenance | Ext. Comb., Boilers (6) | NG | | 11 | MMcf | | 51,035MM | | 30.21 | 129.12 | 227.85 | 1085.00 | 6.51 |

# LAX Emissions Inventory Databa

| Source Name | Classification | Volatile Organic Compounds (VOC) | | | | | | | | | | | | | Semi-Volatile Organic Compounds (SVOC) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Acetaldehyde | Acrolein | Benzene | Butadiene, 1,3- | Formaldehyde | Hexane | Propylene | Propylene oxide | Styrene | Toluene | Xylene, m- or p- | Xylene, o- | Xylene (total) | Benzaldehyde | Benzo(e)pyrene | Chloronaphthalene, 2- | Diesel Particulate | Ethylbenzene | Methylnaphthalene, 2- | Perylene |
| Chelsea Catering | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Dobbs Int'l | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| LSG Sky Chefs | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Nikko Inflight Catering | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Ogden Aviation Services | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| The Proud Bird Rest. | Charbroiling | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Cooling Tower | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Cooling Tower | | | | | | | | | | | | | | | | | | | | |
| LAWA | Cooling Tower | | | | | | | | | | | | | | | | | | | | |
| LSG Sky Chefs | Cooling Towers (2) | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | Cooling Tower | | | | | | | | | | | | | | | | | | | | |
| U.S. Post Office | Cooling Tower | | | | | | | | | | | | | | | | | | | | |
| U.S. Post Office | Cooling Tower | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Degreasing Operations | | | | | | | | | | | | | 1.36E+02 | | | | | | | |
| Continental Airlines | Degreasing Operations | | | 1.31E-01 | | | | | | | | | | 1.18E+01 | | | | | | | |
| Continental Airlines | Degreasing Operations | | | | | | | | | | | | | | | | | | | | |
| [redacted] | [redacted] | | | | | | | | | | | | | | | | | | | | |
| [redacted] | [redacted] | | | | | | | | | | | | | | | | | | | | |
| American Airlines | Ext. Comb., Heaters/Furnaces (5) | 2.51E-02 | 1.68E-02 | 1.42E-02 | | 6.23E-01 | | 1.73E+00 | | | 1.20E-01 | | | 6.98E-02 | 6.12E-02 | | | | 8.39E-03 | | |
| American Golf | Ext. Comb., Cooking Facilities | 8.08E-04 | 5.41E-04 | 4.58E-04 | | 2.00E-02 | | 5.55E-02 | | | 3.87E-03 | | | 2.24E-03 | 1.97E-03 | | | | 2.70E-04 | | |
| [redacted] | [redacted] | 4.04E-02 | 2.71E-02 | 2.29E-02 | | 1.00E+00 | | 2.78E+00 | | | 1.94E-01 | | | 1.12E-01 | 9.84E-02 | | | | 1.35E-02 | | |
| Caterair | Ext. Comb., Boilers & Cooking | 1.49E-01 | 9.99E-02 | 8.46E-02 | | 3.70E+00 | | 1.03E+01 | | | 7.16E-01 | | | 4.14E-01 | 3.63E-01 | | | | 4.98E-02 | | |
| [redacted] | [redacted] | 1.35E-02 | 9.02E-03 | 7.64E-03 | | 3.34E-01 | | 9.26E-01 | | | 6.46E-02 | | | 3.74E-02 | 3.28E-02 | | | | 4.50E-03 | | |
| Chelsea Catering | Ext. Comb., Boilers & Cooking | 1.97E-01 | 1.32E-01 | 1.12E-01 | | 4.89E+00 | | 1.35E+01 | | | 9.45E-01 | | | 5.47E-01 | 4.80E-01 | | | | 6.58E-02 | | |
| Continental Airlines | Ext. Comb., Boiler | 9.74E-01 | 6.52E-01 | 5.52E-01 | | 2.41E+01 | | 6.69E+01 | | | 4.67E+00 | | | 2.70E+00 | 2.37E+00 | | | | 3.25E-01 | | |
| [redacted] | [redacted] | 5.74E-02 | 4.51E-02 | 3.82E-02 | | 1.67E+00 | | 4.63E+00 | | | 3.23E-01 | | | 1.87E-01 | 1.64E-01 | | | | 2.25E-02 | | |
| Delta Airlines | Ext. Comb., Boiler | 1.58E-02 | 1.06E-02 | 8.96E-03 | | 3.92E-01 | | 1.09E+00 | | | 7.58E-02 | | | 4.39E-02 | 3.85E-02 | | | | 5.28E-03 | | |
| Delta Airlines | Ext. Comb., Boiler | 2.30E-02 | 1.54E-02 | 1.30E-02 | | 5.69E-01 | | 1.58E+00 | | | 1.10E-01 | | | 6.38E-02 | 5.59E-02 | | | | 7.68E-03 | | |
| Dobbs Int'l | Ext. Comb., Boilers & Cooking | 7.94E-02 | 5.31E-02 | 4.49E-02 | | 1.97E+00 | | 5.45E+00 | | | 3.80E-01 | | | 2.20E-01 | 1.93E-01 | | | | 2.65E-02 | | |
| FAA Control Tower | Ext. Comb., Boiler | 8.86E-02 | 5.93E-02 | 5.02E-02 | | 2.19E+00 | | 6.08E+00 | | | 4.24E-01 | | | 2.46E-01 | 2.15E-01 | | | | 2.96E-02 | | |
| FAA Control Tower | Ext. Comb., Boiler | 8.86E-02 | 5.93E-02 | 5.02E-02 | | 2.19E+00 | | 6.08E+00 | | | 4.24E-01 | | | 2.46E-01 | 2.15E-01 | | | | 2.96E-02 | | |
| LAWA | Ext. Comb., Natural Gas Emission | 9.90E-02 | 6.63E-02 | 5.61E-02 | | 2.45E+00 | | 6.80E+00 | | | 4.74E-01 | | | 2.76E-01 | 2.41E-01 | | | | 3.31E-02 | | |
| LAWA | Ext. Comb., Natural Gas Emission | 1.09E-01 | 7.32E-02 | 6.19E-02 | | 2.71E+00 | | 7.51E+00 | | | 5.24E-01 | | | 3.03E-01 | 2.66E-01 | | | | 3.65E-02 | | |
| LSG Sky Chefs | Ext. Comb., Boilers (3) | 1.54E-01 | 1.03E-01 | 8.73E-02 | | 3.82E+00 | | 1.06E+01 | | | 7.39E-01 | | | 4.28E-01 | 3.75E-01 | | | | 5.15E-02 | | |
| LSG Sky Chefs | Ext. Comb., Cooking Facilities | 1.71E-02 | 1.15E-02 | 9.70E-03 | | 4.24E-01 | | 1.18E+00 | | | 8.21E-02 | | | 4.75E-02 | 4.17E-02 | | | | 5.72E-03 | | |
| Misc. CTA Restaurants | Ext. Comb., Cooking, Natural Gas | 3.08E-01 | 2.06E-01 | 1.75E-01 | | 7.63E+00 | | 2.12E+01 | | | 1.48E+00 | | | 8.55E-01 | 7.50E-01 | | | | 1.03E-01 | | |
| Nikko Inflight Catering | Ext. Comb., Boilers & Cooking | 5.27E-02 | 3.53E-02 | 2.98E-02 | | 1.31E+00 | | 3.62E+00 | | | 2.53E-01 | | | 1.46E-01 | 1.28E-01 | | | | 1.76E-02 | | |
| Ogden Aviation Services | Ext. Comb., Boiler (5) & Heaters (4 | 1.46E-01 | 9.76E-02 | 8.26E-02 | | 3.61E+00 | | 1.00E+01 | | | 6.99E-01 | | | 4.05E-01 | 3.55E-01 | | | | 4.87E-02 | | |
| The Proud Bird Rest. | Ext. Comb., Cooking & Fireplaces | 2.03E-02 | 1.36E-02 | 1.15E-02 | | 5.02E-01 | | 1.39E+00 | | | 9.71E-02 | | | 5.62E-02 | 4.93E-02 | | | | 6.76E-03 | | |
| TWA Cargo | Ext. Comb., Boiler & Water Heater | 5.30E-03 | 3.55E-03 | 3.00E-03 | | 1.31E-01 | | 3.64E-01 | | | 2.54E-02 | | | 1.47E-02 | 1.29E-02 | | | | 1.77E-03 | | |
| TWA Maintenance | Ext. Comb., Boilers (6) | 7.31E-02 | 4.89E-02 | 4.14E-02 | | 1.81E+00 | | 5.02E+00 | | | 3.50E-01 | | | 2.03E-01 | 1.78E-01 | | | | 2.44E-02 | | |

# LAX Emissions Inventory Databa

| | | Polycyclic Aromatic Hydrocarbons (PAH) | | | | | | | | | | | | | | | | Dioxins/Furans | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Source Name | Classification | Acenaphthene | Acenaphthylene | Anthracene | Benzo(a)anthracene | Benzo(a)pyrene | Benzo(b)fluoranthene | Benzo(g,h,i)perylene | Benzo(k)fluoranthene | Chrysene | Dibenz(a,h)anthracene | Fluoranthene | Fluorene | Indeno(1,2,3-cd)pyrene | Naphthalene | Phenanthrene | Pyrene | Dioxin (tetrachloro total) | Dioxin (pentachloro total) | Dioxin (hexachloro total) | Dioxin (heptachloro total) | Dioxin (octachloro) | Furan (tetrachloro total) | Furan (pentachloro total) | Furan (hexachloro total) | Furan (heptachloro total) | Furan (octachloro) |
| Chelsea Catering | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dobbs Int'l | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | |
| LSG Sky Chefs | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nikko Inflight Catering | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ogden Aviation Services | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | |
| The Proud Bird Rest. | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | |
| LSG Sky Chefs | Cooling Towers (2) | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Post Office | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Post Office | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Degreasing Operations | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Degreasing Operations | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Degreasing Operations | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | | | | | | | | | | | | | | | | | | | | | | | | | | |
| American Airlines | Ext. Comb., Heaters/Furnaces (5) | 5.18E-06 | 4.51E-05 | 6.01E-06 | 5.26E-06 | 4.25E-06 | 4.25E-06 | 4.66E-06 | 4.25E-06 | 5.16E-06 | 4.25E-06 | 4.44E-05 | 1.71E-05 | 4.25E-06 | 8.84E-04 | 1.26E-04 | 2.09E-05 | | | | | | | | | | |
| American Golf | Ext. Comb., Cooking Facilities | 1.67E-07 | 1.45E-06 | 1.93E-07 | 1.69E-07 | 1.37E-07 | 1.37E-07 | 1.50E-07 | 1.37E-07 | 1.67E-07 | 1.37E-07 | 1.43E-06 | 5.51E-07 | 1.37E-07 | 2.84E-05 | 4.04E-06 | 6.72E-07 | | | | | | | | | | |
| [redacted] | | 6.34E-06 | 7.26E-05 | 9.66E-05 | 8.46E-06 | 6.84E-06 | 6.84E-06 | 7.50E-06 | 6.84E-06 | 8.34E-06 | 6.84E-06 | 7.14E-06 | 2.75E-05 | 6.84E-06 | 1.42E-03 | 2.02E-04 | 3.36E-05 | | | | | | | | | | |
| Caterair | Ext. Comb., Boilers & Cooking | 3.08E-05 | 2.58E-04 | 3.57E-05 | 3.12E-05 | 2.53E-05 | 2.53E-05 | 2.77E-05 | 2.53E-05 | 3.08E-05 | 2.53E-05 | 2.64E-04 | 1.02E-04 | 2.53E-05 | 5.25E-03 | 7.47E-04 | 1.24E-04 | | | | | | | | | | |
| [redacted] | | 2.76E-06 | 2.42E-05 | 3.22E-06 | 2.82E-06 | 2.28E-06 | 2.28E-06 | 2.50E-06 | 2.28E-06 | 2.78E-06 | 2.28E-06 | 2.38E-05 | 9.18E-06 | 2.28E-06 | 4.74E-04 | 6.74E-05 | 1.12E-05 | | | | | | | | | | |
| Chelsea Catering | Ext. Comb., Boilers & Cooking | 4.07E-05 | 3.54E-04 | 4.71E-05 | 4.13E-05 | 3.34E-05 | 3.34E-05 | 3.66E-05 | 3.34E-05 | 4.07E-05 | 3.34E-05 | 3.48E-04 | 1.34E-04 | 3.34E-05 | 6.94E-03 | 9.86E-04 | 1.64E-04 | | | | | | | | | | |
| Continental Airlines | Ext. Comb., Boilers | 2.01E-04 | 1.75E-03 | 2.33E-04 | 2.04E-04 | 1.65E-04 | 1.65E-04 | 1.81E-04 | 1.65E-04 | 2.01E-04 | 1.65E-04 | 1.72E-03 | 6.63E-04 | 1.65E-04 | 3.43E-02 | 4.87E-03 | 8.09E-04 | | | | | | | | | | |
| [redacted] | | 1.39E-05 | 1.21E-04 | 1.61E-05 | 1.41E-05 | 1.14E-05 | 1.14E-05 | 1.25E-05 | 1.14E-05 | 1.39E-05 | 1.14E-05 | 1.19E-04 | 4.59E-05 | 1.14E-05 | 2.37E-03 | 3.37E-04 | 5.60E-05 | | | | | | | | | | |
| Delta Airlines | Ext. Comb., Boiler | 3.26E-06 | 2.84E-05 | 3.78E-06 | 3.31E-06 | 2.68E-06 | 2.68E-06 | 2.93E-06 | 2.68E-06 | 3.26E-06 | 2.68E-06 | 2.79E-05 | 1.08E-05 | 2.68E-06 | 5.56E-04 | 7.91E-05 | 1.31E-05 | | | | | | | | | | |
| Delta Airlines | Ext. Comb., Boiler | 4.74E-06 | 4.13E-05 | 5.49E-06 | 4.81E-06 | 3.89E-06 | 3.89E-06 | 4.26E-06 | 3.89E-06 | 4.74E-06 | 3.89E-06 | 4.06E-05 | 1.57E-05 | 3.89E-06 | 8.08E-04 | 1.15E-04 | 1.91E-05 | | | | | | | | | | |
| Dobbs Int'l | Ext. Comb., Boilers & Cooking | 1.64E-05 | 1.42E-04 | 1.90E-05 | 1.66E-05 | 1.34E-05 | 1.34E-05 | 1.47E-05 | 1.34E-05 | 1.64E-05 | 1.34E-05 | 1.40E-04 | 5.40E-05 | 1.34E-05 | 2.79E-03 | 3.97E-04 | 6.59E-05 | | | | | | | | | | |
| FAA Control Tower | Ext. Comb., Boiler | 1.83E-05 | 1.59E-04 | 2.12E-05 | 1.85E-05 | 1.50E-05 | 1.50E-05 | 1.64E-05 | 1.50E-05 | 1.83E-05 | 1.50E-05 | 1.56E-04 | 6.03E-05 | 1.50E-05 | 3.11E-03 | 4.43E-04 | 7.36E-05 | | | | | | | | | | |
| FAA Control Tower | Ext. Comb., Boiler | 1.83E-05 | 1.59E-04 | 2.12E-05 | 1.85E-05 | 1.50E-05 | 1.50E-05 | 1.64E-05 | 1.50E-05 | 1.83E-05 | 1.50E-05 | 1.56E-04 | 6.03E-05 | 1.50E-05 | 3.11E-03 | 4.43E-04 | 7.36E-05 | | | | | | | | | | |
| LAWA | Ext. Comb., Natural Gas Emission | 2.04E-05 | 1.78E-04 | 2.37E-05 | 2.07E-05 | 1.67E-05 | 1.67E-05 | 1.84E-05 | 1.67E-05 | 2.04E-05 | 1.67E-05 | 1.75E-04 | 6.74E-05 | 1.67E-05 | 3.48E-03 | 4.95E-04 | 8.23E-05 | | | | | | | | | | |
| LAWA | Ext. Comb., Natural Gas Emission | 2.25E-05 | 1.96E-04 | 2.61E-05 | 2.29E-05 | 1.85E-05 | 1.85E-05 | 2.03E-05 | 1.85E-05 | 2.25E-05 | 1.85E-05 | 1.93E-04 | 7.44E-05 | 1.85E-05 | 3.84E-03 | 5.47E-04 | 9.08E-05 | | | | | | | | | | |
| LSG Sky Chefs | Ext. Comb., Boilers (3) | 3.18E-05 | 2.77E-04 | 3.68E-05 | 3.22E-05 | 2.61E-05 | 2.61E-05 | 2.86E-05 | 2.61E-05 | 3.18E-05 | 2.61E-05 | 2.72E-04 | 1.05E-04 | 2.61E-05 | 5.42E-03 | 7.71E-04 | 1.28E-04 | | | | | | | | | | |
| LSG Sky Chefs | Ext. Comb., Cooking Facilities | 3.53E-06 | 3.07E-05 | 4.09E-06 | 3.58E-06 | 2.90E-06 | 2.90E-06 | 3.18E-06 | 2.90E-06 | 3.53E-06 | 2.90E-06 | 3.02E-05 | 1.17E-05 | 2.90E-06 | 6.02E-04 | 8.56E-05 | 1.42E-05 | | | | | | | | | | |
| Misc. CTA Restaurants | Ext. Comb., Cooking, Natural Gas | 6.35E-05 | 5.53E-04 | 7.36E-05 | 6.45E-05 | 5.21E-05 | 5.21E-05 | 5.71E-05 | 5.21E-05 | 6.35E-05 | 5.21E-05 | 5.44E-04 | 2.10E-04 | 5.21E-05 | 1.08E-02 | 1.54E-03 | 2.56E-04 | | | | | | | | | | |
| Nikko Inflight Catering | Ext. Comb., Boilers & Cooking | 1.09E-05 | 9.46E-05 | 1.26E-05 | 1.10E-05 | 8.91E-06 | 8.91E-06 | 9.77E-06 | 8.91E-06 | 1.09E-05 | 8.91E-06 | 9.30E-05 | 3.59E-05 | 8.91E-06 | 1.85E-03 | 2.63E-04 | 4.38E-05 | | | | | | | | | | |
| Ogden Aviation Services | Ext. Comb., Boiler (5) & Heaters (4 | 3.01E-05 | 2.62E-04 | 3.48E-05 | 3.05E-05 | 2.47E-05 | 2.47E-05 | 2.70E-05 | 2.47E-05 | 3.01E-05 | 2.47E-05 | 2.56E-04 | 9.93E-05 | 2.47E-05 | 5.13E-03 | 7.29E-04 | 1.21E-04 | | | | | | | | | | |
| The Proud Bird Rest. | Ext. Comb., Cooking & Fireplaces | 4.18E-06 | 3.64E-05 | 4.84E-06 | 4.24E-06 | 3.43E-06 | 3.43E-06 | 3.76E-06 | 3.43E-06 | 4.18E-06 | 3.43E-06 | 3.58E-05 | 1.38E-05 | 3.43E-06 | 7.12E-04 | 1.01E-04 | 1.68E-05 | | | | | | | | | | |
| TWA Cargo | Ext. Comb., Boiler & Water Heater | 1.09E-06 | 9.52E-06 | 1.27E-06 | 1.11E-06 | 8.96E-07 | 8.96E-07 | 9.83E-07 | 8.96E-07 | 1.09E-06 | 8.96E-07 | 9.36E-06 | 3.61E-06 | 8.96E-07 | 1.86E-04 | 2.65E-05 | 4.40E-06 | | | | | | | | | | |
| TWA Maintenance | Ext. Comb., Boilers (6) | 1.51E-05 | 1.31E-04 | 1.75E-05 | 1.53E-05 | 1.24E-05 | 1.24E-05 | 1.36E-05 | 1.24E-05 | 1.51E-05 | 1.24E-05 | 1.29E-04 | 4.98E-05 | 1.24E-05 | 2.57E-03 | 3.66E-04 | 6.08E-05 | | | | | | | | | | |

# LAX Emissions Inventory Databa

| Source Name | Classification | Metals | | | | | | | | | | | | | | | | | | | | | | | | | | | | Inorganics | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Aluminum | Antimony | Arsenic | Barium | Beryllium | Boron | Cadmium | Calcium | Chromium (hex) | Chromium (total) | Cobalt | Copper | Iron | Lead | Magnesium | Manganese | Mercury | Molybdenum | Nickel | Phosphorus | Potassium | Selenium | Silicon | Sodium | Tin | Vanadium | Zinc | Ammonia | Bromine | Hydrogen chloride |
| Chelsea Catering | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dobbs Int'l | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LSG Sky Chefs | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nikko Inflight Catering | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ogden Aviation Services | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The Proud Bird Rest. | Charbroiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LSG Sky Chefs | Cooling Towers (2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Post Office | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Post Office | Cooling Tower | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Degreasing Operations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Degreasing Operations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Degreasing Operations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | [redacted] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| American Airlines | Ext. Comb., Heaters/Furnaces (5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| American Golf | Ext. Comb., Cooking Facilities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | [redacted] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Caterair | Ext. Comb., Boilers & Cooking | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | [redacted] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chelsea Catering | Ext. Comb., Boilers & Cooking | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Ext. Comb., Boiler | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | [redacted] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Ext. Comb., Boiler | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delta Airlines | Ext. Comb., Boiler | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dobbs Int'l | Ext. Comb., Boilers & Cooking | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FAA Control Tower | Ext. Comb., Boiler | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FAA Control Tower | Ext. Comb., Boiler | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Ext. Comb., Natural Gas Emission | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Ext. Comb., Natural Gas Emission | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LSG Sky Chefs | Ext. Comb., Boilers (3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LSG Sky Chefs | Ext. Comb., Cooking Facilities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Ext. Comb., Cooking, Natural Gas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nikko Inflight Catering | Ext. Comb., Boilers & Cooking | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ogden Aviation Services | Ext. Comb., Boiler (5) & Heaters (4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The Proud Bird Rest. | Ext. Comb., Cooking & Fireplaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Cargo | Ext. Comb., Boiler & Water Heater | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | Ext. Comb., Boilers (6) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

# LAX Emissions Inventory Databa

Misc.

| Source Name | Classification | Ethyl Alcohol | Glycol Ethers | Inorganic Arsenic | Methanol | Methylene Chloride (lbs) | N-Butanol | Perchloroethylene | Secondary Butanol | TCDD | Trichloroethane, 1,1,1 | Trichloroethylene | REFERENCES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chelsea Catering | Charbroiling | | | | | | | | | | | | |
| Dobbs Int'l | Charbroiling | | | | | | | | | | | | |
| LSG Sky Chefs | Charbroiling | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | |
| Misc. CTA Restaurants | Charbroiling | | | | | | | | | | | | |
| Nikko Inflight Catering | Charbroiling | | | | | | | | | | | | |
| Ogden Aviation Services | Charbroiling | | | | | | | | | | | | |
| The Proud Bird Rest. | Charbroiling | | | | | | | | | | | | |
| Delta Airlines | Cooling Tower | | | | | | | | | | | | |
| Delta Airlines | Cooling Tower | | | | | | | | | | | | |
| LAWA | Cooling Tower | | | | | | | | | | | | |
| LSG Sky Chefs | Cooling Towers (2) | | | | | | | | | | | | |
| TWA Maintenance | Cooling Tower | | | | | | | | | | | | |
| U.S. Post Office | Cooling Tower | | | | | | | | | | | | |
| U.S. Post Office | Cooling Tower | | | | | | | | | | | | |
| Continental Airlines | Degreasing Operations | | | | | 9.31E+02 | | | | | | | |
| Continental Airlines | Degreasing Operations | | | | | | | | | | | 9.78E+03 | |
| Continental Airlines | Degreasing Operations | | | | | | | | | | | 7.34E+02 | |
| [redacted] | | | | | | | | | | | | 7.34E+02 | |
| American Airlines | Ext. Comb., Heaters/Furnaces (5) | | | | | | | | | | | | CATEF |
| American Golf | Ext. Comb., Cooking Facilities | | | | | | | | | | | | CATEF |
| [redacted] | | | | | | | | | | | | | CATEF |
| Caterair | Ext. Comb., Boilers & Cooking | | | | | | | | | | | | CATEF |
| [redacted] | | | | | | | | | | | | | CATEF |
| Chelsea Catering | Ext. Comb., Boilers & Cooking | | | | | | | | | | | | CATEF |
| Continental Airlines | Ext. Comb., Boiler | | | | | | | | | | | | CATEF |
| [redacted] | | | | | | | | | | | | | CATEF |
| Delta Airlines | Ext. Comb., Boiler | | | | | | | | | | | | CATEF |
| Delta Airlines | Ext. Comb., Boiler | | | | | | | | | | | | CATEF |
| Dobbs Int'l | Ext. Comb., Boilers & Cooking | | | | | | | | | | | | CATEF |
| FAA Control Tower | Ext. Comb., Boiler | | | | | | | | | | | | CATEF |
| FAA Control Tower | Ext. Comb., Boiler | | | | | | | | | | | | CATEF |
| LAWA | Ext. Comb., Natural Gas Emission | | | | | | | | | | | | CATEF |
| LAWA | Ext. Comb., Natural Gas Emission | | | | | | | | | | | | CATEF |
| LSG Sky Chefs | Ext. Comb., Boilers (3) | | | | | | | | | | | | CATEF |
| LSG Sky Chefs | Ext. Comb., Cooking Facilities | | | | | | | | | | | | CATEF |
| Misc. CTA Restaurants | Ext. Comb., Cooking, Natural Gas | | | | | | | | | | | | CATEF |
| Nikko Inflight Catering | Ext. Comb., Boilers & Cooking | | | | | | | | | | | | CATEF |
| Ogden Aviation Services | Ext. Comb., Boiler (5) & Heaters (4 | | | | | | | | | | | | CATEF |
| The Proud Bird Rest. | Ext. Comb., Cooking & Fireplaces | | | | | | | | | | | | CATEF |
| TWA Cargo | Ext. Comb., Boiler & Water Heater | | | | | | | | | | | | CATEF |
| TWA Maintenance | Ext. Comb., Boilers (6) | | | | | | | | | | | | CATEF |

# LAX Emissions Inventory Database - Stationary Sources

| Source Type | Ref. | Notes | Source Name | Classification | Fuel Type (pri/sec) | Type | Actual Annual Thruput | Thruput Units | HP | BTU/hr | Emission Estimation Technique | Criteria Pollutants (except Lead) VOC | PM10 | CO | NOx | SO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ext.Comb. | 28,30,34 | x.,z.,dd. | U.S. Post Office | Ext. Comb., Boiler (2) | NG | | 2.21 | MMcf | | 2.5MM (2) | | 6.15 | 26.30 | 46.41 | 221.00 | 1.33 |
| Ext.Comb. | 1,30,35 | a.,z.,jj. | United Airlines | Ext. Comb., Boilers & Heaters, Mis | NG | | 1.03 | MMcf | | | | 7.21 | 7.73 | 36.05 | 133.90 | 0.65 |
| Ext.Comb. | 18,19 | o.,p. | Misc. CTA Restaurants | Cooking, Wood | WOOD | Masonary type | 60 | Tons | | | [redacted] | 2628.00 | 336.00 | 6940.00 | 168.00 | 24.00 |
| Ext.Comb. | 21,29 | y. | LAWA | Ext. & Int. Comb., Reclaim NOx | | All Sources | Emission Total | | | | | -- | -- | -- | 73744.00 | -- |
| Fug.Dust | 17 | n. | Greene's Ready Mix | Aggregate Handling System | | Pneumatic | 141,557 | CuYds | | | | -- | 3.29 | -- | -- | -- |
| Fug.Dust | 17 | n. | Greene's Ready Mix | Concrete Batch Plant | | Wet Process | 84,000 | CuYds | | | | -- | 30.68 | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | American Airlines | Tank, Fuel Storage & Disp, Gas | G | Fugitive | 110,000 | Gallon | | | | 3.41 | -- | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | American Golf | Tank, Gasoline | G | Fugitive | 4,800 | Gallon | | | | 0.15 | -- | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | Avis Rent-A-Car | Tank, Unleaded gas (2) | G | Fugitive | 584,000 | Gallon | | | | 18.10 | -- | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | Continental Airlines | Tank, Unleaded gasoline | G | Fugitive | 600,000 | Gallon | | | | 18.60 | -- | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | Garrett Aviation | Tank, Aviat. Gas | G | Fugitive | 18,265 | Gallon | | | | 0.57 | -- | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | Garrett Aviation | Tank, Gasoline | G | Fugitive | 18,376 | Gallon | | | | 0.57 | -- | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | Hudson General | Tank, Gasoline | G | Fugitive | 192,000 | Gallon | | | | 5.95 | -- | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | LAWA | Tank, Gasoline | G | Fugitive | 274,260 | Gallons | | | | 8.50 | -- | -- | -- | -- |
| Fug.VOC | 37,38,68 | qq.,rr.,zzz. | LAX Fuels | Fug. VOC, Pump, VP>1 | G | | 1 | pump | | | | 432.00 | -- | -- | -- | -- |
| Fug.VOC | 37,38,68 | qq.,rr.,zzz. | LAX Fuels | Fug. VOC, Pumps (39), Non-466 | G | | 39 | pumps | | | | 3471.00 | -- | -- | -- | -- |
| Fug.VOC | 39,68 | kk.,lt.,zzz. | Mercury | Fug. VOC, GSE/Misc. Eq. Fueling | G | From Tank Trucks | [redacted] | Gallons | | | | 1260.00 | -- | -- | -- | -- |
| Fug.VOC | 1,4,68 | a.,ss.,zzz. | Mercury | Tank, Gasoline | G | Fugitive | 750,000 | Gallons | | | | 23.25 | -- | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | National Car Rental | Tank, Gasoline (6) | G | Fugitive | 1,120,679 | Gallons | | | | 34.74 | -- | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | TWA Maintenance | Tank, Fuel | G | Fugitive | 64,000 | Gallon | | | | 1.98 | -- | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | United Airlines | Tank, Gasoline, Hangar | G | Fugitive | 72,970 | Gallons | | | | 2.26 | -- | -- | -- | -- |
| Fug.VOC | 1,68 | a.,zzz. | United Airlines | Tank, Gasoline, Satellite | G | Fugitive | 37,098 | Gallons | | | | 1.15 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #1819 | Jet A | Fugitive | 966,696 | BBL | | | | 158.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #1820 | Jet A | Fugitive | 966,896 | BBL | | | | 158.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #2021 | Jet A | Fugitive | 1,074,107 | BBL | | | | 173.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #2022 | Jet A | Fugitive | 1,074,107 | BBL | | | | 173.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #2818 | Jet A | Fugitive | 1,507,108 | BBL | | | | 245.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #401 | Jet A | Fugitive | 2,151,570 | BBL | | | | 264.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #402 | Jet A | Fugitive | 2,151,570 | BBL | | | | 264.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #403 | Jet A | Fugitive | 2,151,570 | BBL | | | | 364.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #404 | Jet A | Fugitive | 2,151,570 | BBL | | | | 264.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #6011 | Jet A | Fugitive | 3,229,033 | BBL | | | | 364.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #6013 | Jet A | Fugitive | 3,229,033 | BBL | | | | 384.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #6014 | Jet A | Fugitive | 3,229,033 | BBL | | | | 384.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #6015 | Jet A | Fugitive | 3,229,033 | BBL | | | | 384.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #6016 | Jet A | Fugitive | 3,225,675 | BBL | | | | 383.00 | -- | -- | -- | -- |
| Fug.VOC | 3 | ff., | LAX Fuels | Tank, Jet A, #609 | Jet A | Fugitive | 3,229,033 | BBL | | | | 384.00 | -- | -- | -- | -- |
| Fug.VOC | 1,2,3 | a.,b. | LAX Fuels, Jet A Hydrants | Fug. VOC, Aircraft Fueling | Jet A | From Hydrants | 30,633,832 | BBLS | | | | 26038.76 | -- | -- | -- | -- |
| Fug.VOC | 1,3,4 | a.,c. | LAX Fuels/Mercury | Fug. VOC, Aircraft/GSE Fueling | Jet A | From Tank Trucks | 5,095,299 | BBLS | | | | 4331.00 | -- | -- | -- | -- |
| Fug.VOC | 1,3,4 | a.,c. | LAX Fuels/Mercury | Tank, Truck (Loading Tank Trks) | Jet A | Fugitive | 5,095,299 | BBL | | | | 7184.37 | -- | -- | -- | -- |
| Fug.VOC | 1,69 | ff., | Mercury | Tank, Jet A (8), Incoming | Jet A | Fugitive | 90,860,000 | Gallons | | | | 3109.43 | -- | -- | -- | -- |
| Fug.VOC | 1,69 | ff., | Mercury | Tank, Jet A (8), Outgoing | Jet A | Fugitive | 90,860,000 | Gallons | | | | 3109.43 | -- | -- | -- | -- |
| Fug.VOC | 1,69 | ff., | U.S. Coast Guard | Tank, Jet A | Jet A | Fugitive | 116,480 | Gallons | | | | 3.99 | -- | -- | -- | -- |
| Fug.VOC | 26,32 | | Continental Airlines | Tank, Degreaser (TCE) | | | 1,600 | Gallon | | | | 0.05 | -- | -- | -- | -- |
| ICE | 40,43,46 | ww.,zz.,bbb. | Airport Term. Services | IC Engine, ASU | D | | 548 | Hour | 350 | | | 481.76 | 421.58 | 1280.06 | 5940.36 | 77.51 |
| ICE | 40,43,46 | ww.,zz.,bbb. | Airport Term. Services | IC Engine, GPU | D | | 24 | Hour | 260 | | | 15.89 | 13.73 | 41.68 | 193.44 | 2.52 |

# LAX Emissions Inventory Databa

| Source Name | Classification | Volatile Organic Compounds (VOC) | | | | | | | | | | | | Semi-Volatile Organic Compounds (SVOC) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Acetaldehyde | Acrolein | Benzene | Butadiene, 1,3- | Formaldehyde | Hexane | Propylene | Propylene oxide | Styrene | Toluene | Xylene, m- or p- | Xylene, o- | Xylene (total) | Benzaldehyde | Benzo(e)pyrene | Chloronaphthalene, 2- | Diesel Particulate | Ethylbenzene | Methylnaphthalene, 2- | Perylene |
| U.S. Post Office | Ext. Comb., Boiler (2) | 1.49E-02 | 9.97E-03 | 8.44E-03 | | 3.69E-01 | | 1.02E+00 | | | 7.14E-02 | | | 4.13E-02 | 3.62E-02 | | | | 4.97E-03 | | |
| United Airlines | Ext. Comb., Boilers & Heaters, Mis | 6.94E-03 | 4.65E-03 | 3.93E-03 | | 1.72E-01 | | 4.77E-01 | | | 3.33E-02 | | | 1.93E-02 | 1.69E-02 | | | | 2.32E-03 | | |
| Misc. CTA Restaurants | Cooking, Wood | | | 116.28 | | | | 74.64 | | | 43.80 | | 12.12 | | | 0.72 | | | | | |
| LAWA | Ext. & Int. Comb., Reclaim NOx | | | | | | | | | | | | | | | | | | | | |
| Greene's Ready Mix | Aggregate Handling System | | | | | | | | | | | | | | | | | | | | |
| Greene's Ready Mix | Concrete Batch Plant | | | | | | | | | | | | | | | | | | | | |
| American Airlines | Tank, Fuel Storage & Disp. Gas | | | 2.63E-02 | | | | | | | 2.25E-02 | | | 5.12E-03 | | | | | 1.84E-03 | | |
| American Golf | Tank, Gasoline | | | 1.15E-03 | | | | | | | 9.82E-04 | | | 2.23E-04 | | | | | 6.04E-05 | | |
| Avis Rent-A-Car | Tank, Unleaded gas (2) | | | 1.39E-01 | | | | | | | 1.19E-01 | | | 2.72E-02 | | | | | 9.78E-03 | | |
| Continental Airlines | Tank, Unleaded gasoline | | | 1.43E-01 | | | | | | | 1.23E-01 | | | 2.79E-02 | | | | | 1.00E-02 | | |
| Garrett Aviation | Tank, Aviat. Gas | | | 4.36E-03 | | | | | | | 3.74E-03 | | | 8.50E-04 | | | | | 3.06E-04 | | |
| Garrett Aviation | Tank, Gasoline | | | 4.39E-03 | | | | | | | 3.76E-03 | | | 8.54E-04 | | | | | 3.08E-04 | | |
| Hudson General | Tank, Gasoline | | | 4.58E-02 | | | | | | | 3.93E-02 | | | 8.93E-03 | | | | | 3.21E-03 | | |
| LAWA | Tank, Gasoline | | | 6.55E-02 | | | | | | | 5.61E-02 | | | 1.28E-02 | | | | | 4.59E-03 | | |
| LAX Fuels | Fug. VOC, Pump, VP>1 | | | 3.33E+00 | | | | | | | 2.85E+00 | | | 6.48E-01 | | | | | 2.33E-01 | | |
| LAX Fuels | Fug. VOC, Pumps (39), Non-466 | | | 2.67E+01 | | | | | | | 2.29E+01 | | | 5.21E+00 | | | | | 1.87E+00 | | |
| Mercury | Fug. VOC, GSE/Misc. Eq. Fueling | | | 9.70E+00 | | | | | | | 8.32E+00 | | | 1.89E+00 | | | | | 6.80E-01 | | |
| Mercury | Tank, Gasoline | | | 1.79E-01 | | | | | | | 1.53E-01 | | | 3.49E-02 | | | | | 1.26E-02 | | |
| National Car Rental | Tank, Gasoline (6) | | | 2.66E-01 | | | | | | | 2.29E-01 | | | 5.21E-02 | | | | | 1.88E-02 | | |
| TWA Maintenance | Tank, Fuel | | | 1.53E-02 | | | | | | | 1.31E-02 | | | 2.98E-03 | | | | | 1.07E-03 | | |
| United Airlines | Tank, Gasoline, Hangar | | | 1.74E-02 | | | | | | | 1.49E-02 | | | 3.39E-03 | | | | | 1.22E-03 | | |
| United Airlines | Tank, Gasoline, Satellite | | | 8.86E-03 | | | | | | | 7.59E-03 | | | 1.73E-03 | | | | | 6.21E-04 | | |
| LAX Fuels | Tank, Jet A, #1819 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #1820 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #2021 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #2022 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #2818 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #401 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #402 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #403 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #404 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6011 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6013 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6014 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6015 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6016 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #609 | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels, Jet A Hydrants | Fug. VOC, Aircraft Fueling | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels/Mercury | Fug. VOC, Aircraft/GSE Fueling | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels/Mercury | Tank, Truck (Loading Tank Trks) | | | | | | | | | | | | | | | | | | | | |
| Mercury | Tank, Jet A (8), Incoming | | | | | | | | | | | | | | | | | | | | |
| Mercury | Tank, Jet A (8), Outgoing | | | | | | | | | | | | | | | | | | | | |
| U.S. Coast Guard | Tank, Jet A | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Tank, Degreaser (TCE) | | | | | | | | | | | | | | | | | | | | |
| Airport Term. Services | IC Engine, ASU | 3.32E-02 | 1.03E-02 | 1.85E+00 | | 4.84E-01 | | 3.27E+00 | | | 5.86E-01 | | | 2.01E-01 | | | | | | | |
| Airport Term. Services | IC Engine, GPU | 1.08E-03 | 3.34E-04 | 6.02E-02 | | 1.58E-02 | | 1.06E-01 | | | 1.91E-02 | | | 6.54E-03 | | | | | | | |

SUMMARY

# AX Emissions Inventory Databa

| | | Polycyclic Aromatic Hydrocarbons (PAH) | | | | | | | | | | | | | | | | Dioxins/Furans | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ource Name | Classification | Acenaphthene | Acenaphthylene | Anthracene | Benzo(a)anthracene | Benzo(a)pyrene | Benzo(b)fluoranthene | Benzo(g,h,i)perylene | Benzo(k)fluoranthene | Chrysene | Dibenz(a,h)anthracene | Fluoranthene | Fluorene | Indeno(1,2,3-cd)pyrene | Naphthalene | Phenanthrene | Pyrene | Dioxin (tetrachloro total) | Dioxin (pentachloro total) | Dioxin (hexachloro total) | Dioxin (heptachloro total) | Dioxin (octachloro) | Furan (tetrachloro total) | Furan (pentachloro total) | Furan (hexachloro total) | Furan (heptachloro total) | Furan (octachloro) |
| 3. Post Office | Ext. Comb., Boiler (2) | 3.07E-06 | 2.67E-05 | 3.56E-06 | 3.12E-06 | 2.52E-06 | 2.52E-06 | 2.76E-06 | 2.52E-06 | 3.07E-06 | 2.52E-06 | 2.63E-06 | 1.01E-05 | 2.52E-06 | 5.24E-04 | 7.46E-05 | 1.24E-05 | | | | | | | | | | |
| ited Airlines | Ext. Comb., Boilers & Heaters, Mis | 1.43E-06 | 1.25E-05 | 1.66E-06 | 1.45E-06 | 1.17E-06 | 1.17E-06 | 1.29E-06 | 1.17E-06 | 1.43E-06 | 1.17E-06 | 1.23E-05 | 4.73E-06 | 1.17E-06 | 2.44E-04 | 3.47E-05 | 5.77E-06 | | | | | | | | | | |
| sc. CTA Restaurants | Cooking, Wood | 0.60 | 12.72 | 0.84 | 1.20 | – | 0.36 | 0.24 | 0.12 | 0.72 | 0.24 | 1.20 | 1.44 | 1.20 | 17.28 | 4.68 | 1.44 | | | | | | | | | | |
| WA | Ext. & Int. Comb., Reclaim NOx | | | | | | | | | | | | | | | | | | | | | | | | | | |
| eene's Ready Mix | Aggregate Handling System | | | | | | | | | | | | | | | | | | | | | | | | | | |
| eene's Ready Mix | Concrete Batch Plant | | | | | | | | | | | | | | | | | | | | | | | | | | |
| nerican Airlines | Tank, Fuel Storage & Disp, Gas | | | | | | | | | | | | | | | | | | | | | | | | | | |
| nerican Golf | Tank, Gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | |
| is Rent-A-Car | Tank, Unleaded gas (2) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ntinental Airlines | Tank, Unleaded gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | |
| rrett Aviation | Tank, Aviat. Gas | | | | | | | | | | | | | | | | | | | | | | | | | | |
| rrett Aviation | Tank, Gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | |
| dson General | Tank, Gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WA | Tank, Gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Fug. VOC, Pump, VP>1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Fug. VOC, Pumps (39), Non-466 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| rcury | Fug. VOC, GSE/Misc. Eq. Fueling | | | | | | | | | | | | | | | | | | | | | | | | | | |
| rcury | Tank, Gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | |
| tional Car Rental | Tank, Gasoline (6) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VA Maintenance | Tank, Fuel | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ited Airlines | Tank, Gasoline, Hangar | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ited Airlines | Tank, Gasoline, Satellite | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #1819 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #1820 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #2021 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #2022 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #2818 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #401 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #402 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #403 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #404 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #6011 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #6013 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #6014 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #6015 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #6016 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels | Tank, Jet A, #609 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels, Jet A Hydrants | Fug. VOC, Aircraft Fueling | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels/Mercury | Fug. VOC, Aircraft/GSE Fueling | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X Fuels/Mercury | Tank, Truck (Loading Tank Trks) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ercury | Tank, Jet A (8), Incoming | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ercury | Tank, Jet A (8), Outgoing | | | | | | | | | | | | | | | | | | | | | | | | | | |
| .S. Coast Guard | Tank, Jet A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ontinental Airlines | Tank, Degreaser (TCE) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| irport Term. Services | IC Engine, ASU | 6.43E-03 | 9.75E-03 | 2.14E-03 | 9.21E-04 | 7.57E-04 | 1.07E-03 | 8.67E-04 | 7.50E-04 | 1.24E-03 | 7.87E-04 | 3.15E-03 | 9.24E-03 | 8.09E-04 | 1.51E-01 | 3.39E-02 | 2.52E-03 | | | | | | | | | | |
| irport Term. Services | IC Engine, GPU | 2.09E-04 | 3.17E-04 | 6.96E-05 | 3.00E-05 | 2.47E-05 | 3.49E-05 | 2.82E-05 | 2.44E-05 | 4.04E-05 | 2.56E-05 | 1.02E-04 | 3.01E-04 | 2.63E-05 | 4.91E-03 | 1.10E-03 | 8.22E-05 | | | | | | | | | | |

# LAX Emissions Inventory Databa

| Source Name | Classification | Metals | | | | | | | | | | | | | | | | | | | | | | | | | | | | Inorganics | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Aluminum | Antimony | Arsenic | Barium | Beryllium | Boron | Cadmium | Calcium | Chromium (hex) | Chromium (total) | Cobalt | Copper | Iron | Lead | Magnesium | Manganese | Mercury | Molybdenum | Nickel | Phosphorus | Potassium | Selenium | Silicon | Sodium | Tin | Vanadium | Zinc | Ammonia | Bromine | Hydrogen Chloride |
| U.S. Post Office | Ext. Comb., Boiler (2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Ext. Comb., Boilers & Heaters, Mis | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. CTA Restaurants | Cooking, Wood | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Ext. & Int. Comb., Reclaim NOx | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greene's Ready Mix | Aggregate Handling System | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greene's Ready Mix | Concrete Batch Plant | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| American Airlines | Tank, Fuel Storage & Disp. Gas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| American Golf | Tank, Gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Avis Rent-A-Car | Tank, Unleaded gas (2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Tank, Unleaded gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | Tank, Aviat. Gas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | Tank, Gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hudson General | Tank, Gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | Tank, Gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Fug. VOC, Pump, VP>1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Fug. VOC, Pumps (39), Non-466 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mercury | Fug. VOC, GSE/Misc. Eq. Fueling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mercury | Tank, Gasoline | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| National Car Rental | Tank, Gasoline (6) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PWA Maintenance | Tank, Fuel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Tank, Gasoline, Hangar | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | Tank, Gasoline, Satellite | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #1819 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #1820 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #2021 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #2022 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #2818 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #401 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #402 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #403 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #404 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6014 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #609 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels, Jet A Hydrants | Fug. VOC, Aircraft Fueling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels/Mercury | Fug. VOC, Aircraft/GSE Fueling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels/Mercury | Tank, Truck (Loading Tank Trks) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mercury | Tank, Jet A (8), Incoming | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mercury | Tank, Jet A (8), Outgoing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Coast Guard | Tank, Jet A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental Airlines | Tank, Degreaser (TCE) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airport Term. Services | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airport Term. Services | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

# LAX Emissions Inventory Databa

Misc.

| Source Name | Classification | Ethyl Alcohol | Glycol Ethers | Inorganic Arsenic | Methanol | Methylene Chloride (lbs) | N-Butanol | Perchloroethylene | Secondary Butanol | TCDD | Trichloroethane, 1,1,1 | Trichloroethylene | REFERENCES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| U.S. Post Office | Ext. Comb., Boiler (2) | | | | | | | | | | | | CATEF |
| United Airlines | Ext. Comb., Boilers & Heaters, Mis | | | | | | | | | | | | CATEF |
| Misc. CTA Restaurants | Cooking, Wood | | | | | | | | | | | | AP42 |
| LAWA | Ext. & Int. Comb., Reclaim NOx | | | | | | | | | | | | |
| Greene's Ready Mix | Aggregate Handling System | | | | | | | | | | | | |
| Greene's Ready Mix | Concrete Batch Plant | | | | | | | | | | | | |
| American Airlines | Tank, Fuel Storage & Disp, Gas | | | | | | | | | | | | SPECIATE |
| American Golf | Tank, Gasoline | | | | | | | | | | | | SPECIATE |
| Avis Rent-A-Car | Tank, Unleaded gas (2) | | | | | | | | | | | | SPECIATE |
| Continental Airlines | Tank, Unleaded gasoline | | | | | | | | | | | | SPECIATE |
| Garrett Aviation | Tank, Avial. Gas | | | | | | | | | | | | SPECIATE |
| Garrett Aviation | Tank, Gasoline | | | | | | | | | | | | SPECIATE |
| Hudson General | Tank, Gasoline | | | | | | | | | | | | SPECIATE |
| LAWA | Tank, Gasoline | | | | | | | | | | | | SPECIATE |
| LAX Fuels | Fug. VOC, Pump, VP>1 | | | | | | | | | | | | SPECIATE |
| LAX Fuels | Fug. VOC, Pumps (39), Non-466 | | | | | | | | | | | | SPECIATE |
| Mercury | Fug. VOC, GSE/Misc. Eq. Fueling | | | | | | | | | | | | SPECIATE |
| Mercury | Tank, Gasoline | | | | | | | | | | | | SPECIATE |
| National Car Rental | Tank, Gasoline (6) | | | | | | | | | | | | SPECIATE |
| TWA Maintenance | Tank, Fuel | | | | | | | | | | | | SPECIATE |
| United Airlines | Tank, Gasoline, Hangar | | | | | | | | | | | | SPECIATE |
| United Airlines | Tank, Gasoline, Satellite | | | | | | | | | | | | SPECIATE |
| LAX Fuels | Tank, Jet A, #1819 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #1820 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #2021 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #2022 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #2818 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #401 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #402 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #403 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #404 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6011 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6013 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6014 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6015 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #6016 | | | | | | | | | | | | |
| LAX Fuels | Tank, Jet A, #609 | | | | | | | | | | | | |
| LAX Fuels, Jet A Hydrants | Fug. VOC, Aircraft Fueling | | | | | | | | | | | | |
| LAX Fuels/Mercury | Fug. VOC, Aircraft/GSE Fueling | | | | | | | | | | | | |
| LAX Fuels/Mercury | Tank, Truck (Loading Tank Trks) | | | | | | | | | | | | |
| Mercury | Tank, Jet A (8), Incoming | | | | | | | | | | | | |
| Mercury | Tank, Jet A (8), Outgoing | | | | | | | | | | | | |
| U.S. Coast Guard | Tank, Jet A | | | | | | | | | | | | |
| Continental Airlines | Tank, Degreaser (TCE) | | | | | | | | | | | 0.00E+00 | |
| Airport Term. Services | IC Engine, ASU | | | | | | | | | | | | CATEF |
| Airport Term. Services | IC Engine, GPU | | | | | | | | | | | | CATEF |

# LAX Emissions Inventory Database - Stationary Sources

| Source Type | Ref. | Notes | Source Name | Classification | Fuel Type (pri/sec) | Type | Actual Annual Thruput | Thruput Units | HP | BTU/hr | Emission Estimation Technique | Criteria Pollutants (except Lead) VOC | PM10 | CO | NOx | SO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ICE | 40,43,57 | ww.,zz.,mmm | Alaska Airlines | IC Engine, GPU | D | | 728 | Hour | 120.6 | | | 220.73 | 193.15 | 586.48 | 2721.70 | 35.51 |
| ICE | 40,43,47 | ww.,zz.,ccc. | America West | IC Engine, ASU | D | | 1 | Hour | 150 | | | 0.38 | 0.33 | 1.00 | 4.65 | 0.06 |
| ICE | 40,43,47 | ww.,zz.,ccc. | America West | IC Engine, GPU | D | | 1 | Hour | 200 | | | 0.50 | 0.44 | 1.34 | 6.20 | 0.08 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, Fire Pump | D | | 26 | Hour | 435 | | | 28.43 | 24.88 | 75.55 | 350.61 | 4.57 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, Fire Pump | D | | 26 | Hour | 435 | | | 28.43 | 24.88 | 75.55 | 350.61 | 4.57 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, Fire Pump | D | | 26 | Hour | 435 | | | 28.43 | 24.88 | 75.55 | 350.61 | 4.57 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, Fire Pump | D | | 26 | Hour | 435 | | | 28.43 | 24.88 | 75.55 | 350.61 | 4.57 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, Fire Pump | D | | 26 | Hour | 435 | | | 28.43 | 24.88 | 75.55 | 350.61 | 4.57 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, Fire Pump | D | | 26 | Hour | 435 | | | 28.43 | 24.88 | 75.55 | 350.61 | 4.57 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, Fire Pump | D | | 26 | Hour | 435 | | | 28.43 | 24.88 | 75.55 | 350.61 | 4.57 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, Fire Pump 6th Flr. | D | | 26 | Hour | 220 | | | 14.38 | 12.58 | 38.21 | 177.32 | 2.31 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, GPU | D | | 988 | Hour | 252 | | | 625.70 | 547.53 | 1662.49 | 7715.13 | 100.67 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, GPU | D | | 988 | Hour | 180 | | | 446.93 | 391.09 | 1187.49 | 5510.81 | 71.91 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, GPU | D | | 988 | Hour | 180 | | | 446.93 | 391.09 | 1187.49 | 5510.81 | 71.91 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, GPU | D | | 988 | Hour | 114 | | | 283.05 | 247.69 | 752.08 | 3490.18 | 45.54 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, GPU | D | | 988 | Hour | 105 | | 18.47 | 260.71 | 228.14 | 692.70 | 3214.64 | 41.96 |
| ICE | 36,40,43 | oo.,ww.,zz. | American Airlines | IC Engine, GPU | D | | 27923 | Hour | 74 | | | 5177.60 | 4530.73 | 13756.95 | 63842.14 | 833.04 |
| ICE | 40,43,62 | ww.,zz.,rrr. | American Eagle | IC Engine, GPU /ASU (9) | D | | 5 | Hour | 545 | | | 6.85 | 6.00 | 18.20 | 84.48 | 1.10 |
| ICE | 40,43,48 | ww.,zz.,ddd. | American Intl. Cargo | IC Engine, ASU | D | | 5 | Hour | 545 | | | 6.85 | 6.00 | 18.20 | 84.48 | 1.10 |
| ICE | 40,43,48 | ww.,zz.,ddd. | American Intl. Cargo | IC Engine, ASU | D | | 24 | Hour | 545 | | | 32.88 | 28.80 | 86.84 | 403.00 | 5.26 |
| ICE | 40,43 | kk.,ww.,zz. | [redacted] | IC Engine, ASU / GPU | D | | 4 | Hour | 2000 | | | 20.11 | 17.60 | 53.44 | 248.00 | 3.24 |
| ICE | 40,43,49 | ww.,zz.,eee. | Atlas Air Group | IC Engine, GPU | D | | 26 | Hour | 170 | | | 11.11 | 9.72 | 29.53 | 137.02 | 1.79 |
| ICE | 40,43,56 | ww.,zz.,lll. | Centinela Hospital | IC Engine, Emergency | D | Diesel | 49 | Hour | 585 | | | 72.07 | 63.06 | 191.48 | 888.62 | 11.59 |
| ICE | 32,40,43 | bb.,ww.,zz. | Continental Airlines | IC Engine, ASU | D | | 130 | Hour | 635 | | | 207.54 | 181.61 | 551.43 | 2559.05 | 33.39 |
| ICE | 32,40,43 | bb.,ww.,zz. | Continental Airlines | IC Engine, Generator (5) | D | Fire Water Pumps | 24 | Hour | 2000 | | | 80.34 | 52.80 | 160.32 | 744.00 | 9.71 |
| ICE | 40,43 | kk.,ww.,zz. | [redacted] | IC Engine, Portable / GSE | D | | 3,276 | Hour | 70 | | | 576.53 | 504.50 | 1531.88 | 7108.92 | 92.76 |
| ICE | 32,40,43 | bb.,ww.,zz. | Continental Airlines | IC Engines, GPU (7) | D | | 5 | Hour | 35 | | | 0.46 | 0.40 | 1.22 | 5.64 | 0.07 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, ASU | D | | 5 | Hour | 35 | | | 0.46 | 0.40 | 1.22 | 5.64 | 0.07 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, ASU | D | | 5 | Hour | 20 | | | 0.26 | 0.23 | 0.69 | 3.22 | 0.04 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, ASU | D | | 5 | Hour | 20 | | | 0.26 | 0.23 | 0.69 | 3.22 | 0.04 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, Fire Pump, Emerg. | D | | 0.40 | Hour | 525 | | | 0.53 | 0.46 | 1.40 | 6.51 | 0.08 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, Fire Pump, Emerg. | D | | 0.47 | Hour | 525 | | | 0.62 | 0.54 | 1.65 | 7.65 | 0.10 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, Fire Pump, Emerg. | D | | 0.49 | Hour | 525 | | | 0.65 | 0.57 | 1.72 | 7.97 | 0.10 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, Fire Pump, Emerg. | D | | 0.53 | Hour | 525 | | | 0.70 | 0.61 | 1.86 | 8.63 | 0.11 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, Foam Pump, Emerg. | D | | 0.11 | Hour | 135 | | | 0.04 | 0.03 | 0.10 | 0.46 | 0.01 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, Generator | D | | 5 | Hour | 310 | | | 3.90 | 3.41 | 10.35 | 48.05 | 0.63 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, Generator Truck, Emer | D | | 125 | Hour | 310 | | | 97.42 | 85.25 | 258.85 | 1201.25 | 15.67 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, Generator Truck, Emer | D | | 125 | Hour | 310 | | | 97.42 | 85.25 | 258.85 | 1201.25 | 15.67 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, Generator Truck, Emer | D | | 125 | Hour | 310 | | | 97.42 | 85.25 | 258.85 | 1201.25 | 15.67 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, Generator, Emerg. | D | | 9 | Hour | 368 | | | 8.02 | 7.02 | 21.31 | 98.91 | 1.29 |
| ICE | 27,40,43 | w.,ww.,zz. | Delta Airlines | IC Engine, Generator, Emerg. | D | | 9 | Hour | 368 | | | 8.02 | 7.02 | 21.31 | 98.91 | 1.29 |
| ICE | 40,43,50 | ww.,zz.,fff. | DHL | IC Engine, ASU | D | | 121.2 | Hour | 186 | | | 50.58 | 44.26 | 134.40 | 623.70 | 8.14 |
| ICE | 40,43,50 | ww.,zz.,fff. | DHL | IC Engine, GPU | D | | 260 | Hour | 66 | | | 43.14 | 37.75 | 114.63 | 531.96 | 6.94 |
| ICE | 40,43,50 | ww.,zz.,fff. | DHL | IC Engine, GPU | D | | 1,903 | Hour | 180 | | | 785.57 | 669.93 | 2034.14 | 9439.87 | 123.18 |
| ICE | 40,43,50 | ww.,zz.,fff. | DHL | IC Engine, GPU | D | | 2,631 | Hour | 180 | | | 1058.42 | 926.18 | 2812.23 | 13050.75 | 170.29 |
| ICE | 40,43,50 | ww.,zz.,fff. | DHL | IC Engine, Lighting | D | | 70 | Hour | 14.7 | | | 2.59 | 2.26 | 6.87 | 31.90 | 0.42 |

# LAX Emissions Inventory Databa

| | | Volatile Organic Compounds (VOC) | | | | | | | | | | | | Semi-Volatile Organic Compounds (SVOC) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Source Name | Classification | Acetaldehyde | Acrolein | Benzene | Butadiene, 1,3- | Formaldehyde | Hexane | Propylene | Propylene oxide | Styrene | Toluene | Xylene, m- or p- | Xylene, o- | Xylene (total) | Benzaldehyde | Benzo(e)pyrene | Chloronaphthalene, 2- | Diesel Particulate | Ethylbenzene | Methylnaphthalene, 2- | Perylene |
| Alaska Airlines | IC Engine, GPU | 1.52E-02 | 4.70E-03 | 8.47E-01 | | 2.22E-01 | | 1.50E+00 | | | 2.69E-01 | | | 9.20E-02 | | | | | | | |
| America West | IC Engine, ASU | 2.60E-05 | 8.03E-06 | 1.45E-03 | | 3.79E-04 | | 2.56E-03 | | | 4.59E-04 | | | 1.57E-04 | | | | | | | |
| America West | IC Engine, GPU | 3.47E-05 | 1.07E-05 | 1.93E-03 | | 5.06E-04 | | 3.41E-03 | | | 6.12E-04 | | | 2.10E-04 | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 1.96E-03 | 6.05E-04 | 1.09E-01 | | 2.86E-02 | | 1.93E-01 | | | 3.46E-02 | | | 1.18E-02 | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 1.96E-03 | 6.05E-04 | 1.09E-01 | | 2.86E-02 | | 1.93E-01 | | | 3.46E-02 | | | 1.18E-02 | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 1.96E-03 | 6.05E-04 | 1.09E-01 | | 2.86E-02 | | 1.93E-01 | | | 3.46E-02 | | | 1.18E-02 | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 1.96E-03 | 6.05E-04 | 1.09E-01 | | 2.86E-02 | | 1.93E-01 | | | 3.46E-02 | | | 1.18E-02 | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 1.96E-03 | 6.05E-04 | 1.09E-01 | | 2.86E-02 | | 1.93E-01 | | | 3.46E-02 | | | 1.18E-02 | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 1.96E-03 | 6.05E-04 | 1.09E-01 | | 2.86E-02 | | 1.93E-01 | | | 3.46E-02 | | | 1.18E-02 | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 1.96E-03 | 6.05E-04 | 1.09E-01 | | 2.86E-02 | | 1.93E-01 | | | 3.46E-02 | | | 1.18E-02 | | | | | | | |
| American Airlines | IC Engine, Fire Pump 6th Flr. | 9.82E-04 | 3.06E-04 | 5.52E-02 | | 1.45E-02 | | 9.75E-02 | | | 1.75E-02 | | | 5.99E-03 | | | | | | | |
| American Airlines | IC Engine, GPU | 4.32E-02 | 1.33E-02 | 2.40E+00 | | 6.29E-01 | | 4.24E+00 | | | 7.62E-01 | | | 2.61E-01 | | | | | | | |
| American Airlines | IC Engine, GPU | 3.08E-02 | 9.51E-03 | 1.72E+00 | | 4.48E-01 | | 3.03E+00 | | | 5.44E-01 | | | 1.86E-01 | | | | | | | |
| American Airlines | IC Engine, GPU | 3.08E-02 | 9.51E-03 | 1.72E+00 | | 4.49E-01 | | 3.03E+00 | | | 5.44E-01 | | | 1.86E-01 | | | | | | | |
| American Airlines | IC Engine, GPU | 1.95E-02 | 6.02E-03 | 1.09E+00 | | 2.85E-01 | | 1.92E+00 | | | 3.45E-01 | | | 1.18E-01 | | | | | | | |
| American Airlines | IC Engine, GPU | 1.80E-02 | 5.55E-03 | 1.00E+00 | | 2.62E-01 | | 1.77E+00 | | | 3.17E-01 | | | 1.09E-01 | | | | | | | |
| American Eagle | IC Engine, GPU /ASU (9) | 3.57E-01 | 1.10E-01 | 1.99E+01 | | 5.21E+00 | | 3.51E+01 | | | 6.30E+00 | | | 2.16E+00 | | | | | | | |
| American Intl. Cargo | IC Engine, ASU | 4.73E-04 | 1.46E-04 | 2.63E-02 | | 6.89E-03 | | 4.65E-02 | | | 8.34E-03 | | | 2.85E-03 | | | | | | | |
| American Intl. Cargo | IC Engine, ASU | 4.73E-04 | 1.46E-04 | 2.63E-02 | | 6.89E-03 | | 4.65E-02 | | | 8.34E-03 | | | 2.85E-03 | | | | | | | |
| [redacted] | [redacted] | 2.26E-03 | 6.96E-04 | 1.25E-01 | | 3.29E-02 | | 2.22E-01 | | | 3.98E-02 | | | 1.36E-02 | | | | | | | |
| Atlas Air Group | IC Engine, GPU | 1.39E-03 | 4.28E-04 | 7.72E-02 | | 2.02E-02 | | 1.36E-01 | | | 2.45E-02 | | | 8.38E-03 | | | | | | | |
| Centinela Hospital | IC Engine, Emergency | 7.67E-04 | 2.36E-04 | 4.27E-02 | | 1.12E-02 | | 7.54E-02 | | | 1.35E-02 | | | 4.63E-03 | | | | | | | |
| Continental Airlines | IC Engine, ASU | 4.97E-03 | 1.53E-03 | 2.77E-01 | | 7.25E-02 | | 4.89E-01 | | | 6.77E-02 | | | 3.00E-02 | | | | | | | |
| Continental Airlines | IC Engine, Generator (5) | 1.43E-02 | 4.42E-03 | 7.97E-01 | | 2.09E-01 | | 1.41E+00 | | | 2.53E-01 | | | 8.65E-02 | | | | | | | |
| [redacted] | [redacted] | 4.16E-03 | 1.28E-03 | 2.32E-01 | | 6.07E-02 | | 4.09E-01 | | | 7.34E-02 | | | 2.51E-02 | | | | | | | |
| Continental Airlines | IC Engines, GPU (7) | 3.98E-02 | 1.23E-02 | 2.21E+00 | | 5.80E-01 | | 3.91E+00 | | | 7.02E-01 | | | 2.40E-01 | | | | | | | |
| Delta Airlines | IC Engine, ASU | 3.16E-05 | 9.74E-06 | 1.76E-03 | | 4.60E-04 | | 3.10E-03 | | | 5.57E-04 | | | 1.91E-04 | | | | | | | |
| Delta Airlines | IC Engine, ASU | 3.16E-05 | 9.74E-06 | 1.76E-03 | | 4.60E-04 | | 3.10E-03 | | | 5.57E-04 | | | 1.91E-04 | | | | | | | |
| Delta Airlines | IC Engine, ASU | 1.80E-05 | 5.56E-06 | 1.00E-03 | | 2.63E-04 | | 1.77E-03 | | | 3.18E-04 | | | 1.09E-04 | | | | | | | |
| Delta Airlines | IC Engine, ASU | 1.80E-05 | 5.56E-06 | 1.00E-03 | | 2.63E-04 | | 1.77E-03 | | | 3.18E-04 | | | 1.09E-04 | | | | | | | |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | 3.64E-05 | 1.12E-05 | 2.03E-03 | | 5.31E-04 | | 3.58E-03 | | | 6.43E-04 | | | 2.20E-04 | | | | | | | |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | 4.28E-05 | 1.32E-05 | 2.38E-03 | | 6.24E-04 | | 4.21E-03 | | | 7.55E-04 | | | 2.58E-04 | | | | | | | |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | 4.46E-05 | 1.38E-05 | 2.48E-03 | | 6.50E-04 | | 4.39E-03 | | | 7.87E-04 | | | 2.69E-04 | | | | | | | |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | 4.83E-05 | 1.49E-05 | 2.69E-03 | | 7.03E-04 | | 4.74E-03 | | | 8.51E-04 | | | 2.91E-04 | | | | | | | |
| Delta Airlines | IC Engine, Foam Pump, Emerg. | 2.60E-06 | 8.00E-07 | 1.44E-04 | | 3.78E-05 | | 2.55E-04 | | | 4.58E-05 | | | 1.57E-05 | | | | | | | |
| Delta Airlines | IC Engine, Generator | 2.69E-04 | 8.29E-05 | 1.50E-02 | | 3.92E-03 | | 2.64E-02 | | | 4.74E-03 | | | 1.62E-03 | | | | | | | |
| Delta Airlines | IC Engine, Generator Truck, Emer | 6.72E-03 | 2.07E-03 | 3.74E-01 | | 9.79E-02 | | 6.61E-01 | | | 1.19E-01 | | | 4.06E-02 | | | | | | | |
| Delta Airlines | IC Engine, Generator Truck, Emer | 6.72E-03 | 2.07E-03 | 3.74E-01 | | 9.79E-02 | | 6.61E-01 | | | 1.19E-01 | | | 4.06E-02 | | | | | | | |
| Delta Airlines | IC Engine, Generator Truck, Emer | 6.72E-03 | 2.07E-03 | 3.74E-01 | | 9.79E-02 | | 6.61E-01 | | | 1.19E-01 | | | 4.06E-02 | | | | | | | |
| Delta Airlines | IC Engine, Generator, Emerg. | 5.54E-04 | 1.71E-04 | 3.08E-02 | | 8.06E-03 | | 5.44E-02 | | | 9.76E-03 | | | 3.34E-03 | | | | | | | |
| Delta Airlines | IC Engine, Generator, Emerg. | 5.54E-04 | 1.71E-04 | 3.08E-02 | | 8.06E-03 | | 5.44E-02 | | | 9.76E-03 | | | 3.34E-03 | | | | | | | |
| DHL | IC Engine, ASU | 3.49E-03 | 1.08E-03 | 1.94E-01 | | 5.09E-02 | | 3.43E-01 | | | 6.16E-02 | | | 2.11E-02 | | | | | | | |
| DHL | IC Engine, GPU | 2.98E-03 | 9.18E-04 | 1.66E-01 | | 4.34E-02 | | 2.93E-01 | | | 5.25E-02 | | | 1.80E-02 | | | | | | | |
| DHL | IC Engine, GPU | 5.26E-02 | 1.63E-02 | 2.94E+00 | | 7.70E-01 | | 5.19E+00 | | | 9.32E-01 | | | 3.19E-01 | | | | | | | |
| DHL | IC Engine, GPU | 7.30E-02 | 2.25E-02 | 4.06E+00 | | 1.06E+00 | | 7.18E+00 | | | 1.29E+00 | | | 4.41E-01 | | | | | | | |
| DHL | IC Engine, Lighting | 1.79E-04 | 5.51E-05 | 9.93E-03 | | 2.60E-03 | | 1.75E-02 | | | 3.15E-03 | | | 1.08E-03 | | | | | | | |

# LAX Emissions Inventory Databa

| Source Name | Classification | Polycyclic Aromatic Hydrocarbons (PAH) | | | | | | | | | | | | | | | | Dioxins/Furans | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Acenaphthene | Acenaphthylene | Anthracene | Benzo(a)anthracene | Benzo(a)pyrene | Benzo(b)fluoranthene | Benzo(g,h,i)perylene | Benzo(k)fluoranthene | Chrysene | Dibenz(a,h)anthracene | Fluoranthene | Fluorene | Indeno(1,2,3-cd)pyrene | Naphthalene | Phenanthrene | Pyrene | Dioxin (tetrachloro total) | Dioxin (pentachloro total) | Dioxin (hexachloro total) | Dioxin (heptachloro total) | Dioxin (octachloro) | Furan (tetrachloro total) | Furan (pentachloro total) | Furan (hexachloro total) | Furan (heptachloro total) | Furan (octachloro) |
| Alaska Airlines | IC Engine, GPU | 2.95E-03 | 4.47E-03 | 9.79E-04 | 4.22E-04 | 3.47E-04 | 4.91E-04 | 3.97E-04 | 3.44E-04 | 5.66E-04 | 3.61E-04 | 1.44E-03 | 4.23E-03 | 3.71E-04 | 6.91E-02 | 1.55E-02 | 1.16E-03 | | | | | | | | | | |
| America West | IC Engine, ASU | 5.03E-06 | 7.63E-06 | 1.67E-06 | 7.21E-07 | 5.93E-07 | 8.39E-07 | 6.78E-07 | 5.87E-07 | 9.71E-07 | 6.16E-07 | 2.46E-06 | 7.23E-06 | 6.33E-07 | 1.18E-04 | 2.65E-05 | 1.98E-06 | | | | | | | | | | |
| America West | IC Engine, GPU | 6.71E-06 | 1.02E-05 | 2.23E-06 | 9.62E-07 | 7.91E-07 | 1.12E-06 | 9.05E-07 | 7.83E-07 | 1.30E-06 | 8.22E-07 | 3.29E-06 | 9.65E-06 | 8.45E-07 | 1.58E-04 | 3.54E-05 | 2.64E-06 | | | | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 3.79E-04 | 5.75E-04 | 1.28E-04 | 5.44E-05 | 4.47E-05 | 6.32E-05 | 5.11E-05 | 4.43E-05 | 7.32E-05 | 4.65E-05 | 1.86E-04 | 5.45E-04 | 4.78E-05 | 8.91E-03 | 2.00E-03 | 1.49E-04 | | | | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 3.79E-04 | 5.75E-04 | 1.28E-04 | 5.44E-05 | 4.47E-05 | 6.32E-05 | 5.11E-05 | 4.43E-05 | 7.32E-05 | 4.65E-05 | 1.86E-04 | 5.45E-04 | 4.78E-05 | 8.91E-03 | 2.00E-03 | 1.49E-04 | | | | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 3.79E-04 | 5.75E-04 | 1.28E-04 | 5.44E-05 | 4.47E-05 | 6.32E-05 | 5.11E-05 | 4.43E-05 | 7.32E-05 | 4.65E-05 | 1.86E-04 | 5.45E-04 | 4.78E-05 | 8.91E-03 | 2.00E-03 | 1.49E-04 | | | | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 3.79E-04 | 5.75E-04 | 1.28E-04 | 5.44E-05 | 4.47E-05 | 6.32E-05 | 5.11E-05 | 4.43E-05 | 7.32E-05 | 4.65E-05 | 1.86E-04 | 5.45E-04 | 4.78E-05 | 8.91E-03 | 2.00E-03 | 1.49E-04 | | | | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 3.79E-04 | 5.75E-04 | 1.28E-04 | 5.44E-05 | 4.47E-05 | 6.32E-05 | 5.11E-05 | 4.43E-05 | 7.32E-05 | 4.65E-05 | 1.86E-04 | 5.45E-04 | 4.78E-05 | 8.91E-03 | 2.00E-03 | 1.49E-04 | | | | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 3.79E-04 | 5.75E-04 | 1.28E-04 | 5.44E-05 | 4.47E-05 | 6.32E-05 | 5.11E-05 | 4.43E-05 | 7.32E-05 | 4.65E-05 | 1.86E-04 | 5.45E-04 | 4.78E-05 | 8.91E-03 | 2.00E-03 | 1.49E-04 | | | | | | | | | | |
| American Airlines | IC Engine, Fire Pump | 3.79E-04 | 5.75E-04 | 1.28E-04 | 5.44E-05 | 4.47E-05 | 6.32E-05 | 5.11E-05 | 4.43E-05 | 7.32E-05 | 4.65E-05 | 1.86E-04 | 5.45E-04 | 4.78E-05 | 8.91E-03 | 2.00E-03 | 1.49E-04 | | | | | | | | | | |
| American Airlines | IC Engine, Fire Pump 6th Flr. | 1.92E-04 | 2.91E-04 | 6.38E-05 | 2.75E-05 | 2.26E-05 | 3.20E-05 | 2.59E-05 | 2.24E-05 | 3.70E-05 | 2.35E-05 | 9.40E-05 | 2.76E-04 | 2.42E-05 | 4.50E-03 | 1.01E-03 | 7.54E-05 | | | | | | | | | | |
| American Airlines | IC Engine, GPU | 8.35E-03 | 1.27E-02 | 2.77E-03 | 1.20E-03 | 9.84E-04 | 1.39E-03 | 1.13E-03 | 9.74E-04 | 1.61E-03 | 1.02E-03 | 4.09E-03 | 1.20E-02 | 1.05E-03 | 1.96E-01 | 4.40E-02 | 3.28E-03 | | | | | | | | | | |
| American Airlines | IC Engine, GPU | 5.96E-03 | 9.04E-03 | 1.98E-03 | 8.55E-04 | 7.03E-04 | 9.94E-04 | 8.04E-04 | 6.96E-04 | 1.15E-03 | 7.30E-04 | 2.92E-03 | 8.57E-03 | 7.51E-04 | 1.40E-01 | 3.14E-02 | 2.34E-03 | | | | | | | | | | |
| American Airlines | IC Engine, GPU | 5.96E-03 | 9.04E-03 | 1.98E-03 | 8.55E-04 | 7.03E-04 | 9.94E-04 | 8.04E-04 | 6.96E-04 | 1.15E-03 | 7.30E-04 | 2.92E-03 | 8.57E-03 | 7.51E-04 | 1.40E-01 | 3.14E-02 | 2.34E-03 | | | | | | | | | | |
| American Airlines | IC Engine, GPU | 3.78E-03 | 5.73E-03 | 1.26E-03 | 5.41E-04 | 4.46E-04 | 6.29E-04 | 5.09E-04 | 4.41E-04 | 7.29E-04 | 4.62E-04 | 1.85E-03 | 5.43E-03 | 4.75E-04 | 8.87E-02 | 1.99E-02 | 1.48E-03 | | | | | | | | | | |
| American Airlines | IC Engine, GPU | 3.48E-03 | 5.28E-03 | 1.16E-03 | 4.99E-04 | 4.10E-04 | 5.80E-04 | 4.69E-04 | 4.06E-04 | 6.71E-04 | 4.26E-04 | 1.70E-03 | 5.00E-03 | 4.38E-04 | 8.17E-02 | 1.83E-02 | 1.37E-03 | | | | | | | | | | |
| American Eagle | IC Engine, GPU /ASU (9) | 6.91E-02 | 1.05E-01 | 2.30E-02 | 9.90E-03 | 8.14E-03 | 1.15E-02 | 9.31E-03 | 8.06E-03 | 1.33E-02 | 8.46E-03 | 3.38E-02 | 9.93E-02 | 8.70E-03 | 1.62E+00 | 3.64E-01 | 2.71E-02 | | | | | | | | | | |
| American Intl. Cargo | IC Engine, ASU | 9.14E-05 | 1.39E-04 | 3.04E-05 | 1.31E-05 | 1.08E-05 | 1.52E-05 | 1.23E-05 | 1.07E-05 | 1.76E-05 | 1.12E-05 | 4.48E-05 | 1.31E-04 | 1.15E-05 | 2.15E-03 | 4.82E-04 | 3.59E-05 | | | | | | | | | | |
| American Intl. Cargo | IC Engine, ASU | 9.14E-05 | 1.39E-04 | 3.04E-05 | 1.31E-05 | 1.08E-05 | 1.52E-05 | 1.23E-05 | 1.07E-05 | 1.76E-05 | 1.12E-05 | 4.48E-05 | 1.31E-04 | 1.15E-05 | 2.15E-03 | 4.82E-04 | 3.59E-05 | | | | | | | | | | |
| [redacted] | [redacted] | 4.36E-04 | 6.61E-04 | 1.45E-04 | 6.25E-05 | 5.14E-05 | 7.27E-05 | 5.88E-05 | 5.09E-05 | 8.42E-05 | 5.34E-05 | 2.14E-04 | 6.27E-04 | 5.49E-05 | 1.02E-02 | 2.30E-03 | 1.71E-04 | | | | | | | | | | |
| Atlas Air Group | IC Engine, GPU | 2.68E-04 | 4.07E-04 | 8.92E-05 | 3.85E-05 | 3.16E-05 | 4.47E-05 | 3.62E-05 | 3.13E-05 | 5.16E-05 | 3.28E-05 | 1.31E-04 | 3.86E-04 | 3.38E-05 | 6.30E-03 | 1.41E-03 | 1.05E-04 | | | | | | | | | | |
| Centinela Hospital | IC Engine, Emergency | 1.48E-04 | 2.25E-04 | 4.93E-05 | 2.12E-05 | 1.75E-05 | 2.47E-05 | 2.00E-05 | 1.73E-05 | 2.86E-05 | 1.82E-05 | 7.26E-05 | 2.13E-04 | 1.87E-05 | 3.48E-03 | 7.81E-04 | 5.82E-05 | | | | | | | | | | |
| Continental Airlines | IC Engine, ASU | 9.62E-04 | 1.46E-03 | 3.20E-04 | 1.38E-04 | 1.13E-04 | 1.60E-04 | 1.30E-04 | 1.12E-04 | 1.86E-04 | 1.18E-04 | 4.71E-04 | 1.38E-03 | 1.21E-04 | 2.26E-02 | 5.07E-03 | 3.78E-04 | | | | | | | | | | |
| Continental Airlines | IC Engine, Generator (5) | 2.77E-03 | 4.20E-03 | 9.20E-04 | 3.97E-04 | 3.26E-04 | 4.61E-04 | 3.73E-04 | 3.23E-04 | 5.35E-04 | 3.39E-04 | 1.36E-03 | 3.98E-03 | 3.49E-04 | 6.50E-02 | 1.46E-02 | 1.09E-03 | | | | | | | | | | |
| [redacted] | [redacted] | 8.05E-04 | 1.22E-03 | 2.68E-04 | 1.15E-04 | 9.49E-05 | 1.34E-04 | 1.09E-04 | 9.40E-05 | 1.55E-04 | 9.86E-05 | 3.94E-04 | 1.16E-03 | 1.01E-04 | 1.89E-02 | 4.24E-03 | 3.16E-04 | | | | | | | | | | |
| Continental Airlines | IC Engines, GPU (7) | 7.69E-03 | 1.17E-02 | 2.56E-03 | 1.10E-03 | 9.06E-04 | 1.28E-03 | 1.04E-03 | 8.98E-04 | 1.48E-03 | 9.42E-04 | 3.77E-03 | 1.11E-02 | 9.68E-04 | 1.81E-01 | 4.05E-02 | 3.02E-03 | | | | | | | | | | |
| Delta Airlines | IC Engine, ASU | 6.11E-06 | 9.26E-06 | 2.03E-06 | 8.75E-07 | 7.19E-07 | 1.02E-06 | 8.23E-07 | 7.13E-07 | 1.18E-06 | 7.48E-07 | 2.99E-06 | 8.78E-06 | 7.68E-07 | 1.43E-04 | 3.22E-05 | 2.40E-06 | | | | | | | | | | |
| Delta Airlines | IC Engine, ASU | 6.11E-06 | 9.26E-06 | 2.03E-06 | 8.75E-07 | 7.19E-07 | 1.02E-06 | 8.23E-07 | 7.13E-07 | 1.18E-06 | 7.48E-07 | 2.99E-06 | 8.78E-06 | 7.68E-07 | 1.43E-04 | 3.22E-05 | 2.40E-06 | | | | | | | | | | |
| Delta Airlines | IC Engine, ASU | 3.49E-06 | 5.29E-06 | 1.16E-06 | 5.00E-07 | 4.11E-07 | 5.81E-07 | 4.70E-07 | 4.07E-07 | 6.73E-07 | 4.27E-07 | 1.71E-06 | 5.02E-06 | 4.39E-07 | 8.19E-05 | 1.84E-05 | 1.37E-06 | | | | | | | | | | |
| Delta Airlines | IC Engine, ASU | 3.49E-06 | 5.29E-06 | 1.16E-06 | 5.00E-07 | 4.11E-07 | 5.81E-07 | 4.70E-07 | 4.07E-07 | 6.73E-07 | 4.27E-07 | 1.71E-06 | 5.02E-06 | 4.39E-07 | 8.19E-05 | 1.84E-05 | 1.37E-06 | | | | | | | | | | |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | 7.05E-06 | 1.07E-05 | 2.34E-06 | 1.01E-06 | 8.30E-07 | 1.17E-06 | 9.50E-07 | 8.22E-07 | 1.36E-06 | 8.63E-07 | 3.45E-06 | 1.01E-05 | 8.87E-07 | 1.65E-04 | 3.71E-05 | 2.77E-06 | | | | | | | | | | |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | 8.28E-06 | 1.26E-05 | 2.75E-06 | 1.19E-06 | 9.75E-07 | 1.38E-06 | 1.12E-06 | 9.66E-07 | 1.60E-06 | 1.01E-06 | 4.05E-06 | 1.19E-05 | 1.04E-06 | 1.94E-04 | 4.36E-05 | 3.25E-06 | | | | | | | | | | |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | 8.63E-06 | 1.31E-05 | 2.87E-06 | 1.24E-06 | 1.02E-06 | 1.44E-06 | 1.16E-06 | 1.01E-06 | 1.67E-06 | 1.06E-06 | 4.23E-06 | 1.24E-05 | 1.09E-06 | 2.03E-04 | 4.55E-05 | 3.39E-06 | | | | | | | | | | |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | 9.34E-06 | 1.42E-05 | 3.10E-06 | 1.34E-06 | 1.10E-06 | 1.56E-06 | 1.26E-06 | 1.09E-06 | 1.80E-06 | 1.14E-06 | 4.57E-06 | 1.34E-05 | 1.17E-06 | 2.19E-04 | 4.92E-05 | 3.67E-06 | | | | | | | | | | |
| Delta Airlines | IC Engine, Foam Pump, Emerg. | 5.02E-07 | 7.61E-07 | 1.67E-07 | 7.19E-08 | 5.91E-08 | 8.36E-08 | 6.77E-08 | 5.86E-08 | 9.69E-08 | 6.14E-08 | 2.46E-07 | 7.21E-07 | 6.32E-08 | 1.18E-05 | 2.64E-06 | 1.97E-07 | | | | | | | | | | |
| Delta Airlines | IC Engine, Generator | 5.20E-05 | 7.89E-05 | 1.73E-05 | 7.45E-06 | 6.13E-06 | 8.66E-06 | 7.01E-06 | 6.07E-06 | 1.00E-05 | 6.37E-06 | 2.55E-05 | 7.47E-06 | 6.54E-06 | 1.22E-03 | 2.74E-04 | 2.04E-05 | | | | | | | | | | |
| Delta Airlines | IC Engine, Generator Truck, Emer | 1.30E-03 | 1.97E-03 | 4.32E-04 | 1.86E-04 | 1.53E-04 | 2.17E-04 | 1.75E-04 | 1.52E-04 | 2.51E-04 | 1.59E-04 | 6.36E-04 | 1.87E-03 | 1.64E-04 | 3.05E-02 | 6.85E-03 | 5.11E-04 | | | | | | | | | | |
| Delta Airlines | IC Engine, Generator Truck, Emer | 1.30E-03 | 1.97E-03 | 4.32E-04 | 1.86E-04 | 1.53E-04 | 2.17E-04 | 1.75E-04 | 1.52E-04 | 2.51E-04 | 1.59E-04 | 6.36E-04 | 1.87E-03 | 1.64E-04 | 3.05E-02 | 6.85E-03 | 5.11E-04 | | | | | | | | | | |
| Delta Airlines | IC Engine, Generator Truck, Emer | 1.30E-03 | 1.97E-03 | 4.32E-04 | 1.86E-04 | 1.53E-04 | 2.17E-04 | 1.75E-04 | 1.52E-04 | 2.51E-04 | 1.59E-04 | 6.36E-04 | 1.87E-03 | 1.64E-04 | 3.05E-02 | 6.85E-03 | 5.11E-04 | | | | | | | | | | |
| Delta Airlines | IC Engine, Generator, Emerg. | 1.07E-04 | 1.62E-04 | 3.56E-05 | 1.53E-05 | 1.26E-05 | 1.78E-05 | 1.44E-05 | 1.25E-05 | 2.07E-05 | 1.31E-05 | 5.24E-05 | 1.54E-04 | 1.35E-05 | 2.51E-03 | 5.64E-04 | 4.20E-05 | | | | | | | | | | |
| Delta Airlines | IC Engine, Generator, Emerg. | 1.07E-04 | 1.62E-04 | 3.56E-05 | 1.53E-05 | 1.26E-05 | 1.78E-05 | 1.44E-05 | 1.25E-05 | 2.07E-05 | 1.31E-05 | 5.24E-05 | 1.54E-04 | 1.35E-05 | 2.51E-03 | 5.64E-04 | 4.20E-05 | | | | | | | | | | |
| DHL | IC Engine, ASU | 6.75E-04 | 1.02E-03 | 2.24E-04 | 9.87E-05 | 7.95E-05 | 1.12E-04 | 9.10E-05 | 7.88E-05 | 1.30E-04 | 8.26E-05 | 3.30E-04 | 9.70E-04 | 8.50E-05 | 1.58E-02 | 3.56E-03 | 2.65E-04 | | | | | | | | | | |
| DHL | IC Engine, GPU | 5.76E-04 | 8.73E-04 | 1.91E-04 | 8.25E-05 | 6.78E-05 | 9.59E-05 | 7.76E-05 | 6.72E-05 | 1.11E-04 | 7.05E-05 | 2.82E-04 | 8.28E-04 | 7.25E-05 | 1.35E-02 | 3.03E-03 | 2.26E-04 | | | | | | | | | | |
| DHL | IC Engine, GPU | 1.02E-02 | 1.55E-02 | 3.40E-03 | 1.46E-03 | 1.20E-03 | 1.70E-03 | 1.38E-03 | 1.19E-03 | 1.97E-03 | 1.25E-03 | 5.00E-03 | 1.47E-02 | 1.29E-03 | 2.40E-01 | 5.38E-02 | 4.01E-03 | | | | | | | | | | |
| DHL | IC Engine, GPU | 1.41E-02 | 2.14E-02 | 4.69E-03 | 2.02E-03 | 1.66E-03 | 2.35E-03 | 1.90E-03 | 1.65E-03 | 2.73E-03 | 1.73E-03 | 6.91E-03 | 2.03E-02 | 1.78E-03 | 3.32E-01 | 7.44E-02 | 5.55E-03 | | | | | | | | | | |
| DHL | IC Engine, Lighting | 3.45E-05 | 5.24E-05 | 1.15E-05 | 4.95E-06 | 4.07E-06 | 5.75E-06 | 4.65E-06 | 4.03E-06 | 6.66E-06 | 4.23E-06 | 1.69E-05 | 4.96E-05 | 4.34E-06 | 8.10E-04 | 1.82E-04 | 1.36E-05 | | | | | | | | | | |

# AX Emissions Inventory Databa

| | | Metals | | | | | | | | | | | | | | | | | | | | | | | | | | | | Inorganics | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ource Name | Classification | Aluminum | Antimony | Arsenic | Barium | Beryllium | Boron | Cadmium | Calcium | Chromium (hex) | Chromium (total) | Cobalt | Copper | Iron | Lead | Magnesium | Manganese | Mercury | Molybdenum | Nickel | Phosphorus | Potassium | Selenium | Silicon | Sodium | Tin | Vanadium | Zinc | Ammonia | Bromine | Hydrogen Chloride |
| aska Airlines | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erica West | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erica West | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, Fire Pump | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, Fire Pump | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, Fire Pump | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, Fire Pump | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, Fire Pump | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, Fire Pump | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, Fire Pump | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, Fire Pump 6th Flr. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Airlines | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Eagle | IC Engine, GPU /ASU (9) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Intl. Cargo | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| erican Intl. Cargo | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | [redacted] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ias Air Group | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ntinela Hospital | IC Engine, Emergency | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ntinental Airlines | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ntinental Airlines | IC Engine, Generator (5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | [redacted] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ntinental Airlines | IC Engines, GPU (7) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, Fire Pump, Emerg. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, Fire Pump, Emerg. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, Fire Pump, Emerg. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, Fire Pump, Emerg. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, Foam Pump, Emerg. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, Generator | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, Generator Truck, Emer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, Generator Truck, Emer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, Generator Truck, Emer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, Generator, Emerg. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| lta Airlines | IC Engine, Generator, Emerg. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HL | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HL | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HL | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HL | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HL | IC Engine, Lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

# LAX Emissions Inventory Databa

Misc.

| Source Name | Classification | Ethyl Alcohol | Glycol Ethers | Inorganic Arsenic | Methanol | Methylene Chloride (lbs) | N-Butanol | Perchloroethylene | Secondary Butanol | TCDD | Trichloroethane, 1,1,1 | Trichloroethylene | REFERENCES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alaska Airlines | IC Engine, GPU | | | | | | | | | | | | CATEF |
| America West | IC Engine, ASU | | | | | | | | | | | | CATEF |
| America West | IC Engine, GPU | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, Fire Pump | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, Fire Pump | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, Fire Pump | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, Fire Pump | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, Fire Pump | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, Fire Pump | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, Fire Pump | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, Fire Pump | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, Fire Pump 8th Flr. | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, GPU | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, GPU | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, GPU | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, GPU | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, GPU | | | | | | | | | | | | CATEF |
| American Eagle | IC Engine, GPU /ASU (9) | | | | | | | | | | | | CATEF |
| American Intl. Cargo | IC Engine, ASU | | | | | | | | | | | | CATEF |
| American Intl. Cargo | IC Engine, ASU | | | | | | | | | | | | CATEF |
| [redacted] | | | | | | | | | | | | | CATEF |
| Atlas Air Group | IC Engine, GPU | | | | | | | | | | | | CATEF |
| Centinela Hospital | IC Engine, Emergency | | | | | | | | | | | | CATEF |
| Continental Airlines | IC Engine, ASU | | | | | | | | | | | | CATEF |
| Continental Airlines | IC Engine, Generator (5) | | | | | | | | | | | | CATEF |
| [redacted] | | | | | | | | | | | | | CATEF |
| Continental Airlines | IC Engines, GPU (7) | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, ASU | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, ASU | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, ASU | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, ASU | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, Fire Pump, Emerg. | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, Foam Pump, Emerg. | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, Generator | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, Generator Truck, Emer | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, Generator Truck, Emer | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, Generator Truck, Emer | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, Generator, Emerg. | | | | | | | | | | | | CATEF |
| Delta Airlines | IC Engine, Generator, Emerg. | | | | | | | | | | | | CATEF |
| DHL | IC Engine, ASU | | | | | | | | | | | | CATEF |
| DHL | IC Engine, GPU | | | | | | | | | | | | CATEF |
| DHL | IC Engine, GPU | | | | | | | | | | | | CATEF |
| DHL | IC Engine, GPU | | | | | | | | | | | | CATEF |
| DHL | IC Engine, Lighting | | | | | | | | | | | | CATEF |

# LAX Emissions Inventory Database - Stationary Sources

| Source Type | Ref. | Notes | Source Name | Classification | Fuel Type (pri/sec) | Type | Actual Annual Thruput | Thruput Units | HP | BTU/hr | Emission Estimation Technique | Criteria Pollutants (except Lead) VOC | PM10 | CO | NOx | SO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ICE | 40,43,50 | ww.,zz.,fff. | DHL | IC Engine, Lighting | D | | 72 | Hour | 14.7 | | | 2.66 | 2.33 | 7.07 | 32.61 | 0.43 |
| ICE | 40,43,51 | ww.,zz.,ggg. | DYNAIR | IC Engine, ASU | D | | 730 | Hour | 425 | | | 780.00 | 682.55 | 2072.47 | 9617.75 | 125.50 |
| ICE | 40,43,51 | ww.,zz.,ggg. | DYNAIR | IC Engine, ASU | D | | 730 | Hour | 425 | | | 780.00 | 682.55 | 2072.47 | 9617.75 | 125.50 |
| ICE | 40,43,51 | ww.,zz.,ggg. | DYNAIR | IC Engine, GPU | D | | 1825 | Hour | 92 | | | 422.12 | 369.38 | 1121.57 | 5204.90 | 67.92 |
| ICE | 40,43,51 | ww.,zz.,ggg. | DYNAIR | IC Engine, GPU | D | | 3650 | Hour | 92 | | | 844.23 | 738.76 | 2243.14 | 10409.80 | 135.83 |
| ICE | 40,43,51 | ww.,zz.,ggg. | DYNAIR | IC Engine, GPU | D | | 3650 | Hour | 107 | | | 981.88 | 859.21 | 2608.87 | 12107.05 | 157.98 |
| ICE | 40,43,51 | ww.,zz.,ggg. | DYNAIR | IC Engine, GPU | D | | 3650 | Hour | 200 | | | 1835.29 | 1606.00 | 4876.40 | 22630.00 | 295.29 |
| ICE | 40,43,51 | ww.,zz.,ggg. | DYNAIR | IC Engine, GPU | D | | 5475 | Hour | 148 | | | 2037.18 | 1782.66 | 5412.80 | 25119.30 | 327.77 |
| ICE | 40,43,51 | ww.,zz.,ggg. | DYNAIR | IC Engine, GPU | D | | 5475 | Hour | 123 | | | 1693.05 | 1481.54 | 4498.48 | 20876.18 | 272.40 |
| ICE | 40,43,51 | ww.,zz.,ggg. | DYNAIR | IC Engine, GPU | D | | 5475 | Hour | 148 | | | 2037.18 | 1782.66 | 5412.80 | 25119.30 | 327.77 |
| ICE | 40,43,51 | ww.,zz.,ggg. | DYNAIR | IC Engine, GPU | D | | 7300 | Hour | 107 | | | 1963.76 | 1718.42 | 5217.75 | 24214.10 | 315.95 |
| ICE | 40,43 | kk.,ww.,zz. | [redacted] | IC Engine, ASU | D | | 208 | Hour | 500 | | | 261.47 | 228.80 | 694.72 | 3224.00 | 42.07 |
| ICE | 40,43 | kk.,ww.,zz. | [redacted] | IC Engine, GPU | D | | 26 | Hour | 150 | | | 9.80 | 8.58 | 26.05 | 120.90 | 1.58 |
| ICE | 31,40,43 | aa.,ww.,zz. | FAA Misc. Facilities | IC Engine, Generator (10) | D | | 20.00 | Hour | 1,425 | | | 71.65 | 62.70 | 190.38 | 883.50 | 11.53 |
| ICE | 22,40,43 | ww.,yy.,zz. | FedEx Cargo | IC Engine, | D | | 260 | Hour | 151 | | | 98.70 | 86.37 | 262.26 | 1217.06 | 15.88 |
| ICE | 22,40,43 | ww.,yy.,zz. | FedEx Cargo | IC Engine, | D | | 260 | Hour | 151 | | | 98.70 | 86.37 | 262.26 | 1217.06 | 15.88 |
| ICE | 22,40,43 | ww.,yy.,zz. | FedEx Cargo | IC Engine, | D | | 260 | Hour | 131 | | | 85.63 | 74.93 | 227.52 | 1055.86 | 13.78 |
| ICE | 22,40,43 | ww.,yy.,zz. | FedEx Cargo | IC Engine, | D | | 260 | Hour | 106 | | | 69.29 | 60.63 | 184.10 | 854.36 | 11.15 |
| ICE | 22,40,43 | ww.,yy.,zz. | FedEx Cargo | IC Engine, | D | | 260 | Hour | 95 | | | 62.10 | 54.34 | 165.00 | 765.70 | 9.99 |
| ICE | 22,40,43 | ww.,yy.,zz. | FedEx Cargo | IC Engine, | D | | 260 | Hour | 364 | | | 237.93 | 208.21 | 632.20 | 2933.84 | 38.28 |
| ICE | 22,40,43 | ww.,yy.,zz. | FedEx Cargo | IC Engine, | D | | 260 | Hour | 151 | | | 98.70 | 86.37 | 262.26 | 1217.06 | 15.88 |
| ICE | 22,40,43 | ww.,yy.,zz. | FedEx Cargo | IC Engine, | D | | 260 | Hour | 151 | | | 98.70 | 86.37 | 262.26 | 1217.06 | 15.88 |
| ICE | 22,40,43 | s.,ww.,zz. | FedEx Maintenance | IC Engine, GPU | D | | 1 | Hour | 175 | | | 0.44 | 0.39 | 1.17 | 5.43 | 0.07 |
| ICE | 22,40,43 | s.,ww.,zz. | FedEx Maintenance | IC Engine, GPU | D | | 260 | Hour | 131 | | | 85.63 | 74.93 | 227.52 | 1055.86 | 13.78 |
| ICE | 22,40,43 | s.,ww.,zz. | FedEx Maintenance | IC Engine, GPU | D | | 364 | Hour | 151 | | | 138.18 | 120.92 | 367.16 | 1703.88 | 22.23 |
| ICE | 22,40,43 | s.,ww.,zz. | FedEx Maintenance | IC Engine, GPU | D | | 364 | Hour | 151 | | | 138.18 | 120.92 | 367.16 | 1703.88 | 22.23 |
| ICE | 22,40,43 | s.,ww.,zz. | FedEx Maintenance | IC Engine, Port Deicer | D | | 2 | Hour | 9 | | | 0.05 | 0.04 | 0.12 | 0.56 | 0.01 |
| ICE | 22,40,43 | s.,ww.,zz. | FedEx Maintenance | IC Engine, Rug Trk | D | | 230 | Hour | 9 | | | 5.20 | 4.55 | 13.83 | 64.17 | 0.84 |
| ICE | 22,40,43 | s.,ww.,zz. | FedEx Maintenance | IC Engine, Rug Trk | D | | 394 | Hour | 9 | | | 8.91 | 7.80 | 23.69 | 109.93 | 1.43 |
| ICE | 40,43,58 | ww.,zz.,nnn. | Garrett Aviation | IC Engine, GPU | D | | 2,112 | Hour | 122 | | | 647.79 | 568.86 | 1721.20 | 7987.58 | 104.23 |
| ICE | 40,43,45 | ww.,zz.,aaa. | Hudson General | IC Engine, Air Compressor | D | | 104 | Hour | 75 | | | 19.61 | 17.16 | 52.10 | 241.80 | 3.16 |
| ICE | 40,43,45 | ww.,zz.,aaa. | Hudson General | IC Engine, ASU | D | | 52 | Hour | 378 | | | 49.42 | 43.24 | 131.30 | 609.34 | 7.95 |
| ICE | 40,43,45 | ww.,zz.,aaa. | Hudson General | IC Engine, GPU | D | | 312 | Hour | 200 | | | 156.88 | 137.28 | 416.83 | 1934.40 | 25.24 |
| ICE | 40,43,45 | ww.,zz.,aaa. | Hudson General | IC Engine, GPU | D | | 312 | Hour | 200 | | | 156.88 | 137.28 | 416.83 | 1934.40 | 25.24 |
| ICE | 40,43,45 | ww.,zz.,aaa. | Hudson General | IC Engine, GPU | D | | 312 | Hour | 200 | | | 156.88 | 137.28 | 416.83 | 1934.40 | 25.24 |
| ICE | 40,43,45 | ww.,zz.,aaa. | Hudson General | IC Engine, GPU | D | | 312 | Hour | 200 | | | 156.88 | 137.28 | 416.83 | 1934.40 | 25.24 |
| ICE | 40,43,59 | ww.,zz.,ooo. | Japan Air Cargo (JAL) | IC Engine, GPU | D | | 1,300 | Hour | 129 | | | 421.61 | 368.94 | 1120.24 | 5198.70 | 67.83 |
| ICE | 1,21,43 | a.,pp.,ww. | LAWA | IC Engine | D | permitted | 6650 | Gallons | | | | 249.38 | 222.78 | 678.30 | Reclaim NOx | 47.22 |
| ICE | 1,21,43 | a.,pp.,ww. | LAWA | IC Engines | D | non-permitted | 5370 | Gallons | | | | 201.38 | 179.90 | 547.74 | 2518.53 | 38.13 |
| ICE | 1,38,43 | a.,qq.,ww. | LAX Fuels | IC Engine, Emergency (4) | D | | 8,710 | Gallons | | | | 326.63 | 291.79 | 888.42 | 4084.99 | 61.84 |
| ICE | 8,40,43 | ff.,ww.,zz. | Nikko Inflight Catering | IC Engine, Emergency | D | | 26 | Hour | 250 | | | 16.34 | 14.30 | 43.42 | 201.50 | 2.63 |
| ICE | 40,43 | kk.,ww.,zz. | Northwest Airlines | IC Engines, 15 total | D | GPUs, ASUs, AC | [redacted] | Hour | [redacted] | | | 5531.02 | 4840.00 | 14696.00 | 68200.00 | 889.90 |
| ICE | 11,40,43 | ee.,ww.,zz. | Ogden Aviation Services | IC Engine, Air Compressor | D | | 208 | Hour | 3 | --- | | 1.57 | 1.37 | 4.17 | 19.34 | 1.26 |
| ICE | 40,43,64 | ww.,zz.,ttt. | Ogden Ramp Services | IC Engine, GPUs (5) | D | | 200 | Hour | 125 | | | 62.85 | 55.00 | 167.00 | 775.00 | 10.11 |
| ICE | 40,43,52 | ww.,zz.,hhh. | Ontario Aircraft Serv. | IC Engine, ASU | D | | 156 | Hour | 388 | | | 144.33 | 126.30 | 383.49 | 1779.65 | 23.22 |
| ICE | 40,43,52 | ww.,zz.,hhh. | Ontario Aircraft Serv. | IC Engine, GPU's (4) | D | | 6136 | Hour | 145 | | | 2236.85 | 1957.38 | 5943.33 | 27581.32 | 359.89 |

# LAX Emissions Inventory Databa

| | | Volatile Organic Compounds (VOC) | | | | | | | | | | | | Semi-Volatile Organic Compounds (SVOC) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Source Name | Classification | Acetaldehyde | Acrolein | Benzene | Butadiene, 1,3- | Formaldehyde | Hexane | Propylene | Propylene oxide | Styrene | Toluene | Xylene, m- or p- | Xylene, o- | Xylene (total) | Benzaldehyde | Benzo(e)pyrene | Chloronaphthalene, 2- | Diesel Particulate | Ethylbenzene | Methylnaphthalene, 2- | Perylene |
| DHL | IC Engine, Lighting | 1.84E-04 | 5.66E-05 | 1.02E-02 | | 2.68E-03 | | 1.60E-02 | | | 3.24E-03 | | | 1.11E-03 | | | | | | | |
| DYNAIR | IC Engine, ASU | 5.38E-02 | 1.66E-02 | 2.99E+00 | | 7.84E-01 | | 5.29E+00 | | | 9.49E-01 | | | 3.25E-01 | | | | | | | |
| DYNAIR | IC Engine, ASU | 5.38E-02 | 1.66E-02 | 2.99E+00 | | 7.84E-01 | | 5.29E+00 | | | 9.49E-01 | | | 3.25E-01 | | | | | | | |
| DYNAIR | IC Engine, GPU | 2.91E-02 | 8.98E-03 | 1.62E+00 | | 4.24E-01 | | 2.86E+00 | | | 5.14E-01 | | | 1.76E-01 | | | | | | | |
| DYNAIR | IC Engine, GPU | 5.83E-02 | 1.80E-02 | 3.24E+00 | | 8.49E-01 | | 5.73E+00 | | | 1.03E+00 | | | 3.52E-01 | | | | | | | |
| DYNAIR | IC Engine, GPU | 6.78E-02 | 2.09E-02 | 3.77E+00 | | 9.87E-01 | | 6.66E+00 | | | 1.20E+00 | | | 4.09E-01 | | | | | | | |
| DYNAIR | IC Engine, GPU | 1.27E-01 | 3.91E-02 | 7.04E+00 | | 1.85E+00 | | 1.24E+01 | | | 2.23E+00 | | | 7.65E-01 | | | | | | | |
| DYNAIR | IC Engine, GPU | 1.41E-01 | 4.34E-02 | 7.82E+00 | | 2.05E+00 | | 1.38E+01 | | | 2.48E+00 | | | 8.49E-01 | | | | | | | |
| DYNAIR | IC Engine, GPU | 1.17E-01 | 3.60E-02 | 6.50E+00 | | 1.70E+00 | | 1.15E+01 | | | 2.06E+00 | | | 7.05E-01 | | | | | | | |
| DYNAIR | IC Engine, GPU | 1.41E-01 | 4.34E-02 | 7.82E+00 | | 2.05E+00 | | 1.38E+01 | | | 2.48E+00 | | | 8.49E-01 | | | | | | | |
| DYNAIR | IC Engine, GPU | 1.36E-01 | 4.18E-02 | 7.54E+00 | | 1.97E+00 | | 1.33E+01 | | | 2.39E+00 | | | 8.18E-01 | | | | | | | |
| [redacted] | IC Engine, ASU | 1.80E-02 | 5.56E-03 | 1.00E+00 | | 2.63E-01 | | 1.77E+00 | | | 3.18E-01 | | | 1.09E-01 | | | | | | | |
| [redacted] | IC Engine, GPU | 6.77E-04 | 2.09E-04 | 3.76E-02 | | 9.86E-03 | | 6.65E-02 | | | 1.19E-02 | | | 4.09E-03 | | | | | | | |
| FAA Misc. Facilities | IC Engine, Generator (10) | 4.94E-03 | 1.52E-03 | 2.75E-01 | | 7.20E-02 | | 4.86E-01 | | | 8.72E-02 | | | 2.99E-02 | | | | | | | |
| FedEx Cargo | IC Engine, | 6.81E-03 | 2.10E-03 | 3.79E-01 | | 9.92E-02 | | 6.69E-01 | | | 1.20E-01 | | | 4.11E-02 | | | | | | | |
| FedEx Cargo | IC Engine, | 6.81E-03 | 2.10E-03 | 3.79E-01 | | 9.92E-02 | | 6.69E-01 | | | 1.20E-01 | | | 4.11E-02 | | | | | | | |
| FedEx Cargo | IC Engine, | 5.91E-03 | 1.82E-03 | 3.29E-01 | | 8.61E-02 | | 5.81E-01 | | | 1.04E-01 | | | 3.57E-02 | | | | | | | |
| FedEx Cargo | IC Engine, | 4.78E-03 | 1.47E-03 | 2.66E-01 | | 6.97E-02 | | 4.70E-01 | | | 8.43E-02 | | | 2.89E-02 | | | | | | | |
| FedEx Cargo | IC Engine, | 4.29E-03 | 1.32E-03 | 2.38E-01 | | 6.24E-02 | | 4.21E-01 | | | 7.56E-02 | | | 2.59E-02 | | | | | | | |
| FedEx Cargo | IC Engine, | 1.64E-02 | 5.06E-03 | 9.13E-01 | | 2.39E-01 | | 1.61E+00 | | | 2.90E-01 | | | 9.91E-02 | | | | | | | |
| FedEx Cargo | IC Engine, | 6.81E-03 | 2.10E-03 | 3.79E-01 | | 9.92E-02 | | 6.69E-01 | | | 1.20E-01 | | | 4.11E-02 | | | | | | | |
| FedEx Cargo | IC Engine, | 6.81E-03 | 2.10E-03 | 3.79E-01 | | 9.92E-02 | | 6.69E-01 | | | 1.20E-01 | | | 4.11E-02 | | | | | | | |
| FedEx Maintenance | IC Engine, GPU | 3.04E-05 | 9.36E-06 | 1.69E-03 | | 4.42E-04 | | 2.98E-03 | | | 5.36E-04 | | | 1.83E-04 | | | | | | | |
| FedEx Maintenance | IC Engine, GPU | 5.91E-03 | 1.82E-03 | 3.29E-01 | | 8.61E-02 | | 5.81E-01 | | | 1.04E-01 | | | 3.57E-02 | | | | | | | |
| FedEx Maintenance | IC Engine, GPU | 9.54E-03 | 2.94E-03 | 5.30E-01 | | 1.39E-01 | | 9.37E-01 | | | 1.68E-01 | | | 5.76E-02 | | | | | | | |
| FedEx Maintenance | IC Engine, GPU | 9.54E-03 | 2.94E-03 | 5.30E-01 | | 1.39E-01 | | 9.37E-01 | | | 1.68E-01 | | | 5.76E-02 | | | | | | | |
| FedEx Maintenance | IC Engine, Port Deicer | 3.12E-06 | 9.63E-07 | 1.74E-04 | | 4.55E-05 | | 3.07E-04 | | | 5.51E-05 | | | 1.89E-05 | | | | | | | |
| FedEx Maintenance | IC Engine, Rug Trk | 3.59E-04 | 1.11E-04 | 2.00E-02 | | 5.23E-03 | | 3.53E-02 | | | 6.33E-03 | | | 2.17E-03 | | | | | | | |
| FedEx Maintenance | IC Engine, Rug Trk | 6.15E-04 | 1.90E-04 | 3.42E-02 | | 8.96E-03 | | 6.05E-02 | | | 1.09E-02 | | | 3.71E-03 | | | | | | | |
| Garrett Aviation | IC Engine, GPU | 4.47E-02 | 1.38E-02 | 2.48E+00 | | 6.51E-01 | | 4.39E+00 | | | 7.88E-01 | | | 2.70E-01 | | | | | | | |
| Hudson General | IC Engine, Air Compressor | 1.35E-03 | 4.17E-04 | 7.53E-02 | | 1.97E-02 | | 1.33E-01 | | | 2.39E-02 | | | 8.17E-03 | | | | | | | |
| Hudson General | IC Engine, ASU | 3.41E-03 | 1.05E-03 | 1.90E-01 | | 4.97E-02 | | 3.35E-01 | | | 6.01E-02 | | | 2.06E-02 | | | | | | | |
| Hudson General | IC Engine, GPU | 1.08E-02 | 3.34E-03 | 6.02E-01 | | 1.58E-01 | | 1.06E+00 | | | 1.91E-01 | | | 6.54E-02 | | | | | | | |
| Hudson General | IC Engine, GPU | 1.08E-02 | 3.34E-03 | 6.02E-01 | | 1.58E-01 | | 1.06E+00 | | | 1.91E-01 | | | 6.54E-02 | | | | | | | |
| Hudson General | IC Engine, GPU | 1.08E-02 | 3.34E-03 | 6.02E-01 | | 1.58E-01 | | 1.06E+00 | | | 1.91E-01 | | | 6.54E-02 | | | | | | | |
| Hudson General | IC Engine, GPU | 1.08E-02 | 3.34E-03 | 6.02E-01 | | 1.58E-01 | | 1.06E+00 | | | 1.91E-01 | | | 6.54E-02 | | | | | | | |
| Japan Air Cargo (JAL) | IC Engine, GPU | 2.91E-02 | 8.97E-03 | 1.62E+00 | | 4.24E-01 | | 2.86E+00 | | | 5.13E-01 | | | 1.76E-01 | | | | | | | |
| LAWA | IC Engine | 2.31E-02 | 7.12E-03 | 1.28E+00 | | 3.36E-01 | | 2.27E+00 | | | 4.07E-01 | | | 1.39E-01 | | | | | | | |
| LAWA | IC Engines | 1.86E-02 | 5.75E-03 | 1.04E+00 | | 2.71E-01 | | 1.83E+00 | | | 3.29E-01 | | | 1.13E-01 | | | | | | | |
| LAX Fuels | IC Engine, Emergency (4) | 3.02E-02 | 9.32E-03 | 1.68E+00 | | 4.40E-01 | | 2.97E+00 | | | 5.33E-01 | | | 1.82E-01 | | | | | | | |
| Nikko Inflight Catering | IC Engine, Emergency | 1.13E-03 | 3.48E-04 | 6.27E-02 | | 1.64E-02 | | 1.11E-01 | | | 1.99E-02 | | | 6.81E-03 | | | | | | | |
| Northwest Airlines | IC Engines, 15 total | 3.82E-01 | 1.18E-01 | 2.12E+01 | | 5.56E+00 | | 3.75E+01 | | | 6.73E+00 | | | 2.30E+00 | | | | | | | |
| Ogden Aviation Services | IC Engine, Air Compressor | 1.08E-04 | 3.34E-05 | 6.02E-03 | | 1.58E-03 | | 1.06E-02 | | | 1.91E-03 | | | 6.54E-04 | | | | | | | |
| Ogden Ramp Services | IC Engine, GPUs (5) | 4.34E-03 | 1.34E-03 | 2.41E-01 | | 6.32E-02 | | 4.26E-01 | | | 7.65E-02 | | | 2.62E-02 | | | | | | | |
| Ontario Aircraft Serv. | IC Engine, ASU | 9.96E-03 | 3.07E-03 | 5.54E-01 | | 1.45E-01 | | 9.79E-01 | | | 1.76E-01 | | | 6.01E-02 | | | | | | | |
| Ontario Aircraft Serv. | IC Engine, GPU's (4) | 1.54E-01 | 4.76E-02 | 8.59E+00 | | 2.25E+00 | | 1.52E+01 | | | 2.72E+00 | | | 9.32E-01 | | | | | | | |

# .AX Emissions Inventory Databa

| | | Polycyclic Aromatic Hydrocarbons (PAH) | | | | | | | | | | | | | | | | Dioxins/Furans | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ource Name | Classification | Acenaphthene | Acenaphthylene | Anthracene | Benzo(a)anthracene | Benzo(a)pyrene | Benzo(b)fluoranthene | Benzo(g,h,i)perylene | Benzo(k)fluoranthene | Chrysene | Dibenz(a,h)anthracene | Fluoranthene | Fluorene | Indeno(1,2,3-cd)pyrene | Naphthalene | Phenanthrene | Pyrene | Dioxin (tetrachloro total) | Dioxin (pentachloro total) | Dioxin (hexachloro total) | Dioxin (heptachloro total) | Dioxin (octachloro) | Furan (tetrachloro total) | Furan (pentachloro total) | Furan (hexachloro total) | Furan (heptachloro total) | Furan (octachloro) |
| HL | IC Engine, Lighting | 3.55E-05 | 5.38E-05 | 1.18E-05 | 5.09E-06 | 4.18E-06 | 5.92E-06 | 4.79E-06 | 4.14E-06 | 6.85E-06 | 4.35E-06 | 1.74E-05 | 5.10E-05 | 4.47E-06 | 8.33E-04 | 1.87E-04 | 1.39E-05 | | | | | | | | | | |
| YNAIR | IC Engine, ASU | 1.04E-02 | 1.58E-02 | 3.46E-03 | 1.49E-03 | 1.23E-03 | 1.73E-03 | 1.40E-03 | 1.21E-03 | 2.01E-03 | 1.27E-03 | 5.10E-03 | 1.50E-02 | 1.31E-03 | 2.44E-01 | 5.48E-02 | 4.09E-03 | | | | | | | | | | |
| YNAIR | IC Engine, ASU | 1.04E-02 | 1.58E-02 | 3.46E-03 | 1.49E-03 | 1.23E-03 | 1.73E-03 | 1.40E-03 | 1.21E-03 | 2.01E-03 | 1.27E-03 | 5.10E-03 | 1.50E-02 | 1.31E-03 | 2.44E-01 | 5.48E-02 | 4.09E-03 | | | | | | | | | | |
| YNAIR | IC Engine, GPU | 5.83E-03 | 8.54E-03 | 1.87E-03 | 8.07E-04 | 6.64E-04 | 9.39E-04 | 7.59E-04 | 6.57E-04 | 1.09E-03 | 6.90E-04 | 2.76E-03 | 8.10E-03 | 7.09E-04 | 1.32E-01 | 2.97E-02 | 2.21E-03 | | | | | | | | | | |
| YNAIR | IC Engine, GPU | 1.13E-02 | 1.71E-02 | 3.74E-03 | 1.61E-03 | 1.33E-03 | 1.88E-03 | 1.52E-03 | 1.31E-03 | 2.17E-03 | 1.38E-03 | 5.52E-03 | 1.62E-02 | 1.42E-03 | 2.64E-01 | 5.94E-02 | 4.42E-03 | | | | | | | | | | |
| YNAIR | IC Engine, GPU | 1.31E-02 | 1.99E-02 | 4.35E-03 | 1.88E-03 | 1.54E-03 | 2.18E-03 | 1.77E-03 | 1.53E-03 | 2.53E-03 | 1.60E-03 | 6.41E-03 | 1.88E-02 | 1.65E-03 | 3.08E-01 | 6.90E-02 | 5.15E-03 | | | | | | | | | | |
| YNAIR | IC Engine, GPU | 2.45E-02 | 3.71E-02 | 8.14E-03 | 3.51E-03 | 2.89E-03 | 4.08E-03 | 3.30E-03 | 2.86E-03 | 4.73E-03 | 3.00E-03 | 1.20E-02 | 3.52E-02 | 3.08E-03 | 5.75E-01 | 1.29E-01 | 9.62E-03 | | | | | | | | | | |
| YNAIR | IC Engine, GPU | 2.72E-02 | 4.12E-02 | 9.03E-03 | 3.90E-03 | 3.20E-03 | 4.53E-03 | 3.66E-03 | 3.17E-03 | 5.25E-03 | 3.33E-03 | 1.33E-02 | 3.91E-02 | 3.42E-03 | 6.38E-01 | 1.43E-01 | 1.07E-02 | | | | | | | | | | |
| YNAIR | IC Engine, GPU | 2.26E-02 | 3.43E-02 | 7.51E-03 | 3.24E-03 | 2.66E-03 | 3.76E-03 | 3.05E-03 | 2.64E-03 | 4.36E-03 | 2.77E-03 | 1.11E-02 | 3.25E-02 | 2.84E-03 | 5.30E-01 | 1.19E-01 | 8.87E-03 | | | | | | | | | | |
| YNAIR | IC Engine, GPU | 2.72E-02 | 4.12E-02 | 9.03E-03 | 3.90E-03 | 3.20E-03 | 4.53E-03 | 3.66E-03 | 3.17E-03 | 5.25E-03 | 3.33E-03 | 1.33E-02 | 3.91E-02 | 3.42E-03 | 6.38E-01 | 1.43E-01 | 1.07E-02 | | | | | | | | | | |
| YNAIR | IC Engine, GPU | 2.62E-02 | 3.97E-02 | 8.71E-03 | 3.76E-03 | 3.09E-03 | 4.37E-03 | 3.53E-03 | 3.06E-03 | 5.08E-03 | 3.21E-03 | 1.28E-02 | 3.77E-02 | 3.30E-03 | 6.15E-01 | 1.38E-01 | 1.03E-02 | | | | | | | | | | |
| [redacted] | IC Engine, ASU | 3.49E-03 | 5.29E-03 | 1.16E-03 | 5.00E-04 | 4.11E-04 | 5.81E-04 | 4.70E-04 | 4.07E-04 | 6.73E-04 | 4.27E-04 | 1.71E-03 | 5.02E-03 | 4.39E-04 | 8.19E-02 | 1.84E-02 | 1.37E-03 | | | | | | | | | | |
| [redacted] | IC Engine, GPU | 1.31E-04 | 1.98E-04 | 4.35E-05 | 1.87E-05 | 1.54E-05 | 2.18E-05 | 1.76E-05 | 1.53E-05 | 2.53E-05 | 1.60E-05 | 6.41E-05 | 1.88E-04 | 1.65E-05 | 3.07E-03 | 6.89E-04 | 5.14E-05 | | | | | | | | | | |
| AA Misc. Facilities | IC Engine, Generator (10) | 9.56E-04 | 1.45E-03 | 3.18E-04 | 1.37E-04 | 1.13E-04 | 1.59E-04 | 1.29E-04 | 1.12E-04 | 1.85E-04 | 1.17E-04 | 4.68E-04 | 1.37E-03 | 1.20E-04 | 2.24E-02 | 5.04E-03 | 3.75E-04 | | | | | | | | | | |
| edEx Cargo | IC Engine, | 1.32E-03 | 2.00E-03 | 4.38E-04 | 1.89E-04 | 1.55E-04 | 2.19E-04 | 1.78E-04 | 1.54E-04 | 2.54E-04 | 1.61E-04 | 6.45E-04 | 1.89E-03 | 1.66E-04 | 3.09E-02 | 6.94E-03 | 5.17E-04 | | | | | | | | | | |
| edEx Cargo | IC Engine, | 1.32E-03 | 2.00E-03 | 4.38E-04 | 1.89E-04 | 1.55E-04 | 2.19E-04 | 1.78E-04 | 1.54E-04 | 2.54E-04 | 1.61E-04 | 6.45E-04 | 1.89E-03 | 1.66E-04 | 3.09E-02 | 6.94E-03 | 5.17E-04 | | | | | | | | | | |
| edEx Cargo | IC Engine, | 1.14E-03 | 1.73E-03 | 3.80E-04 | 1.64E-04 | 1.35E-04 | 1.90E-04 | 1.54E-04 | 1.33E-04 | 2.21E-04 | 1.40E-04 | 5.59E-04 | 1.64E-03 | 1.44E-04 | 2.68E-02 | 6.02E-03 | 4.49E-04 | | | | | | | | | | |
| edEx Cargo | IC Engine, | 9.25E-04 | 1.40E-03 | 3.07E-04 | 1.32E-04 | 1.09E-04 | 1.54E-04 | 1.25E-04 | 1.08E-04 | 1.78E-04 | 1.13E-04 | 4.53E-04 | 1.33E-03 | 1.16E-04 | 2.17E-02 | 4.87E-03 | 3.63E-04 | | | | | | | | | | |
| edEx Cargo | IC Engine, | 8.29E-04 | 1.26E-03 | 2.75E-04 | 1.19E-04 | 9.76E-05 | 1.38E-04 | 1.12E-04 | 9.67E-05 | 1.60E-04 | 1.01E-04 | 4.06E-04 | 1.19E-03 | 1.04E-04 | 1.95E-02 | 4.37E-03 | 3.25E-04 | | | | | | | | | | |
| edEx Cargo | IC Engine, | 3.18E-03 | 4.81E-03 | 1.06E-03 | 4.55E-04 | 3.74E-04 | 5.28E-04 | 4.26E-04 | 3.71E-04 | 6.13E-04 | 3.89E-04 | 1.55E-03 | 4.56E-03 | 4.00E-04 | 7.45E-02 | 1.67E-02 | 1.25E-03 | | | | | | | | | | |
| edEx Cargo | IC Engine, | 1.32E-03 | 2.00E-03 | 4.38E-04 | 1.89E-04 | 1.55E-04 | 2.19E-04 | 1.78E-04 | 1.54E-04 | 2.54E-04 | 1.61E-04 | 6.45E-04 | 1.89E-03 | 1.66E-04 | 3.09E-02 | 6.94E-03 | 5.17E-04 | | | | | | | | | | |
| edEx Cargo | IC Engine, | 1.32E-03 | 2.00E-03 | 4.38E-04 | 1.89E-04 | 1.55E-04 | 2.19E-04 | 1.78E-04 | 1.54E-04 | 2.54E-04 | 1.61E-04 | 6.45E-04 | 1.89E-03 | 1.66E-04 | 3.09E-02 | 6.94E-03 | 5.17E-04 | | | | | | | | | | |
| edEx Maintenance | IC Engine, GPU | 5.87E-06 | 8.90E-06 | 1.95E-06 | 8.41E-07 | 6.92E-07 | 9.78E-07 | 7.91E-07 | 6.85E-07 | 1.13E-06 | 7.19E-07 | 2.87E-06 | 8.44E-06 | 7.39E-07 | 1.38E-04 | 3.09E-05 | 2.31E-06 | | | | | | | | | | |
| edEx Maintenance | IC Engine, GPU | 1.14E-03 | 1.73E-03 | 3.80E-04 | 1.64E-04 | 1.35E-04 | 1.90E-04 | 1.54E-04 | 1.33E-04 | 2.21E-04 | 1.40E-04 | 5.59E-04 | 1.64E-03 | 1.44E-04 | 2.68E-02 | 6.02E-03 | 4.49E-04 | | | | | | | | | | |
| edEx Maintenance | IC Engine, GPU | 1.84E-03 | 2.80E-03 | 6.13E-04 | 2.64E-04 | 2.17E-04 | 3.07E-04 | 2.49E-04 | 2.16E-04 | 3.56E-04 | 2.26E-04 | 9.03E-04 | 2.65E-03 | 2.32E-04 | 4.33E-02 | 9.71E-03 | 7.24E-04 | | | | | | | | | | |
| edEx Maintenance | IC Engine, GPU | 1.84E-03 | 2.80E-03 | 6.13E-04 | 2.64E-04 | 2.17E-04 | 3.07E-04 | 2.49E-04 | 2.16E-04 | 3.56E-04 | 2.26E-04 | 9.03E-04 | 2.65E-03 | 2.32E-04 | 4.33E-02 | 9.71E-03 | 7.24E-04 | | | | | | | | | | |
| edEx Maintenance | IC Engine, Port Deicer | 6.04E-07 | 9.16E-07 | 2.01E-07 | 8.65E-08 | 7.11E-08 | 1.01E-07 | 8.14E-08 | 7.05E-08 | 1.17E-07 | 7.39E-08 | 2.95E-07 | 8.68E-07 | 7.60E-08 | 1.42E-05 | 3.18E-06 | 2.37E-07 | | | | | | | | | | |
| edEx Maintenance | IC Engine, Rug Trk | 6.94E-05 | 1.05E-04 | 2.31E-05 | 9.95E-06 | 8.18E-06 | 1.16E-05 | 9.36E-06 | 8.10E-06 | 1.34E-05 | 8.50E-06 | 3.40E-05 | 9.98E-05 | 8.74E-06 | 1.63E-03 | 3.66E-04 | 2.73E-05 | | | | | | | | | | |
| edEx Maintenance | IC Engine, Rug Trk | 1.19E-04 | 1.80E-04 | 3.95E-05 | 1.70E-05 | 1.40E-05 | 1.98E-05 | 1.60E-05 | 1.39E-05 | 2.30E-05 | 1.46E-05 | 5.82E-05 | 1.71E-04 | 1.50E-05 | 2.79E-03 | 6.27E-04 | 4.67E-05 | | | | | | | | | | |
| arrett Aviation | IC Engine, GPU | 8.64E-03 | 1.31E-02 | 2.87E-03 | 1.24E-03 | 1.02E-03 | 1.44E-03 | 1.17E-03 | 1.01E-03 | 1.67E-03 | 1.06E-03 | 4.23E-03 | 1.24E-02 | 1.09E-03 | 2.03E-01 | 4.55E-02 | 3.39E-03 | | | | | | | | | | |
| udson General | IC Engine, Air Compressor | 2.62E-04 | 3.97E-04 | 8.70E-05 | 3.75E-05 | 3.08E-05 | 4.36E-05 | 3.53E-05 | 3.05E-05 | 5.05E-06 | 3.20E-05 | 1.28E-04 | 3.76E-04 | 3.29E-05 | 6.14E-03 | 1.38E-03 | 1.03E-04 | | | | | | | | | | |
| udson General | IC Engine, ASU | 6.59E-04 | 1.00E-03 | 2.19E-04 | 9.45E-05 | 7.77E-05 | 1.10E-04 | 8.89E-05 | 7.70E-05 | 1.27E-04 | 8.07E-05 | 3.23E-04 | 9.48E-04 | 8.30E-05 | 1.55E-02 | 3.47E-03 | 2.59E-04 | | | | | | | | | | |
| udson General | IC Engine, GPU | 2.09E-03 | 3.17E-03 | 6.96E-04 | 3.00E-04 | 2.47E-04 | 3.49E-04 | 2.82E-04 | 2.44E-04 | 4.04E-04 | 2.56E-04 | 1.02E-03 | 3.01E-03 | 2.63E-04 | 4.91E-02 | 1.10E-02 | 8.22E-04 | | | | | | | | | | |
| udson General | IC Engine, GPU | 2.09E-03 | 3.17E-03 | 6.96E-04 | 3.00E-04 | 2.47E-04 | 3.49E-04 | 2.82E-04 | 2.44E-04 | 4.04E-04 | 2.56E-04 | 1.02E-03 | 3.01E-03 | 2.63E-04 | 4.91E-02 | 1.10E-02 | 8.22E-04 | | | | | | | | | | |
| udson General | IC Engine, GPU | 2.09E-03 | 3.17E-03 | 6.96E-04 | 3.00E-04 | 2.47E-04 | 3.49E-04 | 2.82E-04 | 2.44E-04 | 4.04E-04 | 2.56E-04 | 1.02E-03 | 3.01E-03 | 2.63E-04 | 4.91E-02 | 1.10E-02 | 8.22E-04 | | | | | | | | | | |
| udson General | IC Engine, GPU | 2.09E-03 | 3.17E-03 | 6.96E-04 | 3.00E-04 | 2.47E-04 | 3.49E-04 | 2.82E-04 | 2.44E-04 | 4.04E-04 | 2.56E-04 | 1.02E-03 | 3.01E-03 | 2.63E-04 | 4.91E-02 | 1.10E-02 | 8.22E-04 | | | | | | | | | | |
| apan Air Cargo (JAL) | IC Engine, GPU | 5.63E-03 | 8.53E-03 | 1.87E-03 | 8.06E-04 | 6.63E-04 | 9.37E-04 | 7.58E-04 | 6.57E-04 | 1.09E-03 | 6.89E-04 | 2.75E-03 | 8.09E-03 | 7.08E-04 | 1.32E-01 | 2.96E-02 | 2.21E-03 | | | | | | | | | | |
| AWA | IC Engine | 4.46E-03 | 6.77E-03 | 1.48E-03 | 6.39E-04 | 5.26E-04 | 7.43E-04 | 6.01E-04 | 5.21E-04 | 8.61E-04 | 5.46E-04 | 2.18E-03 | 6.41E-03 | 5.62E-04 | 1.05E-01 | 2.35E-02 | 1.75E-03 | | | | | | | | | | |
| AWA | IC Engines | 3.80E-03 | 5.46E-03 | 1.20E-03 | 5.16E-04 | 4.24E-04 | 6.00E-04 | 4.86E-04 | 4.20E-04 | 6.95E-04 | 4.41E-04 | 1.76E-03 | 5.18E-03 | 4.53E-04 | 8.46E-02 | 1.90E-02 | 1.41E-03 | | | | | | | | | | |
| AX Fuels | IC Engine, Emergency (4) | 5.84E-03 | 8.86E-03 | 1.94E-03 | 6.37E-04 | 6.89E-04 | 9.74E-04 | 7.88E-04 | 6.82E-04 | 1.13E-03 | 7.16E-04 | 2.86E-03 | 8.40E-03 | 7.36E-04 | 1.37E-01 | 3.08E-02 | 2.30E-03 | | | | | | | | | | |
| ikko Inflight Catering | IC Engine, Emergency | 2.18E-04 | 3.31E-04 | 7.25E-05 | 3.12E-05 | 2.57E-05 | 3.63E-05 | 2.94E-05 | 2.54E-05 | 4.21E-05 | 2.67E-05 | 1.07E-04 | 3.13E-04 | 2.74E-05 | 5.12E-03 | 1.15E-03 | 8.56E-05 | | | | | | | | | | |
| orthwest Airlines | IC Engines, 15 total | 7.36E-02 | 1.12E-01 | 2.45E-02 | 1.06E-02 | 8.70E-03 | 1.23E-02 | 9.95E-03 | 8.61E-03 | 1.42E-02 | 9.04E-03 | 3.61E-02 | 1.08E-01 | 9.29E-03 | 1.73E+00 | 3.89E-01 | 2.90E-02 | | | | | | | | | | |
| gden Aviation Services | IC Engine, Air Compressor | 2.09E-05 | 3.17E-05 | 6.96E-06 | 3.00E-06 | 2.47E-06 | 3.49E-06 | 2.82E-06 | 2.44E-06 | 4.04E-06 | 2.56E-06 | 1.02E-05 | 3.01E-05 | 2.63E-06 | 4.91E-04 | 1.10E-04 | 8.22E-06 | | | | | | | | | | |
| gden Ramp Services | IC Engine, GPUs (5) | 8.39E-04 | 1.27E-03 | 2.79E-04 | 1.20E-04 | 9.88E-05 | 1.40E-04 | 1.13E-04 | 9.79E-05 | 1.62E-04 | 1.03E-04 | 4.11E-04 | 1.21E-03 | 1.06E-04 | 1.97E-02 | 4.42E-03 | 3.29E-04 | | | | | | | | | | |
| ntario Aircraft Serv. | IC Engine, ASU | 1.93E-03 | 2.92E-03 | 6.40E-04 | 2.76E-04 | 2.27E-04 | 3.21E-04 | 2.60E-04 | 2.25E-04 | 3.72E-04 | 2.36E-04 | 9.43E-04 | 2.77E-03 | 2.42E-04 | 4.52E-02 | 1.01E-02 | 7.56E-04 | | | | | | | | | | |
| ntario Aircraft Serv. | IC Engine, GPUs (4) | 2.99E-02 | 4.53E-02 | 9.92E-03 | 4.28E-03 | 3.52E-03 | 4.97E-03 | 4.02E-03 | 3.48E-03 | 5.76E-03 | 3.65E-03 | 1.46E-02 | 4.29E-02 | 3.76E-03 | 7.01E-01 | 1.57E-01 | 1.17E-02 | | | | | | | | | | |

# LAX Emissions Inventory Databa

| Source Name | Classification | Metals | | | | | | | | | | | | | | | | | | | | | | | | | | | | Inorganics | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Aluminum | Antimony | Arsenic | Barium | Beryllium | Boron | Cadmium | Calcium | Chromium (hex) | Chromium (total) | Cobalt | Copper | Iron | Lead | Magnesium | Manganese | Mercury | Molybdenum | Nickel | Phosphorus | Potassium | Selenium | Silicon | Sodium | Tin | Vanadium | Zinc | Ammonia | Bromine | Hydrogen chloride |
| DHL | IC Engine, Lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DYNAIR | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DYNAIR | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FAA Misc. Facilities | IC Engine, Generator (10) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Port Deicer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Rug Trk | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Rug Trk | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hudson General | IC Engine, Air Compressor | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hudson General | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hudson General | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hudson General | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hudson General | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hudson General | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Japan Air Cargo (JAL) | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | IC Engine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | IC Engines | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAX Fuels | IC Engine, Emergency (4) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nikko Inflight Catering | IC Engine, Emergency | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Airlines | IC Engines, 15 total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ogden Aviation Services | IC Engine, Air Compressor | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ogden Ramp Services | IC Engine, GPUs (5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ontario Aircraft Serv. | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ontario Aircraft Serv. | IC Engine, GPU's (4) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

# LAX Emissions Inventory Databa

Misc.

| Source Name | Classification | Ethyl Alcohol | Glycol Ethers | Inorganic Arsenic | Methanol | Methylene Chloride (lbs) | N-Butanol | Perchloroethylene | Secondary Butanol | TCDD | Trichloroethane, 1,1,1 | Trichloroethylene | REFERENCES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DHL | IC Engine, Lighting | | | | | | | | | | | | CATEF |
| DYNAIR | IC Engine, ASU | | | | | | | | | | | | CATEF |
| DYNAIR | IC Engine, ASU | | | | | | | | | | | | CATEF |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | CATEF |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | CATEF |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | CATEF |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | CATEF |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | CATEF |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | CATEF |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | CATEF |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | CATEF |
| DYNAIR | IC Engine, GPU | | | | | | | | | | | | CATEF |
| [redacted] | IC Engine, ASU | | | | | | | | | | | | CATEF |
| [redacted] | IC Engine, GPU | | | | | | | | | | | | CATEF |
| FAA Misc. Facilities | IC Engine, Generator (10) | | | | | | | | | | | | CATEF |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | CATEF |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | CATEF |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | CATEF |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | CATEF |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | CATEF |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | CATEF |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | CATEF |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | CATEF |
| FedEx Cargo | IC Engine, | | | | | | | | | | | | CATEF |
| FedEx Maintenance | IC Engine, GPU | | | | | | | | | | | | CATEF |
| FedEx Maintenance | IC Engine, GPU | | | | | | | | | | | | CATEF |
| FedEx Maintenance | IC Engine, GPU | | | | | | | | | | | | CATEF |
| FedEx Maintenance | IC Engine, GPU | | | | | | | | | | | | CATEF |
| FedEx Maintenance | IC Engine, Port Deicer | | | | | | | | | | | | CATEF |
| FedEx Maintenance | IC Engine, Rug Trk | | | | | | | | | | | | CATEF |
| FedEx Maintenance | IC Engine, Rug Trk | | | | | | | | | | | | CATEF |
| Garrett Aviation | IC Engine, GPU | | | | | | | | | | | | CATEF |
| Hudson General | IC Engine, Air Compressor | | | | | | | | | | | | CATEF |
| Hudson General | IC Engine, ASU | | | | | | | | | | | | CATEF |
| Hudson General | IC Engine, GPU | | | | | | | | | | | | CATEF |
| Hudson General | IC Engine, GPU | | | | | | | | | | | | CATEF |
| Hudson General | IC Engine, GPU | | | | | | | | | | | | CATEF |
| Hudson General | IC Engine, GPU | | | | | | | | | | | | CATEF |
| Japan Air Cargo (JAL) | IC Engine, GPU | | | | | | | | | | | | CATEF |
| LAWA | IC Engine | | | | | | | | | | | | CATEF |
| LAWA | IC Engines | | | | | | | | | | | | CATEF |
| LAX Fuels | IC Engine, Emergency (4) | | | | | | | | | | | | CATEF |
| Nikko Inflight Catering | IC Engine, Emergency | | | | | | | | | | | | CATEF |
| Northwest Airlines | IC Engines, 15 total | | | | | | | | | | | | CATEF |
| Ogden Aviation Services | IC Engine, Air Compressor | | | | | | | | | | | | CATEF |
| Ogden Ramp Services | IC Engine, GPUs (5) | | | | | | | | | | | | CATEF |
| Ontario Aircraft Serv. | IC Engine, ASU | | | | | | | | | | | | CATEF |
| Ontario Aircraft Serv. | IC Engine, GPU's (4) | | | | | | | | | | | | CATEF |

# LAX Emissions Inventory Database - Stationary Sources

| Source Type | Ref. | Notes | Source Name | Classification | Fuel Type (pri/sec) | Type | Actual Annual Thruput | Thruput Units | HP | BTU/hr | Emission Estimation Technique | Criteria Pollutants (except Lead) VOC | PM10 | CO | NOx | SO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ICE | 40,43 | ww.,zz. | Qantas Cargo | IC Engine, Emerg. Generator | D | | 6 | Hour | 500 | | | 7.54 | 6.60 | 20.04 | 93.00 | 1.21 |
| ICE | 40,43,63 | ww.,zz.,sss. | Sky West | IC Engine, GPUs (2) | D | | 130 | Hour | 102 | | | 33.34 | 29.17 | 88.58 | 411.06 | 5.36 |
| ICE | 40,43,63 | ww.,zz.,sss. | Sky West | IC Engine, GPUs (2) | D | | 130 | Hour | 204 | | | 66.67 | 58.34 | 177.15 | 822.12 | 10.73 |
| ICE | 40,43 | kk.,ww.,zz. | [redacted] | IC Engine, ASU | D | | 52 | Hour | [redacted] | | | 32.68 | 28.60 | 86.84 | 403.00 | 5.26 |
| ICE | 40,43 | kk.,ww.,zz. | [redacted] | IC Engine, GPU | D | | 52 | Hour | [redacted] | | | 15.69 | 13.73 | 41.68 | 193.44 | 2.52 |
| ICE | 40,43,53 | ww.,zz.,iii. | Southwest Air Cargo | IC Engine, ASU | D | | 312 | Hour | 460 | | | 352.98 | 308.88 | 937.87 | 4352.40 | 56.79 |
| ICE | 40,43,60 | ww.,zz.,ppp. | Trans States Air | IC Engine, GPU (4) | D | | 14600 | Hour | 102 | | | 3744.00 | 3276.24 | 9947.86 | 46165.20 | 602.38 |
| ICE | 33,40,43 | cc.,ww.,zz. | TWA Maintenance | IC Engine, ASU | D | | 61 | Hour | 280 | | | 42.94 | 37.58 | 114.09 | 529.48 | 6.91 |
| ICE | 33,40,43 | cc.,ww.,zz. | TWA Maintenance | IC Engine, ASU | D | | 100 | Hour | 280 | | | 70.39 | 61.60 | 187.04 | 868.00 | 11.33 |
| ICE | 33,40,43 | cc.,ww.,zz. | TWA Maintenance | IC Engine, ASU | D | | 113 | Hour | 280 | | | 79.55 | 69.61 | 211.36 | 980.84 | 12.80 |
| ICE | 33,40,43 | cc.,ww.,zz. | TWA Maintenance | IC Engine, GPU | D | | 1.5 | Hour | 143 | | | 0.54 | 0.47 | 1.43 | 6.65 | 0.09 |
| ICE | 33,40,43 | cc.,ww.,zz. | TWA Maintenance | IC Engine, GPU | D | | 14 | Hour | 143 | | | 5.03 | 4.40 | 13.37 | 62.06 | 0.81 |
| ICE | 33,40,43 | cc.,ww.,zz. | TWA Maintenance | IC Engine, GPU | D | | 842 | Hour | 143 | | | 236.81 | 201.97 | 613.26 | 2845.99 | 37.14 |
| ICE | 33,40,43 | cc.,ww.,zz. | TWA Maintenance | IC Engine, GPU | D | | 1,002 | Hour | 210 | | | 529.02 | 462.92 | 1405.61 | 6523.02 | 85.11 |
| ICE | 33,40,43 | cc.,ww.,zz. | TWA Maintenance | IC Engine, GPU | D | | 1,192.5 | Hour | 210 | | | 629.59 | 550.94 | 1672.84 | 7763.18 | 101.30 |
| ICE | 33,40,43 | cc.,ww.,zz. | TWA Maintenance | IC Engine, GPU | D | | 1,558.5 | Hour | 210 | | | 822.83 | 720.03 | 2186.26 | 10145.84 | 132.39 |
| ICE | 33,40,43 | cc.,ww.,zz. | TWA Maintenance | IC Engine, GPU | D | | 4 | Hour | 240 | | | 2.41 | 2.11 | 6.41 | 29.76 | 0.39 |
| ICE | 40,43,55 | ww.,zz.,kkk. | U.S. Coast Guard | IC Engine, Emerg. Gen. | D | | 30 | Hour | 102 | | | 7.69 | 6.73 | 20.44 | 94.86 | 1.24 |
| ICE | 40,43,55 | ww.,zz.,kkk. | U.S. Coast Guard | IC Engine, GPU | D | | 360 | Hour | 40 | | | 36.20 | 31.68 | 96.19 | 446.40 | 5.82 |
| ICE | 34,40,43 | dd.,ww.,zz. | U.S. Post Office | IC Engine, Generator | D | | 360 | Hour | 20 | | | 18.10 | 15.84 | 48.10 | 223.20 | 2.91 |
| ICE | 34,40,43 | dd.,ww.,zz. | U.S. Post Office | IC Engine, Generators (2) | D | | 360 | Hour | 20 | | | 18.10 | 15.84 | 48.10 | 223.20 | 2.91 |
| ICE | 1,35,43 | a.,jj.,ww. | United Airlines | IC Engine, (13) | D | | 291,130 | Gallons | | | | 10917.38 | 9752.86 | 29695.26 | 136539.97 | 2067.02 |
| ICE | 40,43,61 | ww.,zz.,qqq. | United Express | IC Engine, GPU (4) | D | | 600 | Hour | 65 | | | 98.05 | 85.80 | 260.52 | 1209.00 | 15.78 |
| ICE | 40,43,54 | ww.,zz.,jjj. | UPS | IC Engine, ASU | D | | 73 | Hour | 200 | | | 36.71 | 32.12 | 97.53 | 452.60 | 5.91 |
| ICE | 40,43,54 | ww.,zz.,jjj. | UPS | IC Engine, Aux. Lights | D | | 548 | Hour | 70 | | | 96.35 | 84.32 | 256.01 | 1188.08 | 15.50 |
| ICE | 40,43,54 | ww.,zz.,jjj. | UPS | IC Engine, GPU | D | | 913 | Hour | 250 | | | 573.53 | 501.88 | 1523.88 | 7071.88 | 92.28 |
| ICE | 1,40,41,43 | uu.,vv.,ww. | US Airways | IC Engine | D | permitted | 0 | Hour | 114 | 12.9 gal/hr | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| ICE | 1,40,41,43 | uu.,vv.,ww. | US Airways | IC Engine | D | permitted | 5 | Hour | 145 | 12.9 gal/hr | | 1.75 | 1.53 | 4.65 | 29.04 | 0.26 |
| ICE | 1,40,41,43 | uu.,vv.,ww. | US Airways | IC Engine | D | permitted | 27 | Hour | 151 | 12.9 gal/hr | | 10.17 | 8.90 | 27.03 | 162.14 | 1.64 |
| ICE | 1,40,41,43 | uu.,vv.,ww. | US Airways | IC Engine | D | permitted | 69 | Hour | 150 | 12.9 gal/hr | | 25.83 | 22.61 | 68.64 | 414.43 | 4.16 |
| ICE | 1,40,41,43 | uu.,vv.,ww. | US Airways | IC Engine | D | permitted | 112 | Hour | 150 | 12.9 gal/hr | | 42.27 | 36.99 | 112.32 | 678.22 | 6.80 |
| ICE | 1,40,41,43 | uu.,vv.,ww. | US Airways | IC Engine | D | permitted | 126 | Hour | 151 | 12.9 gal/hr | | 47.80 | 41.82 | 126.99 | 761.71 | 7.69 |
| ICE | 1,40,41,43 | uu.,vv.,ww. | US Airways | IC Engine | D | permitted | 133 | Hour | 145 | 12.9 gal/hr | | 48.56 | 42.49 | 129.02 | 805.87 | 7.81 |
| ICE | 1,40,41,43 | uu.,vv.,ww. | US Airways | IC Engine | D | permitted | 138 | Hour | 284 | 12.9 gal/hr | | 98.46 | 86.16 | 261.61 | 834.31 | 15.84 |
| ICE | 1,40,41,43 | uu.,vv.,ww. | US Airways | IC Engine | D | permitted | 169 | Hour | 145 | 12.9 gal/hr | | 68.79 | 60.20 | 182.77 | 1141.65 | 11.07 |
| ICE | 40,67 | xxx.,yyy. | Airborne Express | IC Engine, Aux. Conv. Belt Eng. (3 | G | | 26 | Hour | 16.75 | | | 9.40 | 0.31 | 191.18 | 4.79 | 0.26 |
| ICE | 40,67 | xxx.,yyy. | Airborne Express | IC Engine, Aux. Conv. Belt Eng. (6 | G | | 26 | Hour | 16.75 | | | 9.40 | 0.31 | 191.18 | 4.79 | 0.26 |
| ICE | 40,67 | xxx.,yyy. | Airport Term. Services | IC Engine, Air Compressor | G | | 365 | Hour | 3 | | | 23.64 | 0.79 | 480.71 | 12.05 | 0.65 |
| ICE | 40,48,67 | ddd.,xxx.,yyy. | American Intl. Cargo | IC Engine, (Combined) (4) | G | | 312 | Hour | 26 | | | 175.15 | 5.85 | 3561.17 | 89.23 | 4.79 |
| ICE | 40,67 | xxx.,yyy. | Certified Aviation | IC Engine, Air Compressor | G | | 3 | Hour | 10 | | | 0.65 | 0.02 | 13.17 | 0.33 | 0.02 |
| ICE | 40,67 | xxx.,yyy. | FedEx Maintenance | IC Engine, Air Compressor | G | | 184 | Hour | 8 | | | 35.75 | 1.19 | 726.98 | 18.22 | 0.98 |
| ICE | 40,67 | xxx.,yyy. | FedEx Maintenance | IC Engine, Port Lights | G | | 28 | Hour | 9 | | | 5.44 | 0.18 | 110.63 | 2.77 | 0.15 |
| ICE | 40,67 | xxx.,yyy. | FedEx Maintenance | IC Engine, Port Lights | G | | 38 | Hour | 9 | | | 7.38 | 0.25 | 150.14 | 3.76 | 0.20 |
| ICE | 40,67 | xxx.,yyy. | FedEx Maintenance | IC Engine, Strut Svc Std | G | | 46 | Hour | 9 | | | 8.94 | 0.30 | 181.75 | 4.55 | 0.24 |
| ICE | 40,67 | xxx.,yyy. | FedEx Maintenance | IC Engine, Wash Cart | G | | 4 | Hour | 9 | | | 0.78 | 0.03 | 15.80 | 0.40 | 0.02 |
| ICE | 40,67 | xxx.,yyy. | Garrett Aviation | IC Engine, GPU | G | | 61 | Hour | 129 | | | 169.90 | 5.67 | 3454.49 | 86.56 | 4.65 |
| ICE | 40,67 | xxx.,yyy. | Garrett Aviation | IC Engine, GPU | G | | 495 | Hour | 109 | | | 1164.94 | 38.90 | 23686.25 | 593.51 | 31.89 |

# LAX Emissions Inventory Databa

| | | Volatile Organic Compounds (VOC) | | | | | | | | | | | | Semi-Volatile Organic Compounds (SVOC) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Source Name | Classification | Acetaldehyde | Acrolein | Benzene | Butadiene, 1,3- | Formaldehyde | Hexane | Propylene | Propylene oxide | Styrene | Toluene | Xylene, m- or p- | Xylene, o- | Xylene (total) | Benzaldehyde | Benzo(e)pyrene | Chloronaphthalene, 2- | Diesel Particulate | Ethylbenzene | Methylnaphthalene, 2- | Perylene |
| Qantas Cargo | IC Engine, Emerg. Generator | 5.21E-04 | 1.61E-04 | 2.90E-02 | | 7.58E-03 | | 5.12E-02 | | | 9.18E-03 | | | 3.14E-03 | | | | | | | |
| Sky West | IC Engine, GPUs (2) | 2.30E-03 | 7.09E-04 | 1.28E-01 | | 3.35E-02 | | 2.26E-01 | | | 4.06E-02 | | | 1.39E-02 | | | | | | | |
| Sky West | IC Engine, GPUs (2) | 4.60E-03 | 1.42E-03 | 2.56E-01 | | 6.70E-02 | | 4.52E-01 | | | 8.12E-02 | | | 2.78E-02 | | | | | | | |
| [redacted] | IC Engine, ASU | 2.26E-03 | 6.96E-04 | 1.25E-01 | | 3.29E-02 | | 2.22E-01 | | | 3.98E-02 | | | 1.36E-02 | | | | | | | |
| [redacted] | IC Engine, GPU | 1.08E-03 | 3.34E-04 | 6.02E-02 | | 1.58E-02 | | 1.06E-01 | | | 1.91E-02 | | | 6.54E-03 | | | | | | | |
| Southwest Air Cargo | IC Engine, ASU | 2.44E-02 | 7.51E-03 | 1.35E+00 | | 3.55E-01 | | 2.39E+00 | | | 4.30E-01 | | | 1.47E-01 | | | | | | | |
| Trans States Air | IC Engine, GPU (4) | 2.58E-01 | 7.97E-02 | 1.44E+01 | | 3.76E+00 | | 2.54E+01 | | | 4.56E+00 | | | 1.56E+00 | | | | | | | |
| TWA Maintenance | IC Engine, ASU | 2.96E-03 | 9.14E-04 | 1.65E-01 | | 4.32E-02 | | 2.91E-01 | | | 5.23E-02 | | | 1.79E-02 | | | | | | | |
| TWA Maintenance | IC Engine, ASU | 4.86E-03 | 1.50E-03 | 2.70E-01 | | 7.08E-02 | | 4.77E-01 | | | 8.57E-02 | | | 2.93E-02 | | | | | | | |
| TWA Maintenance | IC Engine, ASU | 5.49E-03 | 1.69E-03 | 3.05E-01 | | 8.00E-02 | | 5.38E-01 | | | 9.68E-02 | | | 3.31E-02 | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 3.72E-05 | 1.15E-05 | 2.07E-03 | | 5.42E-04 | | 3.66E-03 | | | 6.56E-04 | | | 2.25E-04 | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 3.47E-04 | 1.07E-04 | 1.93E-02 | | 5.06E-03 | | 3.41E-02 | | | 6.13E-03 | | | 2.10E-03 | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 1.59E-02 | 4.91E-03 | 8.86E-01 | | 2.32E-01 | | 1.57E+00 | | | 2.81E-01 | | | 9.62E-02 | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 3.65E-02 | 1.13E-02 | 2.03E+00 | | 5.32E-01 | | 3.59E+00 | | | 6.44E-01 | | | 2.20E-01 | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 4.34E-02 | 1.34E-02 | 2.42E+00 | | 6.33E-01 | | 4.27E+00 | | | 7.66E-01 | | | 2.62E-01 | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 5.68E-02 | 1.75E-02 | 3.16E+00 | | 8.27E-01 | | 5.58E+00 | | | 1.00E+00 | | | 3.43E-01 | | | | | | | |
| U.S. Coast Guard | IC Engine, Emerg. Gen. | 1.67E-04 | 5.14E-05 | 9.26E-03 | | 2.43E-03 | | 1.64E-02 | | | 2.94E-03 | | | 1.01E-03 | | | | | | | |
| U.S. Coast Guard | IC Engine, GPU | 5.31E-04 | 1.64E-04 | 2.95E-02 | | 7.73E-03 | | 5.22E-02 | | | 9.36E-03 | | | 3.21E-03 | | | | | | | |
| U.S. Post Office | IC Engine, Generator | 2.50E-03 | 7.70E-04 | 1.39E-01 | | 3.64E-02 | | 2.46E-01 | | | 4.41E-02 | | | 1.51E-02 | | | | | | | |
| U.S. Post Office | IC Engine, Generators (2) | 1.25E-03 | 3.85E-04 | 6.95E-02 | | 1.82E-02 | | 1.23E-01 | | | 2.20E-02 | | | 7.54E-03 | | | | | | | |
| United Airlines | IC Engine, (13) | 1.01E+00 | 3.12E-01 | 5.62E+01 | | 1.47E+01 | | 9.93E+01 | | | 1.78E+01 | | | 6.10E+00 | | | | | | | |
| United Express | IC Engine, GPU (4) | 6.77E-03 | 2.09E-03 | 3.76E-01 | | 9.86E-02 | | 6.65E-01 | | | 1.19E-01 | | | 4.09E-02 | | | | | | | |
| UPS | IC Engine, ASU | 2.53E-03 | 7.81E-04 | 1.41E-01 | | 3.69E-02 | | 2.49E-01 | | | 4.47E-02 | | | 1.53E-02 | | | | | | | |
| UPS | IC Engine, Aux. Lights | 6.65E-03 | 2.05E-03 | 3.70E-01 | | 9.69E-02 | | 6.53E-01 | | | 1.17E-01 | | | 4.01E-02 | | | | | | | |
| UPS | IC Engine, GPU | 3.96E-02 | 1.22E-02 | 2.20E+00 | | 5.77E-01 | | 3.89E+00 | | | 6.98E-01 | | | 2.39E-01 | | | | | | | |
| US Airways | IC Engine | 0.00E+00 | 0.00E+00 | 0.00E+00 | | 0.00E+00 | | 0.00E+00 | | | 0.00E+00 | | | 0.00E+00 | | | | | | | |
| US Airways | IC Engine | 1.21E-04 | 3.72E-05 | 6.72E-03 | | 1.76E-03 | | 1.19E-02 | | | 2.13E-03 | | | 7.29E-04 | | | | | | | |
| US Airways | IC Engine | 7.02E-04 | 2.17E-04 | 3.91E-02 | | 1.02E-02 | | 6.90E-02 | | | 1.24E-02 | | | 4.24E-03 | | | | | | | |
| US Airways | IC Engine | 1.78E-03 | 5.50E-04 | 9.92E-02 | | 2.60E-02 | | 1.75E-01 | | | 3.14E-02 | | | 1.08E-02 | | | | | | | |
| US Airways | IC Engine | 2.92E-03 | 9.00E-04 | 1.62E-01 | | 4.25E-02 | | 2.87E-01 | | | 5.15E-02 | | | 1.76E-02 | | | | | | | |
| US Airways | IC Engine | 3.30E-03 | 1.02E-03 | 1.83E-01 | | 4.81E-02 | | 3.24E-01 | | | 5.82E-02 | | | 1.99E-02 | | | | | | | |
| US Airways | IC Engine | 3.35E-03 | 1.03E-03 | 1.86E-01 | | 4.88E-02 | | 3.29E-01 | | | 5.91E-02 | | | 2.02E-02 | | | | | | | |
| US Airways | IC Engine | 6.79E-03 | 2.10E-03 | 3.78E-01 | | 9.90E-02 | | 6.68E-01 | | | 1.20E-01 | | | 4.10E-02 | | | | | | | |
| US Airways | IC Engine | 4.75E-03 | 1.46E-03 | 2.64E-01 | | 6.92E-02 | | 4.67E-01 | | | 8.37E-02 | | | 2.87E-02 | | | | | | | |
| Airborne Express | IC Engine, Aux. Conv. Belt Eng. (3 | 4.70E-02 | 5.64E-03 | 3.86E-01 | 4.70E-02 | 1.03E-01 | | 2.06E-01 | | 3.20E-02 | 9.78E-01 | | | 5.51E-01 | 1.22E-02 | | | | 1.38E-01 | | |
| Airborne Express | IC Engine, Aux. Conv. Belt Eng. (6 | 4.70E-02 | 5.64E-03 | 3.86E-01 | 4.70E-02 | 1.03E-01 | | 2.06E-01 | | 3.20E-02 | 9.78E-01 | | | 5.51E-01 | 1.22E-02 | | | | 1.38E-01 | | |
| Airport Term. Services | IC Engine, Air Compressor | 1.18E-01 | 1.42E-02 | 9.69E-01 | 1.18E-01 | 2.60E-01 | | 5.18E-01 | | 8.04E-02 | 2.48E+00 | | | 1.39E+00 | 3.07E-02 | | | | 3.48E-01 | | |
| American Intl. Cargo | IC Engine, (Combined) (4) | 8.76E-01 | 1.05E-01 | 7.18E+00 | 8.76E-01 | 1.93E+00 | | 3.84E+00 | | 5.95E-01 | 1.82E+01 | | | 1.03E+01 | 2.28E-01 | | | | 2.57E+00 | | |
| Certified Aviation | IC Engine, Air Compressor | 3.24E-03 | 3.89E-04 | 2.66E-02 | 3.24E-03 | 7.13E-03 | | 1.42E-02 | | 2.20E-03 | 6.74E-02 | | | 3.80E-02 | 8.42E-04 | | | | 9.52E-03 | | |
| FedEx Maintenance | IC Engine, Air Compressor | 1.79E-01 | 2.15E-02 | 1.47E+00 | 1.79E-01 | 3.93E-01 | | 7.83E-01 | | 1.22E-01 | 3.72E+00 | | | 2.10E+00 | 4.65E-02 | | | | 5.26E-01 | | |
| FedEx Maintenance | IC Engine, Port Lights | 2.72E-02 | 3.26E-03 | 2.23E-01 | 2.72E-02 | 5.99E-02 | | 1.19E-01 | | 1.85E-02 | 5.66E-01 | | | 3.19E-01 | 7.07E-03 | | | | 8.00E-02 | | |
| FedEx Maintenance | IC Engine, Port Lights | 3.69E-02 | 4.43E-03 | 3.03E-01 | 3.69E-02 | 8.12E-02 | | 1.62E-01 | | 2.51E-02 | 7.68E-01 | | | 4.33E-01 | 9.60E-03 | | | | 1.09E-01 | | |
| FedEx Maintenance | IC Engine, Strut Svc Std | 4.47E-02 | 5.36E-03 | 3.66E-01 | 4.47E-02 | 9.83E-02 | | 1.98E-01 | | 3.04E-02 | 9.30E-01 | | | 5.24E-01 | 1.16E-02 | | | | 1.31E-01 | | |
| FedEx Maintenance | IC Engine, Wash Cart | 3.89E-03 | 4.66E-04 | 3.19E-02 | 3.89E-03 | 8.55E-03 | | 1.70E-02 | | 2.64E-03 | 8.08E-02 | | | 4.55E-02 | 1.01E-03 | | | | 1.14E-02 | | |
| Garrett Aviation | IC Engine, GPU | 8.49E-01 | 1.02E-01 | 6.97E+00 | 8.49E-01 | 1.87E+00 | | 3.72E+00 | | 5.78E-01 | 1.77E+01 | | | 9.96E+00 | 2.21E-01 | | | | 2.50E+00 | | |
| Garrett Aviation | IC Engine, GPU | 5.82E+00 | 6.99E-01 | 4.78E+01 | 5.82E+00 | 1.28E+01 | | 2.55E+01 | | 3.96E+00 | 1.21E+02 | | | 6.83E+01 | 1.51E+00 | | | | 1.71E+01 | | |

# LAX Emissions Inventory Databa

| Source Name | Classification | Polycyclic Aromatic Hydrocarbons (PAH) | | | | | | | | | | | | | | | Dioxins/Furans | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Acenaphthene | Acenaphthylene | Anthracene | Benzo(a)anthracene | Benzo(a)pyrene | Benzo(b)fluoranthene | Benzo(g,h,i)perylene | Benzo(k)fluoranthene | Chrysene | Dibenz(a,h)anthracene | Fluoranthene | Fluorene | Indeno(1,2,3-cd)pyrene | Naphthalene | Phenanthrene | Pyrene | Dioxin (tetrachloro total) | Dioxin (pentachloro total) | Dioxin (hexachloro total) | Dioxin (heptachloro total) | Dioxin (octachloro) | Furan (tetrachloro total) | Furan (pentachloro total) | Furan (hexachloro total) | Furan (heptachloro total) | Furan (octachloro) |
| Qantas Cargo | IC Engine, Emerg. Generator | 1.01E-04 | 1.53E-04 | 3.35E-05 | 1.44E-05 | 1.19E-05 | 1.68E-05 | 1.36E-05 | 1.17E-05 | 1.94E-05 | 1.23E-05 | 4.93E-05 | 1.45E-04 | 1.27E-05 | 2.36E-03 | 5.30E-04 | 3.95E-05 | | | | | | | | | | |
| Sky West | IC Engine, GPUs (2) | 4.45E-04 | 6.75E-04 | 1.48E-04 | 6.37E-05 | 5.24E-05 | 7.41E-05 | 6.00E-05 | 5.19E-05 | 8.59E-05 | 5.45E-05 | 2.18E-04 | 6.39E-04 | 5.60E-05 | 1.04E-02 | 2.34E-03 | 1.75E-04 | | | | | | | | | | |
| Sky West | IC Engine, GPUs (2) | 8.90E-04 | 1.35E-03 | 2.96E-04 | 1.27E-04 | 1.05E-04 | 1.48E-04 | 1.20E-04 | 1.04E-04 | 1.72E-04 | 1.09E-04 | 4.36E-04 | 1.28E-03 | 1.12E-04 | 2.09E-02 | 4.69E-03 | 3.49E-04 | | | | | | | | | | |
| [redacted] | IC Engine, ASU | 4.38E-04 | 6.61E-04 | 1.45E-04 | 6.25E-05 | 5.14E-05 | 7.27E-05 | 5.88E-05 | 5.09E-05 | 8.42E-05 | 5.34E-05 | 2.14E-04 | 6.27E-04 | 5.49E-05 | 1.02E-02 | 2.30E-03 | 1.71E-04 | | | | | | | | | | |
| [redacted] | IC Engine, GPU | 2.09E-04 | 3.17E-04 | 6.96E-05 | 3.00E-05 | 2.47E-05 | 3.49E-05 | 2.82E-05 | 2.44E-05 | 4.04E-05 | 2.56E-05 | 1.02E-04 | 3.01E-04 | 2.63E-05 | 4.91E-03 | 1.10E-03 | 8.22E-05 | | | | | | | | | | |
| Southwest Air Cargo | IC Engine, ASU | 4.71E-03 | 7.14E-03 | 1.57E-03 | 6.75E-04 | 5.55E-04 | 7.85E-04 | 6.35E-04 | 5.50E-04 | 9.09E-04 | 5.77E-04 | 2.31E-03 | 6.77E-03 | 5.93E-04 | 1.11E-01 | 2.48E-02 | 1.85E-03 | | | | | | | | | | |
| Trans States Air | IC Engine, GPU (4) | 5.00E-02 | 7.58E-02 | 1.66E-02 | 7.16E-03 | 5.89E-03 | 8.32E-03 | 6.73E-03 | 5.83E-03 | 9.64E-03 | 6.12E-03 | 2.45E-02 | 7.18E-02 | 6.29E-03 | 1.17E+00 | 2.63E-01 | 1.96E-02 | | | | | | | | | | |
| TWA Maintenance | IC Engine, ASU | 5.73E-04 | 8.69E-04 | 1.90E-04 | 8.21E-05 | 6.75E-05 | 9.55E-05 | 7.72E-05 | 6.69E-05 | 1.11E-04 | 7.02E-05 | 2.81E-04 | 8.24E-04 | 7.21E-05 | 1.35E-02 | 3.02E-03 | 2.25E-04 | | | | | | | | | | |
| TWA Maintenance | IC Engine, ASU | 9.39E-04 | 1.42E-03 | 3.12E-04 | 1.35E-04 | 1.11E-04 | 1.57E-04 | 1.27E-04 | 1.10E-04 | 1.81E-04 | 1.15E-04 | 4.60E-04 | 1.35E-03 | 1.18E-04 | 2.21E-02 | 4.95E-03 | 3.69E-04 | | | | | | | | | | |
| TWA Maintenance | IC Engine, ASU | 1.06E-03 | 1.61E-03 | 3.53E-04 | 1.52E-04 | 1.25E-04 | 1.77E-04 | 1.43E-04 | 1.24E-04 | 2.05E-04 | 1.30E-04 | 5.20E-04 | 1.53E-03 | 1.34E-04 | 2.49E-02 | 5.59E-03 | 4.17E-04 | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 7.20E-06 | 1.09E-05 | 2.39E-06 | 1.03E-06 | 8.48E-07 | 1.20E-06 | 9.70E-07 | 8.40E-07 | 1.39E-06 | 8.81E-07 | 3.52E-06 | 1.03E-05 | 9.06E-07 | 1.69E-04 | 3.79E-05 | 2.83E-06 | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 6.72E-05 | 1.02E-04 | 2.23E-05 | 9.62E-06 | 7.91E-06 | 1.12E-05 | 9.05E-06 | 7.84E-06 | 1.30E-05 | 8.22E-06 | 3.29E-05 | 9.65E-05 | 8.45E-06 | 1.58E-03 | 3.54E-04 | 2.64E-05 | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 3.08E-03 | 4.67E-03 | 1.02E-03 | 4.41E-04 | 3.63E-04 | 5.13E-04 | 4.15E-04 | 3.59E-04 | 5.94E-04 | 3.77E-04 | 1.51E-03 | 4.43E-03 | 3.88E-04 | 7.23E-02 | 1.62E-02 | 1.21E-03 | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 7.08E-03 | 1.07E-02 | 2.35E-03 | 1.01E-03 | 8.32E-04 | 1.18E-03 | 9.52E-04 | 8.24E-04 | 1.36E-03 | 8.84E-04 | 3.46E-03 | 1.01E-02 | 8.88E-04 | 1.66E-01 | 3.72E-02 | 2.77E-03 | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 8.40E-03 | 1.27E-02 | 2.79E-03 | 1.20E-03 | 9.90E-04 | 1.40E-03 | 1.13E-03 | 9.80E-04 | 1.62E-03 | 1.03E-03 | 4.11E-03 | 1.21E-02 | 1.06E-03 | 1.97E-01 | 4.43E-02 | 3.30E-03 | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | 1.10E-02 | 1.67E-02 | 3.65E-03 | 1.57E-03 | 1.29E-03 | 1.83E-03 | 1.46E-03 | 1.29E-03 | 2.12E-03 | 1.34E-03 | 5.38E-03 | 1.58E-02 | 1.38E-03 | 2.58E-01 | 5.78E-02 | 4.31E-03 | | | | | | | | | | |
| U.S. Coast Guard | IC Engine, Emerg. Gen. | 3.22E-05 | 4.88E-05 | 1.07E-05 | 4.62E-06 | 3.79E-06 | 5.37E-06 | 4.34E-06 | 3.76E-06 | 6.22E-06 | 3.94E-06 | 1.58E-05 | 4.63E-05 | 4.05E-06 | 7.56E-04 | 1.70E-04 | 1.26E-05 | | | | | | | | | | |
| U.S. Coast Guard | IC Engine, GPU | 1.03E-04 | 1.56E-04 | 3.41E-05 | 1.47E-05 | 1.21E-05 | 1.71E-05 | 1.38E-05 | 1.20E-05 | 1.98E-05 | 1.26E-05 | 5.03E-05 | 1.48E-04 | 1.29E-05 | 2.41E-03 | 5.41E-04 | 4.03E-05 | | | | | | | | | | |
| U.S. Post Office | IC Engine, Generator | 4.83E-04 | 7.33E-04 | 1.61E-04 | 6.92E-05 | 5.69E-05 | 8.05E-05 | 6.51E-05 | 5.64E-05 | 9.32E-05 | 5.91E-05 | 2.37E-04 | 6.94E-04 | 6.08E-05 | 1.13E-02 | 2.55E-03 | 1.90E-04 | | | | | | | | | | |
| U.S. Post Office | IC Engine, Generators (2) | 2.42E-04 | 3.66E-04 | 8.03E-05 | 3.46E-05 | 2.85E-05 | 4.02E-05 | 3.26E-05 | 2.82E-05 | 4.66E-05 | 2.96E-05 | 1.18E-04 | 3.47E-04 | 3.04E-05 | 5.67E-03 | 1.27E-03 | 9.49E-05 | | | | | | | | | | |
| United Airlines | IC Engine, (13) | 1.95E-01 | 2.96E-01 | 6.49E-02 | 2.80E-02 | 2.30E-02 | 3.25E-02 | 2.63E-02 | 2.28E-02 | 3.77E-02 | 2.39E-02 | 9.56E-02 | 2.81E-01 | 2.46E-02 | 4.59E+00 | 1.03E+00 | 7.67E-02 | | | | | | | | | | |
| United Express | IC Engine, GPU (4) | 1.31E-03 | 1.98E-03 | 4.35E-04 | 1.87E-04 | 1.54E-04 | 2.18E-04 | 1.76E-04 | 1.53E-04 | 2.53E-04 | 1.60E-04 | 6.41E-04 | 1.88E-03 | 1.65E-04 | 3.07E-02 | 6.89E-03 | 5.14E-04 | | | | | | | | | | |
| UPS | IC Engine, ASU | 4.90E-04 | 7.43E-04 | 1.63E-04 | 7.02E-05 | 5.77E-05 | 8.16E-05 | 6.60E-05 | 5.72E-05 | 9.45E-05 | 6.00E-05 | 2.40E-04 | 7.04E-04 | 6.16E-05 | 1.15E-02 | 2.58E-03 | 1.92E-04 | | | | | | | | | | |
| UPS | IC Engine, Aux. Lights | 1.26E-03 | 1.95E-03 | 4.27E-04 | 1.84E-04 | 1.51E-04 | 2.14E-04 | 1.73E-04 | 1.50E-04 | 2.48E-04 | 1.57E-04 | 6.29E-04 | 1.85E-03 | 1.62E-04 | 3.02E-02 | 6.77E-03 | 5.05E-04 | | | | | | | | | | |
| UPS | IC Engine, GPU | 7.65E-03 | 1.16E-02 | 2.54E-03 | 1.10E-03 | 9.02E-04 | 1.28E-03 | 1.03E-03 | 8.93E-04 | 1.48E-03 | 9.37E-04 | 3.75E-03 | 1.10E-02 | 9.63E-04 | 1.80E-01 | 4.03E-02 | 3.01E-03 | | | | | | | | | | |
| US Airways | IC Engine | ######## | ######## | ######## | ######## | 0.00E+00 | ######## | ######## | ######## | ######## | ######## | ######## | ######## | ######## | 0.00E+00 | 0.00E+00 | ######## | | | | | | | | | | |
| US Airways | IC Engine | 2.34E-05 | 3.54E-05 | 7.76E-06 | 3.35E-06 | 2.75E-06 | 3.89E-06 | 3.15E-06 | 2.72E-06 | 4.51E-06 | 2.86E-06 | 1.14E-05 | 3.36E-05 | 2.94E-06 | 5.48E-04 | 1.23E-04 | 9.17E-06 | | | | | | | | | | |
| US Airways | IC Engine | 1.36E-04 | 2.06E-04 | 4.51E-05 | 1.95E-05 | 1.60E-05 | 2.26E-05 | 1.83E-05 | 1.58E-05 | 2.62E-06 | 1.66E-05 | 6.66E-05 | 1.95E-04 | 1.71E-05 | 3.19E-03 | 7.15E-04 | 5.33E-05 | | | | | | | | | | |
| US Airways | IC Engine | 3.45E-04 | 5.23E-04 | 1.15E-04 | 4.94E-05 | 4.06E-05 | 5.74E-05 | 4.65E-05 | 4.02E-05 | 6.65E-05 | 4.22E-05 | 1.69E-04 | 4.96E-04 | 4.34E-05 | 8.09E-03 | 1.82E-03 | 1.35E-04 | | | | | | | | | | |
| US Airways | IC Engine | 5.54E-04 | 8.55E-04 | 1.87E-04 | 8.08E-05 | 6.65E-05 | 9.40E-05 | 7.60E-05 | 6.58E-05 | 1.09E-04 | 6.91E-05 | 2.76E-04 | 8.11E-04 | 7.10E-05 | 1.32E-02 | 2.97E-03 | 2.22E-04 | | | | | | | | | | |
| US Airways | IC Engine | 6.38E-04 | 9.67E-04 | 2.12E-04 | 9.14E-05 | 7.51E-05 | 1.06E-04 | 8.60E-05 | 7.44E-05 | 1.23E-04 | 7.81E-05 | 3.12E-04 | 9.17E-04 | 8.03E-05 | 1.50E-02 | 3.36E-03 | 2.50E-04 | | | | | | | | | | |
| US Airways | IC Engine | 6.48E-04 | 9.83E-04 | 2.15E-04 | 9.29E-05 | 7.63E-05 | 1.08E-04 | 8.73E-05 | 7.56E-05 | 1.25E-04 | 7.93E-05 | 3.17E-04 | 9.31E-04 | 8.16E-05 | 1.52E-02 | 3.41E-03 | 2.54E-04 | | | | | | | | | | |
| US Airways | IC Engine | 1.31E-03 | 1.99E-03 | 4.37E-04 | 1.88E-04 | 1.55E-04 | 2.19E-04 | 1.77E-04 | 1.53E-04 | 2.54E-04 | 1.61E-04 | 6.43E-04 | 1.89E-03 | 1.65E-04 | 3.08E-02 | 6.92E-03 | 5.16E-04 | | | | | | | | | | |
| US Airways | IC Engine | 9.18E-04 | 1.39E-03 | 3.05E-04 | 1.32E-04 | 1.08E-04 | 1.53E-04 | 1.24E-04 | 1.07E-04 | 1.77E-04 | 1.12E-04 | 4.49E-04 | 1.32E-03 | 1.16E-04 | 2.15E-02 | 4.84E-03 | 3.60E-04 | | | | | | | | | | |
| Airborne Express | IC Engine, Aux. Conv. Belt Eng. (3 | | | | | | | | | | | | | | 1.88E-02 | | | | | | | | | | | | |
| Airborne Express | IC Engine, Aux. Conv. Belt Eng. (6 | | | | | | | | | | | | | | 1.88E-02 | | | | | | | | | | | | |
| Airport Term. Services | IC Engine, Air Compressor | | | | | | | | | | | | | | 4.73E-02 | | | | | | | | | | | | |
| American Intl. Cargo | IC Engine, (Combined) (4) | | | | | | | | | | | | | | 3.50E-01 | | | | | | | | | | | | |
| Certified Aviation | IC Engine, Air Compressor | | | | | | | | | | | | | | 1.30E-03 | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Air Compressor | | | | | | | | | | | | | | 7.15E-02 | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Port Lights | | | | | | | | | | | | | | 1.09E-02 | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Port Lights | | | | | | | | | | | | | | 1.48E-02 | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Strut Svc Std | | | | | | | | | | | | | | 1.79E-02 | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Wash Cart | | | | | | | | | | | | | | 1.55E-03 | | | | | | | | | | | | |
| Garrett Aviation | IC Engine, GPU | | | | | | | | | | | | | | 3.40E-01 | | | | | | | | | | | | |
| Garrett Aviation | IC Engine, GPU | | | | | | | | | | | | | | 2.33E+00 | | | | | | | | | | | | |

# LAX Emissions Inventory Databa

| Source Name | Classification | Metals | | | | | | | | | | | | | | | | | | | | | | | | | | | | Inorganics | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Aluminum | Antimony | Arsenic | Barium | Beryllium | Boron | Cadmium | Calcium | Chromium (hex) | Chromium (total) | Cobalt | Copper | Iron | Lead | Magnesium | Manganese | Mercury | Molybdenum | Nickel | Phosphorus | Potassium | Selenium | Silicon | Sodium | Tin | Vanadium | Zinc | Ammonia | Bromine | Hydrogen chloride |
| Qantas Cargo | IC Engine, Emerg. Generator | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sky West | IC Engine, GPUs (2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sky West | IC Engine, GPUs (2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [redacted] | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Southwest Air Cargo | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trans States Air | IC Engine, GPU (4) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Coast Guard | IC Engine, Emerg. Gen. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Coast Guard | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Post Office | IC Engine, Generator | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Post Office | IC Engine, Generators (2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Airlines | IC Engine, (13) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| United Express | IC Engine, GPU (4) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UPS | IC Engine, ASU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UPS | IC Engine, Aux. Lights | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UPS | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US Airways | IC Engine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US Airways | IC Engine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US Airways | IC Engine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US Airways | IC Engine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US Airways | IC Engine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US Airways | IC Engine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US Airways | IC Engine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US Airways | IC Engine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US Airways | IC Engine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airborne Express | IC Engine, Aux. Conv. Belt Eng. (3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airborne Express | IC Engine, Aux. Conv. Belt Eng. (8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airport Term. Services | IC Engine, Air Compressor | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| American Intl. Cargo | IC Engine, (Combined) (4) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Certified Aviation | IC Engine, Air Compressor | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Air Compressor | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Port Lights | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Port Lights | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Strut Svc Std | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Maintenance | IC Engine, Wash Cart | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garrett Aviation | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

# LAX Emissions Inventory Databa

Misc.

| Source Name | Classification | Ethyl Alcohol | Glycol Ethers | Inorganic Arsenic | Methanol | Methylene Chloride (lbs) | N-Butanol | Perchloroethylene | Secondary Butanol | TCDD | Trichloroethane, 1,1,1 | Trichloroethylene | REFERENCES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Qantas Cargo | IC Engine, Emerg. Generator | | | | | | | | | | | | CATEF |
| Sky West | IC Engine, GPUs (2) | | | | | | | | | | | | CATEF |
| Sky West | IC Engine, GPUs (2) | | | | | | | | | | | | CATEF |
| [redacted] | IC Engine, ASU | | | | | | | | | | | | CATEF |
| [redacted] | IC Engine, GPU | | | | | | | | | | | | CATEF |
| Southwest Air Cargo | IC Engine, ASU | | | | | | | | | | | | CATEF |
| Trans States Air | IC Engine, GPU (4) | | | | | | | | | | | | CATEF |
| TWA Maintenance | IC Engine, ASU | | | | | | | | | | | | CATEF |
| TWA Maintenance | IC Engine, ASU | | | | | | | | | | | | CATEF |
| TWA Maintenance | IC Engine, ASU | | | | | | | | | | | | CATEF |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | CATEF |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | CATEF |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | CATEF |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | CATEF |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | CATEF |
| TWA Maintenance | IC Engine, GPU | | | | | | | | | | | | CATEF |
| U.S. Coast Guard | IC Engine, Emerg. Gen. | | | | | | | | | | | | CATEF |
| U.S. Coast Guard | IC Engine, GPU | | | | | | | | | | | | CATEF |
| U.S. Post Office | IC Engine, Generator | | | | | | | | | | | | CATEF |
| U.S. Post Office | IC Engine, Generators (2) | | | | | | | | | | | | CATEF |
| United Airlines | IC Engine, (13) | | | | | | | | | | | | CATEF |
| United Express | IC Engine, GPU (4) | | | | | | | | | | | | CATEF |
| UPS | IC Engine, ASU | | | | | | | | | | | | CATEF |
| UPS | IC Engine, Aux. Lights | | | | | | | | | | | | CATEF |
| UPS | IC Engine, GPU | | | | | | | | | | | | CATEF |
| US Airways | IC Engine | | | | | | | | | | | | CATEF |
| US Airways | IC Engine | | | | | | | | | | | | CATEF |
| US Airways | IC Engine | | | | | | | | | | | | CATEF |
| US Airways | IC Engine | | | | | | | | | | | | CATEF |
| US Airways | IC Engine | | | | | | | | | | | | CATEF |
| US Airways | IC Engine | | | | | | | | | | | | CATEF |
| US Airways | IC Engine | | | | | | | | | | | | CATEF |
| US Airways | IC Engine | | | | | | | | | | | | CATEF |
| US Airways | IC Engine | | | | | | | | | | | | CATEF |
| Airborne Express | IC Engine, Aux. Conv. Belt Eng. (3 | | | | | | | | | | | | SPECIATE |
| Airborne Express | IC Engine, Aux. Conv. Belt Eng. (6 | | | | | | | | | | | | SPECIATE |
| Airport Term. Services | IC Engine, Air Compressor | | | | | | | | | | | | SPECIATE |
| American Intl. Cargo | IC Engine, (Combined) (4) | | | | | | | | | | | | SPECIATE |
| Certified Aviation | IC Engine, Air Compressor | | | | | | | | | | | | SPECIATE |
| FedEx Maintenance | IC Engine, Air Compressor | | | | | | | | | | | | SPECIATE |
| FedEx Maintenance | IC Engine, Port Lights | | | | | | | | | | | | SPECIATE |
| FedEx Maintenance | IC Engine, Port Lights | | | | | | | | | | | | SPECIATE |
| FedEx Maintenance | IC Engine, Strut Svc Std | | | | | | | | | | | | SPECIATE |
| FedEx Maintenance | IC Engine, Wash Cart | | | | | | | | | | | | SPECIATE |
| Garrett Aviation | IC Engine, GPU | | | | | | | | | | | | SPECIATE |
| Garrett Aviation | IC Engine, GPU | | | | | | | | | | | | SPECIATE |

# LAX Emissions Inventory Database - Stationary Sources

| Source Type | Ref. | Notes | Source Name | Classification | Fuel Type (pri/sec) | Type | Actual Annual Thruput | Thruput Units | HP | BTU/hr | Emission Estimation Technique | Criteria Pollutants (except Lead) VOC | PM10 | CO | NOx | SO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ICE | 40,67 | xxx.,yyy. | Garrett Aviation | IC Engine, GPU | G | | 536 | Hour | 109 | | | 1261.43 | 42.12 | 25648.14 | 642.66 | 84.53 |
| ICE | 40,67 | xxx.,yyy. | Japan Air Cargo (JAL) | IC Engine, Lighting | G | | 1,040 | Hour | 12 | | | 269.46 | 9.00 | 5478.72 | 137.28 | 7.36 |
| ICE | 40,67 | xxx.,yyy. | Japan Air Cargo (JAL) | IC Engine, Lighting | G | | 1,040 | Hour | 18 | | | 404.18 | 13.50 | 8218.08 | 205.92 | 11.06 |
| ICE | 1,67 | a,yyy. | LAWA | IC Engines | G | non-permitted | 3080 | Gallons | | | | 634.48 | 20.02 | 12135.20 | Reclaim NOx | 16.32 |
| ICE | 40,67 | xxx.,yyy. | TWA Maintenance | IC Engine, Misc. Small | G | | 52 | Hour | 131 | | | 147.08 | 4.91 | 2990.47 | 74.93 | 4.03 |
| ICE | 40,67 | xxx.,yyy. | UPS | IC Engine, CSP | G | | 1,095 | Hour | 24 | | | 567.41 | 18.95 | 11536.92 | 289.08 | 15.53 |
| ICE | 40,43 | ww.,zz. | American Airlines | IC Engine, ASU | Jet A | | 102 | Hour | 545 | 4,290,000 | | 139.87 | 122.40 | 371.64 | 1724.69 | 22.50 |
| ICE | 40,43 | ww.,zz. | American Airlines | IC Engine, ASU | Jet A | | 102 | Hour | 545 | 4,290,000 | | 139.87 | 122.40 | 371.64 | 1724.69 | 22.50 |
| ICE | 40,43 | ww.,zz. | American Airlines | IC Engine, ASU | Jet A | | 102 | Hour | 545 | 4,290,000 | | 139.87 | 122.40 | 371.64 | 1724.69 | 22.50 |
| ICE | 40,43 | ww.,zz. | American Airlines | IC Engine, ASU | Jet A | | 102 | Hour | 545 | 4,290,000 | | 139.87 | 122.40 | 371.64 | 1724.69 | 22.50 |
| ICE | 40,43 | ww.,zz. | American Airlines | IC Engine, ASU | Jet A | | 102 | Hour | 545 | 4,290,000 | | 139.87 | 122.40 | 371.64 | 1724.69 | 22.50 |
| ICE | 40,43,46 | ☎.,ww. | American Intl. Cargo | IC Engine, GPU | Jet A | | 3,744 | Hour | 105 | | | 8487.85 | 485.34 | 19249.09 | 14820.33 | 1646.70 |
| ICE | 40,43,46 | ☎.,ww. | American Intl. Cargo | IC Engine, GPU | Jet A | | 3,744 | Hour | 149 | | | 12044.67 | 386.96 | 21707.18 | 16713.91 | 2176.87 |
| ICE | 43,70 | Ω.,ww. | FAA Misc. Facilities | IC Engine, Generator | [redacted] | | 20.00 | Hour | [redacted] | | | 4.07 | 3.56 | 10.82 | 50.22 | 0.86 |
| ICE | 1,70 | Ω.,a. | LAWA | IC Engines | LPG | non-permitted | 360 | Gallons | | | | 29.88 | 1.80 | 46.44 | Reclaim NOx | 0.13 |
| ICE | 1,21,44 | a.,pp.,xx. | LAWA | IC Engine | NG | permitted | 0.09 | MMcf | | | | 25.20 | | 38.70 | Reclaim NOx | 0.05 |
| ICE | 28,71,72 | ✈.,⅓. | Ridgewood Energy | IC Engine, Cogen(@LSG) | NG | ICE W/heat rec. | 33.70 | MMcf | 860 | 2.5 MM | | 5935.07 | 1458.84 | 13454.04 | 5234.15 | 20.22 |
| Turbine | 22,65,66 | s.,uuu.,vvv. | FedEx Cargo | Turbine Engine, ASU | D | | 15600 | Gallons | | | | 758.98 | 106.88 | 5443.85 | 453.01 | 55.38 |
| Turbine | 22,65,66 | s.,uuu.,vvv. | FedEx Cargo | Turbine Engine, ASU | D | | 15600 | Gallons | | | | 758.98 | 106.88 | 5443.85 | 453.01 | 55.38 |
| Turbine | 22,65,66 | s.,uuu.,vvv. | FedEx Maintenance | Turbine Engine, ASU | D | | 15600 | Gallons | | | | 758.98 | 106.88 | 5443.85 | 453.01 | 55.38 |
| Turbine | 22,65,66 | s.,uuu.,vvv. | FedEx Maintenance | Turbine Engine, ASU | D | | 15600 | Gallons | | | | 758.98 | 106.88 | 5443.85 | 453.01 | 55.38 |
| Turbine | 21,29,66 | pp.,vvv.,www | LAWA | Turbines | D | permitted | 250 | Gallons | | | | 1.40 | 1.25 | 3.85 | – | 7.80 |
| Turbine | 29,73,78 | ⌯.,www. | LAWA | Turbines, CUP | NG | permitted | 820.42 | MMcf | | | | 34457.64 | 328.17 | 100665.53 | – | 492.25 |
| Coat | 41 | | US Airways | Surface Coating | | | | | | | | | | | | |
| Fug.VOC | 41 | | US Airways | Tank, Waste Oil | | Fugilive | | Gallons | | | | | | | | |
| | | | | | | | | | | | lb/yr | 223,811 | 109,171 | 446,303 | 851,811 | 14,415 |

# LAX Emissions Inventory Databa

| | | Volatile Organic Compounds (VOC) | | | | | | | | | | | | Semi-Volatile Organic Compounds (SVOC) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Source Name | Classification | Acetaldehyde | Acrolein | Benzene | Butadiene, 1,3- | Formaldehyde | Hexane | Propylene | Propylene oxide | Styrene | Toluene | Xylene, m- or p- | Xylene, o- | Xylene (total) | Benzaldehyde | Benzo(e)pyrene | Chloronaphthalene, 2- | Diesel Particulate | Ethylbenzene | Methylnaphthalene, 2- | Perylene |
| Garrett Aviation | IC Engine, GPU | 6.31E+00 | 7.57E-01 | 5.17E+01 | 6.31E+00 | 1.39E+01 | | 2.76E+01 | | 4.29E+00 | 1.31E+02 | | | 7.39E+01 | 1.64E+00 | | | | 1.85E+01 | | |
| Japan Air Cargo (JAL) | IC Engine, Lighting | 1.35E+00 | 1.62E-01 | 1.10E+01 | 1.35E+00 | 2.96E+00 | | 5.90E+00 | | 9.16E-01 | 2.80E+01 | | | 1.58E+01 | 3.50E-01 | | | | 3.96E+00 | | |
| Japan Air Cargo (JAL) | IC Engine, Lighting | 2.02E+00 | 2.43E-01 | 1.66E+01 | 2.02E+00 | 4.45E+00 | | 8.85E+00 | | 1.37E+00 | 4.20E+01 | | | 2.37E+01 | 5.25E-01 | | | | 5.94E+00 | | |
| LAWA | IC Engines | 3.17E+00 | 3.81E-01 | 2.60E+01 | 3.17E+00 | 6.98E+00 | | 1.39E+01 | | 2.16E+00 | 6.60E+01 | | | 3.72E+01 | 5.25E-01 | | | | 9.33E+00 | | |
| TWA Maintenance | IC Engine, Misc. Small | 7.35E-01 | 8.82E-02 | 6.03E+00 | 7.35E-01 | 1.62E+00 | | 3.22E+00 | | 5.00E-01 | 1.53E+01 | | | 6.52E+00 | 1.91E-01 | | | | 2.16E+00 | | |
| UPS | IC Engine, CSP | 2.64E+00 | 3.40E-01 | 2.33E+01 | 2.84E+00 | 6.24E+00 | | 1.24E+01 | | 1.93E+00 | 5.90E+01 | | | 3.33E+01 | 7.38E-01 | | | | 8.34E+00 | | |
| American Airlines | IC Engine, ASU | 9.65E-03 | 2.98E-03 | 5.37E-01 | | 1.41E-01 | | 9.49E-01 | | | 1.70E-01 | | | 5.83E-02 | | | | | | | |
| American Airlines | IC Engine, ASU | 9.65E-03 | 2.98E-03 | 5.37E-01 | | 1.41E-01 | | 9.49E-01 | | | 1.70E-01 | | | 5.83E-02 | | | | | | | |
| American Airlines | IC Engine, ASU | 9.65E-03 | 2.98E-03 | 5.37E-01 | | 1.41E-01 | | 9.49E-01 | | | 1.70E-01 | | | 5.83E-02 | | | | | | | |
| American Airlines | IC Engine, ASU | 9.65E-03 | 2.98E-03 | 5.37E-01 | | 1.41E-01 | | 9.49E-01 | | | 1.70E-01 | | | 5.83E-02 | | | | | | | |
| American Airlines | IC Engine, ASU | 9.65E-03 | 2.98E-03 | 5.37E-01 | | 1.41E-01 | | 9.49E-01 | | | 1.70E-01 | | | 5.83E-02 | | | | | | | |
| American Intl. Cargo | IC Engine, GPU | 6.82E-02 | 2.10E-02 | 3.79E+00 | | 9.94E-01 | | 6.70E+00 | | | 1.20E+00 | | | 4.12E-01 | | | | | | | |
| American Intl. Cargo | IC Engine, GPU | 9.66E-02 | 2.98E-02 | 5.38E+00 | | 1.41E+00 | | 9.51E+00 | | | 1.71E+00 | | | 5.84E-01 | | | --- | --- | --- | --- | --- |
| FAA Misc. Facilities | IC Engine, Generator | | | 1.63E-01 | | 3.26E-01 | | | | | 9.15E-02 | | | | | | | | | | |
| LAWA | IC Engines | | | 1.20E+00 | | 2.39E+00 | | | | | 5.98E-01 | | | | | | | | | | |
| LAWA | IC Engine | 2.79E-01 | 1.25E-01 | 1.32E-01 | 9.36E-03 | 1.74E+00 | | 1.63E+00 | | | 5.02E-02 | | | 1.81E-02 | | | | | | | |
| Ridgewood Energy | IC Engine, Cogen(@LSG) | 1.78E+01 | 1.99E+00 | 7.35E+00 | 1.24E+01 | 1.59E+02 | | 1.81E+02 | | | 8.05E+00 | | | 2.18E+01 | | | | | 2.40E+00 | | |
| FedEx Cargo | Turbine Engine, ASU | | | 1.76E-01 | | 7.99E-01 | | | | | | | | | | | | | | | |
| FedEx Cargo | Turbine Engine, ASU | | | 1.76E-01 | | 7.99E-01 | | | | | | | | | | | | | | | |
| FedEx Maintenance | Turbine Engine, ASU | | | 1.76E-01 | | 7.99E-01 | | | | | | | | | | | | | | | |
| FedEx Maintenance | Turbine Engine, ASU | | | 1.76E-01 | | 7.99E-01 | | | | | | | | | | | | | | | |
| LAWA | Turbines | | | 2.83E-03 | | 1.28E-02 | | | | | | | | | | | | | | | |
| LAWA | Turbines, CUP | 5.63E+01 | 1.94E+01 | 1.12E+01 | 1.04E-01 | 9.02E+01 | 2.12E+02 | 6.33E+02 | 3.92E+01 | --- | 5.82E+01 | 4.01E+01 | 1.97E+01 | 2.14E+01 | --- | 4.46E-04 | 2.23E-04 | --- | 1.47E+01 | 4.34E-03 | 5.74E-04 |
| US Airways | Surface Coating | | | | | | | | | | | | | | | | | | | | |
| US Airways | Tank, Waste Oil | | | | | | | | | | | | | | | | | | | | |
| | | 106.0 | 27.7 | 621.0 | 37.0 | 442.2 | 212.5 | 1,613.2 | 39.2 | 16.6 | 748.7 | | | 527.7 | 13.1 | 0.7 | | | 97.1 | | |

# LAX Emissions Inventory Databa

| | | Polycyclic Aromatic Hydrocarbons (PAH) | | | | | | | | | | | | | | | | Dioxins/Furans | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Source Name | Classification | Acenaphthene | Acenaphthylene | Anthracene | Benzo(a)anthracene | Benzo(a)pyrene | Benzo(b)fluoranthene | Benzo(g,h,i)perylene | Benzo(k)fluoranthene | Chrysene | Dibenz(a,h)anthracene | Fluoranthene | Fluorene | Indeno(1,2,3-cd)pyrene | Naphthalene | Phenanthrene | Pyrene | Dioxin (tetrachloro total) | Dioxin (pentachloro total) | Dioxin (hexachloro total) | Dioxin (heptachloro total) | Dioxin (octachloro) | Furan (tetrachloro total) | Furan (pentachloro total) | Furan (hexachloro total) | Furan (heptachloro total) | Furan (octachloro) |
| Garrett Aviation | IC Engine, GPU | | | | | | | | | | | | | | 2.52E+00 | | | | | | | | | | | |
| Japan Air Cargo (JAL) | IC Engine, Lighting | | | | | | | | | | | | | | 5.39E-01 | | | | | | | | | | | |
| Japan Air Cargo (JAL) | IC Engine, Lighting | | | | | | | | | | | | | | 8.08E-01 | | | | | | | | | | | |
| LAWA | IC Engines | | | | | | | | | | | | | | 1.27E+00 | | | | | | | | | | | |
| TWA Maintenance | IC Engine, Misc. Small | | | | | | | | | | | | | | 2.94E-01 | | | | | | | | | | | |
| UPS | IC Engine, CSP | | | | | | | | | | | | | | 1.13E+00 | | | | | | | | | | | |
| American Airlines | IC Engine, ASU | 1.87E-03 | 2.83E-03 | 6.20E-04 | 2.67E-04 | 2.20E-04 | 3.11E-04 | 2.52E-04 | 2.18E-04 | 3.60E-04 | 2.29E-04 | 9.14E-04 | 2.68E-03 | 2.35E-04 | 4.38E-02 | 9.83E-03 | 7.33E-04 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| American Airlines | IC Engine, ASU | 1.87E-03 | 2.83E-03 | 6.20E-04 | 2.67E-04 | 2.20E-04 | 3.11E-04 | 2.52E-04 | 2.18E-04 | 3.60E-04 | 2.29E-04 | 9.14E-04 | 2.68E-03 | 2.35E-04 | 4.38E-02 | 9.83E-03 | 7.33E-04 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| American Airlines | IC Engine, ASU | 1.87E-03 | 2.83E-03 | 6.20E-04 | 2.67E-04 | 2.20E-04 | 3.11E-04 | 2.52E-04 | 2.18E-04 | 3.60E-04 | 2.29E-04 | 9.14E-04 | 2.68E-03 | 2.35E-04 | 4.38E-02 | 9.83E-03 | 7.33E-04 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| American Airlines | IC Engine, ASU | 1.87E-03 | 2.83E-03 | 6.20E-04 | 2.67E-04 | 2.20E-04 | 3.11E-04 | 2.52E-04 | 2.18E-04 | 3.60E-04 | 2.29E-04 | 9.14E-04 | 2.68E-03 | 2.35E-04 | 4.38E-02 | 9.83E-03 | 7.33E-04 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| American Airlines | IC Engine, ASU | 1.87E-03 | 2.83E-03 | 6.20E-04 | 2.67E-04 | 2.20E-04 | 3.11E-04 | 2.52E-04 | 2.18E-04 | 3.60E-04 | 2.29E-04 | 9.14E-04 | 2.68E-03 | 2.35E-04 | 4.38E-02 | 9.83E-03 | 7.33E-04 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| American Intl. Cargo | IC Engine, GPU | 1.32E-02 | 2.00E-02 | 4.38E-03 | 1.89E-03 | 1.55E-03 | 2.20E-03 | 1.78E-03 | 1.54E-03 | 2.55E-03 | 1.61E-03 | 6.46E-03 | 1.90E-02 | 1.66E-03 | 3.10E-01 | 6.95E-02 | 5.18E-03 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| American Intl. Cargo | IC Engine, GPU | 1.87E-02 | 2.64E-02 | 6.22E-03 | 2.68E-03 | 2.20E-03 | 3.12E-03 | 2.52E-03 | 2.18E-03 | 3.61E-03 | 2.29E-03 | 9.16E-03 | 2.69E-02 | 2.36E-03 | 4.39E-01 | 9.86E-02 | 7.35E-03 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| FAA Misc. Facilities | IC Engine, Generator | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | IC Engines | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | IC Engine | 1.20E-04 | 9.94E-04 | 9.43E-05 | 1.67E-05 | 6.77E-06 | 2.54E-05 | 1.34E-05 | 2.85E-05 | 1.83E-05 | 1.05E-06 | 5.60E-05 | 3.32E-04 | 1.30E-05 | 8.93E-03 | 3.58E-04 | 8.61E-05 | | | | | | | | | | |
| Ridgewood Energy | IC Engine, Cogen(@LSG) | 5.09E-03 | 1.77E-02 | 4.01E-03 | 1.98E-03 | 9.10E-05 | 1.38E-03 | 2.54E-04 | 2.64E-04 | 4.82E-04 | 9.10E-05 | 9.81E-03 | 1.47E-02 | 2.42E-04 | 8.46E-01 | 6.23E-02 | 6.30E-03 | | | | | | | | | | |
| FedEx Cargo | Turbine Engine, ASU | 1.02E-03 | 8.45E-04 | 1.01E-03 | 8.25E-04 | 8.33E-04 | 1.48E-03 | 7.87E-04 | 1.39E-03 | 9.94E-04 | 7.87E-04 | 1.25E-03 | 1.30E-03 | 7.87E-04 | 1.04E-01 | 4.29E-03 | 1.04E-03 | | | | | | | | | | |
| FedEx Cargo | Turbine Engine, ASU | 1.02E-03 | 8.45E-04 | 1.01E-03 | 8.25E-04 | 8.33E-04 | 1.48E-03 | 7.87E-04 | 1.39E-03 | 9.94E-04 | 7.87E-04 | 1.25E-03 | 1.30E-03 | 7.87E-04 | 1.04E-01 | 4.29E-03 | 1.04E-03 | | | | | | | | | | |
| FedEx Maintenance | Turbine Engine, ASU | 1.02E-03 | 8.45E-04 | 1.01E-03 | 8.25E-04 | 8.33E-04 | 1.48E-03 | 7.87E-04 | 1.39E-03 | 9.94E-04 | 7.87E-04 | 1.25E-03 | 1.30E-03 | 7.87E-04 | 1.04E-01 | 4.29E-03 | 1.04E-03 | | | | | | | | | | |
| FedEx Maintenance | Turbine Engine, ASU | 1.02E-03 | 8.45E-04 | 1.01E-03 | 8.25E-04 | 8.33E-04 | 1.48E-03 | 7.87E-04 | 1.39E-03 | 9.94E-04 | 7.87E-04 | 1.25E-03 | 1.30E-03 | 7.87E-04 | 1.04E-01 | 4.29E-03 | 1.04E-03 | | | | | | | | | | |
| LAWA | Turbines | 1.64E-05 | 1.35E-05 | 1.63E-05 | 1.32E-05 | 1.34E-05 | 2.38E-05 | 1.26E-05 | 2.22E-05 | 1.59E-05 | 1.26E-05 | 2.01E-05 | 2.08E-05 | 1.26E-05 | 1.66E-03 | 6.87E-05 | 1.66E-05 | | | | | | | | | | |
| LAWA | Turbines, CUP | 1.56E-02 | 1.21E-02 | 2.77E-02 | 1.65E-02 | 1.14E-02 | 9.27E-03 | 1.12E-02 | 9.02E-03 | 2.07E-02 | 1.93E-02 | 3.54E-02 | 4.76E-02 | 1.93E-02 | 1.36E+00 | 2.57E-01 | 2.27E-02 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| US Airways | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | |
| US Airways | Tank, Waste Oil | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1.5 | 14.0 | 1.2 | 1.3 | 0.1 | 0.5 | 0.4 | 0.2 | 0.9 | 0.4 | 1.7 | 2.7 | 1.3 | 49.5 | 9.4 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.000 | 0.000 | 0.000 |

# LAX Emissions Inventory Databa

| | | Metals | | | | | | | | | | | | | | | | | | | | | | | | Inorganics | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Source Name | Classification | Aluminum | Antimony | Arsenic | Barium | Beryllium | Boron | Cadmium | Calcium | Chromium (hex) | Chromium (total) | Cobalt | Copper | Iron | Lead | Magnesium | Manganese | Mercury | Molybdenum | Nickel | Phosphorus | Potassium | Selenium | Silicon | Sodium | Tin | Vanadium | Zinc | Ammonia | Bromine | Hydrogen chloride |
| Garrett Aviation | IC Engine, GPU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Japan Air Cargo (JAL) | IC Engine, Lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Japan Air Cargo (JAL) | IC Engine, Lighting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | IC Engines | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TWA Maintenance | IC Engine, Misc. Small | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UPS | IC Engine, CSP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| American Airlines | IC Engine, ASU | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| American Airlines | IC Engine, ASU | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| American Airlines | IC Engine, ASU | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| American Airlines | IC Engine, ASU | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| American Airlines | IC Engine, ASU | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| American Intl. Cargo | IC Engine, GPU | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| American Intl. Cargo | IC Engine, GPU | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| FAA Misc. Facilities | IC Engine, Generator | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | IC Engines | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWA | IC Engine | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ridgewood Energy | IC Engine, Cogen(@LSG) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FedEx Cargo | Turbine Engine, ASU | | | 3.15E-03 | | 6.47E-04 | | 5.07E-03 | | 1.68E-04 | 6.61E-03 | | 1.56E-02 | | 9.48E-03 | | 1.61E-01 | 4.23E-05 | | 7.61E-01 | | | 1.31E-04 | | | | | | | | |
| FedEx Cargo | Turbine Engine, ASU | | | 3.15E-03 | | 6.47E-04 | | 5.07E-03 | | 1.68E-04 | 6.61E-03 | | 1.56E-02 | | 9.48E-03 | | 1.61E-01 | 4.23E-05 | | 7.61E-01 | | | 1.31E-04 | | | | | | | | |
| FedEx Maintenance | Turbine Engine, ASU | | | 3.15E-03 | | 6.47E-04 | | 5.07E-03 | | 1.68E-04 | 6.61E-03 | | 1.56E-02 | | 9.48E-03 | | 1.61E-01 | 4.23E-05 | | 7.61E-01 | | | 1.31E-04 | | | | | | | | |
| FedEx Maintenance | Turbine Engine, ASU | | | 3.15E-03 | | 6.47E-04 | | 5.07E-03 | | 1.68E-04 | 6.61E-03 | | 1.56E-02 | | 9.48E-03 | | 1.61E-01 | 4.23E-05 | | 7.61E-01 | | | 1.31E-04 | | | | | | | | |
| LAWA | Turbines | | | 5.05E-05 | | 1.36E-05 | | 8.13E-05 | | 2.70E-06 | 1.08E-04 | | 2.50E-04 | | 1.52E-04 | | 2.58E-03 | 6.78E-07 | | 1.22E-02 | | | 2.10E-06 | | | | | | | | |
| LAWA | Turbines, CUP | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| US Airways | Surface Coating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US Airways | Tank, Waste Oil | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 0.000 | 0.000 | 0.013 | 0.000 | 0.003 | 0.0 | 0.020 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

# LAX Emissions Inventory Databa

Misc.

| Source Name | Classification | Ethyl Alcohol | Glycol Ethers | Inorganic Arsenic | Methanol | Methylene Chloride (lbs) | N-Butanol | Perchloroethylene | Secondary Butanol | TCDD | Trichloroethane, 1,1,1 | Trichloroethylene | REFERENCES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Garrett Aviation | IC Engine, GPU | | | | | | | | | | | | SPECIATE |
| Japan Air Cargo (JAL) | IC Engine, Lighting | | | | | | | | | | | | SPECIATE |
| Japan Air Cargo (JAL) | IC Engine, Lighting | | | | | | | | | | | | SPECIATE |
| LAWA | IC Engines | | | | | | | | | | | | SPECIATE |
| TWA Maintenance | IC Engine, Misc. Small | | | | | | | | | | | | SPECIATE |
| UPS | IC Engine, CSP | | | | | | | | | | | | SPECIATE |
| American Airlines | IC Engine, ASU | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, ASU | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, ASU | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, ASU | | | | | | | | | | | | CATEF |
| American Airlines | IC Engine, ASU | | | | | | | | | | | | CATEF |
| American Intl. Cargo | IC Engine, GPU | | | | | | | | | | | | CATEF |
| American Intl. Cargo | IC Engine, GPU | | | | | | | | | | | | CATEF |
| FAA Misc. Facilities | IC Engine, Generator | | | | | | | | | | | | SPECIATE |
| LAWA | IC Engines | | | | | | | | | | | | SPECIATE |
| LAWA | IC Engine | | | | | | | | | | | | CATEF |
| Ridgewood Energy | IC Engine, Cogen(@LSG) | | | | | | | | | | | | CATEF |
| FedEx Cargo | Turbine Engine, ASU | | | 3.15E-03 | | | | | | 5.83E-08 | | | CATEF |
| FedEx Cargo | Turbine Engine, ASU | | | 3.15E-03 | | | | | | 5.83E-08 | | | CATEF |
| FedEx Maintenance | Turbine Engine, ASU | | | 3.15E-03 | | | | | | 5.83E-08 | | | CATEF |
| FedEx Maintenance | Turbine Engine, ASU | | | 3.15E-03 | | | | | | 5.83E-08 | | | CATEF |
| LAWA | Turbines | | | 5.05E-05 | | | | | | 4.19E-09 | | | CATEF |
| LAWA | Turbines, CUP | | | | | | | | | | | | CATEF |
| US Airways | Surface Coating | | | | | | | | | | | | |
| US Airways | Tank, Waste Oil | | | | | | | | | | | | |
| | | 1,357.7 | 251.9 | 0.013 | 11,401.8 | 930.88 | 58.3 | 177.2 | 1.9 | 2.38E-07 | 407.2 | 11,248.3 | |

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Notes:

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b. Jet A loaded onto planes from hydrants determined by subtracting LAXFUEL truck loading throughput (Ref. 3) from total Fuel Farm throughput (Ref. 2).
c. Jet A loaded onto planes from tank trucks determined by adding LAXFUEL truck loading (Ref. 3) to Mercury Air Group throughput (Ref. 4).
d. Criteria pollutant emission factors from Ref. 5.
e. Annual meat quantity based on CDM/PCR estimate from natural gas usage (Ref. 6), and LAX restaurant tenant surveys (Ref. 18).
f. Annual meat quantity based on CDM/PCR estimate from LAX restaurant tenant surveys (Ref. 18).
g. Annual meat quantity based on CDM/PCR estimate from natural gas usage (Ref. 7), and LAX restaurant tenant surveys (Ref. 18).
h. Annual meat quantity based on CDM/PCR estimate from natural gas usage (Ref. 8), and LAX restaurant tenant surveys (Ref. 18).
i. Annual meat quantity based on CDM/PCR interview with Chelsea Catering (Ref. 9).
j. Annual meat quantity based on CDM/PCR interview with Ogden Aviation Services (Ref. 11) and LAX restaurant tenant surveys (Ref. 18).
k. Annual meat quantity based on CDM/PCR estimate from natural gas usage (Ref. 13), and LAX restaurant tenant surveys (Ref. 18).
l. Annual meat quantity based on CDM/PCR interview with Dobbs International (Ref. 14) and LAX restaurant tenant surveys (Ref. 18).
m. Annual meat quantity based on CDM/PCR estimate from natural gas usage (Ref. 16), and LAX restaurant tenant surveys (Ref. 18).
n. PM10 emissions based on ratio of actual/permitted capacity multiplied by permitted PM10 emission rate (Ref. 17).
o. Criteria and toxic pollutant emission factors from Ref. 19 for conventional firing, unless values for masonry firing were available.
p. Wood use based on LAX restaurant tenant surveys.
q. PM10 emissions based on tenant survey (Ref. 18) and AP-42 (Ref. 20).
r. PM10 emissions based on 0.0005 % mist loss and 1000 ppm TDS in cooling tower water (Ref 21).
s. Annual usage based on data provided by Federal Express (Ref. 22).
t. Criteria and toxic pollutant emissions based on information from Continental (Refs. 23,24,26).
u. Criteria and toxic pollutant emissions based on information from Continental (Refs. 23,25,26).
v. TCE emisssions based on data provided by Continental (Ref. 26).
w. Annual usage based in interview with Delta Airlines (Ref. 27).
x. Criteria pollutant emissions factors from AP-42 (Ref. 28).
y. NOx emissions based on 1995-96 Annual Emissions Report (Ref. 29).
z. Toxic pollutant emission factors from CATEF (Ref. 30).
aa. Annual usage based in interview with FAA (Ref. 31).
bb. Annual usage based on data provided by Continental (Ref. 32).
cc. Annual usage based on data provided by TWA (Ref. 33).
dd. Annual usage based on data provided by the Postal Service (Ref. 34).
ee. Annual usage based on data provided by Ogden Aviation Services (Ref. 11).
ff. Annual usage based on data provided by Nikko Inflight Catering (Ref. 8).
gg. Annual usage based on data provided by Dobbs International (Ref. 14).
hh. Annual usage based on data provided by Caterair (Ref. 13).
ii. Annual usage based on data provided by Chelsea Catering (Ref. 10).
jj. Annual usage based on data provided by United Airlines (Ref. 35).
kk. Annual usage estimated by CDM/PCR.
ll. Annual usage based on data provided by LSG Skychefs (Ref. 16).
mm. Annual usage based on data provided by the Proud Bird (Ref. 7).
nn. Annual usage based on data provided by American Golf (Ref. 6).
oo. Annual usage based on data provided by American Airlines (Ref. 36).
pp. Annual usage based on data provided by LAWA (Ref. 21).
qq. Annual usage based on data provided by LAXFUEL (Ref. 38).
rr. Criteria pollutant emission factors from SCAQMD Form T1 (Ref. 37).
ss. Annual usage based on data provided by Mercury Air Group (Ref. 4).
tt. Criteria pollutant emission factors from AP-42 (Ref. 39) for refueling operations only.
uu. Annual usage based on data provided by USAir (Ref. 41).
vv. NOx emission factor from SCAQMD (Ref. 1), SO2 emission factor assumes 0.05 wt% sulfur, and remaining criteria pollutant emission factors from AP-42 (Ref. 40).
ww. Toxic pollutant emission factors from CATEF (Ref. 43).
xx. Toxic pollutant emission factors from CATEF (Ref. 44).
yy. Annual usage based on data provided by Federal Express (Ref. 22).
zz. SO2 emission factor assumes 0.05 wt% sulfur, and remaining criteria pollutant emission factors from AP-42 (Ref. 40).
aaa. Annual usage based on data provided by Hudson General (Ref. 45).
bbb. Annual usage based on data provided by Airport Terminal Services (Ref. 46).
ccc. Annual usage based on data provided by America West (Ref. 47).
ddd. Annual usage based on data provided by American International (Ref. 48).
eee. Annual usage based on data provided by Atlas Air Group (Ref. 49).
fff. Annual usage based on data provided by DHL (Ref. 50).
ggg. Annual usage based on data provided by Dynair (Ref. 51).
hhh. Annual usage based on data provided by Ontario Aircraft (Ref. 52).
iii. Annual usage based on data provided by SW Air Cargo (Ref. 53).
jjj. Annual usage based on data provided by UPS (Ref. 54).
kkk. Annual usage based on data provided by U.S. Coast Guard (Ref. 55).
lll. Annual usage based on data provided by Centinela Hospital (Ref. 56).
mmm. Annual usage based on data provided by Alaska Airlines (Ref. 57).
nnn. Annual usage based on data provided by Garrett Aviation (Ref. 58).
ooo. Annual usage based on data provided by Japan Air (Ref. 59).
ppp. Annual usage based on data provided by Trans States (Ref. 60).
qqq. Annual usage based on data provided by United Express (Ref. 61).
rrr. Annual usage based on data provided by American Eagle (Ref. 62).
sss. Annual usage based on data provided by Sky West (Ref. 63).
ttt. Annual usage based on data provided by Ogden Ramp Services (Ref. 64).
uuu. SO2 emission factor assumes 0.05 wt% sulfur, and remaining criteria pollutant emission factors from engine manufacturer estimates (Ref. 65) assuming 7.1 lb/gal for diesel.
vvv. Toxic pollutant emission factors from CATEF (Ref. 66).
www. Criteria pollutant emission factor from 1995-96 Annual Emission Report (Ref. 29).
xxx. Criteria pollutant emission factors from AP-42 (Ref. 40).
yyy. Toxic pollutant emission factors from SPECIATE (Ref. 67).
zzz. Toxic pollutant emission factors from SPECIATE (Ref. 68).
@. VOC emission factors from AP-42 (Ref. 40), remaining criteria pollutants from American International (Ref. 48).
Q. VOC emission factor from SCAQMD (Ref. 1) for diesel fueling, corrected to Jet A using ratio of vapor pressures (Ref. 69).
¶. VOC emission factor from SCAQMD (Ref. 3).
^. Toxic pollutant emission factors from SPECIATE (Ref. 70).
*. SO2 emission factor from AP-42 (Ref 28) and remaining criteria pollutant emission factors from engine source test data (Ref. 71).
%. Toxic pollutant emission factors from CATEF (Ref. 72).
=. Toxic pollutant emission factors from CATEF (Ref. 73).
X. Criteria and toxic pollutant emission factors from MSDS (Ref. 74).

| Emission Factor Identification | References | Units | Criteria Pollutants (except Lead) VOC | PM10 | CO | NOx | SO2 | CO2 |
|---|---|---|---|---|---|---|---|---|
| Uncontrolled EFs | | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | 8.50E-01 | --- | --- | --- | --- | --- |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | 1.41E+00 | --- | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 2 [b,c] | lb/MMcf | 2.78E+00 | 1.19E+01 | 2.10E+01 | 1.00E+02 | 6.00E-01 | 1.20E+05 |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | 7.00E+00 | 7.50E+00 | 3.50E+01 | 1.30E+02 | 8.30E-01 | --- |
| Boiler, NG | Ref. 4 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Heater, NG | Ref. 5 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Steam Generator, NG | Ref. 8 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | 2.60E-01 | 2.80E-01 | 3.20E+00 | 1.28E+01 | 4.60E+00 | --- |
| Boiler/Heater, Diesel | Ref. 1 [a] | lb/1000gal | 2.00E-01 | 2.00E+00 | 5.00E+00 | 2.00E+01 | 7.10E+00 | --- |
| Charbroiling | | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | --- | 1.40E-02 | --- | --- | --- | --- |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | --- | 1.30E-01 | --- | --- | --- | --- |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | --- | 3.90E+00 | --- | --- | --- | --- |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | --- | 5.00E-02 | --- | --- | --- | --- |
| Cooking | | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | --- | 1.90E-02 | --- | --- | --- | --- |
| Degreaser | Ref. 7 | lb/lb nonexempt | 1.00E+00 | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | 9.80E+00 | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | 2.80E-02 | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | 8.19E-02 | 5.73E-02 | 8.50E-01 | 3.20E+00 | 1.01S | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | 6.42E-04 | --- | 5.50E-03 | 2.40E-02 | 8.09E-03 | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/MMBtu | 3.60E-01 | 3.10E-01 | 9.50E-01 | 4.41E+00 | 2.90E-01 | 1.64E+02 |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/hp-hr | 2.51E-03 | 2.20E-03 | 6.68E-03 | 3.10E-02 | 2.05E-03 | 1.15E+00 |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | 3.75E+01 | 3.35E+01 | 1.02E+02 | 4.69E+02 | 7.10E+00 | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/MMBtu | 2.88E+00 | 1.00E-01 | 6.27E+01 | 1.63E+00 | 8.40E-02 | 1.54E+02 |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/hp-hr | 2.05E-02 | 7.21E-04 | 4.39E-01 | 1.10E-02 | 5.91E-04 | 1.08E+00 |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | 2.16E-02 | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | 2.06E+02 | 6.50E+00 | 3.94E+03 | 1.02E+02 | 5.30E+00 | --- |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/MMBtu | 1.80E-01 | --- | 4.20E-01 | 3.20E+00 | --- | 1.09E+02 |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/hp-hr | 1.59E-03 | --- | 3.53E-03 | 2.60E-02 | --- | 7.70E-01 |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/MMBtu | 3.00E-02 | --- | 1.60E+00 | 2.30E+00 | --- | 1.09E+02 |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/hp-hr | 3.09E-04 | --- | 1.90E-02 | 2.20E-02 | --- | 7.70E-01 |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | 2.80E+02 | --- | 4.30E+02 | 3.40E+03 | 6.00E-01 | --- |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | --- | 6.61E-04 | 3.89E-02 | 3.00E-02 | 3.90E-03 | --- |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | --- | 1.23E-03 | 4.90E-02 | 3.77E-02 | 4.19E-03 | --- |
| | | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | 8.30E+01 | 5.00E+00 | 1.29E+02 | 1.39E+02 | 3.50E-01 | --- |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |

| Emission Factor Identification | References | Units | Volatile Organic Compounds (VOC) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Acetaldehyde | Acrolein | Benzene | Butadiene, 1,3- | Formaldehyde | Hexane | Propylene |
| Uncontrolled EFs | | | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- | --- |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 2 [b,c] | lb/MMcf | --- | --- | --- | --- | 1.55E-01 | --- | --- |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG | Ref. 4 | lb/MMcf | 8.87E-03 | --- | 4.31E-03 | --- | 2.21E-01 | --- | --- |
| Heater, NG | Ref. 5 | lb/MMcf | 4.61E-03 | 4.51E-03 | 2.34E-03 | --- | 4.75E-03 | --- | 4.63E-01 |
| Steam Generator, NG | Ref. 8 | lb/MMcf | --- | --- | 3.88E-03 | --- | 8.72E-03 | --- | --- |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Boiler/Heater, Diesel | Ref. 1 [a] | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Charbroiling | | | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- |
| Cooking | | | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Degreaser | Ref. 7 | lb/lb nonexempt | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | 3.47E-03 | 1.07E-03 | 1.01E-01 | --- | 1.32E-02 | --- | 3.85E-01 |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | 1.07E-01 | 1.30E-02 | 1.22E-01 | 5.41E-03 | 1.16E-01 | --- | 3.85E-01 |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | 2.52E-05 | 7.88E-06 | 7.76E-04 | --- | 7.89E-05 | --- | 2.79E-03 |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/MMBtu | 7.67E-04 | 9.25E-05 | 9.33E-04 | 3.91E-05 | 1.18E-03 | --- | 2.58E-03 |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | --- | --- | 2.85E-01 | --- | 8.79E-02 | 1.39E-03 | 2.97E-01 |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | --- | --- | 3.25E-02 | --- | 6.82E-02 | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | 1.16E-02 | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | 7.60E-03 | 1.15E-02 | 3.00E-02 | 1.60E-02 | 2.85E-02 | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | | | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | 2.20E-03 | 7.00E-04 | 4.98E-02 | 8.00E-03 | 1.02E-02 | --- | --- |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | 8.00E-04 | 3.00E-04 | 1.20E-02 | 1.50E-03 | 3.50E-03 | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [l] | g/mile | 7.10E-03 | --- | 4.13E-02 | 9.30E-03 | 2.51E-02 | --- | --- |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [l] | g/mile | 5.20E-03 | --- | 3.05E-02 | 6.90E-03 | 1.68E-02 | --- | --- |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [l] | g/mile | 4.10E-03 | --- | 2.28E-02 | 6.20E-03 | 1.38E-02 | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | 7.00E-04 | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | 6.70E-03 | 6.00E-04 | 4.60E-02 | 1.11E-02 | 3.05E-02 | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | 3.99E+00 | 1.63E+00 | 1.21E+00 | --- | 2.87E+01 | --- | 1.87E+01 |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | 5.29E-01 | 5.90E-02 | 2.18E-01 | 3.67E-01 | 4.71E+00 | --- | 5.38E+00 |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | 8.83E-01 | 7.94E-01 | 1.91E+00 | 1.04E-01 | 2.80E+00 | --- | 1.60E+01 |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| | | | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | 5.19E-02 | 2.53E-02 | 2.17E-02 | 2.01E-02 | 1.68E-01 | --- | --- |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | 2.25E-02 | 2.11E-02 | 1.73E-01 | --- | --- |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | 4.90E-02 | 2.34E-02 | 1.92E-02 | 1.69E-02 | 1.52E-01 | --- | --- |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |

| | | | Volatile Organic Compounds (VOC) continued | | | | | |
|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Propylene oxide | Styrene | Toluene | Xylene, m- or p- | Xylene, o- | Xylene (total) |
| Uncontrolled EFs | | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 2 [b,c] | lb/MMcf | --- | --- | 2.20E-03 | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Boiler, NG | Ref. 4 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Heater, NG | Ref. 5 | lb/MMcf | --- | --- | 3.23E-02 | --- | --- | 1.87E-02 |
| Steam Generator, NG | Ref. 8 | lb/MMcf | --- | --- | 1.20E-02 | --- | --- | 2.77E-02 |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Boiler/Heater, Diesel | Ref. 1 [a] | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Charbroiling | | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- |
| Cooking | | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Degreaser | Ref. 7 | lb/lb nonexempt | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | --- | --- | 3.74E-02 | --- | --- | 2.68E-02 |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | --- | --- | 5.50E-02 | 2.16E-02 | 2.09E-02 | 3.59E-02 |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | --- | --- | 2.81E-04 | --- | --- | 1.93E-04 |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | 4.09E-04 | --- | --- | 2.85E-04 |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | --- | --- | 8.50E-02 | --- | --- | 1.51E-02 |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | --- | 3.00E-04 | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | 4.10E-03 | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | --- | 3.70E-03 | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [l] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [l] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [l] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [l] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | --- | --- | 4.12E-01 | 8.63E-02 | 4.94E-02 | --- |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | --- | --- | 2.39E-01 | --- | --- | 6.46E-01 |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | --- | --- | 1.07E+00 | 4.41E-01 | 2.17E-01 | 6.02E-02 |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| | | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | --- | 4.40E-03 | --- | --- | --- | --- |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | --- | 4.20E-03 | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |

| | | | Semi-Volatile Organic Compounds (SVOC) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Benzaldehyde | Benzo(e)pyrene | Chloronaphthalene, 2- | Diesel Particulate | Ethylbenzene | Methylnaphthalene, 2- | Perylene |
| Uncontrolled EFs | | | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- | --- |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 2 [b,c] | lb/MMcf | --- | --- | --- | --- | --- | 9.02E-06 | --- |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG | Ref. 4 | lb/MMcf | 1.64E-02 | --- | --- | --- | --- | --- | --- |
| Heater, NG | Ref. 5 | lb/MMcf | --- | --- | --- | --- | 2.25E-03 | --- | --- |
| Steam Generator, NG | Ref. 8 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Boiler/Heater, Diesel | Ref. 1 [a] | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Charbroiling | | | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- |
| Cooking | | | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Degreaser | Ref. 7 | lb/lb nonexempt | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | 1.26E-02 | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | --- | --- | --- | --- | 6.76E-03 | --- | --- |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | | | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | 3.56E-02 | --- | --- | --- |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | 1.88E-02 | --- | --- | --- |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | 1.05E-02 | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | | --- | --- | --- | 7.11E-02 | | --- |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | --- | --- | --- | --- | 1.16E-02 | --- | --- |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| | | | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,48 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |

| | | | Polycyclic Aromatic Hydrocarbons (PAH) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Emission Factor Identification** | **References** | **Units** | Acenaphthene | Acenaphthylene | Anthracene | Benzo(a)anthracene | Benzo(a)pyrene | Benzo(b)fluoranthene | Benzo(g,h,i)perylene | Benzo(k)fluoranthene |
| Uncontrolled EFs | | | | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | — | — | — | — | — | — | — | — |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | — | — | — | — | — | — | — | — |
| Boiler, NG, Comm. | Ref. 2 [b,o] | lb/MMcf | — | — | — | — | — | — | — | — |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | — | — | — | — | — | — | — | — |
| Boiler, NG | Ref. 4 | lb/MMcf | — | — | — | — | — | — | — | — |
| Heater, NG | Ref. 5 | lb/MMcf | 1.39E-06 | 1.21E-05 | 1.61E-06 | 1.41E-06 | 1.14E-06 | 1.14E-06 | 1.25E-06 | 1.14E-06 |
| Steam Generator, NG | Ref. 8 | lb/MMcf | — | — | — | — | — | — | — | — |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| Boiler/Heater, Diesel | Ref. 1 [a] | lb/1000gal | — | — | — | — | — | — | — | — |
| Charbroiling | | | | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | — | — | — | — | — | — | — | — |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | — | — | — | — | — | — | — | — |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | — | — | — | — | — | — | — | — |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | — | — | — | — | — | — | — | — |
| Cooking | | | | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | — | — | — | — | — | — | — | — |
| Degreaser | Ref. 7 | lb/lb nonexempt | — | — | — | — | — | — | — | — |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | 4.71E-04 | 1.09E-03 | 1.79E-04 | 5.03E-05 | 1.81E-05 | 7.96E-05 | 3.89E-05 | 1.56E-05 |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | 3.14E-03 | 4.07E-03 | 8.48E-04 | 2.34E-04 | 1.81E-05 | 8.66E-05 | 4.94E-05 | 3.28E-05 |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | 4.68E-06 | 9.23E-06 | 1.23E-06 | 6.22E-07 | 2.57E-07 | 1.11E-06 | 5.56E-07 | 2.18E-07 |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [a] | lb/MMBtu | 1.42E-06 | 5.06E-06 | 1.87E-06 | 1.68E-06 | 1.88E-07 | 9.91E-08 | 4.89E-07 | 1.55E-07 |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [a] | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | 8.71E-04 | 9.45E-04 | 2.67E-04 | 1.42E-04 | 1.40E-04 | 1.44E-04 | 1.42E-04 | 1.41E-04 |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | 2.85E-06 | 2.85E-06 | 1.33E-03 | 1.11E-03 | 2.85E-06 | 1.43E-06 | 3.39E-04 | 1.43E-06 |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb VOC | — | — | 1.38E-06 | 3.10E-06 | 1.12E-06 | 2.50E-06 | 1.38E-06 | 2.33E-06 |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb PM | — | — | — | — | — | — | — | — |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | — | — | 1.40E-06 | 3.16E-06 | 1.14E-06 | 2.54E-06 | 1.40E-06 | 2.37E-06 |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | — | — | — | — | — | — | — | — |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [a] | lb/MMBtu | — | — | — | — | — | — | — | — |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [a] | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | | | | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | — | — | 1.92E-07 | 2.72E-06 | 1.60E-06 | 1.39E-06 | 5.34E-06 | 1.50E-06 |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | — | — | — | — | — | — | — | — |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | — | — | 1.74E-07 | 2.47E-06 | 1.45E-06 | 1.26E-06 | 4.84E-06 | 1.36E-06 |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | — | — | — | — | — | — | — | — |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [l] | g/mile | — | — | — | — | — | — | — | — |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [l] | g/mile | — | — | — | — | — | — | — | — |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [l] | g/mile | — | — | — | — | — | — | — | — |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | — | — | 1.74E-07 | 2.47E-06 | 1.45E-06 | 1.26E-06 | 4.84E-06 | 1.36E-06 |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | — | — | — | — | — | — | — | — |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | — | — | 1.74E-07 | 2.47E-06 | 1.45E-06 | 1.26E-06 | 4.84E-06 | 1.36E-06 |
| IC Engine, NG-Ind., Lean | Ref. 40 [j] | lb/MMBtu | — | — | — | — | — | — | — | — |
| IC Engine, NG-Ind., Lean | Ref. 40 [j] | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, NG-Ind., Rich | Ref. 40 [j] | lb/MMBtu | — | — | — | — | — | — | — | — |
| IC Engine, NG-Ind., Rich | Ref. 40 [j] | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | 7.17E-04 | 7.59E-03 | 2.56E-04 | 7.78E-05 | 3.55E-05 | 3.27E-04 | 1.03E-04 | 5.30E-04 |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | 1.51E-04 | 5.25E-04 | 1.19E-04 | 5.88E-05 | 2.70E-06 | 4.09E-05 | 7.54E-06 | 7.83E-06 |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | 1.94E-03 | 1.45E-02 | 1.84E-03 | 2.94E-04 | 1.15E-04 | 2.37E-04 | 1.95E-04 | 1.03E-04 |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | — | — | — | — | — | — | — | — |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | — | — | — | — | — | — | — | — |
| | | | | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | — | — | — | — | — | — | — | — |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | — | — | — | — | — | — | — | — |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | — | — | — | — | — | — | — | — |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | — | — | — | — | — | — | — | — |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | — | — | 5.79E-07 | 6.20E-07 | 3.95E-07 | — | 6.15E-08 | — |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | — | — | 3.20E-06 | 7.89E-07 | 1.28E-06 | — | 7.74E-07 | — |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | — | — | 5.33E-07 | 5.10E-07 | 3.23E-07 | — | 4.96E-08 | — |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,48 | lb toxic/lb VOC | — | — | 4.00E-07 | 5.28E-08 | 2.81E-08 | — | 4.67E-09 | — |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,48 | lb toxic/lb VOC | — | — | 1.46E-06 | 1.04E-06 | 7.47E-07 | — | 1.68E-07 | — |

| | | | Polycyclic Aromatic Hydrocarbons (PAH) continued | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Chrysene | Dibenz(a,h)anthracene | Fluoranthene | Fluorene | Indeno(1,2,3-cd)pyrene | Naphthalene | Phenanthrene | Pyrene |
| Uncontrolled EFs | | | | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- | --- | --- |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 2 [b,c] | lb/MMcf | --- | --- | 3.01E-06 | --- | --- | 2.40E-04 | 1.00E-05 | 5.01E-06 |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG | Ref. 4 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Heater, NG | Ref. 5 | lb/MMcf | 1.39E-06 | 1.14E-06 | 1.19E-05 | 4.59E-06 | 1.14E-06 | 2.37E-04 | 3.37E-05 | 5.60E-06 |
| Steam Generator, NG | Ref. 8 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler/Heater, Diesel | Ref. 1 [a] | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Charbroiling | | | | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | --- | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- | --- |
| Cooking | | | | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Degreaser | Ref. 7 | lb/lb nonexempt | --- | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | 1.06E-04 | 2.43E-05 | 3.73E-04 | 1.28E-03 | 2.89E-05 | 1.63E-02 | 3.96E-03 | 2.90E-04 |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | 5.30E-05 | 5.50E-05 | 1.33E-03 | 5.52E-03 | 4.63E-05 | 5.44E-02 | 9.47E-03 | 9.02E-04 |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | 1.53E-06 | 3.46E-07 | 4.03E-06 | 1.28E-05 | 4.14E-07 | 1.30E-04 | 4.08E-05 | 3.71E-06 |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [a] | lb/MMBtu | 3.53E-07 | 5.83E-07 | 7.61E-06 | 2.92E-05 | 3.75E-07 | 8.48E-05 | 2.94E-05 | 4.78E-06 |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [a] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | 1.53E-04 | 1.40E-04 | 2.84E-04 | 6.49E-04 | 1.40E-04 | 1.52E-02 | 3.11E-03 | 2.37E-04 |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | 4.60E-04 | 2.85E-04 | 1.30E-03 | 1.22E-02 | 2.25E-04 | 1.91E-02 | 1.45E-02 | 7.49E-03 |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb VOC | 8.53E-06 | --- | 1.12E-05 | --- | --- | --- | 1.05E-05 | 1.95E-05 |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | 8.69E-06 | --- | 1.14E-05 | --- | --- | --- | 1.07E-05 | 1.98E-05 |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [a] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [a] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | | | | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | 2.05E-06 | 3.04E-07 | 1.78E-06 | --- | 2.40E-07 | --- | 6.40E-07 | 1.14E-06 |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | 1.86E-06 | 2.76E-07 | 1.61E-06 | --- | 2.18E-07 | --- | 5.80E-07 | 1.03E-06 |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | 1.86E-06 | 2.76E-07 | 1.61E-06 | --- | 2.18E-07 | --- | 5.80E-07 | 1.03E-06 |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | 1.86E-06 | 2.76E-07 | 1.61E-06 | --- | 2.18E-07 | --- | 5.80E-07 | 1.03E-06 |
| IC Engine, NG-Ind., Lean | Ref. 40 [l] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [l] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [l] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [l] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | 9.64E-05 | 1.09E-05 | 2.50E-04 | 4.60E-04 | 1.20E-04 | 1.22E-01 | 8.93E-04 | 1.23E-04 |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | 1.43E-05 | 2.70E-06 | 2.91E-04 | 4.36E-04 | 7.17E-06 | 2.51E-02 | 1.85E-03 | 1.87E-04 |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | 3.10E-04 | 1.25E-05 | 9.95E-04 | 6.91E-03 | 1.69E-04 | 7.65E-02 | 7.07E-03 | 1.79E-03 |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| | | | | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | 1.14E-07 | --- | 2.05E-06 | --- | --- | 3.55E-04 | 9.90E-06 | 1.94E-06 |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | 1.52E-06 | --- | 1.33E-05 | --- | --- | 1.27E-04 | 3.68E-05 | 1.52E-05 |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | 1.02E-07 | --- | 1.79E-06 | --- | --- | 3.73E-04 | 8.45E-06 | 1.75E-06 |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | 5.61E-08 | --- | 8.25E-07 | --- | --- | 4.31E-04 | 3.64E-06 | 1.01E-06 |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,49 | lb toxic/lb VOC | 2.02E-07 | --- | 4.55E-06 | --- | --- | 4.74E-05 | 3.08E-05 | 3.64E-06 |

| | | | Dioxins | | | | |
|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Dioxin (tetrachloro total) | Dioxin (pentachloro total) | Dioxin (hexachloro total) | Dioxin (heptachloro total) | Dioxin (octachloro) |
| Uncontrolled EFs | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 2 [b,c] | lb/MMcf | --- | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- |
| Boiler, NG | Ref. 4 | lb/MMcf | --- | --- | --- | --- | --- |
| Heater, NG | Ref. 5 | lb/MMcf | --- | --- | --- | --- | --- |
| Steam Generator, NG | Ref. 8 | lb/MMcf | --- | --- | --- | --- | --- |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Boiler/Heater, Diesel | Ref. 1 [a] | lb/1000gal | --- | --- | --- | --- | --- |
| Charbroiling | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | --- | --- | --- | --- | --- |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- |
| Cooking | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | --- | --- | --- | --- | --- |
| Degreaser | Ref. 7 | lb/lb nonexempt | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel, On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Diesel, On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | --- | --- | --- | --- | --- |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [l] | lb/MMBtu | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [l] | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [l] | lb/MMBtu | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [l] | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | --- | --- | --- | --- | --- |
| | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | --- | --- | --- | --- | --- |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |

| | | | Furans | | | | |
|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Furan (tetrachloro total) | Furan (pentachloro total) | Furan (hexachloro total) | Furan (heptachloro total) | Furan (octachloro) |
| Uncontrolled EFs | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 2 [b,c] | lb/MMcf | --- | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- |
| Boiler, NG | Ref. 4 | lb/MMcf | --- | --- | --- | --- | --- |
| Heater, NG | Ref. 5 | lb/MMcf | --- | --- | --- | --- | --- |
| Steam Generator, NG | Ref. 8 | lb/MMcf | --- | --- | --- | --- | --- |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Boiler/Heater, Diesel | Ref. 1 [a] | lb/1000gal | --- | --- | --- | --- | --- |
| Charbroiling | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | --- | --- | --- | --- | --- |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- |
| Cooking | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | --- | --- | --- | --- | --- |
| Degreaser | Ref. 7 | lb/lb nonexempt | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | --- | --- | --- | --- | --- |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | --- | --- | --- | --- | --- |
| | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | --- | --- | --- | --- | --- |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |

| Emission Factor Identification | References | Units | Metals | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Aluminum | Antimony | Arsenic | Barium | Beryllium | Boron | Cadmium | Calcium |
| Uncontrolled EFs | | | | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- | --- | --- |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 2 [b,c] | lb/MMcf | --- | --- | 2.30E-04 | 2.40E-03 | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG | Ref. 4 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Heater, NG | Ref. 5 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Steam Generator, NG | Ref. 8 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler/Heater, Diesel | Ref. 1 [e] | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Charbroiling | | | | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | --- | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- | --- |
| Cooking | | | | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Degreaser | Ref. 7 | lb/lb nonexempt | --- | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | | | | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [l] | g/mile | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| | | | | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |

| | | | Metals continued | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Chromium (III) | Chromium (total) | Cobalt | Copper | Iron | Lead | Manganese | Mercury |
| Uncontrolled EFs | | | | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- | --- | --- |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Comm. | Ref. 2 [b,c] | lb/MMcf | --- | 1.10E-03 | 1.20E-04 | 2.41E-04 | --- | 2.71E-04 | --- | 3.81E-04 |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG | Ref. 4 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Heater, NG | Ref. 5 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Steam Generator, NG | Ref. 8 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler/Heater, Diesel | Ref. 1 [a] | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Charbroiling | | | | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | --- | --- | --- | --- | --- | --- | --- | --- |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | --- | --- | --- | --- | --- | --- | --- | --- |
| Cooking | | | | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Degreaser | Ref. 7 | lb/lb nonexempt | --- | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | 7.00E-05 | --- | 5.00E-05 | --- | --- | --- | 7.00E-05 |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | --- | 7.00E-05 | --- | 5.00E-05 | --- | --- | --- | 7.00E-05 |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | | | | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | --- | 6.00E-05 | --- | 1.60E-04 | --- | --- | --- | 1.20E-04 |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | --- | 6.00E-05 | --- | 1.60E-04 | --- | --- | --- | 1.20E-04 |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [i] | g/mile | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [i] | g/mile | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [i] | g/mile | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | --- | 6.00E-05 | --- | 1.60E-04 | --- | --- | --- | 1.20E-04 |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| | | | | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | 1.63E-02 | 3.75E-01 | --- | --- | --- | --- | --- | --- |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | --- | 3.48E-04 | --- | --- | --- | --- | --- | --- |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | 2.58E-04 | 1.86E-03 | --- | --- | --- | --- | --- | --- |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | 8.91E-03 | 1.42E-01 | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |

| | | | Metals continued | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Mercury | Molybdenum | Nickel | Phosphorus | Potassium | Selenium | Silicon | Sodium |
| Uncontrolled EFs | | | | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | — | — | — | — | — | — | — | — |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | — | — | — | — | — | — | — | — |
| Boiler, NG, Comm. | Ref. 2 [b,c] | lb/MMcf | — | 5.81E-04 | 3.61E-03 | — | — | — | — | — |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | — | — | — | — | — | — | — | — |
| Boiler, NG | Ref. 4 | lb/MMcf | — | — | — | — | — | — | — | — |
| Heater, NG | Ref. 5 | lb/MMcf | — | — | — | — | — | — | — | — |
| Steam Generator, NG | Ref. 8 | lb/MMcf | — | — | — | — | — | — | — | — |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| Boiler/Heater, Diesel | Ref. 1 [a] | lb/1000gal | — | — | — | — | — | — | — | — |
| Charbroiling | | | | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | — | — | — | — | — | — | — | — |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | — | — | — | — | — | — | — | — |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | — | — | — | — | — | — | — | — |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | — | — | — | — | — | — | — | — |
| Cooking | | | | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | — | — | — | — | — | — | — | — |
| Degreaser | Ref. 7 | lb/lb nonexempt | — | — | — | — | — | — | — | — |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | — | — | — | — | — | — | — | — |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [a] | lb/MMBtu | — | — | — | — | — | — | — | — |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [a] | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb PM | 2.00E-05 | — | 3.00E-05 | — | — | — | — | — |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | 2.00E-05 | — | 3.00E-05 | — | — | — | — | — |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [a] | lb/MMBtu | — | — | — | — | — | — | — | — |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [a] | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | | | | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | 1.00E-05 | — | 7.00E-05 | — | — | — | — | — |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | 1.00E-05 | — | 7.00E-05 | — | — | — | — | — |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [i] | g/mile | — | — | — | — | — | — | — | — |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [i] | g/mile | — | — | — | — | — | — | — | — |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [i] | g/mile | — | — | — | — | — | — | — | — |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | 1.00E-05 | — | 7.00E-05 | — | — | — | — | — |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/MMBtu | — | — | — | — | — | — | — | — |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/MMBtu | — | — | — | — | — | — | — | — |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | — | — | — | — | — | — | — | — |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | — | — | — | — | — | — | — | — |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | — | — | — | — | — | — | — | — |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | — | — | — | — | — | — | — | — |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | — | — | — | — | — | — | — | — |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | — | — | — | — | — | — | — | — |
| | | | | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | — | — | — | — | — | — | — | — |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | — | — | — | — | — | — | — | — |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | — | — | — | — | — | — | — | — |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | — | — | — | — | — | — | — | — |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,49 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |

| | | | Metals continued | | | Inorganics | | |
|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Uncontrolled EFs | | | | | | | | |
| Bulk Loading, Jet A, Aircraft | Ref. 1 | lb/1000bbl | — | — | — | — | — | — |
| Bulk Loading, Jet A, Tank Trucks | Ref. 1 | lb/1000bbl | — | — | — | — | — | — |
| Boiler, NG, Comm. | Ref. 2 [b,c] | lb/MMcf | — | 3.21E-03 | — | — | — | — |
| Boiler, NG, Comm. | Ref. 1 | lb/MMcf | — | — | — | — | — | — |
| Boiler, NG | Ref. 4 | lb/MMcf | — | — | — | — | — | — |
| Heater, NG | Ref. 5 | lb/MMcf | — | — | — | — | — | — |
| Steam Generator, NG | Ref. 8 | lb/MMcf | — | — | — | — | — | — |
| Boiler/Heater, LPG | Ref. 1 | lb/1000gal | — | — | — | — | — | — |
| Boiler/Heater, Diesel | Ref. 1 [e] | lb/1000gal | — | — | — | — | — | — |
| Charbroiling | | | | | | | | |
| Concrete Batch, Aggreg. Load. | Ref. 43 | kg/Mg | — | — | — | — | — | — |
| Concrete Batch, Concrete Load. | Ref. 43 | kg/Mg | — | — | — | — | — | — |
| Concrete Batch, Wind Erosion | Ref. 43 | kg/hectare/day | — | — | — | — | — | — |
| Concrete Batch, Truck Mix | Ref. 43 | kg/Mg | — | — | — | — | — | — |
| Cooking | | | | | | | | |
| Cooling Tower | Ref. 6 | lb/1000gal | — | — | — | — | — | — |
| Degreaser | Ref. 7 | lb/lb nonexempt | — | — | — | — | — | — |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | — | — | — | — | — | — |
| Pump, Fuel - Fugitive, Diesel | Ref. 1 | lb/1000gal | — | — | — | — | — | — |
| IC Engine, Diesel-Ind. | Ref. 9A | lb/1000gal | — | — | — | — | — | — |
| IC Engine, Diesel-Ind. | Ref. 9B | lb/1000gal | — | — | — | — | — | — |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/MMBtu | — | — | — | — | — | — |
| IC Engine, Diesel-Ind. | Ref. 42 [f,k] | lb/hp-hr | — | — | — | — | — | — |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/MMBtu | — | — | — | — | — | — |
| IC Engine, Diesel-Ind./Com. | Ref. 41 [e] | lb/hp-hr | — | — | — | — | — | — |
| IC Engine, Diesel-Com. | Ref. 10 | lb/1000gal | — | — | — | — | — | — |
| IC Engine, D-Elec. Gen. | Ref. 11 [d] | lb/1000gal | — | — | — | — | — | — |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb VOC | — | — | — | — | — | — |
| IC Engine, Diesel., On-Road | Ref. 44,47 | lb toxic/lb PM | — | — | — | — | — | — |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb VOC | — | — | — | — | — | — |
| IC Engine, Diesel, Nonroad | R. 44,45,47 | lb toxic/lb PM | — | — | — | — | — | — |
| IC Engine, Diesel | Ref. 1 | lb/1000gal | — | — | — | — | — | — |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/MMBtu | — | — | — | — | — | — |
| IC Engine, Gasoline, Ind./Com. | Ref. 41 [e] | lb/hp-hr | — | — | — | — | — | — |
| IC Engine, Gasoline, Ind./Com. | 41, total VOC | lb/hp-hr | | | | | | |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb VOC | — | — | — | — | — | — |
| IC Engine, Gaso., Nonroad, 4S | Ref. 44, 47 | lb toxic/lb PM | — | — | — | — | — | — |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb VOC | — | — | — | — | — | — |
| IC Engine, Gaso., Nonroad, 2S | Ref. 44, 47 | lb toxic/lb PM | — | — | — | — | — | — |
| IC Engine, On-Road, 1995 Yr | Ref. 44,46 [l] | g/mile | — | — | — | — | — | — |
| IC Engine, On-Road, 2000 Yr | Ref. 44,46 [l] | g/mile | — | — | — | — | — | — |
| IC Engine, On-Road, 2010 Yr | Ref. 44,46 [l] | g/mile | — | — | — | — | — | — |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb VOC | — | — | — | — | — | — |
| IC Engine, Gaso., On-Road | Ref. 44,47 | lb toxic/lb PM | — | — | — | — | — | — |
| IC Engine, Gasoline | Ref. 1 | lb/1000gal | — | — | — | — | — | — |
| IC Engine, Av.Gas., Air Taxi&GA | Ref. 44,48 | lb toxic/lb VOC | — | — | — | — | — | — |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/MMBtu | — | — | — | — | — | — |
| IC Engine, NG-Ind., Lean | Ref. 40 [i] | lb/hp-hr | — | — | — | — | — | — |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/MMBtu | — | — | — | — | — | — |
| IC Engine, NG-Ind., Rich | Ref. 40 [i] | lb/hp-hr | — | — | — | — | — | — |
| IC Engine, NG-Ind., Lean | Ref. 12A | lb/MMcf | — | — | — | — | — | — |
| IC Engine, NG-Ind., Lean | Ref. 12B | lb/MMcf | — | — | — | — | — | — |
| IC Engine, Nat. Gas, Rich | Ref. 13 | lb/MMcf | — | — | — | — | — | — |
| IC Engine, Nat. Gas | Ref. 1 | lb/MMcf | — | — | — | — | — | — |
| IC Engine, Jet A | Ref. 50 | lb/hp-hr | — | — | — | — | — | — |
| IC Engine, Jet A | Ref. 52 | lb/hp-hr | — | — | — | — | — | — |
| | | | | | | | | |
| IC Engine, LPG | Ref. 1 | lb/1000gal | — | — | — | — | — | — |
| Coating, Powder (75%Cr3C2) | Ref. 18 | lb/lbs powder | — | — | — | — | — | — |
| Coating, Powder (87%Al2O3) | Ref. 19 | lb/lbs powder | — | — | — | — | — | — |
| Coating, Powder (80%Ni) | Ref. 20 | lb/lbs powder | — | — | — | — | — | — |
| Coating, Powder (100%Cr ox) | Ref. 21 | lb/lbs powder | — | — | — | — | — | — |
| Turbine, Jet A, Com. Aircraft | 44,48,49 [m] | lb toxic/lb VOC | — | — | — | — | — | — |
| Turbine, JP 4, Military | 44,48,49 [m] | lb toxic/lb VOC | — | — | — | — | — | — |
| Turbine, Jet A, Air Taxi & GA | 44,48,49 [m] | lb toxic/lb VOC | — | — | — | — | — | — |
| Turbine, Jet A, Aircraft, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | — | — | — | — | — | — |
| Turbine, Jet A, Aircraft, takeoff | Ref. 44,49 | lb toxic/lb VOC | — | — | — | — | — | — |

| | | | Criteria Pollutants (except Lead) | | | | | |
|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | VOC | PM10 | CO | NOx | SO2 | CO2 |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,f] | lb/MMBtu | 1.70E-02 | 6.10E-02 | 4.80E-02 | 6.98E-01 | 1.01S | 1.65E+02 |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,f] | lb/hp-hr | 1.37E-04 | 4.89E-04 | 3.84E-04 | 5.60E-03 | 8.09E-03 | 1.32E+00 |
| Turbine, Diesel-Ind. Cogen. | Ref. 36 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/MMBtu | 2.40E-02 | 4.19E-02 | 1.10E-01 | 4.40E-01 | 0.94S | 1.09E+02 |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/hp-hr | 1.92E-04 | 3.35E-04 | 8.60E-04 | 3.53E-03 | 7.52E-03S | 8.76E-01 |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/MMBtu | 2.00E-03 | --- | 1.70E-01 | 3.40E-01 | --- | 1.09E+02 |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/hp-hr | 2.20E-05 | --- | 1.83E-03 | 2.87E-03 | --- | 8.80E-01 |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Controlled EFs | | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | 7.00E+00 | 7.50E+00 | 3.50E+01 | 4.98E+01 | 8.30E-01 | --- |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | 7.00E+00 | 7.50E+00 | 3.50E+01 | 3.74E+01 | 8.30E-01 | --- |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | 2.60E-01 | 2.80E-01 | 3.20E+00 | 4.50E+00 | 4.60E+00 | --- |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | 2.60E-01 | 2.80E-01 | 3.20E+00 | 3.40E+00 | 4.60E+00 | --- |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, BF | Ref. 22 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, PA | Ref. 23 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WC | Ref. 24 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WT | Ref. 25 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, BF | Ref. 26 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, PA | Ref. 27 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28A | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28B | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WT | Ref. 30 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | 3.10E+00 | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | 2.80E+02 | --- | 4.30E+02 | 2.39E+02 | 6.00E-01 | --- |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | 8.30E+01 | 5.00E+00 | 1.29E+02 | 1.53E+01 | 3.50E-01 | --- |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | 2.06E+02 | 6.50E+00 | 3.94E+03 | 2.15E+01 | 5.30E+00 | --- |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | 3.75E+01 | 3.35E+01 | 1.02E+02 | 3.34E+01 | 7.10E+00 | --- |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | --- | --- | --- | 4.69E+02 | --- | --- |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/MMBtu | 4.80E-03 | 3.72E-02 | 1.92E-02 | 2.90E-01 | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/hp-hr | 3.84E-05 | 2.98E-04 | 1.54E-04 | 2.31E-03 | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/MMBtu | --- | --- | 2.80E-01 | 1.40E-01 | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/hp-hr | --- | --- | 2.07E-03 | 1.10E-03 | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/MMBtu | --- | --- | 1.60E-01 | 1.20E-01 | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/hp-hr | --- | --- | 1.16E-03 | 9.75E-04 | --- | --- |
| Turbine, NG-E. Gen., W/SCR | Ref. 39 [j] | lb/MMBtu | 3.20E-03 | --- | 8.40E-03 | 8.80E-03 | --- | --- |
| Wood Combustion | Ref. 52 | lb/ton | --- | 5.60E+00 | 1.49E+02 | 2.80E+00 | 4.00E-01 | 3.85E+03 |
| SPECIATE /Fuel Tanks | | %VOC | 3% | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | --- | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | 0.56 | 23.21 | 17.1 | 1.9 | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | 0.3 | 17.65 | 13.59 | 1.77 | --- |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | 42 | 0.4 | 122.7 | --- | 0.6 | --- |
| Allied Signal Emission Estimates | | lb/1000gal | 6.85 | 0.97 | 49.15 | 4.09 | --- | --- |
| | | | | | | | | |

| | | | Volatile Organic Compounds (VOC) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Acetaldehyde | Acrolein | Benzene | Butadiene, 1,3- | Formaldehyde | Hexane | Propylene |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | --- | --- | --- | --- | 3.19E-02 | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,o,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,o,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Ind. Cogen. | Ref. 38 | lb/1000gal | --- | --- | 1.13E-02 | --- | 7.05E-02 | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,o,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,o,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [l] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [l] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | 6.86E-02 | 2.37E-02 | 1.36E-02 | 1.27E-04 | 1.10E-01 | 2.59E-01 | 7.71E-01 |
| Controlled EFs | | | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, BF | Ref. 22 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, PA | Ref. 23 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WC | Ref. 24 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WT | Ref. 25 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, BF | Ref. 26 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, PA | Ref. 27 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28A | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28B | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WT | Ref. 30 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | 6.86E-02 | 2.37E-02 | 1.36E-02 | 1.27E-04 | 1.10E-01 | 2.59E-01 | 7.71E-01 |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | 6.86E-02 | 2.37E-02 | 1.36E-02 | 1.27E-04 | 1.10E-01 | 2.59E-01 | 7.71E-01 |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [e] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [e] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., WI/SCR | Ref. 39 [i,j] | lb/MMBtu | --- | --- | --- | --- | 2.70E-03 | --- | --- |
| Wood Combustion | Ref. 52 | lb/ton | --- | --- | 1.94E+00 | --- | --- | --- | 1.24E+00 |
| SPECIATE /Fuel Tanks | | %VOC | --- | --- | 0.77% | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | 0.50% | 0.06% | 4.10% | 0.50% | 1.10% | --- | 2.19% |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | --- | --- | 4% | --- | 8% | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| Allied Signal Emission Estimates | | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| | | | | | | | | | |

| | | | Volatile Organic Compounds (VOC) continued | | | | | |
|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Propylene oxide | Styrene | Toluene | Xylene, m- or p- | Xylene, o- | Xylene (total) |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Ind. Cogen. | Ref. 36 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [f] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [f] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | 4.78E-02 | --- | 7.10E-02 | 4.89E-02 | 2.40E-02 | 2.61E-02 |
| Controlled EFs | | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, BF | Ref. 22 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, PA | Ref. 23 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WC | Ref. 24 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WT | Ref. 25 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, BF | Ref. 26 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, PA | Ref. 27 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28A | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28B | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WT | Ref. 30 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | 4.78E-02 | --- | 7.10E-02 | 4.89E-02 | 2.40E-02 | 2.61E-02 |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | 4.78E-02 | --- | 7.10E-02 | 4.89E-02 | 2.40E-02 | 2.61E-02 |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [a,g] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [a,g] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., WI/SCR | Ref. 39 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Wood Combustion | Ref. 52 | lb/ton | --- | --- | 7.30E-01 | --- | 2.02E-01 | --- |
| SPECIATE /Fuel Tanks | | %VOC | --- | --- | 0.66% | --- | --- | 0.15% |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | --- | 0.34% | 10.40% | --- | --- | 5.86% |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | --- | --- | 2% | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Allied Signal Emission Estimates | | lb/1000gal | --- | --- | --- | --- | --- | --- |

| | | | Semi-Volatile Organic Compounds (SVOC) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Benzaldehyde | Benzo(e)pyrene | Chloronaphthalene, 2- | Diesel Particulate | Ethylbenzene | Methylnaphthalene, 2- | Perylene |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Ind. Cogen. | Ref. 36 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | --- | 5.44E-07 | 2.72E-07 | --- | 1.79E-02 | 5.29E-06 | 7.00E-07 |
| Controlled EFs | | | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, BF | Ref. 22 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, PA | Ref. 23 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WC | Ref. 24 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WT | Ref. 25 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, BF | Ref. 26 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, PA | Ref. 27 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28A | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28B | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WT | Ref. 30 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | --- | 5.44E-07 | 2.72E-07 | --- | 1.79E-02 | 5.29E-06 | 7.00E-07 |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | --- | 5.44E-07 | 2.72E-07 | --- | 1.79E-02 | 5.29E-06 | 7.00E-07 |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., WI/SCR | Ref. 39 [j] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- |
| Wood Combustion | Ref. 52 | lb/ton | --- | 1.20E-02 | --- | --- | --- | --- | 2.60E-03 |
| SPECIATE /Fuel Tanks | | %VOC | --- | --- | --- | --- | 0.05% | --- | --- |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | 0.13% | --- | --- | --- | 1.47% | --- | --- |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | --- | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | --- | --- | --- | --- | --- | --- | --- |
| Allied Signal Emission Estimates | | lb/1000gal | --- | --- | --- | --- | --- | --- | --- |
| | | | | | | | | | |

| | | | Polycyclic Aromatic Hydrocarbons (PAH) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Acenaphthene | Acenaphthylene | Anthracene | Benzo(a)anthracene | Benzo(a)pyrene | Benzo(b)fluoranthene | Benzo(g,h,i)perylene | Benzo(k)fluoranthene |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | 1.46E-06 | 1.04E-06 | 7.47E-07 | --- | 1.68E-07 | --- |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | 1.09E-06 | 4.03E-06 | 2.55E-06 | --- | 3.56E-07 | --- |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | 3.09E-06 | 7.24E-07 | 1.27E-06 | --- | 7.58E-07 | --- |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | 6.54E-06 | 2.24E-06 | 2.37E-06 | --- | 2.72E-06 | --- |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | 6.57E-06 | 2.18E-06 | 2.54E-06 | --- | 2.01E-06 | --- |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | 3.12E-06 | 9.30E-07 | 9.46E-07 | --- | 4.77E-07 | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | 9.69E-05 | 8.61E-05 | 9.80E-05 | 8.53E-05 | 8.33E-05 | 1.32E-04 | 8.26E-05 | 1.30E-04 |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,e,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Ind. Cogen. | Ref. 36 | lb/1000gal | 1.82E-05 | 6.32E-06 | 1.56E-05 | 4.22E-06 | 8.61E-06 | 2.15E-05 | 2.18E-06 | 6.92E-06 |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,e,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | 1.90E-05 | 1.47E-05 | 3.38E-05 | 2.26E-05 | 1.39E-05 | 1.13E-05 | 1.37E-05 | 1.10E-05 |
| Controlled EFs | | | | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, BF | Ref. 22 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, PA | Ref. 23 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WC | Ref. 24 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WT | Ref. 25 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, BF | Ref. 26 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, PA | Ref. 27 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28A | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28B | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WT | Ref. 30 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | --- | --- | 1.62E-08 | 2.70E-07 | 2.70E-07 | 4.13E-07 | 6.67E-07 | 2.84E-07 |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | 1.90E-05 | 1.47E-05 | 3.38E-05 | 2.26E-05 | 1.39E-05 | 1.13E-05 | 1.37E-05 | 1.10E-05 |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | 1.90E-05 | 1.47E-05 | 3.38E-05 | 2.26E-05 | 1.39E-05 | 1.13E-05 | 1.37E-05 | 1.10E-05 |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., WI/SCR | Ref. 39 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Wood Combustion | Ref. 52 | lb/ton | 1.00E-02 | 2.12E-01 | 1.40E-02 | 2.00E-02 | 4.00E-03 | 6.00E-03 | 4.00E-03 | 2.00E-03 |
| SPECIATE /Fuel Tanks | | %VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Allied Signal Emission Estimates | | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |

| | | | Polycyclic Aromatic Hydrocarbons (PAH) continued | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Emission Factor Identification** | **References** | **Units** | **Chrysene** | **Dibenz(a,h)anthracene** | **Fluoranthene** | **Fluorene** | **Indeno(1,2,3-cd)pyrene** | **Naphthalene** | **Phenanthrene** | **Pyrene** |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | 2.02E-07 | --- | 4.55E-06 | --- | --- | 4.74E-05 | 3.08E-05 | 3.64E-06 |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | 4.29E-07 | --- | 8.24E-06 | --- | --- | 7.98E-05 | 3.54E-05 | 6.76E-06 |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | 1.29E-06 | --- | 1.16E-05 | --- | --- | 1.18E-04 | 3.35E-05 | 1.39E-05 |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | 3.25E-06 | --- | 2.69E-05 | --- | --- | 1.71E-04 | 8.78E-05 | 2.13E-05 |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | 3.68E-06 | --- | 2.61E-05 | --- | --- | 1.83E-04 | 1.07E-04 | 2.61E-05 |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | 2.91E-06 | --- | 2.36E-05 | --- | --- | 1.88E-04 | 4.64E-05 | 2.36E-05 |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | 1.03E-04 | 8.25E-05 | 1.25E-04 | 1.27E-04 | 8.26E-05 | 1.08E-02 | 4.12E-04 | 1.01E-04 |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Ind. Cogen. | Ref. 36 | lb/1000gal | 4.82E-06 | 2.30E-06 | 1.34E-05 | 1.76E-05 | 2.29E-06 | 3.87E-04 | 6.91E-05 | 1.44E-05 |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | 2.52E-05 | 2.35E-05 | 4.32E-05 | 5.80E-05 | 2.35E-05 | 1.66E-03 | 3.13E-04 | 2.77E-05 |
| Controlled EFs | | | | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, BF | Ref. 22 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, PA | Ref. 23 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WC | Ref. 24 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WT | Ref. 25 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, BF | Ref. 26 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, PA | Ref. 27 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28A | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28B | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WT | Ref. 30 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | 5.40E-07 | 4.59E-08 | 2.84E-07 | --- | 6.75E-08 | --- | 1.24E-07 | 3.56E-07 |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | 2.52E-05 | 2.35E-05 | 4.32E-05 | 5.80E-05 | 2.35E-05 | 1.66E-03 | 3.13E-04 | 2.77E-05 |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | 2.52E-05 | 2.35E-05 | 4.32E-05 | 5.80E-05 | 2.35E-05 | 1.66E-03 | 3.13E-04 | 2.77E-05 |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [c,g] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [c,g] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., WI/SCR | Ref. 39 [i,j] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Wood Combustion | Ref. 52 | lb/ton | 1.20E-02 | 4.00E-03 | 2.00E-02 | 2.40E-02 | 2.00E-02 | 2.88E-01 | 7.80E-02 | 2.40E-03 |
| SPECIATE /Fuel Tanks | | %VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | --- | --- | --- | --- | --- | 0.20% | --- | --- |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Allied Signal Emission Estimates | | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| | | | | | | | | | | |

| | | | Dioxins | | | | |
|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Dioxin (tetrachloro total) | Dioxin (pentachloro total) | Dioxin (hexachloro total) | Dioxin (heptachloro total) | Dioxin (octachloro) |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,f] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,f] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, Diesel-Ind. Cogen. | Ref. 36 | lb/1000gal | 3.74E-09 | 7.15E-09 | 9.00E-09 | 1.68E-08 | 1.07E-07 |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | --- | --- | --- | --- | --- |
| Controlled EFs | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | --- | --- | --- | --- | --- |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | --- | --- | --- | --- | --- |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | --- | --- | --- | --- | --- |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | --- | --- | --- | --- | --- |
| Coating, Green PE, BF | Ref. 22 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green PE, PA | Ref. 23 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green PE, WC | Ref. 24 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green PE, WT | Ref. 25 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, BF | Ref. 26 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, PA | Ref. 27 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28A | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28B | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, WT | Ref. 30 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | --- | --- | --- | --- | --- |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., W/SCR | Ref. 39 [j] | lb/MMBtu | --- | --- | --- | --- | --- |
| Wood Combustion | Ref. 52 | lb/ton | --- | --- | --- | --- | --- |
| SPECIATE /Fuel Tanks | | %VOC | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | --- | --- | --- | --- | --- |
| Allied Signal Emission Estimates | | lb/1000gal | --- | --- | --- | --- | --- |
| | | | | | | | |

| | | | Furans | | | | |
|---|---|---|---|---|---|---|---|
| **Emission Factor Identification** | **References** | **Units** | Furan (tetrachloro total) | Furan (pentachloro total) | Furan (hexachloro total) | Furan (heptachloro total) | Furan (octachloro) |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,o,r] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,o,r] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, Diesel-Ind. Cogen. | Ref. 36 | lb/1000gal | 3.34E-08 | 4.67E-08 | 2.41E-08 | 1.67E-08 | 8.61E-09 |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,o,r] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,o,r] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [r] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [r] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | --- | --- | --- | --- | --- |
| Controlled EFs | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | --- | --- | --- | --- | --- |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | --- | --- | --- | --- | --- |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | --- | --- | --- | --- | --- |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | --- | --- | --- | --- | --- |
| Coating, Green PE, BF | Ref. 22 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green PE, PA | Ref. 23 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green PE, WC | Ref. 24 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green PE, WT | Ref. 25 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, BF | Ref. 26 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, PA | Ref. 27 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28A | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28B | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Green primer, WT | Ref. 30 | lb/gal | --- | --- | --- | --- | --- |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | --- | --- | --- | --- | --- |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | --- | --- | --- | --- | --- |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,q] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,q] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [p] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [p] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [n] | lb/MMBtu | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [n] | lb/hp-hr | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., WI/SCR | Ref. 39 [u] | lb/MMBtu | --- | --- | --- | --- | --- |
| Wood Combustion | Ref. 52 | lb/ton | --- | --- | --- | --- | --- |
| SPECIATE /Fuel Tanks | | %VOC | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | --- | --- | --- | --- | --- |
| Allied Signal Emission Estimates | | lb/1000gal | --- | --- | --- | --- | --- |
| | | | | | | | |

| | | | Metals | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Aluminum | Antimony | Arsenic | Barium | Beryllium | Boron | Cadmium | Calcium |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | — | — | — | — | — | — | — | — |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,e,f] | lb/MMBtu | 1.50E-04 | 2.20E-05 | 4.90E-06 | 2.00E-05 | 3.30E-07 | 6.50E-05 | 4.20E-06 | 7.70E-04 |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,e,f] | lb/hp-hr | — | — | — | — | — | — | — | — |
| Turbine, Diesel-Ind. Cogen. | Ref. 36 | lb/1000gal | — | — | 2.02E-04 | — | 5.43E-05 | — | 3.25E-04 | — |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,e,f] | lb/MMBtu | — | — | — | — | — | — | — | — |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,e,f] | lb/hp-hr | — | — | — | — | — | — | — | — |
| Turbine, NG - Ind. Cogen. | Ref. 40 [f] | lb/MMBtu | — | — | — | — | — | — | — | — |
| Turbine, NG - Ind. Cogen. | Ref. 40 [f] | lb/hp-hr | — | — | — | — | — | — | — | — |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | — | — | — | — | — | — | — | — |
| Controlled EFs | | | | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | — | — | — | — | — | — | — | — |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | — | — | — | — | — | — | — | — |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | — | — | — | — | — | — | — | — |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | — | — | — | — | — | — | — | — |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | — | — | — | — | — | — | — | — |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | — | — | — | — | — | — | — | — |
| Coating, Green PE, BF | Ref. 22 | lb/gal | — | — | — | — | — | — | — | — |
| Coating, Green PE, PA | Ref. 23 | lb/gal | — | — | — | — | — | — | — | — |
| Coating, Green PE, WC | Ref. 24 | lb/gal | — | — | — | — | — | — | — | — |
| Coating, Green PE, WT | Ref. 25 | lb/gal | — | — | — | — | — | — | — | — |
| Coating, Green primer, BF | Ref. 26 | lb/gal | — | — | — | — | — | — | — | — |
| Coating, Green primer, PA | Ref. 27 | lb/gal | — | — | — | — | — | — | — | — |
| Coating, Green primer, WC | Ref. 28A | lb/gal | — | — | — | — | — | — | — | — |
| Coating, Green primer, WC | Ref. 28B | lb/gal | — | — | — | — | — | — | — | — |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | — | — | — | — | — | — | — | — |
| Coating, Green primer, WT | Ref. 30 | lb/gal | — | — | — | — | — | — | — | — |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | — | — | — | — | — | — | — | — |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | — | — | — | — | — | — | — | — |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | — | — | — | — | — | — | — | — |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | — | — | — | — | — | — | — | — |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | — | — | — | — | — | — | — | — |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | — | — | — | — | — | — | — | — |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | — | — | — | — | — | — | — | — |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | — | — | — | — | — | — | — | — |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | — | — | — | — | — | — | — | — |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/MMBtu | — | — | — | — | — | — | — | — |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/hp-hr | — | — | — | — | — | — | — | — |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/MMBtu | — | — | — | — | — | — | — | — |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/hp-hr | — | — | — | — | — | — | — | — |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/MMBtu | — | — | — | — | — | — | — | — |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/hp-hr | — | — | — | — | — | — | — | — |
| Turbine, NG-E. Gen., WWSCR | Ref. 39 [d] | lb/MMBtu | — | — | — | — | — | — | — | — |
| Wood Combustion | Ref. 52 | lb/ton | — | — | — | — | — | — | 2.20E-05 | — |
| SPECIATE /Fuel Tanks | | %VOC | — | — | — | — | — | — | — | — |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | — | — | — | — | — | — | — | — |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | — | — | — | — | — | — | — | — |
| American Int. Airways- notice to comply | | gram/hp-hr | — | — | — | — | — | — | — | — |
| American Int. Airways- notice to comply | | gram/hp-hr | — | — | — | — | — | — | — | — |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | — | — | — | — | — | — | — | — |
| Allied Signal Emission Estimates | | lb/1000gal | — | — | — | — | — | — | — | — |

| | | | Metals continued | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Chromium (III) | Chromium (VI) | Cobalt | Copper | Lead | Manganese | Mercury | Nickel |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,f] | lb/MMBtu | --- | 4.70E-05 | 9.10E-06 | 1.30E-03 | 6.00E-04 | 5.80E-05 | 2.30E-04 | 3.40E-04 |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Ind. Cogen. | Ref. 36 | lb/1000gal | 1.08E-05 | 4.24E-04 | --- | 9.98E-04 | --- | 6.08E-04 | --- | 1.03E-02 |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Controlled EFs | | | | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | 8.72E-03 | 5.71E-02 | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | 4.15E-02 | 4.14E-03 | --- | --- | --- | --- | --- | --- |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | 1.94E-02 | 4.24E-02 | --- | --- | --- | --- | --- | --- |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | 3.96E-03 | 8.23E-04 | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, BF | Ref. 22 | lb/gal | 1.75E-04 | 3.33E-04 | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, PA | Ref. 23 | lb/gal | 3.10E-05 | 1.19E-04 | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WC | Ref. 24 | lb/gal | 4.31E-06 | 4.15E-05 | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WT | Ref. 25 | lb/gal | 3.99E-05 | 1.28E-04 | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, BF | Ref. 26 | lb/gal | 1.28E-03 | 1.53E-03 | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, PA | Ref. 27 | lb/gal | 2.87E-04 | 7.33E-04 | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28A | lb/gal | 1.42E-03 | 1.93E-03 | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28B | lb/gal | 2.63E-04 | 4.26E-04 | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | 8.32E-04 | 1.03E-03 | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WT | Ref. 30 | lb/gal | 2.26E-04 | 2.60E-04 | --- | --- | --- | --- | --- | --- |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | 1.81E-04 | 1.86E-04 | --- | --- | --- | --- | --- | --- |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | 3.00E-04 | 4.02E-04 | --- | --- | --- | --- | --- | --- |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | 5.12E-03 | 5.98E-03 | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., W/SCR | Ref. 39 [j] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Wood Combustion | Ref. 52 | lb/ton | --- | 1.00E-06 | --- | --- | --- | --- | --- | 1.70E-04 |
| SPECIATE /Fuel Tanks | | %VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Allied Signal Emission Estimates | | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |

| | | | Metals continued | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | Mercury | Molybdenum | Nickel | Phosphorus | Potassium | Selenium | Silicon | Sodium |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,f] | lb/MMBtu | 9.10E-07 | 8.40E-06 | 1.20E-03 | 3.00E-04 | 4.30E-04 | 5.30E-06 | 1.30E-03 | 1.40E-03 |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [c,e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Ind. Cogen. | Ref. 38 | lb/1000gal | 2.71E-06 | --- | 4.88E-02 | --- | --- | 8.39E-06 | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [c,e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [i] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Controlled EFs | | | | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, BF | Ref. 22 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, PA | Ref. 23 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WC | Ref. 24 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WT | Ref. 25 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, BF | Ref. 26 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, PA | Ref. 27 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28A | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28B | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WT | Ref. 30 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | --- | --- | --- | --- | --- | --- | --- | --- |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | --- | --- | 1.60E-03 | --- | --- | --- | --- | --- |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., WI/SCR | Ref. 39 [i,j] | lb/MMBtu | --- | --- | --- | --- | --- | --- | --- | --- |
| Wood Combustion | Ref. 52 | lb/ton | --- | --- | 1.40E-05 | --- | --- | --- | --- | --- |
| SPECIATE /Fuel Tanks | | %VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | --- | --- | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- | --- | --- |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | --- | --- | --- | --- | --- | --- | --- | --- |
| Allied Signal Emission Estimates | | lb/1000gal | --- | --- | --- | --- | --- | --- | --- | --- |

| | | | Metals continued | | | Inorganics | | |
|---|---|---|---|---|---|---|---|---|
| Emission Factor Identification | References | Units | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Turbine, Jet A, Aircraft, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, Jet A, Aircraft, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, taxi/idle | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, takeoff | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, climbout | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, JP 4, Military, approach | Ref. 44,49 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 35 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,e,f] | lb/MMBtu | 8.10E-05 | 4.40E-06 | 6.80E-04 | --- | 4.20E-06 | --- |
| Turbine, Diesel-Elec. Gen. | Ref. 39 [e,e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-Ind. Cogen. | Ref. 36 | lb/1000gal | --- | --- | 5.38E-02 | --- | --- | 8.09E-02 |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,e,f] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Elec. Gen. | Ref. 39 [e,e,f] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [f] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 40 [f] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, NG - Ind. Cogen. | Ref. 37 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Controlled EFs | | | | | | | | |
| Boiler, NG, Comm., Rule 1146 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Boiler, NG, Small., Rule 1146.1 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Comm., Rule 1146 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Boiler, LPG, Small, Rule 1146.1 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, WS | Ref. 14 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Plating, Anodizing, DM/WS/FF | Ref. 15 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Plating, Hard, WS or DM | Ref. 16 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Plating, Hard, DM/WS/FF | Ref. 17 | mg/amp-hr | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, BF | Ref. 22 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, PA | Ref. 23 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WC | Ref. 24 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green PE, WT | Ref. 25 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, BF | Ref. 26 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, PA | Ref. 27 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28A | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WC | Ref. 28B | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WSN | Ref. 29 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Green primer, WT | Ref. 30 | lb/gal | --- | --- | --- | --- | --- | --- |
| Coating, Powder (70%Ni), AF | Ref. 31 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (49%Ni), AF | Ref. 32 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Powder (4%Ni), AF | Ref. 33 | lb/lbs powder | --- | --- | --- | --- | --- | --- |
| Coating, Yellow PE, BF | Ref. 34 | lb/gal | --- | --- | --- | --- | --- | --- |
| Pump, Fuel - Fugitive, Gasoline | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Gaso., On-Road, Cat | Ref. 44,47 | lb toxic/lb VOC | --- | --- | --- | --- | --- | --- |
| IC Engine, Nat. Gas, Rule1110.2 | Ref. 1 | lb/MMcf | --- | --- | --- | --- | --- | --- |
| IC Engine, LPG, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Gasoline, Rule1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| IC Engine, Diesel, Rule 1110.2 not subject to r | Ref. 1 | lb/1000gal | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind. Cogen, SCR | Ref. 38A | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Turbine, NG-Ind.Cog, CO/SCR | Ref. 38B | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Turbine, Diesel-E. Gen., Wtr Inj. | Ref. 39 [e,g] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Water Inj. | Ref. 39 [g] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/MMBtu | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., Steam Inj. | Ref. 39 [h] | lb/hp-hr | --- | --- | --- | --- | --- | --- |
| Turbine, NG-E. Gen., W/SCR | Ref. 39 [i] | lb/MMBtu | --- | --- | --- | 6.50E-03 | --- | --- |
| Wood Combustion | Ref. 52 | lb/ton | --- | --- | --- | --- | --- | --- |
| SPECIATE /Fuel Tanks | | %VOC | --- | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 1313 | | %VOC | --- | --- | --- | --- | --- | --- |
| US EPA SPECIATE Database VOC Profile 0003 | | %VOC | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- |
| American Int. Airways- notice to comply | | gram/hp-hr | --- | --- | --- | --- | --- | --- |
| LAWA Annual Emission Report 96/97 | | lb/MMcf | --- | --- | --- | --- | --- | --- |
| Allied Signal Emission Estimates | | lb/1000gal | --- | --- | --- | --- | --- | --- |
| | | | | | | | | |

Reference 1. SCAQMD, "General Instruction Book for the 1996-97 Annual Emissions Reporting Program," 1997.
Reference 2. U.S. EPA, AP-42, Sect. 1.4, 10/96.
Reference 3. SCAQMD Form B-1, 01/95
Reference 4. CATEF, Boilers, 1997.
Reference 5. CATEF, Heaters, 1997.
Reference 6. U.S. EPA, AP-42, Sect. 13.4, 01/95.
Reference 7. U.S. EPA, AP-42, Sect. 4.6, 01/95.
Reference 8. CATEF, Steam Generators, 1997.
Reference 9A. CATEF, Reciprocating ICE - Industrial, Diesel, Oxygen <13%, 1997.
Reference 9B. CATEF, Reciprocating ICE - Industrial, Diesel, Oxygen >13%, 1997.
Reference 10. CATEF, Reciprocating ICE - Commercial/Institutional, Diesel, 1997.
Reference 11. CATEF, Reciprocating ICE - Electrical Generation, Diesel, 1997.
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Reference 12B. CATEF, Reciprocating ICE - Industrial, Natural Gas, Lean/4S/>650 Hp, 1997.
Reference 13. CATEF, Reciprocating ICE - Industrial, Natural Gas, Rich/4S/<650 Hp, 1997.
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Reference 16. CATEF, Plating Operation (Chromic acid), Hard, Demister or Wet Scrubber, 1997.
Reference 17. CATEF, Plating Operation (Chromic acid), Hard, Demister/Wet Scrubber/Fabric Filter, 1997.
Reference 18. CATEF, Coating Operation, Powder (75%Cr3C2,20%NiCr,5%Cr), 1997.
Reference 19. CATEF, Coating Operation, Powder (87%Al2O3,13%TiO2), 1997.
Reference 20. CATEF, Coating Operation, Powder (80%Ni,20%Cr), 1997.
Reference 21. CATEF, Coating Operation, Powder (100% chromium oxide), 1997.
Reference 22. CATEF, Coating Operation, Green PE (15% chromium), Baffle Filter, 1997.
Reference 23. CATEF, Coating Operation, Green PE (15% chromium), Paint Arrestors, 1997.
Reference 24. CATEF, Coating Operation, Green PE (15% chromium), Water Curtain, 1997.
Reference 25. CATEF, Coating Operation, Green PE (15% chromium), Water Trough, 1997.
Reference 26. CATEF, Coating Operation, Green primer (25-35% chromate), Baffle Filter, 1997.
Reference 27. CATEF, Coating Operation, Green primer (25-35% chromate), Paint Arrestors, 1997.
Reference 28A. CATEF, Coating Operation, Green primer (25-35% chromate), Water Curtain, Conventional Spray Methods, 1997.
Reference 28B. CATEF, Coating Operation, Green primer (25-35% chromate), Water Curtain, HVLP Spray Guns, 1997.
Reference 29. CATEF, Coating Operation, Green primer (25-35% chromate), Water Spray Nozzle, 1997.
Reference 30. CATEF, Coating Operation, Green primer (25-35% chromate), Water Trough, 1997.
Reference 31. CATEF, Coating Operation, Powder (70%Ni,4%Cr), Air Filter, 1997.
Reference 32. CATEF, Coating Operation, Powder (49%Ni,44%Cr), Air Filter, 1997.
Reference 33. CATEF, Coating Operation, Powder (4%Ni,96%Al), Air Filter, 1997.
Reference 34. CATEF, Coating Operation, Yellow PE (30% lead chromate), Baffle Filter, 1997.
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Reference 38A. Ref. 30
Reference 38B. CATEF, Turbine, Industrial-Cogeneration, Natural Gas, CO Catalyst/Selective Catalytic Reduction, 1997.
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Reference 41. U.S. EPA, AP-42, Sect. 3.3, 10/96.
Reference 42. U.S. EPA, AP-42, Sect. 3.4, 10/96.
Reference 43. U.S. EPA, AP-42, Sect. 11.12, 01/95.
Reference 44. U.S. EPA, Memo from R. Cook to A. Pope, June 11, 1997.
Reference 45. U.S. EPA, Memo from R. Cook to A. Pope, Feburary 20, 1997.
Reference 46. U.S. EPA, Motor Vehicle-Related Air Toxics Study, April 1993.
Reference 47. U.S. EPA, Memo from P. Brodowicz to E. Ginsburg and D. Mobley, December 19, 1996.
Reference 48. U.S. EPA, Memo from R. Cook to P. Morris, February 17, 1993.
Reference 49. U.S. EPA, Memo from R. Cook to J. Touma, March 18, 1997.
Reference 50. American International Airways, SCAQMD Form 400-E-13, 05/29/97 (Hobart Bros. ICE Model No. 90G-20P-471).
Reference 51. American International Airways, SCAQMD Form 400-E-13, 05/29/97 (Hobart Bros. ICE Model No. 60G-20P-371).
Reference 52. AP42 Wood Combustion Section 1.10


Note a. Sulfur content of diesel fuel assumed to be 0.05 wt%.
Note b. VOC EF based on THC EF=5.8 lb/MMcf and nonmethane fraction = 0.46 (Ref. 2).
Note c. PM10 EF includes condensable and filterable fractions.
Note d. Benzo(b)fluoranthene and benzo(k)fluoranthene each assumed to be 0.5 * benzo(b+k)fluoranthene value (2.85E-06 lb/1000gal).
Note e. VOC EF = TOC EF (as Methane).
Note f. S = % sulfur in fuel, for SO2 EF calculation.
Note g. Water injection, water/fuel ratio = 0.6.
Note h. Steam injection, water/fuel ratio = 1.2.
Note i. VOC EF = Nonmethane Hydrocarbons (NMHC) EF or Nonmethane Organic Compounds (NMOC) EF.
Note j. SCR NOx control efficiency = 0.78 (78%).
Note k. VOC EF based on TOC EF=0.09 lb/MMBtu and nonmethane fraction = 0.91 (Ref. 42).
Note l. Factors are for total VMT, including on-road gasoline and diesel engines.
Note m. PAH EFs developed from Ref. 49 Time-In-Mode values for taxi/idle, takeoff, climbout, and approach.

# Parking Source Emissions Summary

| SCENARIO | TOTAL ROG (tpy) | % of Existing | TOTAL CO (tpy) | % of Existing | TOTAL NOx (tpy) | % of Existing | TOTAL PM10 (tpy) | % of Existing |
|---|---|---|---|---|---|---|---|---|
| **Existing (1996) Parking Facility Source Emissions** | **207.00** | **100%** | **1153.42** | **100%** | **53.14** | **100%** | **1.18** | **100%** |
| Future Baseline (2005) Parking Facility Source Emissions | 113.93 | 55% | 493.45 | 43% | 40.22 | 76% | 0.93 | 79% |
| Alternative A (2005) Parking Facility Source Emissions | 113.84 | 55% | 481.50 | 42% | 27.19 | 51% | 0.66 | 56% |
| Alternatives B (2005) Parking Facility Source Emissions | 115.25 | 55% | 485.50 | 42% | 27.51 | 52% | 0.67 | 57% |
| Alternatives C (2005) Parking Facility Source Emissions | 111.40 | 54% | 470.17 | 41% | 30.11 | 57% | 0.72 | 61% |
| Future Baseline (2015) Parking Facility Source Emissions | 65.16 | 31% | 262.62 | 23% | 28.07 | 53% | 0.66 | 56% |
| Alternative A (2015) Parking Facility Source Emissions | 78.78 | 38% | 324.66 | 28% | 18.68 | 35% | 0.72 | 61% |
| Alternative B (2015) Parking Facility Source Emissions | 81.69 | 39% | 334.85 | 29% | 17.29 | 33% | 0.72 | 61% |
| Alternative C (2015) Parking Facility Source Emissions | 84.48 | 41% | 341.39 | 30% | 16.90 | 32% | 0.70 | 59% |





# Roadway Source Emissions Summary

| SCENARIO | TOTAL ROG (tpy) | % Of Existing | TOTAL CO (tpy) | % Of Existing | TOTAL NOx (tpy) | % Of Existing | TOTAL PM10 (tpy) | % Of Existing |
|---|---|---|---|---|---|---|---|---|
| **Existing (1996) Roadway Source Emissions** | **357.31** | **100%** | **4196.72** | **100%** | **475.82** | **100%** | **65.42** | **100%** |
| Future Baseline (2005) Roadway Source Emissions | 342.46 | 96% | 3388.66 | 81% | 349.12 | 73% | 45.11 | 81% |
| Alternative A (2005) Roadway Source Emissions | 187.83 | 53% | 2030.18 | 48% | 228.02 | 48% | 35.95 | 65% |
| Alternatives B (2005) Roadway Source Emissions | 179.64 | 50% | 1921.68 | 46% | 225.76 | 47% | 34.23 | 62% |
| Alternatives C (2005) Roadway Source Emissions | 189.42 | 53% | 2077.30 | 49% | 269.63 | 57% | 41.06 | 74% |
| Future Baseline (2015) Roadway Source Emissions | 180.71 | 51% | 1629.82 | 39% | 236.68 | 50% | 40.91 | 74% |
| Alternative A (2015) Roadway Source Emissions | 107.20 | 30% | 1157.44 | 28% | 166.94 | 35% | 45.14 | 81% |
| Alternative B (2015) Roadway Source Emissions | 107.77 | 30% | 1160.85 | 28% | 171.59 | 36% | 46.61 | 84% |
| Alternative C (2015) Roadway Source Emissions | 114.32 | 32% | 1262.63 | 30% | 156.89 | 33% | 0.00 | 0% |

# Attachment II

## Tenant Survey Forms

LOS ANGELES AIRPORT MASTER PLAN
Emissions Inventory Data Sheet
Fuel Storage Tank

| | |
|---|---|
| Owner or Operator | |
| Address | |
| Name and Title of Contact Person | |
| Telephone Number | Fax Number |

Tank Number: _____ of _____ x _____ y _____
Permit Number (if applicable): _____

Tank Type: □ Floating Roof □ Fixed Roof Height _____
Diameter _____

Tank orientation: □ Above ground (AST) Tank capacity: _____ gallons
□ Under ground (UST)

Fuel type: _____ Annual fuel into tank: _____ gallons
Vent height: _____ feet (above ground)
Vent diameter: _____ inches (ID)
Vent height: _____ feet

Tank Number: _____ of _____ x _____ y _____
Permit Number (if applicable): _____

Tank Type: □ Floating Roof □ Fixed Roof Height _____
Diameter _____

Tank orientation: □ Above ground (AST) Tank capacity: _____ gallons
□ Under ground (UST)

Fuel type: _____ Annual fuel into tank: _____ gallons
Vent height: _____ feet (above ground)
Vent diameter: _____ inches (ID)
Vent height: _____ feet

LOS ANGELES AIRPORT MASTER PLAN

Insignificant Emission Sources

| Company Name:<br>Address:<br>Contact: | | Building Location:<br><br>x _____ y _____ |
|---|---|---|
| Insignificant Emission Sources | Number of Sources | Notes |
| Natural gas or LPG-fired boilers or other indirect heat transfer units of 100,000 Btu/hr or less (combined total) | | |
| Small (<20,000 gallons combined) diesel tanks and all waste oil tanks | | |
| Containers used to store refined lubricating oils | | |
| Unvented pressure vessels used exclusively to store liquified gases or assoc. | | |
| Loading racks/pumps used for the transfer of diesel or other heavy petroleum distillates | | |
| Equipment used exclusively for the transfer of refined lubricating oil | | |
| Safety-Kleen or similar unheated non-conveyorized degreaser using low vapor pressure solvents | | |
| Enclosed and filtered sand blasting | | |
| Particulate emission sources controlled by a baghouse or bin vent filter (unless the particulate is an air toxic). | | |
| Machine shop metal working equipment | | |
| Brazing, soldering, or welding equipment | | |
| Equipment used exclusively for extruding or compression molding of rubber or plastics, where no plastisizer or blowing agent is used | | |



x _____ y _____

LOS ANGELES AIRPORT MASTER PLAN

Miscellaneous Emission Source

Company Name:
Address:
Contact:

Description: _____

Type of emissions: _____

Emission estimation basis: _____

Emission controls description: _____

Emission controls efficiency: _____

Throughput _____ Max hourly _____ Annual _____ Units

Stack Information

Discharge Type:

| | | | |
|---|---|---|---|
| ☐ Stack (pressured) | Discharge Height | | meters above ground |
| ☐ Vent (little or no pres.) | Flow Rate | | acfm, ft/min, ft/sec (circle appropriate) |
| ☐ Fugitive | Exit Diameter | | meters (inside stack diameter) |
| | Exit Temperature | | degrees F |

Discharge Direction:
☐ Vertical
☐ Horizontal
☐ other _____

x _____ y _____

# LOS ANGELES AIRPORT MASTER PLAN
## Emissions Inventory Data Sheet
## Stationary Fuel Combustion Sources

| | |
|---|---|
| Owner or Operator | |
| Address | |
| Name and Title of Contact Person | |
| Telephone Number | Fax Number |

Location No.: _____
Source Number: ____ of ____ (one sheet per emission source)
Permit Number _____ (If applicable)

| | |
|---|---|
| Equipment Make and Model: | |
| Equipment Operating Capacity Rating: | ☐ Btu/hr ☐ kw/hr ☐ hp |
| Typical Operating Schedule: hours/day ____ days/week ____ weeks/year ____ | |

| Fuel Type Prim. | Sec. | | Quantity of Fuel Burned (Specify Units) Max/hr | Annual |
|---|---|---|---|---|
| ☐ | ☐ | Natural Gas | | |
| ☐ | ☐ | Propane | | |
| ☐ | ☐ | Fuel Oil # ____ | | |
| ☐ | ☐ | Diesel | | |
| ☐ | ☐ | Other _____ | | |

Control Equipment

| | |
|---|---|
| Any control equipment? ☐ Yes ☐ No | Type: |
| Estimated control efficiency for each of the following pollutants: ____ % CO ____ % NOx ____ % SO2 ____ % Hydrocarbons ____ % Particulate Matter | |

Stack/Vent Information

| | | | |
|---|---|---|---|
| Discharge Type: | | | |
| ☐ Stack (pressured) | Discharge Height | | feet above ground |
| ☐ Vent (little or no pres.) | Flow Rate or Velocity | | acfm, ft/min, ft/sec (circle appropriate) |
| ☐ Fugitive | Exit Diameter | | inches |
| | Exit Temperature | | degrees F |

Discharge Direction:
☐ Vertical
☐ Horizontal
☐ other _____



# LOS ANGELES AIRPORT MASTER PLAN
## Emissions Inventory Data Sheet
## Surface Coating/Degreasing Operations

| | |
|---|---|
| Owner or Operator | |
| Address | |
| Name and Title of Contact Person | |
| Telephone Number | Fax Number |

Operation Number: _____ of ____ Permit Number (if applicable): _____
Equipment Description: _____ Control Technology: _____
_____ Percent Control: _____
_____

| | % VOC | Volume of Coating Max/hr | Annual |
|---|---|---|---|
| Enamel, air dry | | | |
| Enamel, baking | | | |
| Acrylic Enamel | | | |
| Alkyd Enamel | | | |
| Primer Surface | | | |
| Primer, Epoxy | | | |
| Varnish, baking | | | |
| Lacquer, spraying | | | |
| Vinyl, roller coat | | | |
| Polyurethane | | | |
| Stain | | | |
| Sealer | | | |
| Magnet Wire Enamel | | | |
| Paper Coating | | | |
| Fabric Coating | | | |
| Thinner/Solvent | | | |
| Degreasing Solvent | | | |

| | | | |
|---|---|---|---|
| Discharge Type: | | | |
| ☐ Stack (pressured) | Discharge Height | | feet above ground |
| ☐ Vent (little or no pres.) | Flow Rate or Velocity | | acfm, ft/min, ft/sec (circle appropriate) |
| ☐ Fugitive | Exit Diameter | | inches |
| | Exit Temperature | | degrees F |
| Discharge Direction: | ☐ Vertical ☐ Horizontal ☐ other _____ | | |

# Attachment D
# Temporal Factors for Mobile and Stationary Sources

**Mixed Aircraft Arrival and Departure Temporal Factors for ISCST3 Modeling**

| | NA/NP 2005 | | | NA/NP 2015 | | | Alternative A 2015 | | | Alternative B 2015 | | | Alternative C 2005 | | | Alternative C 2015 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour | Heavy | Med. | Small | Heavy | Med. | Small | Heavy | Med. | Small | Heavy | Med. | Small | Heavy | Med. | Small | Heavy | Med. | Small |
| 0 | 0.19 | 0.18 | 0.00 | 0.17 | 0.25 | 0.00 | 0.12 | 0.19 | 0.06 | 0.10 | 0.19 | 0.06 | 0.16 | 0.18 | 0.02 | 0.15 | 0.26 | 0.03 |
| 1 | 0.10 | 0.08 | 0.00 | 0.09 | 0.12 | 0.00 | 0.10 | 0.09 | 0.00 | 0.13 | 0.09 | 0.00 | 0.09 | 0.06 | 0.00 | 0.11 | 0.10 | 0.00 |
| 2 | 0.27 | 0.11 | 0.02 | 0.26 | 0.07 | 0.02 | 0.25 | 0.15 | 0.02 | 0.22 | 0.13 | 0.02 | 0.25 | 0.15 | 0.00 | 0.26 | 0.10 | 0.03 |
| 3 | 0.15 | 0.10 | 0.04 | 0.19 | 0.07 | 0.04 | 0.12 | 0.05 | 0.04 | 0.13 | 0.09 | 0.04 | 0.05 | 0.10 | 0.04 | 0.12 | 0.07 | 0.06 |
| 4 | 0.00 | 0.03 | 0.00 | 0.02 | 0.03 | 0.00 | 0.03 | 0.05 | 0.00 | 0.06 | 0.04 | 0.00 | 0.07 | 0.03 | 0.00 | 0.05 | 0.04 | 0.00 |
| 5 | 0.25 | 0.04 | 0.00 | 0.22 | 0.04 | 0.00 | 0.19 | 0.04 | 0.00 | 0.18 | 0.03 | 0.00 | 0.27 | 0.03 | 0.00 | 0.20 | 0.06 | 0.00 |
| 6 | 0.23 | 0.19 | 0.34 | 0.22 | 0.19 | 0.38 | 0.22 | 0.15 | 0.39 | 0.24 | 0.19 | 0.41 | 0.22 | 0.17 | 0.43 | 0.23 | 0.21 | 0.44 |
| 7 | 0.37 | 0.70 | 0.92 | 0.43 | 0.82 | 0.76 | 0.30 | 0.81 | 0.84 | 0.26 | 0.83 | 0.82 | 0.40 | 0.63 | 0.88 | 0.40 | 0.79 | 1.00 |
| 8 | 0.50 | 0.60 | 0.76 | 0.57 | 0.99 | 0.58 | 0.40 | 0.85 | 0.88 | 0.46 | 0.81 | 0.78 | 0.44 | 0.67 | 0.65 | 0.52 | 0.94 | 0.82 |
| 9 | 0.67 | 1.00 | 0.58 | 0.69 | 0.96 | 0.64 | 0.86 | 0.74 | 0.76 | 0.83 | 0.78 | 0.82 | 0.67 | 0.78 | 0.63 | 0.71 | 0.99 | 0.68 |
| 10 | 0.65 | 0.89 | 0.86 | 0.85 | 0.85 | 0.98 | 0.90 | 0.79 | 0.92 | 0.92 | 0.78 | 0.92 | 0.62 | 0.94 | 0.84 | 0.86 | 0.83 | 0.79 |
| 11 | 0.65 | 0.95 | 0.82 | 0.70 | 0.94 | 1.00 | 0.92 | 1.00 | 0.71 | 0.93 | 1.00 | 0.80 | 0.62 | 1.00 | 0.76 | 0.75 | 1.00 | 0.85 |
| 12 | 0.79 | 0.89 | 0.66 | 1.00 | 0.72 | 0.69 | 0.74 | 0.95 | 0.90 | 0.72 | 0.95 | 0.88 | 0.69 | 0.81 | 0.71 | 0.92 | 0.87 | 0.53 |
| 13 | 1.00 | 0.74 | 0.68 | 1.00 | 0.69 | 0.89 | 0.96 | 0.67 | 0.86 | 0.99 | 0.71 | 0.84 | 1.00 | 0.64 | 0.69 | 1.00 | 0.84 | 0.78 |
| 14 | 1.00 | 0.67 | 0.82 | 0.93 | 0.76 | 0.96 | 1.00 | 0.64 | 0.92 | 1.00 | 0.68 | 0.94 | 0.91 | 0.64 | 0.76 | 0.86 | 0.89 | 0.97 |
| 15 | 0.71 | 0.75 | 1.00 | 1.00 | 0.75 | 0.87 | 0.88 | 0.71 | 0.88 | 0.97 | 0.62 | 0.86 | 0.76 | 0.69 | 1.00 | 0.92 | 0.86 | 0.88 |
| 16 | 0.71 | 0.88 | 0.88 | 0.76 | 0.76 | 0.91 | 0.75 | 0.81 | 1.00 | 0.76 | 0.82 | 1.00 | 0.60 | 0.77 | 0.67 | 0.78 | 0.89 | 0.74 |
| 17 | 0.63 | 0.92 | 0.64 | 0.67 | 0.81 | 0.71 | 0.88 | 0.87 | 0.84 | 0.82 | 0.91 | 0.76 | 0.58 | 0.77 | 0.59 | 0.78 | 0.91 | 0.68 |
| 18 | 0.46 | 0.84 | 1.00 | 0.72 | 0.87 | 0.93 | 0.48 | 0.85 | 0.90 | 0.50 | 0.80 | 0.98 | 0.51 | 0.85 | 0.92 | 0.72 | 0.84 | 0.91 |
| 19 | 0.52 | 0.85 | 0.78 | 0.57 | 1.00 | 0.67 | 0.53 | 0.85 | 0.90 | 0.56 | 0.86 | 0.90 | 0.45 | 0.83 | 0.84 | 0.58 | 0.97 | 0.85 |
| 20 | 0.67 | 0.67 | 0.78 | 0.70 | 0.70 | 0.71 | 0.60 | 0.65 | 0.86 | 0.64 | 0.70 | 0.86 | 0.64 | 0.67 | 0.73 | 0.69 | 0.80 | 0.76 |
| 21 | 0.63 | 0.74 | 0.66 | 0.76 | 0.78 | 0.67 | 0.62 | 0.73 | 0.65 | 0.60 | 0.70 | 0.69 | 0.62 | 0.60 | 0.71 | 0.62 | 0.64 | 0.74 |
| 22 | 0.48 | 0.74 | 0.60 | 0.69 | 0.58 | 0.62 | 0.53 | 0.73 | 0.59 | 0.53 | 0.75 | 0.51 | 0.44 | 0.77 | 0.57 | 0.60 | 0.60 | 0.56 |
| 23 | 0.25 | 0.44 | 0.16 | 0.41 | 0.28 | 0.16 | 0.33 | 0.38 | 0.14 | 0.35 | 0.38 | 0.16 | 0.31 | 0.41 | 0.16 | 0.40 | 0.36 | 0.21 |

Source: Camp Dresser & McKee, Inc., 2000

**Monthly Temporal Profiles**
**All Scenarios**

| | Month | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Profile Name | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| DEFAULT | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| P2AirMonthly | 0.900 | 0.800 | 0.900 | 0.900 | 0.900 | 1.000 | 1.000 | 1.000 | 0.900 | 1.000 | 0.900 | 1.000 |
| 1998Monthly | 0.900 | 0.900 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.900 | 0.900 |
| Traffic | 0.920 | 0.800 | 0.990 | 0.950 | 0.960 | 0.970 | 0.990 | 1.000 | 0.980 | 0.380 | 0.960 | 0.850 |
| Winter | 1.000 | 1.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 |
| Training Fire | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

**Daily Temporal Profiles**
**All Scenarios**

| | Day | | | | | | |
|---|---|---|---|---|---|---|---|
| Prof_Name | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
| DEFAULT | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| P2AirDaily | 1.200 | 1.030 | 1.000 | 1.000 | 1.000 | 0.960 | 0.900 |
| Traffic | 0.907 | 0.864 | 3.822 | 0.696 | 0.935 | 0.907 | 1.000 |
| Training Fire | 0.000 | 0.000 | 3.000 | 0.000 | 1.000 | 0.000 | 0.000 |

Hourly Temporal Profiles
No Action/No Project – 2005

| | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Profile Name | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| DEFAULT | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 24L-Queue | 0.026 | 0.010 | 0.026 | 0.013 | 0.000 | 0.006 | 0.053 | 0.188 | 0.495 | 0.272 | 0.239 | 0.627 | 0.850 | 1.000 | 0.567 | 0.698 | 0.535 | 0.225 | 0.384 | 0.270 | 0.142 | 0.133 | 0.149 | 0.126 |
| 24R-Queue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.078 | 0.404 | 0.085 | 0.084 | 0.217 | 0.819 | 1.000 | 0.141 | 0.555 | 0.381 | 0.110 | 0.397 | 0.162 | 0.151 | 0.082 | 0.055 | 0.007 |
| 25L-Queue | 0.030 | 0.000 | 0.069 | 0.094 | 0.000 | 0.057 | 0.102 | 0.395 | 0.191 | 0.275 | 0.351 | 0.904 | 1.000 | 0.882 | 0.906 | 0.994 | 0.329 | 0.198 | 0.169 | 0.360 | 0.941 | 0.177 | 0.073 | 0.070 |
| 25R-Queue | 0.078 | 0.082 | 0.061 | 0.015 | 0.001 | 0.000 | 0.008 | 0.209 | 0.509 | 0.716 | 0.386 | 0.495 | 0.821 | 1.000 | 0.658 | 0.580 | 0.465 | 0.189 | 0.232 | 0.142 | 0.116 | 0.130 | 0.268 | 0.165 |
| 300 25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 310-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 |
| 737-25Carg | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 |
| 744-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 747-25Carg | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 767-25Carg | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 |
| BE1-25Carg | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CNA-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.200 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.000 | 0.200 |
| D10-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 |
| M11-25Carg | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 100-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 319-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 320-24Pass | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 |
| 330-24Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 340-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| 725-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 733-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.083 | 0.250 | 0.500 | 0.417 | 1.000 | 0.417 | 0.500 | 0.417 | 0.500 | 0.500 | 0.333 | 0.833 | 0.583 | 0.750 | 0.500 | 0.167 | 0.417 | 0.333 | 0.167 |
| 734-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 735-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.400 | 0.200 | 0.200 | 0.000 | 0.200 | 0.200 | 0.200 | 0.200 | 0.800 | 0.600 | 0.200 | 0.200 | 1.000 | 0.400 | 0.000 | 0.400 | 0.000 |
| 744-24Pass | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.167 | 0.500 | 0.000 | 0.333 | 0.333 | 1.000 | 0.167 | 0.167 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.167 | 0.500 | 0.167 |

Hourly Temporal Profiles
No Action/No Project – 2005

| | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Profile Name | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| 747-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| 74M-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-24Pass | 0.300 | 0.100 | 0.000 | 0.300 | 0.000 | 0.000 | 0.100 | 0.300 | 0.800 | 0.600 | 0.500 | 0.400 | 0.700 | 0.900 | 0.300 | 0.600 | 0.400 | 0.300 | 1.000 | 0.400 | 1.000 | 0.300 | 0.400 | 0.300 |
| 763-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 767-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 |
| 777-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.000 | 0.667 | 1.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 |
| AB3-24Pass | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| AT7-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| ATR-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| BE1-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.333 | 0.333 | 1.000 | 0.000 | 0.000 | 0.000 |
| C5C-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D10-24Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 |
| D3S-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| DS7-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.667 | 0.333 | 0.333 | 0.000 | 1.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| EM2-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.200 | 0.400 | 0.200 | 0.600 | 0.000 | 0.400 | 0.200 | 0.000 | 1.000 | 0.800 | 0.600 | 0.000 | 0.200 | 0.200 |
| EM3-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F50-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F70-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 |
| IJJ-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| J31-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.667 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 0.667 | 0.333 | 0.333 | 0.000 | 1.000 | 0.333 | 0.333 | 0.333 | 1.000 | 0.000 |
| L10-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| M11-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 |
| M80-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 1.000 | 0.750 | 0.750 | 0.250 | 0.750 | 0.250 | 0.500 | 0.500 | 0.500 | 0.500 | 1.000 | 0.500 | 0.250 | 0.750 | 0.500 |
| M87-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M90-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.667 | 0.000 | 0.000 | 1.000 | 0.333 | 0.000 | 0.333 | 1.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 |
| M95-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 |
| S20-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 |
| S36-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Hourly Temporal Profiles
No Action/No Project – 2005

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| SF3-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.250 | 0.250 | 0.750 | 0.000 | 0.500 | 1.000 | 0.250 | 0.500 | 0.500 | 0.500 | 0.750 | 0.500 | 0.250 | 0.500 | 0.750 | 0.000 |
| SWM-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 |
| 100-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-25Pass | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 319-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 320-25Pass | 0.000 | 0.500 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.500 | 0.250 | 0.250 | 0.250 | 0.250 | 1.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 330-25Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 340-25Pass | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 |
| 72S 25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 732-25Pass | 0.286 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.143 | 0.286 | 0.143 | 0.429 | 0.286 | 1.000 | 0.286 | 0.286 | 0.000 | 0.571 | 0.143 | 0.286 | 0.429 | 0.000 | 0.000 | 0.286 | 0.000 |
| 734-25Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 |
| 738-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 1.000 |
| 744-25Pass | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.667 | 0.333 | 0.333 | 1.000 | 0.333 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.667 | 1.000 | 0.333 |
| 747-25Pass | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.333 | 0.000 | 1.000 | 0.667 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.000 |
| 74M-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 757-25Pass | 0.429 | 0.286 | 0.143 | 0.143 | 0.000 | 0.000 | 0.000 | 0.143 | 0.143 | 0.714 | 0.429 | 0.571 | 0.571 | 0.714 | 0.286 | 0.429 | 0.429 | 0.286 | 0.571 | 0.286 | 0.286 | 0.000 | 1.000 | 0.714 |
| 763-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.500 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 |
| 767 25Pass | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.667 | 0.167 | 0.000 | 0.333 | 0.500 | 0.333 | 1.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.167 |
| 777-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.500 | 0.000 | 1.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| AB3-25Pass | 0.000 | 0.333 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.667 | 0.667 | 0.333 | 0.000 | 0.000 | 1.000 | 0.667 | 0.000 | 0.333 | 0.000 | 1.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 |
| AT7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 |
| ATR-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 |
| BE1-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 |
| C50-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 |
| CNA-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.125 | 0.500 | 0.375 | 0.500 | 0.125 | 0.250 | 0.250 | 0.125 | 1.000 | 0.000 | 0.375 | 0.500 | 0.125 | 0.375 | 0.375 | 0.125 | 0.250 |
| D10-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.667 | 1.000 | 0.667 | 0.000 | 0.333 | 0.333 | 0.333 | 0.333 | 0.667 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.667 | 0.000 |
| DS7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| EM2-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.667 | 0.000 | 0.667 | 0.333 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 0.333 |

Hourly Temporal Profiles
No Action/No Project – 2005

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| EMB-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F70-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| GAI-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| J31-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.667 | 0.000 | 0.667 | 0.667 | 1.000 | 0.667 | 0.000 | 0.333 | 0.333 | 0.000 | 0.333 | 0.667 | 0.333 | 0.333 | 0.667 | 0.000 |
| L10 25Pass | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M11-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.250 | 0.250 | 1.000 | 0.750 | 0.750 | 0.500 | 0.500 | 0.500 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 |
| M80-25Pass | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 1.000 | 0.667 | 0.333 | 0.667 | 0.333 | 0.333 | 0.667 | 0.667 | 0.667 | 0.000 | 1.000 | 0.667 | 0.333 | 0.333 | 0.333 | 0.000 | 0.333 |
| M90-25Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| M95-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| S20-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| S36-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| SF3-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.250 | 0.500 | 0.250 | 0.000 | 0.500 | 0.750 | 0.750 | 0.250 | 1.000 | 0.500 | 0.250 | 0.000 | 0.250 | 0.250 | 0.750 | 0.000 |
| SWM-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.200 | 0.200 | 0.200 | 0.400 | 0.200 | 0.200 | 0.400 | 0.000 | 0.000 | 1.000 | 0.400 | 0.000 | 0.200 | 0.200 | 0.000 |
| West Curb | 0.148 | 0.036 | 0.018 | 0.033 | 0.073 | 0.168 | 0.267 | 0.319 | 0.368 | 0.614 | 1.000 | 0.938 | 0.827 | 0.723 | 0.738 | 0.804 | 0.588 | 0.492 | 0.373 | 0.502 | 0.675 | 0.641 | 0.403 | 0.210 |
| West Park | 0.147 | 0.079 | 0.021 | 0.001 | 0.018 | 0.123 | 0.282 | 0.392 | 0.420 | 0.683 | 1.000 | 0.988 | 0.883 | 0.763 | 0.790 | 0.748 | 0.650 | 0.517 | 0.373 | 0.453 | 0.610 | 0.654 | 0.406 | 0.191 |
| East Curb | 0.150 | 0.054 | 0.030 | 0.036 | 0.053 | 0.255 | 0.547 | 0.759 | 0.757 | 0.752 | 0.863 | 1.000 | 0.791 | 0.801 | 0.776 | 0.601 | 0.662 | 0.642 | 0.660 | 0.639 | 0.670 | 0.627 | 0.452 | 0.214 |
| East Park | 0.177 | 0.105 | 0.027 | 0.012 | 0.011 | 0.114 | 0.405 | 0.613 | 0.588 | 0.545 | 0.904 | 1.000 | 0.953 | 0.799 | 0.803 | 0.724 | 0.592 | 0.756 | 0.489 | 0.569 | 0.628 | 0.933 | 0.673 | 0.382 |
| Day Shift | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Flight Kitchen | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 |
| 6 to 12 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 |
| RAMP TRAFFIC | 0.380 | 0.270 | 0.150 | 0.200 | 0.360 | 0.590 | 0.730 | 0.800 | 0.820 | 0.880 | 0.840 | 0.860 | 1.000 | 0.980 | 0.980 | 0.780 | 0.750 | 0.670 | 0.630 | 0.640 | 0.630 | 0.630 | 0.810 | 0.470 |
| ENGTEST | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.012 | 0.012 | 0.012 | 0.130 | 0.130 |
| Training Fire | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CTA IN | 0.144 | 0.140 | 0.110 | 0.049 | 0.061 | 0.175 | 0.387 | 0.598 | 0.823 | 0.802 | 0.956 | 1.000 | 0.937 | 0.928 | 0.850 | 0.841 | 0.768 | 0.823 | 0.719 | 0.688 | 0.774 | 0.571 | 0.683 | 0.364 |
| TBIT | 0.155 | 0.157 | 0.149 | 0.060 | 0.071 | 0.171 | 0.370 | 0.560 | 0.767 | 0.780 | 0.935 | 1.000 | 0.952 | 0.910 | 0.868 | 0.812 | 0.771 | 0.829 | 0.668 | 0.646 | 0.806 | 0.558 | 0.637 | 0.385 |
| CTA OUT | 0.173 | 0.162 | 0.123 | 0.070 | 0.086 | 0.196 | 0.441 | 0.621 | 0.829 | 0.809 | 0.967 | 1.000 | 0.958 | 0.887 | 0.893 | 0.877 | 0.799 | 0.849 | 0.734 | 0.696 | 0.779 | 0.555 | 0.673 | 0.385 |
| ENGTEST1 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| ENGTEST3 | 0.985 | 0.985 | 0.985 | 0.985 | 0.985 | 0.985 | 0.985 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.984 | 0.984 | 0.984 | 0.985 | 0.985 |

Hourly Temporal Profiles
No Action/No Project – 2005

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| ENGTEST4 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.110 | 0.110 | 0.110 | 1.000 | 1.000 |
| ENGTEST5 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 |
| ENGTEST6 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.036 | 0.036 | 0.036 | 0.001 | 0.001 |
| EAST STAGING | 0.078 | 0.008 | 0.000 | 0.008 | 0.000 | 0.032 | 0.156 | 0.211 | 0.377 | 0.360 | 0.919 | 1.000 | 0.907 | 0.721 | 0.704 | 0.652 | 0.502 | 0.769 | 0.534 | 0.729 | 0.815 | 0.968 | 0.814 | 0.352 |
| RESTRAUNTS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.700 | 0.790 | 0.890 | 0.960 | 1.000 | 0.960 | 0.960 | 0.940 | 0.880 | 0.890 | 0.940 | 0.910 | 0.870 | 0.760 | 0.720 | 0.000 | 0.000 |
| MAINTENANCE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| EAST EMPLOYEE | 0.725 | 0.455 | 0.179 | 0.063 | 0.071 | 0.214 | 0.295 | 0.268 | 0.348 | 0.116 | 0.143 | 0.188 | 0.384 | 0.652 | 0.920 | 1.000 | 0.920 | 0.634 | 0.455 | 0.313 | 0.256 | 0.375 | 0.652 | 0.893 |

Hourly Temporal Profiles
All Alternatives – 2005

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| DEFAULT | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 24L-Queue | 0.012 | 0.010 | 0.055 | 0.018 | 0.018 | 0.018 | 0.072 | 0.256 | 0.370 | 0.246 | 0.195 | 0.365 | 0.809 | 1.000 | 0.372 | 0.445 | 0.246 | 0.176 | 0.398 | 0.222 | 0.153 | 0.102 | 0.206 | 0.150 |
| 24R-Queue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.529 | 0.715 | 0.448 | 0.376 | 0.321 | 0.570 | 0.814 | 0.081 | 1.000 | 0.588 | 0.204 | 0.919 | 0.507 | 0.453 | 0.041 | 0.244 | 0.041 |
| 25L-Queue | 0.012 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.026 | 0.260 | 0.142 | 0.474 | 1.000 | 0.829 | 0.634 | 0.543 | 0.323 | 0.183 | 0.159 | 0.659 | 0.008 | 0.037 | 0.037 | 0.118 | 0.069 |
| 25R-Queue | 0.089 | 0.046 | 0.036 | 0.049 | 0.000 | 0.024 | 0.080 | 0.335 | 0.445 | 0.838 | 0.357 | 0.633 | 0.596 | 0.594 | 1.000 | 0.635 | 0.626 | 0.269 | 0.377 | 0.238 | 0.242 | 0.145 | 0.306 | 0.227 |
| 310-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 737-24Carg | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 744-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 747-24Carg | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| BE1 24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CNA-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.000 |
| D9S-24Carg | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M11-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 100-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 319-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 320-24Pass | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 |
| 330-24Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 |
| 340-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 72S-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 733-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.143 | 0.571 | 0.714 | 1.000 | 0.571 | 1.000 | 0.714 | 1.000 | 0.714 | 0.714 | 0.714 | 0.286 | 1.000 | 0.714 | 0.143 | 0.429 | 0.571 | 0.286 |
| 734-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 73S-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 1.000 | 0.667 | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.333 | 0.333 | 0.667 | 0.000 | 0.333 | 1.000 | 0.333 | 0.000 | 0.000 | 0.000 |
| 744-24Pass | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.250 | 1.000 | 0.500 | 0.750 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 |
| 747-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.667 | 0.000 | 1.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 |
| 74M-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 757-24Pass | 0.222 | 0.111 | 0.000 | 0.000 | 0.000 | 0.000 | 0.111 | 0.222 | 0.778 | 0.667 | 0.556 | 1.000 | 0.444 | 0.556 | 0.222 | 0.667 | 0.444 | 0.333 | 0.778 | 0.444 | 0.444 | 0.222 | 0.778 | 0.333 |

Hourly Temporal Profiles
All Alternatives – 2005

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| 763-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 |
| 767-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.500 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 |
| 777-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.000 | 0.333 | 0.333 | 1.000 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 |
| AB3-24Pass | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.500 | 0.000 | 0.500 | 1.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 |
| AT7-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| ATR-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| BE1-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.333 | 0.333 | 1.000 | 0.000 | 0.000 | 0.000 |
| C50-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D10-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| D9S-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| DS7-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.333 | 0.333 | 0.333 | 0.000 | 1.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| EM2-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.800 | 0.200 | 0.200 | 0.400 | 0.400 | 0.400 | 0.000 | 0.400 | 0.200 | 0.000 | 1.000 | 0.600 | 0.600 | 0.000 | 0.200 | 0.200 |
| EMB-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F50-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F70-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 |
| ILU-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| IS1-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.667 | 0.333 | 0.333 | 0.333 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.667 | 0.000 | 0.333 | 1.000 | 0.000 |
| L10-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| X11-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 1.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 |
| M80-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 1.000 | 0.667 | 0.333 | 0.333 | 0.333 | 0.667 | 0.333 | 0.667 | 0.333 | 0.333 | 0.667 | 0.667 | 1.000 | 0.333 | 0.667 | 0.333 |
| MS7-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M90-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 |
| M95-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| S23-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 |
| S36-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 1.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 |
| SF3-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.600 | 0.000 | 0.400 | 1.000 | 0.000 | 0.400 | 0.400 | 0.600 | 0.000 | 0.800 | 0.200 | 0.400 | 0.600 | 0.000 |
| SWM-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 |
| 100-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Hourly Temporal Profiles
All Alternatives – 2005

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| 310-25Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 318-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 320-25Pass | 0.250 | 0.250 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.250 | 0.250 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 330-25Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 340-25Pass | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 |
| 725-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 733-25Pass | 0.167 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.167 | 0.667 | 0.667 | 0.667 | 0.667 | 1.000 | 0.833 | 0.167 | 0.167 | 0.500 | 1.000 | 0.333 | 1.000 | 0.500 | 0.333 | 0.333 | 0.333 | 0.333 |
| 734-25Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 |
| 738-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.333 | 1.000 | 0.000 | 0.667 | 0.667 | 1.000 | 0.333 | 0.333 | 0.333 | 0.000 | 1.000 | 0.333 | 0.667 | 0.333 |
| 744-25Pass | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.250 | 0.250 | 0.750 | 0.750 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.750 | 1.000 | 0.750 |
| 747-25Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 |
| 74M-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-25Pass | 0.571 | 0.286 | 0.286 | 0.000 | 0.000 | 0.000 | 0.000 | 0.286 | 0.571 | 0.143 | 0.714 | 0.286 | 0.714 | 1.000 | 0.429 | 0.571 | 0.429 | 0.429 | 1.000 | 0.429 | 1.000 | 0.000 | 0.714 | 0.714 |
| 763-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.500 | 0.500 | 0.500 | 1.000 | 0.500 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 767-25Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.500 | 0.000 | 0.250 | 0.750 | 1.000 | 0.250 | 1.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.250 |
| 777-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 |
| AB3-25Pass | 0.000 | 0.333 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.667 | 0.667 | 0.667 | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| AT7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 1.000 |
| ATR-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| BE1-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| C50-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 |
| CNA-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.500 | 0.667 | 0.500 | 0.167 | 0.333 | 0.333 | 0.500 | 1.000 | 0.167 | 0.500 | 0.333 | 0.667 | 0.500 | 0.167 | 0.167 | 0.333 |
| D10-25Pass | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.500 | 0.250 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 |
| DS7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| EM2-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.667 | 0.000 | 0.667 | 0.000 | 0.333 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 0.333 |
| EMB-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F70-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| GAJ-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 1.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 |

Hourly Temporal Profiles
All Alternatives – 2005

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| I31-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.333 | 0.000 | 1.000 | 0.333 | 0.667 | 1.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.333 | 0.333 | 0.667 | 0.667 | 0.000 | 0.333 |
| L10-25Pass | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M11 25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.333 | 0.333 | 0.667 | 1.000 | 1.000 | 0.000 | 1.000 | 0.667 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.000 |
| M80-25Pass | 0.167 | 0.000 | 0.167 | 0.167 | 0.000 | 0.000 | 0.000 | 0.167 | 0.833 | 0.167 | 1.000 | 0.333 | 0.500 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 0.667 | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 |
| M87-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M90 25Pass | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.750 | 0.500 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| M95-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 1.000 | 0.333 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 |
| S20-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| S35-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| SF3-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.500 | 0.750 | 0.750 | 0.250 | 1.000 | 0.250 | 0.500 | 0.000 | 0.250 | 0.250 | 0.750 | 0.000 |
| SWM-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.200 | 0.200 | 0.200 | 0.400 | 0.200 | 0.200 | 0.400 | 0.000 | 0.000 | 1.000 | 0.400 | 0.000 | 0.200 | 0.200 | 0.000 |
| 330-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 310-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 |
| 72S-25Carg | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 737-25Carg | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 744-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 747-25Carg | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 767-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.500 | 0.500 | 0.000 | 0.000 |
| BE1-25Carg | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CNA-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D10-25Carg | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 1.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D9S-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M11 25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| West Curb | 0.148 | 0.036 | 0.018 | 0.039 | 0.073 | 0.168 | 0.287 | 0.318 | 0.368 | 0.614 | 1.000 | 0.938 | 0.827 | 0.723 | 0.733 | 0.604 | 0.588 | 0.492 | 0.373 | 0.502 | 0.675 | 0.641 | 0.403 | 0.210 |
| West Park | 0.147 | 0.079 | 0.021 | 0.001 | 0.018 | 0.123 | 0.282 | 0.392 | 0.420 | 0.683 | 1.000 | 0.988 | 0.883 | 0.763 | 0.790 | 0.746 | 0.650 | 0.517 | 0.373 | 0.453 | 0.610 | 0.654 | 0.406 | 0.191 |
| East Curb | 0.150 | 0.054 | 0.030 | 0.036 | 0.053 | 0.255 | 0.547 | 0.759 | 0.757 | 0.752 | 0.863 | 1.000 | 0.791 | 0.801 | 0.776 | 0.601 | 0.662 | 0.642 | 0.660 | 0.639 | 0.670 | 0.627 | 0.452 | 0.214 |
| East Park | 0.134 | 0.056 | 0.017 | 0.013 | 0.021 | 0.185 | 0.442 | 0.613 | 0.642 | 0.666 | 0.823 | 1.000 | 0.819 | 0.755 | 0.770 | 0.593 | 0.607 | 0.563 | 0.537 | 0.584 | 0.639 | 0.695 | 0.524 | 0.239 |

Hourly Temporal Profiles
All Alternatives – 2005

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| Day Shift | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Flight Kitchen | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 |
| 6 to 12 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| RAMP TRAFFIC | 0.380 | 0.270 | 0.150 | 0.200 | 0.360 | 0.590 | 0.730 | 0.830 | 0.820 | 0.880 | 0.840 | 0.860 | 1.000 | 0.980 | 0.980 | 0.780 | 0.750 | 0.670 | 0.630 | 0.640 | 0.630 | 0.630 | 0.610 | 0.470 |
| ENGTEST | 0.131 | 0.131 | 0.131 | 0.131 | 0.131 | 0.131 | 0.131 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.012 | 0.012 | 0.012 | 0.131 | 0.131 |
| Maintenance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Restaurant | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.700 | 0.790 | 0.880 | 0.960 | 1.000 | 0.960 | 0.950 | 0.940 | 0.880 | 0.880 | 0.940 | 0.910 | 0.870 | 0.760 | 0.720 | 0.000 | 0.000 |
| CARGO | 0.380 | 0.270 | 0.150 | 0.200 | 0.360 | 0.590 | 0.730 | 0.800 | 0.820 | 0.880 | 0.840 | 0.860 | 1.000 | 0.980 | 0.980 | 0.780 | 0.750 | 0.670 | 0.630 | 0.640 | 0.630 | 0.630 | 0.610 | 0.470 |
| CTA IN | 0.186 | 0.071 | 0.033 | 0.041 | 0.076 | 0.325 | 0.640 | 0.804 | 0.780 | 0.898 | 0.957 | 1.000 | 0.843 | 0.827 | 0.806 | 0.688 | 0.807 | 0.812 | 0.623 | 0.698 | 0.756 | 0.829 | 0.595 | 0.296 |
| TEIT | 0.207 | 0.075 | 0.035 | 0.035 | 0.067 | 0.314 | 0.617 | 0.816 | 0.737 | 0.872 | 0.906 | 1.000 | 0.902 | 0.817 | 0.834 | 0.642 | 0.787 | 0.818 | 0.642 | 0.682 | 0.736 | 0.906 | 0.733 | 0.351 |
| CTA OUT | 0.204 | 0.094 | 0.490 | 0.051 | 0.077 | 0.279 | 0.697 | 0.821 | 0.801 | 0.837 | 0.923 | 1.000 | 0.855 | 0.832 | 0.855 | 0.706 | 0.777 | 0.908 | 0.697 | 0.724 | 0.739 | 0.611 | 0.673 | 0.364 |
| WESTSIDE | 0.141 | 0.040 | 0.014 | 0.017 | 0.075 | 0.217 | 0.401 | 0.481 | 0.335 | 0.635 | 0.954 | 1.000 | 0.933 | 0.695 | 0.787 | 0.640 | 0.459 | 0.421 | 0.421 | 0.474 | 0.707 | 0.597 | 0.287 | 0.151 |
| EAST PARKING | 0.196 | 0.120 | 0.035 | 0.015 | 0.011 | 0.096 | 0.425 | 0.643 | 0.649 | 0.600 | 0.985 | 1.000 | 0.677 | 0.795 | 0.846 | 0.663 | 0.644 | 0.845 | 0.531 | 0.611 | 0.677 | 0.856 | 0.775 | 0.439 |
| WEST PARKING | 0.097 | 0.052 | 0.013 | 0.000 | 0.000 | 0.150 | 0.249 | 0.464 | 0.348 | 0.391 | 0.815 | 0.857 | 1.000 | 0.669 | 0.704 | 0.692 | 0.351 | 0.488 | 0.343 | 0.427 | 0.488 | 0.735 | 0.355 | 0.180 |
| ENGTEST1 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.144 | 0.144 | 0.144 | 0.144 | 0.144 | 0.144 | 0.144 | 0.144 | 0.144 | 0.144 | 0.144 | 0.144 | 0.200 | 0.200 | 0.200 | 1.000 | 1.000 |
| ENGTEST2 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.007 | 0.007 | 0.007 | 0.128 | 0.128 |
| EAST STAGING | 0.044 | 0.000 | 0.000 | 0.004 | 0.000 | 0.066 | 0.180 | 0.237 | 0.382 | 0.360 | 0.999 | 0.952 | 0.846 | 0.697 | 0.728 | 0.654 | 0.513 | 0.785 | 0.509 | 0.706 | 0.838 | 1.000 | 0.737 | 0.329 |
| ENGTEST3 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.005 | 0.005 | 0.005 | 0.001 | 0.001 |
| EAST EMPLOYEE | 0.723 | 0.455 | 0.179 | 0.063 | 0.071 | 0.214 | 0.295 | 0.268 | 0.348 | 0.116 | 0.143 | 0.188 | 0.384 | 0.652 | 0.920 | 1.000 | 0.920 | 0.634 | 0.455 | 0.313 | 0.295 | 0.375 | 0.652 | 0.893 |

Hourly Temporal Profiles
No Action/No Project – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| DEFAULT | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 24L-Queue | 0.017 | 0.012 | 0.031 | 0.012 | 0.000 | 0.012 | 0.031 | 0.185 | 0.475 | 0.353 | 0.321 | 0.309 | 0.654 | 0.780 | 0.467 | 0.753 | 1.000 | 0.566 | 0.374 | 0.205 | 0.112 | 0.155 | 0.142 | 0.082 |
| 24R-Queue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.159 | 0.337 | 0.305 | 0.529 | 0.317 | 0.317 | 0.986 | 0.290 | 1.000 | 0.788 | 0.522 | 0.582 | 0.238 | 0.264 | 0.197 | 0.228 | 0.014 |
| 25L-Queue | 0.000 | 0.000 | 0.049 | 0.115 | 0.000 | 0.049 | 0.129 | 0.401 | 0.138 | 0.433 | 0.250 | 0.236 | 0.199 | 0.259 | 0.389 | 0.297 | 0.269 | 0.197 | 0.174 | 0.256 | 1.000 | 0.200 | 0.112 | 0.043 |
| 25R-Queue | 0.076 | 0.036 | 0.021 | 0.012 | 0.000 | 0.000 | 0.003 | 0.119 | 0.380 | 0.418 | 0.350 | 0.564 | 0.566 | 1.000 | 0.940 | 0.805 | 0.202 | 0.110 | 0.170 | 0.063 | 0.051 | 0.086 | 0.098 | 0.097 |
| 100-24Pass | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 319-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 320-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 330-24Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 |
| 340-24Pass | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 733-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.900 | 0.600 | 0.600 | 0.200 | 0.200 | 0.700 | 0.800 | 0.400 | 0.900 | 0.600 | 0.300 | 1.000 | 0.500 | 0.400 | 0.100 | 0.100 |
| 734-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 1.000 | 0.667 | 1.000 | 0.333 | 0.667 | 0.000 | 0.333 | 0.333 | 0.333 | 0.667 | 0.333 | 0.667 | 0.333 | 0.000 |
| 735-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 1.000 | 0.600 | 0.100 | 0.200 | 0.300 | 0.300 | 0.400 | 0.200 | 0.000 | 0.000 | 0.200 | 0.300 | 0.300 | 0.300 | 0.600 | 0.000 | 0.000 |
| 744-24Pass | 0.143 | 0.000 | 0.714 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.143 | 0.286 | 0.143 | 0.429 | 0.429 | 0.571 | 0.429 | 0.714 | 0.000 | 0.429 | 0.000 | 0.000 | 0.143 | 0.571 | 1.000 | 0.286 |
| 747-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 74M-24Pass | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.222 | 0.111 | 0.556 | 0.556 | 0.778 | 0.778 | 0.222 | 0.333 | 0.333 | 0.556 | 0.444 | 1.000 | 0.556 | 0.667 | 0.556 | 0.556 | 0.111 | 0.000 |
| 763-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.143 | 0.000 | 0.286 | 0.000 | 0.000 | 0.286 | 0.286 | 0.429 | 0.429 | 1.000 | 0.286 | 0.429 | 0.000 | 0.143 | 0.000 | 0.000 | 0.286 |
| 767-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 |
| 777-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| AE3-24Pass | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.750 | 0.250 | 0.500 | 0.250 | 1.000 | 0.250 | 0.750 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 |
| AT7-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| ATR-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.333 | 0.000 | 0.333 | 0.000 | 0.333 | 1.000 | 0.333 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 |
| BE1-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.667 | 0.333 | 0.000 | 0.333 | 0.000 | 0.333 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 |
| C50-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 |
| C70-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| DS7-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 1.000 | 1.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 |

Hourly Temporal Profiles
No Action/No Project – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| EM2-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| EM9-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| F50-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F70-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| I31-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 |
| M11-24Pass | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.750 | 0.750 | 1.000 | 0.250 | 0.750 | 0.250 | 0.250 | 0.500 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.500 | 0.000 | 0.500 |
| M80-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.500 | 0.250 | 0.250 | 0.500 | 1.000 | 0.000 | 0.000 | 0.500 | 0.750 | 0.250 | 0.500 | 0.250 | 0.250 | 0.000 | 0.000 |
| M87-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M90-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 |
| M95-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| S20-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.750 | 0.250 | 1.000 | 0.250 | 0.250 | 0.000 | 0.250 | 0.000 |
| S36-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SF3-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 |
| SWM-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 1.000 | 0.500 |
| 300-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 |
| 310-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 |
| 737-25Carg | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 |
| 744-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 747-25Carg | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 |
| 767-25Carg | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 |
| BE1-25Carg | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CNA-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D10-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 |
| M11-25Carg | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 100-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-25Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 319-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 320-25Pass | 0.250 | 0.500 | 1.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.750 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Hourly Temporal Profiles
No Action/No Project – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| 339-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 340-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 733-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.500 | 1.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 734-25Pass | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 735-25Pass | 0.667 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.667 | 1.000 | 0.333 | 0.667 | 0.333 | 0.333 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 744-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 |
| 747-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 74M-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 74X-25Pass | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.000 | 1.000 | 0.667 | 0.000 | 0.667 | 0.000 | 0.333 | 0.000 | 0.000 | 1.000 | 0.000 |
| 757-25Pass | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.125 | 0.500 | 1.000 | 0.750 | 0.625 | 0.875 | 0.625 | 0.375 | 0.500 | 0.375 | 0.875 | 0.125 | 0.500 | 0.250 | 0.250 | 0.500 | 0.375 | 0.375 |
| 763-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.333 | 0.000 | 0.167 | 0.500 | 0.333 | 1.000 | 0.333 | 1.000 | 0.000 | 0.167 | 0.000 | 0.167 | 0.167 | 0.333 | 0.667 | 0.500 |
| 767-25Pass | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 1.000 | 1.000 | 1.000 | 0.000 | 0.333 | 1.000 | 0.667 | 1.000 | 0.000 | 1.000 | 0.333 | 0.000 | 0.000 | 0.000 | 1.000 | 0.667 |
| 777-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| AB3-25Pass | 0.800 | 0.400 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.800 | 1.000 | 0.800 | 0.400 | 0.400 | 0.600 | 0.400 | 0.400 | 0.600 | 0.400 | 0.400 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 |
| AT7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 |
| ATR-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 1.000 |
| BE1-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 |
| C50-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 |
| CNA-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.750 | 0.750 | 1.000 | 0.250 | 0.500 | 0.500 | 1.000 | 1.000 | 0.500 | 0.500 | 1.000 | 0.500 | 1.000 | 0.250 | 0.250 | 0.500 |
| DS7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.667 | 0.667 | 0.333 | 0.000 | 0.333 | 0.333 | 0.333 | 0.000 | 0.333 | 0.000 | 0.667 | 1.000 | 0.000 |
| EM2-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 |
| EMB-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F50-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F70-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GAJ-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 |
| I31-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 |
| M11-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 1.000 | 0.750 | 1.000 | 0.500 | 0.750 | 0.250 | 0.750 | 0.250 | 0.000 | 0.250 | 0.250 | 0.500 |
| M80-25Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.250 | 0.250 | 0.500 | 0.250 | 0.500 | 0.250 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 |
| M8C-25Pass | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 |

Hourly Temporal Profiles
No Action/No Project – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| M95-25Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| S20-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 |
| S36-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SF3-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SWM-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.333 | 0.333 | 0.667 | 0.333 | 0.000 | 0.667 | 0.000 | 0.667 | 0.333 | 1.000 | 0.000 | 0.333 | 0.333 | 0.667 | 0.000 |
| West Curb | 0.148 | 0.036 | 0.018 | 0.039 | 0.073 | 0.168 | 0.267 | 0.518 | 0.368 | 0.614 | 1.000 | 0.939 | 0.827 | 0.723 | 0.732 | 0.804 | 0.588 | 0.492 | 0.373 | 0.502 | 0.675 | 0.641 | 0.409 | 0.210 |
| West Park | 0.147 | 0.079 | 0.021 | 0.001 | 0.018 | 0.123 | 0.282 | 0.392 | 0.420 | 0.683 | 1.000 | 0.989 | 0.883 | 0.763 | 0.790 | 0.746 | 0.650 | 0.517 | 0.373 | 0.483 | 0.619 | 0.654 | 0.406 | 0.191 |
| East Curb | 0.150 | 0.054 | 0.030 | 0.036 | 0.053 | 0.255 | 0.547 | 0.759 | 0.757 | 0.752 | 0.863 | 1.000 | 0.791 | 0.801 | 0.776 | 0.601 | 0.662 | 0.642 | 0.660 | 0.639 | 0.670 | 0.627 | 0.452 | 0.214 |
| East Park | 0.078 | 0.097 | 0.080 | 0.004 | 0.005 | 0.134 | 0.262 | 0.501 | 0.794 | 0.789 | 0.950 | 1.000 | 0.893 | 0.746 | 0.732 | 0.746 | 0.680 | 0.788 | 0.656 | 0.639 | 0.747 | 0.585 | 0.722 | 0.346 |
| Day Shift | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Flight Kitchen | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 6 to 12 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| RAMP TRAFFIC | 0.380 | 0.270 | 0.150 | 0.200 | 0.360 | 0.590 | 0.730 | 0.800 | 0.820 | 0.880 | 0.840 | 0.860 | 1.000 | 0.980 | 0.980 | 0.780 | 0.750 | 0.670 | 0.630 | 0.640 | 0.630 | 0.630 | 0.610 | 0.470 |
| ENGTEST | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.012 | 0.012 | 0.012 | 0.130 |
| Training Fire | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CTA IN | 0.144 | 0.140 | 0.116 | 0.049 | 0.061 | 0.175 | 0.387 | 0.598 | 0.823 | 0.802 | 0.956 | 1.000 | 0.937 | 0.828 | 0.850 | 0.841 | 0.768 | 0.823 | 0.719 | 0.698 | 0.774 | 0.571 | 0.683 | 0.364 |
| TBIT | 0.155 | 0.157 | 0.149 | 0.060 | 0.071 | 0.171 | 0.376 | 0.582 | 0.767 | 0.780 | 0.935 | 1.000 | 0.952 | 0.910 | 0.868 | 0.812 | 0.771 | 0.829 | 0.688 | 0.646 | 0.806 | 0.558 | 0.637 | 0.385 |
| CTA OUT | 0.173 | 0.162 | 0.123 | 0.070 | 0.086 | 0.196 | 0.441 | 0.621 | 0.829 | 0.809 | 0.967 | 1.000 | 0.958 | 0.867 | 0.893 | 0.877 | 0.799 | 0.849 | 0.734 | 0.696 | 0.779 | 0.555 | 0.672 | 0.385 |
| ENGTEST1 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| ENGTEST3 | 0.865 | 0.865 | 0.865 | 0.865 | 0.865 | 0.865 | 0.865 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.984 | 0.984 | 0.984 | 0.865 | 0.865 |
| ENGTEST4 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.110 | 0.110 | 0.110 | 1.000 | 1.000 |
| ENGTEST5 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.046 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 |
| ENGTEST6 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.006 | 0.006 | 0.006 | 0.001 | 0.001 |
| EAST STAGING | 0.057 | 0.010 | 0.010 | 0.000 | 0.000 | 0.150 | 0.160 | 0.330 | 0.583 | 0.703 | 0.903 | 1.000 | 0.613 | 0.513 | 0.720 | 0.643 | 0.667 | 0.753 | 0.723 | 0.797 | 0.953 | 0.653 | 0.513 | 0.177 |
| RESTRAUNTS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.700 | 0.790 | 0.880 | 0.960 | 1.000 | 0.950 | 0.950 | 0.940 | 0.880 | 0.890 | 0.940 | 0.910 | 0.870 | 0.760 | 0.720 | 0.000 | 0.000 |
| MAINTENANCE | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| EAST EMPLOYEE | 0.723 | 0.455 | 0.178 | 0.063 | 0.071 | 0.214 | 0.295 | 0.268 | 0.348 | 0.116 | 0.143 | 0.188 | 0.384 | 0.652 | 0.920 | 1.000 | 0.920 | 0.634 | 0.455 | 0.313 | 0.295 | 0.375 | 0.652 | 0.893 |

Hourly Temporal Profiles
Alternative A – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| DEFAULT | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 24L-Queue | 0.010 | 0.001 | 0.044 | 0.018 | 0.005 | 0.014 | 0.014 | 0.099 | 0.287 | 0.267 | 0.157 | 0.355 | 0.464 | 1.000 | 0.820 | 0.386 | 0.774 | 0.254 | 0.186 | 0.088 | 0.094 | 0.063 | 0.107 | 0.056 |
| 24C-Queue | 0.066 | 0.004 | 0.039 | 0.016 | 0.004 | 0.012 | 0.019 | 0.209 | 0.576 | 0.422 | 0.350 | 0.393 | 0.696 | 0.942 | 0.663 | 1.000 | 0.570 | 0.531 | 0.702 | 0.320 | 0.298 | 0.147 | 0.271 | 0.085 |
| 25L-Queue | 0.090 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.361 | 0.340 | 0.358 | 0.422 | 0.420 | 0.694 | 0.912 | 0.514 | 1.000 | 0.998 | 0.505 | 0.605 | 0.244 | 0.317 | 0.269 | 0.603 | 0.071 |
| 25R Queue | 0.037 | 0.033 | 0.053 | 0.024 | 0.000 | 0.004 | 0.040 | 0.143 | 0.317 | 0.309 | 0.256 | 0.386 | 0.356 | 0.671 | 0.721 | 1.000 | 0.768 | 0.352 | 0.310 | 0.108 | 0.107 | 0.056 | 0.156 | 0.098 |
| 300-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 |
| 737-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 744-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 747-24Carg | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CNA-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 |
| D10-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M11-24Carg | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 100-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 319-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 320-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 333-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 |
| 340-24Pass | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 1.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 |
| 733-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.091 | 1.000 | 0.182 | 0.091 | 0.545 | 0.000 | 0.364 | 0.091 | 0.091 | 0.545 | 0.364 | 0.273 | 0.091 | 0.091 | 0.273 | 0.182 | 0.091 | |
| 734-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.667 | 0.333 | 0.000 | 1.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 735 24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.667 | 0.000 | 0.333 | 0.667 | 0.000 | 0.333 | 0.333 | 0.000 | 0.333 | 1.000 | 0.333 | 0.000 | 0.333 | 0.333 | 0.000 | 0.333 | 0.000 |
| 744-24Pass | 0.000 | 0.000 | 0.667 | 0.167 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.667 | 0.167 | 0.500 | 0.667 | 0.500 | 0.333 | 1.000 | 0.167 | 0.333 | 0.000 | 0.000 | 0.000 | 0.667 | 1.000 | 0.833 |
| 747-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 74M-24Pass | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 74X-24Pass | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 1.000 | 0.250 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 |
| 757-24Pass | 0.200 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.067 | 0.400 | 0.733 | 0.600 | 0.267 | 0.467 | 0.400 | 0.533 | 0.267 | 0.333 | 0.600 | 0.533 | 1.000 | 0.467 | 0.733 | 0.267 | 0.200 | 0.200 |

Hourly Temporal Profiles
Alternative A – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| 763-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.286 | 0.000 | 0.143 | 0.286 | 0.143 | 0.429 | 0.286 | 0.571 | 1.000 | 0.286 | 0.286 | 0.000 | 0.000 | 0.143 | 0.000 | 0.000 |
| 767-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 777-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 1.000 | 1.000 | 0.667 | 0.333 | 0.333 | 0.333 | 0.000 | 0.333 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| AB3-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 1.000 | 0.400 | 0.400 | 0.200 | 0.400 | 0.800 | 0.000 | 0.000 | 0.200 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| AT7-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| ATR-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.333 | 0.333 | 0.333 | 0.667 | 0.000 | 0.000 | 1.000 | 0.333 | 0.667 | 0.333 | 0.333 | 0.333 | 0.000 | 0.333 | 0.000 |
| BE1-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 |
| C50 24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| C70-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| CNA-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.667 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.667 | 0.000 | 0.333 | 0.333 | 1.000 | 0.667 | 0.000 | 0.000 | 0.000 |
| DG7-24Pass | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 1.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 |
| EM2-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| EME-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 |
| F50-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F70-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| GAJ-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 1.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| J31-24Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 |
| M11-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.400 | 0.800 | 0.200 | 0.200 | 1.000 | 0.400 | 0.200 | 0.400 | 0.800 | 0.000 | 0.000 | 0.200 | 0.000 | 0.000 | 0.000 | 0.000 |
| M80-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.500 | 1.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 |
| M87-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M90-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.500 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 |
| M95-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.667 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| S20-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.667 | 0.000 | 0.000 | 0.000 | 0.667 | 0.333 | 0.000 | 0.333 | 0.333 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.333 | 0.000 |
| S35-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SF3-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 |
| SWM-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 0.333 | 0.000 | 1.000 | 0.000 | 0.333 | 0.000 | 0.333 | 1.000 | 0.000 | 0.333 | 0.000 |
| 300-25Carg | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 1.000 | 0.000 | 0.000 | 0.000 |
| 737-25Carg | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 |

Hourly Temporal Profiles
Alternative A – 2015

| | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Profile Name | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| 744-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 747-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 767-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.500 | 0.500 | 0.000 | 0.000 |
| BE1-25Carg | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CNA-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D10-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| M11-25Carg | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 100-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-25Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 |
| 319-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 320-25Pass | 0.000 | 0.750 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.750 | 0.250 | 0.500 | 0.250 | 0.000 | 0.250 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 |
| 330-25Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 |
| 340-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.667 |
| 733-25Pass | 0.400 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.000 | 0.400 | 0.800 | 0.800 | 0.400 | 1.000 | 0.200 | 0.200 | 0.400 | 0.200 | 0.200 | 0.600 | 0.200 | 0.400 | 0.200 | 0.400 | 0.000 | 0.000 |
| 734-25Pass | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 1.000 | 0.250 | 0.500 | 0.250 | 0.000 | 0.000 | 0.250 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 |
| 735-25Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.500 | 1.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 |
| 744-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.500 |
| 747-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 74M-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 757-25Pass | 0.250 | 0.250 | 0.167 | 0.000 | 0.000 | 0.000 | 0.167 | 0.500 | 0.500 | 0.417 | 0.333 | 1.000 | 0.833 | 0.667 | 0.417 | 0.750 | 0.500 | 0.333 | 0.833 | 0.667 | 0.667 | 0.333 | 0.917 | 0.667 |
| 763-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.250 | 0.000 | 0.250 | 0.250 | 0.500 | 1.000 | 0.500 | 0.750 | 0.250 | 0.750 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 |
| 767-25Pass | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.750 | 0.500 | 1.000 | 0.750 | 0.750 | 0.000 | 0.000 | 0.250 | 1.000 | 0.250 |
| 777-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.000 | 0.600 | 1.000 | 0.200 | 0.200 | 0.000 | 0.600 | 0.000 | 0.400 | 0.600 | 0.600 | 0.200 | 0.200 | 0.200 | 0.400 | 0.400 | 0.200 |
| AB3-25Pass | 0.143 | 0.429 | 0.429 | 0.000 | 0.000 | 0.000 | 0.000 | 0.857 | 0.429 | 0.714 | 0.286 | 0.286 | 0.286 | 1.000 | 0.286 | 0.429 | 0.571 | 0.571 | 0.000 | 0.000 | 0.000 | 0.000 | 0.143 | 0.143 |
| AT7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 |
| ATR-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.333 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 |
| BE1-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| C50-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 0.000 | 0.333 | 1.000 | 0.000 | 0.667 | 0.667 | 0.000 | 0.000 | 0.000 | 0.667 | 0.667 | 0.333 | 0.000 |

Hourly Temporal Profiles
Alternative A – 2015

| | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Profile Name | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| CNA-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 1.000 | 0.000 | 1.000 | 0.667 | 0.333 | 0.333 | 0.000 | 1.000 | 0.000 | 0.667 | 0.667 |
| DS7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.667 | 0.333 | 0.333 | 0.000 | 0.333 | 0.333 | 0.333 | 0.667 | 0.000 | 0.333 | 0.333 | 1.000 | 0.000 |
| EM2-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| EMB-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F50-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 1.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F70-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GAJ-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| J31-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M11-25Pass | 0.000 | 0.000 | 0.143 | 0.000 | 0.000 | 0.000 | 0.000 | 0.143 | 0.286 | 0.429 | 0.286 | 1.000 | 0.714 | 0.571 | 0.714 | 0.571 | 0.286 | 0.286 | 0.286 | 0.143 | 0.143 | 0.286 | 0.286 | 0.000 |
| M80-25Pass | 0.167 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.167 | 1.000 | 0.167 | 0.333 | 0.333 | 0.167 | 0.500 | 0.000 | 0.167 | 0.500 | 0.167 | 0.000 | 0.167 | 0.167 | 0.333 |
| M87-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M90-25Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M95-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 1.000 | 0.333 | 0.000 | 0.333 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 |
| S20-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.667 | 0.333 | 0.000 | 0.000 | 1.000 | 0.000 | 0.333 | 0.667 | 0.000 | 0.667 | 0.333 | 0.667 | 0.000 | 0.333 | 0.000 |
| S36-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SF3-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.000 | 1.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SWM-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 1.000 | 0.250 | 0.250 | 0.250 | 0.500 | 0.000 |
| 24R-Queue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.167 | 0.500 | 0.167 | 0.333 | 0.333 | 0.167 | 0.833 | 0.500 | 1.000 | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 | 0.167 |
| 25C-Queue | 0.222 | 0.000 | 0.000 | 0.111 | 0.222 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.222 | 0.222 | 0.333 | 0.111 | 0.556 | 0.556 | 0.778 | 1.000 | 0.111 | 0.333 | 0.111 | 0.111 | 0.333 | 0.333 |
| Day Shift | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Flight Kitchen | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 |
| 6 to 12 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| RAMP TRAFFIC | 0.380 | 0.270 | 0.150 | 0.200 | 0.360 | 0.590 | 0.730 | 0.800 | 0.820 | 0.890 | 0.840 | 0.850 | 1.000 | 0.980 | 0.980 | 0.780 | 0.750 | 0.670 | 0.830 | 0.640 | 0.690 | 0.830 | 0.810 | 0.470 |
| ENGTEST | 0.132 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.011 | 0.011 | 0.011 | 0.130 | 0.130 |
| Maintenance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Restaurant | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.700 | 0.790 | 0.880 | 0.960 | 1.000 | 0.950 | 0.960 | 0.940 | 0.880 | 0.850 | 0.940 | 0.910 | 0.870 | 0.760 | 0.720 | 0.000 | 0.000 |
| CTAIN | 0.180 | 0.074 | 0.047 | 0.055 | 0.075 | 0.256 | 0.596 | 0.810 | 0.785 | 0.730 | 0.789 | 1.000 | 0.825 | 0.791 | 0.804 | 0.617 | 0.744 | 0.741 | 0.681 | 0.621 | 0.673 | 0.612 | 0.445 | 0.247 |
| TBIT | 0.139 | 0.057 | 0.043 | 0.043 | 0.069 | 0.142 | 0.445 | 0.794 | 0.698 | 0.623 | 0.701 | 1.000 | 0.778 | 0.715 | 0.792 | 0.536 | 0.681 | 0.704 | 0.680 | 0.545 | 0.624 | 0.570 | 0.435 | 0.219 |
| CTA OUT | 0.182 | 0.083 | 0.051 | 0.062 | 0.079 | 0.213 | 0.546 | 0.774 | 0.778 | 0.721 | 0.729 | 1.000 | 0.839 | 0.781 | 0.820 | 0.634 | 0.742 | 0.805 | 0.693 | 0.635 | 0.661 | 0.606 | 0.474 | 0.275 |

Hourly Temporal Profiles
Alternative A – 2015

| | Hour | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Profile Name | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| WESTSIDE | 0.610 | 0.114 | 0.067 | 0.074 | 0.117 | 0.251 | 0.430 | 0.492 | 0.502 | 0.680 | 1.000 | 0.949 | 0.879 | 0.769 | 0.799 | 0.796 | 0.698 | 0.627 | 0.417 | 0.493 | 0.660 | 0.606 | 0.467 | 0.267 |
| WEST PARKING | 0.111 | 0.112 | 0.034 | 0.051 | 0.000 | 0.072 | 0.242 | 0.409 | 0.402 | 0.450 | 0.983 | 1.000 | 0.928 | 0.738 | 0.730 | 0.690 | 0.632 | 0.726 | 0.375 | 0.385 | 0.491 | 0.789 | 0.578 | 0.265 |
| EAST PARKING | 0.172 | 0.085 | 0.021 | 0.014 | 0.036 | 0.069 | 0.355 | 0.573 | 0.639 | 0.580 | 0.612 | 1.000 | 0.892 | 0.692 | 0.804 | 0.642 | 0.492 | 0.685 | 0.475 | 0.593 | 0.629 | 0.743 | 0.638 | 0.387 |
| EAST STAGING | 0.077 | 0.015 | 0.015 | 0.015 | 0.000 | 0.026 | 0.214 | 0.770 | 0.408 | 0.423 | 0.561 | 1.000 | 0.781 | 0.668 | 0.709 | 0.565 | 0.495 | 0.755 | 0.551 | 0.740 | 0.796 | 0.770 | 0.638 | 0.382 |
| WEST STAGING | 0.065 | 0.007 | 0.000 | 0.000 | 0.000 | 0.022 | 0.137 | 0.233 | 0.252 | 0.253 | 1.000 | 0.928 | 0.842 | 0.676 | 0.612 | 0.777 | 0.561 | 0.633 | 0.410 | 0.482 | 0.583 | 0.683 | 0.482 | 0.216 |
| EAST EMPLOYEE | 0.723 | 0.455 | 0.179 | 0.063 | 0.071 | 0.214 | 0.295 | 0.268 | 0.348 | 0.116 | 0.143 | 0.188 | 0.384 | 0.652 | 0.920 | 1.000 | 0.920 | 0.634 | 0.455 | 0.313 | 0.235 | 0.375 | 0.652 | 0.893 |

Hourly Temporal Profiles
Alternative B – 2015

| | Hour | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Profile Name | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| DEFAULT | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 24L-Queue | 0.015 | 0.003 | 0.024 | 0.023 | 0.003 | 0.008 | 0.025 | 0.114 | 0.405 | 0.294 | 0.189 | 0.321 | 0.385 | 0.997 | 0.851 | 1.000 | 0.956 | 0.515 | 0.286 | 0.094 | 0.129 | 0.064 | 0.142 | 0.074 |
| 24R-Queue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.145 | 1.000 | 0.145 | 0.345 | 0.231 | 0.078 | 0.043 | 0.368 | 0.918 | 0.109 | 0.302 | 0.851 | 0.424 | 0.275 | 0.122 | 0.114 | 0.094 |
| 25C Queue | 0.078 | 0.029 | 0.044 | 0.052 | 0.009 | 0.004 | 0.043 | 0.286 | 0.489 | 0.575 | 0.535 | 0.808 | 1.000 | 0.724 | 0.546 | 0.962 | 0.567 | 0.518 | 0.784 | 0.414 | 0.429 | 0.206 | 0.433 | 0.201 |
| 25R-Queue | 0.072 | 0.046 | 0.052 | 0.025 | 0.005 | 0.006 | 0.057 | 0.193 | 0.329 | 0.357 | 0.286 | 0.356 | 0.336 | 1.000 | 0.862 | 0.963 | 0.790 | 0.300 | 0.337 | 0.172 | 0.111 | 0.087 | 0.183 | 0.096 |
| 300-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 737-24Carg | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 744-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 747-24Carg | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CNA-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.000 |
| D10-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M11-24Carg | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 100-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 319-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 320-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 330-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 |
| 340-24Pass | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 1.000 | 0.250 |
| 733-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.143 | 0.429 | 1.000 | 0.571 | 0.429 | 0.571 | 0.143 | 0.286 | 0.143 | 0.143 | 0.714 | 1.000 | 0.286 | 0.286 | 0.143 | 0.429 | 0.286 | 0.000 |
| 734-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.667 | 0.000 | 0.000 | 1.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 735-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 |
| 744-24Pass | 0.000 | 0.000 | 0.571 | 0.143 | 0.000 | 0.000 | 0.000 | 0.000 | 0.286 | 0.429 | 0.286 | 0.429 | 0.571 | 0.429 | 0.143 | 0.857 | 0.143 | 0.429 | 0.000 | 0.000 | 0.000 | 0.571 | 1.000 | 0.714 |
| 747-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 74M-24Pass | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 74X-24Pass | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.333 | 1.000 | 0.667 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.667 | 0.333 | |
| 757-24Pass | 0.154 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.077 | 0.538 | 0.846 | 0.462 | 0.231 | 0.615 | 0.615 | 0.615 | 0.462 | 0.154 | 0.923 | 0.385 | 1.000 | 0.538 | 0.923 | 0.231 | 0.538 | 0.231 |

Hourly Temporal Profiles
Alternative B – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| 763-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 | 0.000 | 0.200 | 0.600 | 0.000 | 0.800 | 0.400 | 1.000 | 0.800 | 1.000 | 0.400 | 0.200 | 0.200 | 0.200 | 0.000 | 0.000 |
| 767-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 1.000 | 0.333 | 0.333 | 0.333 | 0.000 | 0.667 | 0.333 | 0.000 | 0.667 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 777-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 1.000 | 0.750 | 0.500 | 0.750 | 0.250 | 0.500 | 0.000 | 0.250 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 |
| AB3-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.500 | 1.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| AT7-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| ATR-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.667 | 0.000 | 0.667 | 0.000 | 0.000 | 0.667 | 0.667 | 0.333 | 0.667 | 0.667 | 0.000 | 0.000 | 0.333 | 0.000 |
| BE1-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 |
| C50-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 1.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| C70-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| CNA-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.667 | 0.667 | 1.000 | 0.333 | 0.000 | 0.000 | 1.000 | 0.333 | 0.000 | 0.333 | 0.667 | 0.667 | 0.667 | 0.000 | 0.000 | 0.000 |
| DS7-24Pass | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 0.000 | 0.333 | 0.333 | 0.333 | 1.000 | 0.667 | 0.000 | 0.667 | 0.000 | 0.667 | 0.333 | 0.000 | 0.000 |
| EM2-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| EM3-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.500 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 |
| F50-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.400 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F70-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| GAJ-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 |
| J31-24Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 |
| M11-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.750 | 0.000 | 0.500 | 0.500 | 1.000 | 0.500 | 1.000 | 0.750 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 |
| M80-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.667 | 0.333 | 0.667 | 0.667 | 0.333 | 0.333 | 0.667 | 0.000 | 0.000 | 0.333 | 1.000 | 0.333 | 0.333 | 0.000 | 0.333 | 1.000 |
| M90-24Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 |
| M95-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| S20-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.250 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.250 | 0.500 | 0.250 | 1.000 | 0.000 | 0.750 | 0.000 | 0.250 | 0.000 |
| S36-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| SF3-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 |
| SWM-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.250 | 0.250 | 0.000 | 0.750 | 0.000 | 0.250 | 0.000 | 0.000 | 1.000 | 0.000 | 0.250 | 0.000 |
| 300-25Carg | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 |
| 310-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 737-25Carg | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| 744-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Hourly Temporal Profiles
Alternative B – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| 747-25Carg | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| 767-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 |
| BE1-25Carg | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CNA-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D10-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 |
| M11-25Carg | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 1.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 |
| 319-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 320-25Pass | 0.000 | 0.750 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.250 | 0.500 | 0.250 | 0.000 | 0.250 | 0.750 | 0.250 | 0.000 | 0.250 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 |
| 330-25Pass | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.667 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 1.000 |
| 340-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 |
| 733-25Pass | 0.400 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.400 | 0.600 | 1.000 | 0.200 | 1.000 | 0.600 | 0.200 | 0.400 | 0.000 | 0.400 | 0.200 | 0.200 | 0.400 | 0.200 | 0.400 | 0.000 | 0.200 |
| 734-25Pass | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 1.000 | 0.250 | 0.500 | 0.500 | 0.000 | 0.000 | 0.250 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 |
| 735-25Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 1.000 | 0.500 | 1.000 | 1.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 |
| 744-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 1.000 | 0.500 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 |
| 747-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 74M-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 757-25Pass | 0.364 | 0.273 | 0.091 | 0.091 | 0.000 | 0.000 | 0.273 | 0.364 | 0.636 | 0.545 | 0.545 | 0.909 | 0.818 | 0.545 | 0.455 | 0.818 | 0.455 | 0.636 | 1.000 | 0.818 | 0.727 | 0.273 | 1.000 | 0.545 |
| 763-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.500 | 1.000 | 0.750 | 0.250 | 0.500 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 |
| 767-25Pass | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.250 | 0.750 | 0.750 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 1.000 | 0.250 |
| 777-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.750 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 0.750 | 0.000 | 0.250 | 0.250 | 0.500 | 0.250 | 0.250 |
| AB3-25Pass | 0.125 | 0.375 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 1.000 | 0.625 | 0.250 | 0.250 | 0.250 | 0.750 | 0.750 | 0.250 | 0.375 | 0.250 | 0.125 | 0.000 | 0.000 | 0.000 | 0.125 | 0.125 |
| AT7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 |
| ATR-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.667 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 1.000 | 0.667 |
| BE1-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| C50-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.333 | 1.000 | 0.667 | 0.667 | 0.000 | 1.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.667 | 0.667 | 0.333 | 0.000 |
| CNA-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 1.000 | 0.000 | 0.667 | 1.000 | 0.333 | 0.000 | 0.667 | 0.667 | 0.333 | 0.333 | 0.667 |
| DS7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.667 | 0.000 | 0.667 | 0.333 | 0.000 | 0.667 | 0.333 | 0.333 |

Hourly Temporal Profiles
Alternative B – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| EM2-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| EMB-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F50 25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 1.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F70-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GAJ-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| J31-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.000 | 0.667 | 1.000 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 0.000 | 0.667 | 0.000 | 0.000 | 0.000 | 0.000 |
| M11-25Pass | 0.000 | 0.000 | 0.167 | 0.000 | 0.000 | 0.000 | 0.000 | 0.167 | 0.333 | 0.667 | 0.500 | 1.000 | 0.667 | 0.667 | 1.000 | 0.333 | 0.667 | 0.333 | 0.333 | 0.167 | 0.167 | 0.333 | 0.167 | 0.167 |
| M80-25Pass | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.750 | 0.500 | 0.000 | 1.000 | 0.750 | 0.500 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 |
| M87-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M90-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 1.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M95-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 1.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| S20-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 1.000 | 0.500 | 0.000 | 1.000 | 0.500 | 1.000 | 0.000 | 0.500 | 0.000 |
| S36-25Pass | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SF3-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SWM-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 1.000 | 0.250 | 0.250 | 0.250 | 0.500 | 0.000 |
| West Curb | 0.148 | 0.036 | 0.018 | 0.039 | 0.073 | 0.168 | 0.267 | 0.318 | 0.368 | 0.614 | 1.000 | 0.939 | 0.827 | 0.723 | 0.733 | 0.804 | 0.588 | 0.492 | 0.373 | 0.502 | 0.675 | 0.641 | 0.403 | 0.210 |
| West Park | 0.147 | 0.079 | 0.021 | 0.001 | 0.016 | 0.123 | 0.282 | 0.392 | 0.420 | 0.683 | 1.000 | 0.989 | 0.883 | 0.763 | 0.790 | 0.746 | 0.650 | 0.517 | 0.373 | 0.458 | 0.610 | 0.654 | 0.406 | 0.191 |
| East Curb | 0.150 | 0.054 | 0.030 | 0.036 | 0.053 | 0.255 | 0.547 | 0.759 | 0.767 | 0.752 | 0.963 | 1.000 | 0.791 | 0.821 | 0.775 | 0.601 | 0.562 | 0.642 | 0.669 | 0.639 | 0.670 | 0.627 | 0.452 | 0.214 |
| Day Shift | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Flight Kitchen | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 |
| 6 to 12 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| RAMP TRAFFIC | 0.380 | 0.270 | 0.190 | 0.200 | 0.390 | 0.590 | 0.730 | 0.800 | 0.820 | 0.880 | 0.640 | 0.860 | 1.000 | 0.980 | 0.980 | 0.780 | 0.750 | 0.670 | 0.620 | 0.640 | 0.630 | 0.630 | 0.610 | 0.470 |
| ENGTEST | 0.132 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.011 | 0.011 | 0.011 | 0.130 | 0.130 |
| Maintenance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Restaurant | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.700 | 0.730 | 0.880 | 0.960 | 1.000 | 0.950 | 0.950 | 0.940 | 0.880 | 0.890 | 0.940 | 0.910 | 0.870 | 0.760 | 0.720 | 0.000 | 0.000 |
| CTA IN | 0.161 | 0.062 | 0.036 | 0.043 | 0.061 | 0.256 | 0.562 | 0.798 | 0.779 | 0.735 | 0.809 | 1.000 | 0.821 | 0.796 | 0.780 | 0.632 | 0.683 | 0.717 | 0.707 | 0.670 | 0.685 | 0.655 | 0.473 | 0.236 |
| TBIT | 0.201 | 0.089 | 0.045 | 0.048 | 0.052 | 0.191 | 0.539 | 0.741 | 0.772 | 0.695 | 0.682 | 1.000 | 0.888 | 0.750 | 0.774 | 0.652 | 0.635 | 0.851 | 0.747 | 0.729 | 0.703 | 0.752 | 0.607 | 0.364 |
| CTA OUT | 0.180 | 0.078 | 0.042 | 0.051 | 0.066 | 0.206 | 0.527 | 0.791 | 0.835 | 0.741 | 0.708 | 1.000 | 0.847 | 0.789 | 0.607 | 0.653 | 0.636 | 0.816 | 0.727 | 0.699 | 0.659 | 0.624 | 0.514 | 0.295 |
| WESTSIDE | 0.176 | 0.071 | 0.035 | 0.039 | 0.051 | 0.187 | 0.419 | 0.467 | 0.470 | 0.625 | 1.000 | 0.952 | 0.890 | 0.756 | 0.784 | 0.811 | 0.685 | 0.599 | 0.425 | 0.514 | 0.695 | 0.632 | 0.393 | 0.223 |

Hourly Temporal Profiles
Alternative B – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| EAST PARKING | 0.191 | 0.098 | 0.025 | 0.015 | 0.009 | 0.071 | 0.379 | 0.596 | 0.666 | 0.611 | 0.616 | 1.000 | 0.934 | 0.740 | 0.835 | 0.679 | 0.667 | 0.739 | 0.521 | 0.637 | 0.665 | 0.777 | 0.701 | 0.408 |
| WEST PARKING | 0.118 | 0.104 | 0.031 | 0.001 | 0.003 | 0.074 | 0.229 | 0.393 | 0.374 | 0.414 | 0.959 | 1.000 | 0.939 | 0.743 | 0.733 | 0.751 | 0.670 | 0.711 | 0.398 | 0.404 | 0.523 | 0.802 | 0.576 | 0.271 |
| EAST STAGING | 0.043 | 0.000 | 0.000 | 0.000 | 0.000 | 0.010 | 0.139 | 0.192 | 0.313 | 0.299 | 0.620 | 1.000 | 0.813 | 0.639 | 0.663 | 0.639 | 0.529 | 0.764 | 0.510 | 0.707 | 0.759 | 0.851 | 0.683 | 0.398 |
| WEST STAGING | 0.067 | 0.000 | 0.000 | 0.000 | 0.000 | 0.037 | 0.098 | 0.177 | 0.232 | 0.311 | 1.000 | 0.976 | 0.872 | 0.683 | 0.634 | 0.860 | 0.585 | 0.659 | 0.415 | 0.524 | 0.646 | 0.707 | 0.512 | 0.238 |
| EAST EMPLOYEE | 1.723 | 0.455 | 0.179 | 0.625 | 0.714 | 0.214 | 0.395 | 0.268 | 0.348 | 0.116 | 0.143 | 0.188 | 0.384 | 0.652 | 0.920 | 1.000 | 0.920 | 0.634 | 0.455 | 0.313 | 0.295 | 0.375 | 0.652 | 0.893 |

Hourly Temporal Profiles
Alternative C – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| DEFALLT | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 24L-Queue | 0.021 | 0.018 | 0.036 | 0.037 | 0.033 | 0.021 | 0.050 | 0.207 | 0.421 | 0.517 | 0.389 | 0.286 | 0.562 | 0.855 | 0.708 | 0.805 | 1.000 | 0.898 | 0.490 | 0.184 | 0.123 | 0.130 | 0.158 | 0.111 |
| 24R-Queue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.877 | 0.831 | 0.483 | 0.379 | 0.586 | 0.655 | 0.586 | 0.172 | 0.808 | 0.749 | 0.483 | 0.483 | 1.000 | 0.621 | 0.345 | 0.241 | 0.035 |
| 25L-Queue | 0.068 | 0.000 | 0.006 | 0.000 | 0.000 | 0.000 | 0.000 | 0.038 | 0.199 | 0.157 | 0.357 | 0.512 | 0.395 | 1.000 | 0.663 | 0.500 | 0.284 | 0.112 | 0.271 | 0.202 | 0.034 | 0.004 | 0.002 | 0.027 |
| 25R-Queue | 0.052 | 0.028 | 0.038 | 0.021 | 0.030 | 0.011 | 0.054 | 0.134 | 0.442 | 0.609 | 0.441 | 0.331 | 0.434 | 0.835 | 1.000 | 0.769 | 0.637 | 0.209 | 0.266 | 0.144 | 0.122 | 0.056 | 0.095 | 0.126 |
| 300-24Carg | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 737-24Carg | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 744-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 747-24Carg | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CNA-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.000 |
| D10-24Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M11-24Carg | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 100-24Pass | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 313-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 320-24Pass | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 330-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 340-24Pass | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.500 | 0.500 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 733-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.143 | 0.286 | 1.000 | 0.429 | 0.286 | 0.286 | 0.143 | 0.286 | 0.286 | 0.286 | 0.286 | 0.286 | 0.571 | 0.429 | 0.429 | 0.286 | 0.286 | 0.143 | 0.000 |
| 734-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.333 | 1.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.667 | 0.000 | 0.333 | 0.000 | 0.000 |
| 735-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.400 | 1.000 | 0.400 | 0.400 | 0.000 | 0.400 | 0.400 | 0.000 | 0.200 | 0.000 | 0.200 | 0.000 | 0.200 | 0.200 | 0.000 | 0.000 | 0.000 | 0.000 |
| 744-24Pass | 0.125 | 0.000 | 0.500 | 0.125 | 0.000 | 0.000 | 0.000 | 0.000 | 0.125 | 0.250 | 0.250 | 0.375 | 0.500 | 0.375 | 0.500 | 0.375 | 0.250 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.625 |
| 747-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 74M-24Pass | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 74X-24Pass | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.333 | 0.333 | 1.000 | 0.667 | 0.333 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 0.667 | 0.333 |

Hourly Temporal Profiles
Alternative C - 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| 757-24Pass | 0.067 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.067 | 0.333 | 0.667 | 1.000 | 0.667 | 0.800 | 0.533 | 0.600 | 0.400 | 0.467 | 1.000 | 0.600 | 0.800 | 0.600 | 0.667 | 0.667 | 0.200 | 0.133 |
| 763-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.333 | 0.000 | 0.000 | 0.667 | 0.333 | 1.000 | 0.667 | 1.000 | 1.000 | 1.000 | 0.667 | 0.000 | 0.000 | 0.000 | 0.333 |
| 767-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 777-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.250 | 0.250 | 0.000 | 0.250 | 1.000 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.000 | 0.500 |
| AB3-24Pass | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.750 | 0.500 | 1.000 | 0.500 | 0.750 | 0.750 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 |
| AT7-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| ATR-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| BE1-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| C50-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| C70-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| DS7-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 |
| EM2-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| EME-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| F50-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F70-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| J31-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 |
| M11-24Pass | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.750 | 0.500 | 1.000 | 0.000 | 1.000 | 0.750 | 0.750 | 0.500 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.250 | 0.250 | 0.000 |
| M80-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.800 | 1.000 | 0.200 | 0.200 | 0.200 | 0.200 | 0.000 | 0.200 | 0.400 | 0.000 | 0.600 | 0.600 | 0.200 | 0.400 | 0.200 | 0.000 | 0.800 |
| M87-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 |
| M90-24Pass | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 |
| M95-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 |
| S20-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.333 | 0.333 | 0.333 | 1.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 |
| S36-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SF3-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 |
| SWM-24Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 300-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 |
| 310-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 1.000 | 0.000 | 0.000 | 0.000 |
| 737-25Carg | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 |

Hourly Temporal Profiles
Alternative C – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| 744-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 747-25Carg | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 757-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 |
| 767-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.333 | 1.000 | 0.000 |
| BE1-25Carg | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| CNA-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| D10-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| M11-25Carg | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 100-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 310-25Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 320-25Pass | 0.500 | 0.250 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.750 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 330-25Pass | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 340-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| 733-25Pass | 0.400 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 1.000 | 0.400 | 0.000 | 0.800 | 0.400 | 0.800 | 0.200 | 0.400 | 0.200 | 0.600 | 0.400 | 0.400 | 0.400 | 0.000 | 0.400 | 0.000 |
| 734-25Pass | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 735-25Pass | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.333 | 0.333 | 0.667 | 1.000 | 0.000 | 0.333 | 0.333 | 0.333 | 0.333 | 0.333 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 |
| 744-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 0.000 | 0.333 | 0.333 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.333 | 0.333 |
| 747-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 74M-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| 757-25Pass | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.125 | 0.750 | 0.750 | 1.000 | 0.500 | 0.875 | 0.625 | 0.250 | 0.375 | 1.000 | 0.000 | 0.500 | 0.250 | 0.375 | 0.250 | 0.625 | 0.375 |
| 763-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.500 | 1.000 | 1.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.000 | 0.500 |
| 767-25Pass | 0.000 | 0.200 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 1.000 | 0.400 | 0.200 | 0.000 | 0.200 | 0.000 | 0.200 | 0.600 | 0.000 | 0.600 | 0.400 | 0.000 | 0.000 | 0.000 | 0.600 | 0.400 |
| 777-25Pass | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.250 | 0.250 | 0.500 | 0.500 | 0.500 | 1.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.250 | 0.500 |
| AB3-25Pass | 0.600 | 0.200 | 0.600 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.400 | 1.000 | 0.400 | 0.600 | 0.400 | 0.400 | 0.400 | 0.400 | 0.600 | 0.600 | 0.400 | 0.200 | 0.000 | 0.000 | 0.000 | 0.600 |
| AT7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 |
| ATR-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.000 | 1.000 |
| BE1-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 |
| C50-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 |

Hourly Temporal Profiles
Alternative C – 2015

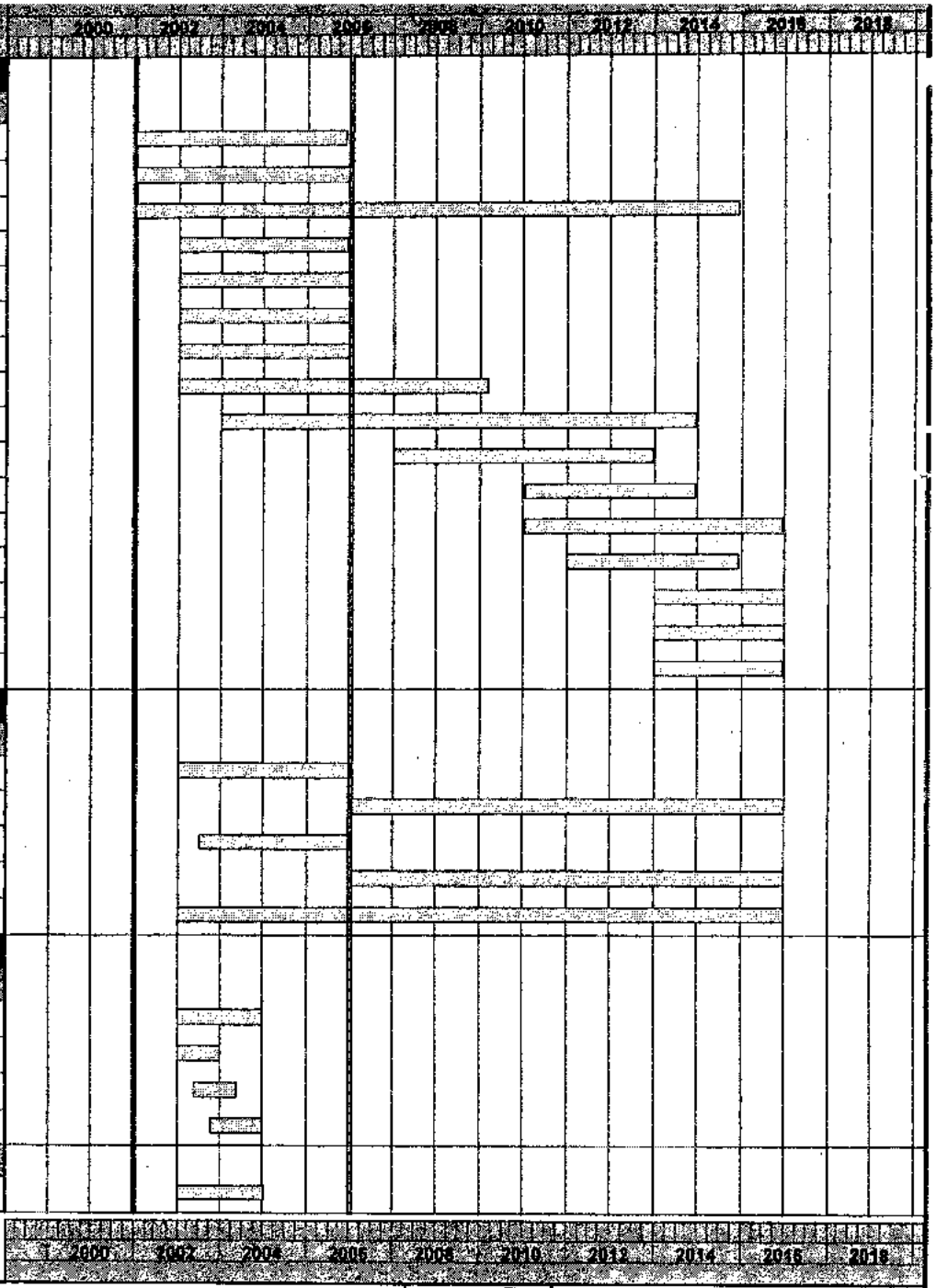
| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| CNA-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.750 | 1.000 | 0.500 | 0.500 | 0.500 | 0.500 | 1.000 | 1.000 | 0.500 | 0.750 | 0.750 | 0.500 | 1.000 | 0.250 | 0.000 | 0.750 |
| DS7-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.000 |
| EM2-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| EMB-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| F50-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| GAJ-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 |
| J31-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 0.000 | 1.000 | 0.000 | 1.000 | 0.000 | 0.000 | 1.000 | 0.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M11-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.167 | 0.333 | 0.167 | 0.833 | 0.833 | 0.500 | 1.000 | 0.500 | 0.167 | 0.500 | 0.167 | 0.000 | 0.167 | 0.167 | 0.167 |
| M80-25Pass | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.333 | 0.000 | 1.000 | 0.333 | 0.667 | 0.333 | 0.667 | 0.667 | 0.667 | 1.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M87-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| M90-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.500 | 1.000 | 0.500 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 |
| M95-25Pass | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 1.000 | 0.000 | 0.500 | 1.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 |
| S20-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| S36-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SH3-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| SWM-25Pass | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.000 | 0.333 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.333 | 0.667 | 0.000 | 0.333 | 0.333 | 0.667 | 0.000 |
| West Curb | 0.149 | 0.036 | 0.018 | 0.039 | 0.073 | 0.168 | 0.267 | 0.318 | 0.368 | 0.614 | 1.000 | 0.938 | 0.827 | 0.729 | 0.793 | 0.804 | 0.588 | 0.492 | 0.373 | 0.502 | 0.675 | 0.641 | 0.403 | 0.210 |
| West Park | 0.147 | 0.079 | 0.021 | 0.001 | 0.018 | 0.123 | 0.282 | 0.392 | 0.420 | 0.693 | 1.000 | 0.988 | 0.883 | 0.763 | 0.790 | 0.746 | 0.650 | 0.517 | 0.373 | 0.453 | 0.610 | 0.654 | 0.406 | 0.191 |
| East Curb | 0.150 | 0.054 | 0.030 | 0.036 | 0.053 | 0.255 | 0.547 | 0.759 | 0.757 | 0.752 | 0.863 | 1.000 | 0.791 | 0.801 | 0.776 | 0.601 | 0.662 | 0.642 | 0.660 | 0.639 | 0.670 | 0.627 | 0.452 | 0.214 |
| East Park | 0.134 | 0.056 | 0.017 | 0.013 | 0.021 | 0.185 | 0.442 | 0.613 | 0.642 | 0.666 | 0.823 | 1.000 | 0.819 | 0.755 | 0.770 | 0.599 | 0.607 | 0.563 | 0.537 | 0.584 | 0.638 | 0.696 | 0.524 | 0.239 |
| Day Shift | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Flight Kitchen | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.000 | 0.000 | 0.000 |
| 6 to 12 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| RAMP TRAFFIC | 0.380 | 0.270 | 0.150 | 0.200 | 0.360 | 0.590 | 0.730 | 0.800 | 0.920 | 0.980 | 0.840 | 0.860 | 1.000 | 0.980 | 0.980 | 0.760 | 0.750 | 0.670 | 0.630 | 0.640 | 0.636 | 0.630 | 0.610 | 0.470 |
| ENGTEST | 0.131 | 0.131 | 0.131 | 0.131 | 0.131 | 0.131 | 0.131 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.012 | 0.012 | 0.012 | 0.131 |
| Maintenance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Restaurant | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.700 | 0.790 | 0.880 | 0.960 | 1.000 | 0.960 | 0.950 | 0.940 | 0.880 | 0.890 | 0.940 | 0.910 | 0.870 | 0.760 | 0.720 | 0.000 | 0.000 |
| CARGO | 0.380 | 0.270 | 0.150 | 0.200 | 0.360 | 0.590 | 0.730 | 0.800 | 0.820 | 0.880 | 0.840 | 0.860 | 1.000 | 0.980 | 0.980 | 0.760 | 0.750 | 0.670 | 0.630 | 0.640 | 0.630 | 0.630 | 0.610 | 0.470 |

Hourly Temporal Profiles
Alternative C – 2015

| Profile Name | Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | H16 | H17 | H18 | H19 | H20 | H21 | H22 | H23 | H24 |
| CTA IN | 0.108 | 0.102 | 0.061 | 0.033 | 0.045 | 0.189 | 0.379 | 0.728 | 0.924 | 0.919 | 0.966 | 1.000 | 0.976 | 0.896 | 0.761 | 0.757 | 0.780 | 0.955 | 0.731 | 0.744 | 0.751 | 0.631 | 0.607 | 0.425 |
| TBIT | 0.125 | 0.108 | 0.055 | 0.045 | 0.064 | 0.203 | 0.408 | 0.780 | 0.944 | 0.940 | 0.952 | 1.000 | 0.974 | 0.896 | 0.764 | 0.768 | 0.796 | 0.990 | 0.783 | 0.774 | 0.755 | 0.618 | 0.581 | 0.405 |
| CTA OUT | 0.125 | 0.111 | 0.056 | 0.032 | 0.044 | 0.256 | 0.357 | 0.665 | 0.826 | 0.964 | 0.995 | 0.994 | 1.000 | 0.835 | 0.764 | 0.663 | 0.809 | 0.968 | 0.769 | 0.772 | 0.670 | 0.608 | 0.730 | 0.394 |
| WESTSIDE | 0.131 | 0.165 | 0.161 | 0.045 | 0.064 | 0.083 | 0.215 | 0.345 | 0.689 | 0.635 | 0.785 | 1.000 | 0.981 | 0.807 | 0.910 | 0.920 | 0.743 | 0.590 | 0.613 | 0.420 | 0.627 | 0.453 | 0.795 | 0.327 |
| EAST PARKING | 0.091 | 0.083 | 0.040 | 0.001 | 0.002 | 0.166 | 0.295 | 0.585 | 0.801 | 0.825 | 0.921 | 1.000 | 0.936 | 0.853 | 0.712 | 0.702 | 0.727 | 0.879 | 0.618 | 0.691 | 0.745 | 0.661 | 0.651 | 0.418 |
| WEST PARKING | 0.097 | 0.052 | 0.013 | 0.000 | 0.000 | 0.150 | 0.249 | 0.464 | 0.348 | 0.591 | 0.815 | 0.857 | 1.000 | 0.669 | 0.704 | 0.692 | 0.351 | 0.488 | 0.343 | 0.427 | 0.488 | 0.735 | 0.355 | 0.180 |
| ENGTEST1 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.067 | 0.067 | 0.067 | 0.067 | 0.067 | 0.067 | 0.067 | 0.067 | 0.067 | 0.067 | 0.067 | 0.067 | 0.043 | 0.043 | 0.043 | 1.000 | 1.000 |
| ENGTEST2 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.006 | 0.006 | 0.006 | 0.001 | 0.001 |
| EAST STAGING | 0.021 | 0.000 | 0.000 | 0.000 | 0.000 | 0.187 | 0.197 | 0.352 | 0.382 | 0.696 | 0.694 | 1.000 | 0.503 | 0.601 | 0.591 | 0.409 | 0.575 | 0.793 | 0.560 | 0.767 | 0.850 | 0.705 | 0.378 | 0.109 |
| WEST STAGING | 0.014 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.014 | 0.184 | 0.605 | 0.686 | 1.000 | 0.946 | 0.844 | 0.490 | 0.687 | 0.741 | 0.483 | 0.347 | 0.551 | 0.551 | 0.823 | 0.422 | 0.381 | 0.163 |
| EAST EMPLOYEE | 0.723 | 0.455 | 0.179 | 0.063 | 0.071 | 0.214 | 0.295 | 0.268 | 0.348 | 0.116 | 0.143 | 0.188 | 0.394 | 0.652 | 0.900 | 1.000 | 0.920 | 0.604 | 0.455 | 0.313 | 0.295 | 0.375 | 0.652 | 0.893 |

# Attachment E
# Interim-Year Construction Input to Environmental Analysis for LAX Master Plan

| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| **00A Project Summary** | | | | |
| XX1 | | | | |
| NAF006 | AIRFIELD CONSTRUCTION - PHASE 1 | 255* | 01JAN01 | 20NOV05 |
| AAF006 | ANCILLARY FACILITIES - CONSTRUCTION PHASE 1 | 260* | 01JAN01 | 25DEC05 |
| SAF008 | AIRFIELD CONSTRUCTION - PHASE 2 | 727* | 01JAN01 | 07DEC14 |
| WTA002 | WEST TERMINAL AREA - CONSTRUCTION PHASE 1 | 205* | 07JAN02 | 11DEC05 |
| CAF006 | CARGO FACILITIES - CONSTRUCTION PHASE 1 (SOUTH) | 206* | 07JAN02 | 18DEC05 |
| RDS003 | ROADWAY CONSTRUCTION - PHASE 1 | 206* | 07JAN02 | 18DEC05 |
| WTA830 | PARKING FACILITIES - CONSTRUCTION PHASE 1 | 207* | 07JAN02 | 25DEC05 |
| CTA002 | CENTRAL TERMINAL AREA - CONSTRUCTION | 374* | 07JAN02 | 06MAR09 |
| WTA599 | WEST TERMINAL AREA - APM / BHS SYSTEMS | 571* | 06JAN03 | 15DEC13 |
| FKF156 | ANCILLARY FACILITIES - CONSTRUCTION PHASE 2 | 311* | 01JAN07 | 16DEC12 |
| RDS056 | ROADWAY CONSTRUCTION - PHASE 2 | 205* | 04JAN10 | 08DEC13 |
| WTA860 | PARKING FACILITIES - CONSTRUCTION PHASE 2 | 309* | 04JAN10 | 06DEC15 |
| WTA106 | WEST TERMINAL AREA - CONSTRUCTION PHASE 2 | 205* | 03JAN11 | 07DEC14 |
| CAF056 | CARGO FACILITIES - CONSTRUCTION PHASE 2 (NORTH) | 156* | 31DEC12 | 27DEC15 |
| CAF106 | CARGO FACILITIES - CONSTR PHASE 3 (MANCHESTER) | 156* | 31DEC12 | 27DEC15 |
| TRN006 | REGIONAL TRANSIT - GREENLINE CONSTRUCTION | 153* | 07JAN13 | 13DEC15 |
| **00 Construction Support** | | | | |
| XX1 | | | | |
| CTN010 | Concrete Batch Plant Operations Phase 1 | 209 | 07JAN02 | 08JAN06 |
| CTN020 | Concrete Batch Plant Operations Phase 2 | 520 | 09JAN06 | 27DEC15 |
| CTN040 | Asphalt Batch Plant Operations Phase 1 | 182 | 15JUL02 | 08JAN06 |
| CTN050 | Asphalt Batch Plant Operations Phase 2 | 520 | 09JAN06 | 27DEC15 |
| MGT098 | Management Operations | 729* | 07JAN02 | 27DEC15 |
| **01 North Airfield Extend Runway 24L Extension** | | | | |
| 01A Runway | | | | |
| 10 | Runway | 103 | 07JAN02* | 28DEC03 |
| 11 | Runway - Earthwork/Fdn | 50 | 07JAN02 | 22DEC02 |
| 12 | Runway - Pavement | 50 | 27MAY02 | 11MAY03 |
| 13 | Runway - Utilities | 63 | 14OCT02 | 28DEC03 |
| 01B Parallel Taxiways | | | | |
| 15 | Parallel Taxiways | 104 | 07JAN02* | 04JAN04 |




| | |
|---|---|
| Project Start | 05JAN99 |
| Project Finish | 04MAR16 |
| Data Date | 01JAN01 |
| Run Date | 14MAR00 |



Early Bar
Progress Bar
Critical Activity

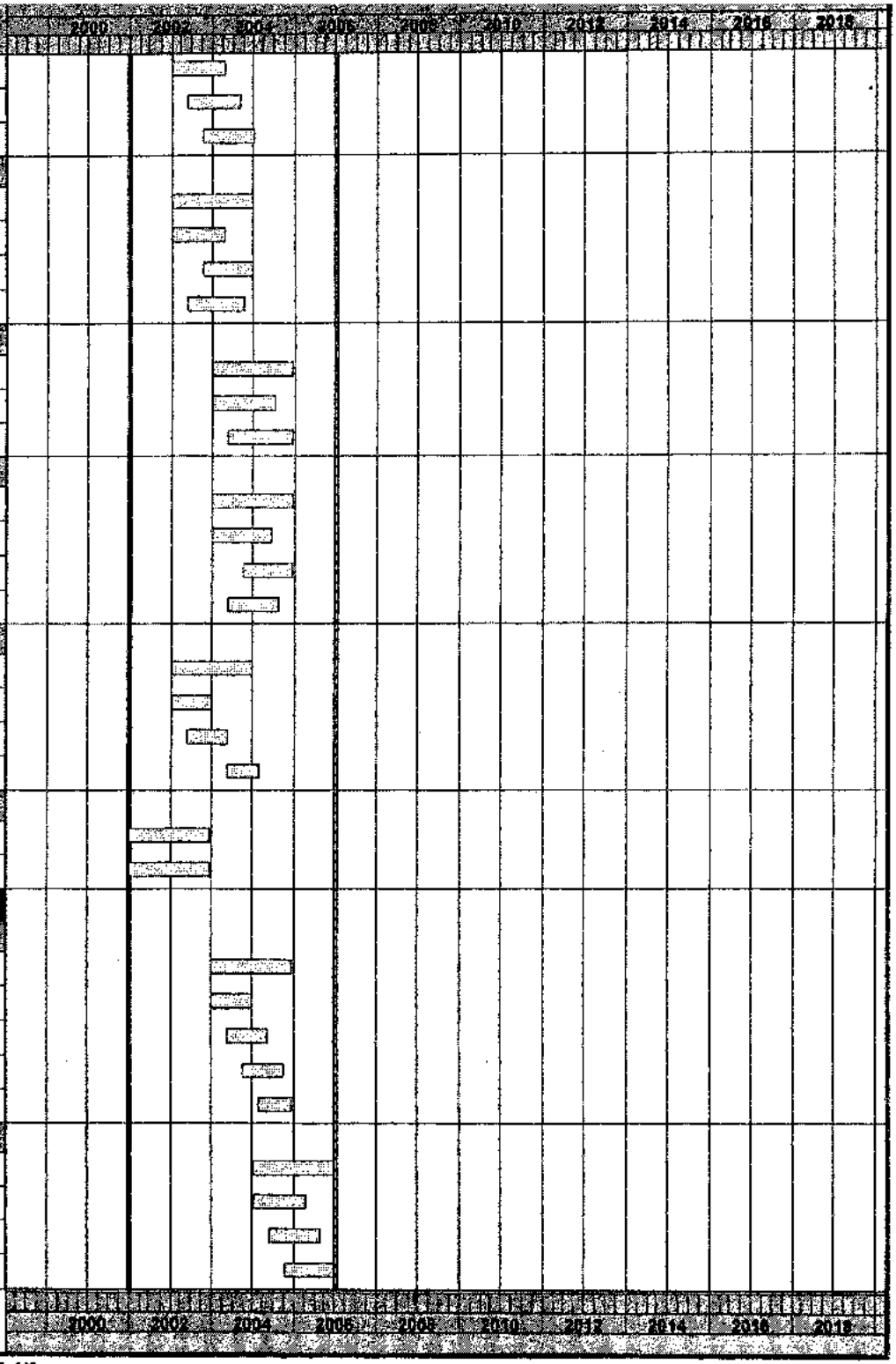
MPT2

Sheet 1 of 15

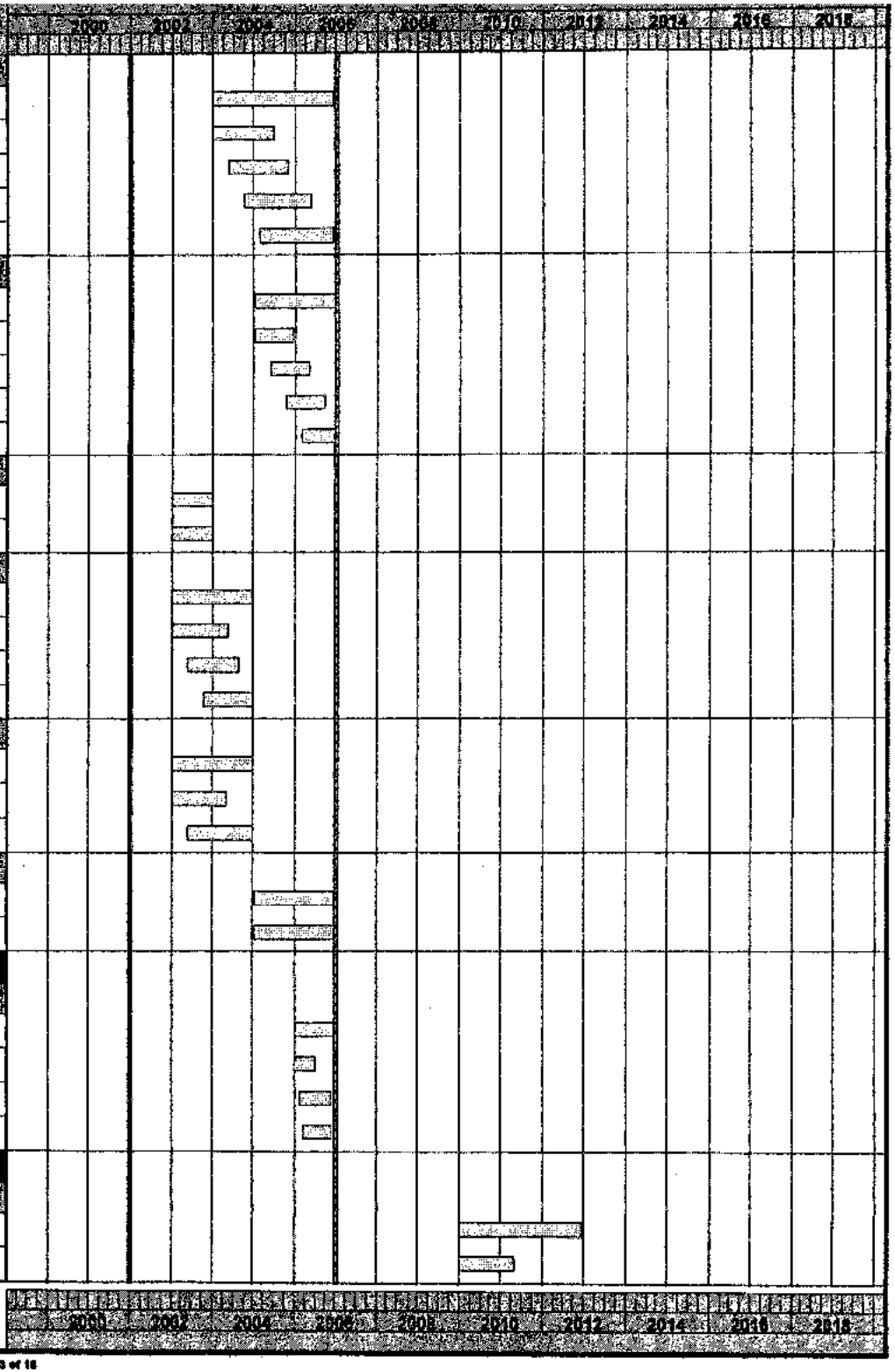
# AIR QUALITY IMPACT ANALYSIS
## LAX MASTER PLAN PHASE III
## CONSTRUCTION SCHEDULE

| Date | Revision | Checked | Approved |
|---|---|---|---|
| | | | |

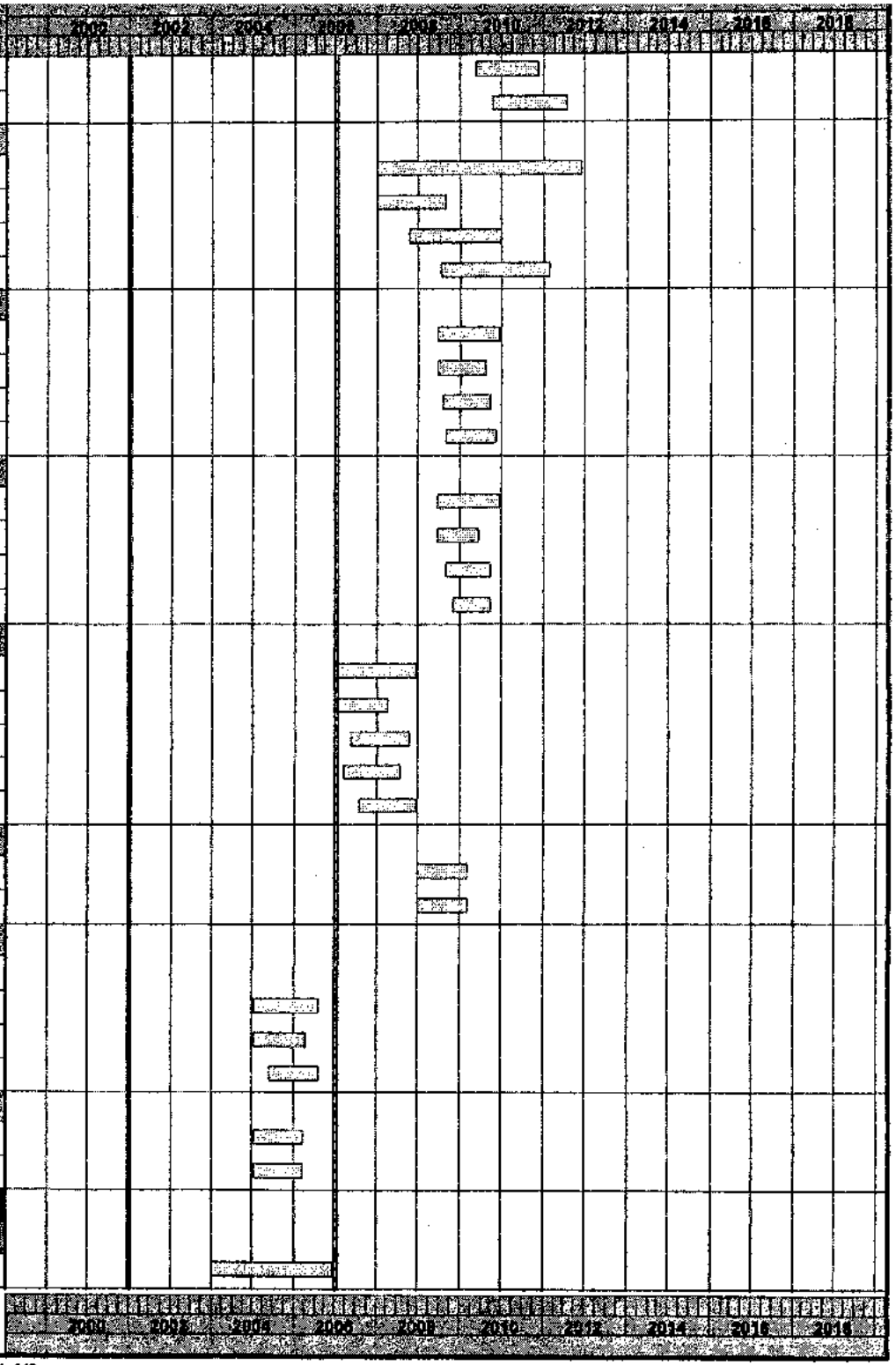
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| 16 | Parallel Taxiways - Earthwork/Fdn | 66 | 07JAN02 | 13APR03 |
| 17 | Parallel Taxiways - Pavement | 67 | 27MAY02 | 07SEP03 |
| 18 | Parallel Taxiways - Utilities | 64 | 14OCT02 | 04JAN04 |
| **01C Connector Taxiways** | | | | |
| 20 | Connector Taxiways | 102 | 07JAN02* | 21DEC03 |
| 21 | Connector Taxiways - Earthwork/Fdn | 66 | 07JAN02 | 13APR03 |
| 22 | Connector Taxiways - Utilities | 62 | 14OCT02 | 21DEC03 |
| 23 | Connector Taxiways - Pavement | 70 | 27MAY02 | 28SEP03 |
| **01D Sepulveda Tunnel** | | | | |
| 25 | Sepulveda Tunnel | 102 | 06JAN03* | 19DEC04 |
| 26 | Sepulveda Tunnel - Demolition | 78 | 06JAN03 | 04JUL04 |
| 27 | Sepulveda Tunnel - Structures - Roadway | 82 | 26MAY03 | 19DEC04 |
| **01E Sepulveda Interchange** | | | | |
| 30 | Sepulveda Interchange | 102 | 06JAN03* | 19DEC04 |
| 31 | Sepulveda Interchange - Demolition | 74 | 06JAN03 | 06JUN04 |
| 32 | Sepulveda Interchange - Pavement | 62 | 13OCT03 | 19DEC04 |
| 33 | Sepulveda Interchange - Structures - Roadway | 64 | 28MAY03 | 15AUG04 |
| **01F Terminal 3 modification** | | | | |
| 35 | Terminal 3 Modification | 102 | 07JAN02* | 21DEC03 |
| 36 | Terminal 3 modification - Demolition | 50 | 07JAN02 | 22DEC02 |
| 37 | Terminal 3 modification - Structures - Buildings | 50 | 27MAY02 | 11MAY03 |
| 39 | Terminal 3 modification - Utilities | 42 | 12MAY03 | 29FEB04 |
| **01G Airside Service Road** | | | | |
| 40 | Airside Service Road | 102 | 01JAN01 | 15DEC02 |
| 41 | Airside Service Road - Pavement | 102 | 01JAN01 | 15DEC02 |
| **02 North Airfield Runway 24R Relocation** | | | | |
| **02A Runway** | | | | |
| 45 | Runway | 102 | 06JAN03* | 19DEC04 |
| 46 | Runway - Demolition | 50 | 06JAN03 | 21DEC03 |
| 47 | Runway - Earthwork/Fdn | 50 | 26MAY03 | 09MAY04 |
| 48 | Runway - Pavement | 50 | 13OCT03 | 28SEP04 |
| 49 | Runway - Utilities | 42 | 01MAR04 | 19DEC04 |
| **02B Parallel Taxiways** | | | | |
| 50 | Parallel Taxiways | 102 | 05JAN04* | 18DEC05 |
| 51 | Parallel Taxiways - Earthwork/Fdn | 66 | 05JAN04 | 10APR05 |
| 52 | Parallel Taxiways - Pavement | 65 | 24MAY04 | 21AUG05 |
| 53 | Parallel Taxiways - Utilities | 62 | 11OCT04 | 18DEC05 |



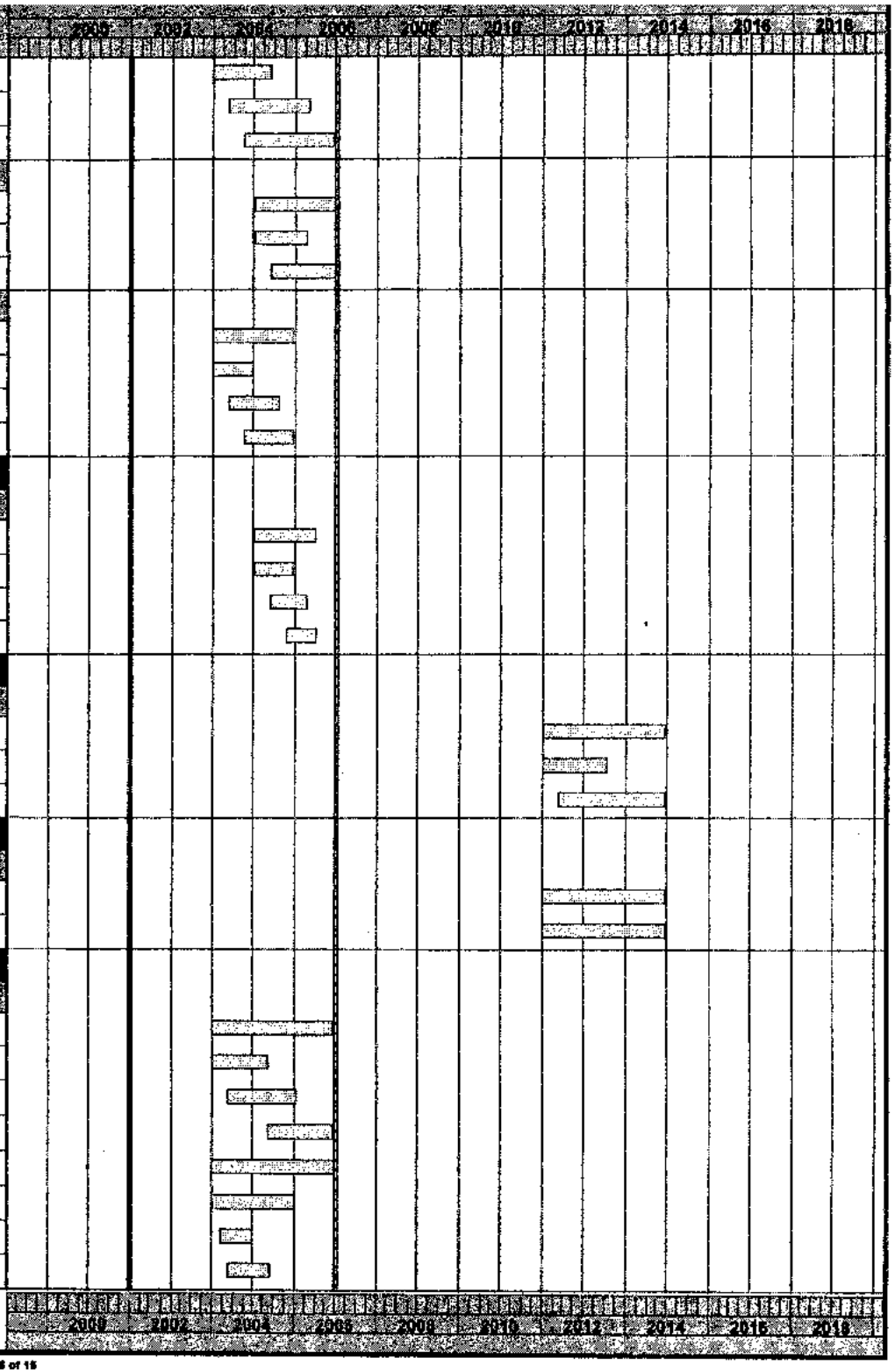
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| **02C Connector Taxiways** | | | | |
| 55 | Connector Taxiways | 153 | 06JAN03* | 11DEC05 |
| 56 | Connector Taxiways - Demolition | 77 | 06JAN03 | 27JUN04 |
| 57 | Connector Taxiways - Earthwork/Fdn | 74 | 26MAY03 | 24OCT04 |
| 58 | Connector Taxiways - Pavement | 83 | 13OCT03 | 15MAY05 |
| 59 | Connector Taxiways - Utilities | 93 | 01MAR04 | 11DEC05 |
| **02D Rapid Exit Taxiways** | | | | |
| 60 | Rapid Exit Taxiways | 102 | 05JAN04* | 18DEC05 |
| 61 | Rapid Exit Taxiways - Demolition | 50 | 05JAN04 | 19DEC04 |
| 62 | Rapid Exit Taxiways - Earthwork/Fdn | 50 | 24MAY04 | 08MAY05 |
| 63 | Rapid Exit Taxiways - Pavement | 50 | 11OCT04 | 25SEP05 |
| 64 | Rapid Exit Taxiways - Utilities | 42 | 28FEB05 | 18DEC05 |
| **02E Argo Ditch** | | | | |
| 65 | Argo Ditch | 51 | 07JAN02* | 29DEC02 |
| 66 | Argo Ditch - Utilities | 50 | 07JAN02 | 22DEC02 |
| **02F Lincoln/Westchester Interchange** | | | | |
| 70 | Lincoln/Westchester Interchange | 102 | 07JAN02* | 21DEC03 |
| 71 | Lincoln/Westchester Interchange - Demolition | 70 | 07JAN02 | 11MAY03 |
| 72 | Lincoln/Westchester Interchange - Pavement | 64 | 27MAY02 | 17AUG03 |
| 73 | Lincoln/Westchester Interchge - Struct - Rdwy | 62 | 14OCT02 | 21DEC03 |
| **02G Westchester Modifications** | | | | |
| 75 | Westchester Modifications | 102 | 07JAN02* | 21DEC03 |
| 76 | Westchester Modifications - Demolition | 68 | 07JAN02 | 27APR03 |
| 77 | Westchester Modifications - Pavement | 82 | 27MAY02 | 21DEC03 |
| **02H Airside Service Road** | | | | |
| 80 | Airside Service Road | 102 | 05JAN04* | 18DEC05 |
| 81 | Airside Service Road - Pavement | 102 | 05JAN04 | 18DEC05 |
| **03 South Airfield Rapid Exit Taxiways** | | | | |
| **03A Rapid Exit Taxiways** | | | | |
| 85 | Rapid Exit Taxiways | 51 | 03JAN05* | 25DEC05 |
| 87 | Rapid Exit Taxiways - Earthwork/Fdn | 25 | 03JAN05 | 26JUN05 |
| 88 | Rapid Exit Taxiways - Pavement | 42 | 07FEB05 | 27NOV05 |
| 89 | Rapid Exit Taxiways - Utilities | 36 | 14MAR05 | 20NOV05 |
| **04 South Airfield Runway/Taxiway Relo** | | | | |
| **04A Runway** | | | | |
| 90 | Runway | 153 | 29DEC08* | 04DEC11 |
| 92 | Runway - Earthwork/Fdn | 70 | 29DEC08 | 02MAY10 |



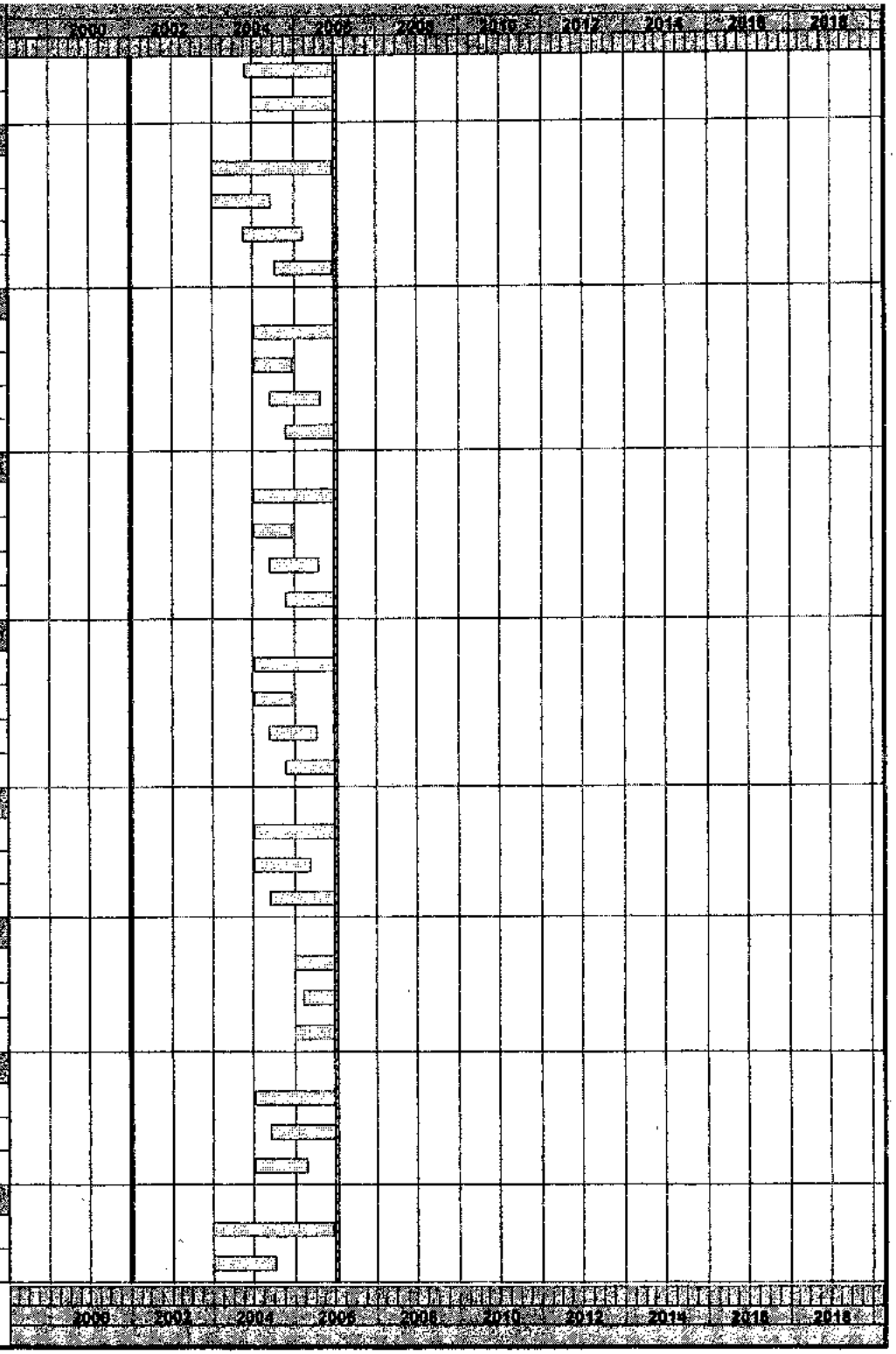
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| 93 | Runway - Pavement | 77 | 18MAY09 | 07NOV10 |
| 94 | Runway - Utilities | 93 | 05OCT09 | 17JUL11 |
| 04B Parallel Taxiways | | | | |
| 95 | Parallel Taxiways | 255 | 01JAN07* | 20NOV11 |
| 97 | Parallel Taxiways - Earthwork/Fdn | 86 | 01JAN07 | 24AUG08 |
| 98 | Parallel Taxiways - Pavement | 115 | 08OCT07 | 20DEC09 |
| 99 | Parallel Taxiways - Utilities | 135 | 14JUL08 | 13FEB11 |
| 04C Taxiways | | | | |
| 100 | Taxiways | 77 | 16JUN08* | 06DEC09 |
| 102 | Taxiways - Earthwork/Fdn | 59 | 16JUN08 | 02AUG09 |
| 103 | Taxiways - Pavement | 61 | 21JUL08 | 20SEP09 |
| 104 | Taxiways - Utilities | 62 | 25AUG08 | 01NOV09 |
| 04D Taxilanes | | | | |
| 105 | Taxilanes | 77 | 16JUN08* | 06DEC09 |
| 107 | Taxilanes - Earthwork/Fdn | 50 | 16JUN08 | 31MAY09 |
| 108 | Taxilanes - Pavement | 57 | 25AUG08 | 27SEP09 |
| 109 | Taxilanes - Utilities | 47 | 03NOV08 | 27SEP09 |
| 04E CTA Modifications (Concourses 4,5,6,7,8) | | | | |
| 110 | CTA Modifications (Concourses 4,5,6,78 | 102 | 26DEC05* | 09DEC07 |
| 111 | CTA Mods (Concourses 4,5,6,7,8) - Demol | 67 | 26DEC05 | 08APR07 |
| 112 | CTA Mods (Concourses 4,5,6,7,8) - Pvmnt | 72 | 15MAY06 | 30SEP07 |
| 113 | CTA Mods (Conc 4,5,6,7,8) - Struct - Bldgs | 72 | 06MAR06 | 22JUL07 |
| 114 | CTA Mods (Concourses 4,5,6,7,8) - Util | 72 | 24JUL06 | 09DEC07 |
| 04F Airside Service Road | | | | |
| 115 | Airside Service Road | 62 | 31DEC07* | 08MAR09 |
| 117 | Airside Service Road - Pavement | 62 | 31DEC07 | 08MAR09 |
| 04G Sepulveda - South, Tunnel Extension | | | | |
| 120.1 | Sepulveda - South, Tunnel Extension | 1 | 01JAN01 | 07JAN01 |
| 120.1 | Sepulveda - South, Tunnel Extension | 82 | 05JAN04* | 31JUL05 |
| 121.1 | Sepulveda - South, Tunnel Extension - Demolition | 67 | 05JAN04 | 17APR05 |
| 122.1 | Sepulveda - South, Tunnel Extension - Roadway | 62 | 24MAY04 | 31JUL05 |
| 04H Aviation Blvd - South | | | | |
| 125.1 | Aviation Blvd. - South | 62 | 05JAN04* | 13MAR05 |
| 126.1 | Aviation Blvd. - South - Struct - Rdwy | 62 | 05JAN04 | 13MAR05 |
| 05 TBIT Expansion | | | | |
| 04X Terminal | | | | |
| 120 | Terminal | 153 | 06JAN03* | 11DEC05 |



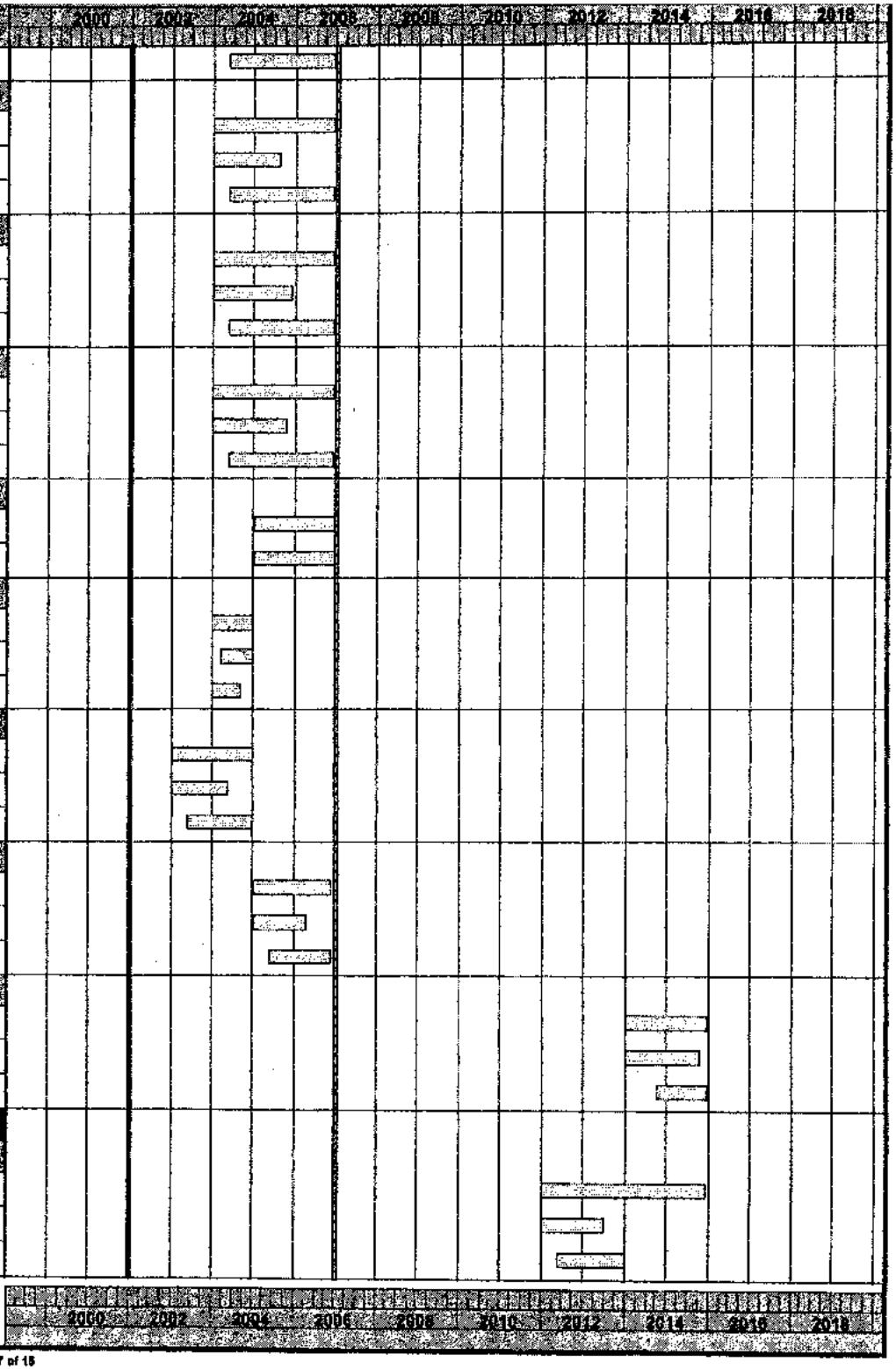
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| 121 | Terminal - Demolition | 72 | 06JAN03 | 23MAY04 |
| 122 | Terminal - Structures - Buildings | 101 | 26MAY03 | 01MAY05 |
| 123 | Terminal - Utilities | 113 | 13OCT03 | 11DEC05 |
| **05B Apron** | | | | |
| 125 | Apron | 102 | 05JAN04* | 18DEC05 |
| 126 | Apron - Pavement | 68 | 05JAN04 | 24APR05 |
| 127 | Apron - Utilities | 82 | 24MAY04 | 18DEC05 |
| **05C Cross Taxiways** | | | | |
| 130 | Cross Taxiways | 102 | 06JAN03* | 19DEC04 |
| 131 | Cross Taxiways - Earthwork/Fdn | 50 | 06JAN03 | 21DEC03 |
| 132 | Cross Taxiways - Pavement | 64 | 26MAY03 | 15AUG04 |
| 133 | Cross Taxiways - Utilities | 62 | 13OCT03 | 19DEC04 |
| **06 CTA Access Road Improvements** | | | | |
| **06A Roadways** | | | | |
| 135 | Roadways | 77 | 05JAN04* | 26JUN05 |
| 136 | Roadways - Demolition | 50 | 05JAN04 | 19DEC04 |
| 137 | Roadways - Pavement | 46 | 24MAY04 | 10APR05 |
| 138 | Roadways - Structures - Roadway | 37 | 11OCT04 | 26JUN05 |
| **07 CTA APM (Circulator)** | | | | |
| **07A APM** | | | | |
| 140 | APM | 153 | 03JAN11* | 08DEC13 |
| 141 | APM - Structures - Buildings | 80 | 03JAN11 | 15JUL12 |
| 142 | APM - Structures - Roadway | 133 | 23MAY11 | 08DEC13 |
| **08 CTA APM (Connection to WTA)** | | | | |
| **08A APM** | | | | |
| 145 | APM | 153 | 03JAN11* | 08DEC13 |
| 146 | APM - Structures - Roadway | 153 | 03JAN11 | 08DEC13 |
| **09 WTA - Phase I** | | | | |
| **09A Terminal/Concourse 13** | | | | |
| 150 | Terminal/Concourse 13 | 153 | 06JAN03* | 11DEC05 |
| 151 | Terminal/Concourse 13 - Earthwork/Fdn | 69 | 06JAN03 | 02MAY04 |
| 152 | Terminal/Concourse 13 - Struct - Buildings | 86 | 26MAY03 | 16JAN05 |
| 153 | Terminal/Concourse 13 - Utilities | 83 | 10MAY04 | 11DEC05 |
| WTA008 | West Terminal / Conc. 13 | 156* | 23DEC02 | 18DEC05 |
| WTA010 | West Terminal / Conc. 13 - Demolition | 105 | 23DEC02 | 26DEC04 |
| WTA020 | West Terminal / Conc. 13 - Excavation / Fdns | 40 | 24MAR03 | 28DEC03 |
| WTA030 | West Terminal / Conc. 13 - Utilities | 53 | 26MAY03 | 30MAY04 |



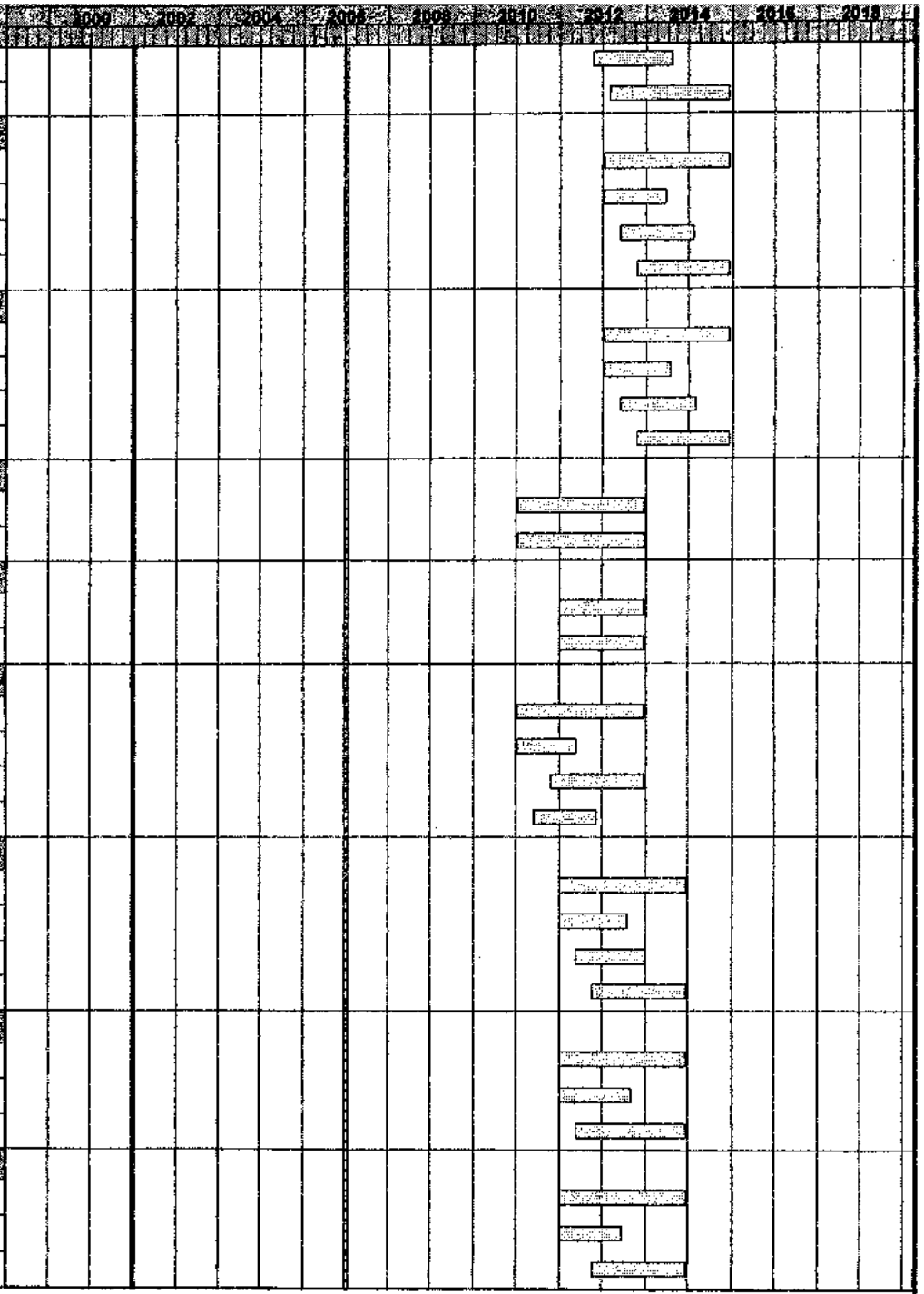
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| WTA040 | West Terminal / Conc. 13 - Structure | 113 | 20OCT03 | 18DEC05 |
| WTA050 | West Terminal / Conc. 13 - Apron Pavement | 104 | 22DEC03 | 18DEC05 |
| 09B Concourse 12 | | | | |
| 155 | Concourse 12 | 153 | 06JAN03* | 11DEC05 |
| 156 | Concourse 12 - Earthwork/Fdn | 75 | 06JAN03 | 13JUN04 |
| 157 | Concourse 12 - Structures - Buildings | 74 | 13OCT03 | 13MAR05 |
| 158 | Concourse 12 - Utilities | 72 | 19JUL04 | 04DEC05 |
| 09C Apron 13 | | | | |
| 160 | Apron 13 | 102 | 05JAN04* | 18DEC05 |
| 161 | Apron 13 - Earthwork/Fdn | 50 | 05JAN04 | 19DEC04 |
| 162 | Apron 13 - Pavement | 64 | 24MAY04 | 14AUG05 |
| 163 | Apron 13 - Utilities | 62 | 11OCT04 | 18DEC05 |
| 09D Apron 12 | | | | |
| 165 | Apron 12 | 102 | 05JAN04* | 18DEC05 |
| 166 | Apron 12 - Earthwork/Fdn | 50 | 05JAN04 | 19DEC04 |
| 167 | Apron 12 - Pavement | 63 | 24MAY04 | 07AUG05 |
| 168 | Apron 12 - Utilities | 62 | 11OCT04 | 18DEC05 |
| 09E Taxilanes | | | | |
| 170 | Taxilanes | 102 | 05JAN04* | 18DEC05 |
| 171 | Taxilanes - Earthwork/Fdn | 50 | 05JAN04 | 19DEC04 |
| 172 | Taxilanes - Pavement | 61 | 24MAY04 | 24JUL05 |
| 173 | Taxilanes - Utilities | 62 | 11OCT04 | 18DEC05 |
| 09F Parking Structure (Close-in) | | | | |
| 175 | Parking Structure (Close-in) | 102 | 05JAN04* | 18DEC05 |
| 176 | Parking Struct (Close-in) - Earthwork/Fdn | 71 | 05JAN04 | 15MAY05 |
| 177 | Parking Struct (Close-in) - Struct - Buildings | 82 | 24MAY04 | 18DEC05 |
| 09G Parking - Remote Lot | | | | |
| 180 | Parking - Remote Lot | 51 | 03JAN05* | 25DEC05 |
| 181 | Parking - Remote Lot - Pavement | 41 | 14MAR05 | 25DEC05 |
| 182 | Parking - Remote Lot - Struct - Buildings | 50 | 03JAN05 | 18DEC05 |
| 09H Roadways | | | | |
| 185 | Roadways | 102 | 05JAN04* | 18DEC05 |
| 186 | Roadways - Pavement | 82 | 24MAY04 | 18DEC05 |
| 187 | Roadways - Structures - Roadway | 68 | 05JAN04 | 24APR05 |
| 09I Utility and Baggage Tunnel System | | | | |
| 190 | Utility & Baggage Tunnel/System | 153 | 06JAN03* | 11DEC05 |
| 191 | Utility and Baggage Tunnel/Sys - Ethwk/Fdn | 80 | 06JAN03 | 18JUL04 |



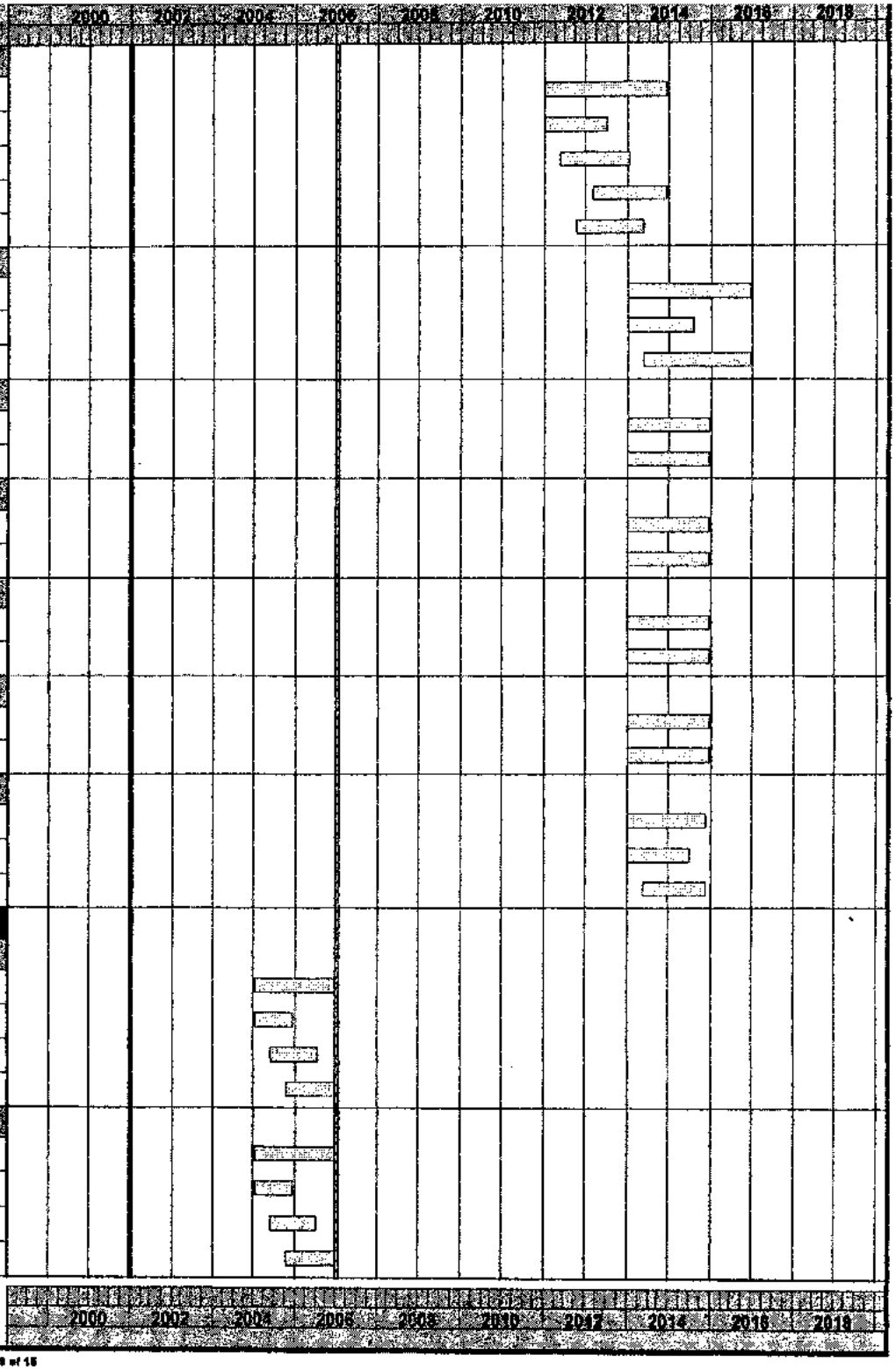
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| 192 | Utility and Bgge Tunnel/Sys - Struct - Bldgs | 133 | 26MAY03 | 11DEC05 |
| **09J APM (Secure) Tunnel (partial structure only)** | | | | |
| 195 | APM (Secure) Tunnel (partial structure only) | 153 | 06JAN03* | 11DEC05 |
| 196 | APM (Secure) Tunnel - Earthwork/Fdn | 83 | 06JAN03 | 08AUG04 |
| 197 | APM (Secure) Tunnel - Structures - Roadway | 133 | 26MAY03 | 11DEC05 |
| **09K APM (Non-secure) Tunnel (partial structure only)** | | | | |
| 200 | APM (Non-secure) Tunnel (partial structure only) | 153 | 06JAN03* | 11DEC05 |
| 201 | APM (Non-secure) Tunnel - Earthwork/Fdn | 98 | 06JAN03 | 21NOV04 |
| 202 | APM (Non-secure) Tunnel - Struct - Rdwy | 133 | 26MAY03 | 11DEC05 |
| **09L CVR Tunnel (partial structure only)** | | | | |
| 205 | CVR Tunnel (partial structure only) | 153 | 06JAN03* | 11DEC05 |
| 206 | CVR Tunnel - Earthwork/Fdn | 92 | 06JAN03 | 10OCT04 |
| 207 | CVR Tunnel - Structures - Roadway | 133 | 26MAY03 | 11DEC05 |
| **09M Central Plant** | | | | |
| 210 | Central Plant | 102 | 05JAN04* | 18DEC05 |
| 211 | Central Plant - Structures - Buildings | 102 | 05JAN04 | 18DEC05 |
| **09N Temporary Road** | | | | |
| 215 | Temporary Road | 51 | 06JAN03* | 28DEC03 |
| 216 | Temporary Road - Pavement | 41 | 17MAR03 | 28DEC03 |
| 217 | Temporary Road - Structures - Roadway | 34 | 06JAN03 | 31AUG03 |
| **09O Temporary Apron** | | | | |
| 220 | Temporary Apron | 102 | 07JAN02* | 21DEC03 |
| 221 | Temporary Apron - Pavement | 71 | 07JAN02 | 18MAY03 |
| 222 | Temporary Apron - Utilities | 82 | 27MAY02 | 21DEC03 |
| **09P Demolition** | | | | |
| 225.1 | Demolition | 98 | 05JAN04* | 20NOV05 |
| 226.1 | Demolition - Facilities | 67 | 05JAN04 | 17APR05 |
| 227.1 | Demolition - Pavements | 78 | 24MAY04 | 20NOV05 |
| **09Q Greenline** | | | | |
| 230.1 | Greenline | 102 | 07JAN13* | 21DEC14 |
| 231.1 | Greenline - Earthwork / Fdns | 92 | 07JAN13 | 12OCT14 |
| 232.1 | Greenline - Structures - Roadway | 62 | 14OCT13 | 21DEC14 |
| **10 WTA - Phase II** | | | | |
| **10A Concourse 11** | | | | |
| 225 | Concourse 11 | 204 | 03JAN11* | 30NOV14 |
| 226 | Concourse 11 - Demolition | 78 | 03JAN11 | 01JUL12 |
| 227 | Concourse 11 - Earthwork/Fdn | 65 | 23MAY11 | 06JAN13 |



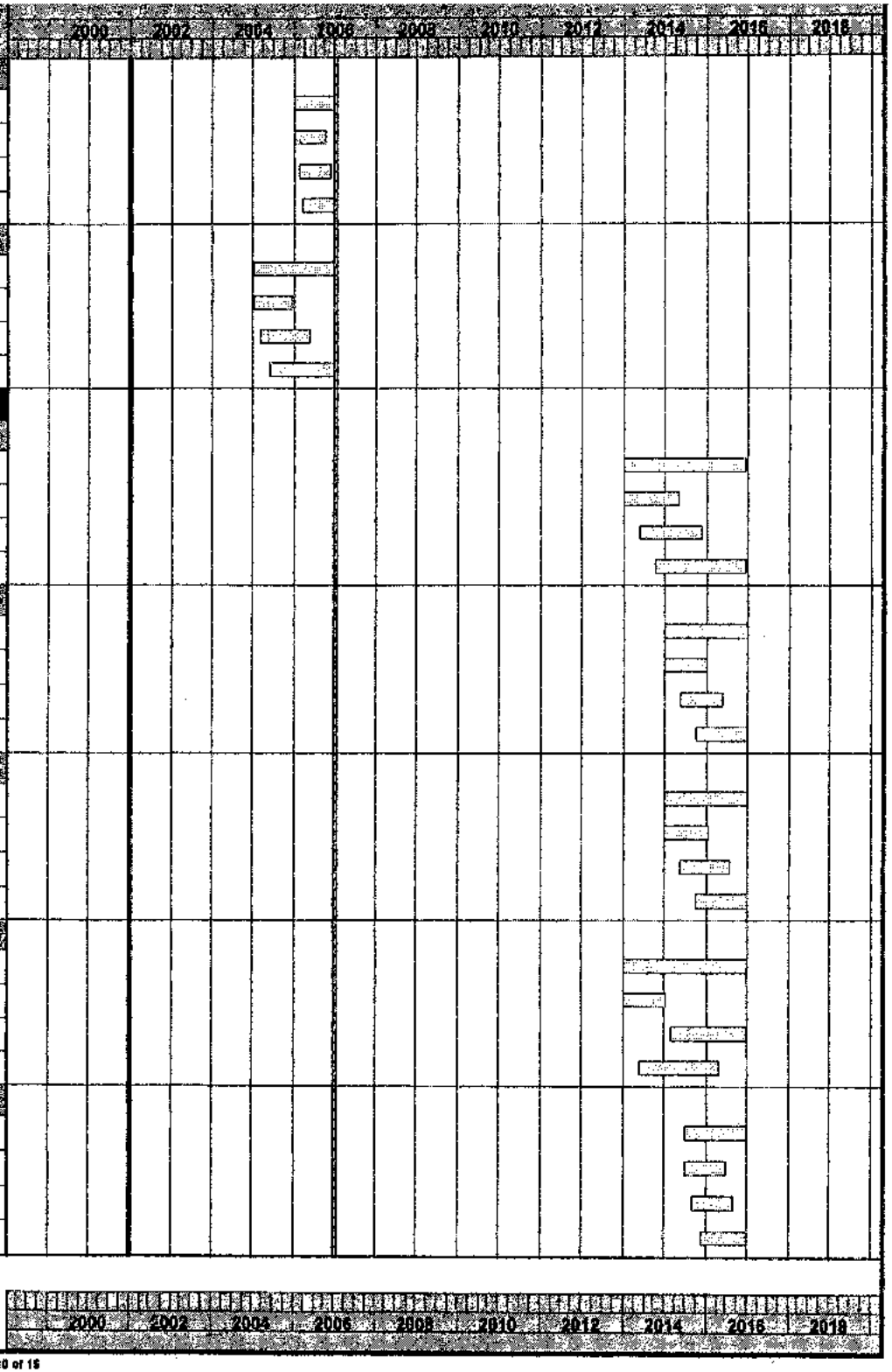
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| 228 | Concourse 11 - Structures - Buildings | 95 | 10OCT11 | 04AUG13 |
| 229 | Concourse 11 - Utilities | 144 | 27FEB12 | 30NOV14 |
| **10B Apron** | | | | |
| 230 | Apron | 153 | 02JAN12* | 07DEC14 |
| 231 | Apron - Earthwork/Fdn | 77 | 02JAN12 | 23JUN13 |
| 232 | Apron - Pavement | 90 | 21MAY12 | 09FEB14 |
| 233 | Apron - Utilities | 113 | 08OCT12 | 07DEC14 |
| **10C Taxilanes** | | | | |
| 235 | Taxilanes | 153 | 02JAN12* | 07DEC14 |
| 236 | Taxilanes - Earthwork/Fdn | 82 | 02JAN12 | 28JUL13 |
| 237 | Taxilanes - Pavement | 93 | 21MAY12 | 02MAR14 |
| 238 | Taxilanes - Utilities | 113 | 08OCT12 | 07DEC14 |
| **10D Rental Car Facility** | | | | |
| 240 | Rental Car Facility | 153 | 04JAN10* | 09DEC12 |
| 241 | Rental Car Facility - Structures - Buildings | 153 | 04JAN10 | 09DEC12 |
| **10E Comm'l Vehicle Staging** | | | | |
| 245 | Commercial Vehicle Staging | 102 | 03JAN11* | 16DEC12 |
| 246 | Comm'l Vehicle Staging - Structures - Buildings | 102 | 03JAN11 | 16DEC12 |
| **10F Roadway Expansion** | | | | |
| 250 | Roadway Expansion | 153 | 04JAN10* | 09DEC12 |
| 251 | Roadway Expansion - Demolition | 72 | 04JAN10 | 22MAY11 |
| 252 | Roadway Expansion - Pavement | 113 | 11OCT10 | 09DEC12 |
| 253 | Roadway Expansion - Structures - Roadway | 77 | 24MAY10 | 13NOV11 |
| **10H APM (Secure) Tunnel Extension and Compl Sys** | | | | |
| 260 | APM (Secure) Tunnel Extension & Complete System | 153 | 03JAN11* | 06DEC13 |
| 261 | APM (Secure) Tunnel Extension - Demolition | 81 | 03JAN11 | 22JUL12 |
| 262 | APM (Secure) Tunnel Extension - Earthwork/Fdn | 85 | 23MAY11 | 06JAN13 |
| 263 | APM (Secure) Tunnel Extension - Struct - Rdwy | 113 | 10OCT11 | 06DEC13 |
| **10I APM (Non-secure) Tunnel Extension and Compl Sys** | | | | |
| 265 | APM (Non-secure) Tunnel Extension & Complete Sys | 153 | 03JAN11* | 06DEC13 |
| 266 | APM (Non-secure) Tunnel Exten - Ethwk/Fdn | 87 | 03JAN11 | 02SEP12 |
| 267 | APM (Non-secure) Tunnel Exten -Struct - Rdwy | 133 | 23MAY11 | 06DEC13 |
| **10J APM Connection to Rental Car** | | | | |
| 270 | APM Connection to Rental Car | 153 | 03JAN11* | 06DEC13 |
| 271 | APM Connection to Rental Car - Earthwork/Fdn | 76 | 03JAN11 | 17JUN12 |
| 273 | APM Connection to Rental Car - Struct - Rdwy | 113 | 10OCT11 | 06DEC13 |



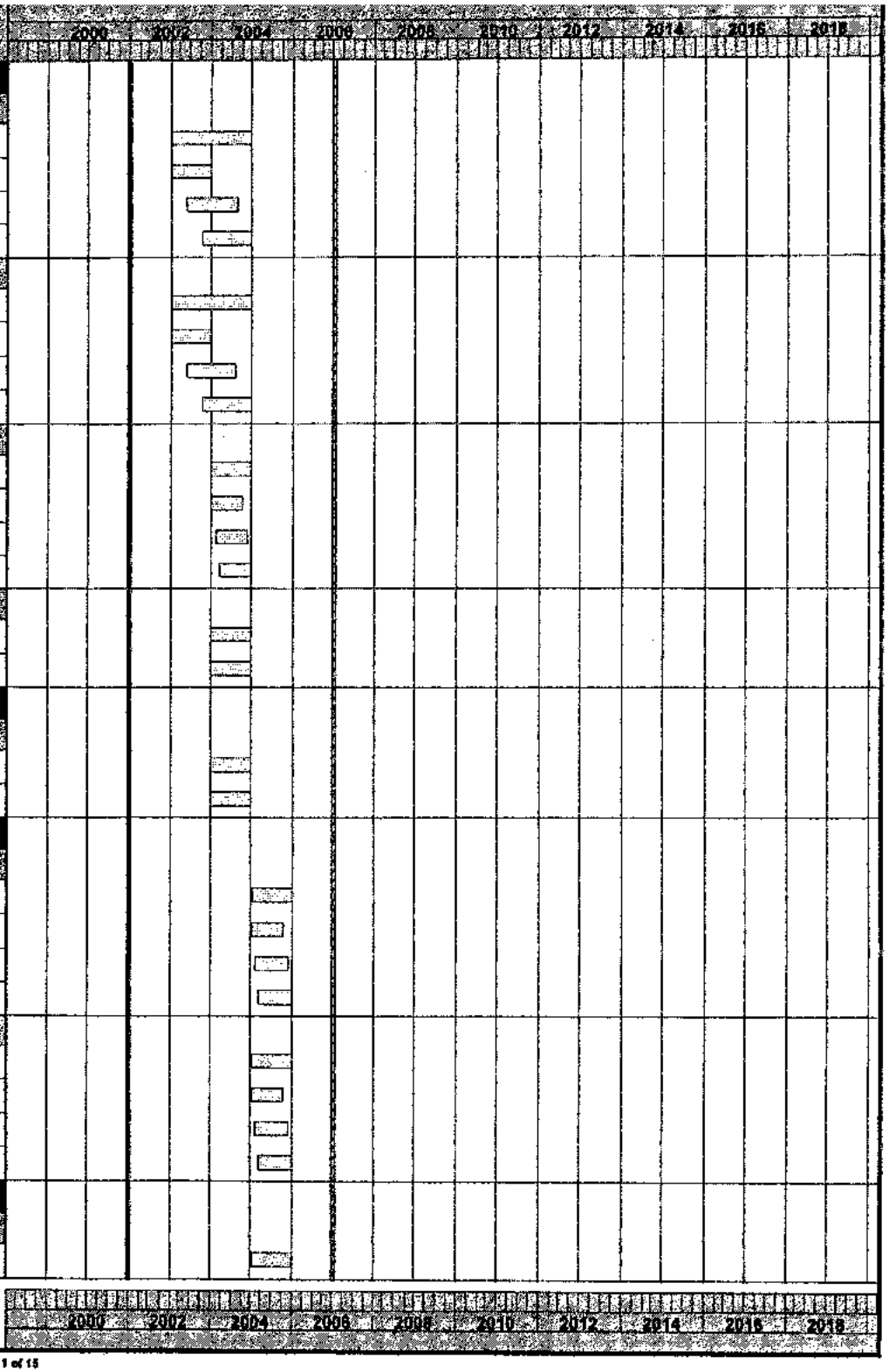
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| **10K CVR Tunnel Extension and Complete System** | | | | |
| 275 | CVR Tunnel Extension & Complete System | 153 | 03JAN11* | 06DEC13 |
| 276 | CVR Tunnel Extenstion - Demolition | 78 | 03JAN11 | 01JUL12 |
| 277 | CVR Tunnel Extenstion - Earthwork/Fdn | 86 | 23MAY11 | 13JAN13 |
| 278 | CVR Tunnel Extenstion - Pavement | 94 | 27FEB12 | 15DEC13 |
| 279 | CVR Tunnel Extenstion - Structures - Roadway | 85 | 10OCT11 | 26MAY13 |
| **10L Transit** | | | | |
| 280 | Transit | 153 | 07JAN13* | 13DEC15 |
| 281 | Transit - Earthwork/Fdn | 81 | 07JAN13 | 27JUL14 |
| 282 | Transit - Structures - Roadway | 133 | 27MAY13 | 13DEC15 |
| **10N Central Plant - Phase 2** | | | | |
| 285 | Central Plant - Phase 2 | 102 | 07JAN13* | 21DEC14 |
| 286 | Central Plant - Phase 2 - Structures - Buildings | 102 | 07JAN13 | 21DEC14 |
| **10P Concourse 12, 13** | | | | |
| 290.1 | Concourse 12, 13 | 102 | 07JAN13* | 21DEC14 |
| 291.1 | Concourse 12, 13 - Structures - Buildings | 102 | 07JAN13 | 21DEC14 |
| **10Q Public Parking - Southwest Structure** | | | | |
| 295.1 | Public Parking - Southwest Structure | 102 | 07JAN13* | 21DEC14 |
| 296.1 | Public Parking - SW Structure - Structure - Bldg | 102 | 07JAN13 | 21DEC14 |
| **10R APM - Maintenance Facility** | | | | |
| 300.1 | Maintenance Facility | 102 | 07JAN13* | 21DEC14 |
| 301.1 | Maintenance Facility - Structures - Buildings | 102 | 07JAN13 | 21DEC14 |
| **10T Demolition** | | | | |
| 305.1 | Demolition | 98 | 07JAN13* | 23NOV14 |
| 306.1 | Demolition - Facilities | 78 | 07JAN13 | 06JUL14 |
| 307.1 | Demolition - Pavements | 78 | 27MAY13 | 23NOV14 |
| **11 Westchester Parkway Cargo** | | | | |
| **11A Facilities** | | | | |
| 290 | Facilities | 102 | 05JAN04* | 16DEC05 |
| 291 | Facilities - Demolition | 60 | 05JAN04 | 19DEC04 |
| 292 | Facilities - Earthwork/Fdn | 60 | 24MAY04 | 17JUL05 |
| 293 | Facilities - Structures - Buildings | 62 | 11OCT04 | 16DEC05 |
| **11B Apron** | | | | |
| 295 | Apron | 102 | 05JAN04* | 16DEC05 |
| 296 | Apron - Demolition | 50 | 05JAN04 | 19DEC04 |
| 297 | Apron - Earthwork/Fdn | 59 | 24MAY04 | 10JUL05 |
| 298 | Apron - Pavement | 62 | 11OCT04 | 16DEC05 |



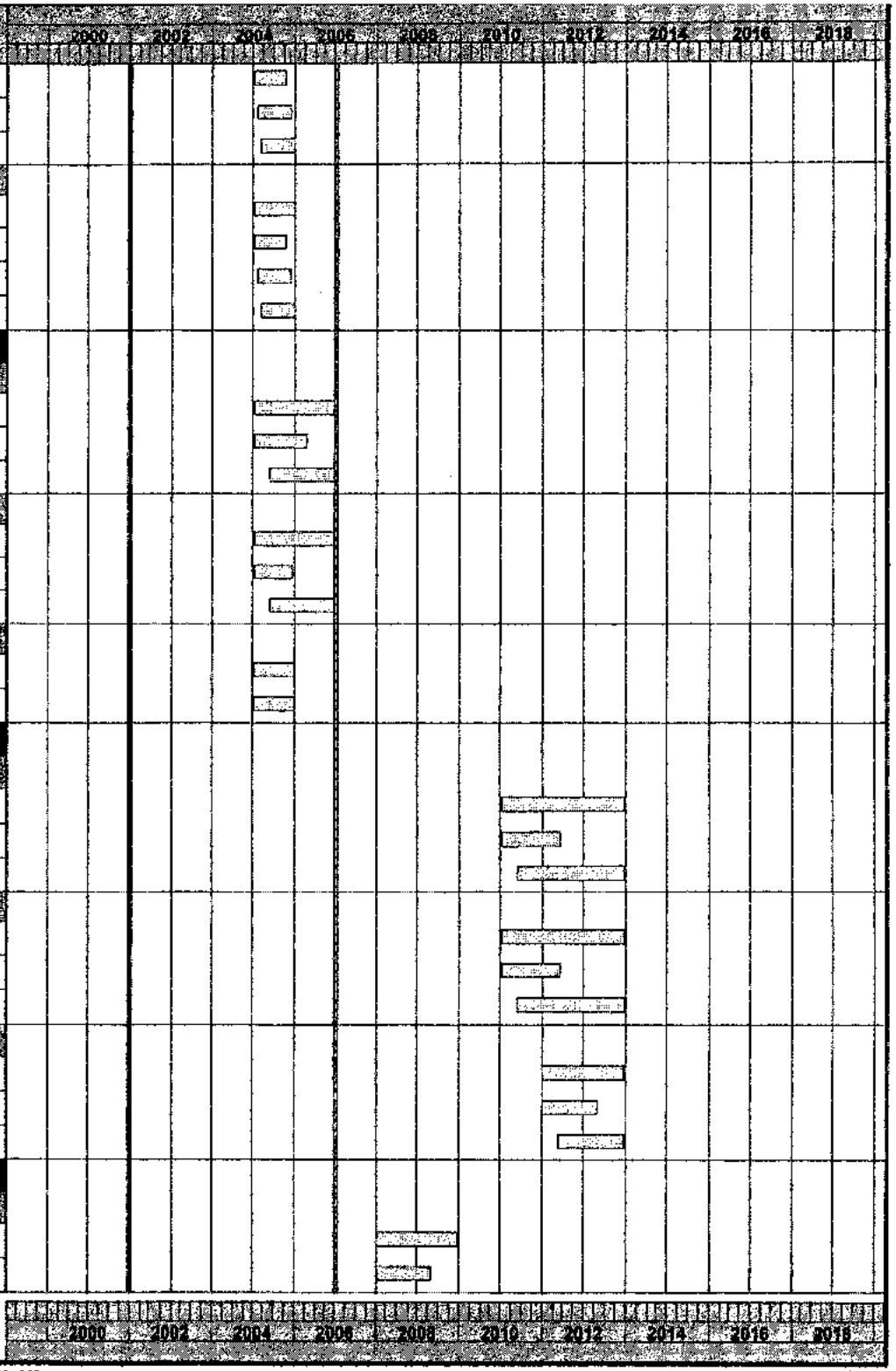
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| **11C Parking** | | | | |
| 300 | Parking | 51 | 03JAN05* | 25DEC05 |
| 301 | Parking - Demolition | 40 | 03JAN05 | 09OCT05 |
| 302 | Parking - Earthwork/Fdn | 42 | 07FEB05 | 27NOV05 |
| 303 | Parking - Pavement | 41 | 14MAR05 | 25DEC05 |
| **11E Taxiways** | | | | |
| 310 | Taxiways | 102 | 05JAN04* | 18DEC05 |
| 311 | Taxiways - Earthwork/Fdn | 50 | 05JAN04 | 19DEC04 |
| 312 | Taxiways - Pavement | 62 | 15MAR04 | 22MAY05 |
| 313 | Taxiways - Utilities | 82 | 24MAY04 | 18DEC05 |
| **12 Manchester Square Cargo** | | | | |
| **12A Facilities** | | | | |
| 315 | Facilities | 153 | 31DEC12* | 06DEC15 |
| 316 | Facilities - Demolition | 68 | 31DEC12 | 20APR14 |
| 317 | Facilities - Earthwork/Fdn | 79 | 20MAY13 | 23NOV14 |
| 318 | Facilities - Structures - Buildings | 113 | 07OCT13 | 06DEC15 |
| **12B Apron** | | | | |
| 320 | Apron | 104 | 30DEC13* | 27DEC15 |
| 321 | Apron - Demolition | 53 | 30DEC13 | 04JAN15 |
| 322 | Apron - Earthwork/Fdn | 53 | 19MAY14 | 24MAY15 |
| 323 | Apron - Pavement | 64 | 06OCT14 | 27DEC15 |
| **12C Parking** | | | | |
| 325 | Parking | 104 | 30DEC13* | 27DEC15 |
| 326 | Parking - Demolition | 54 | 30DEC13 | 11JAN15 |
| 327 | Parking - Earthwork/Fdn | 62 | 19MAY14 | 26JUL15 |
| 328 | Parking - Pavement | 64 | 06OCT14 | 27DEC15 |
| **12D Roadways and Tunnel** | | | | |
| 330 | Roadways and Tunnel | 156 | 31DEC12* | 27DEC15 |
| 331 | Roadways and Tunnel - Demolition | 53 | 31DEC12 | 05JAN14 |
| 332 | Roadways and Tunnel - Pavement | 96 | 24FEB14 | 27DEC15 |
| 333 | Roadways and Tunnel - Structures - Roadway | 101 | 20MAY13 | 26APR15 |
| **12E Taxiways** | | | | |
| 335 | Taxiways | 79 | 23JUN14* | 27DEC15 |
| 336 | Taxiways - Earthwork/Fdn | 52 | 23JUN14 | 21JUN15 |
| 337 | Taxiways - Pavement | 50 | 01SEP14 | 16AUG15 |
| 338 | Taxiways - Utilities | 59 | 10NOV14 | 27DEC15 |



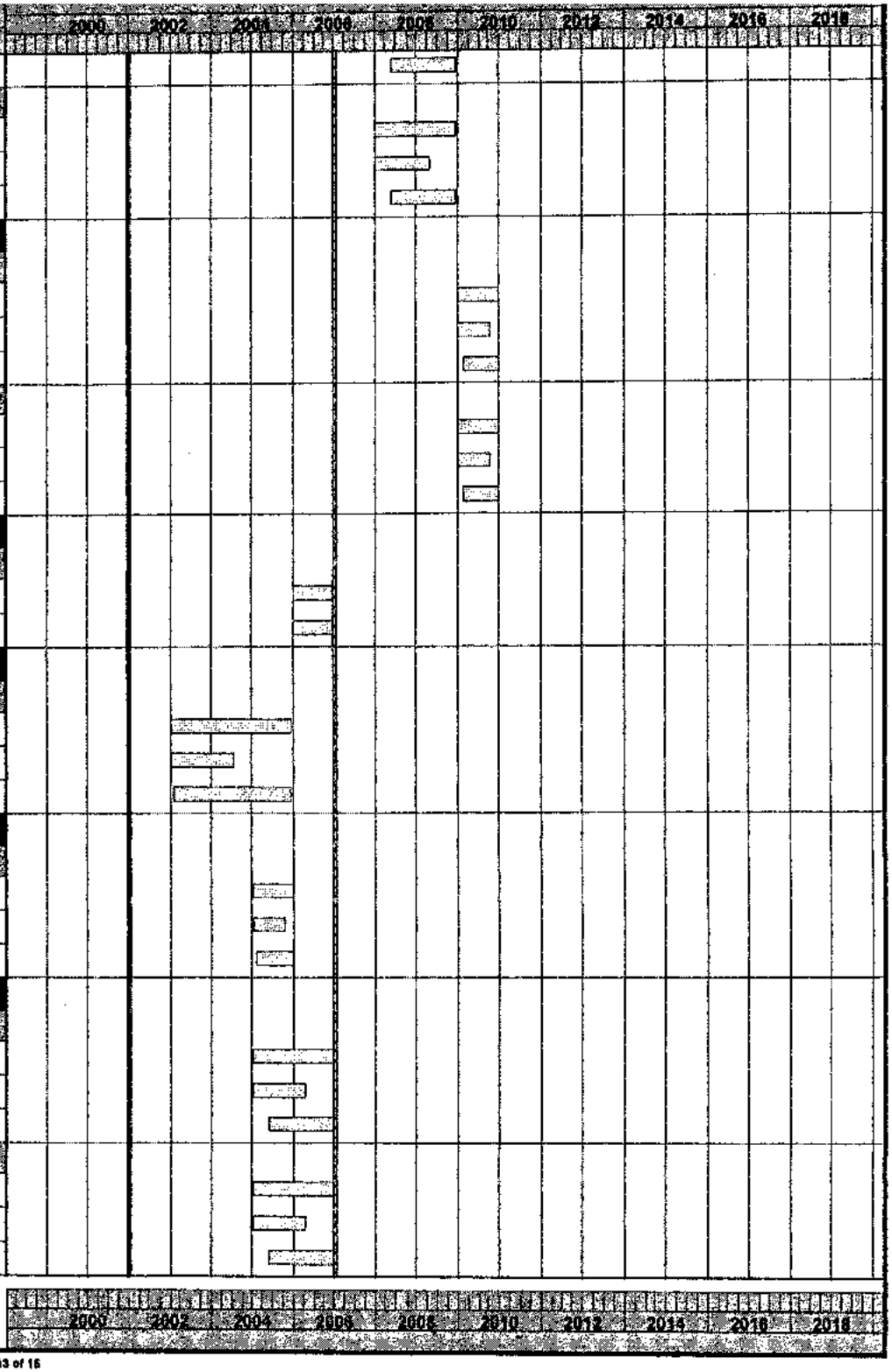
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| **13 Century Cargo** | | | | |
| **13A Facilities** | | | | |
| 340 | Facilities | 102 | 07JAN02* | 21DEC03 |
| 341 | Facilities - Demolition | 50 | 07JAN02 | 22DEC02 |
| 342 | Facilities - Earthwork/Fdn | 65 | 27MAY02 | 24AUG03 |
| 343 | Facilities - Structures - Buildings | 62 | 14OCT02 | 21DEC03 |
| **13B Apron** | | | | |
| 345 | Apron | 102 | 07JAN02* | 21DEC03 |
| 346 | Apron - Demolition | 50 | 07JAN02 | 22DEC02 |
| 347 | Apron - Earthwork/Fdn | 62 | 27MAY02 | 03AUG03 |
| 348 | Apron - Pavement | 62 | 14OCT02 | 21DEC03 |
| **13C Parking** | | | | |
| 350 | Parking | 51 | 06JAN03* | 28DEC03 |
| 351 | Parking - Demolition | 40 | 06JAN03 | 12OCT03 |
| 352 | Parking - Earthwork/Fdn | 41 | 10FEB03 | 23NOV03 |
| 353 | Parking - Pavement | 41 | 17MAR03 | 28DEC03 |
| **13D Roadways** | | | | |
| 355 | Roadways | 51 | 06JAN03* | 28DEC03 |
| 356 | Roadways - Pavement | 51 | 06JAN03 | 28DEC03 |
| **14 Imperial Cargo** | | | | |
| **14D Roadways** | | | | |
| 380 | Roadways | 51 | 06JAN03* | 28DEC03 |
| 381 | Roadways - Pavement | 51 | 06JAN03 | 28DEC03 |
| **15 South Cargo - East** | | | | |
| **15A Facilities** | | | | |
| 390 | Facilities | 51 | 05JAN04* | 26DEC04 |
| 391 | Facilities - Demolition | 40 | 05JAN04 | 10OCT04 |
| 392 | Facilities - Earthwork/Fdn | 41 | 09FEB04 | 21NOV04 |
| 393 | Facilities - Structures - Buildings | 41 | 15MAR04 | 26DEC04 |
| **15C Parking** | | | | |
| 400 | Parking | 51 | 05JAN04* | 26DEC04 |
| 401 | Parking - Demolition | 40 | 05JAN04 | 10OCT04 |
| 402 | Parking - Earthwork/Fdn | 41 | 09FEB04 | 21NOV04 |
| 403 | Parking - Pavement | 41 | 15MAR04 | 26DEC04 |
| **16 South Cargo - West** | | | | |
| **16A Facilities** | | | | |
| 415 | Facilities | 51 | 06JAN04* | 26DEC04 |



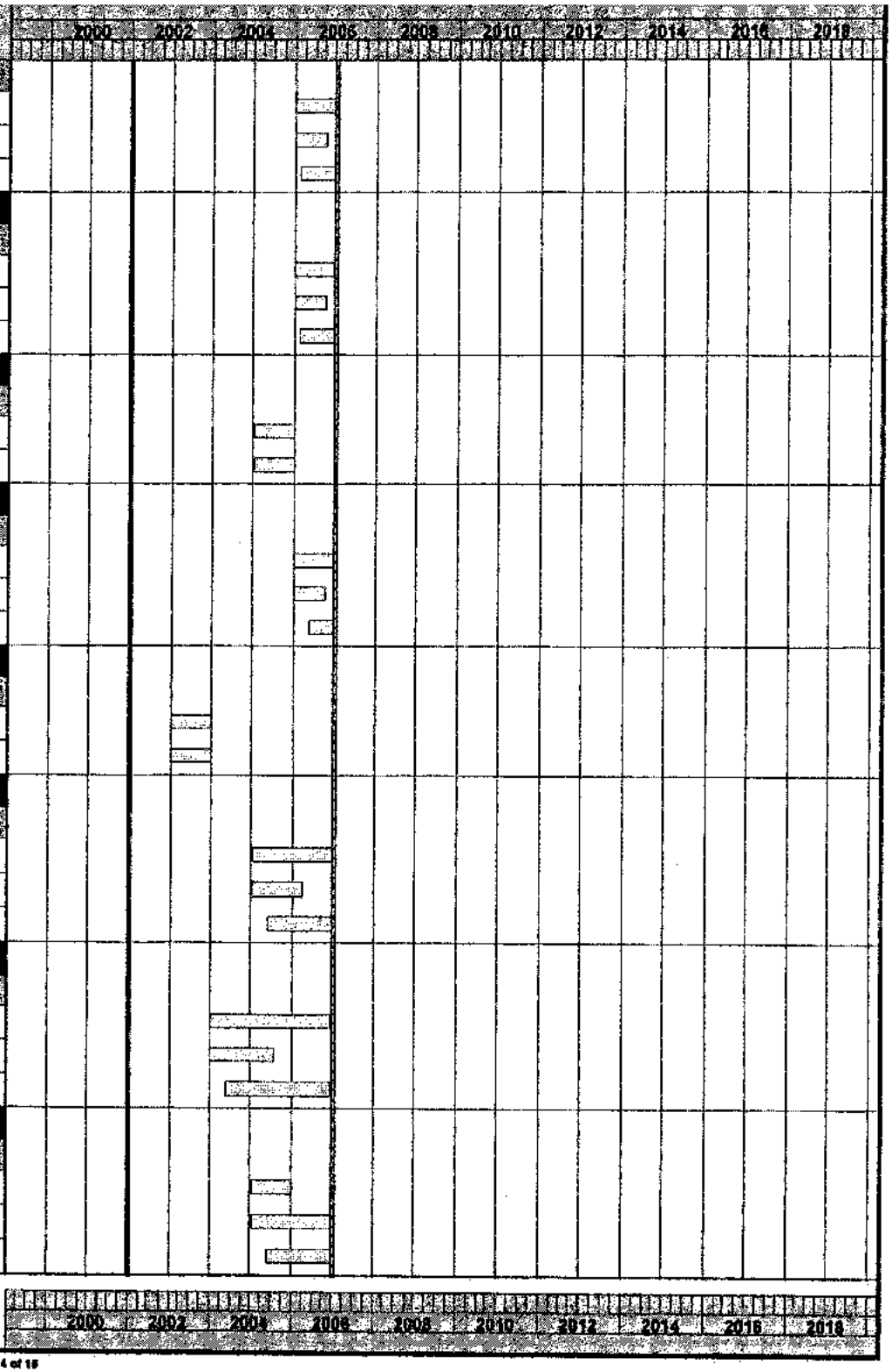
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| 416 | Facilities - Demolition | 40 | 05JAN04 | 10OCT04 |
| 417 | Facilities - Earthwork/Fdn | 41 | 09FEB04 | 21NOV04 |
| 418 | Facilities - Structures - Buildings | 41 | 15MAR04 | 26DEC04 |
| **16C Parking** | | | | |
| 425 | Parking | 51 | 05JAN04* | 26DEC04 |
| 426 | Parking - Demolition | 40 | 05JAN04 | 10OCT04 |
| 427 | Parking - Earthwork/Fdn | 41 | 09FEB04 | 21NOV04 |
| 428 | Parking - Pavement | 41 | 15MAR04 | 26DEC04 |
| **17 Airline Maintenance - Century** | | | | |
| **17A Hangar** | | | | |
| 440 | Hanger | 102 | 05JAN04* | 16DEC05 |
| 441 | Hangar - Demolition | 68 | 05JAN04 | 24APR05 |
| 442 | Hangar - Structures - Buildings | 82 | 24MAY04 | 16DEC05 |
| **17B Apron** | | | | |
| 445 | Apron | 102 | 05JAN04* | 16DEC05 |
| 446 | Apron - Demolition | 50 | 05JAN04 | 19DEC04 |
| 447 | Apron - Pavement | 82 | 24MAY04 | 16DEC05 |
| **17E Taxiways** | | | | |
| 460 | Taxiways | 51 | 05JAN04* | 26DEC04 |
| 461 | Taxiways - Structures - Roadway | 51 | 05JAN04 | 26DEC04 |
| **18 Airline Maintenance - Sepulveda** | | | | |
| **18A Hangar** | | | | |
| 465 | Hanger | 153 | 04JAN10* | 09DEC12 |
| 466 | Hangar - Earthwork/Fdn | 74 | 04JAN10 | 05JUN11 |
| 467 | Hangar - Structures - Buildings | 133 | 24MAY10 | 09DEC12 |
| **18B Apron** | | | | |
| 470 | Apron | 153 | 04JAN10* | 09DEC12 |
| 471 | Apron - Earthwork/Fdn | 74 | 04JAN10 | 05JUN11 |
| 472 | Apron - Pavement | 133 | 24MAY10 | 09DEC12 |
| **18C Runup Enclosure** | | | | |
| 475 | Runup Enclosure | 102 | 03JAN11* | 16DEC12 |
| 476 | Runup Enclosure - Demolition | 68 | 03JAN11 | 22APR12 |
| 477 | Runup Enclosure - Structures - Buildings | 82 | 23MAY11 | 16DEC12 |
| **19 Catering Kitchens - Phase I** | | | | |
| **19A Facilities** | | | | |
| 490 | Facilities | 102 | 01JAN07* | 14DEC08 |
| 491 | Facilities - Earthwork/Fdn | 68 | 01JAN07 | 20APR08 |



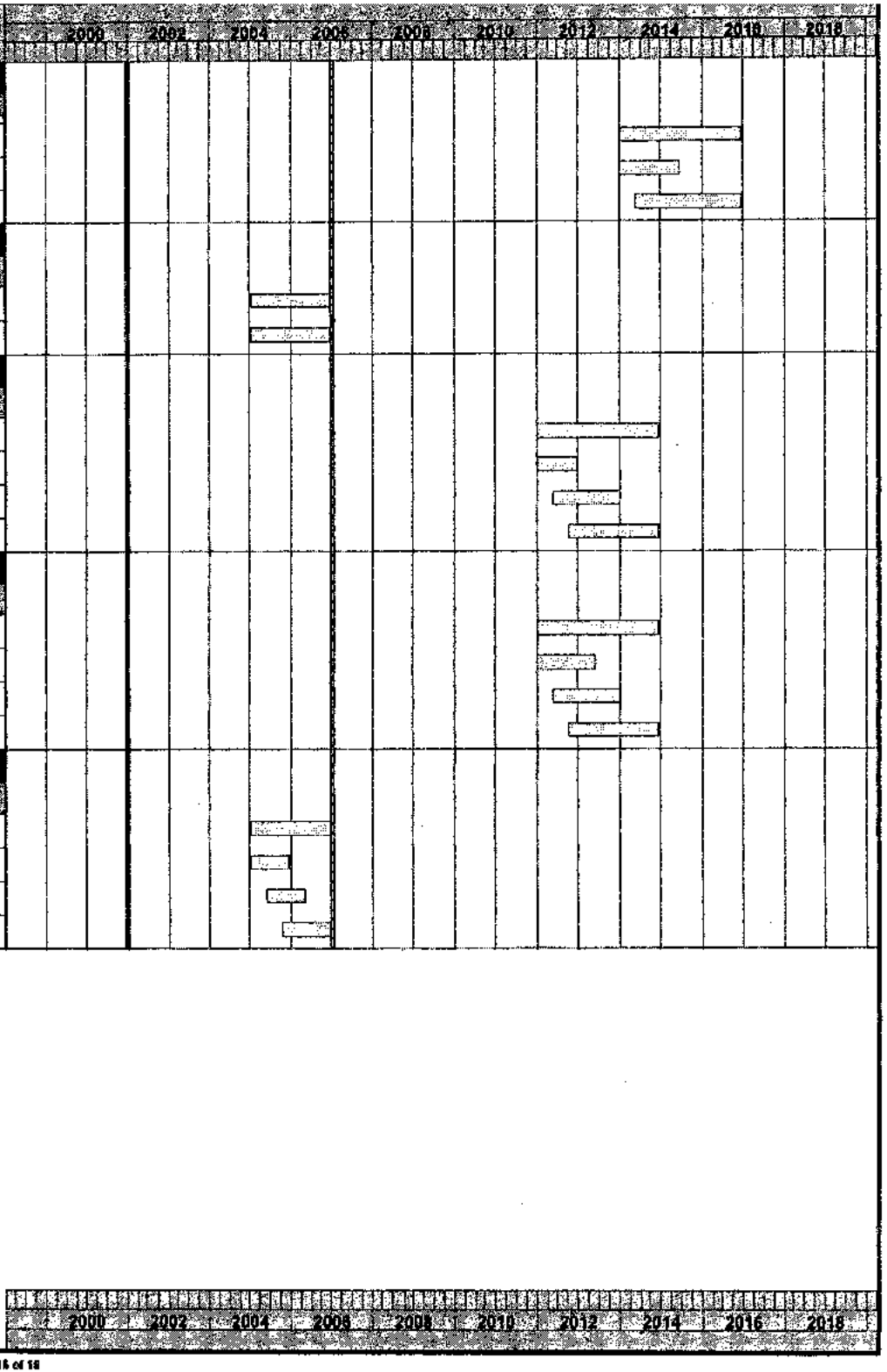
| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| 492 | Facilities - Structures - Buildings | 82 | 21MAY07 | 14DEC08 |
| **19B Parking** | | | | |
| 495 | Parking | 102 | 01JAN07* | 14DEC08 |
| 496 | Parking - Earthwork/Fdn | 66 | 01JAN07 | 20APR08 |
| 497 | Parking - Pavement | 82 | 21MAY07 | 14DEC08 |
| **20 Catering Kitchens - Phase II** | | | | |
| **20A Facilities** | | | | |
| 500 | Facilities | 51 | 05JAN09* | 27DEC09 |
| 501 | Facilities - Earthwork/Fdn | 40 | 05JAN09 | 11OCT09 |
| 502 | Facilities - Structures - Buildings | 46 | 09FEB09 | 27DEC09 |
| **20B Parking** | | | | |
| 505 | Parking | 51 | 05JAN09* | 27DEC09 |
| 506 | Parking - Earthwork/Fdn | 40 | 05JAN09 | 11OCT09 |
| 507 | Parking - Pavement | 46 | 09FEB09 | 27DEC09 |
| **21 Aircraft Rescue & Fire Fighting** | | | | |
| **21A Facilities** | | | | |
| 510 | Facilities | 51 | 03JAN05* | 25DEC05 |
| 511 | Facilities - Structures - Buildings | 51 | 03JAN05 | 25DEC05 |
| **22 Fuel Farm Reconfiguration** | | | | |
| **22A Facilities** | | | | |
| 515 | Facilities | 153 | 07JAN02* | 12DEC04 |
| 516 | Facilities - Structures - Buildings | 80 | 07JAN02 | 20JUL03 |
| 517 | Facilities - Utilities | 148 | 11FEB02 | 12DEC04 |
| **23 Ground Handling Services** | | | | |
| **23A Facilities** | | | | |
| 520 | Facilities | 51 | 05JAN04* | 26DEC04 |
| 521 | Facilities - Demolition | 40 | 05JAN04 | 10OCT04 |
| 522 | Facilities - Structures - Buildings | 46 | 09FEB04 | 26DEC04 |
| **24 General Aviation** | | | | |
| **24A Facilities** | | | | |
| 530 | Facilities | 102 | 05JAN04* | 18DEC05 |
| 531 | Facilities - Earthwork/Fdn | 66 | 05JAN04 | 24APR05 |
| 532 | Facilities - Structures - Buildings | 82 | 24MAY04 | 18DEC05 |
| **24B Apron** | | | | |
| 535 | Apron | 102 | 05JAN04* | 18DEC05 |
| 536 | Apron - Earthwork/Fdn | 66 | 05JAN04 | 24APR05 |
| 537 | Apron - Pavement | 82 | 24MAY04 | 18DEC05 |



| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| **24C Parking** | | | | |
| 540 | Parking | 51 | 03JAN05* | 25DEC05 |
| 541 | Parking - Earthwork/Fdn | 40 | 03JAN05 | 09OCT05 |
| 542 | Parking - Pavement | 46 | 07FEB05 | 25DEC05 |
| **25 CNG/LNG** | | | | |
| **25A Facilities** | | | | |
| 545 | Facilities | 51 | 03JAN05* | 25DEC05 |
| 546 | Facilities - Structures - Buildings | 40 | 03JAN05 | 09OCT05 |
| 547 | Facilities - Utilities | 46 | 07FEB05 | 25DEC05 |
| **26 Police** | | | | |
| **26A Facilities** | | | | |
| 550 | Facilities | 51 | 05JAN04* | 26DEC04 |
| 551 | Facilities - Structures - Buildings | 51 | 05JAN04 | 26DEC04 |
| **27 USCG** | | | | |
| **27A Facilities** | | | | |
| 555 | Facilities | 51 | 03JAN05* | 25DEC05 |
| 556 | Facilities - Earthwork/Fdn | 40 | 03JAN05 | 09OCT05 |
| 558 | Facilities - Structures - Buildings | 31 | 23MAY05 | 25DEC05 |
| **28 CTA Parking Expansion/Improvement** | | | | |
| **28A Parking** | | | | |
| 560 | Parking | 51 | 07JAN02* | 29DEC02 |
| 561 | Parking - Pavement | 51 | 07JAN02 | 29DEC02 |
| **30 Employee Parking - Airport/98th** | | | | |
| **30A Parking** | | | | |
| 570 | Parking | 102 | 05JAN04* | 18DEC05 |
| 571 | Parking - Demolition | 65 | 05JAN04 | 03APR05 |
| 572 | Parking - Pavement | 82 | 24MAY04 | 18DEC05 |
| **31 Employee Parking - Aviation** | | | | |
| **31A Parking** | | | | |
| 575 | Parking | 153 | 06JAN03* | 11DEC05 |
| 576 | Parking - Demolition | 61 | 06JAN03 | 25JUL04 |
| 577 | Parking - Pavement | 133 | 26MAY03 | 11DEC05 |
| **33 Employee Parking - Imperial** | | | | |
| **33A Parking** | | | | |
| 582 | Parking - Demolition | 51 | 05JAN04 | 26DEC04 |
| 585 | Parking | 102 | 05JAN04* | 18DEC05 |
| 586 | Parking - Pavement | 82 | 24MAY04 | 18DEC05 |



| Activity ID | Activity Description | Orig Dur | Planned Start | Planned Finish |
|---|---|---|---|---|
| **34 Employee Parking - Manchester** | | | | |
| **34A Parking** | | | | |
| 590 | Parking | 153 | 31DEC12* | 08DEC15 |
| 591 | Parking - Demolition | 75 | 31DEC12 | 08JUN14 |
| 592 | Parking - Pavement | 133 | 20MAY13 | 06DEC15 |
| **35 CTA - Commercial Vehicle Staging** | | | | |
| **35A Roadways** | | | | |
| 595 | Roadways | 102 | 05JAN04* | 18DEC05 |
| 596 | Roadways - Pavement | 102 | 05JAN04 | 18DEC05 |
| **36 LAX Airport Expressway** | | | | |
| **36A Roadways** | | | | |
| 600 | Roadways | 153 | 03JAN11* | 08DEC13 |
| 601 | Roadways - Demolition | 50 | 03JAN11 | 18DEC11 |
| 602 | Roadways - Pavement | 85 | 23MAY11 | 06JAN13 |
| 603 | Roadways - Structures - Roadway | 113 | 10OCT11 | 08DEC13 |
| **37 Arbor Vitae Improvements** | | | | |
| **37A Roadways** | | | | |
| 605 | Roadways | 153 | 03JAN11* | 08DEC13 |
| 606 | Roadways - Demolition | 73 | 03JAN11 | 27MAY12 |
| 607 | Roadways - Pavement | 85 | 23MAY11 | 06JAN13 |
| 608 | Roadways - Structures - Roadway | 113 | 10OCT11 | 08DEC13 |
| **38 Imperial Highway Upgrade** | | | | |
| **38A Roadways** | | | | |
| 610 | Roadways | 102 | 05JAN04* | 18DEC05 |
| 611 | Roadways - Demolition | 50 | 05JAN04 | 19DEC04 |
| 612 | Roadways - Pavement | 50 | 24MAY04 | 08MAY05 |
| 613 | Roadways - Structures - Roadway | 62 | 11OCT04 | 18DEC05 |



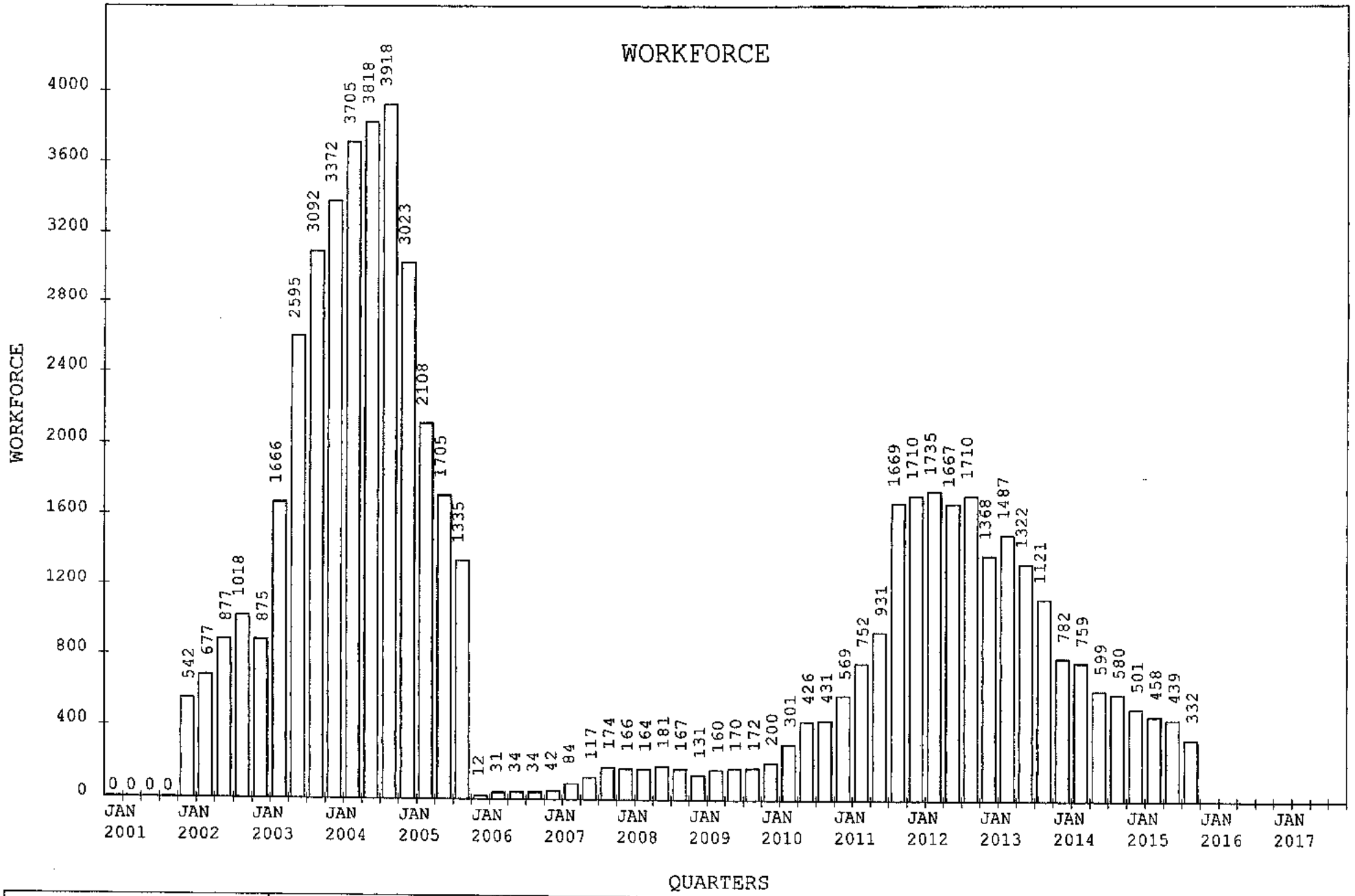
| ActID | Project | FacID | Facility | Activity Description | Units | QTY | Estimated Cost Distribution w/ Contingency | Crew Type | No. of Crews | Brake HorsePower / Hr | Fuel Consumption Gal / Hr | Crew Hrs/Wk | Scheduled Duration in Weeks | Total Brake HorsePower | Total Fuel Consumption Gallons | % Mat'l or Equip Costs | Material or Equipment Costs | Truck Trips On-Site | Total Truck Trips On-Site | Truck Trips Off-Site | Total Truck Trips Off-Site |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CTM010, Concrete Batch Plant Operations | | | Concrete Batch Plant Operations | | CY | 6,288,005 | N/A | | | | | | | | | N/A | | N/A | | 0 | |
| CTM010, Concrete Batch Plant Operations | | | Concrete Batch Plant Operations - Cement | | | | N/A | | | | | | | | | N/A | | N/A | | 209,600 | |
| CTM010, Concrete Batch Plant Operations | | | Concrete Batch Plant Operations - Sand | | | | N/A | | | | | | | | | N/A | | N/A | | 209,600 | |
| CTM010, Concrete Batch Plant Operations | | | Concrete Batch Plant Operations - Aggregate | | | | N/A | | | | | | | | | N/A | | N/A | | 188,640 | |
| CTM040, Asphalt Plant Operations | | | Asphalt Batch Plant Operations - Asphaltic Concrete | | TONS | 1,456,760 | N/A | | | | | | | | | N/A | | N/A | | 36,704 | |
| CTM040, Asphalt Plant Operations | | | Asphalt Batch Plant Operations - Asphalt AC-40 / Bunker | | | | N/A | | | | | | | | | N/A | | N/A | | 8,992 | |
| CTM040, Asphalt Plant Operations | | | Asphalt Batch Plant Operations - Aggregates | | | | N/A | | | | | | | | | N/A | | N/A | | 23,921 | |
| MGT098 Management Facilities / Operations | | | Management Operations | | Vehicles | 87 | N/A | | | | | | | | | | | | | | |
| MGT098 Management Facilities / Operations | | | Contractor Shop / Yard Operations | | Vehicles | 120 | N/A | | | | | | | | | | | | | | |
| 10 | | 01A | Runway | | | | | | | | | | | | | | | | | | |
| 11 | Extend Runway 24L Extension | 01A | Runway | EARTHWORK / FDNS | CY | 3,800,000 | $84,000,000 | ES | 1 | 5,873 | 250 | 50 | 50 | 14,181,905 | 623,750 | 35% | $ 29,440,750 | 0 | | 90,000 | |
| 12 | Extend Runway 24L Extension | 01A | Runway | PAVEMENTS | SY | 268,200 | $38,000,000 | P2 | 1 | 7,472 | 250 | 50 | 50 | 18,678,000 | 625,000 | 40% | $ 15,346,250 | 33,278 | | 18,000 | |
| 13 | Extend Runway 24L Extension | 01A | Runway | UTILITIES | Acres | 80 | $3,000,000 | E1 | 1 | 4,017 | 124 | 50 | 53 | 12,853,280 | 389,525 | 42% | $ 1,250,000 | 0 | | 120 | |
| 15 | | 01B | Parallel Taxiways | | | | | | | | | | | | | | | | | | |
| 16 | Extend Runway 24L Extension | 01B | Parallel Taxiways | EARTHWORK / FDNS | CY | 264,063 | $4,700,000 | ES | 1 | 5,873 | 250 | 50 | 58 | 16,719,582 | 625,362 | 35% | $ 1,652,500 | 0 | 8,570 | 8,102 | 10,285 |
| 17 | Extend Runway 24L Extension | 01B | Parallel Taxiways | PAVEMENTS | SY | 157,555 | $27,600,000 | P2 | 1 | 7,472 | 250 | 50 | 87 | 25,028,880 | 837,500 | 40% | $ 11,026,750 | 8,570 | | 4,970 | |
| 18 | Extend Runway 24L Extension | 01B | Parallel Taxiways | UTILITIES | Acres | 75 | $4,700,000 | E1 | 1 | 4,017 | 124 | 50 | 54 | 12,853,120 | 395,200 | 40% | $ 1,865,000 | 0 | | 187 | |
| 20 | | 01C | Connector Taxiways | | | | | | | | | | | | | | | | | | |
| 21 | Extend Runway 24L Extension | 01C | Connector Taxiways | EARTHWORK / FDNS | CY | 47,000 | $1,100,000 | ES | 1 | 5,873 | 250 | 50 | 58 | 16,719,582 | 623,750 | 35% | $ 393,750 | 0 | 3,013 | 1,189 | 2,410 |
| 23 | Extend Runway 24L Extension | 01C | Connector Taxiways | PAVEMENTS | SY | 37,005 | $6,500,000 | P2 | 1 | 7,472 | 250 | 50 | 70 | 20,150,800 | 675,000 | 40% | $ 2,590,000 | 2,013 | | 1,187 | |
| 22 | Extend Runway 24L Extension | 01C | Connector Taxiways | UTILITIES | Acres | 15 | $1,100,000 | E1 | 1 | 4,017 | 124 | 50 | 82 | 16,468,080 | 508,350 | 40% | $ 437,500 | 0 | | 44 | |
| 28 | | 01D | Sepulveda Tunnel | | | | | | | | | | | | | | | | | | |
| 26 | Extend Runway 24L Extension | 01D | Sepulveda Tunnel | DEMOLITION - FACILITIES | Acres | 10 | $3,100,000 | D5 | 2 | 4,831 | 177 | 50 | 79 | 37,878,980 | 1,380,500 | 66% | $ 2,031,250 | 0 | 4,350 | 2,706 | 3,771 |
| 27 | Extend Runway 24L Extension | 01D | Sepulveda Tunnel | STRUCTURES - ROADWAY | SF | 34,000 | $113,100,000 | D5 | 1 | 12,182 | 430 | 50 | 82 | 49,943,380 | 1,765,000 | 35% | $ 38,583,750 | 4,350 | | 1,065 | |
| 30 | | 01E | Sepulveda Interchange | | | | | | | | | | | | | | | | | | |
| 31 | Extend Runway 24L Extension | 01E | Sepulveda Interchange | DEMOLITION - FACILITIES | Acres | 21 | $2,000,000 | D5 | 1 | 4,831 | 177 | 50 | 79 | 17,873,220 | 654,500 | 73% | $ 1,450,000 | 0 | 3,418 | 1,933 | 2,705 |
| 32 | Extend Runway 24L Extension | 01E | Sepulveda Interchange | PAVEMENTS | SY | 98,667 | $25,600,000 | P3 | 1 | 20,301 | 883 | 50 | 82 | 82,931,480 | 2,148,300 | 40% | $ 10,280,000 | 0 | | 0 | |
| 33 | Extend Runway 24L Extension | 01E | Sepulveda Interchange | STRUCTURES - ROADWAY | SF | 27,502 | $81,100,000 | B2 | 3 | 3,991 | 117 | 50 | 84 | 19,159,640 | 748,800 | 35% | $ 28,305,000 | 3,418 | | 859 | |
| 35 | | 01F | Terminal 3 modification | | | | | | | | | | | | | | | | | | |
| 36 | Extend Runway 24L Extension | 01F | Terminal 3 modification | DEMOLITION - PAVEMENTS | SY | 7,598 | $600,000 | D1 | 1 | 2,138 | 81 | 50 | 85 | 8,345,000 | 183,600 | 67% | $ 616,250 | 0 | 2,016 | 866 | 841 |
| 37 | Extend Runway 24L Extension | 01F | Terminal 3 modification | STRUCTURES - BUILDINGS | SF | 53,750 | $25,700,000 | B1 | 3 | 4,366 | 161 | 50 | 50 | 21,792,500 | 605,000 | 40% | $ 10,272,500 | 2,016 | | 295 | |
| 38 | Extend Runway 24L Extension | 01F | Terminal 3 modification | UTILITIES | Acres | 1 | $1,700,000 | E1 | 1 | 4,017 | 124 | 50 | 42 | 8,434,680 | 258,368 | 38% | $ 637,500 | 0 | | 87 | |
| 40 | | 01G | Airside Service Road | | | | | | | | | | | | | | | | 73 | 42 | |
| 41 | Extend Runway 24L Extension | 01G | Airside Service Road | PAVEMENTS | SY | 7,778 | $700,000 | P2 | 1 | 7,472 | 250 | 50 | 102 | 38,106,180 | 1,276,000 | 36% | $ 252,500 | 73 | | 42 | |
| 45 | | 02A | Runway | | | | | | | | | | | | | | | | 11,172 | | 76,329 |
| 46 | Runway 24R Relocation | 02A | Runway | DEMOLITION - PAVEMENTS | SY | 270,472 | $18,900,000 | D4 | 1 | 6,121 | 221 | 50 | 50 | 15,301,500 | 552,500 | 80% | $ 10,142,500 | 0 | | 13,525 | |
| 47 | Runway 24R Relocation | 02A | Runway | EARTHWORK / FDNS | CY | 2,000,000 | $50,100,000 | ES | 1 | 5,873 | 250 | 50 | 50 | 14,181,500 | 623,750 | 35% | $ 16,562,750 | 0 | | 50,000 | |
| 48 | Runway 24R Relocation | 02A | Runway | PAVEMENTS | SY | 205,400 | $46,700,000 | P2 | 1 | 7,472 | 250 | 50 | 50 | 18,678,000 | 625,000 | 40% | $ 18,682,500 | 11,172 | | 8,480 | |
| 49 | Runway 24R Relocation | 02A | Runway | UTILITIES | Acres | 130 | $6,100,000 | E1 | 1 | 4,017 | 124 | 50 | 42 | 16,868,720 | 518,700 | 40% | $ 3,250,000 | 0 | | 325 | |
| 50 | | 02B | Parallel Taxiways | | | | | | | | | | | | | | | | 7,284 | | 8,800 |
| 51 | Runway 24R Relocation | 02B | Parallel Taxiways | EARTHWORK / FDNS | CY | 175,000 | $4,000,000 | ES | 1 | 5,873 | 250 | 50 | 58 | 16,719,582 | 623,750 | 35% | $ 1,400,000 | 0 | | 4,378 | |
| 52 | Runway 24R Relocation | 02B | Parallel Taxiways | PAVEMENTS | SY | 136,201 | $23,700,000 | P2 | 1 | 7,472 | 250 | 50 | 85 | 24,282,700 | 812,500 | 40% | $ 9,482,750 | 7,284 | | 4,295 | |
| 53 | Runway 24R Relocation | 02B | Parallel Taxiways | UTILITIES | Acres | 64 | $4,000,000 | E1 | 1 | 4,017 | 124 | 50 | 82 | 12,451,460 | 382,850 | 40% | $ 1,600,000 | 0 | | 160 | |
| 55 | | 02C | Connector Taxiways | | | | | | | | | | | | | | | | 7,863 | | 10,283 |
| 56 | Runway 24R Relocation | 02C | Connector Taxiways | DEMOLITION - PAVEMENTS | SY | 21,567 | $1,100,000 | D4 | 1 | 6,121 | 221 | 50 | 77 | 23,564,510 | 850,850 | 58% | $ 647,500 | 0 | | 863 | |
| 57 | Runway 24R Relocation | 02C | Connector Taxiways | EARTHWORK / FDNS | CY | 157,344 | $4,300,000 | ES | 1 | 5,873 | 250 | 50 | 74 | 20,968,020 | 823,150 | 35% | $ 1,488,750 | 0 | | 4,684 | |
| 54 | Runway 24R Relocation | 02C | Connector Taxiways | PAVEMENTS | SY | 144,978 | $28,300,000 | P2 | 1 | 7,472 | 250 | 50 | 83 | 31,007,140 | 1,037,500 | 40% | $ 10,127,500 | 7,863 | | 4,564 | |
| 59 | Runway 24R Relocation | 02C | Connector Taxiways | UTILITIES | Acres | 88 | $4,300,000 | E1 | 1 | 4,017 | 124 | 50 | 63 | 18,877,190 | 574,375 | 40% | $ 1,712,500 | 0 | | 171 | |
| 60 | | 02D | Rapid Exit Taxiways | | | | | | | | | | | | | | | | 5,020 | | 9,723 |
| 61 | Runway 24R Relocation | 02D | Rapid Exit Taxiways | DEMOLITION - PAVEMENTS | SY | 77,613 | $3,900,000 | D4 | 1 | 6,121 | 221 | 50 | 50 | 15,301,500 | 552,500 | 80% | $ 2,335,000 | 0 | | 3,113 | |
| 62 | Runway 24R Relocation | 02D | Rapid Exit Taxiways | EARTHWORK / FDNS | CY | 118,531 | $2,700,000 | ES | 1 | 5,873 | 250 | 50 | 50 | 14,181,500 | 623,750 | 35% | $ 956,250 | 0 | | 2,648 | |
| 63 | Runway 24R Relocation | 02D | Rapid Exit Taxiways | PAVEMENTS | SY | 92,300 | $18,200,000 | P2 | 1 | 7,472 | 250 | 50 | 50 | 18,678,000 | 625,000 | 40% | $ 8,481,250 | 5,020 | | 2,512 | |
| 64 | Runway 24R Relocation | 02D | Rapid Exit Taxiways | UTILITIES | Acres | 44 | $2,700,000 | E1 | 1 | 4,017 | 124 | 50 | 42 | 8,434,680 | 258,368 | 40% | $ 1,080,500 | 0 | | 108 | |
| 65 | | 02E | Argo Ditch | | | | | | | | | | | | | | | | 0 | | 2,304 |
| 66 | Runway 24R Relocation | 02E | Argo Ditch | UTILITIES | Acres | 24 | $57,800,000 | E1 | 1 | 4,017 | 124 | 50 | 50 | 10,041,500 | 308,750 | 40% | $ 23,040,000 | 0 | | 2,304 | |
| 70 | | 02F | Lincoln/Westchester Interchange | | | | | | | | | | | | | | | | 1,256 | | 13,529 |
| 71 | Runway 24R Relocation | 02F | Lincoln/Westchester Interchange | DEMOLITION - FACILITIES | Acres | 358 | $14,100,000 | D5 | 2 | 4,831 | 177 | 50 | 70 | 33,814,500 | 1,238,000 | 85% | $ 8,141,250 | 0 | | 12,188 | |
| 71 | Runway 24R Relocation | 02F | Lincoln/Westchester Interchange | DEMOLITION - PAVEMENTS | SY | 53,000 | $1,700,000 | D5 | 2 | 4,831 | 177 | 50 | 70 | 33,814,500 | 1,238,000 | 58% | $ 983,750 | 0 | | 1,225 | |
| 72 | Runway 24R Relocation | 02F | Lincoln/Westchester Interchange | PAVEMENTS | SY | 46,833 | $13,200,000 | P3 | 1 | 20,301 | 883 | 50 | 84 | 84,262,580 | 2,217,800 | 40% | $ 5,870,000 | 0 | | 0 | |
| 75 | Runway 24R Relocation | 02F | Lincoln/Westchester Interchange | STRUCTURES - ROADWAY | SF | 90,000 | $28,100,000 | B2 | 2 | 2,991 | 117 | 50 | 82 | 18,841,720 | 722,500 | 35% | $ 8,143,750 | 1,256 | | 313 | |
| 78 | | 02G | Westchester Modifications | | | | | | | | | | | | | | | | 0 | | 4,870 |
| 79 | Runway 24R Relocation | 02G | Westchester Modifications | DEMOLITION - FACILITIES | Acres | 18 | $2,800,000 | D5 | 2 | 4,831 | 177 | 50 | 80 | 32,848,080 | 1,203,600 | 85% | $ 1,700,500 | 0 | | 2,270 | |
| 76 | Runway 24R Relocation | 02G | Westchester Modifications | DEMOLITION - PAVEMENTS | SY | 96,000 | $3,600,000 | D5 | 2 | 4,831 | 177 | 50 | 82 | 38,810,625 | 1,421,400 | 50% | $ 1,800,000 | 0 | | 2,400 | |
| 77 | Runway 24R Relocation | 02G | Westchester Modifications | PAVEMENTS | SY | 58,667 | $54,800,000 | P3 | 1 | 20,301 | 883 | 50 | 82 | 83,230,230 | 2,841,300 | 40% | $ 21,900,000 | 0 | | 0 | |
| 80 | | 02H | Airside Service Road | | | | | | | | | | | | | | | | 1,744 | | 1,288 |
| 81 | Runway 24R Relocation | 02H | Airside Service Road | PAVEMENTS | SY | 11,333 | $3,900,000 | P3 | 1 | 20,301 | 883 | 50 | 102 | 100,534,080 | 3,534,300 | 40% | $ 1,308,750 | 168 | | 81 | |
| 85 | | 03A | Rapid Exit Taxiways | | | | | | | | | | | | | | | | 1,744 | | 1,288 |
| 87 | South Airfield Rapid Exit Taxiways | 03A | Rapid Exit Taxiways | EARTHWORK / FDNS | CY | 10,625 | $300,000 | ES | 1 | 5,873 | 250 | 50 | 25 | 7,090,750 | 311,875 | 43% | $ 68,000 | 0 | | 269 | |
| 88 | South Airfield Rapid Exit Taxiways | 03A | Rapid Exit Taxiways | PAVEMENTS | SY | 32,089 | $5,800,000 | P2 | 1 | 7,472 | 250 | 50 | 43 | 12,980,380 | 525,000 | 40% | $ 2,345,500 | 1,744 | | 1,019 | |
| 89 | South Airfield Rapid Exit Taxiways | 03A | Rapid Exit Taxiways | UTILITIES | Acres | 6 | $300,000 | E1 | 1 | 4,017 | 124 | 50 | 36 | 7,229,880 | 222,500 | 39% | $ 183,750 | 0 | | 18 | |
| 90 | | 04A | Runway | | | | | | | | | | | | | | | | 13,200 | | 19,685 |
| 82 | South Airfield Runway/Taxiway Rels | 04A | Runway | EARTHWORK / FDNS | CY | 410,156 | $8,400,000 | ES | 1 | 5,873 | 250 | 50 | 70 | 19,854,100 | 873,250 | 35% | $ 3,281,250 | 0 | | 10,254 | |
| 83 | South Airfield Runway/Taxiway Rels | 04A | Runway | PAVEMENTS | SY | 242,700 | $28,500,000 | P2 | 1 | 7,472 | 250 | 50 | 77 | 23,795,990 | 962,500 | 40% | $ 11,616,250 | 13,200 | | 7,656 | |
| 84 | South Airfield Runway/Taxiway Rels | 04A | Runway | UTILITIES | Acres | 150 | $39,400,000 | E1 | 1 | 4,017 | 124 | 50 | 83 | 18,877,190 | 574,375 | 40% | $ 15,750,000 | 0 | | 1,575 | |
| 95 | | 04B | Parallel Taxiways | | | | | | | | | | | | | | | | 29,017 | | 21,889 |
| 97 | South Airfield Runway/Taxiway Rels | 04B | Parallel Taxiways | EARTHWORK / FDNS | CY | 176,250 | $4,000,000 | ES | 1 | 5,873 | 250 | 50 | 86 | 24,592,180 | 1,072,850 | 35% | $ 1,410,000 | 0 | | 4,435 | |
| 96 | South Airfield Runway/Taxiway Rels | 04B | Parallel Taxiways | PAVEMENTS | SY | 535,500 | $93,400,000 | P2 | 1 | 7,472 | 250 | 50 | 115 | 42,981,700 | 1,437,500 | 40% | $ 37,345,000 | 29,017 | | 18,800 | |
| 98 | South Airfield Runway/Taxiway Rels | 04B | Parallel Taxiways | UTILITIES | Acres | 120 | $6,100,000 | E1 | 1 | 4,017 | 124 | 50 | 135 | 27,112,050 | 838,625 | 40% | $ 3,225,750 | 0 | | 322 | |
| 100 | | 04C | Taxiways | | | | | | | | | | | | | | | | 0 | | 427 |
| 102 | South Airfield Runway/Taxiway Rels | 04C | Taxiways | EARTHWORK / FDNS | CY | 18,938 | $400,000 | ES | 1 | 5,873 | 250 | 50 | 59 | 16,734,170 | 736,025 | 33% | $ 127,500 | 0 | | 306 | |
| 103 | South Airfield Runway/Taxiway Rels | 04C | Taxiways | PAVEMENTS | SY | 48,037 | $8,400,000 | P2 | 1 | 7,472 | 250 | 50 | 91 | 22,786,360 | 762,500 | 40% | $ 3,362,500 | 0 | | 0 | |
| 104 | South Airfield Runway/Taxiway Rels | 04C | Taxiways | UTILITIES | Acres | 12 | $700,000 | E1 | 1 | 4,017 | 124 | 50 | 63 | 12,451,460 | 342,950 | 41% | $ 290,000 | 0 | | 29 | |
| 105 | | 04D | Taxiways | | | | | | | | | | | | | | | | 0 | | 449 |
| 107 | South Airfield Runway/Taxiway Rels | 04D | Taxiways | EARTHWORK / FDNS | CY | 17,344 | $400,000 | ES | 1 | 5,873 | 250 | 50 | 30 | 14,181,500 | 623,750 | 35% | $ 138,750 | 0 | | 434 | |
| 106 | South Airfield Runway/Taxiway Rels | 04D | Taxiways | PAVEMENTS | SY | 62,544 | $8,200,000 | P2 | 1 | 7,472 | 250 | 50 | 57 | 21,364,080 | 712,500 | 40% | $ 3,077,500 | 0 | | 0 | |
| 108 | South Airfield Runway/Taxiway Rels | 04D | Taxiways | UTILITIES | Acres | 15 | $800,000 | E1 | 1 | 4,017 | 124 | 50 | 40 | 8,439,010 | 290,225 | 40% | $ 317,500 | 0 | | 32 | |
| 110 | | 04E | CTA Modifications (Concourses 4,5,6,7,8) | | | | | | | | | | | | | | | | 3,990 | | 3,622 |
| 111 | South Airfield Runway/Taxiway Rels | 04E | CTA Modifications (Concourses 4,5 | DEMOLITION - FACILITIES | Acres | 103 | $4,000,000 | D2 | 2 | 5,292 | 176 | 80 | 40 | 33,483,720 | 1,169,250 | 65% | $ 2,582,500 | 0 | | 3,443 | |
| 112 | South Airfield Runway/Taxiway Rels | 04E | CTA Modifications (Concourses 4,5 | PAVEMENTS | SY | 20,326 | $3,600,000 | P2 | 1 | 7,472 | 250 | 50 | 72 | 26,897,760 | 900,000 | 40% | $ 1,447,500 | 0 | | 0 | |
| 113 | South Airfield Runway/Taxiway Rels | 04E | CTA Modifications (Concourses 4,5 | STRUCTURES - BUILDINGS | SF | 80,000 | $17,900,000 | B1 | 3 | 4,366 | 161 | 50 | 72 | 31,380,440 | 1,159,200 | 40% | $ 7,170,000 | 3,990 | | 143 | |
| 114 | South Airfield Runway/Taxiway Rels | 04E | CTA Modifications (Concourses 4,5 | UTILITIES | Acres | 7 | $900,000 | E1 | 2 | 4,017 | 124 | 50 | 72 | 28,919,520 | 892,800 | 40% | $ 360,000 | 0 | | 36 | |
| 115 | | 04F | Airside Service Road | | | | | | | | | | | | | | | | 18 | | 18 |
| 117 | South Airfield Runway/Taxiway Rels | 04F | Airside Service Road | PAVEMENTS | SY | 4800 | $900,000 | P2 | 1 | 7,472 | 250 | 50 | 72 | 26,897,760 | 900,000 | 40% | $ 360,000 | 18 | | 10 | |
| 120,1 | | 04G | Sepulveda - South, Tunnel Extension | | | | | | | | | | | | | | | | 6,760 | | 4,388 |

| Act ID | Project | Fac ID | Facility | Activity Description | Units | QTY | Estimated Cost Distribution w/ Contingency | Crew Type | No. of Crews | Brake HorsePower / Hr | Fuel Consumption Gal / Hr | Crew Hrs/Wk | Scheduled Duration in Weeks | Total Brake HorsePower | Total Fuel Consumption Gallons | % Mfg or Equip Costs | Material or Equipment Costs | Truck Trips On-Site | Total Truck Trips On-Site | Truck Trips Off-Site | Total Truck Trips Off-Site |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 121.1 | South Airfield Runway/Taxiway Relo | 04C | Bypass/Bypass - South, Tunnel Extensio | DEMOLITION - FACILITIES | Acres | 81 | $3,100,000 | D2 | 2 | 5,792 | 178 | 50 | 87 | 35,453,720 | 1,158,350 | 66% | $ 2,031,250 | 0 | | 3,706 | |
| 122.1 | South Airfield Runway/Taxiway Relo | 04C | Bypass/Bypass - South, Tunnel Extensio | STRUCTURES - ROADWAY | SF | 54000 | $31,800,000 | S2 | 2 | 2,991 | 117 | 50 | 82 | 16,541,720 | 722,300 | 35% | $ 11,158,250 | 6,750 | | 1,558 | |
| 123.1 | | 04N | Aviation Blvd - South | | | | | | | | | | | | | | | | | | |
| 123.1 | South Airfield Runway/Taxiway Relo | 04N | Aviation Blvd - South | STRUCTURES - ROADWAY | SF | 422400 | $46,800,000 | S2 | 2 | 2,991 | 117 | 50 | 82 | 16,541,720 | 722,300 | 35% | $ 17,435,000 | 62,800 | 69,550 | 13,200 | 13,200 |
| 120 | | 05A | Terminal | | | | | | | | | | | | | | | | 24,333 | | 2,333 |
| 121 | TBIT Expansion | 05A | Terminal | DEMOLITION - PAVEMENTS | SY | 3,951 | $400,000 | D2 | 2 | 5,792 | 178 | 50 | 72 | 36,000,520 | 1,278,600 | 62% | $ 246,250 | 0 | | 225 | |
| 122 | TBIT Expansion | 05A | Terminal | STRUCTURES - BUILDINGS | SF | 648,750 | $240,500,000 | E1 | 2 | 4,358 | 161 | 50 | 101 | 46,619,940 | 1,626,100 | 40% | $ 98,185,000 | 24,333 | | 1,924 | |
| 123 | TBIT Expansion | 05A | Terminal | UTILITIES | Acres | 33 | $2,000,000 | E1 | 3 | 4,017 | 124 | 50 | 113 | 45,387,900 | 1,398,980 | 41% | $ 512,500 | 0 | | 81 | |
| 125 | | 05B | Apron | | | | | | | | | | | | | | | | 6,018 | | 3,187 |
| 126 | TBIT Expansion | 05B | Apron | PAVEMENTS | SY | 65,026 | $11,700,000 | P2 | 1 | 7,472 | 255 | 50 | 66 | 25,403,440 | 850,500 | 40% | $ 4,678,250 | 9,018 | | 2,911 | |
| 127 | TBIT Expansion | 05B | Apron | UTILITIES | Acres | 111 | $6,900,000 | E1 | 2 | 4,017 | 124 | 50 | 82 | 32,936,120 | 1,013,700 | 40% | $ 2,793,750 | 0 | | 276 | |
| 130 | | 05C | Cross Taxiways | | | | | | | | | | | | | | | | 17,788 | | 11,883 |
| 131 | TBIT Expansion | 05C | Cross Taxiways | EARTHWORK / FDNS | CY | 647,500 | $19,400,000 | E8 | 1 | 5,873 | 250 | 50 | 80 | 14,181,600 | 623,750 | 38% | $ 6,750,000 | 0 | | 31,186 | |
| 132 | TBIT Expansion | 05C | Cross Taxiways | PAVEMENTS | SY | 300,000 | $52,500,000 | P2 | 1 | 7,472 | 255 | 50 | 64 | 23,806,120 | 850,500 | 40% | $ 21,000,000 | 17,788 | | 10,571 | |
| 133 | TBIT Expansion | 05C | Cross Taxiways | UTILITIES | Acres | 222 | $6,800,000 | E1 | 1 | 4,017 | 124 | 50 | 82 | 12,451,480 | 382,850 | 40% | $ 3,850,000 | 0 | | 395 | |
| 135 | | 06A | Roadways | | | | | | | | | | | | | | | | 22,444 | | 10,826 |
| 136 | CTA Access Road Improvements | 06A | Roadways | DEMOLITION - PAVEMENTS | SY | 82,135 | $3,100,000 | D5 | 1 | 4,831 | 177 | 50 | 50 | 12,076,828 | 442,500 | 80% | $ 1,875,000 | 0 | | 2,500 | |
| 137 | CTA Access Road Improvements | 06A | Roadways | PAVEMENTS | SY | 4,714 | $900,000 | P5 | 2 | 20,301 | 893 | 50 | 46 | 69,383,886 | 3,197,800 | 41% | $ 330,000 | 44 | | 26 | |
| 138 | CTA Access Road Improvements | 06A | Roadways | STRUCTURES - ROADWAY | SF | 739,800 | $46,700,000 | S2 | 2 | 2,991 | 117 | 50 | 37 | 11,069,220 | 431,050 | 35% | $ 16,327,500 | 62,400 | 62,444 | 23,100 | 23,100 |
| 140 | | 07A | APM | | | | | | | | | | | | | | | | 8,800 | | 869 |
| 141 | CTA APM (Circulator) | 07A | APM | STRUCTURES - BUILDINGS | SF | 151,007 | $58,300,000 | S1 | 2 | 4,358 | 161 | 50 | 80 | 34,867,200 | 1,288,900 | 40% | $ 22,800,000 | 8,680 | | 450 | |
| 143 | CTA APM (Circulator) | 07A | APM | STRUCTURES - ROADWAY | SF | 8,700 | $134,000,000 | S2 | 2 | 2,991 | 117 | 50 | 130 | 38,774,880 | 1,548,450 | 35% | $ 46,900,000 | 838 | | 269 | |
| 145 | | 08A | APM | | | | | | | | | | | | | | | | 260 | | 63 |
| 146 | CTA APM (Connection to WTA) | 08A | APM | STRUCTURES - ROADWAY | SF | 3,000 | $26,000,000 | S2 | 2 | 2,991 | 117 | 50 | 153 | 45,756,180 | 1,792,450 | 35% | $ 6,150,000 | 260 | | 63 | |
| 150 | | 08A | Terminal/Concourse 13 | | | | | | | | | | | | | | | | 76,751 | | 62,782 |
| 151 | WTA - Phase I | 09A | Terminal/Concourse 13 | EARTHWORK / FDNS | CY | 1,421,563 | $32,500,000 | E8 | 1 | 5,867 | 236 | 50 | 68 | 23,758,770 | 879,378 | 35% | $ 11,372,500 | 0 | | 47,585 | |
| 152 | WTA - Phase I | 09A | Terminal/Concourse 13 | STRUCTURES - BUILDINGS | SF | 2,020,034 | $803,100,000 | S1 | 2 | 4,358 | 161 | 50 | 86 | 37,482,240 | 1,384,600 | 40% | $ 261,250,000 | 75,751 | | 4,825 | |
| 153 | WTA - Phase I | 09A | Terminal/Concourse 13 | UTILITIES | Acres | 312 | $14,300,000 | E1 | 3 | 4,017 | 124 | 50 | 83 | 35,357,760 | 1,026,050 | 40% | $ 5,717,500 | 0 | | 572 | |
| 155 | | 09B | Concourse 12 | | | | | | | | | | | | | | | | 38,145 | | 9,027 |
| 156 | WTA - Phase I | 09B | Concourse 12 | EARTHWORK / FDNS | CY | 98,250 | $2,000,000 | E8 | 1 | 5,867 | 236 | 50 | 73 | 25,824,780 | 850,515 | 35% | $ 690,000 | 0 | | 2,875 | |
| 157 | WTA - Phase I | 09B | Concourse 12 | STRUCTURES - BUILDINGS | SF | 1,017,300 | $386,000,000 | S1 | 2 | 4,358 | 161 | 50 | 74 | 32,252,180 | 1,191,400 | 40% | $ 159,385,000 | 38,145 | | 5,168 | |
| 159 | WTA - Phase I | 09B | Concourse 12 | UTILITIES | Acres | 18 | $600,000 | E1 | 2 | 4,017 | 124 | 50 | 72 | 25,918,920 | 869,200 | 36% | $ 346,250 | 0 | | 35 | |
| 160 | | 09C | Apron 13 | | | | | | | | | | | | | | | | 8,993 | | 13,188 |
| 161 | WTA - Phase I | 09C | Apron 13 | EARTHWORK / FDNS | CY | 362,031 | $8,400,000 | E8 | 1 | 5,867 | 236 | 50 | 80 | 17,216,500 | 693,750 | 35% | $ 2,356,250 | 0 | | 9,401 | |
| 162 | WTA - Phase I | 09C | Apron 13 | PAVEMENTS | SY | 100,000 | $15,600,000 | P2 | 1 | 7,472 | 255 | 50 | 64 | 23,806,120 | 850,500 | 40% | $ 5,500,000 | 8,993 | | 3,424 | |
| 163 | WTA - Phase I | 09C | Apron 13 | UTILITIES | Acres | 62 | $8,300,000 | E1 | 3 | 4,017 | 124 | 50 | 82 | 24,802,650 | 765,700 | 40% | $ 3,338,250 | 0 | | 334 | |
| 165 | | 09D | Apron 12 | | | | | | | | | | | | | | | | 19,094 | | 22,672 |
| 166 | WTA - Phase I | 09D | Apron 12 | EARTHWORK / FDNS | CY | 462,500 | $11,000,000 | E8 | 1 | 5,867 | 236 | 50 | 80 | 17,216,500 | 693,750 | 35% | $ 3,850,000 | 0 | | 16,060 | |
| 167 | WTA - Phase I | 09D | Apron 12 | PAVEMENTS | SY | 171,000 | $29,600,000 | P2 | 1 | 7,472 | 255 | 50 | 63 | 23,535,540 | 787,500 | 40% | $ 9,625,000 | 10,094 | | 5,854 | |
| 168 | WTA - Phase I | 09D | Apron 12 | UTILITIES | Acres | 108 | $18,400,000 | E1 | 2 | 4,017 | 124 | 50 | 82 | 24,802,820 | 765,700 | 40% | $ 7,341,250 | 0 | | 734 | |
| 170 | | 09E | Taxilanes | | | | | | | | | | | | | | | | 19,774 | | 17,695 |
| 171 | WTA - Phase I | 09E | Taxilanes | EARTHWORK / FDNS | CY | 1,027,031 | $23,500,000 | E8 | 1 | 5,873 | 250 | 50 | 60 | 14,151,600 | 623,750 | 35% | $ 8,218,250 | 0 | | 28,875 | |
| 172 | WTA - Phase I | 09E | Taxilanes | PAVEMENTS | SY | 363,556 | $63,800,000 | P2 | 1 | 7,472 | 255 | 50 | 61 | 22,768,280 | 782,500 | 40% | $ 25,488,750 | 19,774 | | 11,469 | |
| 173 | WTA - Phase I | 09E | Taxilanes | UTILITIES | Acres | 240 | $11,000,000 | E1 | 1 | 4,017 | 124 | 50 | 62 | 12,451,480 | 382,850 | 40% | $ 4,400,000 | 0 | | 440 | |
| 175 | | 09F | Parking Structure (Close-in) | | | | | | | | | | | | | | | | 4,258 | | 38,180 |
| 176 | WTA - Phase I | 09F | Parking Structure (Close-in) | EARTHWORK / FDNS | CY | 1,083,750 | $25,000,000 | E8 | 1 | 5,873 | 250 | 50 | 71 | 20,137,730 | 885,725 | 35% | $ 8,750,000 | 0 | | 30,456 | |
| 177 | WTA - Phase I | 09F | Parking Structure (Close-in) | STRUCTURES - BUILDINGS | SF | 987,765 | $211,500,000 | S1 | 1 | 4,358 | 161 | 50 | 82 | 17,846,440 | 659,100 | 40% | $ 84,600,000 | 4,258 | | 7,724 | |
| 180 | | 09G | Parking - Remote Lot | | | | | | | | | | | | | | | | 4,839 | | 2,869 |
| 181 | WTA - Phase I | 09G | Parking - Remote Lot | PAVEMENTS | SY | $11,111 | $21,000,000 | P3 | 1 | 7,472 | 350 | 50 | 41 | 15,316,760 | 512,500 | 40% | $ 8,400,000 | 2,903 | | 1,863 | |
| 182 | WTA - Phase I | 09G | Parking - Remote Lot | STRUCTURES - BUILDINGS | SF | 265,000 | $125,700,000 | S1 | 2 | 4,358 | 161 | 50 | 50 | 21,792,000 | 808,000 | 40% | $ 50,267,500 | 1,936 | | 1,006 | |
| 185 | | 09H | Roadways | | | | | | | | | | | | | | | | 33,458 | | 8,897 |
| 186 | WTA - Phase I | 09H | Roadways | PAVEMENTS | SY | 358,133 | $70,100,000 | P3 | 2 | 20,301 | 885 | 50 | 63 | 158,466,580 | 6,662,800 | 40% | $ 28,050,000 | 2,408 | | 1,397 | |
| 187 | WTA - Phase I | 09H | Roadways | STRUCTURES - ROADWAY | SF | 240,000 | $137,200,000 | S2 | 2 | 2,991 | 117 | 50 | 68 | 20,338,080 | 792,300 | 35% | $ 48,020,000 | 30,050 | | 7,500 | |
| 190 | | 09I | Utility and Baggage Tunnel/System | | | | | | | | | | | | | | | | 60,000 | | 23,679 |
| 191 | WTA - Phase I | 09I | Utility and Baggage Tunnel/System | EARTHWORK / FDNS | CY | 888,467 | $32,200,000 | E8 | 1 | 5,873 | 250 | 50 | 66 | 23,850,400 | 998,000 | 35% | $ 11,257,500 | 0 | | 39,382 | |
| 192 | WTA - Phase I | 09I | Utility and Baggage Tunnel/System | STRUCTURES - BUILDINGS | SF | 10,000 | $187,200,000 | S1 | 3 | 2,991 | 117 | 50 | 133 | 39,882,470 | 3,331,178 | 40% | $ 74,800,000 | 50,000 | | 1,467 | |
| 195 | | 09J | APM (Secure) Tunnel (partial structure only) | | | | | | | | | | | | | | | | 6,666 | | 24,700 |
| 196 | WTA - Phase I | 09J | APM (Secure) Tunnel (partial structure only) | EARTHWORK / FDNS | CY | 695,000 | $10,300,000 | E8 | 1 | 5,873 | 250 | 50 | 63 | 23,541,250 | 1,035,425 | 35% | $ 3,606,250 | 0 | | 23,200 | |
| 197 | WTA - Phase I | 09J | APM (Secure) Tunnel (partial structure only) | STRUCTURES - ROADWAY | SF | 48,000 | $80,000,000 | S2 | 2 | 2,991 | 117 | 50 | 133 | 38,774,880 | 1,548,450 | 35% | $ 31,500,000 | 6,000 | | 1,500 | |
| 200 | | 09K | APM (Non-secure) Tunnel (partial structure only) | | | | | | | | | | | | | | | | 11,000 | | 37,693 |
| 201 | WTA - Phase I | 09K | APM (Non-secure) Tunnel (partial structure only) | EARTHWORK / FDNS | CY | 1,045,000 | $15,700,000 | E8 | 1 | 5,873 | 250 | 50 | 68 | 27,795,740 | 1,322,550 | 38% | $ 5,453,750 | 0 | | 34,933 | |
| 202 | WTA - Phase I | 09K | APM (Non-secure) Tunnel (partial structure only) | STRUCTURES - ROADWAY | SF | 88,000 | $107,400,000 | S2 | 2 | 2,991 | 117 | 50 | 133 | 38,774,880 | 1,548,450 | 35% | $ 37,550,000 | 11,000 | | 2,750 | |
| 205 | | 09L | CVR Tunnel (partial structure only) | | | | | | | | | | | | | | | | 19,280 | | 53,396 |
| 206 | WTA - Phase I | 09L | CVR Tunnel (partial structure only) | EARTHWORK / FDNS | CY | 1,787,297 | $25,700,800 | E8 | 1 | 5,873 | 250 | 50 | 82 | 28,099,880 | 1,147,700 | 35% | $ 9,011,250 | 0 | | 38,574 | |
| 207 | WTA - Phase I | 09L | CVR Tunnel (partial structure only) | STRUCTURES - ROADWAY | SF | 154,000 | $314,500,000 | S2 | 2 | 2,991 | 117 | 50 | 133 | 38,774,880 | 1,548,450 | 35% | $ 110,575,000 | 19,280 | | 4,813 | |
| 210 | | 09M | Central Plant | | | | | | | | | | | | | | | | 5,749 | | 457 |
| 211 | WTA - Phase I | 09M | Central Plant | STRUCTURES - BUILDINGS | SF | 153,314 | $87,100,000 | S1 | 2 | 4,358 | 161 | 50 | 102 | 44,455,980 | 1,642,200 | 40% | $ 22,843,750 | 5,749 | | 457 | |
| 215 | | 09N | Temporary Road | | | | | | | | | | | | | | | | 1,995 | | 821 |
| 216 | WTA - Phase I | 09N | Temporary Road | PAVEMENTS | SY | 105,800 | $3,200,000 | P3 | 1 | 20,301 | 885 | 50 | 41 | 41,818,840 | 1,820,850 | 40% | $ 1,275,000 | 665 | | 571 | |
| 217 | WTA - Phase I | 09N | Temporary Road | STRUCTURES - ROADWAY | SF | 6,000 | $11,400,000 | S2 | 2 | 2,991 | 117 | 50 | 34 | 10,168,940 | 396,100 | 35% | $ 3,961,250 | 1,000 | | 250 | |
| 220 | | 09O | Temporary Apron | | | | | | | | | | | | | | | | 14,767 | | 9,866 |
| 221 | WTA - Phase I | 09O | Temporary Apron | PAVEMENTS | SY | 250,000 | $43,800,000 | P2 | 1 | 7,472 | 250 | 50 | 71 | 26,524,160 | 887,500 | 40% | $ 17,500,000 | 14,757 | | 8,856 | |
| 222 | WTA - Phase I | 09O | Temporary Apron | UTILITIES | Acres | 52 | $800,000 | E1 | 2 | 4,017 | 124 | 50 | 83 | 33,934,720 | 1,013,700 | 41% | $ 256,750 | 0 | | 26 | |
| 225.1 | | 09P | Demolition | | | | | | | | | | | | | | | | 0 | | 65,810 |
| 226.1 | WTA - Phase I | 09P | Demolition | DEMOLITION - FACILITIES | Acres | 44 | $28,400,000 | D2 | 2 | 5,792 | 178 | 50 | 67 | 35,453,720 | 1,158,350 | 66% | $ 18,562,500 | 0 | | 20,270 | |
| 227.1 | WTA - Phase I | 09P | Demolition | DEMOLITION - PAVEMENTS | SY | 1,141,000 | $57,100,000 | D2 | 1 | 5,792 | 178 | 50 | 76 | 30,837,140 | 982,250 | 80% | $ 34,250,000 | 0 | | 25,540 | |
| 230.1 | | 09Q | Gradeline | | | | | | | | | | | | | | | | 11,000 | | 10,000 |
| 231.1 | WTA - Phase I | 09Q | Gradeline | EARTHWORK / FDNS | CY | 218,000 | $10,300,000 | E8 | 1 | 5,873 | 250 | 50 | 82 | 28,090,960 | 1,147,700 | 32% | $ 6,771,250 | 0 | | 7,500 | |
| 232.1 | WTA - Phase I | 09Q | Gradeline | STRUCTURES - ROADWAY | SF | 88,000 | $38,300,000 | S2 | 2 | 2,991 | 117 | 50 | 82 | 16,541,720 | 722,300 | 35% | $ 13,537,500 | 11,000 | | 2,750 | |
| 235 | | 10A | Concourse 11 | | | | | | | | | | | | | | | | 24,375 | | 16,903 |
| 236 | WTA - Phase II | 10A | Concourse 11 | DEMOLITION - PAVEMENTS | SY | 250,000 | $12,500,000 | D2 | 1 | 5,293 | 178 | 50 | 78 | 33,637,240 | 669,250 | 80% | $ 7,500,000 | 0 | | 10,000 | |
| 237 | WTA - Phase II | 10A | Concourse 11 | EARTHWORK / FDNS | CY | 88,250 | $2,000,000 | E8 | 1 | 5,867 | 236 | 50 | 86 | 29,543,060 | 1,006,375 | 35% | $ 690,000 | 0 | | 2,875 | |
| 238 | WTA - Phase II | 10A | Concourse 11 | STRUCTURES - BUILDINGS | SF | 650,000 | $338,800,000 | S1 | 2 | 4,358 | 161 | 50 | 95 | 41,404,800 | 1,529,500 | 40% | $ 135,432,500 | 24,375 | | 2,709 | |
| 239 | WTA - Phase II | 10A | Concourse 11 | UTILITIES | Acres | 13 | $800,000 | E1 | 2 | 4,017 | 124 | 50 | 144 | 57,839,040 | 1,776,400 | 38% | $ 188,750 | 0 | | 16 | |
| 240 | | 10B | Apron | | | | | | | | | | | | | | | | 10,094 | | 22,392 |
| 231 | WTA - Phase II | 10B | Apron | EARTHWORK / FDNS | CY | 468,800 | $11,000,000 | E8 | 1 | 5,873 | 250 | 50 | 77 | 31,639,510 | 980,575 | 35% | $ 3,850,000 | 0 | | 16,063 | |
| 232 | WTA - Phase II | 10B | Apron | PAVEMENTS | SY | 171,000 | $23,500,000 | P2 | 1 | 7,472 | 255 | 50 | 80 | 33,822,200 | 1,129,000 | 40% | $ 9,405,000 | 10,094 | | 5,854 | |
| 233 | WTA - Phase II | 10B | Apron | UTILITIES | Acres | 108 | $11,400,000 | E1 | 2 | 4,017 | 124 | 50 | 113 | 45,387,580 | 1,395,850 | 40% | $ 4,541,250 | 0 | | 454 | |
| 235 | | 10C | Taxilanes | | | | | | | | | | | | | | | | 6 | | 19,373 |
| 236 | WTA - Phase II | 10C | Taxilanes | EARTHWORK / FDNS | CY | 753,281 | $17,200,000 | E8 | 1 | 5,873 | 250 | 50 | 82 | 23,357,600 | 1,023,650 | 35% | $ 6,025,250 | 0 | | 19,639 | |
| 237 | WTA - Phase II | 10C | Taxilanes | PAVEMENTS | SY | 266,667 | $46,700,000 | P2 | 1 | 7,472 | 255 | 50 | 63 | 34,742,840 | 1,162,500 | 40% | $ 16,666,250 | 0 | | 0 | |
| 238 | WTA - Phase II | 10C | Taxilanes | UTILITIES | Acres | 240 | $11,000,000 | E1 | 1 | 4,017 | 124 | 50 | 113 | 22,693,790 | 697,775 | 40% | $ 4,400,000 | 0 | | 440 | |
| 240 | | 10D | Rental Car Facility | | | | | | | | | | | | | | | | 28,500 | | 1,190 |
| 241 | WTA - Phase II | 10D | Rental Car Facility | STRUCTURES - BUILDINGS | SF | 3,400,000 | $148,600,000 | S1 | 2 | 4,358 | 161 | 50 | 153 | 66,663,630 | 2,463,500 | 40% | $ 59,500,000 | 28,500 | | 1,190 | |
| 245 | | 10E | Convert Vehicle Staging | | | | | | | | | | | | | | | | 700 | | 36 |
| 246 | WTA - Phase II | 10E | Convert Vehicle Staging | STRUCTURES - BUILDINGS | SF | 100,000 | $4,400,000 | S1 | 2 | 4,358 | 161 | 50 | 102 | 44,455,980 | 1,642,200 | 40% | $ 1,760,000 | 700 | | 36 | |
| 250 | | 10F | Roadway Expansion | | | | | | | | | | | | | | | | 17,447 | | 6,417 |
| 251 | WTA - Phase II | 10F | Roadway Expansion | DEMOLITION - PAVEMENTS | SY | 56,667 | $2,000,000 | D2 | 1 | 5,292 | 178 | 50 | 72 | 18,648,780 | 638,000 | 61% | $ 1,218,250 | 0 | | 1,822 | |

| Activity | Project | Facility | Activity Description | Units | QTY | Estimated Cost Distribution w/ Contingency | Crew Type | No. of Crews | Brake HorsePower / Hr | Fuel Consumption Gal / Hr | Crew Hrs/Wk | Scheduled Duration in Weeks | Total Brake HorsePower | Total Fuel Consumption Gallons | % Mat'l / Equip Costs | Material or Equipment Costs | Truck Trips On-Site | Total Truck Trips On-Site | Truck Trips Off-Site | Total Truck Trips Off-Site |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 427 | South Cargo - West | 19C Parking | EARTHWORK / FDNS | CY | 37,344 | $900,000 | E2 | 5 | 8,772 | 229 | 50 | 41 | 43,860,685 | 2,810,850 | 58% | $ 218,750 | 0 | | 864 | |
| 428 | South Cargo - West | 19C Parking | PAVEMENTS | SY | 20,648 | $1,200,000 | P3 | 1 | 20,301 | 693 | 50 | 41 | 41,918,640 | 1,420,858 | 40% | $ 516,250 | 183 | 295 | 112 | 638 |
| 440 | | 17A Hangar | | | | | | | | | | | | | | | | | | |
| 441 | Airline Maintenance - Century | 17A Hangar | DEMOLITION - FACILITIES | Acres | 15 | $900,000 | D8 | 1 | 12,721 | 416 | 50 | 68 | 43,262,000 | 1,414,400 | 81% | $ 388,250 | 0 | | 858 | |
| 442 | Airline Maintenance - Century | 17A Hangar | STRUCTURES - BUILDINGS | SF | 118,000 | $16,400,000 | B1 | 3 | 4,358 | 141 | 50 | 42 | 83,958,220 | 1,900,300 | 40% | $ 7,375,000 | 295 | | 148 | |
| 445 | | 17B Apron | | | | | | | | | | | | | | | | 2,361 | | 2,508 |
| 446 | Airline Maintenance - Century | 17B Apron | DEMOLITION - FACILITIES | Acres | 34 | $1,300,000 | D8 | 1 | 12,721 | 416 | 50 | 30 | 31,803,000 | 1,040,000 | 68% | $ 853,750 | 0 | | 1,738 | |
| 447 | Airline Maintenance - Century | 17B Apron | PAVEMENTS | SY | 40,000 | $5,500,000 | P2 | 1 | 7,472 | 250 | 50 | 62 | 30,633,590 | 1,025,000 | 40% | $ 2,200,000 | 2,361 | | 1,369 | |
| 460 | | 17E Taxiways | | | | | | | | | | | | | | | | | | |
| 461 | Airline Maintenance - Century | 17E Taxiways | STRUCTURES - ROADWAY | SF | 40,000 | $20,000,000 | B8 | 1 | 12,183 | 430 | 50 | 31 | 31,083,580 | 1,096,500 | 35% | $ 7,000,000 | 5,000 | | 1,250 | |
| 465 | | 18A Hangar | | | | | | | | | | | | | | | | 9,795 | | 6,817 |
| 466 | Airline Maintenance - Sepulveda | 18A Hangar | EARTHWORK / FDNS | CY | 147,656 | $3,400,000 | E2 | 3 | 8,772 | 229 | 50 | 74 | 75,164,760 | 2,536,350 | 55% | $ 1,161,250 | 0 | | 4,922 | |
| 467 | Airline Maintenance - Sepulveda | 18A Hangar | STRUCTURES - BUILDINGS | SF | 716,000 | $111,900,000 | B1 | 5 | 4,358 | 141 | 50 | 133 | 86,850,080 | 3,211,950 | 40% | $ 44,750,000 | 1,790 | | 895 | |
| 470 | | 18B Apron | | | | | | | | | | | | | | | | 12,181 | | 10,845 |
| 471 | Airline Maintenance - Sepulveda | 18B Apron | EARTHWORK / FDNS | CY | 377,344 | $8,500,000 | E2 | 3 | 8,772 | 229 | 50 | 74 | 78,164,760 | 2,536,350 | 35% | $ 3,018,750 | 0 | | 12,575 | |
| 472 | Airline Maintenance - Sepulveda | 18B Apron | PAVEMENTS | SY | 208,348 | $28,400,000 | P2 | 1 | 7,472 | 250 | 50 | 133 | 49,658,140 | 1,662,500 | 40% | $ 11,350,000 | 12,181 | | 7,068 | |
| 475 | | 18C Ramp Enclosure | | | | | | | | | | | | | | | | 640 | | 437 |
| 476 | Airline Maintenance - Sepulveda | 18C Ramp Enclosure | DEMOLITION - FACILITIES | Acres | 7 | $300,000 | D8 | 3 | 5,292 | 178 | 50 | 66 | 55,974,320 | 1,810,300 | 54% | $ 162,500 | 0 | | 217 | |
| 477 | Airline Maintenance - Sepulveda | 18C Ramp Enclosure | STRUCTURES - BUILDINGS | SF | 176,000 | $27,300,000 | B1 | 5 | 4,358 | 141 | 50 | 62 | 53,858,320 | 1,900,300 | 40% | $ 11,000,000 | 440 | | 220 | |
| 490 | | 19A Facilities | | | | | | | | | | | | | | | | 780 | | 3,824 |
| 491 | Catering Kitchens - Phase I | 19A Facilities | EARTHWORK / FDNS | CY | 85,625 | $1,500,000 | E2 | 2 | 8,772 | 229 | 50 | 68 | 46,046,880 | 1,553,800 | 35% | $ 525,000 | 0 | | 2,188 | |
| 492 | Catering Kitchens - Phase I | 19A Facilities | STRUCTURES - BUILDINGS | SF | 318,000 | $79,500,000 | B1 | 2 | 4,358 | 141 | 50 | 62 | 38,736,880 | 1,270,200 | 40% | $ 31,800,000 | 795 | | 506 | |
| 495 | | 19B Parking | | | | | | | | | | | | | | | | 120 | | 696 |
| 496 | Catering Kitchens - Phase I | 19B Parking | EARTHWORK / FDNS | CY | 24,688 | $600,000 | E2 | 2 | 8,772 | 229 | 50 | 68 | 46,046,880 | 1,553,800 | 33% | $ 197,500 | 0 | | 823 | |
| 497 | Catering Kitchens - Phase I | 19B Parking | PAVEMENTS | SY | 13,555 | $800,000 | P2 | 1 | 20,301 | 693 | 50 | 62 | 63,213,280 | 2,541,300 | 42% | $ 338,750 | 126 | | 73 | |
| 500 | | 20A Facilities | | | | | | | | | | | | | | | | 166 | | 897 |
| 501 | Catering Kitchens - Phase II | 20A Facilities | EARTHWORK / FDNS | CY | 16,406 | $400,000 | E2 | 2 | 8,772 | 229 | 50 | 40 | 46,839,920 | 1,371,000 | 33% | $ 131,250 | 0 | | 547 | |
| 502 | Catering Kitchens - Phase II | 20A Facilities | STRUCTURES - BUILDINGS | SF | 75,000 | $18,800,000 | B1 | 2 | 4,358 | 141 | 50 | 40 | 30,072,385 | 1,110,900 | 40% | $ 7,500,000 | 188 | | 150 | |
| 505 | | 20B Parking | | | | | | | | | | | | | | | | 91 | | 294 |
| 506 | Catering Kitchens - Phase II | 20B Parking | EARTHWORK / FDNS | CY | 6,281 | $200,000 | E2 | 3 | 8,772 | 229 | 50 | 40 | 20,828,800 | 1,371,000 | 33% | $ 66,250 | 0 | | 276 | |
| 507 | Catering Kitchens - Phase II | 20B Parking | PAVEMENTS | SY | 3,343 | $200,000 | P3 | 1 | 20,301 | 693 | 50 | 40 | 46,691,840 | 1,583,800 | 42% | $ 83,750 | 31 | | 18 | |
| 510 | | 21A Facilities | | | | | | | | | | | | | | | | 58 | | 29 |
| 511 | Aircraft Rescue & Fire Fighting | 21A Facilities | STRUCTURES - BUILDINGS | SF | 20,000 | $2,500,000 | B1 | 3 | 4,358 | 141 | 50 | 91 | 33,541,760 | 1,291,850 | 40% | $ 1,000,000 | 50 | | 29 | |
| 515 | | 22A Facilities | | | | | | | | | | | | | | | | 26 | | 697 |
| 516 | Fuel Farm Reconfiguration | 22A Facilities | STRUCTURES - BUILDINGS | SF | 10,000 | $1,300,000 | B1 | 2 | 4,358 | 141 | 50 | 80 | 34,667,200 | 1,268,000 | 38% | $ 500,000 | 25 | | 10 | |
| 517 | Fuel Farm Reconfiguration | 22A Facilities | UTILITIES | Acres | 223 | $13,900,000 | E1 | 1 | 4,017 | 124 | 50 | 148 | 28,792,840 | 913,900 | 40% | $ 5,566,250 | 6 | | 857 | |
| 520 | | 23A Facilities | | | | | | | | | | | | | | | | 548 | | 579 |
| 521 | Ground Handling Services | 23A Facilities | DEMOLITION - FACILITIES | Acres | 24 | $600,000 | D8 | 3 | 3,756 | 198 | 50 | 40 | 23,025,600 | 780,000 | 68% | $ 510,000 | 0 | | 613 | |
| 522 | Ground Handling Services | 23A Facilities | STRUCTURES - BUILDINGS | SF | 318,000 | $20,850,000 | B1 | 2 | 4,358 | 141 | 50 | 46 | 39,048,640 | 740,800 | 40% | $ 8,217,500 | 548 | | 164 | |
| 525 | | 24A Facilities | | | | | | | | | | | | | | | | 290 | | 885 |
| 531 | General Aviation | 24A Facilities | EARTHWORK / FDNS | CY | 24,688 | $600,000 | E2 | 2 | 8,772 | 229 | 50 | 68 | 46,046,880 | 1,553,800 | 33% | $ 197,500 | 0 | | 823 | |
| 532 | General Aviation | 24A Facilities | STRUCTURES - BUILDINGS | SF | 100,076 | $8,400,000 | B1 | 2 | 4,358 | 141 | 50 | 93 | 35,736,880 | 1,205,200 | 40% | $ 2,752,500 | 250 | | 75 | |
| 535 | | 24B Apron | | | | | | | | | | | | | | | | 1,219 | | 2,077 |
| 536 | General Aviation | 24B Apron | EARTHWORK / FDNS | CY | 41,094 | $900,000 | E2 | 2 | 8,772 | 229 | 50 | 68 | 46,046,880 | 1,553,800 | 37% | $ 333,750 | 0 | | 1,370 | |
| 537 | General Aviation | 24B Apron | PAVEMENTS | SY | 20,648 | $2,800,000 | P2 | 1 | 7,472 | 250 | 50 | 62 | 30,633,590 | 1,025,000 | 41% | $ 1,138,000 | 1,219 | | 707 | |
| 540 | | 24C Parking | | | | | | | | | | | | | | | | 328 | | 1,502 |
| 541 | General Aviation | 24C Parking | EARTHWORK / FDNS | CY | 41,094 | $900,000 | E2 | 2 | 8,772 | 229 | 50 | 40 | 27,068,800 | 914,000 | 37% | $ 333,750 | 0 | | 1,370 | |
| 542 | General Aviation | 24C Parking | PAVEMENTS | SY | 24,442 | $1,500,000 | P3 | 1 | 20,301 | 693 | 50 | 48 | 48,691,840 | 1,583,800 | 41% | $ 611,250 | 226 | | 133 | |
| 545 | | 25A Facilities | | | | | | | | | | | | | | | | 35 | | 317 |
| 546 | CNG/LNG | 25A Facilities | STRUCTURES - BUILDINGS | SF | 10,000 | $1,300,000 | B1 | 2 | 4,358 | 141 | 50 | 40 | 17,433,600 | 844,000 | 38% | $ 500,000 | 25 | | 10 | |
| 547 | CNG/LNG | 25A Facilities | UTILITIES | Acres | 123 | $7,700,000 | E1 | 1 | 4,017 | 124 | 50 | 48 | 9,238,180 | 284,050 | 40% | $ 3,080,250 | 0 | | 307 | |
| 550 | | 26A Facilities | | | | | | | | | | | | | | | | 113 | | 68 |
| 551 | Police | 26A Facilities | STRUCTURES - BUILDINGS | SF | 45,000 | $8,400,000 | B1 | 2 | 4,358 | 141 | 50 | 51 | 22,227,840 | 821,100 | 40% | $ 3,375,000 | 113 | | 68 | |
| 555 | | 27A Facilities | | | | | | | | | | | | | | | | 6 | | 276 |
| 556 | USCG | 27A Facilities | EARTHWORK / FDNS | CY | 6,281 | $200,000 | E2 | 2 | 8,772 | 229 | 50 | 40 | 27,068,800 | 914,000 | 33% | $ 66,250 | 0 | | 276 | |
| 556 | USCG | 27A Facilities | STRUCTURES - BUILDINGS | SF | 50,000 | $4,700,000 | B1 | 2 | 4,358 | 141 | 50 | 41 | 17,869,440 | 680,100 | 40% | $ 1,875,000 | 125 | | 35 | |
| 560 | | 28A Parking | | | | | | | | | | | | | | | | 6,830 | | 3,246 |
| 561 | CTA Parking Expansion/Improvement | 28A Parking | PAVEMENTS | SY | 803,488 | $150,800,000 | P3 | 1 | 20,301 | 693 | 50 | 81 | 51,787,840 | 1,767,150 | 40% | $ 82,782,500 | 5,830 | | 3,296 | |
| 570 | | 30A Parking | | | | | | | | | | | | | | | | 84 | | 9,548 |
| 571 | Employee Parking - Airport/96th | 30A Parking | DEMOLITION - PAVEMENTS | SY | 240,500 | $10,000,000 | D8 | 1 | 7,430 | 238 | 50 | 65 | 24,146,200 | 778,125 | 80% | $ 8,012,500 | 0 | | 8,017 | |
| 572 | Employee Parking - Airport/96th | 30A Parking | PAVEMENTS | SY | 5,820 | $13,100,000 | P3 | 1 | 20,301 | 693 | 50 | 82 | 63,233,280 | 2,541,300 | 40% | $ 8,237,500 | 54 | | 31 | |
| 575 | | 31A Parking | | | | | | | | | | | | | | | | 73 | | 10,082 |
| 576 | Employee Parking - Aviation | 31A Parking | DEMOLITION - PAVEMENTS | SY | 309,600 | $12,300,000 | D8 | 1 | 7,430 | 238 | 50 | 81 | 30,068,580 | 965,925 | 80% | $ 7,515,000 | 0 | | 10,025 | |
| 577 | Employee Parking - Aviation | 31A Parking | PAVEMENTS | SY | 7,815 | $17,800,000 | P3 | 1 | 20,301 | 693 | 50 | 133 | 136,000,535 | 4,808,460 | 40% | $ 7,033,750 | 73 | | 42 | |
| 585 | | 33A Parking | | | | | | | | | | | | | | | | 15 | | 5 |
| 588 | Employee Parking - Imperial | 33A Parking | DEMOLITION - PAVEMENTS | SY | 42,000 | $1,600,000 | D8 | 1 | 7,430 | 238 | 50 | 51 | 18,945,480 | 606,175 | 59% | $ 1,050,000 | 0 | | 1,400 | |
| 589 | Employee Parking - Imperial | 33A Parking | PAVEMENTS | SY | 1,632 | $3,700,000 | P3 | 1 | 20,301 | 693 | 50 | 82 | 63,233,280 | 2,541,300 | 40% | $ 1,448,250 | 15 | | 9 | |
| 590 | | 34A Parking | | | | | | | | | | | | | | | | 6 | | 503 |
| 591 | Employee Parking - Manchester | 34A Parking | DEMOLITION - PAVEMENTS | SY | 15,000 | $600,000 | D8 | 1 | 7,430 | 238 | 50 | 78 | 27,661,905 | 884,375 | 63% | $ 375,000 | 0 | | 500 | |
| 592 | Employee Parking - Manchester | 34A Parking | PAVEMENTS | SY | 930 | $1,400,000 | P3 | 1 | 20,301 | 693 | 50 | 135 | 125,000,325 | 4,008,450 | 41% | $ 587,500 | 8 | | 3 | |
| 595 | | 35A Roadways | | | | | | | | | | | | | | | | 3,432 | | 1,563 |
| 598 | CTA - Commercial Vehicle Staging | 35A Roadways | PAVEMENTS | SY | 250,000 | $1,800,000 | P5 | 2 | 20,301 | 693 | 50 | 102 | 207,068,190 | 7,068,600 | 39% | $ 780,000 | 2,552 | | 1,553 | |
| 600 | | 36A Roadways | | | | | | | | | | | | | | | | 5,964 | | 5,777 |
| 601 | LAX Airport Expressway | 36A Roadways | DEMOLITION - FACILITIES | Acres | 94 | $3,600,000 | D10 | 1 | 11,799 | 415 | 50 | 50 | 29,498,305 | 1,037,500 | 68% | $ 2,356,250 | 0 | | 3,142 | |
| 602 | LAX Airport Expressway | 36A Roadways | PAVEMENTS | SY | 370,000 | $23,100,000 | P9 | 2 | 20,301 | 693 | 50 | 85 | 172,556,800 | 5,890,500 | 40% | $ 9,250,000 | 3,452 | | 2,002 | |
| 603 | LAX Airport Expressway | 36A Roadways | STRUCTURES - ROADWAY | SF | 20,289 | $147,700,000 | B5 | 1 | 12,192 | 430 | 50 | 113 | 86,827,176 | 2,428,500 | 38% | $ 51,680,000 | 2,532 | | 923 | |
| 605 | | 37A Roadways | | | | | | | | | | | | | | | | 3,984 | | 5,414 |
| 606 | Arbor Vitae Improvements | 37A Roadways | DEMOLITION - FACILITIES | Acres | 31 | $800,000 | D10 | 1 | 11,799 | 415 | 50 | 73 | 43,087,080 | 1,514,750 | 57% | $ 532,500 | 0 | | 710 | |
| 606 | Arbor Vitae Improvements | 37A Roadways | DEMOLITION - PAVEMENTS | SY | 32,000 | $1,600,000 | D10 | 1 | 11,798 | 415 | 50 | 73 | 43,087,080 | 1,514,750 | 50% | $ 600,000 | 0 | | 800 | |
| 607 | Arbor Vitae Improvements | 37A Roadways | PAVEMENTS | SY | 284,000 | $16,400,000 | P9 | 2 | 20,301 | 693 | 50 | 85 | 172,556,800 | 5,890,500 | 40% | $ 7,350,000 | 2,743 | | 1,991 | |
| 608 | Arbor Vitae Improvements | 37A Roadways | STRUCTURES - ROADWAY | SF | 10,007 | $35,700,000 | B5 | 1 | 12,192 | 430 | 50 | 113 | 66,827,176 | 2,428,500 | 38% | $ 10,727,500 | 1,251 | | 313 | |
| 610 | | 38A Roadways | | | | | | | | | | | | | | | | 7,830 | | 6,341 |
| 611 | Imperial Highway Upgrade | 38A Roadways | DEMOLITION - PAVEMENTS | SY | 95,000 | $1,700,000 | D8 | 2 | 4,531 | 177 | 50 | 58 | 24,183,000 | 845,000 | 61% | $ 1,037,250 | 0 | | 1,375 | |
| 612 | Imperial Highway Upgrade | 38A Roadways | PAVEMENTS | SY | 648,200 | $40,300,000 | P9 | 2 | 20,301 | 693 | 50 | 58 | 101,504,000 | 3,465,000 | 40% | $ 16,130,000 | 6,019 | | 3,491 | |
| 613 | Imperial Highway Upgrade | 38A Roadways | STRUCTURES - ROADWAY | SF | 12,001 | $17,000,000 | B5 | 1 | 12,192 | 430 | 50 | 82 | 37,789,560 | 1,333,000 | 35% | $ 5,951,250 | 1,900 | | 375 | |
| | | Grand Total | | | | 1,308,400,000 | | | | | | | | | | | | 1,184,988 | | 4,483,247 |
| | | | | | | | | | | | | | | | | | | | | 5,650,218 |

| Act# | Project | Fac# | Facility | Activity Description | Units | QTY | Estimated Cost Distribution w/ Contingency | Crew Type | No. of Crews | Brake HorsePower / Hr | Fuel Consumption Gal / Hr | Crew Hrs/Wk | Scheduled Duration in Weeks | Total Brake HorsePower | Total Fuel Consumption Gallons | % Mod or Equip Diesel | Material or Equipment Costs | Truck Trips On-Site | Total Truck Trips On-Site | Truck Trips Off-Site | Total Truck Trips Off-Site |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 252 | WTA - Phase II | 10F | Roadway Expansion | PAVEMENTS | SY | 140,800 | $36,400,000 | P3 | 1 | 20,301 | 693 | 50 | 113 | 114,688,526 | 3,915,450 | 40% | $ 14,571,000 | 1,214 | | 782 | |
| 253 | WTA - Phase II | 10F | Roadway Expansion | STRUCTURES - ROADWAY | SF | 129,067 | $101,303,000 | S2 | 4 | 3,991 | 117 | 50 | 77 | 46,055,240 | 1,784,100 | 36% | $ 38,438,750 | 16,133 | 5,019 | 4,833 | 37,690 |
| 260 | | 10H | APM (Secure) Tunnel Extension and Complete System | | | | | | | | | | | | | | | | | | |
| 261 | WTA - Phase II | 10H | APM (Secure) Tunnel Extension an | DEMOLITION - FACILITIES | Acres | 40 | $1,800,000 | D2 | 1 | 6,292 | 176 | 50 | 81 | 31,430,886 | 719,875 | 64% | $ 1,218,750 | 0 | | 1,625 | |
| 262 | WTA - Phase II | 10H | APM (Secure) Tunnel Extension an | EARTHWORK / FDNS | CY | 1,044,000 | $138,000,000 | E5 | 1 | 5,673 | 250 | 50 | 95 | 24,106,550 | 1,090,375 | 35% | $ 44,765,000 | 0 | | 34,800 | |
| 263 | WTA - Phase II | 10H | APM (Secure) Tunnel Extension an | STRUCTURES - ROADWAY | SF | 40,152 | $31,500,000 | S2 | 4 | 3,991 | 117 | 50 | 113 | 87,587,590 | 2,632,900 | 35% | $ 11,025,000 | 5,018 | | 1,338 | |
| 265 | | 10I | APM (Non-secure) Tunnel Extension and Complete System | | | | | | | | | | | | | | | | 9,036 | | 30,783 |
| 266 | WTA - Phase II | 10I | APM (Non-secure) Tunnel Extension | EARTHWORK / FDNS | CY | 656,000 | $12,500,000 | E5 | 1 | 5,673 | 250 | 50 | 97 | 24,675,810 | 1,066,125 | 35% | $ 4,650,000 | 0 | | 28,920 | |
| 267 | WTA - Phase II | 10I | APM (Non-secure) Tunnel Extensio | STRUCTURES - ROADWAY | SF | 72,000 | $84,400,000 | S2 | 4 | 3,991 | 117 | 50 | 133 | 76,348,980 | 3,098,900 | 35% | $ 33,023,500 | 9,000 | | 2,257 | |
| 270 | | 10J | APM Connection to Rental Car | | | | | | | | | | | | | | | | 33,233 | | 33,642 |
| 271 | WTA - Phase II | 10J | APM Connection to Rental Car | EARTHWORK / FDNS | CY | 632,000 | $12,500,000 | E5 | 1 | 5,673 | 250 | 50 | 78 | 21,555,880 | 848,100 | 36% | $ 4,375,000 | 0 | | 27,733 | |
| 272 | WTA - Phase II | 10J | APM Connection to Rental Car | STRUCTURES - ROADWAY | SF | 185,864 | $79,100,000 | S2 | 4 | 3,991 | 117 | 50 | 113 | 87,587,590 | 2,632,900 | 35% | $ 27,993,750 | 23,233 | | 5,908 | |
| 275 | | 10K | CVR Tunnel Extension and Complete System | | | | | | | | | | | | | | | | 129,200 | | 99,208 |
| 274 | WTA - Phase II | 10K | CVR Tunnel Extension and Comple | DEMOLITION - FACILITIES | Acres | 30 | $1,400,000 | D2 | 1 | 6,292 | 176 | 50 | 78 | 30,837,240 | 692,250 | 64% | $ 887,500 | 0 | | 1,187 | |
| 276 | WTA - Phase II | 10K | CVR Tunnel Extension and Comple | DEMOLITION - PAVEMENTS | SY | 13,733 | $300,000 | D2 | 1 | 6,292 | 176 | 50 | 78 | 30,837,240 | 692,250 | 64% | $ 181,250 | 0 | | 255 | |
| 277 | WTA - Phase II | 10K | CVR Tunnel Extension and Comple | EARTHWORK / FDNS | CY | 976,296 | $14,200,000 | E5 | 1 | 5,673 | 250 | 50 | 98 | 24,322,150 | 1,097,650 | 35% | $ 4,943,750 | 0 | | 32,543 | |
| 278 | WTA - Phase II | 10K | CVR Tunnel Extension and Comple | PAVEMENTS | SY | 60,800 | $6,800,000 | P3 | 2 | 20,301 | 693 | 50 | 94 | 190,827,520 | 6,514,200 | 40% | $ 2,736,250 | 0 | | 0 | |
| 279 | WTA - Phase II | 10K | CVR Tunnel Extension and Comple | STRUCTURES - ROADWAY | SF | 1,033,800 | $223,400,000 | S2 | 4 | 3,991 | 117 | 50 | 85 | 80,540,208 | 1,980,500 | 33% | $ 76,183,750 | 158,200 | | 33,500 | |
| 280 | | 10L | Transit | | | | | | | | | | | | | | | | 118,000 | | 102,000 |
| 281 | WTA - Phase II | 10L | Transit | EARTHWORK / FDNS | CY | 2,175,000 | $173,000,000 | E5 | 2 | 4,783 | 184 | 50 | 91 | 36,730,080 | 1,324,350 | 36% | $ 40,531,250 | 0 | | 72,500 | |
| 282 | WTA - Phase II | 10L | Transit | STRUCTURES - ROADWAY | SF | 844,000 | $288,200,000 | S2 | 4 | 3,991 | 117 | 50 | 133 | 79,549,980 | 3,098,800 | 35% | $ 100,868,250 | 118,000 | | 28,800 | |
| 285 | | 10N | Central Plant - Phase 2 | | | | | | | | | | | | | | | | 6,487 | | 554 |
| 286 | WTA - Phase II | 10N | Central Plant - Phase 2 | STRUCTURES - BUILDINGS | SF | 138,864 | $46,400,000 | S1 | 2 | 4,356 | 161 | 50 | 102 | 44,455,680 | 1,642,200 | 40% | $ 27,718,750 | 6,487 | | 554 | |
| 290.1 | | 10P | Concourse 12, 13 | | | | | | | | | | | | | | | | 1,758 | | 150 |
| 291.1 | WTA - Phase II | 10P | Concourse 12, 13 | STRUCTURES - BUILDINGS | SF | 37,000 | $18,800,000 | S1 | 3 | 4,356 | 161 | 50 | 102 | 44,455,680 | 1,642,200 | 40% | $ 7,500,000 | 1,758 | | 150 | |
| 295.1 | | 10Q | Public Parking - Southwest Structure | | | | | | | | | | | | | | | | 4,751 | | 454 |
| 296.1 | WTA - Phase II | 10Q | Public Parking - Southwest Structu | STRUCTURES - BUILDINGS | SF | 100,919 | $50,500,000 | S1 | 2 | 4,356 | 161 | 50 | 102 | 44,455,680 | 1,642,200 | 40% | $ 20,183,750 | 4,751 | | 454 | |
| 300.1 | | 10R | APM - Maintenance Facility | | | | | | | | | | | | | | | | 10,741 | | 917 |
| 301.1 | WTA - Phase II | 10R | APM - Maintenance Facility | STRUCTURES - BUILDINGS | SF | 229,150 | $114,600,000 | S1 | 2 | 4,356 | 161 | 50 | 102 | 44,455,680 | 1,642,200 | 40% | $ 45,836,000 | 10,741 | | 917 | |
| 305.1 | | 10T | Demolition | | | | | | | | | | | | | | | | 0 | | 17,780 |
| 306.1 | WTA - Phase II | 10T | Demolition | DEMOLITION - FACILITIES | Acres | 30 | $3,400,000 | D2 | 1 | 6,292 | 176 | 50 | 78 | 30,837,240 | 692,250 | 66% | $ 2,038,000 | 0 | | 2,960 | |
| 307.1 | WTA - Phase II | 10T | Demolition | DEMOLITION - PAVEMENTS | SY | 133,533 | $16,500,000 | D2 | 1 | 6,292 | 176 | 50 | 78 | 30,837,240 | 692,250 | 80% | $ 11,100,000 | 0 | | 14,800 | |
| 290 | | 11A | Facilities | | | | | | | | | | | | | | | | 9,706 | | 9,129 |
| 291 | Westchester Parkway Cargo | 11A | Facilities | DEMOLITION - FACILITIES | Acres | 15 | $2,300,000 | D11 | 1 | 16,997 | 536 | 50 | 80 | 42,493,000 | 1,348,000 | 84% | $ 1,482,500 | 0 | | 1,865 | |
| 292 | Westchester Parkway Cargo | 11A | Facilities | EARTHWORK / FDNS | CY | 98,438 | $1,500,000 | E2 | 8 | 6,772 | 229 | 50 | 50 | 121,888,800 | 4,113,000 | 34% | $ 787,500 | 9 | | 2,461 | |
| 293 | Westchester Parkway Cargo | 11A | Facilities | STRUCTURES - BUILDINGS | SF | 719,156 | $98,400,000 | S1 | 8 | 4,356 | 161 | 50 | 82 | 81,068,240 | 2,994,600 | 40% | $ 35,757,500 | 1,758 | | 715 | |
| 295 | | 11B | Apron | | | | | | | | | | | | | | | | 7,826 | | 11,610 |
| 296 | Westchester Parkway Cargo | 11B | Apron | DEMOLITION - FACILITIES | Acres | 29 | $3,800,000 | D11 | 1 | 16,997 | 536 | 50 | 50 | 42,493,000 | 1,348,000 | 66% | $ 2,356,150 | 0 | | 3,142 | |
| 297 | Westchester Parkway Cargo | 11B | Apron | EARTHWORK / FDNS | CY | 156,584 | $3,800,000 | E2 | 8 | 6,772 | 229 | 50 | 38 | 116,187,208 | 4,044,480 | 33% | $ 1,368,750 | 0 | | 3,068 | |
| 298 | Westchester Parkway Cargo | 11B | Apron | PAVEMENTS | SY | 126,196 | $21,000,000 | P2 | 1 | 7,472 | 250 | 50 | 82 | 29,161,800 | 775,000 | 40% | $ 8,397,500 | 7,878 | | 4,425 | |
| 300 | | 11C | Parking | | | | | | | | | | | | | | | | 476 | | 9,217 |
| 301 | Westchester Parkway Cargo | 11C | Parking | DEMOLITION - FACILITIES | Acres | 12 | $1,500,000 | D11 | 1 | 16,997 | 536 | 50 | 40 | 33,994,400 | 1,078,000 | 66% | $ 978,000 | 0 | | 1,300 | |
| 302 | Westchester Parkway Cargo | 11C | Parking | EARTHWORK / FDNS | CY | 85,625 | $1,500,000 | E2 | 8 | 6,772 | 229 | 50 | 42 | 85,222,180 | 2,878,100 | 36% | $ 525,000 | 0 | | 1,641 | |
| 303 | Westchester Parkway Cargo | 11C | Parking | PAVEMENTS | SY | 51,026 | $9,200,000 | P5 | 1 | 20,301 | 693 | 50 | 41 | 41,616,840 | 1,420,965 | 40% | $ 1,278,250 | 476 | | 275 | |
| 310 | | 11E | Taxiways | | | | | | | | | | | | | | | | 6 | | 3,409 |
| 311 | Westchester Parkway Cargo | 11E | Taxiways | EARTHWORK / FDNS | CY | 131,563 | $3,000,000 | E2 | 8 | 6,772 | 229 | 50 | 50 | 101,574,000 | 3,422,500 | 35% | $ 1,050,000 | 0 | | 3,288 | |
| 312 | Westchester Parkway Cargo | 11E | Taxiways | PAVEMENTS | SY | 101,579 | $17,800,000 | P2 | 1 | 7,472 | 250 | 50 | 82 | 23,181,980 | 775,000 | 40% | $ 7,117,500 | 0 | | 0 | |
| 313 | Westchester Parkway Cargo | 11E | Taxiways | UTILITIES | Acres | 48 | $3,000,000 | E7 | 1 | 4,017 | 124 | 50 | 72 | 14,458,780 | 444,600 | 40% | $ 1,200,750 | 0 | | 120 | |
| 315 | | 12A | Facilities | | | | | | | | | | | | | | | | 9,745 | | 9,751 |
| 316 | Manchester Square Cargo | 12A | Facilities | DEMOLITION - FACILITIES | Acres | 40 | $2,400,000 | D7 | 1 | 22,754 | 736 | 50 | 68 | 71,362,240 | 2,300,100 | 84% | $ 1,543,750 | 0 | | 2,058 | |
| 317 | Manchester Square Cargo | 12A | Facilities | EARTHWORK / FDNS | CY | 207,813 | $4,800,000 | E2 | 1 | 6,772 | 229 | 50 | 79 | 35,747,830 | 902,575 | 35% | $ 1,680,000 | 0 | | 5,736 | |
| 318 | Manchester Square Cargo | 12A | Facilities | STRUCTURES - BUILDINGS | SF | 1,497,624 | $187,200,000 | S1 | 3 | 4,356 | 161 | 50 | 113 | 49,248,900 | 1,818,300 | 40% | $ 74,891,250 | 3,745 | | 1,486 | |
| 320 | | 12B | Apron | | | | | | | | | | | | | | | | 16,390 | | 19,987 |
| 321 | Manchester Square Cargo | 12B | Apron | DEMOLITION - FACILITIES | Acres | 58 | $3,800,000 | D7 | 1 | 22,754 | 736 | 50 | 83 | 60,297,040 | 1,949,075 | 85% | $ 2,356,250 | 0 | | 3,142 | |
| 322 | Manchester Square Cargo | 12B | Apron | EARTHWORK / FDNS | CY | 317,188 | $7,300,000 | E2 | 1 | 6,772 | 229 | 50 | 53 | 17,944,740 | 606,625 | 35% | $ 2,537,500 | 0 | | 7,250 | |
| 323 | Manchester Square Cargo | 12B | Apron | PAVEMENTS | SY | 280,729 | $42,400,000 | P2 | 1 | 7,472 | 250 | 50 | 84 | 29,909,100 | 800,000 | 40% | $ 19,940,250 | 15,390 | | 6,510 | |
| 325 | | 12C | Parking | | | | | | | | | | | | | | | | 66 | | 414 |
| 326 | Manchester Square Cargo | 12C | Parking | DEMOLITION - FACILITIES | Acres | 2 | $100,000 | D7 | 1 | 22,754 | 736 | 50 | 54 | 61,434,720 | 1,986,850 | 81% | $ 81,250 | 0 | | 108 | |
| 327 | Manchester Square Cargo | 12C | Parking | EARTHWORK / FDNS | CY | 10,938 | $300,000 | E2 | 1 | 6,772 | 229 | 50 | 82 | 20,991,880 | 709,750 | 29% | $ 67,500 | 0 | | 273 | |
| 328 | Manchester Square Cargo | 12C | Parking | PAVEMENTS | SY | 5,888 | $400,000 | P3 | 1 | 20,301 | 693 | 50 | 84 | 64,962,560 | 2,217,600 | 31% | $ 147,500 | 55 | | 32 | |
| 330 | | 12D | Roadways and Tunnel | | | | | | | | | | | | | | | | 41,400 | | 13,058 |
| 331 | Manchester Square Cargo | 12D | Roadways and Tunnel | DEMOLITION - FACILITIES | Acres | 51 | $3,100,000 | D7 | 1 | 22,754 | 736 | 50 | 53 | 60,297,040 | 1,949,075 | 85% | $ 2,031,250 | 0 | | 2,708 | |
| 332 | Manchester Square Cargo | 12D | Roadways and Tunnel | PAVEMENTS | SY | 17,980 | $3,000,000 | P3 | 2 | 20,301 | 693 | 50 | 80 | 184,887,680 | 6,652,800 | 40% | $ 1,162,750 | 0 | | 0 | |
| 333 | Manchester Square Cargo | 12D | Roadways and Tunnel | STRUCTURES - ROADWAY | SF | 331,200 | $47,300,000 | S2 | 4 | 3,991 | 117 | 50 | 101 | 69,410,120 | 2,353,500 | 35% | $ 16,560,000 | 41,400 | | 10,350 | |
| 335 | | 12E | Taxiways | | | | | | | | | | | | | | | | 9 | | 176 |
| 336 | Manchester Square Cargo | 12E | Taxiways | EARTHWORK / FDNS | CY | 6,875 | $300,000 | E5 | 1 | 5,673 | 250 | 50 | 52 | 14,748,760 | 648,700 | 28% | $ 55,000 | 0 | | 172 | |
| 337 | Manchester Square Cargo | 12E | Taxiways | PAVEMENTS | SY | 8,379 | $800,000 | P2 | 1 | 7,472 | 250 | 50 | 80 | 19,878,000 | 535,000 | 42% | $ 376,250 | 0 | | 0 | |
| 338 | Manchester Square Cargo | 12E | Taxiways | UTILITIES | Acres | 3 | $200,000 | D7 | 1 | 22,754 | 736 | 50 | 58 | 67,123,120 | 2,169,725 | 32% | $ 93,750 | 0 | | 0 | |
| 340 | | 13A | Facilities | | | | | | | | | | | | | | | | 2,486 | | 7,120 |
| 341 | Century Cargo | 13A | Facilities | DEMOLITION - FACILITIES | Acres | 25 | $3,700,000 | D8 | 1 | 4,831 | 177 | 50 | 50 | 12,078,500 | 442,500 | 66% | $ 2,031,250 | 0 | | 2,704 | |
| 342 | Century Cargo | 13A | Facilities | EARTHWORK / FDNS | CY | 139,778 | $3,100,000 | E2 | 8 | 6,772 | 229 | 50 | 48 | 132,048,200 | 4,485,750 | 36% | $ 1,093,750 | 0 | | 3,418 | |
| 343 | Century Cargo | 13A | Facilities | STRUCTURES - BUILDINGS | SF | 864,000 | $124,300,000 | S1 | 8 | 4,356 | 161 | 50 | 82 | 81,068,240 | 2,994,600 | 40% | $ 48,700,000 | 2,486 | | 998 | |
| 345 | | 13B | Apron | | | | | | | | | | | | | | | | 5,814 | | 13,138 |
| 346 | Century Cargo | 13B | Apron | DEMOLITION - FACILITIES | Acres | 33 | $4,100,000 | D8 | 1 | 4,831 | 177 | 50 | 50 | 12,078,500 | 442,500 | 66% | $ 2,681,250 | 0 | | 3,575 | |
| 347 | Century Cargo | 13B | Apron | EARTHWORK / FDNS | CY | 180,499 | $4,100,000 | E2 | 8 | 6,772 | 229 | 50 | 62 | 125,891,780 | 4,250,100 | 35% | $ 1,443,750 | 0 | | 4,512 | |
| 348 | Century Cargo | 13B | Apron | PAVEMENTS | SY | 149,314 | $24,800,000 | P2 | 1 | 7,472 | 250 | 50 | 82 | 23,181,980 | 775,000 | 40% | $ 9,705,000 | 5,814 | | 5,112 | |
| 350 | | 13C | Parking | | | | | | | | | | | | | | | | 510 | | 3,238 |
| 351 | Century Cargo | 13C | Parking | DEMOLITION - FACILITIES | Acres | 12 | $1,500,000 | D8 | 1 | 4,831 | 177 | 50 | 40 | 9,661,200 | 354,000 | 66% | $ 975,000 | 0 | | 1,300 | |
| 352 | Century Cargo | 13C | Parking | EARTHWORK / FDNS | CY | 65,625 | $1,500,000 | E2 | 8 | 6,772 | 229 | 50 | 41 | 83,290,680 | 2,810,550 | 35% | $ 525,000 | 0 | | 1,641 | |
| 353 | Century Cargo | 13C | Parking | PAVEMENTS | SY | 54,546 | $3,400,000 | P3 | 1 | 20,301 | 693 | 50 | 41 | 41,616,840 | 1,420,965 | 40% | $ 1,366,250 | 510 | | 296 | |
| 355 | | 13D | Roadways | | | | | | | | | | | | | | | | 38 | | 19 |
| 356 | Century Cargo | 13D | Roadways | PAVEMENTS | SY | 3,000 | $800,000 | P3 | 2 | 20,301 | 693 | 50 | 51 | 105,534,000 | 3,534,300 | 36% | $ 225,000 | 38 | | 16 | |
| 360 | | 14D | Roadways | | | | | | | | | | | | | | | | 32 | | 19 |
| 361 | Imperial Cargo | 14D | Roadways | PAVEMENTS | SY | 3,425 | $600,000 | P3 | 2 | 20,301 | 693 | 50 | 50 | 101,504,000 | 3,465,000 | 45% | $ 257,850 | 32 | | 16 | |
| 380 | | 15A | Facilities | | | | | | | | | | | | | | | | 445 | | 1,156 |
| 381 | South Cargo - East | 15A | Facilities | DEMOLITION - FACILITIES | Acres | 13 | $500,000 | D2 | 3 | 6,292 | 176 | 50 | 40 | 31,748,800 | 1,085,000 | 66% | $ 325,000 | 0 | | 433 | |
| 382 | South Cargo - East | 15A | Facilities | EARTHWORK / FDNS | CY | 21,875 | $500,000 | E2 | 8 | 6,772 | 229 | 50 | 41 | 83,290,680 | 2,810,550 | 35% | $ 175,000 | 0 | | 547 | |
| 383 | South Cargo - East | 15A | Facilities | STRUCTURES - BUILDINGS | SF | 176,000 | $22,000,000 | S1 | 8 | 4,356 | 161 | 50 | 41 | 53,908,320 | 1,960,300 | 40% | $ 8,800,000 | 445 | | 176 | |
| 400 | | 15C | Parking | | | | | | | | | | | | | | | | 147 | | 676 |
| 401 | South Cargo - East | 15C | Parking | DEMOLITION - FACILITIES | Acres | 7 | $300,000 | D2 | 3 | 6,292 | 176 | 50 | 40 | 31,748,800 | 1,085,000 | 54% | $ 162,500 | 0 | | 217 | |
| 402 | South Cargo - East | 15C | Parking | EARTHWORK / FDNS | CY | 10,938 | $300,000 | E2 | 8 | 6,772 | 229 | 50 | 41 | 83,290,680 | 2,810,550 | 29% | $ 87,500 | 0 | | 273 | |
| 403 | South Cargo - East | 15C | Parking | PAVEMENTS | SY | 15,760 | $1,000,000 | P3 | 1 | 20,301 | 693 | 50 | 41 | 41,616,840 | 1,420,965 | 40% | $ 394,000 | 147 | | 85 | |
| 415 | | 16A | Facilities | | | | | | | | | | | | | | | | 662 | | 1,448 |
| 416 | South Cargo - West | 16A | Facilities | DEMOLITION - FACILITIES | Acres | 18 | $600,000 | D2 | 3 | 6,292 | 176 | 50 | 40 | 31,748,800 | 1,085,000 | 66% | $ 406,250 | 0 | | 542 | |
| 417 | South Cargo - West | 16A | Facilities | EARTHWORK / FDNS | CY | 27,344 | $600,000 | E2 | 8 | 6,772 | 229 | 50 | 41 | 83,290,680 | 2,810,550 | 36% | $ 218,750 | 0 | | 684 | |
| 418 | South Cargo - West | 16A | Facilities | STRUCTURES - BUILDINGS | SF | 220,700 | $27,600,000 | S1 | 8 | 4,356 | 161 | 50 | 41 | 53,908,320 | 1,960,300 | 40% | $ 11,038,000 | 662 | | 221 | |
| 420 | | 16C | Parking | | | | | | | | | | | | | | | | 185 | | 1,387 |
| 426 | South Cargo - West | 16C | Parking | DEMOLITION - FACILITIES | Acres | 19 | $800,000 | D2 | 3 | 6,292 | 176 | 50 | 40 | 31,748,800 | 1,085,000 | 58% | $ 406,250 | 0 | | 542 | |

x Thousand




| | |
|---|---|
| Project Start | 5JAN98 |
| Project Finish | 3JAN16* |
| Data Date | 1JAN01* |
| Plot Date | 14MAR00* |



Sheet 1 of 1

LOS ANGELES INTERNATIONAL AIRPORT

MASTER PLAN PHASE III - CRT

| Date | Revision | Checked | Approved |
|---|---|---|---|
| | | | |
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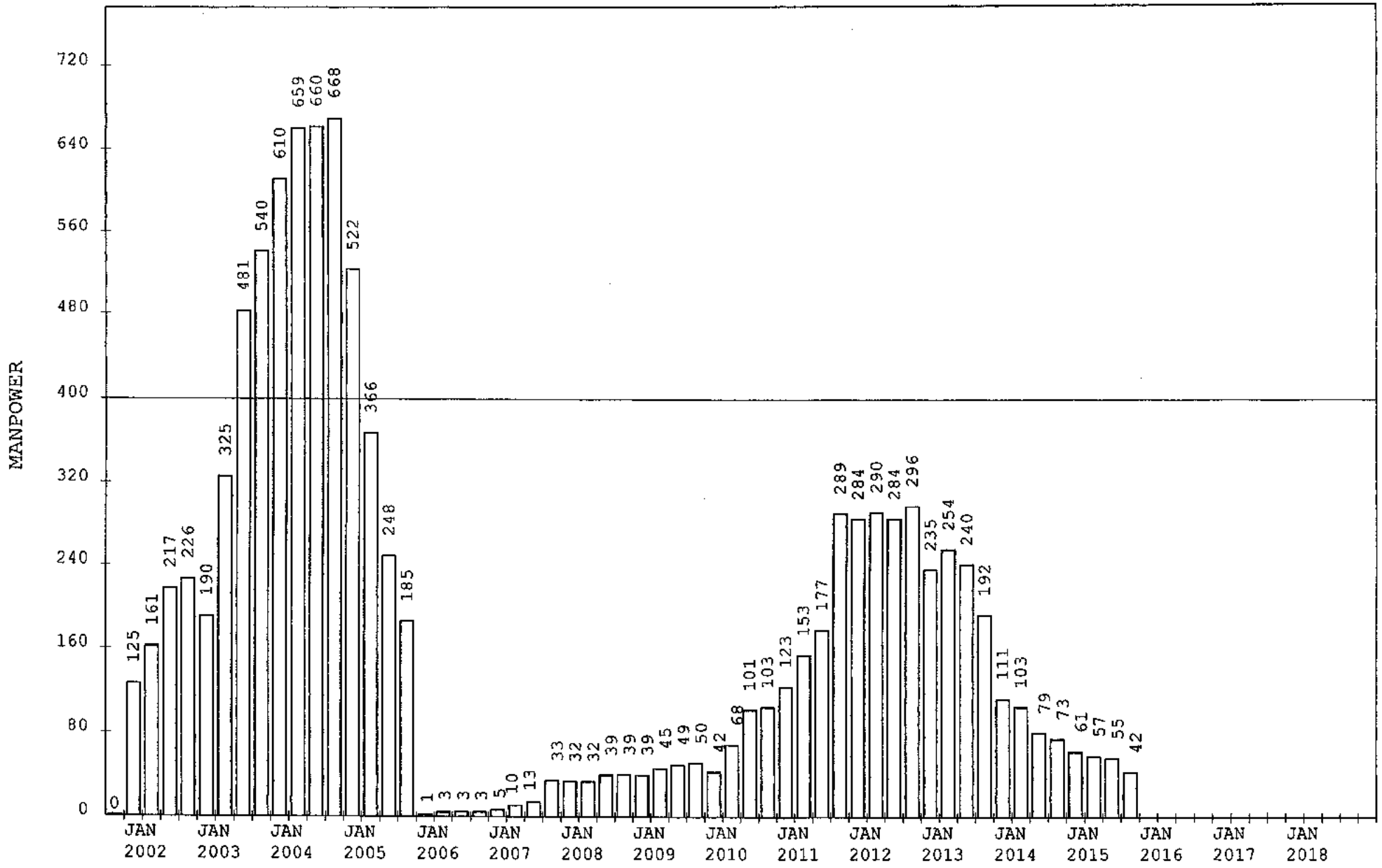
LOS ANGELES INTERNATIONAL AIRPORT
LAX MASTER PLAN

# JOBHOUR DISTRIBUTION BY SHIFT

| Activity ID. | Activity Description | SHIFT DISTRIBUTION 1st | 2nd | 3rd | Total Jobhours | SHIFT JOBHOURS 1st - CRT | 2nd - CRT2 | 3rd - CRT3 |
|---|---|---|---|---|---|---|---|---|
| NAF006 | AIRFIELD CONSTRUCTION -PHASE 1 | 50% | 35% | 15% | 4,113,891 | 2,056,946 | 1,439,862 | 617,084 |
| SAF008 | AIRFIELD CONSTRUCTION -PHASE 2 | 50% | 35% | 15% | 1,683,612 | 841,806 | 589,264 | 252,542 |
| CTA002 | CENTRAL TERMINAL AREA - CONSTRUCTION | 85% | 10% | 5% | 2,945,819 | 2,503,946 | 294,582 | 147,291 |
| WTA002 | WEST TERMINAL AREA - CONSTRUCTION PH1 | 85% | 10% | 5% | 10,099,212 | 8,584,330 | 1,009,921 | 504,961 |
| WTA108 | WEST TERMINAL AREA - CONSTRUCTION PH 2 | 85% | 10% | 5% | 7,038,999 | 5,983,149 | 703,900 | 351,950 |
| WTA955 | WEST TERMINAL AREA - APM / BHS SYSTEMS | 75% | 15% | 10% | 12,472,711 | 9,354,533 | 1,870,907 | 1,247,271 |
| WTA830 | PARKING FACILITIES - CONSTRUCTION PH 1 | 85% | 10% | 5% | 4,169,090 | 3,543,727 | 416,909 | 208,455 |
| WTA860 | PARKING FACILITIES - CONSTRUCTION PH 2 | 85% | 10% | 5% | 1,203,019 | 1,022,566 | 120,302 | 60,151 |
| RDS008 | ROADWAY CONSTRUCTION - PHASE 1 | 45% | 40% | 15% | 4,730,982 | 2,128,942 | 1,892,393 | 709,647 |
| RDS058 | ROADWAY CONSTRUCTION - PHASE 2 | 45% | 40% | 15% | 3,304,956 | 1,487,230 | 1,321,982 | 495,743 |
| TRN008 | REGIONAL TRANSIT - GREENLINE CONSTRUCTION | N/A | N/A | N/A | N/A | 0 | 0 | 0 |
| CAF008 | CARGO FACILITIES - CONSTRUCTION PH 1 | 85% | 10% | 5% | 2,738,737 | 2,327,926 | 273,874 | 136,937 |
| CAF058 | CARGO FACILITIES - CONSTRUCTION PH 2 | 85% | 10% | 5% | 2,232,362 | 1,897,508 | 223,236 | 111,618 |
| AAF008 | ANCILLARY FACILITIES - CONSTRUCTION PH 1 | 85% | 10% | 5% | 1,363,941 | 1,159,350 | 136,394 | 68,197 |
| FKF158 | ANCILLARY FACILITIES - CONSTRUCTION PH 2 | 85% | 10% | 5% | 3,081,092 | 2,618,928 | 308,109 | 154,055 |
| | **TOTAL PROGRAM DISTRIBUTION** | **74%** | **17%** | **8%** | **61,178,423** | **45,510,887** | **10,601,635** | **5,065,901** |
| | **MANWEEKS @ AVERAGE 50 JHRS / WEEK / MAN** | | | | **1,223,568** | **910,218** | **212,033** | **101,318** |

# CRAFT LABOR SECOND SHIFT

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| Project Start | 5JAN98 |
| Project Finish | 3JAN16* |
| Data Date | 1JAN01* |
| Plot Date | 14MAR00* |





LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III - CRT Shift 2

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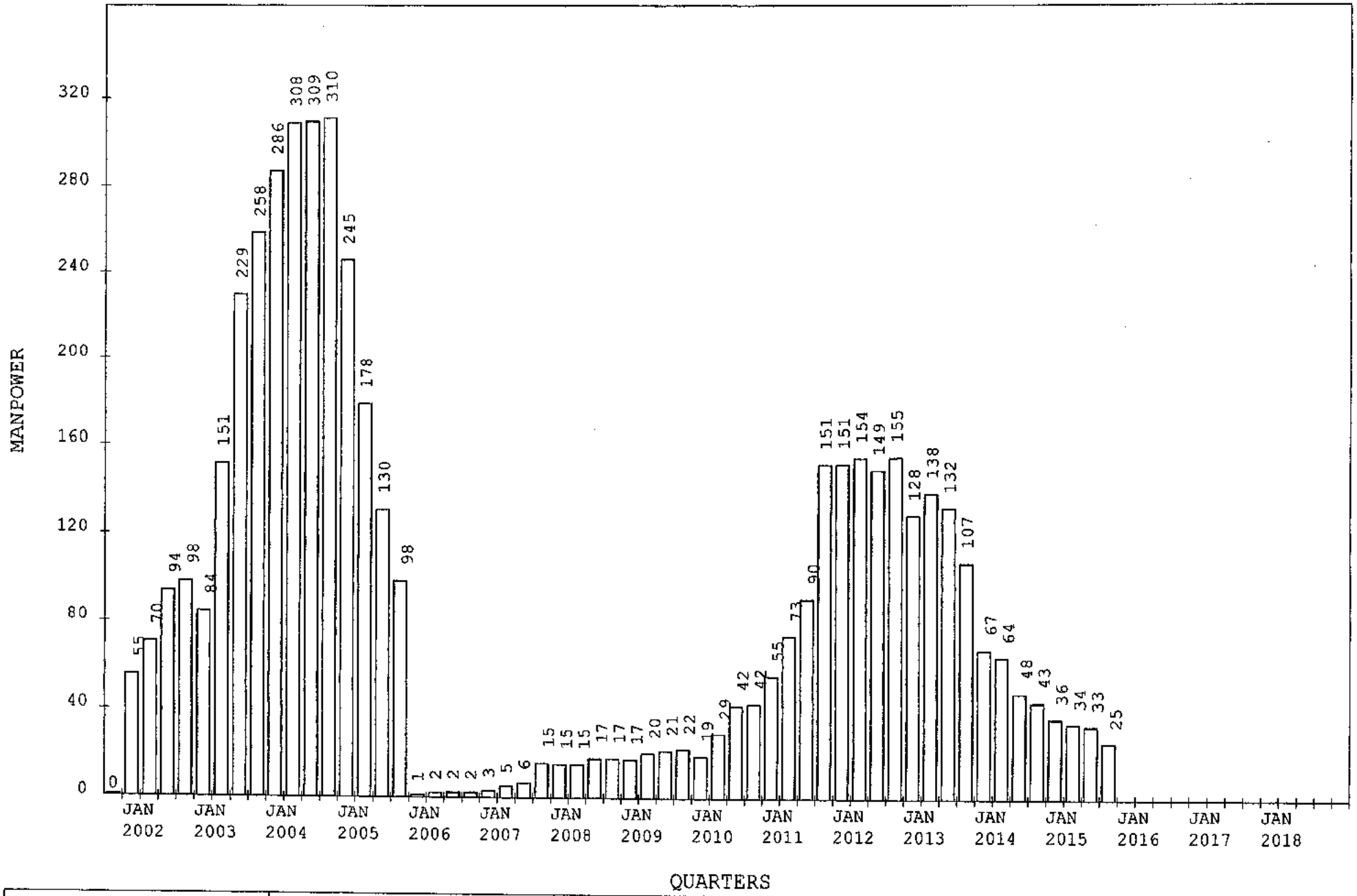
# CRAFT LABOR THIRD SHIFT

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| Project Start | 5JAN98 |
| Project Finish | 3JAN16* |
| Data Date | 1JAN01* |
| Plot Date | 14MAR00* |



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LOS ANGELES INTERNATIONAL AIRPORT

MASTER PLAN PHASE III - CRT Shift 3

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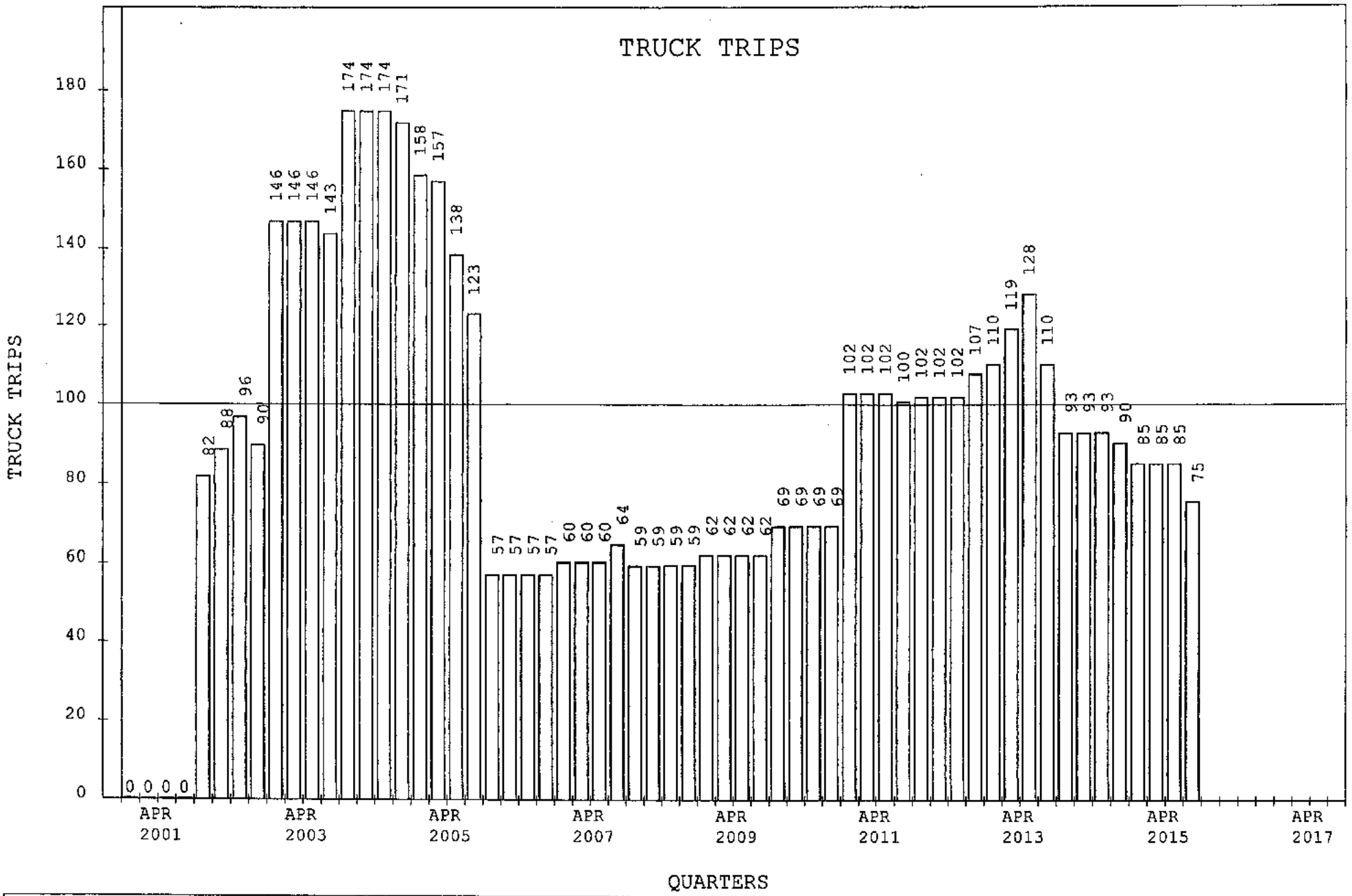


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| Project Start | 5JAN98 |
| Project Finish | 3JAN16* |
| Data Date | 1JAN01* |
| Plot Date | 14MAR00* |



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# LOS ANGELES INTERNATIONAL AIRPORT
## MASTER PLAN PHASE III - TRIPS

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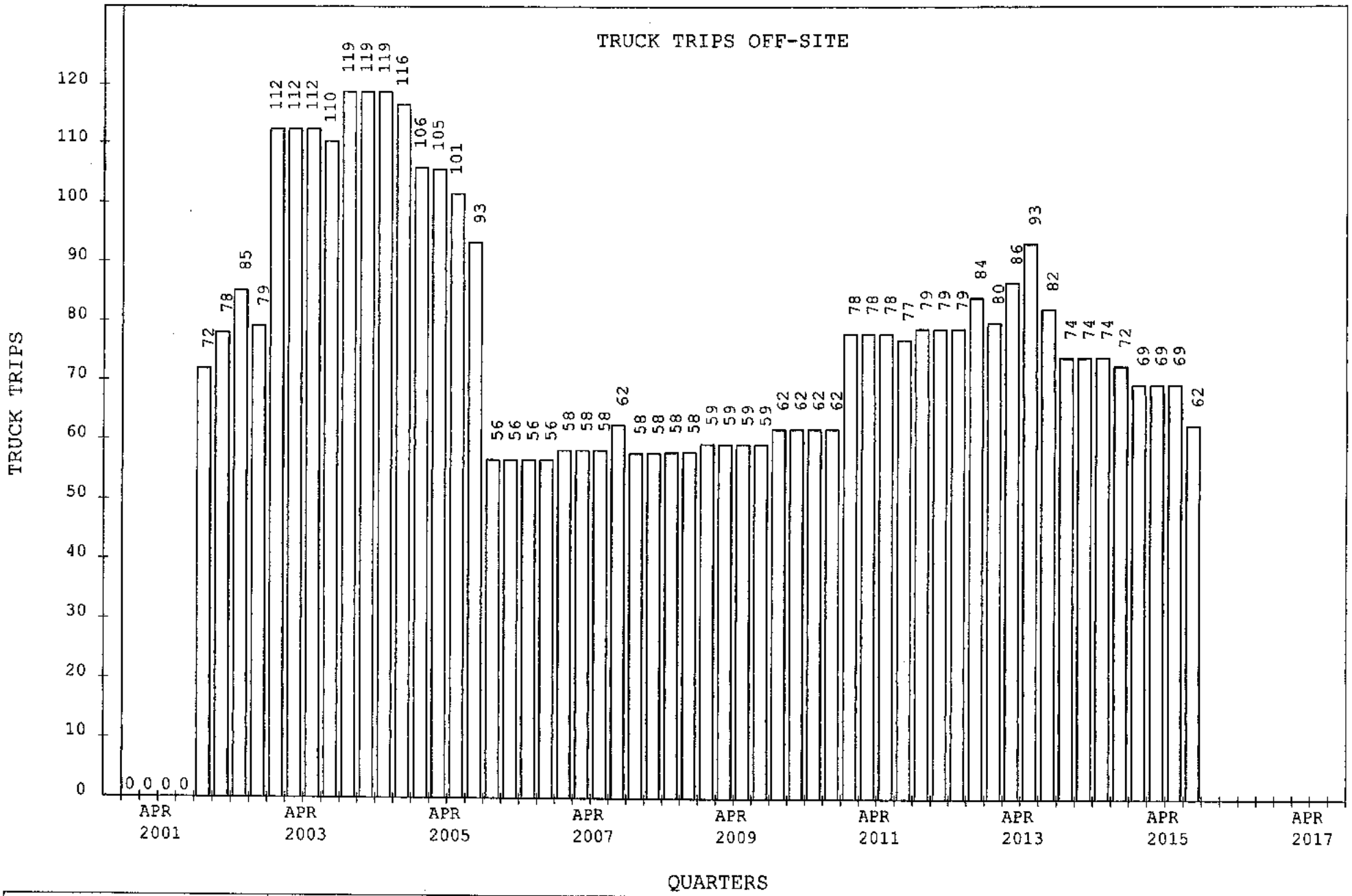


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| Project Start | 5JAN98 |
| Project Finish | 3JAN16* |
| Data Date | 1JAN01* |
| Plot Date | 14MAR00* |



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# LOS ANGELES INTERNATIONAL AIRPORT
## MASTER PLAN PHASE III - TRIPS OFFSITE

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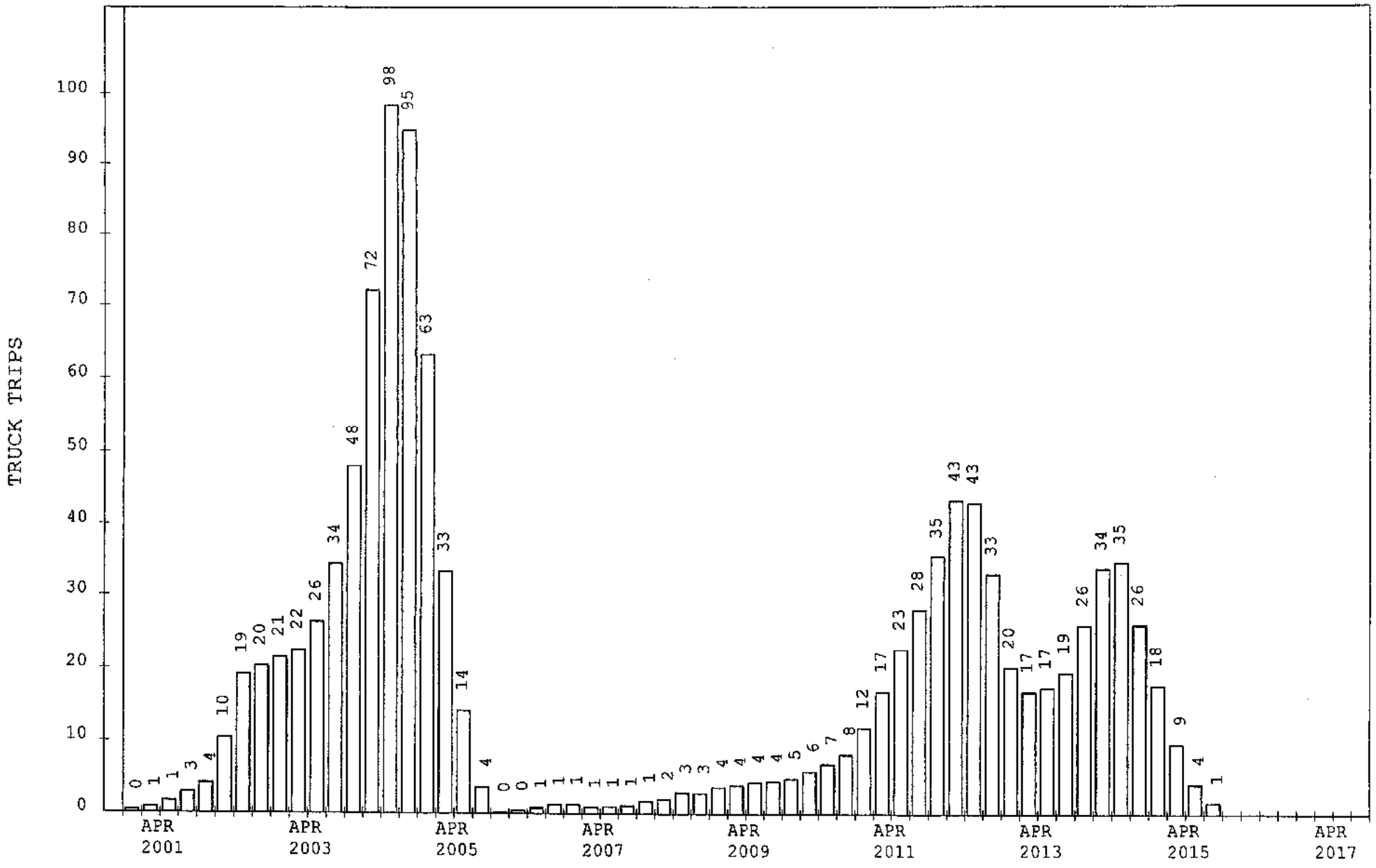


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| Project Finish | 3JAN16* |
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| Plot Date | 28FEB00* |



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LOS ANGELES INTERNATIONAL AIRPORT

MASTER PLAN PHASE III

MASTER PLAN PHASE III - TRIPS ONSITE

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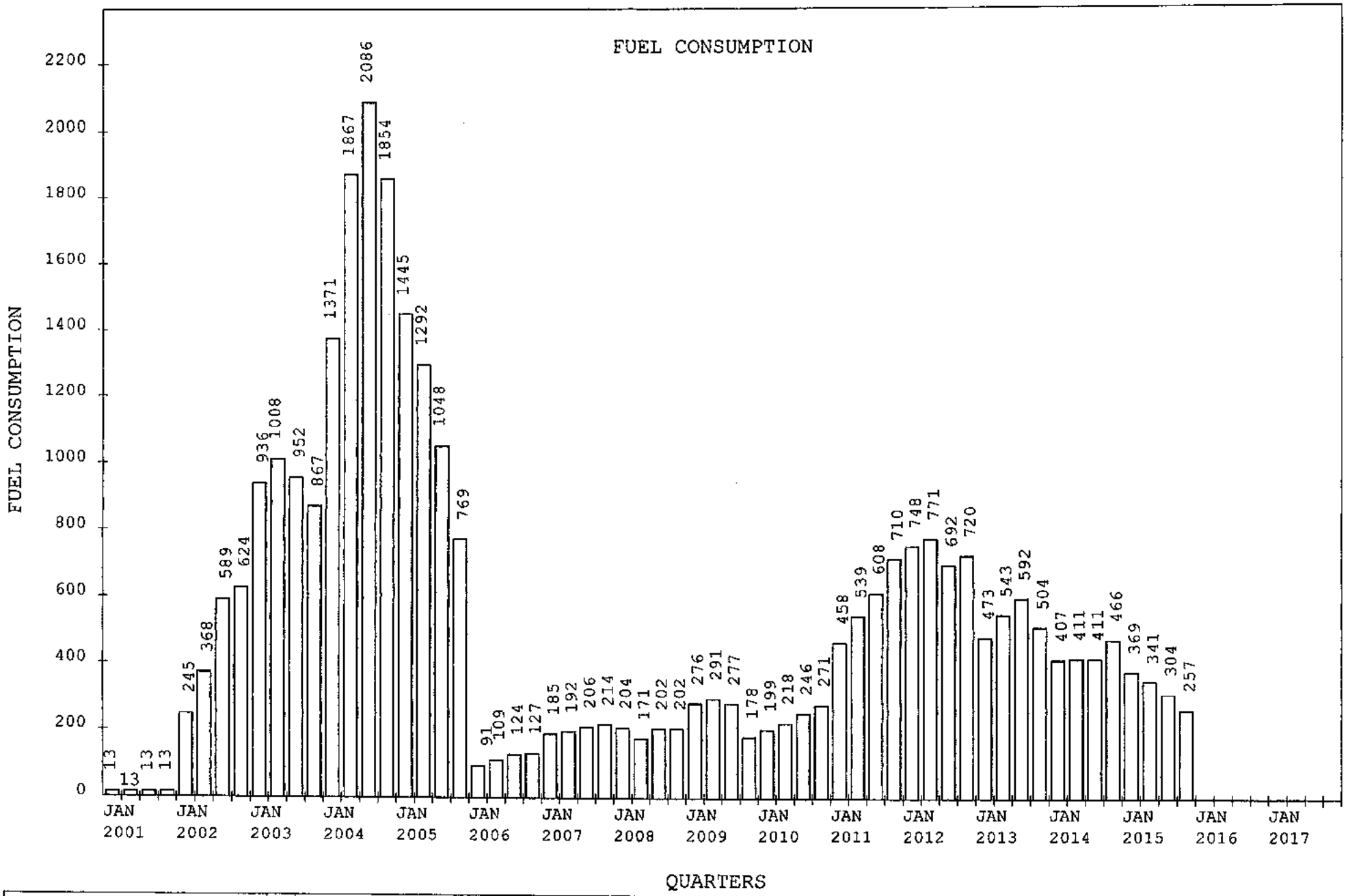


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| Project Start | 5JAN98 |
| Project Finish | 3JAN16* |
| Data Date | 1JAN01* |
| Plot Date | 14MAR00* |



LOS ANGELES INTERNATIONAL AIRPORT

MASTER PLAN PHASE III - FLC



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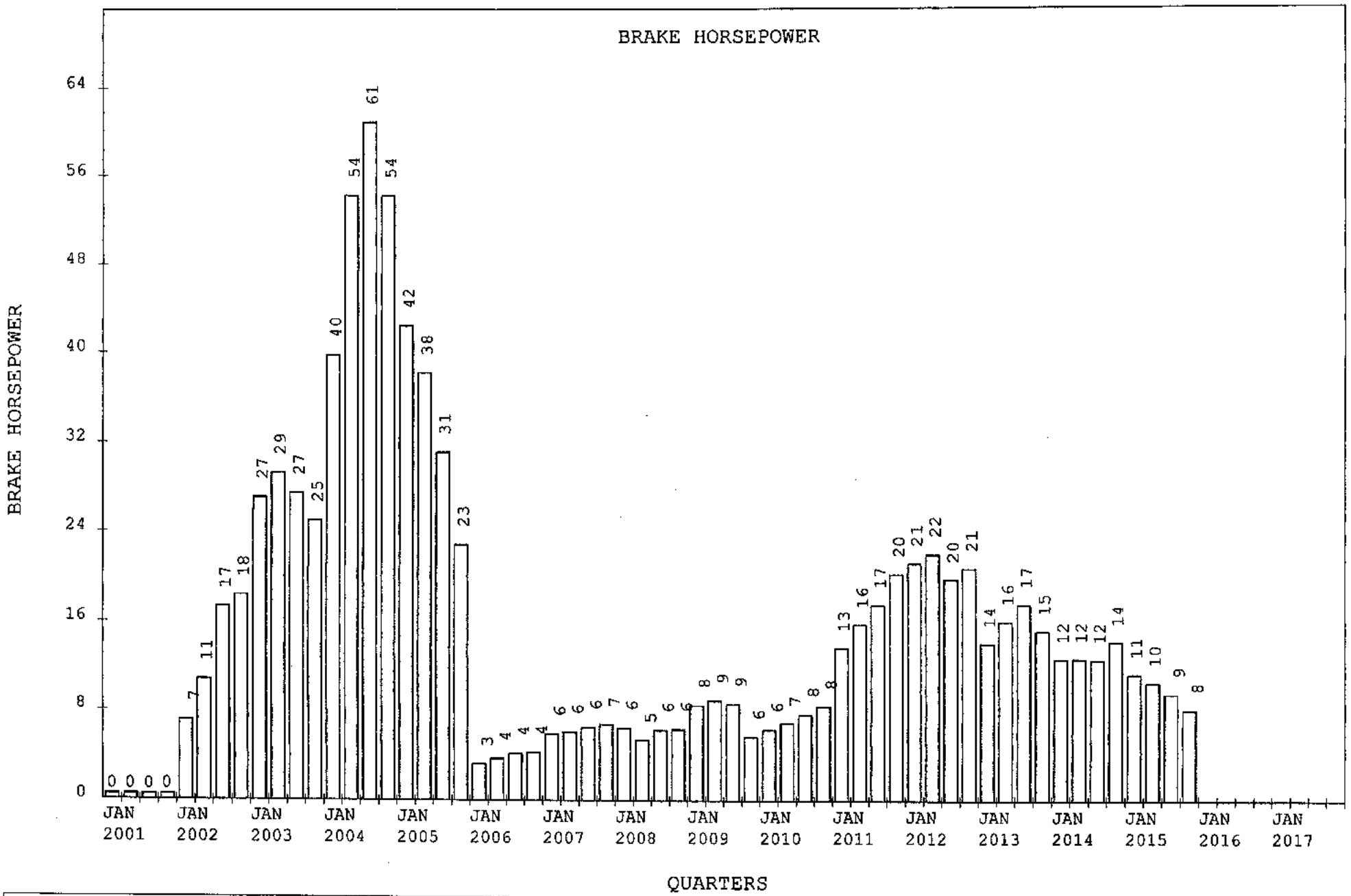


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| Project Start | 5JAN98 |
| Project Finish | 3JAN16* |
| Data Date | 1JAN01* |
| Plot Date | 14MAR00* |



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# LOS ANGELES INTERNATIONAL AIRPORT
## MASTER PLAN PHASE III - BHP

| Date | Revision | Checked | Approved |
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# Attachment F
# Construction Vehicle Emission Factors

## TABLE A9 - 8 - B
## EXHAUST EMISSION FACTORS (L) AT 100% LOAD FOR EACH CRITERIA POLLUTANT
*(4-stroke and 2-stroke description applies only to gasoline-powered equipment)*
*(Pounds Per Horsepower-Hour)*

As much as possible use emission factors provided in Table A9 - 8 - A. The following emission factors should be used only if emission factors from previous Table cannot be used. As a last source to estimate construction related exhaust emissions use Tables A9 - 3 - G and A9 - 3 - H. These tables provide methodology to estimate construction related BTU values for a project. Convert daily BTU consumption to daily horsepower-hour (multiply BTUs by 0.000393) consumption and then use the following emission factors.

| Equipment Type *** | CO | | ROC | | NOx | | SOx | | PM10 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Diesel | Gasl. | Diesel | Gasl | Diesel | Gasl. | Diesel | Gasl. | Diesel | Gasl. |
| Paving Eqnp (4-strk) | 0.010 | 0.83 | 0.002 | 0.042 | 0.024 | 0.004 | 0.002 | 0.0005 | 0.001 | 0.00025 |
| Paving Equip (2-strk) | 0.010 | 2.04 | 0.002 | 0.896 | 0.024 | 0.0006 | 0.002 | 0.0005 | 0.001 | 0.00845 |
| →Plate Compctr (4-strk) | 0.007 | 0.83 | 0.002 | 0.043 | 0.020 | 0.004 | 0.002 | 0.0005 | 0.001 | 0.00025 |
| Plate Compctr (2-Strk) | 0.007 | 2.04 | 0.002 | 0.897 | 0.020 | 0.0006 | 0.002 | 0.0005 | 0.001 | 0.00845 |
| Bore/Drill Rig (4-strk) | 0.020 | 0.57 | 0.003 | 0.025 | 0.024 | 0.011 | 0.002 | 0.0005 | 0.0015 | 0.00005 |
| Bore/Drill Rig (2-strk) | 0.020 | 2.04 | 0.003 | 0.897 | 0.024 | 0.0006 | 0.002 | 0.0005 | 0.0015 | 0.00845 |
| ChainSaws>4HP(2-Strk) | -- | 2.15 | -- | 0.684 | -- | 0.0021 | -- | 0.0008 | -- | 0.00143 |
| Tmpr/Rammr (2-Strk) | -- | 2.04 | -- | 0.897 | -- | 0.0006 | -- | 0.0005 | -- | 0.00845 |
| Tampers/Rammers | -- | 0.83 | -- | 0.043 | -- | 0.004 | -- | 0.0005 | -- | 0.00025 |
| Skid-Steer Loader | 0.020 | 0.44 | 0.004 | 0.018 | 0.021 | 0.44 | 0.002 | 0.0005 | 0.0015 | 0.00005 |
| →Rubber Tired Loaders | 0.011 | 0.47 | 0.002 | 0.021 | 0.023 | 0.012 | 0.002 | 0.0005 | 0.0015 | 0.00005 |
| Trctr/Ldr/Bckho | 0.015 | 0.57 | 0.003 | 0.025 | 0.022 | 0.011 | 0.002 | 0.0005 | 0.001 | 0.00005 |
| Terminal Tractors | 0.013 | 0.026 | 0.003 | 0.57 | 0.031 | 0.011 | 0.002 | 0.0006 | 0.0015 | 0.00005 |
| →Excavators | 0.011 | 0.57 | 0.001 | 0.025 | 0.024 | 0.011 | 0.002 | 0.0005 | 0.0015 | 0.00005 |
| Trenchers | 0.020 | 0.57 | 0.003 | 0.026 | 0.022 | 0.011 | 0.002 | 0.0005 | 0.0015 | 0.00005 |
| Rollers | 0.007 | 0.85 | 0.002 | 0.049 | 0.020 | 0.005 | 0.002 | 0.0006 | 0.001 | 0.00025 |
| Other Cnstrctn Equip | 0.020 | 0.57 | 0.003 | 0.025 | 0.024 | 0.011 | 0.002 | 0.0005 | 0.0015 | 0.00005 |
| Cement/Mortar Mix | 0.010 | 0.83 | 0.002 | 0.040 | 0.024 | 0.004 | 0.002 | 0.0005 | 0.001 | 0.00025 |
| Asphalt Pavers | 0.007 | 0.57 | 0.001 | 0.025 | 0.023 | 0.011 | 0.002 | 0.0005 | 0.001 | 0.00005 |
| Concrete Saws | 0.020 | 0.003 | 0.024 | 0.043 | 0.002 | 0.004 | 0.003 | 0.0005 | 0.001 | 0.00025 |
| Crushing Equipment | 0.020 | 0.57 | 0.003 | 0.025 | 0.024 | 0.011 | 0.002 | 0.0005 | 0.0015 | 0.00005 |
| Aerial Lifts | 0.013 | 0.57 | 0.003 | 0.025 | 0.031 | 0.011 | 0.002 | 0.0006 | 0.0015 | 0.00005 |
| →Rough Terrain Fork Lifts | 0.022 | 0.57 | 0.003 | 0.025 | 0.018 | 0.011 | 0.002 | 0.0005 | 0.0015 | 0.00005 |
| Crushing Equipment | 0.020 | 0.57 | 0.003 | 0.025 | 0.024 | 0.011 | 0.002 | 0.0005 | 0.0015 | 0.00005 |
| Fork Lifts | 0.013 | 0.57 | 0.003 | 0.025 | 0.031 | 0.011 | 0.002 | 0.0006 | 0.0015 | 0.00005 |
| →Cranes | 0.009 | 0.57 | 0.003 | 0.025 | 0.023 | 0.011 | 0.002 | 0.0005 | 0.0015 | 0.00005 |
| Sprayers | 0.008 | 0.62 | 0.005 | 0.029 | 0.017 | 0.011 | 0.002 | 0.0006 | 0.0015 | 0.00025 |
| Dumpers/Tendors | 0.006 | 0.83 | 0.002 | 0.043 | 0.021 | 0.004 | 0.002 | 0.0005 | 0.0015 | 0.00025 |
| Signal Boards | 0.011 | 0.83 | 0.002 | 0.043 | 0.018 | 0.004 | 0.002 | 0.0005 | 0.001 | 0.00025 |
| Sweepers/Scrubbers | 0.013 | 0.57 | 0.003 | 0.025 | 0.031 | 0.011 | 0.002 | 0.0006 | 0.0015 | 0.00005 |
| Sweepers/Scrubbers | 0.013 | 0.57 | 0.003 | 0.025 | 0.031 | 0.011 | 0.002 | 0.0006 | 0.0015 | 0.00005 |
| Generator sets <50 HP | 0.011 | 1.479 | 0.002 | 0.054 | 0.018 | 0.002 | 0.002 | 0.0006 | 0.001 | 0.00025 |
| Gnrtr <50 HP (2-stroke) | 0.011 | 2.036 | 0.002 | 0.893 | 0.018 | 0.0006 | 0.002 | 0.0006 | 0.001 | 0.00845 |
| Pressur Washer <50 HP | 0.011 | 1.479 | 0.002 | 0.054 | 0.018 | 0.002 | 0.002 | 0.0006 | 0.001 | 0.00025 |
| Hydro Power Units | 0.008 | 0.913 | 0.005 | 0.038 | 0.017 | 0.005 | 0.002 | 0.0006 | 0.0015 | 0.00025 |
| Welders <50 HP | 0.011 | 1.479 | 0.002 | 0.054 | 0.018 | 0.002 | 0.002 | 0.0006 | 0.001 | 0.00025 |
| Pumps <50 HP | 0.011 | 1.479 | 0.002 | 0.054 | 0.018 | 0.002 | 0.002 | 0.0006 | 0.001 | 0.00025 |
| Air Cmpressor <50 HP | 0.011 | 1.479 | 0.002 | 0.054 | 0.018 | 0.002 | 0.002 | 0.0006 | 0.001 | 0.00025 |
| Surfacing Equipment | -- | 0.83 | -- | 0.043 | -- | 0.004 | -- | 0.0005 | -- | 0.00025 |
| 2-Wheeled Tractors | -- | 0.600 | -- | 0.032 | -- | 0.0058 | -- | 0.0005 | -- | 0.00025 |
| Shredder >5 HP | -- | 1.479 | -- | 0.056 | -- | 0.0018 | -- | 0.0004 | -- | 0.0004 |
| Concrete Pavers | 0.01 | -- | 0.002 | -- | 0.022 | -- | 0.002 | -- | 0.001 | -- |
| →Rubber Tired Dozers | 0.01 | -- | 0.002 | -- | 0.021 | -- | 0.002 | -- | 0.0005 | -- |
| Off-Highway Tractors | 0.032 | -- | 0.005 | -- | 0.026 | -- | 0.002 | -- | 0.002 | -- |
| Skidder | 0.011 | -- | 0.002 | -- | 0.025 | -- | 0.002 | -- | 0.0015 | -- |
| Crawler Tractors | 0.011 | -- | 0.002 | -- | 0.023 | -- | 0.002 | -- | 0.001 | -- |
| →Grader | 0.008 | -- | 0.003 | -- | 0.021 | -- | 0.002 | -- | 0.001 | -- |
| →Scraper | 0.011 | -- | 0.001 | -- | 0.019 | -- | 0.002 | -- | 0.0015 | -- |





The following empirical expression may be used to estimate the quantity in pounds (lb) of size-specific particulate emissions from an unpaved road, per vehicle mile traveled (VMT):

$$E = \frac{k\,(s/12)^a (W/3)^b}{(M/0.2)^c} \qquad (1)$$

where k, a, b and c are empirical constants (Reference 6) given below and

E = size-specific emission factor (lb/VMT)
s = surface material silt content (%)
W = mean vehicle weight (tons)
M = surface material moisture content (%)

The source characteristics s, W and M are referred to as correction parameters for adjusting the emission estimates to local conditions. The metric conversion from lb/VMT to grams (g) per vehicle kilometer traveled (VKT) is as follows:

1 lb/VMT = 281.9 g/VKT

The constants for Equation 1 based on the stated aerodynamic particle sizes are shown in Table 13.2.2-2.

Table 13.2.2-2. CONSTANTS FOR EQUATION 1

| Constant | PM-2.5 | PM-10 | PM-30[a] |
|---|---|---|---|
| k (lb/VMT) | 0.38 | 2.6 | 10 |
| a | 0.8 | 0.8 | 0.8 |
| b | 0.4 | 0.4 | 0.5 |
| c | 0.3 | 0.3 | 0.4 |
| Quality rating | C | B | B |

[a]Assumed equivalent to total suspended particulate (TSP).

Table 13.2.2-2 also contains the quality ratings for the various size-specific versions of Equation 1. The equation retains the assigned quality rating, if applied within the ranges of source conditions, shown in Table 13.2.2-3, that were tested in developing the equation:

Table 13.2.2-3. RANGE OF SOURCE CONDITIONS USED IN DEVELOPING EQUATION 1

| Surface Silt Content, % | Mean Vehicle Weight | | Mean Vehicle Speed | | Mean No. of Wheels | Surface Moisture Content, % |
|---|---|---|---|---|---|---|
| | Mg | ton | km/hr | mph | | |
| 1.2-35 | 1.4-260 | 1.5-290 | 8-88[a] | 5-55[a] | 4-7[a] | 0.03-20 |

[a] See discussion in text.

As noted earlier, Equation 1 was developed from tests of traffic on unpaved surfaces, either uncontrolled or watered. Unpaved roads have a hard, generally nonporous surface that usually dries quickly after a rainfall or watering, because of traffic-enhanced natural evaporation. (Factors influencing

13.2.1.3 Predictive Emission Factor Equations[10]

The quantity of dust emissions from vehicle traffic on a paved road may be estimated using the following empirical expression:

$$E = k\,(sL/2)^{0.65}\,(W/3)^{1.5} \qquad (1)$$

where:

E = particulate emission factor (having units matching the units of k)
k = base emission factor for particle size range and units of interest (see below)
sL = road surface silt loading (grams per square meter) ($g/m^2$)
W = average weight (tons) of the vehicles traveling the road

It is important to note that Equation 1 calls for the average weight of all vehicles traveling the road. For example, if 99 percent of traffic on the road are 2 Mg cars/trucks while the remaining 1 percent consists of 20 Mg trucks, then the mean weight "W" is 2.2 Mg. More specifically, Equation 1 is *not* intended to be used to calculate a separate emission factor for each vehicle weight class. Instead, only one emission factor should be calculated to represent the "fleet" average weight of all vehicles traveling the road.

The particle size multiplier (k) above varies with aerodynamic size range as shown in Table 13.2.1-1. To determine particulate emissions for a specific particle size range, use the appropriate value of k shown in Table 13.2.1-1.

Table 13.2-1.1. PARTICLE SIZE MULTIPLIERS FOR PAVED ROAD EQUATION

| Size range[a] | Multiplier k[b] | | |
|---|---|---|---|
| | g/VKT | g/VMT | lb/VMT |
| PM-2.5[c] | 1.1 | 1.8 | 0.0040 |
| PM-10 | 4.6 | 7.3 | 0.016 |
| PM-15 | 5.5 | 9.0 | 0.020 |
| PM-30[d] | 24 | 38 | 0.082 |

[a] Refers to airborne particulate matter (PM-x) with an aerodynamic diameter equal to or less than x micrometers.

[b] Units shown are grams per vehicle kilometer traveled (g/VKT), grams per vehicle mile traveled (g/VMT), and pounds per vehicle mile traveled (lb/VMT). The multiplier k includes unit conversions to produce emission factors in the units shown for the indicated size range from the mixed units required in Equation 1.

[c] Ratio of PM-2.5 to PM-10 taken from Reference 22.

[d] PM-30 is sometimes termed "suspendable particulate" (SP) and is often used as a surrogate for TSP.

The above equation is based on a regression analysis of numerous emission tests, including 65 tests for PM-10.[10] Sources tested include public paved roads, as well as controlled and uncontrolled industrial paved roads. All sources tested were of freely flowing vehicles on relatively level roads and at constant speed. No tests of "stop-and-go" traffic or vehicles under load were available for inclusion in the data base. The equations retain the quality rating of A (B for PM-2.5), if applied within the range of source conditions that were tested in developing the equation as follows:





Table 11.9-2 (Metric Units). EMISSION FACTOR EQUATIONS FOR UNCONTROLLED OPEN DUST SOURCES AT WESTERN SURFACE COAL MINES

| Operation | Material | Emission Factor Equations for Emissions by Particle Size Range (Aerodynamic Diameter)[a] | | Scaling Factors | | Units | EMISSION FACTOR RATING |
|---|---|---|---|---|---|---|---|
| | | TSP ≤30 μm | ≤15 μm | ≤10 μm[c] | ≤2.5 μm/TSP[c] | | |
| Blasting[d] | Coal or overburden | $0.00022(A)^{1.5}$ | ND | 0.52[e] | 0.03 | kg/blast | C_DD |
| Truck loading | Coal | $\frac{0.380}{(M)^{0.3}}$ | $\frac{0.0566}{(M)^{0.3}}$ | 0.75 | 0.019 | kg/Mg | EBCC |
| Bulldozing | Coal | $\frac{35.6\,(s)^{1.2}}{(M)^{1.4}}$ | $\frac{8.44\,(s)^{1.5}}{(M)^{1.4}}$ | 0.75 | 0.022 | kg/hr | CCDD |
| | Overburden | $\frac{2.6\,(s)^{1.2}}{(M)^{1.3}}$ | $\frac{0.45\,(s)^{1.5}}{(M)^{1.4}}$ | 0.75 | 0.105 | kg/hr | BCDD |
| Dragline | Overburden | $\frac{0.0046\,(d)^{1.1}}{(M)^{0.5}}$ | $\frac{0.0029\,(d)^{1.5}}{(M)^{0.5}}$ | 0.75 | 0.017 | kg/m³ | BCDD |
| Vehicle traffic[f] | | | | | | | |
| Grading | | 0.0034 $(S)^{2.5}$ | 0.0056 $(S)^{2.5}$ | 0.60 | 0.031 | kg/VKT | CCDD |
| Active storage pile[g] (wind erosion and maintenance) | Coal | 1.8 u | ND | ND | ND | kg (hectare-yr) | C___ |

[a] Reference 1, except as noted. VKT = vehicle kilometers traveled. ND = no data. Quality ratings coded as "QXYZ", where Q, X, Y, and Z are quality ratings for ≤30 μm, ≤15 μm, and ≤2.5 μm, respectively. See also note below.

[b] Particulate matter less than or equal to 30 μm in aerodynamic diameter is sometimes termed "suspendable particulate" and is often used as a surrogate for TSP (total suspended particulate). TSP denotes what is measured by a standard high volume sampler (see Section 13.2).

[c] Symbols for equations:
A = horizontal area ($m^2$), with blasting depth ≤ 21 m. Not for vertical face of a bench.
M = material moisture content (%)
s = material silt content (%)
u = wind speed (m/sec)
d = drop height (m)
W = mean vehicle weight (Mg)
S = mean vehicle speed (kph)
w = mean number of wheels

# Attachment G
# Construction Activities Emissions Inventories

## LAX CONSTRUCTION EMISSIONS
## ALTERNATIVE A

(tons/quarter)

| | Quarter | CO | ROC | NOx | SOx | $PM_{10}$ |
|---|---|---|---|---|---|---|
| 2001 | 1 | 4 | 1 | 9 | 1 | 2 |
| | 2 | 4 | 1 | 9 | 1 | 2 |
| | 3 | 4 | 1 | 9 | 1 | 2 |
| | 4 | 4 | 1 | 9 | 1 | 2 |
| | Annual Total | 16 | 4 | 36 | 4 | 8 |
| 2002 | 1 | 187 | 31 | 243 | 27 | 140 |
| | 2 | 237 | 41 | 333 | 36 | 167 |
| | 3 | 299 | 55 | 454 | 48 | 193 |
| | 4 | 335 | 63 | 518 | 55 | 202 |
| | Annual Total | 1,058 | 190 | 1,548 | 166 | 702 |
| 2003 | 1 | 455 | 87 | 667 | 79 | 346 |
| | 2 | 492 | 95 | 711 | 86 | 336 |
| | 3 | 504 | 96 | 679 | 86 | 349 |
| | 4 | 476 | 89 | 562 | 80 | 333 |
| | Annual Total | 1,927 | 367 | 2,619 | 331 | 1,364 |
| 2004 | 1 | 641 | 120 | 778 | 110 | 474 |
| | 2 | 827 | 162 | 1,088 | 147 | 549 |
| | 3 | 883 | 178 | 1,207 | 160 | 547 |
| | 4 | 815 | 165 | 937 | 146 | 431 |
| | Annual Total | 3,166 | 625 | 4,010 | 563 | 2,001 |
| 2005 | 1 | 621 | 126 | 1,170 | 112 | 334 |
| | 2 | 552 | 115 | 1,058 | 101 | 255 |
| | 3 | 458 | 96 | 863 | 83 | 164 |
| | 4 | 360 | 74 | 624 | 63 | 122 |
| | Annual Total | 1,991 | 411 | 3,715 | 359 | 875 |
| 2006 | 1 | 78 | 11 | 76 | 8 | 19 |
| | 2 | 86 | 13 | 92 | 10 | 22 |
| | 3 | 89 | 14 | 101 | 11 | 24 |
| | 4 | 90 | 14 | 102 | 11 | 24 |
| | Annual Total | 343 | 52 | 371 | 40 | 89 |
| 2007 | 1 | 113 | 18 | 147 | 15 | 59 |
| | 2 | 119 | 20 | 158 | 16 | 55 |
| | 3 | 123 | 21 | 168 | 17 | 58 |
| | 4 | 120 | 20 | 162 | 17 | 55 |
| | Annual Total | 475 | 79 | 635 | 65 | 225 |
| 2008 | 1 | 122 | 21 | 167 | 17 | 56 |
| | 2 | 114 | 19 | 147 | 16 | 61 |
| | 3 | 129 | 21 | 175 | 19 | 100 |
| | 4 | 124 | 21 | 169 | 18 | 85 |
| | Annual Total | 489 | 82 | 658 | 70 | 302 |
| 2009 | 1 | 150 | 25 | 221 | 23 | 120 |
| | 2 | 158 | 28 | 239 | 24 | 115 |
| | 3 | 147 | 26 | 223 | 22 | 77 |
| | 4 | 117 | 20 | 152 | 16 | 54 |
| | Annual Total | 572 | 99 | 835 | 85 | 366 |
| 2010 | 1 | 116 | 19 | 47 | 16 | 54 |
| | 2 | 125 | 21 | 51 | 18 | 40 |
| | 3 | 140 | 25 | 60 | 21 | 35 |
| | 4 | 148 | 27 | 65 | 22 | 39 |
| | Annual Total | 529 | 92 | 223 | 77 | 168 |
| 2011 | 1 | 238 | 44 | 109 | 38 | 133 |
| | 2 | 277 | 52 | 132 | 46 | 173 |
| | 3 | 317 | 61 | 157 | 55 | 217 |
| | 4 | 377 | 74 | 187 | 66 | 233 |
| | Annual Total | 1,209 | 231 | 585 | 205 | 756 |
| 2012 | 1 | 394 | 77 | 198 | 70 | 285 |
| | 2 | 397 | 79 | 204 | 72 | 285 |
| | 3 | 359 | 72 | 185 | 65 | 238 |
| | 4 | 342 | 69 | 177 | 62 | 213 |
| | Annual Total | 1,492 | 297 | 764 | 269 | 1,021 |
| 2013 | 1 | 307 | 59 | 150 | 53 | 186 |
| | 2 | 319 | 62 | 157 | 56 | 185 |
| | 3 | 316 | 63 | 156 | 55 | 142 |
| | 4 | 301 | 60 | 148 | 53 | 130 |
| | Annual Total | 1,243 | 244 | 611 | 217 | 643 |
| 2014 | 1 | 239 | 46 | 115 | 40 | 115 |
| | 2 | 242 | 47 | 118 | 41 | 115 |
| | 3 | 248 | 48 | 121 | 42 | 140 |
| | 4 | 252 | 50 | 126 | 44 | 122 |
| | Annual Total | 981 | 191 | 480 | 167 | 492 |
| 2015 | 1 | 187 | 36 | 161 | 31 | 125 |
| | 2 | 173 | 33 | 146 | 29 | 113 |
| | 3 | 154 | 30 | 131 | 25 | 79 |
| | 4 | 139 | 27 | 118 | 22 | 71 |
| | Annual Total | 653 | 126 | 556 | 107 | 388 |

(lbs/day)

| | Quarter | CO | ROC | NOx | SOx | $PM_{10}$ |
|---|---|---|---|---|---|---|
| 2001 | 1 | 85 | 21 | 191 | 22 | 40 |
| | 2 | 85 | 21 | 191 | 19 | 40 |
| | 3 | 85 | 21 | 191 | 19 | 40 |
| | 4 | 85 | 21 | 191 | 19 | 40 |
| | Daily Total | 340 | 84 | 764 | 79 | 160 |
| 2002 | 1 | 4,105 | 673 | 5,329 | 587 | 3,074 |
| | 2 | 5,207 | 900 | 7,308 | 788 | 3,660 |
| | 3 | 6,554 | 1,197 | 9,966 | 1,053 | 4,226 |
| | 4 | 7,362 | 1,367 | 11,384 | 1,201 | 4,422 |
| | Daily Total | 23,228 | 4,137 | 33,987 | 3,629 | 15,382 |
| 2003 | 1 | 9,998 | 1,895 | 14,656 | 1,728 | 7,598 |
| | 2 | 10,812 | 2,085 | 15,619 | 1,882 | 7,388 |
| | 3 | 11,062 | 2,097 | 14,914 | 1,890 | 7,669 |
| | 4 | 10,452 | 1,952 | 12,341 | 1,751 | 7,306 |
| | Daily Total | 42,324 | 8,029 | 57,530 | 7,251 | 29,941 |
| 2004 | 1 | 14,088 | 2,631 | 17,083 | 2,406 | 10,403 |
| | 2 | 18,160 | 3,547 | 23,898 | 3,218 | 12,064 |
| | 3 | 19,407 | 3,893 | 26,522 | 3,509 | 12,009 |
| | 4 | 17,899 | 3,614 | 20,572 | 3,206 | 9,464 |
| | Daily Total | 69,554 | 13,685 | 88,075 | 12,339 | 43,940 |
| 2005 | 1 | 13,635 | 2,764 | 25,703 | 2,446 | 7,338 |
| | 2 | 12,126 | 2,510 | 23,240 | 2,204 | 5,593 |
| | 3 | 10,056 | 2,092 | 18,952 | 1,805 | 3,588 |
| | 4 | 7,899 | 1,619 | 13,706 | 1,385 | 2,674 |
| | Daily Total | 43,716 | 8,985 | 81,601 | 7,840 | 19,193 |
| 2006 | 1 | 1,695 | 236 | 1,665 | 172 | 412 |
| | 2 | 1,869 | 274 | 2,002 | 205 | 471 |
| | 3 | 1,953 | 294 | 2,200 | 223 | 515 |
| | 4 | 1,967 | 297 | 2,233 | 226 | 523 |
| | Daily Total | 7,484 | 1,101 | 8,100 | 826 | 1,921 |
| 2007 | 1 | 2,473 | 390 | 3,228 | 324 | 1,295 |
| | 2 | 2,597 | 421 | 3,459 | 349 | 1,195 |
| | 3 | 2,684 | 445 | 3,678 | 369 | 1,229 |
| | 4 | 2,630 | 431 | 3,548 | 357 | 1,205 |
| | Daily Total | 10,384 | 1,687 | 13,913 | 1,399 | 4,924 |
| 2008 | 1 | 2,664 | 443 | 3,660 | 367 | 1,222 |
| | 2 | 2,489 | 401 | 3,230 | 333 | 1,332 |
| | 3 | 2,815 | 457 | 3,831 | 399 | 2,198 |
| | 4 | 2,724 | 447 | 3,696 | 384 | 1,851 |
| | Daily Total | 10,692 | 1,748 | 14,417 | 1,483 | 6,603 |
| 2009 | 1 | 3,278 | 549 | 4,853 | 490 | 2,630 |
| | 2 | 3,457 | 594 | 5,251 | 526 | 2,509 |
| | 3 | 3,226 | 565 | 4,895 | 482 | 1,677 |
| | 4 | 2,551 | 418 | 3,321 | 344 | 1,171 |
| | Daily Total | 12,512 | 2,126 | 18,320 | 1,842 | 7,987 |
| 2010 | 1 | 2,546 | 407 | 1,015 | 339 | 1,177 |
| | 2 | 2,739 | 459 | 1,120 | 377 | 859 |
| | 3 | 3,077 | 538 | 1,301 | 442 | 756 |
| | 4 | 3,243 | 581 | 1,418 | 480 | 840 |
| | Daily Total | 11,605 | 1,985 | 4,854 | 1,638 | 3,632 |
| 2011 | 1 | 5,213 | 948 | 2,388 | 832 | 2,919 |
| | 2 | 6,069 | 1,135 | 2,897 | 1,010 | 3,783 |
| | 3 | 6,949 | 1,331 | 3,434 | 1,197 | 4,766 |
| | 4 | 8,273 | 1,812 | 4,099 | 1,447 | 5,103 |
| | Daily Total | 26,504 | 5,026 | 12,818 | 4,486 | 16,571 |
| 2012 | 1 | 8,639 | 1,677 | 4,346 | 1,533 | 6,262 |
| | 2 | 8,719 | 1,720 | 4,471 | 1,568 | 6,260 |
| | 3 | 7,876 | 1,572 | 4,065 | 1,420 | 5,209 |
| | 4 | 7,513 | 1,502 | 3,875 | 1,349 | 4,678 |
| | Daily Total | 32,747 | 6,471 | 16,757 | 5,870 | 22,409 |
| 2013 | 1 | 6,730 | 1,295 | 3,284 | 1,162 | 4,076 |
| | 2 | 7,004 | 1,359 | 3,437 | 1,216 | 4,057 |
| | 3 | 6,928 | 1,371 | 3,421 | 1,206 | 3,118 |
| | 4 | 6,615 | 1,305 | 3,249 | 1,144 | 2,841 |
| | Daily Total | 27,277 | 5,330 | 13,391 | 4,728 | 14,092 |
| 2014 | 1 | 5,239 | 1,000 | 2,515 | 876 | 2,515 |
| | 2 | 5,314 | 1,024 | 2,587 | 895 | 2,524 |
| | 3 | 5,441 | 1,040 | 2,659 | 920 | 3,067 |
| | 4 | 5,536 | 1,090 | 2,766 | 953 | 2,660 |
| | Daily Total | 21,530 | 4,154 | 10,527 | 3,644 | 10,766 |
| 2015 | 1 | 4,107 | 789 | 3,533 | 678 | 2,738 |
| | 2 | 3,785 | 722 | 3,202 | 617 | 2,472 |
| | 3 | 3,371 | 645 | 2,867 | 536 | 1,734 |
| | 4 | 3,049 | 574 | 2,584 | 474 | 1,558 |
| | Daily Total | 14,312 | 2,730 | 12,186 | 2,305 | 8,502 |

## LAX CONSTRUCTION EMISSIONS
## ALTERNATIVE B

(tons/quarter)

| | Quarter | CO | ROC | NOx | SOx | $PM_{10}$ |
|---|---|---|---|---|---|---|
| 2001 | 1 | 4 | 1 | 10 | 1 | 2 |
| | 2 | 4 | 1 | 10 | 1 | 2 |
| | 3 | 4 | 1 | 10 | 1 | 2 |
| | 4 | 4 | 1 | 10 | 1 | 2 |
| | Annual Total | 18 | 4 | 40 | 4 | 8 |
| 2002 | 1 | 214 | 35 | 277 | 31 | 160 |
| | 2 | 271 | 47 | 381 | 41 | 191 |
| | 3 | 341 | 62 | 519 | 55 | 220 |
| | 4 | 383 | 71 | 593 | 63 | 230 |
| | Annual Total | 1,209 | 215 | 1,770 | 189 | 801 |
| 2003 | 1 | 521 | 99 | 763 | 90 | 396 |
| | 2 | 563 | 109 | 813 | 98 | 384 |
| | 3 | 576 | 109 | 777 | 98 | 399 |
| | 4 | 544 | 102 | 643 | 91 | 380 |
| | Annual Total | 2,204 | 418 | 2,996 | 377 | 1,559 |
| 2004 | 1 | 734 | 137 | 890 | 125 | 542 |
| | 2 | 946 | 185 | 1,244 | 168 | 628 |
| | 3 | 1,011 | 203 | 1,381 | 183 | 625 |
| | 4 | 932 | 188 | 1,071 | 167 | 493 |
| | Annual Total | 3,622 | 712 | 4,586 | 642 | 2,288 |
| 2005 | 1 | 710 | 144 | 1,338 | 127 | 382 |
| | 2 | 631 | 131 | 1,210 | 115 | 291 |
| | 3 | 524 | 109 | 987 | 94 | 187 |
| | 4 | 411 | 84 | 714 | 72 | 139 |
| | Annual Total | 2,276 | 468 | 4,249 | 408 | 999 |
| 2006 | 1 | 88 | 12 | 87 | 9 | 21 |
| | 2 | 97 | 14 | 104 | 11 | 24 |
| | 3 | 102 | 15 | 115 | 12 | 27 |
| | 4 | 102 | 15 | 116 | 12 | 27 |
| | Annual Total | 390 | 57 | 422 | 43 | 100 |
| 2007 | 1 | 129 | 20 | 168 | 17 | 67 |
| | 2 | 135 | 22 | 180 | 18 | 62 |
| | 3 | 140 | 23 | 192 | 19 | 64 |
| | 4 | 137 | 22 | 185 | 19 | 63 |
| | Annual Total | 541 | 88 | 724 | 73 | 256 |
| 2008 | 1 | 139 | 23 | 191 | 19 | 64 |
| | 2 | 130 | 21 | 168 | 17 | 69 |
| | 3 | 147 | 24 | 199 | 21 | 114 |
| | 4 | 142 | 23 | 192 | 20 | 96 |
| | Annual Total | 557 | 91 | 751 | 77 | 344 |
| 2009 | 1 | 171 | 29 | 253 | 25 | 137 |
| | 2 | 180 | 31 | 273 | 27 | 131 |
| | 3 | 168 | 29 | 255 | 25 | 87 |
| | 4 | 133 | 22 | 173 | 18 | 61 |
| | Annual Total | 651 | 111 | 954 | 96 | 416 |
| 2010 | 1 | 133 | 21 | 53 | 18 | 61 |
| | 2 | 143 | 24 | 58 | 20 | 45 |
| | 3 | 160 | 28 | 68 | 23 | 39 |
| | 4 | 169 | 30 | 74 | 25 | 44 |
| | Annual Total | 604 | 103 | 253 | 85 | 189 |
| 2011 | 1 | 271 | 49 | 124 | 43 | 152 |
| | 2 | 316 | 59 | 151 | 53 | 197 |
| | 3 | 362 | 69 | 179 | 62 | 248 |
| | 4 | 431 | 84 | 213 | 75 | 266 |
| | Annual Total | 1,380 | 262 | 667 | 233 | 863 |
| 2012 | 1 | 450 | 87 | 226 | 80 | 326 |
| | 2 | 454 | 90 | 233 | 82 | 326 |
| | 3 | 410 | 82 | 212 | 74 | 271 |
| | 4 | 391 | 78 | 202 | 70 | 244 |
| | Annual Total | 1,705 | 337 | 872 | 306 | 1,167 |
| 2013 | 1 | 350 | 67 | 171 | 60 | 212 |
| | 2 | 365 | 71 | 179 | 63 | 211 |
| | 3 | 361 | 71 | 178 | 63 | 162 |
| | 4 | 344 | 68 | 169 | 60 | 148 |
| | Annual Total | 1,420 | 277 | 697 | 246 | 734 |
| 2014 | 1 | 273 | 52 | 131 | 46 | 131 |
| | 2 | 277 | 53 | 135 | 47 | 131 |
| | 3 | 293 | 54 | 138 | 48 | 160 |
| | 4 | 288 | 57 | 144 | 50 | 139 |
| | Annual Total | 1,121 | 216 | 548 | 190 | 561 |
| 2015 | 1 | 214 | 41 | 184 | 35 | 143 |
| | 2 | 197 | 38 | 167 | 32 | 129 |
| | 3 | 176 | 34 | 149 | 28 | 90 |
| | 4 | 159 | 30 | 135 | 25 | 81 |
| | Annual Total | 745 | 142 | 634 | 120 | 443 |

(lbs/day)

| | Quarter | CO | ROC | NOx | SOx | $PM_{10}$ |
|---|---|---|---|---|---|---|
| 2001 | 1 | 97 | 23 | 218 | 24 | 45 |
| | 2 | 97 | 24 | 218 | 21 | 46 |
| | 3 | 97 | 24 | 218 | 21 | 46 |
| | 4 | 97 | 24 | 218 | 21 | 46 |
| | Daily Total | 388 | 95 | 874 | 88 | 182 |
| 2002 | 1 | 4,697 | 770 | 6,098 | 671 | 3,518 |
| | 2 | 5,958 | 1,029 | 8,363 | 901 | 4,188 |
| | 3 | 7,500 | 1,370 | 11,405 | 1,205 | 4,836 |
| | 4 | 8,425 | 1,564 | 13,028 | 1,374 | 5,060 |
| | Daily Total | 26,581 | 4,734 | 38,895 | 4,151 | 17,601 |
| 2003 | 1 | 11,441 | 2,169 | 16,772 | 1,977 | 8,695 |
| | 2 | 12,373 | 2,386 | 17,874 | 2,153 | 8,431 |
| | 3 | 12,659 | 2,399 | 17,067 | 2,163 | 8,776 |
| | 4 | 11,961 | 2,234 | 14,123 | 2,004 | 8,361 |
| | Daily Total | 48,434 | 9,187 | 65,836 | 8,296 | 34,263 |
| 2004 | 1 | 16,122 | 3,010 | 19,550 | 2,753 | 11,905 |
| | 2 | 20,782 | 4,059 | 27,349 | 3,682 | 13,806 |
| | 3 | 22,209 | 4,455 | 30,352 | 4,015 | 13,743 |
| | 4 | 20,484 | 4,135 | 23,543 | 3,668 | 10,831 |
| | Daily Total | 79,597 | 15,658 | 100,795 | 14,119 | 50,285 |
| 2005 | 1 | 15,604 | 3,162 | 29,415 | 2,798 | 8,398 |
| | 2 | 13,877 | 2,872 | 26,596 | 2,522 | 6,400 |
| | 3 | 11,508 | 2,393 | 21,689 | 2,066 | 4,106 |
| | 4 | 9,039 | 1,853 | 15,685 | 1,584 | 3,059 |
| | Daily Total | 50,028 | 10,280 | 93,386 | 8,970 | 21,963 |
| 2006 | 1 | 1,939 | 269 | 1,905 | 196 | 471 |
| | 2 | 2,139 | 313 | 2,291 | 234 | 538 |
| | 3 | 2,235 | 336 | 2,518 | 255 | 589 |
| | 4 | 2,251 | 339 | 2,555 | 258 | 598 |
| | Daily Total | 8,564 | 1,257 | 9,268 | 943 | 2,196 |
| 2007 | 1 | 2,830 | 446 | 3,693 | 370 | 1,481 |
| | 2 | 2,972 | 481 | 3,958 | 399 | 1,367 |
| | 3 | 3,071 | 508 | 4,209 | 422 | 1,406 |
| | 4 | 3,010 | 493 | 4,060 | 407 | 1,378 |
| | Daily Total | 11,882 | 1,928 | 15,920 | 1,598 | 5,632 |
| 2008 | 1 | 3,048 | 506 | 4,188 | 419 | 1,397 |
| | 2 | 2,848 | 459 | 3,696 | 380 | 1,524 |
| | 3 | 3,221 | 522 | 4,384 | 456 | 2,515 |
| | 4 | 3,117 | 511 | 4,229 | 438 | 2,118 |
| | Daily Total | 12,234 | 1,998 | 16,497 | 1,694 | 7,554 |
| 2009 | 1 | 3,751 | 627 | 5,553 | 560 | 3,009 |
| | 2 | 3,956 | 680 | 6,009 | 601 | 2,871 |
| | 3 | 3,691 | 646 | 5,602 | 551 | 1,919 |
| | 4 | 2,919 | 478 | 3,800 | 394 | 1,339 |
| | Daily Total | 14,317 | 2,431 | 20,964 | 2,105 | 9,137 |
| 2010 | 1 | 2,913 | 466 | 1,161 | 388 | 1,346 |
| | 2 | 3,134 | 525 | 1,281 | 430 | 982 |
| | 3 | 3,521 | 615 | 1,488 | 505 | 865 |
| | 4 | 3,711 | 665 | 1,623 | 549 | 961 |
| | Daily Total | 13,279 | 2,271 | 5,553 | 1,872 | 4,154 |
| 2011 | 1 | 5,965 | 1,084 | 2,732 | 952 | 3,340 |
| | 2 | 6,945 | 1,298 | 3,315 | 1,155 | 4,329 |
| | 3 | 7,952 | 1,522 | 3,929 | 1,369 | 5,454 |
| | 4 | 9,468 | 1,845 | 4,690 | 1,656 | 5,840 |
| | Daily Total | 30,330 | 5,749 | 14,667 | 5,132 | 18,963 |
| 2012 | 1 | 9,886 | 1,919 | 4,973 | 1,753 | 7,166 |
| | 2 | 9,978 | 1,968 | 5,116 | 1,794 | 7,164 |
| | 3 | 9,013 | 1,799 | 4,652 | 1,624 | 5,961 |
| | 4 | 8,598 | 1,718 | 4,434 | 1,543 | 5,353 |
| | Daily Total | 37,475 | 7,404 | 19,175 | 6,715 | 25,644 |
| 2013 | 1 | 7,701 | 1,482 | 3,758 | 1,329 | 4,664 |
| | 2 | 8,015 | 1,554 | 3,933 | 1,391 | 4,642 |
| | 3 | 7,928 | 1,568 | 3,914 | 1,380 | 3,567 |
| | 4 | 7,570 | 1,493 | 3,718 | 1,308 | 3,251 |
| | Daily Total | 31,214 | 6,097 | 15,322 | 5,408 | 16,125 |
| 2014 | 1 | 5,995 | 1,144 | 2,878 | 1,002 | 2,878 |
| | 2 | 6,081 | 1,172 | 2,960 | 1,024 | 2,888 |
| | 3 | 6,226 | 1,190 | 3,043 | 1,052 | 3,509 |
| | 4 | 6,335 | 1,247 | 3,165 | 1,090 | 3,044 |
| | Daily Total | 24,637 | 4,753 | 12,046 | 4,168 | 12,320 |
| 2015 | 1 | 4,699 | 902 | 4,043 | 776 | 3,133 |
| | 2 | 4,331 | 825 | 3,664 | 705 | 2,829 |
| | 3 | 3,857 | 737 | 3,280 | 612 | 1,984 |
| | 4 | 3,489 | 656 | 2,956 | 542 | 1,782 |
| | Daily Total | 16,376 | 3,121 | 13,944 | 2,635 | 9,728 |

## LAX CONSTRUCTION EMISSIONS
## ALTERNATIVE C

(tons/quarter)

| | Quarter | CO | ROC | NOx | SOx | $PM_{10}$ |
|---|---|---|---|---|---|---|
| 2001 | 1 | 4 | 1 | 9 | 1 | 2 |
| | 2 | 4 | 1 | 9 | 1 | 2 |
| | 3 | 4 | 1 | 9 | 1 | 2 |
| | 4 | 4 | 1 | 9 | 1 | 2 |
| | Annual Total | 16 | 4 | 36 | 4 | 8 |
| 2002 | 1 | 193 | 32 | 251 | 28 | 145 |
| | 2 | 245 | 42 | 344 | 37 | 172 |
| | 3 | 309 | 56 | 470 | 50 | 199 |
| | 4 | 347 | 64 | 537 | 57 | 208 |
| | Annual Total | 1,095 | 195 | 1,602 | 171 | 725 |
| 2003 | 1 | 471 | 89 | 691 | 81 | 358 |
| | 2 | 510 | 98 | 736 | 89 | 347 |
| | 3 | 521 | 99 | 703 | 89 | 361 |
| | 4 | 493 | 92 | 582 | 83 | 344 |
| | Annual Total | 1,995 | 378 | 2,712 | 342 | 1,411 |
| 2004 | 1 | 664 | 124 | 805 | 113 | 490 |
| | 2 | 856 | 167 | 1,127 | 152 | 569 |
| | 3 | 915 | 183 | 1,250 | 165 | 566 |
| | 4 | 844 | 170 | 970 | 151 | 446 |
| | Annual Total | 3,279 | 645 | 4,152 | 582 | 2,071 |
| 2005 | 1 | 643 | 130 | 1,212 | 115 | 346 |
| | 2 | 572 | 118 | 1,096 | 104 | 264 |
| | 3 | 474 | 99 | 893 | 85 | 169 |
| | 4 | 372 | 76 | 646 | 65 | 126 |
| | Annual Total | 2,061 | 423 | 3,847 | 369 | 905 |
| 2006 | 1 | 80 | 11 | 78 | 8 | 19 |
| | 2 | 88 | 13 | 94 | 10 | 22 |
| | 3 | 92 | 14 | 104 | 10 | 24 |
| | 4 | 93 | 14 | 105 | 11 | 25 |
| | Annual Total | 353 | 52 | 382 | 39 | 90 |
| 2007 | 1 | 117 | 18 | 152 | 15 | 61 |
| | 2 | 122 | 20 | 163 | 16 | 56 |
| | 3 | 126 | 21 | 173 | 17 | 58 |
| | 4 | 124 | 20 | 167 | 17 | 57 |
| | Annual Total | 489 | 79 | 656 | 66 | 232 |
| 2008 | 1 | 126 | 21 | 173 | 17 | 58 |
| | 2 | 117 | 19 | 152 | 16 | 63 |
| | 3 | 133 | 22 | 181 | 19 | 104 |
| | 4 | 128 | 21 | 174 | 18 | 87 |
| | Annual Total | 504 | 82 | 680 | 70 | 311 |
| 2009 | 1 | 155 | 26 | 229 | 23 | 124 |
| | 2 | 163 | 28 | 248 | 25 | 118 |
| | 3 | 152 | 27 | 231 | 23 | 79 |
| | 4 | 120 | 20 | 157 | 16 | 55 |
| | Annual Total | 590 | 100 | 864 | 87 | 376 |
| 2010 | 1 | 120 | 19 | 48 | 16 | 55 |
| | 2 | 129 | 22 | 53 | 18 | 40 |
| | 3 | 145 | 25 | 61 | 21 | 36 |
| | 4 | 153 | 27 | 67 | 23 | 40 |
| | Annual Total | 547 | 94 | 229 | 77 | 171 |
| 2011 | 1 | 246 | 45 | 113 | 39 | 138 |
| | 2 | 286 | 53 | 137 | 48 | 178 |
| | 3 | 328 | 63 | 162 | 56 | 225 |
| | 4 | 390 | 76 | 193 | 68 | 241 |
| | Annual Total | 1,249 | 237 | 604 | 211 | 781 |
| 2012 | 1 | 407 | 79 | 205 | 72 | 295 |
| | 2 | 411 | 81 | 211 | 74 | 295 |
| | 3 | 371 | 74 | 192 | 67 | 246 |
| | 4 | 354 | 71 | 183 | 64 | 220 |
| | Annual Total | 1,544 | 305 | 790 | 277 | 1,056 |
| 2013 | 1 | 317 | 61 | 155 | 55 | 192 |
| | 2 | 330 | 64 | 162 | 57 | 191 |
| | 3 | 327 | 65 | 161 | 57 | 147 |
| | 4 | 312 | 61 | 153 | 54 | 134 |
| | Annual Total | 1,286 | 251 | 631 | 223 | 664 |
| 2014 | 1 | 247 | 47 | 119 | 41 | 119 |
| | 2 | 250 | 48 | 122 | 42 | 119 |
| | 3 | 256 | 49 | 125 | 43 | 145 |
| | 4 | 261 | 51 | 130 | 45 | 125 |
| | Annual Total | 1,015 | 196 | 496 | 172 | 507 |
| 2015 | 1 | 194 | 37 | 167 | 32 | 129 |
| | 2 | 178 | 34 | 151 | 29 | 117 |
| | 3 | 159 | 30 | 135 | 25 | 82 |
| | 4 | 144 | 27 | 122 | 22 | 73 |
| | Annual Total | 675 | 129 | 574 | 109 | 401 |

(lbs/day)

| | Quarter | CO | ROC | NOx | SOx | $PM_{10}$ |
|---|---|---|---|---|---|---|
| 2001 | 1 | 88 | 21 | 198 | 22 | 41 |
| | 2 | 88 | 21 | 198 | 19 | 41 |
| | 3 | 88 | 21 | 198 | 19 | 41 |
| | 4 | 88 | 21 | 198 | 19 | 41 |
| | Daily Total | 352 | 86 | 791 | 79 | 165 |
| 2002 | 1 | 4,252 | 697 | 5,521 | 608 | 3,184 |
| | 2 | 5,394 | 932 | 7,571 | 816 | 3,791 |
| | 3 | 6,790 | 1,240 | 10,325 | 1,091 | 4,378 |
| | 4 | 7,627 | 1,416 | 11,794 | 1,244 | 4,581 |
| | Daily Total | 24,063 | 4,285 | 35,211 | 3,758 | 15,934 |
| 2003 | 1 | 10,358 | 1,963 | 15,184 | 1,790 | 7,871 |
| | 2 | 11,202 | 2,160 | 16,181 | 1,949 | 7,633 |
| | 3 | 11,460 | 2,172 | 15,451 | 1,958 | 7,945 |
| | 4 | 10,828 | 2,022 | 12,785 | 1,814 | 7,569 |
| | Daily Total | 43,847 | 8,317 | 59,601 | 7,511 | 31,018 |
| 2004 | 1 | 14,595 | 2,725 | 17,699 | 2,492 | 10,777 |
| | 2 | 18,814 | 3,674 | 24,759 | 3,334 | 12,499 |
| | 3 | 20,106 | 4,033 | 27,478 | 3,635 | 12,441 |
| | 4 | 18,544 | 3,743 | 21,314 | 3,321 | 9,805 |
| | Daily Total | 72,059 | 14,175 | 91,249 | 12,782 | 45,523 |
| 2005 | 1 | 14,127 | 2,863 | 26,630 | 2,533 | 7,602 |
| | 2 | 12,563 | 2,600 | 24,077 | 2,283 | 5,794 |
| | 3 | 10,418 | 2,167 | 19,635 | 1,870 | 3,717 |
| | 4 | 8,183 | 1,677 | 14,200 | 1,434 | 2,770 |
| | Daily Total | 45,291 | 9,307 | 84,542 | 8,120 | 19,883 |
| 2006 | 1 | 1,755 | 244 | 1,724 | 177 | 426 |
| | 2 | 1,936 | 284 | 2,074 | 212 | 487 |
| | 3 | 2,023 | 304 | 2,279 | 231 | 533 |
| | 4 | 2,038 | 307 | 2,313 | 234 | 542 |
| | Daily Total | 7,753 | 1,138 | 8,391 | 854 | 1,988 |
| 2007 | 1 | 2,562 | 404 | 3,344 | 335 | 1,341 |
| | 2 | 2,690 | 436 | 3,583 | 361 | 1,237 |
| | 3 | 2,780 | 460 | 3,811 | 382 | 1,273 |
| | 4 | 2,725 | 446 | 3,676 | 369 | 1,248 |
| | Daily Total | 10,757 | 1,746 | 14,413 | 1,447 | 5,099 |
| 2008 | 1 | 2,760 | 458 | 3,792 | 380 | 1,265 |
| | 2 | 2,579 | 415 | 3,346 | 344 | 1,380 |
| | 3 | 2,916 | 473 | 3,969 | 413 | 2,277 |
| | 4 | 2,822 | 463 | 3,829 | 397 | 1,917 |
| | Daily Total | 11,076 | 1,809 | 14,935 | 1,534 | 6,839 |
| 2009 | 1 | 3,396 | 568 | 5,027 | 507 | 2,724 |
| | 2 | 3,581 | 615 | 5,440 | 544 | 2,599 |
| | 3 | 3,342 | 585 | 5,071 | 499 | 1,737 |
| | 4 | 2,643 | 433 | 3,440 | 356 | 1,212 |
| | Daily Total | 12,961 | 2,201 | 18,979 | 1,906 | 8,272 |
| 2010 | 1 | 2,637 | 421 | 1,051 | 351 | 1,219 |
| | 2 | 2,837 | 475 | 1,160 | 390 | 889 |
| | 3 | 3,187 | 557 | 1,347 | 457 | 783 |
| | 4 | 3,359 | 602 | 1,489 | 497 | 870 |
| | Daily Total | 12,021 | 2,056 | 5,027 | 1,695 | 3,761 |
| 2011 | 1 | 5,400 | 982 | 2,473 | 862 | 3,024 |
| | 2 | 6,287 | 1,175 | 3,001 | 1,046 | 3,919 |
| | 3 | 7,199 | 1,378 | 3,557 | 1,239 | 4,937 |
| | 4 | 8,571 | 1,670 | 4,246 | 1,499 | 5,287 |
| | Daily Total | 27,458 | 5,205 | 13,278 | 4,646 | 17,167 |
| 2012 | 1 | 8,960 | 1,737 | 4,502 | 1,587 | 6,487 |
| | 2 | 9,033 | 1,782 | 4,631 | 1,624 | 6,485 |
| | 3 | 8,159 | 1,629 | 4,211 | 1,471 | 5,397 |
| | 4 | 7,784 | 1,555 | 4,014 | 1,397 | 4,846 |
| | Daily Total | 33,926 | 6,703 | 17,359 | 6,080 | 23,215 |
| 2013 | 1 | 6,972 | 1,341 | 3,402 | 1,203 | 4,222 |
| | 2 | 7,256 | 1,407 | 3,560 | 1,259 | 4,202 |
| | 3 | 7,177 | 1,420 | 3,543 | 1,249 | 3,230 |
| | 4 | 6,853 | 1,352 | 3,366 | 1,184 | 2,943 |
| | Daily Total | 28,258 | 5,520 | 13,871 | 4,896 | 14,598 |
| 2014 | 1 | 5,428 | 1,036 | 2,605 | 907 | 2,605 |
| | 2 | 5,505 | 1,061 | 2,680 | 927 | 2,615 |
| | 3 | 5,636 | 1,077 | 2,754 | 952 | 3,177 |
| | 4 | 5,735 | 1,129 | 2,865 | 987 | 2,756 |
| | Daily Total | 22,304 | 4,302 | 10,905 | 3,773 | 11,153 |
| 2015 | 1 | 4,254 | 817 | 3,650 | 702 | 2,836 |
| | 2 | 3,921 | 747 | 3,317 | 638 | 2,561 |
| | 3 | 3,492 | 667 | 2,970 | 554 | 1,796 |
| | 4 | 3,158 | 594 | 2,676 | 491 | 1,613 |
| | Daily Total | 14,825 | 2,825 | 12,623 | 2,386 | 8,807 |

**Attachment D-2**
**Construction Emissions Totals**

| NP-LCD LAX Construction Emissions (tons/quarter) | | | | | | |
|---|---|---|---|---|---|---|
| | Quarter | CO | ROC | Nox | Sox | PM10 |
| 1998 | 1 | | | | | |
| | 2 | | | | | |
| | 3 | | | | | |
| | 4 | | | | | |
| Annual Total | | | | | | |
| 1999 | 1 | 115 | 69 | 126 | 16 | 38 |
| | 2 | 113 | 70 | 127 | 16 | 39 |
| | 3 | 113 | 70 | 127 | 16 | 39 |
| | 4 | 113 | 70 | 127 | 16 | 39 |
| Annual Total | | 454 | 279 | 506 | 64 | 155 |
| 2000 | 1 | 113 | 70 | 127 | 16 | 39 |
| | 2 | 127 | 101 | 144 | 18 | 42 |
| | 3 | 262 | 182 | 320 | 39 | 108 |
| | 4 | 149 | 111 | 192 | 23 | 66 |
| Annual Total | | 651 | 465 | 782 | 96 | 257 |
| 2001 | 1 | 151 | 112 | 154 | 23 | 68 |
| | 2 | 157 | 112 | 155 | 23 | 68 |
| | 3 | 156 | 112 | 154 | 23 | 68 |
| | 4 | 161 | 112 | 155 | 23 | 68 |
| Annual Total | | 625 | 448 | 618 | 92 | 273 |
| 2002 | 1 | 161 | 112 | 117 | 23 | 68 |
| | 2 | 92 | 122 | 57 | 12 | 18 |
| | 3 | 92 | 122 | 58 | 12 | 18 |
| | 4 | 91 | 122 | 57 | 12 | 18 |
| Annual Total | | 436 | 479 | 290 | 58 | 123 |
| 2003 | 1 | 241 | 206 | 102 | 31 | 64 |
| | 2 | 255 | 245 | 110 | 33 | 69 |
| | 3 | 252 | 244 | 110 | 33 | 69 |
| | 4 | 252 | 243 | 110 | 33 | 69 |
| Annual Total | | 1000 | 939 | 432 | 129 | 271 |
| 2004 | 1 | 314 | 270 | 78 | 44 | 118 |
| | 2 | 410 | 380 | 102 | 57 | 137 |
| | 3 | 431 | 416 | 106 | 60 | 141 |
| | 4 | 393 | 397 | 96 | 55 | 127 |
| Annual Total | | 1547 | 1463 | 383 | 215 | 524 |
| 2005 | 1 | 171 | 253 | 104 | 23 | 36 |
| | 2 | 161 | 219 | 100 | 21 | 33 |
| | 3 | 165 | 219 | 100 | 21 | 33 |
| | 4 | 170 | 219 | 100 | 21 | 34 |
| Annual Total | | 667 | 909 | 405 | 87 | 137 |
| 2006 | 1 | 128 | 159 | 69 | 15 | 29 |
| | 2 | 116 | 106 | 66 | 15 | 28 |
| | 3 | 129 | 145 | 76 | 17 | 30 |
| | 4 | 138 | 156 | 81 | 18 | 33 |
| Annual Total | | 512 | 566 | 291 | 65 | 120 |
| 2007 | 1 | 63 | 66 | 33 | 8 | 18 |
| | 2 | 63 | 65 | 33 | 8 | 17 |
| | 3 | 34 | 53 | 20 | 4 | 7 |
| | 4 | 26 | 49 | 16 | 4 | 5 |
| Annual Total | | 186 | 233 | 102 | 25 | 48 |
| 2008 | 1 | 16 | 5 | 9 | 3 | 6 |
| | 2 | 78 | 36 | 38 | 11 | 20 |
| | 3 | 108 | 77 | 59 | 16 | 27 |
| | 4 | 123 | 104 | 71 | 19 | 30 |
| Annual Total | | 324 | 222 | 178 | 49 | 82 |
| 2009 | 1 | 123 | 104 | 72 | 19 | 30 |
| | 2 | 136 | 112 | 77 | 20 | 32 |
| | 3 | 104 | 97 | 61 | 15 | 24 |
| | 4 | 62 | 75 | 41 | 9 | 14 |
| Annual Total | | 426 | 388 | 251 | 62 | 100 |
| 2010 | 1 | 61 | 75 | 41 | 9 | 14 |
| | 2 | 49 | 61 | 33 | 7 | 11 |
| | 3 | | | | | |
| | 4 | | | | | |
| Annual Total | | 110 | 136 | 74 | 17 | 25 |

| NP-LCD LAX Construction Emissions (lbs/day) | | | | | | |
|---|---|---|---|---|---|---|
| | Quarter | CO | ROC | Nox | Sox | PM10 |
| 1998 | 1 | - | - | - | - | - |
| | 2 | - | - | - | - | - |
| | 3 | - | - | - | - | - |
| | 4 | - | - | - | - | - |
| 1999 | 1 | 3,535 | 2,134 | 3,879 | 490 | 1,182 |
| | 2 | 3,489 | 2,153 | 3,901 | 496 | 1,195 |
| | 3 | 3,462 | 2,149 | 3,896 | 496 | 1,195 |
| | 4 | 3,492 | 2,152 | 3,901 | 496 | 1,195 |
| 2000 | 1 | 3,471 | 2,150 | 3,897 | 496 | 1,195 |
| | 2 | 3,898 | 3,116 | 4,442 | 545 | 1,300 |
| | 3 | 8,064 | 5,601 | 9,842 | 1,209 | 3,319 |
| | 4 | 4,597 | 3,428 | 5,894 | 706 | 2,102 |
| 2001 | 1 | 4,636 | 3,432 | 4,727 | 706 | 2,102 |
| | 2 | 4,844 | 3,450 | 4,760 | 706 | 2,104 |
| | 3 | 4,792 | 3,443 | 4,753 | 706 | 2,103 |
| | 4 | 4,965 | 3,457 | 4,779 | 706 | 2,105 |
| 2002 | 1 | 4,956 | 3,457 | 3,607 | 706 | 2,105 |
| | 2 | 2,819 | 3,762 | 1,767 | 357 | 556 |
| | 3 | 2,844 | 3,767 | 1,776 | 358 | 558 |
| | 4 | 2,802 | 3,764 | 1,769 | 358 | 557 |
| 2003 | 1 | 7,401 | 6,348 | 3,127 | 945 | 1,977 |
| | 2 | 7,853 | 7,533 | 3,395 | 1,011 | 2,118 |
| | 3 | 7,754 | 7,518 | 3,383 | 1,011 | 2,118 |
| | 4 | 7,761 | 7,491 | 3,392 | 1,013 | 2,127 |
| 2004 | 1 | 9,647 | 8,313 | 2,414 | 1,343 | 3,645 |
| | 2 | 12,610 | 11,701 | 3,137 | 1,742 | 4,226 |
| | 3 | 13,253 | 12,785 | 3,274 | 1,857 | 4,337 |
| | 4 | 12,100 | 12,205 | 2,952 | 1,677 | 3,908 |
| 2005 | 1 | 5,267 | 7,792 | 3,215 | 698 | 1,111 |
| | 2 | 4,958 | 6,725 | 3,065 | 659 | 1,029 |
| | 3 | 5,080 | 6,732 | 3,084 | 659 | 1,030 |
| | 4 | 5,228 | 6,734 | 3,084 | 659 | 1,031 |
| 2006 | 1 | 3,948 | 4,899 | 2,115 | 458 | 887 |
| | 2 | 3,583 | 3,275 | 2,018 | 459 | 850 |
| | 3 | 3,984 | 4,453 | 2,329 | 526 | 938 |
| | 4 | 4,234 | 4,795 | 2,486 | 568 | 1,017 |
| 2007 | 1 | 1,928 | 2,018 | 1,028 | 261 | 566 |
| | 2 | 1,926 | 2,008 | 1,013 | 255 | 536 |
| | 3 | 1,055 | 1,621 | 605 | 137 | 215 |
| | 4 | 813 | 1,515 | 506 | 110 | 168 |
| 2008 | 1 | 479 | 168 | 289 | 85 | 170 |
| | 2 | 2,407 | 1,119 | 1,171 | 345 | 616 |
| | 3 | 3,314 | 2,356 | 1,809 | 493 | 819 |
| | 4 | 3,770 | 3,202 | 2,197 | 577 | 925 |
| 2009 | 1 | 3,797 | 3,206 | 2,211 | 577 | 924 |
| | 2 | 4,189 | 3,438 | 2,368 | 607 | 993 |
| | 3 | 3,201 | 2,989 | 1,863 | 448 | 726 |
| | 4 | 1,907 | 2,311 | 1,268 | 280 | 430 |
| 2010 | 1 | 1,862 | 2,305 | 1,253 | 280 | 430 |
| | 2 | 1,515 | 1,874 | 1,019 | 228 | 349 |
| | 3 | - | - | - | - | - |
| | 4 | - | - | - | - | - |

Note: Does not include 50% reduction of $PM_{10}$ for soil stabilization.

Attachment D-2
Construction Emissions Totals

| NP-LCD LAX Construction Emissions (tons/quarter) | | | | | | |
|---|---|---|---|---|---|---|
| | Quarter | CO | ROC | Nox | Sox | PM10 |
| 2011 | 1 | | | | | |
| | 2 | | | | | |
| | 3 | | | | | |
| | 4 | | | | | |
| | Annual Total | | | | | |
| 2012 | 1 | | | | | |
| | 2 | | | | | |
| | 3 | | | | | |
| | 4 | | | | | |
| | Annual Total | | | | | |
| 2013 | 1 | | | | | |
| | 2 | | | | | |
| | 3 | | | | | |
| | 4 | | | | | |
| | Annual Total | | | | | |
| 2014 | 1 | | | | | |
| | 2 | | | | | |
| | 3 | | | | | |
| | 4 | | | | | |
| | Annual Total | | | | | |
| 2015 | 1 | | | | | |
| | 2 | | | | | |
| | 3 | | | | | |
| | 4 | | | | | |
| | Annual Total | | | | | |

| NP-LCD LAX Construction Emissions (lbs/day) | | | | | | |
|---|---|---|---|---|---|---|
| | Quarter | CO | ROC | Nox | Sox | PM10 |
| 2011 | 1 | - | - | - | - | - |
| | 2 | - | - | - | - | - |
| | 3 | - | - | - | - | - |
| | 4 | - | - | - | - | - |
| 2012 | 1 | - | - | - | - | - |
| | 2 | - | - | - | - | - |
| | 3 | - | - | - | - | - |
| | 4 | - | - | - | - | - |
| 2013 | 1 | - | - | - | - | - |
| | 2 | - | - | - | - | - |
| | 3 | - | - | - | - | - |
| | 4 | - | - | - | - | - |
| 2014 | 1 | - | - | - | - | - |
| | 2 | - | - | - | - | - |
| | 3 | - | - | - | - | - |
| | 4 | - | - | - | - | - |
| 2015 | 1 | - | - | - | - | - |
| | 2 | - | - | - | - | - |
| | 3 | - | - | - | - | - |
| | 4 | - | - | - | - | - |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
DEMOLITION

Work hours/ 10.00
Work days/m 5.00
3 months/qu 1.00

2.5 grams/hp-hr

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) | | | | | | Air Pollutant Emissions (lbs/hour) | | | | | | Air Pollutant Emissions(lbs/week) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | CO | ROC | Nox | Sox | PM10 | | CO | ROC | Nox | Sox | PM10 | | | CO | ROC | Nox | Sox | PM10 |
| DEMOLITION | | | | | | | | | | | | | | | | | | | | | | | | |
| D1 | RESIDENTIAL | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 1.00 | CAT | 320.00 | CAT 320 | 0.68 | 0.06 | 1.48 | 0.12 | 0.10 | | 0.68 | 0.06 | 0.34 | 0.12 | 0.10 | | | 34 | 3 | 74 | 6 | 5 |
| | | Crane RT 25 Ton | 1.00 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | | 21 | 7 | 53 | 5 | 3 |
| | | Flatbed Truck - 10 W | 1.00 | Freightliner | FLD120SD | Flatbed Truck - 10 Wheel | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.06 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Haul Truck - 10 Whe | 3.00 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 315 | 202 | 45 | - | 11 |
| | | Front End Loader | 1.00 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | | 47 | 8 | 98 | 8 | 55 |
| | | Motor Grader | 1.00 | CAT | 12H | CAT 12H | 0.53 | 0.20 | 2.94 | 0.13 | 0.83 | | 0.53 | 0.20 | 0.37 | 0.13 | 0.83 | | | 27 | 10 | 147 | 7 | 41 |
| | | Compactor | 1.00 | CAT | CB434B | CAT CB434B | 0.34 | 0.11 | 0.88 | 0.08 | 0.14 | | 0.34 | 0.11 | 0.21 | 0.08 | 0.14 | | | 17 | 6 | 44 | 4 | 7 |
| | | | | | | Total | 5.53 | 2.37 | 8.89 | 0.60 | 2.34 | Total | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | D1 | RESIDENTIAL | 467 | 253 | 485 | 30 | 124 |
| D2 | INDUSTRIAL | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 2.00 | CAT | 325L | CAT 325L | 0.89 | 0.08 | 1.94 | 0.16 | 0.16 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.16 | | | 89 | 8 | 194 | 18 | 16 |
| | | Crane RT 50 Ton | 1.00 | Grove | RT750 | Grove RT750 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | | 32 | 11 | 82 | 7 | 5 |
| | | Crane Track | 1.00 | Manitwoc | 3900.00 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 46 | 15 | 118 | 10 | 8 |
| | | Flatbed Truck - 10 W | 2.00 | Freightliner | FLD120SD | Flatbed Truck - 10 Wheel | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.06 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Whe | 6.00 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 630 | 404 | 90 | - | 22 |
| | | Front End Loader | 2.00 | CAT | 980G | CAT 980G | 1.27 | 0.23 | 2.66 | 0.23 | 1.19 | | 1.27 | 0.23 | 0.64 | 0.23 | 1.19 | | | 127 | 23 | 266 | 23 | 119 |
| | | Motor Grader | 1.00 | CAT | 14H | CAT 14H | 0.82 | 0.31 | 4.52 | 0.21 | 0.86 | | 0.82 | 0.31 | 0.57 | 0.21 | 0.86 | | | 41 | 15 | 226 | 10 | 43 |
| | | Compactor | 1.00 | CAT | CB563C | CAT CB563C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | | 31 | 10 | 80 | 7 | 9 |
| | | Breaker/Shear | 1.00 | CAT | 325L | L - With Breaker/Shear At | 0.89 | 0.08 | 1.94 | 0.16 | 0.14 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.14 | | | 44 | 4 | 97 | 8 | 7 |
| | | Dozer | 1.00 | CAT | D8R | CAT D8R | 1.49 | 0.30 | 3.14 | 0.30 | 0.15 | | 1.49 | 0.30 | 0.82 | 0.30 | 0.16 | | | 75 | 15 | 157 | 15 | 8 |
| | | Welder | 4.00 | Lincoln | Classic III D | incoln Classic III D Weld | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | | | | | Total | 10.34 | 3.44 | 20.42 | 1.57 | 3.07 | Total | 10.34 | 3.44 | 4.71 | 1.57 | 3.07 | D2 | INDUSTRIAL | 351 | 74 | 876 | 69 | 189 |
| D3 | MID-RISE | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 1.00 | CAT | 325L | CAT 325L | 0.89 | 0.08 | 1.94 | 0.16 | 0.16 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.16 | | | 44 | 4 | 97 | 8 | 8 |
| | | Crane RT 60 Ton | 1.00 | Grove | RT760 | Grove RT760 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | | 32 | 11 | 82 | 7 | 5 |
| | | Crane Track | 2.00 | Manitwoc | 3900.00 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 92 | 31 | 236 | 20 | 15 |
| | | Flatbed Truck - 10 W | 2.00 | Freightliner | FLD120SD | Flatbed Truck - 10 Wheel | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.06 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Whe | 6.00 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 630 | 404 | 90 | - | 22 |
| | | Front End Loader | 2.00 | CAT | 980G | CAT 980G | 1.27 | 0.23 | 2.66 | 0.23 | 1.19 | | 1.27 | 0.23 | 0.64 | 0.23 | 1.19 | | | 127 | 23 | 266 | 23 | 119 |
| | | Motor Grader | 1.00 | CAT | 14H | CAT 14H | 0.82 | 0.31 | 4.52 | 0.21 | 0.86 | | 0.82 | 0.31 | 0.57 | 0.21 | 0.86 | | | 41 | 15 | 226 | 10 | 43 |
| | | Compactor | 1.00 | CAT | CB563C | CAT CB563C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | | 31 | 10 | 80 | 7 | 9 |
| | | Breaker/Shear | 2.00 | CAT | 325L | L - With Breaker/Shear At | 0.89 | 0.08 | 1.94 | 0.16 | 0.14 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.14 | | | 89 | 8 | 194 | 16 | 14 |
| | | Dozer | 1.00 | CAT | D9R | CAT D9R | 1.98 | 0.40 | 4.16 | 0.40 | 0.18 | | 1.98 | 0.40 | 1.09 | 0.40 | 0.18 | | | 99 | 20 | 208 | 20 | 9 |
| | | Welder | 6.00 | Lincoln | Classic III D | incoln Classic III D Weld | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 48 | 9 | 78 | 9 | 4 |
| | | | | | | Total | 10.83 | 3.54 | 21.45 | 1.67 | 3.09 | Total | 10.83 | 3.54 | 4.96 | 1.67 | 3.09 | D3 | MID-RISE | 1,267 | 569 | 1,565 | 121 | 252 |
| D4 | AIRFIELD | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 1.00 | CAT | 330L | CAT 330L | 1.18 | 0.11 | 2.56 | 0.21 | 0.20 | | 1.18 | 0.11 | 0.59 | 0.21 | 0.20 | | | 59 | 5 | 128 | 11 | 10 |
| | | Flatbed Truck - 10 W | 2.00 | Freightliner | FLD120SD | Flatbed Truck - 10 Wheel | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.06 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Whe | 6.00 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 630 | 404 | 90 | - | 22 |
| | | Front End Loader | 2.00 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.55 | 0.31 | 1.32 | | 1.70 | 0.31 | 0.65 | 0.31 | 1.32 | | | 170 | 31 | 355 | 31 | 132 |
| | | Motor Grader | 2.00 | CAT | 16H | CAT 16H | 1.05 | 0.39 | 5.78 | 0.26 | 0.89 | | 1.05 | 0.39 | 0.72 | 0.26 | 0.89 | | | 105 | 39 | 578 | 26 | 89 |
| | | Compactor | 2.00 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | | 62 | 21 | 159 | 14 | 19 |
| | | Breaker/Shear | 1.00 | CAT | 325L | L - With Breaker/Shear At | 0.89 | 0.08 | 1.94 | 0.16 | 0.14 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.14 | | | 44 | 4 | 97 | 8 | 7 |
| | | CMI Grinder | 1.00 | CMI | RS650 | CMI RS650 Grinder | 8.42 | 1.26 | 10.10 | 0.84 | 0.63 | | 8.42 | 1.26 | 2.32 | 0.84 | 0.63 | | | 421 | 63 | 505 | 42 | 32 |
| | | Dozer | 1.00 | CAT | D9R | CAT D9R | 1.98 | 0.40 | 4.16 | 0.40 | 0.18 | | 1.98 | 0.40 | 1.09 | 0.40 | 0.18 | | | 99 | 20 | 208 | 20 | 9 |
| | | Welder | 4.00 | Lincoln | Classic III D | incoln Classic III D Weld | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | | | | | Total | 18.62 | 4.47 | 30.32 | 2.35 | 3.66 | Total | 18.62 | 4.47 | 6.86 | 2.35 | 3.66 | D4 | AIRFIELD | 1,675 | 627 | 2,180 | 157 | 325 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
DEMOLITION

Work hours/ 10.00
Work days/m 5.00
3 months/qu 1.00

2.5 grams/hp-hr

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) CO | ROC | Nox | Sox | PM10 | | Air Pollutant Emissions (lbs/hour) CO | ROC | Nox | Sox | PM10 | | | Air Pollutant Emissions(lbs/week) CO | ROC | Nox | Sox | PM10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEMOLITION | | | | | | | | | | | | | | | | | | | | | | | | |
| D5 | ROADWAYS | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 1.00 | CAT | 330L | CAT 330L | 1.18 | 0.11 | 2.56 | 0.21 | 0.20 | | 1.18 | 0.11 | 0.59 | 0.21 | 0.20 | | | 59 | 5 | 128 | 11 | 10 |
| | | Crane RT 50 Ton | 1.00 | Grove | RT880 | Grove RT880 | 0.80 | 0.27 | 2.05 | 0.18 | 0.13 | | 0.80 | 0.27 | 0.49 | 0.18 | 0.13 | | | 40 | 13 | 103 | 9 | 7 |
| | | Flatbed Truck - 10 W | 2.00 | Freightliner | FLD120SD | Flatbed Truck - 10 Wheel | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Whe | 4.00 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 420 | 270 | 60 | - | 15 |
| | | Front End Loader | 1.00 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.65 | 0.31 | 1.32 | | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | | 85 | 15 | 178 | 15 | 66 |
| | | Motor Grader | 1.00 | CAT | 16H | CAT 16H | 1.05 | 0.39 | 5.78 | 0.26 | 0.89 | | 1.05 | 0.39 | 0.72 | 0.26 | 0.89 | | | 52 | 20 | 289 | 13 | 45 |
| | | Compactor | 1.00 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | | 31 | 10 | 80 | 7 | 9 |
| | | Breaker/Shear | 1.00 | CAT | 325L | L - With Breaker/Shear At | 0.89 | 0.08 | 1.94 | 0.16 | 0.14 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.14 | | | 44 | 4 | 97 | 8 | 7 |
| | | CMI Grinder | 1.00 | CMI | RS650 | CMI RS650 Grinder | 8.42 | 1.26 | 10.10 | 0.84 | 0.63 | | 8.42 | 1.26 | 2.32 | 0.84 | 0.63 | | | 421 | 63 | 505 | 42 | 32 |
| | | Dozer | 1.00 | CAT | D9R | CAT D9R | 1.98 | 0.40 | 4.16 | 0.40 | 0.18 | | 1.98 | 0.40 | 1.09 | 0.40 | 0.18 | | | 99 | 20 | 208 | 20 | 9 |
| | | Welder | 4.00 | Lincoln | Classic III D | Inocln Classic III D Weld | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | | | | | Total | 19.42 | 4.74 | 32.38 | 2.53 | 3.80 | Total | 19.42 | 4.74 | 7.34 | 2.53 | 3.80 | | D5 ROADWAYS | 1,336 | 460 | 1,707 | 131 | 204 |
| D6 | Res/Ind | | | | | | | | | | | | | | | | | | | | | | | |
| | 1-D1, | | 1.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | | D1 | 487 | 253 | 465 | 30 | 124 |
| | 2-D4 | | 2.00 | | | | 18.62 | 4.47 | 30.82 | 2.35 | 3.66 | | 18.62 | 4.47 | 6.85 | 2.35 | 3.66 | | D4 | 3,349 | 1,255 | 4,360 | 315 | 649 |
| | | | | | | | | | | | | | | | | | | | D6 Res/Ind | 3,836 | 1,508 | 4,825 | 345 | 773 |
| D7 | Res/Ind/Mid | | | | | | | | | | | | | | | | | | | | | | | |
| 3-D1, 2-D2, | D1 | | 3.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | | D1 RESIDENTIAL | 1,460 | 760 | 1,394 | 89 | 373 |
| | D2 | | 2.00 | | | | 10.34 | 3.44 | 20.42 | 1.57 | 3.07 | | 10.34 | 3.44 | 4.71 | 1.57 | 3.07 | | D2 INDUSTRIAL | 701 | 147 | 1,756 | 138 | 379 |
| | D3 | | 1.00 | | | | 10.83 | 3.54 | 21.45 | 1.67 | 3.09 | | 10.83 | 3.54 | 4.98 | 1.67 | 3.09 | | D3 MID-RISE | 1,287 | 569 | 1,565 | 121 | 252 |
| | Total | | | | | | | | | | | | | | | | | | D7 RES,IND,MID | 3,448 | 1,477 | 4,714 | 348 | 1,004 |
| D8 | Res/Ind | | | | | | | | | | | | | | | | | | | | | | | |
| 1-D1, 1-D2 | D1 | | 1.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | | D1 RESIDENTIAL | 487 | 253 | 465 | 30 | 124 |
| | D2 | | 1.00 | | | | 10.34 | 3.44 | 20.42 | 1.57 | 3.07 | | 10.34 | 3.44 | 4.71 | 1.57 | 3.07 | | D2 INDUSTRIAL | 351 | 74 | 878 | 69 | 189 |
| | TOTAL | | | | | | | | | | | | | | | | | | D8 Res/Ind | 837 | 327 | 1,342 | 99 | 314 |
| D9 | Res/Ind/Roads | | | | | | | | | | | | | | | | | | Res/Ind/Roads | | | | | |
| | D1 | | 2.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | | D1 RESIDENTIAL | 973 | 507 | 929 | 60 | 248 |
| | D2 | | 2.00 | | | | 10.34 | 3.44 | 20.42 | 1.57 | 3.07 | | 10.34 | 3.44 | 4.71 | 1.57 | 3.07 | | D2 INDUSTRIAL | 701 | 147 | 1,756 | 138 | 379 |
| | D5 | | 3.00 | | | | 19.42 | 4.74 | 32.38 | 2.53 | 3.80 | | 19.42 | 4.74 | 7.34 | 2.53 | 3.80 | | D5 ROADWAYS | 4,008 | 1,381 | 5,121 | 393 | 812 |
| | Total | | | | | | | | | | | | | | | | | | D9 Res/Ind/Roads | 5,683 | 2,035 | 7,806 | 591 | 1,240 |
| 2-D1, 2-D2, 3-D5 | | | | | | | | | | | | | | | | | | | | | | | | |
| D10 | Res/Roads | | | | | | | | | | | | | | | | | | | | | | | |
| | D1 | | 1.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | | D1 RESIDENTIAL | 487 | 253 | 465 | 30 | 124 |
| | D5 | | 2.00 | | | | 19.42 | 4.74 | 32.38 | 2.53 | 3.80 | | 19.42 | 4.74 | 7.34 | 2.53 | 3.80 | | D5 ROADWAYS | 2,673 | 921 | 3,414 | 262 | 408 |
| | | | | | | | | | | | | | | | | | | | D10 Res/Roads | 3,159 | 1,174 | 3,878 | 292 | 532 |
| | 1-D1, 2-D5 | | | | | | | | | | | | | | | | | | | | | | | |
| D11 | RES/IND | | | | | | | | | | | | | | | | | | | | | | | |
| | D1 | | 3.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | | D1 RESIDENTIAL | 1,460 | 760 | 1,394 | 89 | 373 |
| | D2 | | 2.00 | | | | 10.34 | 3.44 | 20.42 | 1.57 | 3.07 | | 10.34 | 3.44 | 4.71 | 1.57 | 3.07 | | D2 INDUSTRIAL | 701 | 147 | 1,756 | 138 | 379 |
| | | | | | | | | | | | | | | | | | | | D11 RES/IND | 2,161 | 907 | 3,150 | 228 | 751 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
EXCAVATION

Work hours/day 10.0
Work days/week 5.0
3 months/quarter 1.0

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) | | | | | Air Pollutant Emissions (lbs/hour) | | | | | | Air Pollutant Emissions(lbs/week) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | CO | ROC | Nox | Sox | PM10 | | CO | ROC | 2.5 Nox | Sox | PM10 | | CO | ROC | Nox | Sox | PM10 |
| EXCAVATION/FOUNDATIONS | | | | | | | | | | | | | | | | | | | | | | | |
| E1 | UTILITIES | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 1 | CAT | 325L | CAT 325L | 0.89 | 0.08 | 1.94 | 0.16 | 0.16 | 0.00 | 0.89 | 0.08 | 0.45 | 0.16 | 0.16 | | 44 | 4 | 97 | 8 | 8 |
| | | Crane RT 25 Ton | 1 | Grove | RT600C | Grove RT600C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | 0 | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | 21 | 7 | 53 | 5 | 3 |
| | | Flatbed Truck - 10 Whe | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0.00 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Wheel | 4 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0.00 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 420 | 270 | 60 | - | 15 |
| | | Front End Loader | 1 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | 0 | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | 47 | 8 | 98 | 8 | 55 |
| | | Motor Grader | 1 | CAT | 12H | CAT 12H | 0.53 | 0.20 | 2.94 | 0.13 | 0.83 | 0 | 0.53 | 0.20 | 0.37 | 0.13 | 0.83 | | 27 | 10 | 147 | 7 | 41 |
| | | Compactor | 1 | CAT | CP433C | CAT CP433C | 0.46 | 0.15 | 1.17 | 0.10 | 0.16 | 0.00 | 0.46 | 0.15 | 0.26 | 0.10 | 0.16 | | 23 | 8 | 59 | 5 | 8 |
| | | Light Plant | 4 | Almond Brothers | axi Show 100 | i Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | 19 | 3 | 31 | 3 | 2 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | 32 | 6 | 52 | 6 | 3 |
| | | Water Wagon | 1 | CAT | 766C | Water Wagon | 0.52489 | 0.337 | 0.07511 | 0 | 0.0185 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 26 | 17 | 4 | - | 1 |
| | | | | | | Total | 6.64 | 2.81 | 9.94 | 0.71 | 2.46 | Total | 6.64 | 2.81 | 2.39 | 0.71 | 2.46 | E1 UTILITIES | 711 | 367 | 606 | 42 | 138 |
| E2 | STRUCTURAL - BUILDINGS | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 2 | CAT | 330L | CAT 330L | 1.18 | 0.11 | 2.56 | 0.21 | 0.20 | 0.00 | 1.18 | 0.11 | 0.59 | 0.21 | 0.20 | | 118 | 11 | 256 | 21 | 20 |
| | | Crane RT 50 Ton | 1 | Grove | RT750 | Grove RT750 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | 0.00 | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | 32 | 11 | 82 | 7 | 5 |
| | | Crane - Track | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | 0.00 | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | 46 | 15 | 118 | 10 | 8 |
| | | Flatbed Truck - 10 Whe | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0.00 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Wheel | 6 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0.00 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 630 | 404 | 90 | - | 22 |
| | | Front End Loader | 2 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.65 | 0.31 | 1.32 | 0.00 | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | 170 | 31 | 365 | 31 | 132 |
| | | Motor Grader | 1 | CAT | 14H | CAT 14H | 0.82 | 0.31 | 4.52 | 0.21 | 0.66 | 0.00 | 0.82 | 0.31 | 0.57 | 0.21 | 0.86 | | 41 | 15 | 226 | 10 | 43 |
| | | Compactor | 1 | CAT | 433C | CAT CP433C | 0.46 | 0.15 | 1.17 | 0.10 | 0.16 | 0.00 | 0.46 | 0.15 | 0.26 | 0.10 | 0.16 | | 23 | 8 | 59 | 5 | 8 |
| | | Light Plant | 6 | Almond Brothers | axi Show 100 | i Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0.00 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Clasic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0.00 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | 32 | 6 | 52 | 6 | 3 |
| | | Water Wagon | 1 | CAT | 766C | Water Wagon | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0.00 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 26 | 17 | 4 | - | 1 |
| | | Pile Hammer | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | 0.00 | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | 46 | 15 | 118 | 10 | 8 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | 22 | 3 | 18 | 2 | 3 |
| | | | | | | Total | 10.48 | 3.83 | 19.38 | 1.47 | 3.15 | Total | 10.48 | 3.83 | 4.49 | 1.47 | 3.15 | E2 URAL - BUI | 1,266 | 575 | 1,431 | 108 | 257 |
| E3 | STRUCTURAL - ROADS | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 1 | CAT | 330L | CAT 330L | 1.18 | 0.11 | 2.56 | 0.21 | 0.20 | 0.00 | 1.18 | 0.11 | 0.59 | 0.21 | 0.20 | | 59 | 5 | 128 | 11 | 10 |
| | | Crane RT 25 Ton | 1 | Grove | RT750 | Grove RT750 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | 0.00 | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | 32 | 11 | 82 | 7 | 5 |
| | | Flatbed Truck - 10 Whe | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0.00 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Wheel | 6 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0.00 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 630 | 404 | 90 | - | 22 |
| | | Front End Loader | 1 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.65 | 0.31 | 1.32 | 0.00 | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | 85 | 15 | 178 | 15 | 66 |
| | | Compactor | 1 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | 0.00 | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | 31 | 10 | 80 | 7 | 9 |
| | | Light Plant | 4 | Almond Brothers | axi Show 100 | i Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0.00 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | 19 | 3 | 31 | 3 | 2 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0.00 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | 32 | 6 | 52 | 6 | 3 |
| | | Pile Hammer | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | 0.00 | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | 46 | 15 | 118 | 10 | 8 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | 22 | 3 | 18 | 2 | 3 |
| | | | | | | Total | 8.38 | 2.94 | 12.85 | 1.09 | 2.14 | Total | 8.38 | 2.94 | 3.39 | 1.09 | 2.14 | E3 CTURAL - R | 1,009 | 508 | 784 | 62 | 130 |
| E4 | GENERAL ROADS | | | | | | | | | | | | | | | | | | | | | | |
| | | Scraper | 6 | CAT | 631E | CAT 631E | 2.72 | 0.25 | 4.70 | 0.50 | 16.24 | 0 | 2.72 | 0.25 | 1.36 | 0.50 | 16.24 | | 817 | 74 | 1,411 | 149 | 4,872 |
| | | Front End Loader | 1 | CAT | 992D | CAT 992D | 2.93 | 0.53 | 6.13 | 0.53 | 1.62 | 0 | 2.93 | 0.53 | 1.47 | 0.53 | 1.62 | | 146 | 27 | 306 | 27 | 81 |
| | | Compactor | 1 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | 0.00 | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | 31 | 10 | 80 | 7 | 9 |
| | | Compactor | 2 | CAT | 825G | CAT 825G | 1.35 | 0.45 | 3.46 | 0.30 | 0.31 | 0.00 | 1.35 | 0.45 | 0.83 | 0.30 | 0.31 | | 135 | 45 | 346 | 30 | 31 |
| | | Light Plant | 6 | Almond Brothers | axi Show 100 | i Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.06 | 0.02 | 0.01 | | 37 | 7 | 61 | 7 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | 32 | 6 | 52 | 6 | 3 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | 22 | 3 | 18 | 2 | 3 |
| | | Dozer | 2 | CAT | D10R | CAT D10R | 2.79 | 0.56 | 5.86 | 0.56 | 0.22 | 0.00 | 2.79 | 0.56 | 1.64 | 0.56 | 0.22 | | 279 | 56 | 588 | 56 | 22 |
| | | | | | | Total | 11.11 | 2.10 | 22.51 | 2.11 | 18.66 | Total | 11.11 | 2.10 | 5.81 | 2.11 | 18.66 | E4 NERAL RO | 1,500 | 228 | 2,880 | 283 | 5,025 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
EXCAVATION

Work hours/day 10.0
Work days/week 5.0
3 months/quarter 1.0

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) CO | ROC | Nox | Sox | PM10 | | Air Pollutant Emissions (lbs/hour) CO | ROC | 2.5 Nox | Sox | PM10 | | | Air Pollutant Emissions(lbs/week) CO | ROC | Nox | Sox | PM10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXCAVATION/FOUNDATIONS | | | | | | | | | | | | | | | | | | | | | | | | |
| E5 | [illegible] | | | | | | | | | | | | | | | | | | | | | | | |
| | | Scraper | 6 | CAT | 631E | CAT 631E | 2.72 | 0.25 | 4.70 | 0.50 | 16.24 | 0 | 2.72 | 0.25 | 1.36 | 0.50 | 16.24 | | | 817 | 74 | 1,411 | 149 | 4,872 |
| | | Front End Loader | 1 | CAT | 992D | CAT 992D | 2.93 | 0.53 | 8.13 | 0.53 | 1.62 | 0 | 2.93 | 0.53 | 1.47 | 0.53 | 1.62 | | | 146 | 27 | 306 | 27 | 81 |
| | | Compactor | 1 | CAT | CB534C | CAT CB634C | 0.62 | 0.21 | 1.69 | 0.14 | 0.19 | 0.00 | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | | 31 | 10 | 80 | 7 | 9 |
| | | Compactor | 2 | CAT | 825G | CAT 825G | 1.35 | 0.45 | 3.46 | 0.30 | 0.31 | 0.00 | 1.35 | 0.45 | 0.83 | 0.30 | 0.31 | | | 135 | 45 | 346 | 30 | 31 |
| | | Light Plant | 8 | Almond Brothers | axl Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 37 | 7 | 61 | 7 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | Dozer | 2 | CAT | D10R | CAT D10R | 2.79 | 0.56 | 5.86 | 0.56 | 0.22 | 0.00 | 2.79 | 0.56 | 1.54 | 0.56 | 0.22 | | | 279 | 56 | 588 | 56 | 22 |
| | | | | | | | | | | | | | | | | | | | | - | - | - | - | - |
| | | | | | | Total | 11.11 | 2.10 | 22.51 | 2.11 | 18.66 | Total | 11.11 | 2.10 | 5.81 | 2.11 | 18.66 | E5 | AIRFIELD | 1,500 | 228 | 2,860 | 283 | 5,025 |
| E6 | CUT & COVER (TIGHT) | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 2 | CAT | 375 | CAT 375 | 2.27 | 0.21 | 4.94 | 0.41 | 0.36 | 0.00 | 2.27 | 0.21 | 1.13 | 0.41 | 0.36 | | | 227 | 21 | 494 | 41 | 36 |
| | | Crane RT 55 Ton | 1 | Grove | RT535C | Grove RT635C | 0.49 | 0.16 | 1.25 | 0.11 | 0.08 | 0 | 0.49 | 0.16 | 0.30 | 0.11 | 0.08 | | | 24 | 8 | 62 | 5 | 4 |
| | | Flatbed Truck - 10 Whe | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0.00 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Wheel | 6 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0.00 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 630 | 404 | 90 | - | 22 |
| | | Front End Loader | 2 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.55 | 0.31 | 1.32 | 0 | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | | 170 | 31 | 355 | 31 | 132 |
| | | Motor Grader | 1 | CAT | 16H | CAT 16H | 1.05 | 0.39 | 5.78 | 0.26 | 0.89 | 0 | 1.05 | 0.39 | 0.72 | 0.26 | 0.89 | | | 52 | 20 | 289 | 13 | 45 |
| | | Compactor | 1 | CAT | CP433C | CAT CP433C | 0.46 | 0.15 | 1.17 | 0.10 | 0.16 | 0.00 | 0.46 | 0.15 | 0.28 | 0.10 | 0.16 | | | 23 | 8 | 59 | 5 | 8 |
| | | Light Plant | 6 | Almond Brothers | axl Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Water Wagon | 1 | CAT | 766C | Water Wagon | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Pile Hammer | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | 0 | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 46 | 15 | 118 | 10 | 8 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | | | | | Total | 10.73 | 3.66 | 20.27 | 1.48 | 3.16 | Total | 10.73 | 3.66 | 4.54 | 1.48 | 3.16 | E6 | & COVER (TI | 1,333 | 571 | 1,595 | 119 | 266 |
| E7 | CUT & COVER (OPEN) | | | | | | | | | | | | | | | | | | | | | | | |
| | | Scraper | 6 | CAT | 631E | CAT 631E | 2.72 | 0.25 | 4.70 | 0.50 | 16.24 | 0 | 2.72 | 0.25 | 1.36 | 0.50 | 16.24 | | | 817 | 74 | 1,411 | 149 | 4,872 |
| | | Front End Loader | 1 | CAT | 992D | CAT 992D | 2.93 | 0.53 | 8.13 | 0.53 | 1.62 | 0 | 2.93 | 0.53 | 1.47 | 0.53 | 1.62 | | | 146 | 27 | 306 | 27 | 81 |
| | | Compactor | 1 | CAT | CP433C | CAT CP433C | 0.46 | 0.15 | 1.17 | 0.10 | 0.16 | 0.00 | 0.46 | 0.15 | 0.28 | 0.10 | 0.16 | | | 23 | 8 | 59 | 5 | 8 |
| | | Compactor | 2 | CAT | 825G | CAT 825G | 1.35 | 0.45 | 3.46 | 0.30 | 0.31 | 0.00 | 1.35 | 0.45 | 0.83 | 0.30 | 0.31 | | | 135 | 45 | 346 | 30 | 31 |
| | | Light Plant | 6 | Almond Brothers | axl Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | Dozer | 2 | CAT | D10R | CAT D10R | 2.79 | 0.56 | 5.86 | 0.56 | 0.22 | 0.00 | 2.79 | 0.56 | 1.54 | 0.56 | 0.22 | | | 279 | 56 | 588 | 56 | 22 |
| | | Pile Hammer | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | 0 | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 46 | 15 | 118 | 10 | 8 |
| | | | | | | Total | 11.87 | 2.36 | 24.45 | 2.28 | 18.79 | Total | 11.87 | 2.36 | 6.28 | 2.28 | 18.79 | E7 | & COVER (O | 1,529 | 239 | 2,942 | 269 | 5,030 |
| E8 | Roadways 200 | E3 | 4 | | | | 8.38 | 2.94 | 12.85 | 1.09 | 2.14 | | 8.38 | 2.94 | 3.39 | 1.09 | 2.14 | E3 | CTURAL - R | 4,032 | 2,030 | 3,135 | 247 | 519 |
| 4-E4, 4-E3, 2-E6 | | E4 | 4 | | | | 11.11 | 2.10 | 22.51 | 2.11 | 18.66 | | 11.11 | 2.10 | 5.81 | 2.11 | 18.66 | E4 | NERAL ROA | 6,000 | 911 | 11,440 | 1,130 | 20,099 |
| | | E6 | 2 | | | | 10.73 | 3.66 | 20.27 | 1.48 | 3.16 | | 10.73 | 3.66 | 4.54 | 1.48 | 3.16 | E6 | & COVER (TI | 2,666 | 1,142 | 3,189 | 238 | 531 |
| | | | | | | | | | | | | | | | | | | E8 | oadways 20 | 12,698 | 4,084 | 17,764 | 1,614 | 21,150 |
| E9 | Roadways | E3 | 2 | | | | 8.38 | 2.94 | 12.85 | 1.09 | 2.14 | | 8.38 | 2.94 | 3.39 | 1.09 | 2.14 | E3 | CTURAL - R | 2,016 | 1,015 | 1,567 | 123 | 260 |
| 2-E3, 2-E4 | | E4 | 2 | | | | 11.11 | 2.10 | 22.51 | 2.11 | 18.66 | | 11.11 | 2.10 | 5.81 | 2.11 | 18.66 | E4 | NERAL ROA | 3,000 | 456 | 5,720 | 565 | 10,050 |
| | | | | | | | | | | | | | | | | | | E9 | Roadways | 5,016 | 1,471 | 7,287 | 688 | 10,309 |
| E10 | Roadways | E4 | 1 | | | | 11.11 | 2.10 | 22.51 | 2.11 | 18.66 | | 11.11 | 2.10 | 5.81 | 2.11 | 18.66 | E4 | NERAL ROA | 1,500 | 228 | 2,860 | 283 | 5,025 |
| 1-E4, 1-E6 | | E6 | 1 | | | | 10.73 | 3.66 | 20.27 | 1.48 | 3.16 | | 10.73 | 3.66 | 4.54 | 1.48 | 3.16 | E6 | & COVER (TI | 1,333 | 571 | 1,595 | 119 | 266 |
| | | | | | | | | | | | | | | | | | | E10 | Roadways | 2,833 | 799 | 4,455 | 401 | 5,290 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
STRUCTURES

Work hours/day 10.0
Work days/week 5.0
3 months/quarter 1.0

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | UNIT NUMBER | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) CO | ROC | Nox | Sox | PM10 | | Air Pollutant Emissions (lbs/hour) 2.5 grams/hp-hr CO | ROC | Nox | Sox | PM10 | | | Air Pollutant Emissio Emissions(lbs/week) CO | ROC | Nox | Sox | PM10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURAL ERECTION | | | | | | | | | | | | | | | | | | | | | | | | |
| S1 | BUILDINGS | | | | | | | | | | | | | | | | | | | 32 | 11 | 82 | 7 | 5 |
| | | Crane RT 50 Ton | 1 | Grove | RT750 | Grove RT750 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | | 92 | 31 | 236 | 20 | 16 |
| | | Crane - Track | 2 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 105 | 67 | 15 | - | 4 |
| | | Flatbed Truck - 10 Wheel | 4 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 93 | 17 | 195 | 17 | 111 |
| | | Front End Loader | 2 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | | 27 | 10 | 147 | 7 | 41 |
| | | Motor Grader | 1 | CAT | 12H | CAT 12H | 0.53 | 0.20 | 2.94 | 0.13 | 0.83 | | 0.53 | 0.20 | 0.37 | 0.13 | 0.83 | | | 7 | 2 | 18 | 2 | 5 |
| | | Compactor | 1 | CAT | CB224C | CAT CB224C | 0.14 | 0.05 | 0.36 | 0.03 | 0.11 | | 0.14 | 0.05 | 0.09 | 0.03 | 0.11 | | | 28 | 5 | 46 | 5 | 3 |
| | | Light Plant | 6 | Almond Brothers | Maxi Show 100 | I Show 1000 Light P | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 48 | 9 | 78 | 9 | 4 |
| | | Welder | 6 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 44 | 6 | 38 | 4 | 6 |
| | | Fork Lift | 2 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 98 | 18 | 160 | 18 | 9 |
| | | Concrete Pump | 1 | Putzmeister | 52M | ister 52M Concrete | 1.96 | 0.36 | 3.21 | 0.36 | 0.18 | | 1.96 | 0.36 | 0.98 | 0.36 | 0.18 | | | 253 | 46 | 414 | 46 | 23 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | | | | | Total | 11.41 | 2.66 | 21.59 | 2.04 | 3.04 | Total | 11.41 | 2.66 | 5.70 | 2.04 | 3.04 | S1 | URLDIN | 827 | 222 | 1,426 | 134 | 227 |
| S2 | ROADWAYS | | | | | | | | | | | | | | | | | | | | | | | |
| | | Crane RT 80 Ton | 1 | Grove | RT880 | Grove RT880 | 0.80 | 0.27 | 2.05 | 0.18 | 0.13 | | 0.80 | 0.27 | 0.49 | 0.18 | 0.13 | | | 40 | 13 | 103 | 9 | 7 |
| | | Crane - Track | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 46 | 15 | 118 | 10 | 8 |
| | | Flatbed Truck - 10 Wheel | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Front End Loader | 1 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | | 47 | 8 | 96 | 8 | 55 |
| | | Motor Grader | 1 | CAT | 12H | CAT 12H | 0.53 | 0.20 | 2.94 | 0.13 | 0.83 | | 0.53 | 0.20 | 0.37 | 0.13 | 0.83 | | | 27 | 10 | 147 | 7 | 41 |
| | | Compactor | 1 | CAT | CB224C | CAT CB224C | 0.14 | 0.05 | 0.36 | 0.03 | 0.11 | | 0.14 | 0.05 | 0.09 | 0.03 | 0.11 | | | 7 | 2 | 18 | 2 | 5 |
| | | Light Plant | 4 | Almond Brothers | Maxi Show 100 | I Show 1000 Light P | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 19 | 3 | 31 | 3 | 2 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | Concrete Pump | 1 | Putzmeister | 52M | ister 52M Concrete | 1.96 | 0.36 | 3.21 | 0.36 | 0.18 | | 1.96 | 0.36 | 0.98 | 0.36 | 0.18 | | | 98 | 18 | 160 | 18 | 9 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | | | | | Total | 11.57 | 2.71 | 22.00 | 2.08 | 3.07 | Total | 11.57 | 2.71 | 5.80 | 2.08 | 3.07 | S2 | OADWA | 643 | 159 | 1,166 | 111 | 158 |
| S3 | CUT & COVER | | | | | | | | | | | | | | | | | | | | | | | |
| | | Crane RT 50 Ton | 1 | Grove | RT750 | Grove RT750 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | | 32 | 11 | 82 | 7 | 5 |
| | | Crane - Track | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 46 | 15 | 118 | 10 | 8 |
| | | Flatbed Truck - 10 Wheel | 4 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 105 | 67 | 15 | - | 4 |
| | | Front End Loader | 2 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | | 93 | 17 | 195 | 17 | 111 |
| | | Motor Grader | 1 | CAT | 12H | CAT 12H | 0.53 | 0.20 | 2.94 | 0.13 | 0.83 | | 0.53 | 0.20 | 0.37 | 0.13 | 0.83 | | | 27 | 10 | 147 | 7 | 41 |
| | | Compactor | 2 | CAT | CB434B | CAT CB434B | 0.34 | 0.11 | 0.88 | 0.08 | 0.14 | | 0.34 | 0.11 | 0.21 | 0.08 | 0.14 | | | 34 | 11 | 88 | 8 | 14 |
| | | Light Plant | 6 | Almond Brothers | Maxi Show 100 | I Show 1000 Light P | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | Concrete Pump | 1 | Putzmeister | 52M | ister 52M Concrete | 1.96 | 0.36 | 3.21 | 0.36 | 0.18 | | 1.96 | 0.36 | 0.98 | 0.36 | 0.18 | | | 98 | 18 | 160 | 18 | 9 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | Haul Truck - 10 Wheel | 8 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 630 | 404 | 90 | - | 22 |
| | | | | | | | 13.71 | 4.07 | 22.40 | 2.09 | 3.15 | | 13.71 | 4.07 | 6.13 | 2.09 | 3.15 | S3 | T & COV | 1,400 | 614 | 1,426 | 125 | 246 |
| S4 | Roadway | | | | | | | | | | | | | | | | | | | | | | | |
| 6-S2, 2-S3 | S2 | | 6 | | | | 11.57 | 2.71 | 22.00 | 2.08 | 3.07 | | 11.57 | 2.71 | 5.80 | 2.08 | 3.07 | S2 | OADWA | 5,142 | 1,275 | 9,326 | 887 | 1,262 |
| | S3 | | 2 | | | | 13.71 | 4.07 | 22.40 | 2.09 | 3.15 | | 13.71 | 4.07 | 6.13 | 2.09 | 3.15 | S3 | T & COV | 2,801 | 1,228 | 2,851 | 251 | 491 |
| | Total | | | | | S4 | 25.28 | 6.78 | 44.40 | 4.17 | 6.22 | 0 | 25.28 | 6.78 | 11.93 | 4.17 | 6.22 | S4 | Roadwa | 7,943 | 2,503 | 12,178 | 1,138 | 1,753 |
| S5 | Roadway | | | | | | | | | | | | | | | | | | | | | | | |
| 2-S2, 1-S3 | S2 | | 2 | | | | 11.57 | 2.71 | 22.00 | 2.08 | 3.07 | | 11.57 | 2.71 | 5.80 | 2.08 | 3.07 | S2 | OADWA | 1,286 | 319 | 2,332 | 222 | 316 |
| | S3 | | 1 | | | | 13.71 | 4.07 | 22.40 | 2.09 | 3.15 | | 13.71 | 4.07 | 6.13 | 2.09 | 3.15 | S3 | T & COV | 1,400 | 614 | 1,426 | 125 | 246 |
| | | | | | | S5 | 25.28 | 6.78 | 44.40 | 4.17 | 6.22 | 0 | 25.28 | 6.78 | 11.93 | 4.17 | 6.22 | S5 | Roadwa | 2,686 | 933 | 3,757 | 347 | 561 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
PAVING

Work hours/day 10.0
Work days/month 5.0
3 months/quarter 1.0

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) CO | ROC | Nox | Sox | PM10 | | Air Pollutant Emissions (lbs/hour) CO | ROC | Nox | Sox | PM10 | | | Air Pollutant Emissions(lbs/week) CO | ROC | Nox | Sox | PM10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PAVEMENTS | | | | | | | | | | | | | | | | | | | | | | | | |
| P1 | ASPHALT | | | | | | | | | | | | | | | | | | | | | | | |
| | | Crane RT 25 Ton | 1 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | 0 | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | | 21 | 7 | 53 | 5 | 3 |
| | | Flatbed Truck - 10 W | 2 | Freightliner | FLD120SD | lbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Front End Loader | 2 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.55 | 0.31 | 1.32 | 0 | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | | 170 | 31 | 355 | 31 | 132 |
| | | Motor Grader | 2 | CAT | 16H | CAT 16H | 1.05 | 0.39 | 5.78 | 0.26 | 0.89 | 0 | 1.05 | 0.39 | 0.72 | 0.26 | 0.89 | | | 105 | 39 | 578 | 26 | 89 |
| | | Compactor | 2 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | 0.00 | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | | 62 | 21 | 159 | 14 | 19 |
| | | Light Plant | 6 | Almond Brothers | axi Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D W | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Haul Truck - 10 Whee | 6 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 630 | 404 | 90 | - | 22 |
| | | Reclaimer/Stabilizer | 1 | CAT | SM-350 | Road Reclaimer/S | 1.85 | 0.62 | 4.72 | 0.41 | 0.39 | 0.00 | 1.85 | 0.62 | 1.13 | 0.41 | 0.39 | | | 92 | 31 | 236 | 21 | 20 |
| | | CMI Paver | 1 | Barber-Greene | BG270B | CMI Paver | 1.98 | 0.66 | 5.05 | 0.44 | 0.41 | 0.00 | 1.98 | 0.66 | 1.21 | 0.44 | 0.41 | | | 99 | 33 | 252 | 22 | 21 |
| | | Water Wagon | 1 | CAT | 769C | Water Wagon | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Oil Tank Truck | 1 | Freightliner | FLD120SD | Oil Tank Truck | 0.26 | 0.17 | 0.04 | 0.00 | 0.01 | 0 | 0.26 | 0.17 | 0.04 | 0.00 | 0.01 | | | 13 | 8 | 2 | - | 0 |
| | | | | | | Total | 11.28 | 4.56 | 22.66 | 1.70 | 3.41 | Total | 11.28 | 4.56 | 5.16 | 1.70 | 3.41 | P1 | ASPHALT | 1,331 | 536 | 1,895 | 129 | 314 |
| P2 | CONCRETE | | | | | | | | | | | | | | | | | | | | | | | |
| | | Crane RT 25 Ton | 1 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | 0 | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | | 21 | 7 | 53 | 5 | 3 |
| | | Flatbed Truck - 10 W | 2 | Freightliner | FLD120SD | lbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Front End Loader | 2 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.55 | 0.31 | 1.32 | 0 | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | | 170 | 31 | 355 | 31 | 132 |
| | | Motor Grader | 2 | CAT | 16H | CAT 16H | 1.05 | 0.39 | 5.78 | 0.26 | 0.89 | 0 | 1.05 | 0.39 | 0.72 | 0.26 | 0.89 | | | 105 | 39 | 578 | 26 | 89 |
| | | Compactor | 2 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | 0.00 | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | | 62 | 21 | 159 | 14 | 19 |
| | | Light Plant | 6 | Almond Brothers | axi Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D W | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Haul Truck - 10 Whee | 8 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 840 | 539 | 120 | - | 30 |
| | | Reclaimer/Stabilizer | 1 | CAT | SM-350 | Road Reclaimer/S | 1.85 | 0.62 | 4.72 | 0.41 | 0.39 | 0.00 | 1.85 | 0.62 | 1.13 | 0.41 | 0.39 | | | 92 | 31 | 236 | 21 | 20 |
| | | CMI Paver | 1 | CAT | SF-7400 | CMI Paver | 1.98 | 0.66 | 5.05 | 0.44 | 0.41 | 0.00 | 1.98 | 0.66 | 1.21 | 0.44 | 0.41 | | | 99 | 33 | 252 | 22 | 21 |
| | | Water Wagon | 1 | CAT | 769C | Water Wagon | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Texturing/Curing Mac | 1 | CMI | TC2502T | turing/Curing Mac | 0.37 | 0.12 | 0.95 | 0.08 | 0.15 | 0.00 | 0.37 | 0.12 | 0.23 | 0.08 | 0.15 | | | 19 | 6 | 48 | 4 | 7 |
| | | | | | | Total | 11.39 | 4.52 | 23.57 | 1.78 | 3.55 | Total | 11.39 | 4.52 | 5.35 | 1.78 | 3.55 | P2 | ONCRET | 1,546 | 769 | 1,911 | 133 | 328 |
| P3 | CONCRETE/ASPHALT | | | | | | | | | | | | | | | | | | | | | | | |
| 2-P1, 1-P2 | P1 | | 2 | | | | 11.28 | 4.56 | 22.66 | 1.70 | 3.41 | | 11.28 | 4.56 | 5.16 | 1.70 | 3.41 | P1 | ASPHALT | 2,662 | 1,272 | 3,670 | 258 | 628 |
| | P2 | | 1 | | | | 11.39 | 4.52 | 23.57 | 1.78 | 3.55 | | 11.39 | 4.52 | 5.35 | 1.78 | 3.55 | P2 | ONCRET | 1,546 | 769 | 1,911 | 133 | 328 |
| | | | | | | | 22.66 | 9.08 | 46.23 | 3.48 | 6.96 | | 22.66 | 9.08 | 10.52 | 3.48 | 6.96 | P3 | RETE/AS | 4,209 | 2,041 | 5,581 | 391 | 956 |
| P4 | CONCRETE/ASPHALT 2005 | | | | | | | | | | | | | | | | | | | | | | | |
| 4-P1, 4-P2 | P1 | | 4 | | | | 11.28 | 4.56 | 22.66 | 1.70 | 3.41 | | 11.28 | 4.56 | 5.16 | 1.70 | 3.41 | P1 | ASPHALT | 5,323 | 2,544 | 7,340 | 516 | 1,256 |
| | P2 | | 4 | | | | 11.39 | 4.52 | 23.57 | 1.78 | 3.55 | | 11.39 | 4.52 | 5.35 | 1.78 | 3.55 | P2 | ONCRET | 6,185 | 3,074 | 7,644 | 533 | 1,313 |
| | | | | | | | 22.66 | 9.08 | 46.23 | 3.48 | 6.96 | | 22.66 | 9.08 | 10.52 | 3.48 | 6.96 | P4 | TE/ASPH | 11,509 | 5,618 | 14,984 | 1,048 | 2,569 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
CONSTRUCTION SUPPORT

Work ho 10.0
Work da 5.0
3 month 1.0

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions(lbs/quarter | | | | | Air Pollutant Emissions(lbs/quarter) 2.5 grams/hp-hr | | | | | | Air Pollutant Emissions(lbs/week) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CONSTRUCTION SUPPORT | | | | | | | CO | ROC | Nox | Sox | PM10 | | CO | ROC | Nox | Sox | PM10 | | | CO | ROC | Nox | Sox | PM10 |
| SP1 | YARD / MAINTENANCE / SHOP | | | | | | | | | | | | | | | | | | | | | | | |
| | | Fuel/Lube Truck | 1 | Freightliner | FLD120SD | latbed Truck - 10 Whe | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Maintenance Truck | 1 | Freightliner | FLD120SD | latbed Truck - 10 Whe | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | Pick Up Truck 3/4 Ton | 6 | Ford | F250 | Pickup Truck | 0.06 | 0.01 | 0.01 | 0.00 | 0.10 | 0 | 0.06 | 0.01 | 0.01 | 0.00 | 0.10 | | | 24 | 3 | 5 | - | 40 |
| | | Crane RT | 1 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | 0 | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | | 21 | 7 | 53 | 5 | 3 |
| | | Front End Loader | 1 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | 0 | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | | 47 | 8 | 98 | 8 | 55 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | 0 | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | Welder | 4 | Lincoln | Classic III D | coln Classic III D Wel | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | | | | | Total | 8.12 | 2.00 | 12.08 | 1.25 | 1.85 | Total | 8.12 | 2.00 | 3.61 | 1.25 | 1.85 | SP1 | ARD / MAINTENANCE / SHO | 451 | 107 | 647 | 87 | 130 |
| SP2 | CONCRETE PLANT | | | | | | | | | | | | | | | | | | | | | | | |
| | | Front End Loader | 2 | CAT | 992D | CAT 992D | 2.93 | 0.53 | 6.13 | 0.53 | 1.62 | 0 | 2.93 | 0.53 | 1.47 | 0.53 | 1.62 | | | 293 | 53 | 613 | 53 | 162 |
| | | Transit Truck 14YDS. | 10 | Freightliner | FLD120SD | latbed Truck - 10 Whe | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 262 | 169 | 38 | - | 9 |
| | | Crane RT | 1 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | 0 | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | | 21 | 7 | 53 | 5 | 3 |
| | | Dozer | 1 | CAT | D9R | CAT D9R | 1.98 | 0.40 | 4.16 | 0.40 | 0.18 | 0.00 | 1.98 | 0.40 | 1.09 | 0.40 | 0.18 | | | 99 | 20 | 208 | 20 | 9 |
| | | Haul Truck 10 Wheel | 10 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 1,050 | 674 | 150 | - | 37 |
| | | Motor Grader | 1 | CAT | 143H | CAT 143H | 0.57 | 0.21 | 3.15 | 0.14 | 0.83 | 0 | 0.57 | 0.21 | 0.39 | 0.14 | 0.83 | | | 29 | 11 | 158 | 7 | 42 |
| | | Water Wagon | 1 | CAT | 768C | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 105 | 67 | 15 | - | 4 |
| | | Light Plant | 4 | Almond Brothers | axl Show 100 | xl Show 1000 Light Pl | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 19 | 3 | 31 | 3 | 2 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | 0 | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | | | | | Total | 15.78 | 5.25 | 23.62 | 2.10 | 3.34 | Total | 15.78 | 5.25 | 6.46 | 2.10 | 3.34 | SP2 | CONCRETE PLANT | 2,131 | 1,050 | 1,679 | 134 | 291 |
| SP3 | ASPHALT PLANT | | | | | | | | | | | | | | | | | | | | | | | |
| | | Front end Loader | 2 | CAT | 966C | CAT 966F | 0.934 | 0.16982 | 1.95261 | 0.16982 | 1.11 | | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | | 93 | 17 | 195 | 17 | 111 |
| | | Crane RT | 1 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | | 21 | 7 | 53 | 5 | 3 |
| | | Dozer | 1 | CAT | D9R | CAT D9R | 1.98 | 0.40 | 4.16 | 0.40 | 0.18 | | 1.98 | 0.40 | 1.09 | 0.40 | 0.18 | | | 99 | 20 | 208 | 20 | 9 |
| | | Haul Truck 10 Wheel | 10 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 1,050 | 674 | 150 | - | 37 |
| | | Motor Grader | 1 | CAT | 143H | CAT 143H | 0.57 | 0.21 | 3.15 | 0.14 | 0.83 | | 0.57 | 0.21 | 0.39 | 0.14 | 0.83 | | | 29 | 11 | 158 | 7 | 42 |
| | | Water Wagon | 1 | CAT | 768C | Water Wagon | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Light Plant | 4 | Almond Brothers | axl Show 100 | xl Show 1000 Light Pl | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 19 | 3 | 31 | 3 | 2 |
| | | Oil Tanker | 1 | Freightliner | FLD120SD | Oil Tank Truck | 0.26 | 0.17 | 0.04 | 0.00 | 0.01 | | 0.26 | 0.17 | 0.04 | 0.00 | 0.01 | | | 13 | 8 | 2 | - | 0 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | | | | | Total | 11.95 | 3.71 | 19.16 | 1.74 | 2.77 | Total | 11.95 | 3.71 | 5.20 | 1.74 | 2.77 | SP3 | ASPHALT PLANT | 1,603 | 803 | 1,215 | 98 | 228 |
| SP4 | PROGRAM MANAGEMENT | | | | | | | | | | | | | | | | | | | | | | | |
| | | Pick Up Truck 3/4 Ton | 75 | Ford | F250 | Pickup Truck | 0.06 | 0.01 | 0.01 | 0.00 | 0.10 | 0 | 0.06 | 0.01 | 0.01 | 0.00 | 0.10 | | | 225 | 26 | 43 | - | 375 |
| | | Automobiles | 20 | Ford | Taurus | Automobiles | 0.05 | 0.01 | 0.01 | 0.00 | 0.00 | 0 | 0.05 | 0.01 | 0.01 | 0.00 | 0.00 | | | 54 | 6 | 7 | - | 0 |
| | | Ambulance | 2 | Ford | F350 | Ambulance | 0.04 | 0.00 | 0.01 | 0.00 | 0.00 | 0 | 0.04 | 0.00 | 0.01 | 0.00 | 0.00 | | | 4 | 0 | 1 | - | 0 |
| | | | | | | Total | 0.16 | 0.02 | 0.03 | 0.00 | 0.10 | Total | 0.16 | 0.02 | 0.03 | 0.00 | 0.10 | SP4 | PROGRAM MANAGEMENT | 283 | 33 | 51 | - | 375 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
DEMOLITION

Work hours/ 10.00
Work days/m 5.00
3 months/qu 1.00

2.5 grams/hp-hr

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) | | | | | | Air Pollutant Emissions (lbs/hour) | | | | | | Air Pollutant Emissions(lbs/week) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | CO | ROC | Nox | Sox | PM10 | | CO | ROC | Nox | Sox | PM10 | | CO | ROC | Nox | Sox | PM10 | |
| DEMOLITION | | | | | | | | | | | | | | | | | | | | | | | | |
| D1 | RESIDENTIAL | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 1.00 | CAT | 320.00 | CAT 320 | 0.68 | 0.06 | 1.48 | 0.12 | 0.10 | | 0.68 | 0.06 | 0.34 | 0.12 | 0.10 | | 34 | 3 | 74 | 6 | 5 | |
| | | Crane RT 25 Ton | 1.00 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | 21 | 7 | 53 | 5 | 3 | |
| | | Flatbed Truck - 10 W | 1.00 | Freightliner | FLD120SD | Flatbed Truck - 10 Wheel | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 26 | 17 | 4 | - | 1 | |
| | | Haul Truck - 10 Whe | 3.00 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 315 | 202 | 45 | - | 11 | |
| | | Front End Loader | 1.00 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | 47 | 8 | 98 | 8 | 55 | |
| | | Motor Grader | 1.00 | CAT | 12H | CAT 12H | 0.53 | 0.20 | 2.94 | 0.13 | 0.83 | | 0.53 | 0.20 | 0.37 | 0.13 | 0.83 | | 27 | 10 | 147 | 7 | 41 | |
| | | Compactor | 1.00 | CAT | CB434B | CAT CB434B | 0.34 | 0.11 | 0.86 | 0.08 | 0.14 | | 0.34 | 0.11 | 0.21 | 0.08 | 0.14 | | 17 | 6 | 44 | 4 | 7 | |
| | | | | | | Total | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | Total | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | D1 RESIDENTIAL | 487 | 253 | 466 | 30 | 124 | |
| D2 | INDUSTRIAL | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 2.00 | CAT | 325L | CAT 325L | 0.89 | 0.08 | 1.94 | 0.16 | 0.16 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.16 | | 89 | 8 | 194 | 16 | 16 | |
| | | Crane RT 50 Ton | 1.00 | Grove | RT750 | Grove RT750 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | 32 | 11 | 82 | 7 | 5 | |
| | | Crane Track | 1.00 | Manitwoc | 3900.00 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | 46 | 15 | 118 | 10 | 8 | |
| | | Flatbed Truck - 10 W | 2.00 | Freightliner | FLD120SD | Flatbed Truck - 10 Wheel | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 52 | 34 | 8 | - | 2 | |
| | | Haul Truck - 10 Whe | 6.00 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 630 | 404 | 90 | - | 22 | |
| | | Front End Loader | 2.00 | CAT | 980G | CAT 980G | 1.27 | 0.23 | 2.66 | 0.23 | 1.19 | | 1.27 | 0.23 | 0.64 | 0.23 | 1.19 | | 127 | 23 | 266 | 23 | 119 | |
| | | Motor Grader | 1.00 | CAT | 14H | CAT 14H | 0.82 | 0.31 | 4.52 | 0.21 | 0.86 | | 0.82 | 0.31 | 0.57 | 0.21 | 0.86 | | 41 | 15 | 226 | 10 | 43 | |
| | | Compactor | 1.00 | CAT | CB563C | CAT CB563C | 0.62 | 0.21 | 1.58 | 0.14 | 0.19 | | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | 31 | 10 | 80 | 7 | 9 | |
| | | Breaker/Shear | 1.00 | CAT | 325L | L - With Breaker/Shear At | 0.89 | 0.08 | 1.94 | 0.16 | 0.14 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.14 | | 44 | 4 | 97 | 8 | 7 | |
| | | Dozer | 1.00 | CAT | D9R | CAT D9R | 1.49 | 0.30 | 3.14 | 0.30 | 0.16 | | 1.49 | 0.30 | 0.82 | 0.30 | 0.16 | | 75 | 15 | 157 | 15 | 8 | |
| | | Welder | 4.00 | Lincoln | Classic III D | lincoln Classic III D Weld | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | 32 | 6 | 52 | 6 | 3 | |
| | | | | | | Total | 10.34 | 3.44 | 20.42 | 1.57 | 3.07 | Total | 10.34 | 3.44 | 4.71 | 1.57 | 3.07 | D2 INDUSTRIAL | 351 | 74 | 878 | 69 | 189 | |
| D3 | MID-RISE | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 1.00 | CAT | 325L | CAT 325L | 0.89 | 0.08 | 1.94 | 0.16 | 0.16 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.16 | | 44 | 4 | 97 | 8 | 8 | |
| | | Crane RT 60 Ton | 1.00 | Grove | RT760 | Grove RT760 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | 32 | 11 | 82 | 7 | 5 | |
| | | Crane Track | 2.00 | Manitwoc | 3900.00 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | 92 | 31 | 236 | 20 | 15 | |
| | | Flatbed Truck - 10 W | 2.00 | Freightliner | FLD120SD | Flatbed Truck - 10 Wheel | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 52 | 34 | 8 | - | 2 | |
| | | Haul Truck - 10 Whe | 6.00 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 630 | 404 | 90 | - | 22 | |
| | | Front End Loader | 2.00 | CAT | 980G | CAT 980G | 1.27 | 0.23 | 2.66 | 0.23 | 1.19 | | 1.27 | 0.23 | 0.64 | 0.23 | 1.19 | | 127 | 23 | 266 | 23 | 119 | |
| | | Motor Grader | 1.00 | CAT | 14H | CAT 14H | 0.82 | 0.31 | 4.52 | 0.21 | 0.86 | | 0.82 | 0.31 | 0.57 | 0.21 | 0.86 | | 41 | 15 | 226 | 10 | 43 | |
| | | Compactor | 1.00 | CAT | CB563C | CAT CB563C | 0.62 | 0.21 | 1.58 | 0.14 | 0.19 | | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | 31 | 10 | 80 | 7 | 9 | |
| | | Breaker/Shear | 2.00 | CAT | 325L | L - With Breaker/Shear At | 0.89 | 0.08 | 1.94 | 0.16 | 0.14 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.14 | | 89 | 8 | 194 | 16 | 14 | |
| | | Dozer | 1.00 | CAT | D9R | CAT D9R | 1.98 | 0.40 | 4.16 | 0.40 | 0.18 | | 1.98 | 0.40 | 1.09 | 0.40 | 0.18 | | 98 | 20 | 208 | 20 | 9 | |
| | | Welder | 6.00 | Lincoln | Classic III D | lincoln Classic III D Weld | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | 48 | 9 | 78 | 9 | 4 | |
| | | | | | | Total | 10.83 | 3.54 | 21.45 | 1.67 | 3.09 | Total | 10.83 | 3.54 | 4.98 | 1.67 | 3.09 | D3 MID-RISE | 1,287 | 569 | 1,565 | 121 | 252 | |
| D4 | AIRFIELD | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 1.00 | CAT | 330L | CAT 330L | 1.18 | 0.11 | 2.58 | 0.21 | 0.20 | | 1.18 | 0.11 | 0.59 | 0.21 | 0.20 | | 59 | 5 | 128 | 11 | 10 | |
| | | Flatbed Truck - 10 W | 2.00 | Freightliner | FLD120SD | Flatbed Truck - 10 Wheel | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 52 | 34 | 8 | - | 2 | |
| | | Haul Truck - 10 Whe | 6.00 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 630 | 404 | 90 | - | 22 | |
| | | Front End Loader | 2.00 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.55 | 0.31 | 1.32 | | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | 170 | 31 | 355 | 31 | 132 | |
| | | Motor Grader | 2.00 | CAT | 16H | CAT 16H | 1.05 | 0.39 | 5.78 | 0.26 | 0.89 | | 1.05 | 0.39 | 0.72 | 0.26 | 0.89 | | 105 | 39 | 578 | 26 | 89 | |
| | | Compactor | 2.00 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | 62 | 21 | 159 | 14 | 19 | |
| | | Breaker/Shear | 1.00 | CAT | 325L | L - With Breaker/Shear At | 0.89 | 0.08 | 1.94 | 0.16 | 0.14 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.14 | | 44 | 4 | 97 | 8 | 7 | |
| | | CMI Grinder | 1.00 | CMI | RS650 | CMI RS650 Grinder | 8.42 | 1.26 | 10.10 | 0.84 | 0.63 | | 8.42 | 1.26 | 2.32 | 0.84 | 0.63 | | 421 | 63 | 505 | 42 | 32 | |
| | | Dozer | 1.00 | CAT | D9R | CAT D9R | 1.98 | 0.40 | 4.16 | 0.40 | 0.18 | | 1.98 | 0.40 | 1.09 | 0.40 | 0.18 | | 99 | 20 | 208 | 20 | 9 | |
| | | Welder | 4.00 | Lincoln | Classic III D | lincoln Classic III D Weld | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | 32 | 6 | 52 | 6 | 3 | |
| | | | | | | Total | 18.62 | 4.47 | 30.32 | 2.35 | 3.66 | Total | 18.62 | 4.47 | 6.85 | 2.35 | 3.66 | D4 AIRFIELD | 1,675 | 627 | 2,180 | 157 | 325 | |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
DEMOLITION

Work hours/ 10.00
Work days/m 5.00
3 months/qu 1.00

2.5 grams/hp-hr

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) CO | ROC | Nox | Sox | PM10 | | Air Pollutant Emissions (lbs/hour) CO | ROC | Nox | Sox | PM10 | | | Air Pollutant Emissions(lbs/week) CO | ROC | Nox | Sox | PM10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEMOLITION | | | | | | | | | | | | | | | | | | | | | | | | |
| D5 | ROADWAYS | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 1.00 | CAT | 330L | CAT 330L | 1.18 | 0.11 | 2.58 | 0.21 | 0.20 | | 1.18 | 0.11 | 0.59 | 0.21 | 0.20 | | | 59 | 5 | 128 | 11 | 10 |
| | | Crane RT 50 Ton | 1.00 | Grove | RT880 | Grove RT880 | 0.80 | 0.27 | 2.05 | 0.18 | 0.13 | | 0.80 | 0.27 | 0.49 | 0.18 | 0.13 | | | 40 | 13 | 103 | 9 | 7 |
| | | Flatbed Truck - 10 W | 2.00 | Freightliner | FLD120SD | Flatbed Truck - 10 Wheel | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Whe | 4.00 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 420 | 270 | 60 | - | 15 |
| | | Front End Loader | 1.00 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.55 | 0.31 | 1.32 | | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | | 85 | 15 | 178 | 15 | 66 |
| | | Motor Grader | 1.00 | CAT | 16H | CAT 16H | 1.05 | 0.39 | 5.75 | 0.26 | 0.89 | | 1.05 | 0.39 | 0.72 | 0.26 | 0.89 | | | 52 | 20 | 289 | 13 | 45 |
| | | Compactor | 1.00 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | | 31 | 10 | 80 | 7 | 9 |
| | | Breaker/Shear | 1.00 | CAT | 325L | L - With Breaker/Shear At | 0.89 | 0.08 | 1.94 | 0.16 | 0.14 | | 0.89 | 0.08 | 0.45 | 0.16 | 0.14 | | | 44 | 4 | 97 | 8 | 7 |
| | | CMI Grinder | 1.00 | CMI | RS650 | CMI RS650 Grinder | 8.42 | 1.26 | 10.10 | 0.84 | 0.63 | | 8.42 | 1.26 | 2.32 | 0.84 | 0.63 | | | 421 | 63 | 505 | 42 | 32 |
| | | Dozer | 1.00 | CAT | D9R | CAT D9R | 1.98 | 0.40 | 4.16 | 0.40 | 0.18 | | 1.98 | 0.40 | 1.09 | 0.40 | 0.18 | | | 99 | 20 | 208 | 20 | 9 |
| | | Welder | 4.00 | Lincoln | Classic III D | Incoln Classic III D Weld | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | | | | | Total | 19.42 | 4.74 | 32.38 | 2.53 | 3.80 | Total | 19.42 | 4.74 | 7.34 | 2.53 | 3.80 | D5 | ROADWAYS | 1,336 | 460 | 1,707 | 131 | 204 |
| D6 | Res/Ind | | | | | | | | | | | | | | | | | | | | | | | |
| | 1-D1, | | 1.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | D1 | | 487 | 253 | 465 | 30 | 124 |
| | 2-D4 | | 2.00 | | | | 18.62 | 4.47 | 30.32 | 2.35 | 3.66 | | 18.62 | 4.47 | 6.85 | 2.35 | 3.66 | D4 | | 3,349 | 1,255 | 4,360 | 315 | 649 |
| | | | | | | | | | | | | | | | | | | D6 | Res/Ind | 3,836 | 1,508 | 4,825 | 345 | 773 |
| D7 | Res/Ind/Mid | | | | | | | | | | | | | | | | | | | | | | | |
| 3-D1, 2-D2, | D1 | | 3.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | D1 | RESIDENTIAL | 1,460 | 760 | 1,394 | 89 | 373 |
| | D2 | | 2.00 | | | | 10.34 | 3.44 | 20.42 | 1.57 | 3.07 | | 10.34 | 3.44 | 4.71 | 1.57 | 3.07 | D2 | INDUSTRIAL | 701 | 147 | 1,756 | 138 | 379 |
| | D3 | | 1.00 | | | | 10.83 | 3.54 | 21.45 | 1.67 | 3.09 | | 10.83 | 3.54 | 4.96 | 1.67 | 3.09 | D3 | MID-RISE | 1,287 | 569 | 1,565 | 121 | 252 |
| | Total | | | | | | | | | | | | | | | | | D7 | RES,IND,MID | 3,448 | 1,477 | 4,714 | 348 | 1,004 |
| D8 | Res/Ind | | | | | | | | | | | | | | | | | | | | | | | |
| 1-D1, 1-D2 | D1 | | 1.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | D1 | RESIDENTIAL | 487 | 253 | 465 | 30 | 124 |
| | D2 | | 1.00 | | | | 10.34 | 3.44 | 20.42 | 1.57 | 3.07 | | 10.34 | 3.44 | 4.71 | 1.57 | 3.07 | D2 | INDUSTRIAL | 351 | 74 | 876 | 69 | 189 |
| | TOTAL | | | | | | | | | | | | | | | | | D8 | Res/Ind | 837 | 327 | 1,342 | 99 | 314 |
| D9 | Res/Ind/Roads | | | | | | | | | | | | | | | | | | Res/Ind/Roads | | | | | |
| | D1 | | 2.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | D1 | RESIDENTIAL | 973 | 507 | 929 | 60 | 248 |
| | D2 | | 2.00 | | | | 10.34 | 3.44 | 20.42 | 1.57 | 3.07 | | 10.34 | 3.44 | 4.71 | 1.57 | 3.07 | D2 | INDUSTRIAL | 701 | 147 | 1,756 | 138 | 379 |
| | D5 | | 3.00 | | | | 19.42 | 4.74 | 32.38 | 2.53 | 3.80 | | 19.42 | 4.74 | 7.34 | 2.53 | 3.80 | D5 | ROADWAYS | 4,009 | 1,381 | 5,121 | 393 | 612 |
| | Total | | | | | | | | | | | | | | | | | D9 | Res/Ind/Roads | 5,683 | 2,035 | 7,806 | 591 | 1,240 |
| 2-D1, 2-D2, 3-D5 | | | | | | | | | | | | | | | | | | | | | | | | |
| D10 | Res/Roads | | | | | | | | | | | | | | | | | | | | | | | |
| | D1 | | 1.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | D1 | RESIDENTIAL | 487 | 253 | 465 | 30 | 124 |
| | D5 | | 2.00 | | | | 19.42 | 4.74 | 32.38 | 2.53 | 3.80 | | 19.42 | 4.74 | 7.34 | 2.53 | 3.80 | D5 | ROADWAYS | 2,673 | 921 | 3,414 | 262 | 408 |
| | | | | | | | | | | | | | | | | | | D10 | Res/Roads | 3,159 | 1,174 | 3,878 | 292 | 532 |
| | 1-D1, 2-D5 | | | | | | | | | | | | | | | | | | | | | | | |
| D11 | RES/IND | | | | | | | | | | | | | | | | | | | | | | | |
| | D1 | | 3.00 | | | | 5.53 | 2.37 | 8.69 | 0.60 | 2.34 | | 5.53 | 2.37 | 2.02 | 0.60 | 2.34 | D1 | RESIDENTIAL | 1,460 | 760 | 1,394 | 89 | 373 |
| | D2 | | 2.00 | | | | 10.34 | 3.44 | 20.42 | 1.57 | 3.07 | | 10.34 | 3.44 | 4.71 | 1.57 | 3.07 | D2 | INDUSTRIAL | 701 | 147 | 1,756 | 138 | 379 |
| | | | | | | | | | | | | | | | | | | D11 | RES/IND | 2,161 | 907 | 3,150 | 226 | 751 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
EXCAVATION

Work hours/day 10.0
Work days/week 5.0
3 months/quarter 1.0

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) | | | | | Air Pollutant Emissions (lbs/hour) | | | | | | Air Pollutant Emissions(lbs/week) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | CO | ROC | Nox | Sox | PM10 | | CO | ROC | 2.5 Nox | Sox | PM10 | | CO | ROC | Nox | Sox | PM10 |
| EXCAVATION/FOUNDATIONS | | | | | | | | | | | | | | | | | | | | | | | |
| E1 | UTILITIES | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 1 | CAT | 325L | CAT 325L | 0.89 | 0.08 | 1.84 | 0.16 | 0.16 | 0.00 | 0.89 | 0.08 | 0.45 | 0.16 | 0.16 | | 44 | 4 | 97 | 8 | 8 |
| | | Crane RT 25 Ton | 1 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | 0 | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | 21 | 7 | 53 | 5 | 3 |
| | | Flatbed Truck - 10 Whe | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0.00 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Wheel | 4 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0.00 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 420 | 270 | 60 | - | 15 |
| | | Front End Loader | 1 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | 0 | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | 47 | 8 | 98 | 8 | 55 |
| | | Motor Grader | 1 | CAT | 12H | CAT 12H | 0.53 | 0.20 | 2.84 | 0.13 | 0.83 | 0 | 0.53 | 0.20 | 0.37 | 0.13 | 0.83 | | 27 | 10 | 147 | 7 | 41 |
| | | Compactor | 1 | CAT | CP433C | CAT CP433C | 0.46 | 0.15 | 1.17 | 0.10 | 0.16 | 0.00 | 0.46 | 0.15 | 0.28 | 0.10 | 0.16 | | 23 | 8 | 59 | 5 | 8 |
| | | Light Plant | 4 | Almond Brothers | axl Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | 19 | 3 | 31 | 3 | 2 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | 32 | 6 | 52 | 6 | 3 |
| | | Water Wagon | 1 | CAT | 766C | Water Wagon | 0.52469 | 0.337 | 0.07511 | 0 | 0.0185 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 26 | 17 | 4 | - | 1 |
| | | | | | | Total | 6.64 | 2.81 | 9.94 | 0.71 | 2.48 | Total | 6.64 | 2.81 | 2.39 | 0.71 | 2.46 | E1 UTILITIES | 711 | 367 | 609 | 42 | 138 |
| E2 | STRUCTURAL - BUILDINGS | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 2 | CAT | 330L | CAT 330L | 1.18 | 0.11 | 2.56 | 0.21 | 0.20 | 0.00 | 1.18 | 0.11 | 0.59 | 0.21 | 0.20 | | 118 | 11 | 256 | 21 | 20 |
| | | Crane RT 50 Ton | 1 | Grove | RT750 | Grove RT750 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | 0.00 | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | 32 | 11 | 82 | 7 | 5 |
| | | Crane - Track | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | 0.00 | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | 46 | 15 | 118 | 10 | 8 |
| | | Flatbed Truck - 10 Whe | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0.00 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Wheel | 5 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0.00 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 630 | 404 | 90 | - | 22 |
| | | Front End Loader | 2 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.55 | 0.31 | 1.32 | 0.00 | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | 170 | 31 | 355 | 31 | 132 |
| | | Motor Grader | 1 | CAT | 14H | CAT 14H | 0.82 | 0.31 | 4.52 | 0.21 | 0.86 | 0.00 | 0.82 | 0.31 | 0.57 | 0.21 | 0.86 | | 41 | 15 | 226 | 10 | 43 |
| | | Compactor | 1 | CAT | 433C | CAT CP433C | 0.46 | 0.15 | 1.17 | 0.10 | 0.16 | 0.00 | 0.46 | 0.15 | 0.28 | 0.10 | 0.16 | | 23 | 8 | 59 | 5 | 8 |
| | | Light Plant | 6 | Almond Brothers | axl Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0.00 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0.00 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | 32 | 6 | 52 | 6 | 3 |
| | | Water Wagon | 1 | CAT | 766C | Water Wagon | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0.00 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 26 | 17 | 4 | - | 1 |
| | | Pile Hammer | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | 0.00 | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | 46 | 15 | 118 | 10 | 8 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | 22 | 3 | 18 | 2 | 3 |
| | | | | | | Total | 10.48 | 3.83 | 19.38 | 1.47 | 3.15 | Total | 10.48 | 3.83 | 4.49 | 1.47 | 3.15 | E2 URAL - BUI | 1,266 | 575 | 1,431 | 108 | 257 |
| E3 | STRUCTURAL - ROADS | | | | | | | | | | | | | | | | | | - | - | - | - | - |
| | | Excavator | 1 | CAT | 330L | CAT 330L | 1.18 | 0.11 | 2.56 | 0.21 | 0.20 | 0.00 | 1.18 | 0.11 | 0.59 | 0.21 | 0.20 | | 59 | 5 | 128 | 11 | 10 |
| | | Crane RT 25 Ton | 1 | Grove | RT750 | Grove RT750 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | 0.00 | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | 32 | 11 | 82 | 7 | 5 |
| | | Flatbed Truck - 10 Whe | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0.00 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Wheel | 6 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0.00 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 630 | 404 | 90 | - | 22 |
| | | Front End Loader | 1 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.55 | 0.31 | 1.32 | 0.00 | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | 85 | 15 | 178 | 15 | 66 |
| | | Compactor | 1 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | 0.00 | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | 31 | 10 | 80 | 7 | 9 |
| | | Light Plant | 4 | Almond Brothers | axl Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0.00 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | 19 | 3 | 31 | 3 | 2 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0.00 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | 32 | 6 | 52 | 6 | 3 |
| | | Pile Hammer | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | 0.00 | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | 46 | 15 | 118 | 10 | 8 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | 22 | 3 | 18 | 2 | 3 |
| | | | | | | Total | 6.38 | 2.94 | 12.85 | 1.09 | 2.14 | Total | 6.38 | 2.94 | 3.39 | 1.09 | 2.14 | E3 CTURAL - R | 1,008 | 508 | 784 | 62 | 130 |
| E4 | GENERAL ROADS | | | | | | | | | | | | | | | | | | | | | | |
| | | Scraper | 6 | CAT | 631E | CAT 631E | 2.72 | 0.25 | 4.70 | 0.50 | 16.24 | 0 | 2.72 | 0.25 | 1.36 | 0.50 | 16.24 | | 817 | 74 | 1,411 | 149 | 4,872 |
| | | Front End Loader | 1 | CAT | 992D | CAT 992D | 2.93 | 0.53 | 6.13 | 0.53 | 1.62 | 0 | 2.93 | 0.53 | 1.47 | 0.53 | 1.62 | | 146 | 27 | 306 | 27 | 81 |
| | | Compactor | 1 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | 0.00 | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | 31 | 10 | 80 | 7 | 9 |
| | | Compactor | 2 | CAT | 825G | CAT 825G | 1.35 | 0.45 | 3.46 | 0.30 | 0.31 | 0.00 | 1.35 | 0.45 | 0.83 | 0.30 | 0.31 | | 135 | 45 | 346 | 30 | 31 |
| | | Light Plant | 6 | Almond Brothers | axl Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | 37 | 7 | 61 | 7 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | 32 | 6 | 52 | 6 | 3 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | 22 | 3 | 18 | 2 | 3 |
| | | Dozer | 2 | CAT | D10R | CAT D10R | 2.79 | 0.56 | 5.86 | 0.56 | 0.22 | 0.00 | 2.79 | 0.56 | 1.54 | 0.56 | 0.22 | | 279 | 56 | 586 | 56 | 22 |
| | | | | | | Total | 11.11 | 2.10 | 22.51 | 2.11 | 18.66 | Total | 11.11 | 2.10 | 5.81 | 2.11 | 18.66 | E4 NERAL RO | 1,500 | 228 | 2,860 | 283 | 5,025 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
EXCAVATION

Work hours/day 10.0
Work days/week 5.0
3 months/quarter 1.0

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) CO | ROC | Nox | Sox | PM10 | | Air Pollutant Emissions (lbs/hour) CO | ROC | 2.5 Nox | Sox | PM10 | | | Air Pollutant Emissions(lbs/week) CO | ROC | Nox | Sox | PM10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXCAVATION/FOUNDATIONS | | | | | | | | | | | | | | | | | | | | | | | | |
| E5 | RUNWAYS | | | | | | | | | | | | | | | | | | | | | | | |
| | | Scraper | 6 | CAT | 631E | CAT 631E | 2.72 | 0.25 | 4.70 | 0.50 | 16.24 | 0 | 2.72 | 0.25 | 1.36 | 0.50 | 16.24 | | | 817 | 74 | 1,411 | 149 | 4,872 |
| | | Front End Loader | 1 | CAT | 992D | CAT 992D | 2.93 | 0.53 | 6.13 | 0.53 | 1.62 | 0 | 2.93 | 0.53 | 1.47 | 0.53 | 1.62 | | | 146 | 27 | 306 | 27 | 81 |
| | | Compactor | 1 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | 0.00 | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | | 31 | 10 | 80 | 7 | 9 |
| | | Compactor | 2 | CAT | 825G | CAT 825G | 1.35 | 0.45 | 3.46 | 0.30 | 0.31 | 0.00 | 1.35 | 0.45 | 0.83 | 0.30 | 0.31 | | | 135 | 45 | 346 | 30 | 31 |
| | | Light Plant | 6 | Almond Brothers | axl Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 37 | 7 | 61 | 7 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | Dozer | 2 | CAT | D10R | CAT D10R | 2.79 | 0.56 | 5.86 | 0.56 | 0.22 | 0.00 | 2.79 | 0.56 | 1.64 | 0.56 | 0.22 | | | 279 | 56 | 586 | 56 | 22 |
| | | | | | | | | | | | | | | | | | | | | - | - | - | - | - |
| | | | | | | Total | 11.11 | 2.10 | 22.51 | 2.11 | 18.66 | Total | 11.11 | 2.10 | 5.81 | 2.11 | 18.66 | E5 | AIRFIELD | 1,500 | 228 | 2,860 | 283 | 5,025 |
| E6 | CUT & COVER (TIGHT) | | | | | | | | | | | | | | | | | | | | | | | |
| | | Excavator | 2 | CAT | 375 | CAT 375 | 2.27 | 0.21 | 4.94 | 0.41 | 0.36 | 0.00 | 2.27 | 0.21 | 1.13 | 0.41 | 0.36 | | | 227 | 21 | 494 | 41 | 36 |
| | | Crane RT 55 Ton | 1 | Grove | RT635C | Grove RT635C | 0.49 | 0.16 | 1.25 | 0.11 | 0.08 | 0 | 0.49 | 0.16 | 0.30 | 0.11 | 0.08 | | | 24 | 8 | 62 | 5 | 4 |
| | | Flatbed Truck - 10 Whe | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0.00 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Haul Truck - 10 Wheel | 6 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0.00 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 630 | 404 | 90 | - | 22 |
| | | Front End Loader | 2 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.55 | 0.31 | 1.32 | 0 | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | | 170 | 31 | 355 | 31 | 132 |
| | | Motor Grader | 1 | CAT | 16H | CAT 16H | 1.05 | 0.39 | 5.78 | 0.28 | 0.89 | 0 | 1.05 | 0.39 | 0.72 | 0.26 | 0.89 | | | 52 | 20 | 289 | 13 | 45 |
| | | Compactor | 1 | CAT | CP433C | CAT CP433C | 0.46 | 0.15 | 1.17 | 0.10 | 0.16 | 0.00 | 0.46 | 0.15 | 0.28 | 0.10 | 0.16 | | | 23 | 8 | 59 | 5 | 8 |
| | | Light Plant | 6 | Almond Brothers | axl Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Water Wagon | 1 | CAT | 769C | Water Wagon | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Pile Hammer | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | 0 | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 46 | 15 | 118 | 10 | 8 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | | | | | Total | 10.73 | 3.66 | 20.27 | 1.48 | 3.16 | Total | 10.73 | 3.66 | 4.54 | 1.48 | 3.16 | E6 | & COVER (TI | 1,333 | 671 | 1,595 | 119 | 266 |
| E7 | CUT & COVER (OPEN) | | | | | | | | | | | | | | | | | | | | | | | |
| | | Scraper | 6 | CAT | 631E | CAT 631E | 2.72 | 0.25 | 4.70 | 0.50 | 16.24 | 0 | 2.72 | 0.25 | 1.36 | 0.50 | 16.24 | | | 817 | 74 | 1,411 | 149 | 4,872 |
| | | Front End Loader | 1 | CAT | 992D | CAT 992D | 2.93 | 0.53 | 6.13 | 0.53 | 1.62 | 0 | 2.93 | 0.53 | 1.47 | 0.53 | 1.62 | | | 146 | 27 | 306 | 27 | 81 |
| | | Compactor | 1 | CAT | CP433C | CAT CP433C | 0.46 | 0.15 | 1.17 | 0.10 | 0.16 | 0.00 | 0.46 | 0.15 | 0.28 | 0.10 | 0.16 | | | 23 | 8 | 59 | 5 | 8 |
| | | Compactor | 2 | CAT | 825G | CAT 825G | 1.35 | 0.45 | 3.46 | 0.30 | 0.31 | 0.00 | 1.35 | 0.45 | 0.83 | 0.30 | 0.31 | | | 135 | 45 | 346 | 30 | 31 |
| | | Light Plant | 6 | Almond Brothers | axl Show 100 | l Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | Dozer | 2 | CAT | D10R | CAT D10R | 2.79 | 0.56 | 5.86 | 0.56 | 0.22 | 0.00 | 2.79 | 0.56 | 1.64 | 0.56 | 0.22 | | | 279 | 56 | 586 | 56 | 22 |
| | | Pile Hammer | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | 0 | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 46 | 15 | 118 | 10 | 8 |
| | | | | | | Total | 11.87 | 2.36 | 24.45 | 2.28 | 18.79 | Total | 11.87 | 2.36 | 6.28 | 2.28 | 18.79 | E7 | & COVER (O | 1,529 | 239 | 2,942 | 289 | 5,030 |
| E8 | Roadways 200 | E3 | 4 | | | | 6.38 | 2.94 | 12.86 | 1.09 | 2.14 | | 6.38 | 2.94 | 3.39 | 1.09 | 2.14 | E3 | CTURAL - R | 4,032 | 2,090 | 3,135 | 247 | 519 |
| 4-E4, 4-E3, 2-E6 | | E4 | 4 | | | | 11.11 | 2.10 | 22.51 | 2.11 | 18.66 | | 11.11 | 2.10 | 5.81 | 2.11 | 18.66 | E4 | NERAL ROA | 6,000 | 911 | 11,440 | 1,130 | 20,099 |
| | | E6 | 2 | | | | 10.73 | 3.66 | 20.27 | 1.48 | 3.16 | | 10.73 | 3.66 | 4.54 | 1.48 | 3.16 | E6 | & COVER (TI | 2,666 | 1,142 | 3,189 | 238 | 531 |
| | | | | | | | | | | | | | | | | | | E8 | oadways 20 | 12,698 | 4,084 | 17,764 | 1,614 | 21,150 |
| E9 | Roadways | E3 | 2 | | | | 6.38 | 2.94 | 12.86 | 1.09 | 2.14 | | 6.38 | 2.94 | 3.39 | 1.09 | 2.14 | E3 | CTURAL - R | 2,016 | 1,015 | 1,567 | 123 | 260 |
| 2-E3, 2-E4 | | E4 | 2 | | | | 11.11 | 2.10 | 22.51 | 2.11 | 18.66 | | 11.11 | 2.10 | 5.81 | 2.11 | 18.66 | E4 | NERAL ROA | 3,000 | 456 | 5,720 | 565 | 10,050 |
| | | | | | | | | | | | | | | | | | | E9 | Roadways | 5,016 | 1,471 | 7,287 | 688 | 10,309 |
| E10 | Roadways | E4 | 1 | | | | 11.11 | 2.10 | 22.51 | 2.11 | 18.66 | | 11.11 | 2.10 | 5.81 | 2.11 | 18.66 | E4 | NERAL ROA | 1,500 | 228 | 2,860 | 283 | 5,025 |
| 1-E4, 1-E6 | | E6 | 1 | | | | 10.73 | 3.66 | 20.27 | 1.48 | 3.16 | | 10.73 | 3.66 | 4.54 | 1.48 | 3.16 | E6 | & COVER (TI | 1,333 | 571 | 1,595 | 119 | 266 |
| | | | | | | | | | | | | | | | | | | E10 | Roadways | 2,833 | 799 | 4,455 | 401 | 5,290 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
STRUCTURES

Work hours/day 10.0
Work days/week 5.0
3 months/quarter 1.0

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | UNIT NUMBER | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) CO | ROC | Nox | Sox | PM10 | | Air Pollutant Emissions (lbs/hour) 2.5 grams/hp-hr CO | ROC | Nox | Sox | PM10 | | | Air Pollutant Emissio CO | ROC | Nox | Sox | PM10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURAL ERECTION | | | | | | | | | | | | | | | | | | | | | | | | |
| S1 | BUILDINGS | | | | | | | | | | | | | | | | | | | | | | | |
| | | Crane RT 50 Ton | 1 | Grove | RT750 | Grove RT750 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | | 32 | 11 | 82 | 7 | 5 |
| | | Crane - Track | 2 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 92 | 31 | 236 | 20 | 15 |
| | | Flatbed Truck - 10 Wheel | 4 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 105 | 67 | 15 | - | 4 |
| | | Front End Loader | 2 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | | 93 | 17 | 195 | 17 | 111 |
| | | Motor Grader | 1 | CAT | 12H | CAT 12H | 0.53 | 0.20 | 2.94 | 0.13 | 0.83 | | 0.53 | 0.20 | 0.37 | 0.13 | 0.83 | | | 27 | 10 | 147 | 7 | 41 |
| | | Compactor | 1 | CAT | CB224C | CAT CB224C | 0.14 | 0.05 | 0.36 | 0.03 | 0.11 | | 0.14 | 0.05 | 0.09 | 0.03 | 0.11 | | | 7 | 2 | 18 | 2 | 5 |
| | | Light Plant | 6 | Almond Brothers | Maxi Show 100 | I Show 1000 Light P | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 6 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 48 | 9 | 78 | 9 | 4 |
| | | Fork Lift | 2 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 44 | 6 | 36 | 4 | 6 |
| | | Concrete Pump | 1 | Putzmeister | 52M | ister 52M Concrete | 1.96 | 0.36 | 3.21 | 0.36 | 0.18 | | 1.96 | 0.36 | 0.98 | 0.36 | 0.18 | | | 98 | 18 | 160 | 18 | 9 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | | | | | Total | 11.41 | 2.66 | 21.59 | 2.04 | 3.04 | Total | 11.41 | 2.66 | 5.70 | 2.04 | 3.04 | S1 | UILDIN | 827 | 222 | 1,428 | 134 | 227 |
| S2 | ROADWAYS | | | | | | | | | | | | | | | | | | | | | | | |
| | | Crane RT 80 Ton | 1 | Grove | RT880 | Grove RT880 | 0.80 | 0.27 | 2.05 | 0.18 | 0.13 | | 0.80 | 0.27 | 0.49 | 0.18 | 0.13 | | | 40 | 13 | 103 | 9 | 7 |
| | | Crane - Track | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 46 | 15 | 118 | 10 | 8 |
| | | Flatbed Truck - 10 Wheel | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Front End Loader | 1 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | | 47 | 8 | 98 | 8 | 55 |
| | | Motor Grader | 1 | CAT | 12H | CAT 12H | 0.53 | 0.20 | 2.94 | 0.13 | 0.83 | | 0.53 | 0.20 | 0.37 | 0.13 | 0.83 | | | 27 | 10 | 147 | 7 | 41 |
| | | Compactor | 1 | CAT | CB224C | CAT CB224C | 0.14 | 0.05 | 0.36 | 0.03 | 0.11 | | 0.14 | 0.05 | 0.09 | 0.03 | 0.11 | | | 7 | 2 | 18 | 2 | 5 |
| | | Light Plant | 4 | Almond Brothers | Maxi Show 100 | I Show 1000 Light P | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 19 | 3 | 31 | 3 | 2 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | Concrete Pump | 1 | Putzmeister | 52M | ister 52M Concrete | 1.96 | 0.36 | 3.21 | 0.36 | 0.18 | | 1.96 | 0.36 | 0.98 | 0.36 | 0.18 | | | 98 | 18 | 160 | 18 | 9 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | | | | | Total | 11.57 | 2.71 | 22.00 | 2.08 | 3.07 | Total | 11.57 | 2.71 | 5.80 | 2.08 | 3.07 | S2 | OADWA | 643 | 159 | 1,186 | 111 | 158 |
| S3 | CUT & COVER | | | | | | | | | | | | | | | | | | | | | | | |
| | | Crane RT 50 Ton | 1 | Grove | RT750 | Grove RT750 | 0.64 | 0.21 | 1.64 | 0.14 | 0.11 | | 0.64 | 0.21 | 0.39 | 0.14 | 0.11 | | | 32 | 11 | 82 | 7 | 5 |
| | | Crane - Track | 1 | Manitwoc | 3900 | Manitwoc 3900 | 0.92 | 0.31 | 2.36 | 0.20 | 0.15 | | 0.92 | 0.31 | 0.56 | 0.20 | 0.15 | | | 46 | 15 | 118 | 10 | 8 |
| | | Flatbed Truck - 10 Wheel | 4 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 105 | 67 | 15 | - | 4 |
| | | Front End Loader | 2 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | | 93 | 17 | 195 | 17 | 111 |
| | | Motor Grader | 1 | CAT | 12H | CAT 12H | 0.53 | 0.20 | 2.94 | 0.13 | 0.83 | | 0.53 | 0.20 | 0.37 | 0.13 | 0.83 | | | 27 | 10 | 147 | 7 | 41 |
| | | Compactor | 2 | CAT | CB434B | CAT CB434B | 0.34 | 0.11 | 0.88 | 0.08 | 0.14 | | 0.34 | 0.11 | 0.21 | 0.08 | 0.14 | | | 34 | 11 | 88 | 8 | 14 |
| | | Light Plant | 6 | Almond Brothers | Maxi Show 100 | I Show 1000 Light P | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D We | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.36 | 0.04 | 0.06 | | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | Concrete Pump | 1 | Putzmeister | 52M | ister 52M Concrete | 1.96 | 0.36 | 3.21 | 0.36 | 0.18 | | 1.96 | 0.36 | 0.98 | 0.36 | 0.18 | | | 98 | 18 | 160 | 18 | 9 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | Haul Truck - 10 Wheel | 6 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 630 | 404 | 90 | - | 22 |
| | | | | | | | 13.71 | 4.07 | 22.40 | 2.09 | 3.15 | | 13.71 | 4.07 | 6.13 | 2.09 | 3.15 | S3 | T & COV | 1,400 | 614 | 1,426 | 125 | 246 |
| S4 | Roadway | | | | | | | | | | | | | | | | | | | | | | | |
| 8-S2, 2-S3 | S2 | | 8 | | | | 11.57 | 2.71 | 22.00 | 2.08 | 3.07 | | 11.57 | 2.71 | 5.80 | 2.08 | 3.07 | S2 | OADWA | 5,142 | 1,275 | 9,326 | 887 | 1,262 |
| | S3 | | 2 | | | | 13.71 | 4.07 | 22.40 | 2.09 | 3.15 | | 13.71 | 4.07 | 6.13 | 2.09 | 3.15 | S3 | T & COV | 2,801 | 1,228 | 2,851 | 251 | 491 |
| | Total | | | | | S4 | 25.28 | 6.78 | 44.40 | 4.17 | 6.22 | 0 | 25.28 | 6.78 | 11.93 | 4.17 | 6.22 | S4 | Roadwa | 7,943 | 2,503 | 12,178 | 1,138 | 1,753 |
| S5 | Roadway | | | | | | | | | | | | | | | | | | | | | | | |
| 2-S2, 1-S3 | S2 | | 2 | | | | 11.57 | 2.71 | 22.00 | 2.08 | 3.07 | | 11.57 | 2.71 | 5.80 | 2.08 | 3.07 | S2 | OADWA | 1,286 | 319 | 2,332 | 222 | 316 |
| | S3 | | 1 | | | | 13.71 | 4.07 | 22.40 | 2.09 | 3.15 | | 13.71 | 4.07 | 6.13 | 2.09 | 3.15 | S3 | T & COV | 1,400 | 614 | 1,426 | 125 | 246 |
| | | | | | | S5 | 25.28 | 6.78 | 44.40 | 4.17 | 6.22 | 0 | 25.28 | 6.78 | 11.93 | 4.17 | 6.22 | S5 | Roadwa | 2,686 | 933 | 3,757 | 347 | 561 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
PAVING

Work hours/day 10.0
Work days/month 5.0
3 months/quarter 1.0

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions (lbs/hour) | | | | | | Air Pollutant Emissions (lbs/hour) | | | | | | Air Pollutant Emissions(lbs/week) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | CO | ROC | Nox | Sox | PM10 | | CO | ROC | Nox | Sox | PM10 | | | CO | ROC | Nox | Sox | PM10 |
| PAVEMENTS | | | | | | | | | | | | | | | | | | | | | | | | | |
| P1 | ASPHALT | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Crane RT 25 Ton | 1 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | 0 | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | | 21 | 7 | 53 | 5 | 3 |
| | | Flatbed Truck - 10 W | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Front End Loader | 2 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.55 | 0.31 | 1.32 | 0 | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | | 170 | 31 | 355 | 31 | 132 |
| | | Motor Grader | 2 | CAT | 16H | CAT 16H | 1.05 | 0.39 | 5.78 | 0.26 | 0.89 | 0 | 1.05 | 0.39 | 0.72 | 0.26 | 0.89 | | | 105 | 39 | 578 | 26 | 89 |
| | | Compactor | 2 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | 0.00 | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | | 62 | 21 | 159 | 14 | 19 |
| | | Light Plant | 6 | Almond Brothers | ad Show 100 | i Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D W | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Haul Truck - 10 Whee | 6 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 630 | 404 | 90 | - | 22 |
| | | Reclaimer/Stabilizer | 1 | CAT | SM-350 | Road Reclaimer/S | 1.85 | 0.62 | 4.72 | 0.41 | 0.39 | 0.00 | 1.85 | 0.62 | 1.13 | 0.41 | 0.39 | | | 92 | 31 | 236 | 21 | 20 |
| | | CMI Paver | 1 | Barber-Greene | BG270B | CMI Paver | 1.98 | 0.66 | 5.05 | 0.44 | 0.41 | 0.00 | 1.98 | 0.66 | 1.21 | 0.44 | 0.41 | | | 99 | 33 | 252 | 22 | 21 |
| | | Water Wagon | 1 | CAT | 766C | Water Wagon | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Oil Tank Truck | 1 | Freightliner | FLD120SD | Oil Tank Truck | 0.26 | 0.17 | 0.04 | 0.00 | 0.01 | 0 | 0.26 | 0.17 | 0.04 | 0.00 | 0.01 | | | 13 | 8 | 2 | - | 0 |
| | | | | | | Total | 11.28 | 4.56 | 22.66 | 1.70 | 3.41 | Total | 11.28 | 4.56 | 5.16 | 1.70 | 3.41 | P1 | ASPHALT | 1,331 | 536 | 1,835 | 129 | 314 |
| P2 | CONCRETE | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Crane RT 25 Ton | 1 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | 0 | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | | 21 | 7 | 53 | 5 | 3 |
| | | Flatbed Truck - 10 W | 2 | Freightliner | FLD120SD | tbed Truck - 10 Wh | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 52 | 34 | 8 | - | 2 |
| | | Front End Loader | 2 | CAT | 988F | CAT 988F | 1.70 | 0.31 | 3.55 | 0.31 | 1.32 | 0 | 1.70 | 0.31 | 0.85 | 0.31 | 1.32 | | | 170 | 31 | 355 | 31 | 132 |
| | | Motor Grader | 2 | CAT | 16H | CAT 16H | 1.05 | 0.39 | 5.78 | 0.26 | 0.89 | 0 | 1.05 | 0.39 | 0.72 | 0.26 | 0.89 | | | 105 | 39 | 578 | 26 | 89 |
| | | Compactor | 2 | CAT | CB634C | CAT CB634C | 0.62 | 0.21 | 1.59 | 0.14 | 0.19 | 0.00 | 0.62 | 0.21 | 0.38 | 0.14 | 0.19 | | | 62 | 21 | 159 | 14 | 19 |
| | | Light Plant | 6 | Almond Brothers | ad Show 100 | i Show 1000 Light | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 28 | 5 | 46 | 5 | 3 |
| | | Welder | 4 | Lincoln | Classic III D | oln Classic III D W | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | Haul Truck - 10 Whee | 8 | Freightliner | FLD120SD | aul Truck - 10 Whe | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 840 | 539 | 120 | - | 30 |
| | | Reclaimer/Stabilizer | 1 | CAT | SM-350 | Road Reclaimer/S | 1.85 | 0.62 | 4.72 | 0.41 | 0.39 | 0.00 | 1.85 | 0.62 | 1.13 | 0.41 | 0.39 | | | 92 | 31 | 236 | 21 | 20 |
| | | CMI Paver | 1 | CAT | SF-7400 | CMI Paver | 1.98 | 0.66 | 5.05 | 0.44 | 0.41 | 0.00 | 1.98 | 0.66 | 1.21 | 0.44 | 0.41 | | | 99 | 33 | 252 | 22 | 21 |
| | | Water Wagon | 1 | CAT | 766C | Water Wagon | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Texturing/Curing Mac | 1 | CMI | TC2502T | turing/Curing Mac | 0.37 | 0.12 | 0.95 | 0.08 | 0.15 | 0.00 | 0.37 | 0.12 | 0.23 | 0.08 | 0.15 | | | 19 | 6 | 48 | 4 | 7 |
| | | | | | | Total | 11.39 | 4.52 | 23.57 | 1.78 | 3.55 | Total | 11.39 | 4.52 | 5.35 | 1.78 | 3.55 | P2 | ONCRET | 1,546 | 769 | 1,911 | 133 | 328 |
| P3 | CONCRETE/ASPHALT | | | | | | | | | | | | | | | | | | | | | | | | |
| 2-P1, 1-P2 | P1 | | 2 | | | | 11.28 | 4.56 | 22.66 | 1.70 | 3.41 | | 11.28 | 4.56 | 5.16 | 1.70 | 3.41 | P1 | ASPHALT | 2,662 | 1,272 | 3,670 | 258 | 628 |
| | P2 | | 1 | | | | 11.39 | 4.52 | 23.57 | 1.78 | 3.55 | | 11.39 | 4.52 | 5.35 | 1.78 | 3.55 | P2 | ONCRET | 1,546 | 769 | 1,911 | 133 | 328 |
| | | | | | | | 22.66 | 9.08 | 46.23 | 3.48 | 6.96 | | 22.66 | 9.08 | 10.52 | 3.48 | 6.96 | P3 | RETE/AS | 4,208 | 2,041 | 5,581 | 391 | 956 |
| P4 | CONCRETE/ASPHALT 2005 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4-P1, 4-P2 | P1 | | 4 | | | | 11.28 | 4.56 | 22.66 | 1.70 | 3.41 | | 11.28 | 4.56 | 5.16 | 1.70 | 3.41 | P1 | ASPHALT | 5,323 | 2,544 | 7,340 | 516 | 1,256 |
| | P2 | | 4 | | | | 11.39 | 4.52 | 23.57 | 1.78 | 3.55 | | 11.39 | 4.52 | 5.35 | 1.78 | 3.55 | P2 | ONCRET | 6,185 | 3,074 | 7,644 | 533 | 1,313 |
| | | | | | | | 22.66 | 9.08 | 46.23 | 3.48 | 6.96 | | 22.66 | 9.08 | 10.52 | 3.48 | 6.96 | P4 | TE/ASPH | 11,509 | 5,618 | 14,984 | 1,048 | 2,569 |

LOS ANGELES INTERNATIONAL AIRPORT
MASTER PLAN PHASE III

CONSTRUCTION EQUIPMENT DATA SHEETS
CONSTRUCTION SUPPORT

Work ho 10.0
Work da 5.0
3 month 1.0

| CREW NUMBER | SUBTASK | EQUIPMENT DESCRIPTION | NUMBER UNITS | MANUFACTURE | MODEL NUMBER | | Air Pollutant Emissions(lbs/quarter | | | | | Air Pollutant Emissions(lbs/quarter) 2.5 grams/hp-hr | | | | | | Air Pollutant Emissions(lbs/week) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | CO | ROG | Nox | Sox | PM10 | | CO | ROG | Nox | Sox | PM10 | | | CO | ROG | Nox | Sox | PM10 |
| CONSTRUCTION SUPPORT | | | | | | | | | | | | | | | | | | | | | | | | |
| SP1 | YARD / MAINTENANCE / SHOP | | | | | | | | | | | | | | | | | | | | | | | |
| | | Fuel/Lube Truck | 1 | Freightliner | FLD120SD | fatbed Truck - 10 Whe | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Maintenance Truck | 1 | Freightliner | FLD120SD | fatbed Truck - 10 Whe | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Fork Lift | 1 | Manitou | M430CP | 50 Ton | 0.44 | 0.06 | 0.38 | 0.04 | 0.06 | 50 Ton | 0.44 | 0.06 | 0.11 | 0.04 | 0.06 | | | 22 | 3 | 18 | 2 | 3 |
| | | Pick Up Truck 3/4 Ton | 8 | Ford | F250 | Pickup Truck | 0.06 | 0.01 | 0.01 | 0.00 | 0.10 | 0 | 0.06 | 0.01 | 0.01 | 0.00 | 0.10 | | | 24 | 3 | 5 | - | 40 |
| | | Crane RT | 1 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | 0 | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | | 21 | 7 | 53 | 5 | 3 |
| | | Front End Loader | 1 | CAT | 966F | CAT 966F | 0.93 | 0.17 | 1.95 | 0.17 | 1.11 | 0 | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | | 47 | 8 | 98 | 8 | 55 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | 0 | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | Welder | 4 | Lincoln | Classic III D | coln Classic III D Wel | 0.16 | 0.03 | 0.26 | 0.03 | 0.01 | 0 | 0.16 | 0.03 | 0.08 | 0.03 | 0.01 | | | 32 | 6 | 52 | 6 | 3 |
| | | | | | | Total | 8.12 | 2.00 | 12.08 | 1.25 | 1.85 | Total | 8.12 | 2.00 | 3.61 | 1.25 | 1.85 | SP1 | ARD / MAINTENANCE / SHO | 451 | 107 | 647 | 67 | 130 |
| SP2 | CONCRETE PLANT | | | | | | | | | | | | | | | | | | | - | - | - | - | - |
| | | Front End Loader | 2 | CAT | 992D | CAT 992D | 2.93 | 0.53 | 6.13 | 0.53 | 1.62 | 0 | 2.93 | 0.53 | 1.47 | 0.53 | 1.62 | | | 293 | 53 | 613 | 53 | 162 |
| | | Transit Truck 14YDS. | 10 | Freightliner | FLD120SD | fatbed Truck - 10 Whe | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | 0 | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 262 | 169 | 38 | - | 9 |
| | | Crane RT | 1 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | 0 | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | | 21 | 7 | 53 | 5 | 3 |
| | | Dozer | 1 | CAT | D9R | CAT D9R | 1.98 | 0.40 | 4.16 | 0.40 | 0.18 | 0.00 | 1.98 | 0.40 | 1.09 | 0.40 | 0.18 | | | 99 | 20 | 208 | 20 | 9 |
| | | Haul Truck 10 Wheel | 10 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 1,050 | 674 | 150 | - | 37 |
| | | Motor Grader | 1 | CAT | 143H | CAT 143H | 0.57 | 0.21 | 3.15 | 0.14 | 0.83 | 0 | 0.57 | 0.21 | 0.39 | 0.14 | 0.83 | | | 29 | 11 | 158 | 7 | 42 |
| | | Water Wagon | 1 | CAT | 766C | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | 0 | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 105 | 67 | 15 | - | 4 |
| | | Light Plant | 4 | Almond Brothers | axl Show 100 | xl Show 1000 Light Pl | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | 0 | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 19 | 3 | 31 | 3 | 2 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | 0 | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | | | | | Total | 15.78 | 5.25 | 23.62 | 2.10 | 3.34 | Total | 15.78 | 5.25 | 6.46 | 2.10 | 3.34 | SP2 | CONCRETE PLANT | 2,131 | 1,050 | 1,679 | 134 | 291 |
| SP3 | ASPHALT PLANT | | | | | | | | | | | | | | | | | | | - | - | - | - | - |
| | | Front end Loader | 2 | CAT | 966C | CAT 966F | 0.934 | 0.16982 | 1.95291 | 0.16982 | 1.11 | | 0.93 | 0.17 | 0.47 | 0.17 | 1.11 | | | 93 | 17 | 185 | 17 | 111 |
| | | Crane RT | 1 | Grove | RT500C | Grove RT500C | 0.42 | 0.14 | 1.07 | 0.09 | 0.07 | | 0.42 | 0.14 | 0.26 | 0.09 | 0.07 | | | 21 | 7 | 53 | 5 | 3 |
| | | Dozer | 1 | CAT | D9R | CAT D9R | 1.98 | 0.40 | 4.16 | 0.40 | 0.18 | | 1.98 | 0.40 | 1.09 | 0.40 | 0.18 | | | 99 | 20 | 208 | 20 | 9 |
| | | Haul Truck 10 Wheel | 10 | Freightliner | FLD120SD | Haul Truck - 10 Wheel | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | 2.10 | 1.35 | 0.30 | 0.00 | 0.07 | | | 1,050 | 674 | 150 | - | 37 |
| | | Motor Grader | 1 | CAT | 143H | CAT 143H | 0.57 | 0.21 | 3.15 | 0.14 | 0.83 | | 0.57 | 0.21 | 0.39 | 0.14 | 0.83 | | | 29 | 11 | 158 | 7 | 42 |
| | | Water Wagon | 1 | CAT | 766C | Water Wagon | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | 0.52 | 0.34 | 0.08 | 0.00 | 0.02 | | | 26 | 17 | 4 | - | 1 |
| | | Light Plant | 4 | Almond Brothers | axl Show 100 | xl Show 1000 Light Pl | 0.09 | 0.02 | 0.15 | 0.02 | 0.01 | | 0.09 | 0.02 | 0.05 | 0.02 | 0.01 | | | 19 | 3 | 31 | 3 | 2 |
| | | Oil Tanker | 1 | Freightliner | FLD120SD | Oil Tank Truck | 0.26 | 0.17 | 0.04 | 0.00 | 0.01 | | 0.26 | 0.17 | 0.04 | 0.00 | 0.01 | | | 13 | 8 | 2 | - | 0 |
| | | Generator | 1 | CAT | 3412TA | Generator | 5.06 | 0.92 | 8.28 | 0.92 | 0.46 | | 5.06 | 0.92 | 2.53 | 0.92 | 0.46 | | | 253 | 46 | 414 | 46 | 23 |
| | | | | | | Total | 11.95 | 3.71 | 19.18 | 1.74 | 2.77 | Total | 11.95 | 3.71 | 5.20 | 1.74 | 2.77 | SP3 | ASPHALT PLANT | 1,603 | 803 | 1,215 | 98 | 228 |
| SP4 | PROGRAM MANAGEMENT | | | | | | | | | | | | | | | | | | | | | | | |
| | | Pick Up Truck 3/4 Ton | 75 | Ford | F250 | Pickup Truck | 0.06 | 0.01 | 0.01 | 0.00 | 0.10 | 0 | 0.06 | 0.01 | 0.01 | 0.00 | 0.10 | | | 228 | 26 | 43 | - | 375 |
| | | Automobiles | 20 | Ford | Taurus | Automobiles | 0.05 | 0.01 | 0.01 | 0.00 | 0.00 | 0 | 0.05 | 0.01 | 0.01 | 0.00 | 0.00 | | | 54 | 6 | 7 | - | 0 |
| | | Ambulance | 2 | Ford | F350 | Ambulance | 0.04 | 0.00 | 0.01 | 0.00 | 0.00 | 0 | 0.04 | 0.00 | 0.01 | 0.00 | 0.00 | | | 4 | 0 | 1 | - | 0 |
| | | | | | | Total | 0.16 | 0.02 | 0.03 | 0.00 | 0.10 | Total | 0.16 | 0.02 | 0.03 | 0.00 | 0.10 | SP4 | PROGRAM MANAGEMENT | 286 | 33 | 51 | - | 375 |

# Attachment H
# Aircraft Engine Particulate Matter Emissions Data Technical Memorandum

LAX Master Plan EIS/EIR

# Aircraft Engine Particulate Matter Emissions Data

June 1999

Prepared for:

Los Angeles World Airports

Prepared by:

Camp Dresser & McKee Inc.
18881 Von Karman Avenue, Suite 650
Irvine, California 92612

Draft Version 1



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| 2.2 Data Developed for the LAX Master Plan | 2-1 |
| 3. Comparison of Aircraft Engine Particulate Emission Indices | 3-1 |
| 4. References | 4-1 |

## Attachments

A Estimate of Particle Emission Indices as a Function of Particle Size for the LTO-Cycle for Commercial Jet Engines.

B. Smoke No. Versus PM Mass Concentration from 1994 California FIP.

# 1. Introduction

Camp Dresser & McKee Inc. (CDM) has developed this technical memorandum to support the preparation of the Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the Los Angeles International Airport (LAX) Master Plan. This technical memorandum documents the sources of aircraft engine emission indices for particulate matter with an equivalent aerodynamic diameter less than 10 $\mu$m ($PM_{10}$). Specifically, turbofan aircraft engine $PM_{10}$ data sources are identified in this technical memorandum.

## 1.1 PROJECT BACKGROUND

The City of Los Angeles (the City) is preparing a Master Plan for the Los Angeles International Airport (LAX) to identify facilities needed through the year 2015. As part of the environmental review for this project, emissions inventories are being developed for various criteria air pollutants and their precursors including carbon monoxide (CO), nitrogen dioxide ($NO_2$), oxides of nitrogen (NOx), ozone ($O_3$), $PM_{10}$, and sulfur dioxide ($SO_2$). This technical memorandum identifies sources of $PM_{10}$ emissions data from aircraft engines. A comparison of the available emission indices are presented.

## 1.2 PURPOSE OF ANALYSIS

The purpose of the analysis documented in this technical memorandum is to provide the necessary and sufficient air quality technical details regarding air pollutants with ambient air quality standards to support the LAXMP EIS/EIR and to ensure compliance with all applicable federal, state, and local requirements, including the National Environmental Policy Act, the California Environmental Quality Act, Section 176 of the Clean Air Act, and Section 509 of the Airport and Airways Improvement Act.

The current, primary data sources for estimating aircraft engine emissions include the International Civil Aviation Organization (ICAO) Engine Exhaust Emissions Databank, U.S. FAA Engine Emissions Database (FAEED), and U.S. FAA Emissions and Dispersion Modeling System (EDMS) program. However, none of these sources contain emissions data for $PM_{10}$. While older sources of total suspended particulate (TSP) data exists, no direct measurements of aircraft engine $PM_{10}$ mass emissions have been conducted recently. This technical memorandum lists the existing sources of particulate matter data for aircraft engines and presents, in Attachment A, some recent findings developed at the University of Missouri – Rolla, Cloud and Aerosol Sciences Laboratory.





# 2. Aircraft Engine Particulate Matter Emissions Sources

This section lists the primary sources of aircraft engine particulate matter emissions.

## 2.1 SOURCES OF AVAILABLE DATA

To identify available sources of aircraft engine particulate matter emissions; CDM conducted a literature review. The primary references for the data identified in this technical Memorandum are presented below:

- "Compilation of Air Pollutant Emission Factors, Volume II: Mobile Sources," AP-42, Fourth Edition, U.S. EPA, Motor Vehicle emission Laboratory, Ann Arbor, MI, September 1985.
- "Characterization of Particulate Emissions from the J79-GE-15A Engine, McClellan Air Force Base, California," AESO Report No. 2-87, U.S. Navy, Aircraft Environmental Support Office, San Diego, CA, April 1987.
- "Particulate Emissions from Aircraft Engines," AESO Report No. 2-90, U.S. Navy, Aircraft Environmental Support Office, San Diego, CA, June 1990.
- "Summary Tables of Gaseous and Particulate Emissions from Aircraft Engines," AESO Report No. 6-90, U.S. Navy, Aircraft Environmental Support Office, San Diego, CA, June 1990.
- "A Field Sampling of Jet Exhaust Aerosols," D.E. Hagen, M.B. Trueblood, and P.D. Whitefield, *Particulate Science and Technology*, 10: 53-63, 1992.
- "American Airlines, Inc.'s Proposed Commercial Aviation Operations Emissions Rule for the South Coast Air Quality Management District," 1994 California FIP, Docket A-94-09, IV-E-49, U.S. EPA, National Vehicle and Fuel Emissions Laboratory, Ann Arbor, MI, November 1994.
- "Effect of Altitude Conditions on the Particle Emissions of a J85-GE-5L Turbojet Engine," J.E. Rickey, NASA-TM-106669, NASA, Lewis Research Center, Cleveland, OH, February 1995.
- "Particulate Emissions in the Exhaust Plume from Commercial Jet Aircraft Under Cruise Conditions," D.E. Hagen, P.D. Whitefield, and H. Schlager, *Journal of Geophysical Research*, 101(D4): 19551-19557, August 27, 1996.
- "Experimental Characterization of Gas Turbine Emissions at Simulated Flight Altitude Conditions," R.P. Howard, R.S. Hiers, Jr., P.D. Whitefield, D.E. Hagen, J.C. Wormhoudt, R.C. Miake-Lye, and R. Strange, AEDC-TR-96-3, USAF, Arnold Engineering Development Center, Arnold AFB, TN, September 1996.
- "*In Situ* Observations of Air Traffic Emission Signatures in the North Atlantic Flight Corridor," H. Schlager, P. Konopka, U. Schumann, H. Ziereis, F. Arnold, M. Klemm, D.E. Hagen, P.D. Whitefield, and J. Ovarlez, *Journal of Geophysical Research*, 102(D9): 10739-10750, May 20, 1997.
- "Particulate Sizing and Emission Indices for a Jet Engine Exhaust Sampled at Cruise," D. Hagen, P. Whitefield, J. Paladino, M. Trueblood, and H. Lilenfeld, *Geophysical Research Letters*, 25(10): 1881-1884, May 15, 1998.
- "Particle Concentration Characterization for Jet Engine Emissions Under Cruise Conditions," J. Paladino, P. Whitefield, D. Hagen, A.R. Hopkins, and M. Trueblood, *Geophysical Research Letters*, 25(10): 1697-1700, May 15, 1998.
- "National Air Pollutant Emission Trends, Procedures Document, 1900-1996," U.S. EPA, Office of Air Quality Planning and Standards, Research Triangle Park, NC, May 1998.
- "Engine Gaseous, Aerosol Precursor and Particulate Emissions at Simulated Flight Altitude Conditions," C.C. Wey, C. Wey, D.J. Dicki, K.H. Lacs, D.E. Noss, D.E. Hagen, P.D. Whitefield, M.B. Trueblood, M.E. Wilson, D. Olson, J.O. Ballenthin, T.M. Miller, A.A. Viggiano, J. Wormhoudt, T. Berkoff, and R.C. Miake-Lye, NASA/TM-1998-208509, NASA, Lewis Research Center, Cleveland, OH, October 1998.

## 2.2 DATA DEVELOPED FOR THE LAX MASTER PLAN

In reviewing the available data on particulate matter emissions from aircraft engines, it was determined that the more recent emission indices in the literature were given in terms of the number of particles per mass of fuel consumed. Additional information was needed to convert the number-based (or particle count) emission indices to mass-based indices. Drs. Whitefield and Hagen at the Cloud and Aerosol Sciences Laboratory, University of Missouri, Rolla, were contracted to provide the additional information and develop mass-based emission indices. Their final report is included as Attachment A to this technical memorandum.

# 3. Comparison of Aircraft Engine Particulate Emission Indices

The review of particulate matter emission indices indicates that some data does exist for aircraft engines. However, most of the available emission indices are for military turbojets. Since these engines are substantially different than the high bypass turbofans in today's commercial airline fleet, the military engine indices were not considered directly useable for the LAX Master Plan EIS/EIR. Particulate mass-based emission indices for turbofan engines come primarily from three sources: 1) the Fourth Edition of AP-42, Volume II (U.S. EPA 1985), 2) the 1994 California FIP Docket (see Attachment B), and 3) the Whitefield and Hagen study (Attachment A).

Figure 1 plots the particulate emission indices for these three data sources under all aircraft operating modes. The particulate emission indices plotted are directly emitted soot (non-volatile) mass, and do not consider secondary particulate formation. Figures 2 through 5 are plots of these emission indices for each of four operating modes: takeoff, climbout, approach, and taxi/idle, respectively.

Visual inspection of the takeoff and climbout data indicated a slight trend with engine size. That is, the larger the engine, the lower the index. No such trend was obvious from inspection of the approach and taxi/idle data. Therefore, exponential functions of fuel flow are recommended for estimating the PM index for a given engine in takeoff and climbout modes. Average values for all engines are recommended for approach and taxi/idle modes. The functions and average values are included in the legends of Figures 2 through 5.

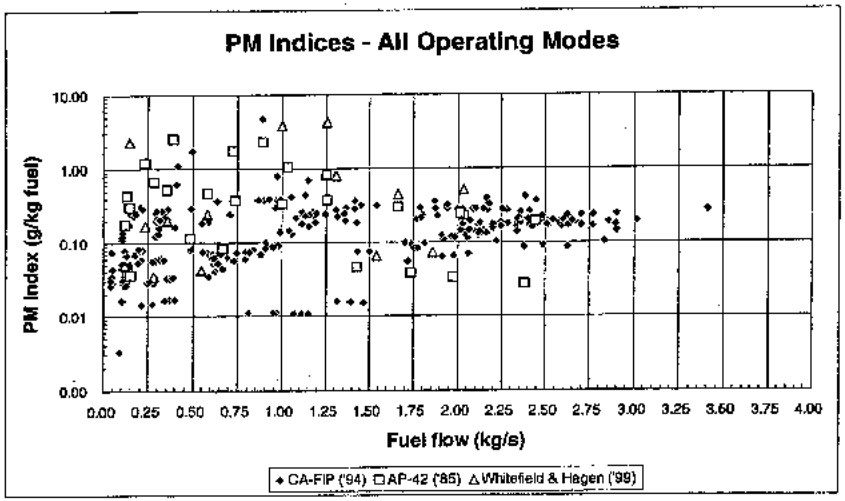


**Figure 1. PM Index Data Points for All Operating Modes.**





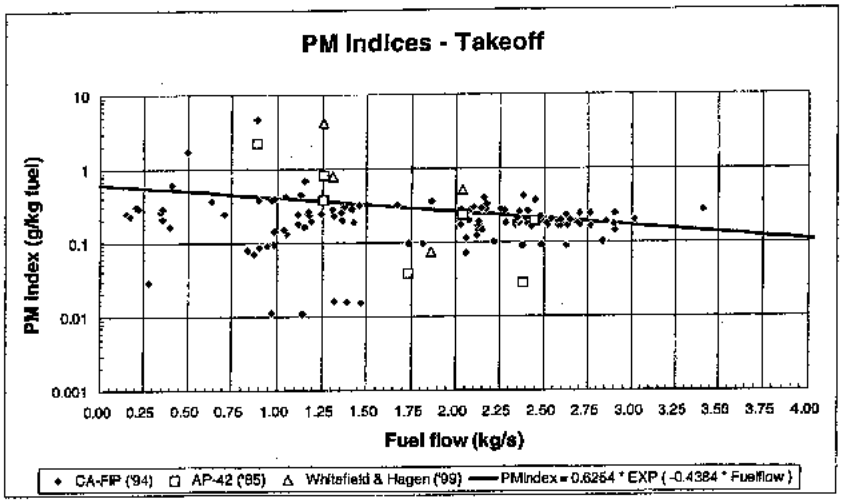


**Figure 2. PM Index Data Points for Takeoff.**

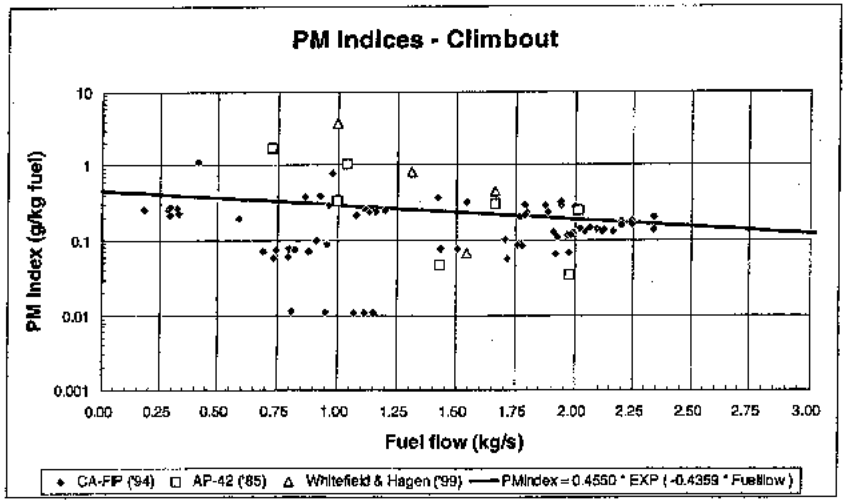


**Figure 3. PM Index Data Points for Climbout.**

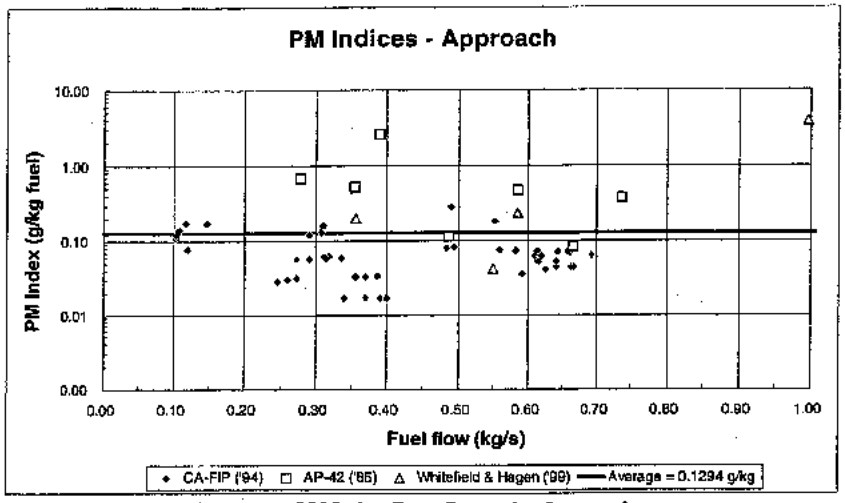


Figure 4. PM Index Data Points for Approach.

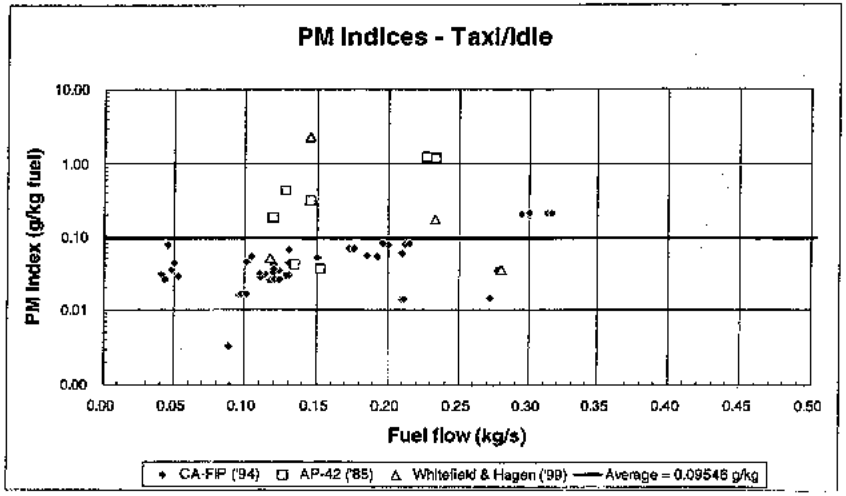


Figure 5. PM Index Data Points for Taxi/Idle.





## 4. References

International Civil Aviation Organization (ICAO). 1995. "ICAO Engine Exhaust Emissions Data Bank." Doc 9646-AN/943, First Edition, Montreal, Canada.

U.S. Environmental Protection Agency, 1985. "Compilation of Air Pollution Emission Factors. Volume II: Mobile Sources" (AP-42, 5th Edition), U.S. Environmental Protection Agency, Office of Air Quality Planning and Standards, Environmental Sciences Research Laboratory, Research Triangle Park, NC.

U.S. Environmental Protection Agency, 1994. "California FIP NPRM: Civil and Military Aviation Technical Support Document," (Docket A-94-09, Index IV-E-49), U.S. Environmental Protection Agency, Motor Vehicle Emission Laboratory, Ann Arbor, MI.

U.S. Federal Aviation Administration, 1995. FAA Aircraft Engine Emission Database (FAEED), FAA Office of Environment and Energy (AEE-110), Washington, DC.

U.S. Federal Aviation Administration and the U.S. Air Force, 1997b. "Emissions and Dispersion Modeling System (EDMS) Reference Manual," FAA-AEE-97-01, FAA Office of Environment and Energy (AEE-120), Washington, DC and USAF Armstrong Laboratory, Tyndall Air Force Base, FL.

LAX Master Plan EIS/EIR

# Aircraft Engine Particulate Matter Emissions Data

# Attachment A

# Estimate Of Particle Emission Indices as a Function of Particle Size for the LTO Cycle for Commercial Jet Engines

March 1999

Prepared for:

Camp Dresser & McKee Inc.

Prepared by:

Philip D. Whitefield and Donald E. Hagen
Cloud and Aerosol Sciences Laboratory
University of Missouri - Rolla

Draft Version 1



# ESTIMATE OF PARTICLE EMISSION INDICES AS A FUNCTION OF PARTICLE SIZE FOR THE LTO CYCLE FOR COMMERCIAL JET ENGINES.

## 1. OBJECTIVE

The objective of this study is to estimate the particle emission indices (EI's)[1] as a function of particle size and fuel sulfur content for the LTO cycle for several commercial jet engines and calculate associated mass-based emission indices. Emission indices are defined as either the number of particles produced per kilogram of fuel burned or the mass of particles produced (in grams) per kilogram of fuel burned. The engines used in this study are the Rolls Royce RB211, Pratt and Whitney JT8D and JT9D, and the General Electric CFM56-5C2 engines. To achieve this objective particle emission concentrations and their size distributions, measured for the jet engines using the UMRMASS methodology (see Appendix I or a brief description of the MASS methodology), were correlated with LTO cycle smoke numbers for the same engines reported in the ICAO database [Hagen et al 1992, Hagen et al 1996 and Paladino 1997a]. It is important to note that this work depends on an extremely small database of MASS type measurements and any estimates reported are limited by this paucity of data. Furthermore these estimates require that the following important assumptions be made and accepted.

(1) Non-volatile (soot) particles are essentially spherical in shape (particles < 500nm diameter).

(2) Non-volatile (soot) particles have a uniform density of 1g/cc.

(3) Particle mass can be calculated from a knowledge of total particle volume (obtained from measured size distributions) and particle density.

(4) All particles emitted by an engine have diameters ≤ 2500nm (2.5μm).

(5) The UMR measurements used in this study are representative and can be directly compared to measurements in the ICAO database.

(6) RB211, JT8D, JT9D and CFM56-5C2 engines are representative of the fleet of engines anticipated to operate at or around LAX.

(7) The ratio of non-volatile to total particle EI's at sea level will be the same as that measured at cruise.

(8) The fuel sulfur dependency observed with the RB211 engine will be the same for the other engines in this study.

(9) EI's for thrust settings not measured can be predicted using correlations between smoke number and EI established in this study.

[1] A list of abbreviations and parameters is given in Appendix IV.

# 2. APPROACH

The ICAO data base contains much jet engine data, e.g. smoke number and fuel flow rates, on a large number of engines. Our goal is to combine this ICAO data with some UMR data on EI's (Emission Indices) for a few engines, and generate some information on mass based emissions as a function of fuel flow rate, for a large number of engines. The ICAO data base contains no direct data on particle mass emissions. The smoke number gives some information on the populations of very large emission particles, but these constitute a very small component of the total particulate population (Paladino 1997). However since large particles make a relatively large contribution to aerosol mass, there is reason to hope that the smoke number may carry some information on mass based emissions.

Ground based measurements using optical extinction-scattering measurements on a tubular combustor rig indicated that particle mass (per unit volume of sample exhaust air) is an increasing function of the fuel air ratio, FAR, (Charalampopoulos 1992; Schumann 1995). Their data is shown in Fig. 1 (circles). Also shown in Fig. 1 is a quadratic fit which indicates that the slope of this data continually increases with increasing FAR, and the coefficient of the quadratic term is positive. Now the coefficient of the quadratic term in a particle mass vs. FAR fit is proportional to the linear term in a mass based EI vs FAR fit (see Appendix D). Also in normal operation the fuel flow increases as the FAR increases. Hence it is reasonable to expect the mass based emissions to vary linearly with fuel flow rate, and to have a positive slope. This can be tested against existing data.

ICAO data on smoke number and UMR data on mass based emission indices (EIm's) was analyzed to study the emissions variation with fuel flow. Figs. 2 and 3 show plots of normalized smoke number, NSN, vs. fuel flow rate, ff, for seventeen engines taken from the ICAO data base, where NSN is defined as any smoke number for a given engine divided by the maximum smoke number for that engine as reported in the ICAO database. NSN's were used to put all smoke number calculations on the same scale. These data exhibit an interesting trend, a roughly linear behavior with slopes ranging from 0.33 - 0.85 s/kg.

Let us now consider the applicability of NSN vs. ff relationship to the commercial fleets in general. Table1 shows usage and relationship applicability data for 29 of the most widely used engines, based on distances flown. These engines represent 74% of total miles flown based on global aircraft emission inventory data for 1991/92 (Gardner et al. 1998). The table provides information on the number of miles flow by any aircraft type and the percentage of those aircraft with a given engine type. From these data two parameters are extracted and shown in the table: de, total distance flown by a given engine type, and Re, the fraction of the total miles flown by commercial aircraft associated with a given engine type. With these data we can identify which engines types do the most work in the commercial fleets. In addition a parameter "slope" is provided, which is the slope (in units of s/kg) of the normalized smoke number vs. fuel flow rate for that engine. For engines for which there was insufficient smoke number data to calculate a slope, X is recorded. A Y is recorded for cases where the NSN is roughly independent of ff, indicating these engines did not exhibit the linear dependence required for the model. The group of engines from Table 1 which exhibit a linear variation in NSN with ff represent 23.7% of total jet engine miles flown, those with insufficient data for such an analysis represent 47.6% of total miles, and the engine group for which smoke number was roughly constant represent 2.3% of total miles. These results show that for the most widely used engines, for which smoke number vs. fuel flow rate is available, representing the normalized smoke number as a linear function of fuel flow with a positive slope is a reasonable model. The weighted average slope (NSN vs. ff) is found to be 0.613±0.054 s/kg.

## 2.1 DEMONSTRATION OF THE APPROACH FOR A SPECIFIC ENGINE - THE RB211-535C

Table 2 shows ground test and airborne sampling data for EIm's taken by UMR during NASA projects SNIF and SUCCESS (Hagen et al. 1996 and 1998). Appendix III provides short descriptions of the field campaigns from which the UMR data is drawn. These data were taken on the emissions from a Rolls Royce RB211-535C engine.

A normalized mass based EI, NEIm, , was calculated and then a linear fit of NEIm to fuel flow was undertaken. NEIm is defined as any EIm from a given engine test divided by the maximum EIm recorded in that engine test. The fit yielded a R-value (correlation coefficient) of 0.975 (which indicates that the fit is good) and a positive slope of 2.7 s/kg. The magnitude of this slope is greater than the weighted average slope given by the normalized smoke number analysis. However the large value of this slope is dictated by the large value of the EIm reported from the airborne measurements. In flight, sampling is done usually on the order of 30-90 seconds after the engine has exhausted the sample into the atmosphere, during this time gas-to-particle





conversion processes are active in the exhaust plume of an aircraft and this processing will increase the value of the EIm's measured in-situ (Fahey et al 1995 and Pueschel et al 1998). Plume processing is not involved in the ground based measurements. If only the two Project SNIF measurements (ground test data) were used in the NEIm calculations, then a slope of 0.48 s/kg is obtained, which falls into the range of slopes presented in figures2 and 3, but is slightly below the weighted average NSN vs. ff slope. Hence the two estimations of the NEIm from airborne and ground based measurements bracket the weighted average slope value for NSN. The smoke number was designed to give a measure of the visibility of the exhaust plume. Large (>>500nm diameter i.e. >> wavelength of visible light) particles have a light scattering coefficient approaching 2 (Cadle 1965). For an aerosol dominated by a single size species, the light scattering and hence the smoke number should be roughly proportional to the particle diameter squared times the particle concentration. This functional dependency is similar to that of the particle mass concentration, i.e. diameter cubed times the concentration. We therefore adopt the approximation that the slope of NSN vs. ff can be used for the slope of the NEIm vs. ff. This choice is made because it involves parameters available in the ICAO data base. It is important to note these approximations do not apply to all engines listed in the ICAO database but are reasonable for a significant number of engines currently operating in the commercial fleets.

Let us consider some exceptions:

(1) There are two GE engines the CF6-50C and CF6-50E2 where changes in their fuel injection nozzles can have a substantial impact on their emissions, in particular their LTO cycle smoke numbers. These engines are essentially the same model, with the same combustor, but with different fuel injection nozzle configurations that yield completely different smoke number behaviors. With one nozzle configuration (low emissions version) emissions increase with fuel flow and have a slope that falls into the range reported above for numerous ICAO engines; with the other fuel nozzle configuration (regular), emissions are approximately independent of fuel flow. Hence for these "regular" engines the linear normalized emissions vs. fuel flow model would not be appropriate.

(2) Extensive UMR measurements on particle emissions have been made for the Pratt F-100 engine (Wey etal 1998). This is a modern engine representing advanced combustor technology. It was found to have a smoke number of zero and its EIm does not correlate with fuel flow (average R2 = 0.063, a perfect correlation would yield R2 = 1.0). The F-100 engine has the most accurately measured EI vs engine condition data set that exists to date (see Fig.4). Particle mass density (Particle mass per unit volume) vs. FAR for the F100 is plotted in Fig. 5. This data does not show the particle mass density correlation with FAR discussed by Charalampopoulos (1992) and Schumann (1995). Hence for the F100 engine the linear normalized emissions vs. fuel flow model would not be appropriate.

# 3. APPLICATION

We now apply the approach to a number of engines for which we have EI data from various UMR measurement campaigns. The weighted average slope of NSN vs. ff from the ICAO database has a value of 0.613 s/kg, as developed above. This slope is applied to the variation of EI with fuel flow rate, ff, for a given engine, and this linearly fitted EI, fei, is referenced to the EI measured by UMR at a particular fuel flow rate, $ff_{UMR}$.

$$fei = EI_{UMR} \cdot [1 + (0.613\ s/kg).(ff - ff_{UMR})]$$

Table 3 shows UMR data from projects SNIF and POLINAT, in which EI's were measured for 4 different engines.

Here ff refers to fuel flow rate and Xbarv is the mean volumetric diameter for the size distribution taken under the sampled conditions. Note that the total aerosol volume per unit volume of exhaust aerosol, $V_A$, is given by

$$V_A = (\pi/6).Xbarv^3.N_A \quad \text{(where } N_A \text{ is the aerosol concentration).}$$

Fuel flow rates for the LTO cycle of these engines taken from the ICAO data base, combined with the weighted average slope of NSN vs. ff and the UMR measurement data given in Table 3, were used to evaluate fitted EI's, fei, for each LTO cycle fuel flow rate. The results are shown in Table 4. The mass-based EI's, fei_m, in table 4 were determined using

$$fei\_m = (\pi/6) \cdot \rho \cdot Xbarv^3 \cdot fei.$$

The assumed density of the particles (carbonaceous) was taken to be $\rho = 1.0\ g/cm^3$. The mean volumetric diameter, Xbarv, varies from engine type to engine type, but for a given engine is generally found to be independent of thrust (Howard etal 1996, Wey etal 1998). Thus for these calculations it is reasonable to use a single diameter to represent all thrust settings in the LTO cycle. This diameter, Xbarv, is also recorded in Table 4.

The total particle EI's were obtained using the ratio of total to non-volatile particles EI's for the NASA B757 aircrafts RB211-535C engines, measured in flight under cruise conditions during NASA's field campaign SUCCESS (Hagen et al 1998). During this campaign measurements were also made in the exhaust plume with two different fuels one with low sulfur (72ppmm) and one with high sulfur (676ppmm) and total particle EI's for both sulfur conditions are given in Table 4. The particle concentration enhancement factors, including the fuel sulfur dependency, measured in situ for the RB211, were assumed to apply to the other engines described in





# 4. DISCUSSION

The approach and its application described in this report are clearly only the first steps to be taken in the process of being able to accurately predict the environmental impact of aircraft related particulate emissions during the LTO cycle for commercial aircraft. The approach shows promise for further application and currently is mainly limited by the availability of mass-based emissions data for the type of particulates emitted by jet engines. It is important to note that a fundamental assumption in this model is that the normalized smoke number slope (derivative of normalized smoke number with respect to fuel flow rate) can be used for the slope of the normalized emission index. Arguments were made to show that this is approximately true for the Rolls Royce RB211-535C engine, a case for which measurement data on the emission index was available. This relationship should be tested for other engines, but this requires further emission index measurements.

Table 4 provides "first of a kind" estimates of number and mass-based EI's for the LTO cycle of four popular engines currently in use in the commercial fleets. The EI's are provided for both non-volatile (soot) particulates and for the total particulates for both high and low fuel sulfur contents. Table 4 reveals a number of important observations:

(1) For both number and mass-based EI's, EI increases with thrust.

(2) For number-based EI's the greatest engine-to-engine variability range is observed at idle and this variability range decreases with increasing thrust.

(3) For mass-based EI's the overall engine-to-engine variability range is much larger than that for number-based EI's, and the range also decreases with increasing thrust, although this dependency is much weaker.

(4) The difference in the engine-engine variability range for mass-based EI's compared to number-based EI's is driven by the variability of the number-based EI's and shifts in the engine size spectra. Both these factors enter into the calculation of mass-based EI's.

(5) The engine-to-engine variability demonstrated in the mass-based EI's clearly indicates a need for more size dependent measurements on a wider range of engines than is available to this report.

(6) Higher levels of sulfur in fuel result in higher mass-based EI's. This fact is measured for the RB211 engine and as stated earlier is assumed to apply to other engines.

The F100 results presented in Fig. 4 indicate that should the community that purchases jet engines require lower mass-based particulate emissions, such a goal is achievable. The data presented in Fig. 4 indicates that low EIm's can be achieved even at high fuel flow rates by the proper choice of operating conditions. There will be a trade off with thrust and the other parameters that are varied during operating condition optimization studies.

The estimates provided in this study can only be of use if their associated level of uncertainty is assessed. There are two major categories of uncertainty. The first deals with uncertainties associated with the measurement of the parameters used to develop the estimates. The second and by far the most significant are those introduced as a result of the inevitable assumptions invoked in order to develop the estimates. The validity of these assumptions can only be verified with additional experimental data. In particular a more accurate measure of soot density for jet engine produced soot is needed. A survey of the literature indicates that a value anywhere between 1-2gcm-3 can be used (Malissa 1978, Rivera-Carpio 1996, and Hitzenberger et al 1996). In the words of Hitzenberger et al "a major problem is caused (in this type of analysis) by the fact that the density of black carbon particles is unknown." To the best of our knowledge this problem has yet to be resolved. The magnitude of the uncertainty introduced by the density factor is a factor of two. This uncertainty dwarfs all others associated with this study (see below) and is an unavoidable obstacle in the absence of any reliable measurement of the density of the soot generated by jet engines.

Measurement uncertainties, with one exception, are typically ▯ 30% with most parameters known to within ± 10-12%(Howard et al 1996, Wey et al 1998). The exception is the problem of accounting for all of the available mass within the window of the size distribution diameter range for the MASS methodology. Historically, the scientific community has been mainly interested in number-based size distributions and the engine studies used in these analyses covered a size range sufficient to characterize number-based size distributions. Mass-based data have been determined from the number-based data using (1) volumetric size distributions derived from the measured number-based data and (2) an assumed density for soot. The UMRMASS methodology used to acquire the number-based size distributions typically operates within a particle diameter range between 10 and 400nm. This is perfectly adequate to account for >95% of the total

concentration of particles emitted from the jet engines studied to date (see Wey et al 1998). Our analysis shows, however, that since the particle mass is related to the particle diameter cubed we are only accounting for 60-70% of the total particle mass for the engines in this study. This effect can be seen clearly in the examples of mass-based size distributions for the RB211 and JT8D engine emissions given in figure 6. As an example of how this effect is less pronounced in more recent engine developments a plot of the mass-based size distribution for an F100 engine is also provided in figure 6. The combustor in the F100 engine is considered to be representative of that for current-advanced commercial engines [Wey et al 1998]. The dm/dlogx plotting format in figure 6 is chosen since it provides a visual proportional relation between the mass and the area under the curve. Our best estimate of this effect suggests that the mass-based EI's reported in table 4 underestimate actual mass-based EI's by 35%. This result, however, is dependent entirely on the assumption that the particle mass-based distributions continue to fall smoothly at diameters beyond the MASS diameter range in a similar manner to the F100 engine.





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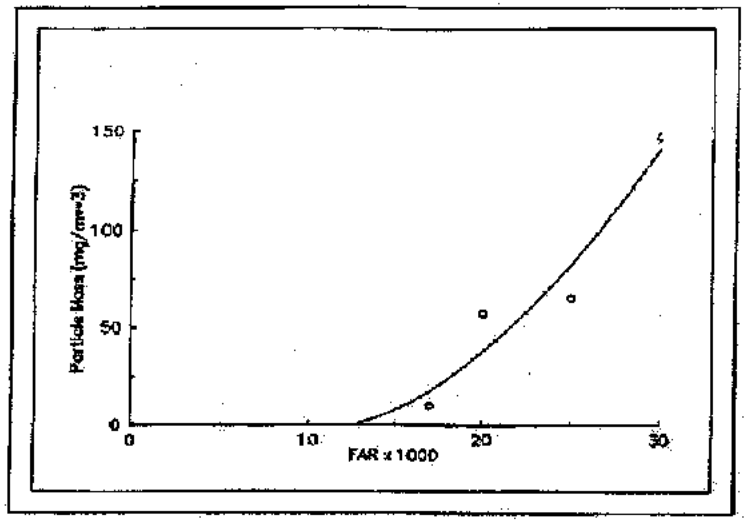



Figure 1. Particle mass versus fuel air ratio for a tubular combustor rig.

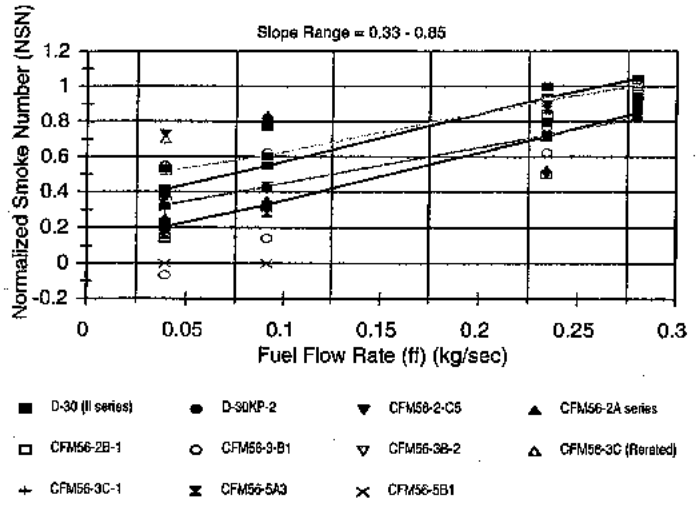



Figure 2. A plot of normalized smoke number versus fuel flow rate for 11 engines taken from the ICAO database.





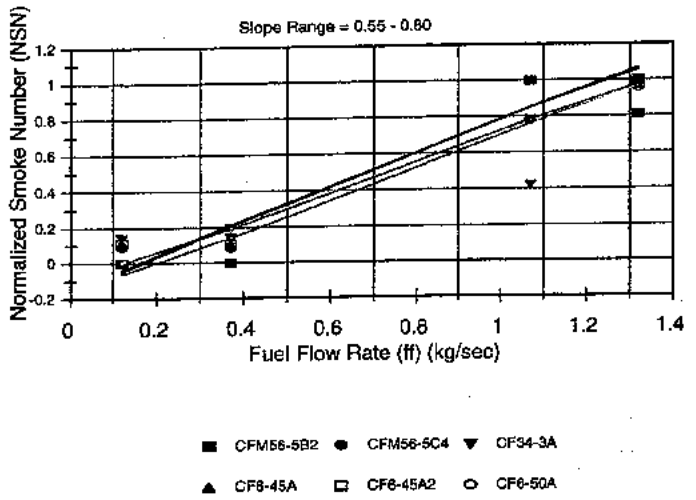



Figure 3. A plot of normalized smoke number versus fuel flow rate for 6 engines taken from the ICAO database.

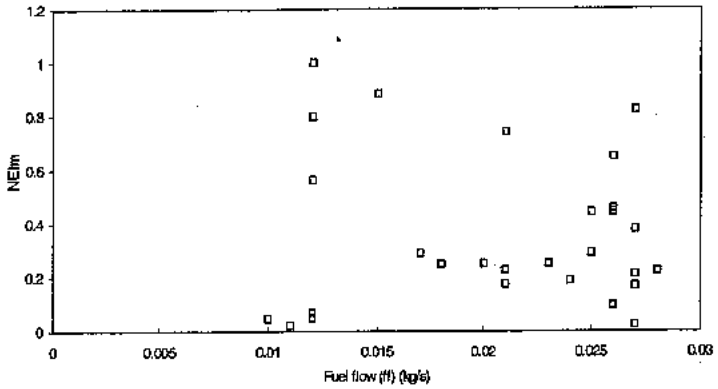



Figure 4. Normalized mass-based emission index versus fuel flow rate for the F100 engine.

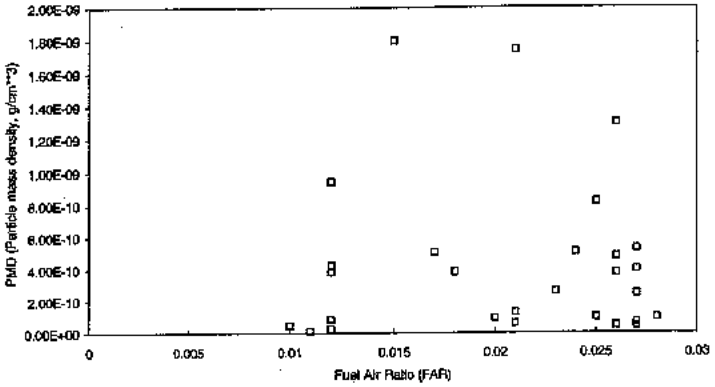
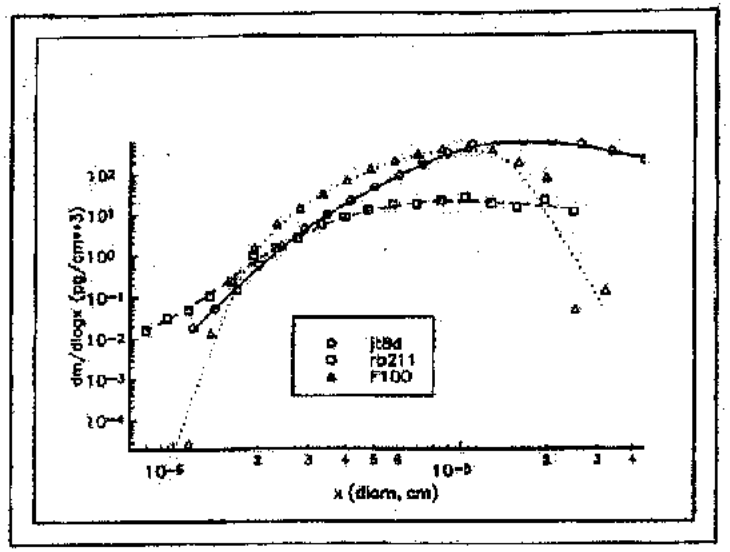



Figure 5. Particle mass density versus fuel air ratio (FAR) for the F100 engine.




Figrue 6. Aerosol mass distributions for the JT8D, RB211 and F100 engines measured with the UMR MASS.





Table 1. Usage and relationship applicability data for 29 of the most widely used engines in the commercial fleet, based on distances flown.

| aircraft | distance | CFM56B1 | CFM56B2 | CFM56C2 | PWJT8D7 | PWJT8D9 |
|---|---|---|---|---|---|---|
| 727 | 2.43E+06 | | | | 7.9 | 25.3 |
| 737 100/200 | 1.78E+06 | | | | 7.2 | 31.3 |
| 737 300/400 | 1.53E+06 | 45.4 | 36.9 | 17.6 | | |
| 747 100/300 | 2.18E+06 | | | | | |
| 767 | 1.73E+06 | | | | | |
| DC10 | 1.53E+06 | | | | | |
| DC9 | 1.21E+06 | | | | 44.9 | 33.2 |
| MD80 | 1.40E+06 | | | | | |
| total | 1.73E+07 | | | | | |
| de | | 6.937E+05 | 5.838E+05 | 2.674E+05 | 8.553E+05 | 1.574E+06 |
| Re | | 0.040 | 0.033 | 0.015 | 0.050 | 0.091 |
| slope | | 0.99292 | 0.79406 | 0.57655 | X | X |
| aircraft | distance | PWJT8D17C | PWJT8D217 | PWJT8D219 | GECF650C | GECF650C1 |
| 727 | 2.43E+06 | 7.6 | | | | |
| 737 100/200 | 1.78E+06 | | | | | |
| 737 300/400 | 1.53E+06 | | | | | |
| 747 100/300 | 2.18E+06 | | | | | 17.6 |
| 767 | 1.73E+06 | | | | | |
| DC10 | 1.53E+06 | | | | 11 | 34.1 |
| DC9 | 1.21E+06 | | | | | |
| MD80 | 1.40E+06 | | 56.9 | 39.7 | | |
| total | 1.73E+07 | | | | | |
| de | | 1.846E+05 | 7.982E+05 | 5.569E+05 | 1.679E+05 | 9.034E+05 |
| Re | | 0.011 | 0.046 | 0.032 | 0.010 | 0.052 |
| slope | | X | X | X | Y | 0.87464 |
| aircraft | distance | GECF680C2B6 | GECF680C2D1F | PW4060 | PW4460 | PWJT9D7A |
| 727 | 2.43E+06 | | | | | |
| 737 100/200 | 1.78E+06 | | | | | |
| 737 300/400 | 1.53E+06 | | | | | |
| 747 100/300 | 2.18E+06 | | | | | 31.1 |
| 767 | 1.73E+06 | 11.4 | | 16 | | |
| DC10 | 1.53E+06 | | 7.5 | | 5.4 | 5.1 |
| DC9 | 1.21E+06 | | | | | |
| MD80 | 1.40E+06 | | | | | |
| total | 1.73E+07 | | | | | |
| de | | 1.968E+05 | 1.145E+05 | 2.762E+05 | 8.241E+04 | 7.546E+05 |
| Re | | 0.011 | 0.007 | 0.018 | 0.005 | 0.044 |
| slope | | 0.52356 | 0.51839 | X | X | 0.49459 |

**Table 1. Usage and relationship applicability data for 29 of the most widely used engines in the commercial fleet, based on distances flown. (continued)**

| aircraft | Distance | PWJT8D15 | PWJT8D15A | PWJT8D17 | PWJT8D17A | GECF66D1K |
|---|---|---|---|---|---|---|
| 727 | 2.43E+06 | 46.6 | | 9.8 | | |
| 737 100/200 | 1.78E+06 | 21.8 | 15.4 | 13.1 | 11.2 | |
| 737 300/400 | 1.53E+06 | | | | | |
| 747 100/300 | 2.18E+06 | | | | | |
| 767 | 1.73E+06 | | | | | |
| DC10 | 1.53E+06 | | | | | 11.5 |
| DC9 | 1.21E+06 | 9 | | | | |
| MD80 | 1.40E+06 | | | | | |
| total | 1.73E+07 | | | | | |
| de | | 1.630E+06 | 2.748E+05 | 4.718E+05 | 1.998E+05 | 1.755E+05 |
| Re | | 0.094 | 0.016 | 0.027 | 0.012 | 0.010 |
| slope | | X | X | X | X | X |

| aircraft | Distance | GECF680A2 | GECF680C2B2 | PWJT9D7Q,7W(70A) | PWJT9D7R4D,D1 | PWJT9D7R4G2 |
|---|---|---|---|---|---|---|
| 727 | 2.43E+06 | | | | | |
| 737 100/200 | 1.78E+06 | | | | | |
| 737 300/400 | 1.53E+06 | | | | | |
| 747 100/300 | 2.18E+06 | | | 16.9 | | 11.6 |
| 767 | 1.73E+06 | 13.2 | 8.2 | | 16.7 | |
| DC10 | 1.53E+06 | | | | | |
| DC9 | 1.21E+06 | | | | | |
| MD80 | 1.40E+06 | | | | | |
| total | 1.73E+07 | | | | | |
| de | | 2.278E+05 | 1.415E+05 | 3.677E+05 | 2.883E+05 | 2.524E+05 |
| Re | | 0.013 | 0.008 | 0.021 | 0.017 | 0.015 |
| slope | | 0.86011 | 0.35723 | X | X | X |

| aircraft | Distance | PWJT8D11 | GECF66D | PWJT9D7J,20J | GECF60A | sum |
|---|---|---|---|---|---|---|
| 727 | 2.43E+06 | | | | | 97.2 |
| 737 100/200 | 1.78E+06 | | | | | 100 |
| 737 300/400 | 1.53E+06 | | | | | 99.8 |
| 747 100/300 | 2.18E+06 | | | 5.5 | | 82.7 |
| 767 | 1.73E+06 | | | | 14.4 | 79.9 |
| DC10 | 1.53E+06 | | 15 | | | 89.6 |
| DC9 | 1.21E+06 | 8.4 | | | | 94.9 |
| MD80 | 1.40E+06 | | | | | 96.5 |
| total | 1.73E+07 | | | | | |
| de | | 1.014E+05 | 2.289E+05 | 1.197E+05 | 2.486E+05 | |
| Re | | 0.006 | 0.013 | 0.007 | 0.014 | 0.73621 |
| slope | | X | Y | X | 0.27810 | 0.56607 |





**Table 2. UMR EIm's for the RB211-535C engine.**

| Test | ff (kg/s) | EIm (g/kg) | NEIm |
|---|---|---|---|
| Gnd, SNIF | .391 | .131 | .187 |
| Gnd, SNIF | .479 | .160 | .229 |
| Airborne, SUCCESS | .709 | .70 | 1 |

**Table 3. UMR data from projects SNIF and POLINAT in which emission indices for 4 different engines were measured.**

| Engine | ff (kg/s) | EI/1.E14 (/kg) | Test | Project | Xbarv (nm) |
|---|---|---|---|---|---|
| RB211-535C | .479 | 7.0 | Ground | SNIF | 47.8 |
| JT8D | .391 | 15.8 | Ground | SNIF | 149 |
| JT9D-7J | .912 | 4.5 | Airborne | POLINAT2 | 106 |
| CFM56-5C2 | 1.67 | 15 | Airborne | POLINAT2 | 107 |

**Table 4. Estimates of number- and mass-based EI's for the LTO cycle of four popular engines.**

| Engine: RB211-22B<br>Xbarv=47.8nm | | | fei_m | | |
|---|---|---|---|---|---|
| Cond | ff | Fei | Nv | Tot_HS | Tot_LS |
| | (kg/s) | (#/kg_f) | (g/kg_f) | (g/kg_f) | (g/kg_f) |
| T/O | 1.9 | 1.3E+15 | 0.074 | 1.1 | 0.19 |
| C/O | 1.5 | 1.2E+15 | 0.066 | 1.0 | 0.17 |
| App | 0.55 | 7.3E+14 | 0.042 | 0.61 | 0.11 |
| Idle | 0.28 | 6.2E+14 | 0.035 | 0.52 | 0.091 |

| Engine: JT9D-7J<br>Xbarv=106nm | | | fei_m | | |
|---|---|---|---|---|---|
| Cond | ff | Fei | Nv | Tot_HS | Tot_LS |
| | (kg/s) | (#/kg_f) | (g/kg_f) | (g/kg_f) | (g/kg_f) |
| T/O | 2.3 | 8.4E+14 | 0.52 | 7.7 | 1.3 |
| C/O | 1.9 | 7.2E+14 | 0.45 | 6.6 | 1.2 |
| App | 0.68 | 3.9E+14 | 0.24 | 3.5 | 0.62 |
| Idle | 0.24 | 2.6E+14 | 0.17 | 2.4 | 0.43 |

| Engine: CFM56-5C2<br>Xbarv=107nm | | | fei_m | | |
|---|---|---|---|---|---|
| Cond | ff | Fei | Nv | Tot_HS | Tot_LS |
| | (kg/s) | (#/kg_f) | (g/kg_f) | (g/kg_f) | (g/kg_f) |
| T/O | 1.3 | 1.2E+15 | 0.80 | 12 | 2.1 |
| C/O | 1.1 | 1.0E+15 | 0.65 | 10 | 1.7 |
| App | 0.36 | 3.1E+14 | 0.20 | 2.9 | 0.52 |
| Idle | 0.12 | 7.7E+13 | 0.050 | 0.73 | 0.13 |

| Engine: JT8D<br>Xbarv=149nm | | | fei_m | | |
|---|---|---|---|---|---|
| Cond | ff | Fei | Nv | Tot_HS | Tot_LS |
| | (kg/s) | (#/kg_f) | (g/kg_f) | (g/kg_f) | (g/kg_f) |
| T/O | 1.3 | 2.5E+15 | 4.2 | 62 | 11 |
| C/O | 1.0 | 2.2E+15 | 3.8 | 56 | 10 |
| App | 0.35 | 1.5E+15 | 2.7 | 39 | 6.9 |
| Idle | 0.15 | 1.3E+15 | 2.3 | 34 | 6.0 |





# APPENDIX I. A BRIEF DESCRIPTION OF THE MASS METHODOLOGY.

**Introduction:**

The University of Missouri-Rolla (UMR) Mobile Aerosol Sampling System (MASS) has been widely deployed in over the past eight years as a particulate characterization experimental package. The versatility and comprehensive nature of the MASS system has made it an ideal platform from which to study submicron particulates.

The MASS system is a compact, versatile particulate characterization platform suitable for both ground-based and flight campaigns. The MASS is made of several modular sub-systems: the sample acquisition facility, particle profiles system and particle size distribution system. The sample acquisition facility is the most fluid part of the MASS system as its configuration changes with each test venue. Samples are analyzed either in real time or from grab-tanks. The particle profile subsystem acquires continuous data on various particulate species. Primarily, this system monitors total particle concentration and non-volatile particle concentration through a condensation nucleus counter, for non-volatile samples a thermal volatilization unit preceeds the counter. The particulate size distribution subsystem acquires size information based upon the electrical mobility of particles within an applied field (particles <700nm dia.) and light scattering (particles >500nm).

**Sample Acquisition:**

In order to properly evaluate particle data, one must have knowledge of the many environmental parameters that influence the particle concentration and size distribution. Within the sample acquisition facility are a number of parameters that must be taken into account, these include: sample dilution, probe effects, sample aging, and sample losses.

Sample Dilution: It is often times desirable to dilute the incoming particulate sample. The particle counters often have a saturation efficiency beyond which they no longer accurately register the correct concentration. Additionally, when sampling under high temperature conditions, it is often desirable to dilute with low humidity air to prevent condensation within the sample lines. The MASS methodology utilizes two primary methods of achieving dilution: probe tip dilution, and filter needle dilution.

Probe Tip Dilution: Probe tip dilution is accomplished by bleeding dry compressed air into the probe tip. Knowledge of the flow rates is critical to calculating the appropriate dilution factor, and the MASS system uses two slaved electronic mass flow meters to regulate the flow of dilution air to the probe tip.

Filter needle Dilution: The MASS system has a novel method of diluting the sample flow by passing the air parcel through an absolute filter that has been pierced by a capillary tube. The effective dilution is determined by the diameter of the capillary tube. With dilution rations varying between 40 and 80, multiple filter needles may be employed to achieve dramatic reductions in the ambient aerosol concentration.

Probe Effects: The method of probe sampling varies with the experimental venue. Of primary concern with particulate characterization is preferential particulate sampling and where necessary iso-kinetic sampling is employed or the deviation from non-iso kinetic conditions is modelled.

Sample Aging: Since often the particle size distributions data is acquired from tank samples, a diffusion/ coagulation model is used to predict the particulate losses, and shifts in the size distribution spectrum.

Sample Losses (line losses): There are two methods of particulate losses: impaction, and diffusion. In order to accurately correct for these losses, great care must be taken in the construction and design of the instrument.

Impaction Losses: Inertial impaction is generally not as significant of a problem as diffusional losses. The MASS system was built with large radii of curvature for sample lines.

Diffusional Losses: Diffusional losses are significant in the typical size range for MASS operations (5-250nm). To correct for these diffusional losses, several variables must be monitored, these include: sample flow rate, tubing length, temperature, and pressure. These variables can then applied to a size spectrum and the cumulative corrections results in a single value that can then be used to correct for diffusional losses. Additionally, particles may be lost at an accelerated rate due to the tubing material, or particulate charging. The materials of the MASS system have undergone testing to determine the penetration losses and appropriate calibration factors have been calculated.

**Particle Profiles:**

The MASS system typically employs a continuous flow thermal diffusion counter, or condensation nucleus counter (CNC). CNC's are commercially available from such companies as MetOne, Inc. (Grand Pass, Oregon), or TSI, Inc. (St. Paul, Minnesota). Thermal diffusion counters general function by passing the aerosol containing sample over a pool of heated alcohol vapor, the vapor laden sample is then passed into a low temperature condenser region, where the alcohol vapor, in supersaturation, condenses on the particles rendering them large enough for optical detection. However, commercial CNC's are designed to operate under very specific conditions, i.e. one atmosphere, and they generally demand a constant flow rate for optimal performance. These conditions are difficult to meet in anything but laboratory applications. In order to operate at reduced pressures for airborne sampling, calibration curves have been constructed for the various CNC devices. As each device has minute variations from another, every device must be calibrated individually. The MASS system generally produces 3 particulate profiles: total aerosol population ( TCN), nonvolatile aerosol population (NVCN), and a large particle profile by laser scattering (LCN). The nonvolatile aerosol population is determined by passing the total aerosol population stream through a known high temperature regime designed to volatilize aerosols. This sub-system operates at 350 C, and has a discrimination efficiency of better than 95% at 80nm diameter.

**Particle Size Distribution:**

Particulate size distributions are acquired through the use of a differential mobility analyzer (DMA). To acquire a size distribution, the particles are first passed through a bipolar charging device, either a Polonium, or krypton alpha particle emitter. This serves to ionize the air, and the statistical nature of collisions and charge transference will place a Boltzmann distribution of charges on the particles as a function of particulate diameter. The resulting particles flow possessing the Boltzmann distribution of charges can then be passed into the DMA device.The MASS DMA's are either commercially available from TSI Inc. (St. Paul, Minnesota), or are "Zalubski" type analyzers built and calibrated at UMR. The DMA consists of concentric cylinders with an applied electric field between them. The polydisperse aerosol sample with the enforced Boltzmann distribution of ambient charges is then subjected to the field. The particles then moving in the y direction by an applied sheath flow of air, also move in the x direction based upon their electrical mobility corrected for their slip coefficient. With the known geometries of the DMA's a band pass function can be calculated to determine what monodisperse size segment is passed through the DMA as a function of the applied electric field.

With this information, and the known distribution of charges for particle diameters, a system of linear equations can uniquely be solved to invert the resultant data and calculate the original aerosol concentration in the sample.





# APPENDIX II. FUEL FLOW RATE DEPENDENCY OF MASS BASED EI.

Assuming that particle mass concentration is a quadratic function of fuel air ratio (FAR), with a very small constant coefficient and a positive quadratic coefficient, yields:

$Pmc$ = particle mass concentration = $c_0 + c_1 * FAR + c_2 * FAR^2$,

where $c_0$ is small and $c_2 > 0$.

Let $\alpha = 1/\rho_a$

where: $\alpha$ = air specific volume, and

$\rho_a$ = air density.

Let $FAR = M_{fuel}/M_{air}$

Pconc = Number of particles per unit volume of air

$\rho$_fuel = Mass of fuel per unit volume of air

$= FAR/\alpha$

EI1 = Number of particles per g_fuel

= Pconc/ $\rho$_fuel

$= \alpha * Pconc / FAR$

EI = Number of particles per kg_fuel

$= 1000 * EI1 = 1000 * \alpha * Pconc/FAR$

$EIm = EI * (\pi/6) * \rho_p * Xbarv^3$

$= (\pi/6) * 1000 * \alpha * \rho_p * Xbarv^3 * Pconc/FAR$

$= (1000 * \alpha/FAR) * (c_0 + c_1 * FAR + c_2 * FAR^2)$

Neglect the small term $c_0$.

$= (1000 * \alpha) * (c_1 + c_2 * FAR)$

Let ff = fuel flow rate, which is proportional to FAR for normal operations.

$EIm = c_3 + c_4 * ff$

Mass based EI should be a linear function of fuel flow rate.

# APPENDIX III. FIELD CAMPAIGN DESCRIPTIONS.

**Project POLINAT – Pollution from aircraft Emissions in the North Atlantic flight Corridor.**

This project encompassing three campaigns from 1994 – 1997 sponsored by the EEC and NASA was aimed at determining the distribution and transformation of pollutants emitted from aircraft in the North Atlantic flight corridor. (See EEC report EUR 16978 EN)

**Project SNIFF – SASS Near Field Interactions Flight.**

A project sponsored by NASA and operating out of NASA Langley with ground-based and airborne measurements of the EI's and size distributions of a range of aircraft commercial, military and NASA owned. The size dependent data was only made on the ground in this project. (See Anderson B., et al Proceedings of the NASA AEAP Meeting at Virginia Beach 1997 and 1998).

**Project SUCCESS – Subsonic Aircraft: contrail and cloud Effects Special Study.**

This campaign sponsored by NASA used aircraft, satellite and ground-based measurements to better understand cirrus cloud and contrail formation and whether aircraft exhaust could effect the formation process. (selected paper from GRL vol 25 Numbers 8,9,10 and 12)





# APPENDIX IV. LIST OF ABBREVIATIONS AND PARAMETERS.

| | |
|---|---|
| de | total distance flown by a given engine type |
| EI | number-based emission index, number of particles per kg_fuel |
| EI1 | number-based emission index, number of particles per g_fuel |
| Elm | mass-based emission index |
| $EI_{UMR}$ | measured EI |
| FAR | fuel to air ratio |
| fei | fitted number-based EI using model |
| fei_m | fitted mass-based EI using model |
| ff | fuel flow rate |
| $ff_{UMR}$ | fuel flow rate for UMR measured EI |
| GE | General Electric |
| ICAO | International Civil Aviation Authority |
| LAX | Los Angeles International Airport |
| LTO | landing and take off |
| $M_{fuel}$ | mass of fuel |
| $M_{air}$ | mass of air |
| MASS | mobile aerosol sampling system |
| $N_A$ | aerosol concentration |
| NElm | normalized mass-based emission index |
| NSN | normalized smoke number |
| NV | non-volatile (soot) |
| Pconc | Number of particles per unit volume of air |
| Pmc | particle mass concentration |
| Re | the fraction of total miles flown by commercial aircraft associated with a given engine type |
| slope | slope of the NSN –vs- ff plot for a given engine |
| Tot_HS | mass-based EI for total particles for high sulfur fuel conditions |
| Tot_LS | mass-based EI for total particles for low sulfur fuel conditions |
| UMR | University of Missouri - Rolla |
| $V_A$ | aerosol volume perunit volume of sample |
| Xbarv | mean volumetric diameter |
| $\alpha$ | air specific volume |
| $\rho$, $\rho_p$ | density of soot |
| $\rho_a$ | air density |
| ρ_fuel | mass of fuel per unit volume of air |

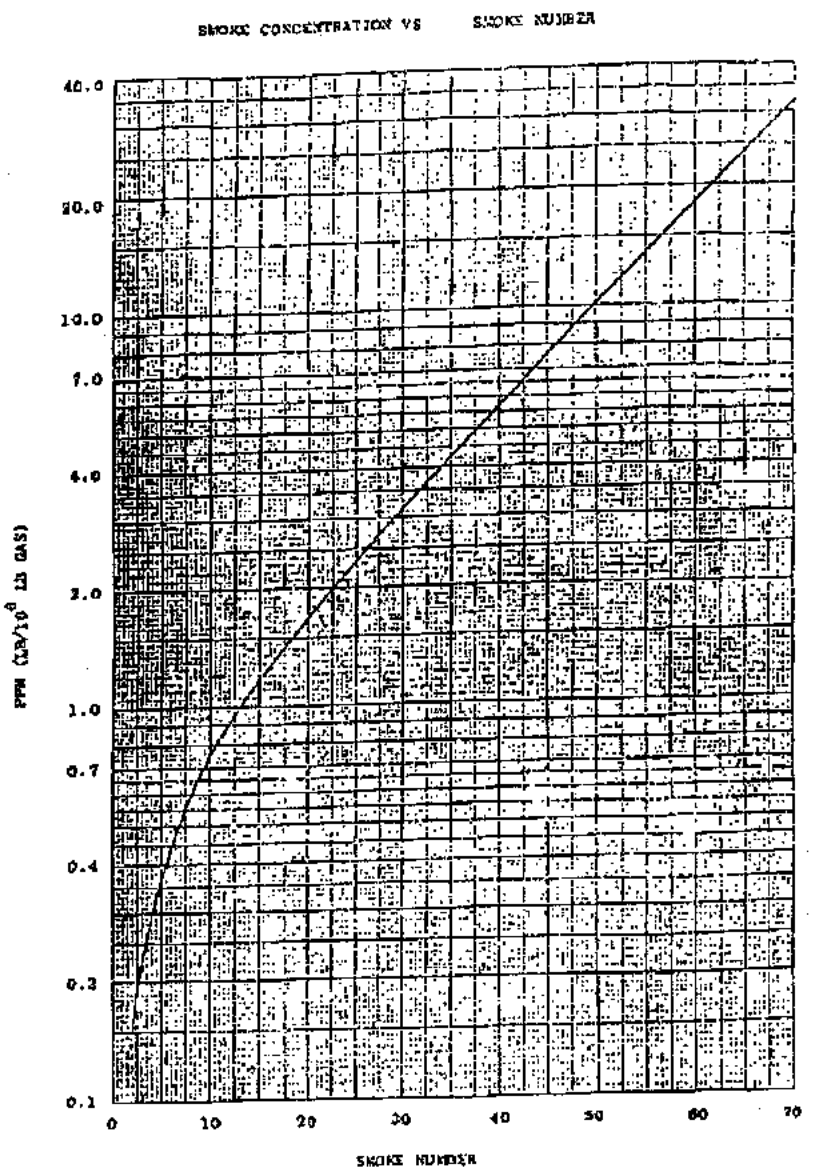
LAX Master Plan EIS/EIR

# Aircraft Engine Particulate Matter Emissions Data

## Attachment B

## Particulate Mass Concentration Versus Smoke Number, from 1994 California FIP






Particulate Mass Concentration vs. Smoke No. from 1994 California FIP.

# Attachment I
# Annual LTO Data by Aircraft and Runway for the LAX Master Plan

Aircraft Landing/Takeoff Operations (LTO) Summary

| Alternative / Forecast Year | Annual Passenger Aircraft LTOs | Annual Cargo Aircraft LTOs | Annual Total LTOs |
|---|---|---|---|
| No Action/No Project / 2005 | 370891 | 20243 | 391134 |
| All Alternatives / 2005 | 370891 | 22988 | 393879 |
| No Action/No Project / 2015 | 371234 | 20243 | 391477 |
| Alternative A / 2015 | 439854 | 27105 | 466959 |
| Alternative B / 2015 | 439854 | 27105 | 466959 |
| Alternative C / 2015 | 370891 | 27105 | 397996 |

Source: Camp Dresser & McKee, Inc.

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
No Action/No Project – 2005

| | Passenger Aircraft | | | | |
|---|---|---|---|---|---|
| | | Percentage | | LTOs | |
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| FOKKER 100-100 | 1372 | 75% | 25% | 1029 | 343 |
| A310-200 | 2402 | 14% | 86% | 343 | 2059 |
| A319 | 1029 | 67% | 33% | 686 | 343 |
| A320 | 10293 | 30% | 70% | 3088 | 7205 |
| A330 | 2745 | 50% | 50% | 1372 | 1372 |
| A340-200 | 3431 | 50% | 50% | 1716 | 1716 |
| B727-200 | 2745 | 50% | 50% | 1372 | 1372 |
| B737-300 | 47348 | 75% | 25% | 35682 | 11665 |
| B737-400 | 3088 | 44% | 56% | 1372 | 1716 |
| B737-500 | 14067 | 71% | 29% | 9950 | 4117 |
| B747-400 | 15783 | 59% | 41% | 9264 | 6519 |
| B747-200 | 5833 | 35% | 65% | 2059 | 3774 |
| B747 Combination | 2059 | 50% | 50% | 1029 | 1029 |
| B757-200 | 54210 | 62% | 38% | 33624 | 20586 |
| B767-300 | 6519 | 32% | 68% | 2059 | 4460 |
| B767-200 | 13381 | 26% | 74% | 3431 | 9950 |
| B777-200 | 7205 | 48% | 52% | 3431 | 3774 |
| A3003 | 10293 | 30% | 70% | 3088 | 7205 |
| ATR72-200 | 3088 | 56% | 44% | 1716 | 1372 |
| ATR42 | 1716 | 40% | 60% | 686 | 1029 |
| BH-1900 | 5147 | 73% | 27% | 3774 | 1372 |
| Canadair RJ50 | 3774 | 45% | 55% | 1716 | 2059 |
| GenAvProp | 14753 | 0% | 100% | 0 | 14753 |
| DC10-30 | 9950 | 34% | 66% | 3431 | 6519 |
| DC-9 | 343 | 100% | 0% | 343 | 0 |
| DASH-7 | 3774 | 82% | 18% | 3088 | 686 |
| EMB-120 | 14067 | 68% | 32% | 9607 | 4460 |
| EMB110KQ1 | 1372 | 50% | 50% | 686 | 686 |
| FOKKER 50 | 343 | 100% | 0% | 343 | 0 |
| FOKKER 70 | 2059 | 67% | 33% | 1372 | 686 |
| GenAvJet | 3088 | 0% | 100% | 0 | 3088 |
| IL-96 | 343 | 100% | 0% | 343 | 0 |
| Jetstream 31 | 14753 | 51% | 49% | 7548 | 7205 |
| L1011-500 | 2745 | 38% | 63% | 1029 | 1716 |
| MD-11 | 10979 | 25% | 75% | 2745 | 8234 |
| MD-80 | 23331 | 60% | 40% | 14067 | 9264 |
| MD-80-87 | 1372 | 100% | 0% | 1372 | 0 |
| MD-90-10 | 8234 | 54% | 46% | 4460 | 3774 |
| MD-90-95 | 3774 | 45% | 55% | 1716 | 2059 |
| Saab 2000 | 3431 | 50% | 50% | 1716 | 1716 |
| SHORT 360 | 3088 | 78% | 22% | 2402 | 686 |
| SF-340A | 20586 | 53% | 47% | 10979 | 9607 |
| Swearingen Metro 2 | 10979 | 34% | 66% | 3774 | 7205 |
| Total | 370891 | | | 193508 | 177383 |

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
No Action/No Project – 2005

| | Cargo Aircraft | | | | |
|---|---|---|---|---|---|
| | | Percentage | | LTOs | |
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| A300-C4-200 Cargo | 1029 | 0% | 100% | 0 | 1029 |
| A310-200 Cargo | 1029 | 0% | 100% | 0 | 1029 |
| B737-200C Cargo | 2745 | 0% | 100% | 0 | 2745 |
| B747-400 Cargo | 2059 | 0% | 100% | 0 | 2059 |
| B747-200 Cargo | 2402 | 0% | 100% | 0 | 2402 |
| B757-200 Cargo | 1372 | 0% | 100% | 0 | 1372 |
| B767-200 Cargo | 2059 | 0% | 100% | 0 | 2059 |
| BH-1900 Cargo | 1029 | 0% | 100% | 0 | 1029 |
| GenAvProp Cargo | 2745 | 0% | 100% | 0 | 2745 |
| DC10-30 Cargo | 2059 | 0% | 100% | 0 | 2059 |
| MD-11 Cargo | 1716 | 0% | 100% | 0 | 1716 |
| Total | 20243 | | | 0 | 20243 |

Source: Camp Dresser & McKee, Inc.

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
All Alternatives – 2005

| | Passenger Aircraft | | | | |
|---|---|---|---|---|---|
| | | Percentage | | LTOs | |
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| FOKKER 100-100 | 1372 | 50% | 50% | 686 | 686 |
| A310-200 | 2402 | 29% | 71% | 688 | 1716 |
| A319 | 1029 | 67% | 33% | 686 | 343 |
| A320 | 10293 | 40% | 60% | 4117 | 6176 |
| A330 | 2745 | 63% | 38% | 1716 | 1029 |
| A340-200 | 3431 | 30% | 70% | 1029 | 2402 |
| B727-200 | 2745 | 38% | 63% | 1029 | 1716 |
| B737-300 | 47348 | 57% | 43% | 27105 | 20243 |
| B737-400 | 3088 | 56% | 44% | 1716 | 1372 |
| B737-500 | 14067 | 44% | 56% | 6176 | 7891 |
| B747-400 | 15783 | 46% | 54% | 7205 | 8578 |
| B747-200 | 5833 | 53% | 47% | 3088 | 2745 |
| B747 Combination | 2059 | 67% | 33% | 1372 | 686 |
| B757-200 | 54210 | 53% | 47% | 28820 | 25389 |
| B767-300 | 6519 | 32% | 68% | 2059 | 4460 |
| B767-200 | 13381 | 33% | 67% | 4460 | 8921 |
| B777-200 | 7205 | 48% | 52% | 3431 | 3774 |
| A300B | 10293 | 47% | 53% | 4803 | 5490 |
| ATR72-200 | 3088 | 56% | 44% | 1716 | 1372 |
| ATR42 | 1716 | 40% | 60% | 686 | 1029 |
| BH-1900 | 5147 | 73% | 27% | 3774 | 1372 |
| Canadair RJ50 | 3774 | 45% | 55% | 1716 | 2059 |
| GenAvProp | 14753 | 0% | 100% | 0 | 14753 |
| DC10-30 | 9950 | 34% | 66% | 3431 | 6519 |
| DC-9 | 343 | 100% | 0% | 343 | 0 |
| DASH-7 | 3774 | 82% | 18% | 3088 | 686 |
| EMB 120 | 14067 | 68% | 32% | 9607 | 4460 |
| EMB110KQI | 1372 | 50% | 50% | 686 | 686 |
| FOKKER 50 | 343 | 100% | 0% | 343 | 0 |
| FOKKER 70 | 2059 | 67% | 33% | 1372 | 686 |
| GenAvJet | 3088 | 0% | 100% | 0 | 3088 |
| IL-96 | 343 | 100% | 0% | 343 | 0 |
| Jetstream 31 | 14753 | 51% | 49% | 7548 | 7205 |
| L1011-500 | 2745 | 38% | 63% | 1029 | 1716 |
| MD-11 | 10979 | 41% | 59% | 4460 | 6519 |
| MD-80 | 23331 | 41% | 59% | 9607 | 13724 |
| MD-80-87 | 1372 | 75% | 25% | 1029 | 343 |
| MD-90-10 | 8234 | 29% | 71% | 2402 | 5833 |
| MD-90-95 | 3774 | 18% | 82% | 686 | 3088 |
| Saab 2000 | 3431 | 50% | 50% | 1716 | 1716 |
| SHORT 360 | 3088 | 78% | 22% | 2402 | 686 |
| SF-340A | 20596 | 53% | 47% | 10979 | 9607 |
| Swearingen Metro 2 | 10979 | 34% | 66% | 3774 | 7205 |
| Total | 370891 | | | 172922 | 197969 |

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
All Alternatives – 2005

| | | Cargo Aircraft | | | |
|---|---|---|---|---|---|
| | | Percentage | | LTOs | |
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| A300-C4-200 Cargo | 1029 | 0% | 100% | 0 | 1029 |
| A310-200 Cargo | 1372 | 25% | 75% | 343 | 1029 |
| B727 Cargo | 1029 | 0% | 100% | 0 | 1029 |
| B737-200C Cargo | 2059 | 33% | 67% | 686 | 1372 |
| B747-400 Cargo | 1716 | 40% | 60% | 686 | 1029 |
| B747-200 Cargo | 2745 | 50% | 50% | 1372 | 1372 |
| B757-200 Cargo | 1716 | 0% | 100% | 0 | 1716 |
| B767-200 Cargo | 2059 | 0% | 100% | 0 | 2059 |
| BH-1900 Cargo | 1029 | 33% | 67% | 343 | 686 |
| GenAvProp Cargo | 3088 | 56% | 44% | 1716 | 1372 |
| DC10-30 Cargo | 3088 | 0% | 100% | 0 | 3088 |
| DC9 Cargo | 686 | 50% | 50% | 343 | 343 |
| MD-11 Cargo | 1372 | 25% | 75% | 343 | 1029 |
| Total | 22988 | | | 5833 | 17155 |

Source: Camp Dresser & McKee, Inc.

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
No Action/No Project – 2015

| | | Passenger Aircraft | | | |
|---|---|---|---|---|---|
| | | Percentage | | LTOs | |
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| FOKKER 100-100 | 1029 | 67% | 33% | 686 | 343 |
| A310-200 | 2745 | 25% | 75% | 686 | 2059 |
| A319 | 686 | 50% | 50% | 343 | 343 |
| A320 | 7205 | 24% | 76% | 1716 | 5490 |
| A330 | 2402 | 71% | 29% | 1716 | 686 |
| A340-200 | 2402 | 86% | 14% | 2059 | 343 |
| B737-300 | 34310 | 89% | 11% | 30536 | 3774 |
| B737-400 | 13381 | 64% | 36% | 8578 | 4803 |
| B737-500 | 22645 | 76% | 24% | 17155 | 5490 |
| B747-400 | 17841 | 87% | 13% | 15440 | 2402 |
| B747-200 | 1372 | 75% | 25% | 1029 | 343 |
| B747 Combination | 2402 | 86% | 14% | 2059 | 343 |
| B747-X | 4803 | 0% | 100% | 0 | 4803 |
| B757-200 | 52151 | 49% | 51% | 25733 | 26419 |
| B767-300 | 22302 | 43% | 57% | 9607 | 12695 |
| B767-200 | 12352 | 17% | 83% | 2059 | 10293 |
| B777-200 | 5147 | 60% | 40% | 3088 | 2059 |
| A300B | 22645 | 35% | 65% | 7891 | 14753 |
| ATR72-200 | 3774 | 45% | 55% | 1716 | 2059 |
| ATR42 | 7548 | 59% | 41% | 4460 | 3088 |
| BH-1900 | 6519 | 63% | 37% | 4117 | 2402 |
| Canadair R50 | 6176 | 44% | 56% | 2745 | 3431 |
| Canadair R70 | 686 | 100% | 0% | 686 | 0 |
| GenAvProp | 14753 | 0% | 100% | 0 | 14753 |
| DASH-7 | 8921 | 42% | 58% | 3774 | 5147 |
| EMB-120 | 3431 | 80% | 20% | 2745 | 686 |
| EMB110KQ1 | 3431 | 80% | 20% | 2745 | 686 |
| FOKKER 50 | 2745 | 63% | 38% | 1716 | 1029 |
| FOKKER 70 | 1029 | 67% | 33% | 686 | 343 |
| GenAvJet | 3088 | 0% | 100% | 0 | 3088 |
| Jetstream 31 | 7548 | 45% | 55% | 3431 | 4117 |
| MD-11 | 19557 | 51% | 49% | 9950 | 9607 |
| MD-80 | 16469 | 54% | 46% | 8921 | 7548 |
| MD-80-87 | 343 | 100% | 0% | 343 | 0 |
| MD-90-10 | 5490 | 44% | 56% | 2402 | 3088 |
| MD-90-95 | 4803 | 50% | 50% | 2402 | 2402 |
| Saab 2000 | 8921 | 62% | 38% | 5490 | 3431 |
| SHORT 360 | 1029 | 67% | 33% | 686 | 343 |
| SF-340A | 5490 | 69% | 31% | 3774 | 1716 |
| Swearingen Metro 2 | 11865 | 41% | 59% | 4803 | 6862 |
| Total | 371234 | | | 197969 | 173266 |

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
No Action/No Project – 2015

| | | Cargo Aircraft | | | |
|---|---|---|---|---|---|
| | | Percentage | | LTOs | |
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| A300-C4-200 Cargo | 1029 | 0% | 100% | 0 | 1029 |
| A310-200 Cargo | 1029 | 0% | 100% | 0 | 1029 |
| B737-200C Cargo | 2745 | 0% | 100% | 0 | 2745 |
| B747-400 Cargo | 2059 | 0% | 100% | 0 | 2059 |
| B747-200 Cargo | 2402 | 0% | 100% | 0 | 2402 |
| B757-200 Cargo | 1372 | 0% | 100% | 0 | 1372 |
| B767-200 Cargo | 2059 | 0% | 100% | 0 | 2059 |
| BH-1900 Cargo | 1029 | 0% | 100% | 0 | 1029 |
| GenAvProp Cargo | 2745 | 0% | 100% | 0 | 2745 |
| DC10-30 Cargo | 2059 | 0% | 100% | 0 | 2059 |
| MD-11 Cargo | 1716 | 0% | 100% | 0 | 1716 |
| Total | 20243 | | | 0 | 20243 |

Source: Camp Dresser & McKee, Inc.

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
Alternative A – 2015

| | | Passenger Aircraft | | | |
|---|---|---|---|---|---|
| | | Percentage | | LTOs | |
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| FOKKER 100-100 | 1029 | 67% | 33% | 686 | 343 |
| A310-200 | 2745 | 25% | 75% | 686 | 2059 |
| A319 | 1372 | 75% | 25% | 1029 | 343 |
| A320 | 9950 | 21% | 79% | 2059 | 7891 |
| A330 | 5833 | 47% | 53% | 2745 | 3088 |
| A340-200 | 6862 | 60% | 40% | 4117 | 2745 |
| B737-300 | 28477 | 59% | 41% | 16812 | 11665 |
| B737-400 | 8578 | 40% | 60% | 3431 | 5147 |
| B737-500 | 9950 | 55% | 45% | 5490 | 4460 |
| B747-400 | 22302 | 78% | 22% | 17498 | 4803 |
| B747-200 | 1372 | 75% | 25% | 1029 | 343 |
| B747 Combination | 3431 | 50% | 50% | 1716 | 1716 |
| B747-X | 5147 | 100% | 0% | 5147 | 0 |
| B757-200 | 88520 | 48% | 52% | 42544 | 45975 |
| B767-300 | 17498 | 53% | 47% | 9264 | 8234 |
| B767-200 | 13381 | 18% | 82% | 2402 | 10979 |
| B777-200 | 15783 | 35% | 65% | 5490 | 10293 |
| A300B | 23331 | 28% | 72% | 6519 | 16812 |
| ATR72 200 | 4803 | 57% | 43% | 2745 | 2059 |
| ATR42 | 9950 | 59% | 41% | 5833 | 4117 |
| BH-1900 | 7548 | 68% | 32% | 5147 | 2402 |
| Canadair RJ50 | 10636 | 39% | 61% | 4117 | 6519 |
| Canadair RJ70 | 686 | 100% | 0% | 686 | 0 |
| GenAvProp | 14067 | 51% | 49% | 7205 | 6862 |
| DASH-7 | 11322 | 52% | 48% | 5833 | 5490 |
| EMB 120 | 5490 | 56% | 44% | 3088 | 2402 |
| EMB110KQ1 | 4803 | 93% | 7% | 4460 | 343 |
| FOKKER 50 | 4460 | 54% | 46% | 2402 | 2059 |
| FOKKER 70 | 1716 | 60% | 40% | 1029 | 686 |
| GenAvJet | 4803 | 57% | 43% | 2745 | 2059 |
| Jetstream 31 | 7548 | 36% | 64% | 2745 | 4803 |
| MD-11 | 23331 | 32% | 68% | 7548 | 15783 |
| MD-80 | 16469 | 33% | 67% | 5490 | 10979 |
| MD-80-87 | 1029 | 33% | 67% | 343 | 686 |
| MD-90-10 | 7891 | 43% | 57% | 3431 | 4460 |
| MD-90-95 | 6519 | 47% | 53% | 3088 | 3431 |
| Saab 2000 | 12352 | 53% | 47% | 6519 | 5833 |
| SHORT 360 | 2059 | 67% | 33% | 1372 | 686 |
| SF-340A | 6862 | 55% | 45% | 3774 | 3088 |
| Swearingen Metro 2 | 9950 | 45% | 55% | 4460 | 5490 |
| Total | 439854 | | | 212722 | 227132 |

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
Alternative A - 2015

| | | Cargo Aircraft | | | |
|---|---|---|---|---|---|
| | | Percentage | | LTOs | |
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| A300-C4-200 Cargo | 1716 | 20% | 80% | 343 | 1372 |
| A310-200 Cargo | 1716 | 20% | 80% | 343 | 1372 |
| B737-200C Cargo | 3431 | 30% | 70% | 1029 | 2402 |
| B747-400 Cargo | 3088 | 56% | 44% | 1716 | 1372 |
| B747-200 Cargo | 3088 | 44% | 56% | 1372 | 1716 |
| B757-200 Cargo | 2059 | 17% | 83% | 343 | 1716 |
| B767-200 Cargo | 2402 | 0% | 100% | 0 | 2402 |
| BH-1900 Cargo | 1029 | 0% | 100% | 0 | 1029 |
| GenAvProp Cargo | 3088 | 67% | 33% | 2059 | 1029 |
| DC10-30 | 2745 | 25% | 75% | 686 | 2059 |
| MD-11 Cargo | 2745 | 38% | 63% | 1029 | 1716 |
| Total | 27105 | | | 8921 | 18184 |

Source: Camp Dresser & McKee, Inc.

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
Alternative B - 2015

| | | Passenger Aircraft | | | |
|---|---|---|---|---|---|
| | | Percentage | | LTOs | |
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| FOKKER 100-100 | 1029 | 100% | 0% | 1029 | 0 |
| A310-200 | 2745 | 13% | 88% | 343 | 2402 |
| A319 | 1372 | 75% | 25% | 1029 | 343 |
| A320 | 9950 | 21% | 79% | 2059 | 7891 |
| A330 | 5833 | 35% | 65% | 2059 | 3774 |
| A340-200 | 6862 | 60% | 40% | 4117 | 2745 |
| B737-300 | 28477 | 59% | 41% | 16812 | 11665 |
| B737-400 | 8578 | 36% | 64% | 3088 | 5490 |
| B737-500 | 9950 | 41% | 59% | 4117 | 5833 |
| B747-400 | 22302 | 75% | 25% | 16812 | 5490 |
| B747-200 | 1372 | 75% | 25% | 1029 | 343 |
| B747 Combination | 3431 | 50% | 50% | 1716 | 1716 |
| B747-X | 5147 | 100% | 0% | 5147 | 0 |
| B757-200 | 88520 | 48% | 52% | 42544 | 45975 |
| B767-300 | 17498 | 59% | 41% | 10293 | 7205 |
| B767-200 | 13381 | 33% | 67% | 4460 | 8921 |
| B777-200 | 15783 | 46% | 54% | 7205 | 8578 |
| A300B | 23331 | 21% | 79% | 4803 | 18527 |
| ATR72-200 | 4803 | 57% | 43% | 2745 | 2059 |
| ATR42 | 9950 | 59% | 41% | 5833 | 4117 |
| BH-1900 | 7548 | 68% | 32% | 5147 | 2402 |
| Canadair RJ50 | 10636 | 39% | 61% | 4117 | 6519 |
| Canadair RJ70 | 686 | 100% | 0% | 686 | 0 |
| GenAvProp | 14067 | 51% | 49% | 7205 | 6862 |
| DASH-7 | 11322 | 52% | 48% | 5833 | 5490 |
| EMB-120 | 5490 | 56% | 44% | 3088 | 2402 |
| EMB110KQ1 | 4803 | 93% | 7% | 4460 | 343 |
| FOKKER 50 | 4460 | 54% | 46% | 2402 | 2059 |
| FOKKER 70 | 1716 | 60% | 40% | 1029 | 686 |
| GenAvJet | 4803 | 57% | 43% | 2745 | 2059 |
| Jetstream 31 | 7548 | 36% | 64% | 2745 | 4803 |
| MD-11 | 23331 | 31% | 69% | 7205 | 16126 |
| MD-80 | 16469 | 48% | 52% | 7891 | 8578 |
| MD-80-87 | 1029 | 0% | 100% | 0 | 1029 |
| MD-90-10 | 7891 | 52% | 48% | 4117 | 3774 |
| MD-90-95 | 6519 | 47% | 53% | 3088 | 3431 |
| Scala 2000 | 12352 | 53% | 47% | 6519 | 5833 |
| SHORT 360 | 2059 | 67% | 33% | 1372 | 686 |
| SF-340A | 6862 | 55% | 45% | 3774 | 3088 |
| Swearingen Metro 2 | 9950 | 45% | 55% | 4460 | 5490 |
| Total | 439854 | | | 215124 | 224731 |

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
Alternative B – 2015

| | | Cargo Aircraft | | | |
|---|---|---|---|---|---|
| | | Percentage | | LTOs | |
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| A300-C4-200 Cargo | 1716 | 20% | 80% | 343 | 1372 |
| A310-200 Cargo | 1716 | 20% | 80% | 343 | 1372 |
| B737-200C Cargo | 3431 | 30% | 70% | 1029 | 2402 |
| B747-400 Cargo | 3088 | 67% | 33% | 2059 | 1029 |
| B747-200 Cargo | 3088 | 44% | 56% | 1372 | 1716 |
| B757-200 Cargo | 2059 | 17% | 83% | 343 | 1716 |
| B767-200 Cargo | 2402 | 0% | 100% | 0 | 2402 |
| BH-1900 Cargo | 1029 | 0% | 100% | 0 | 1029 |
| GenAvProp Cargo | 3088 | 67% | 33% | 2059 | 1029 |
| DC10-30 Cargo | 2745 | 50% | 50% | 1372 | 1372 |
| MD-11 Cargo | 2745 | 38% | 63% | 1029 | 1716 |
| Total | 27105 | | | 9950 | 17155 |

Source: Camp Dresser & McKee, Inc.

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
Alternative C – 2015

| | | Passenger Aircraft | | | |
|---|---|---|---|---|---|
| | | Percentage | | LTOs | |
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| FOKKER 100-100 | 1029 | 33% | 67% | 343 | 686 |
| A310-200 | 3088 | 22% | 78% | 686 | 2402 |
| A319 | 686 | 100% | 0% | 686 | 0 |
| A320 | 9264 | 33% | 67% | 3088 | 6176 |
| A330 | 5833 | 53% | 47% | 3088 | 2745 |
| A340-200 | 5490 | 69% | 31% | 3774 | 1716 |
| B737-300 | 27448 | 54% | 46% | 14753 | 12695 |
| B737-400 | 8578 | 44% | 56% | 3774 | 4803 |
| B737-500 | 11665 | 56% | 44% | 6519 | 5147 |
| B747-400 | 21615 | 81% | 19% | 17498 | 4117 |
| B747-200 | 1372 | 75% | 25% | 1029 | 343 |
| B747 Combination | 3088 | 78% | 22% | 2402 | 686 |
| B747-X | 5147 | 100% | 0% | 5147 | 0 |
| B757-200 | 78227 | 68% | 32% | 52837 | 25389 |
| B767-300 | 13724 | 58% | 43% | 7891 | 5833 |
| B767-200 | 12352 | 22% | 78% | 2745 | 9607 |
| B777-200 | 14410 | 43% | 57% | 6176 | 8234 |
| A300B | 22983 | 37% | 63% | 8578 | 14410 |
| ATR72-200 | 2059 | 50% | 50% | 1029 | 1029 |
| ATR42 | 5833 | 65% | 35% | 3774 | 2059 |
| BH-1900 | 4803 | 64% | 36% | 3088 | 1716 |
| Canadair RJ50 | 5147 | 47% | 53% | 2402 | 2745 |
| Canadair RJ70 | 686 | 100% | 0% | 686 | 0 |
| GenAvProp | 14753 | 0% | 100% | 0 | 14753 |
| DASH-7 | 5490 | 38% | 63% | 2059 | 3431 |
| EMB-120 | 3088 | 78% | 22% | 2402 | 686 |
| EMB110KQ1 | 2402 | 86% | 14% | 2059 | 343 |
| FOKKER 50 | 1716 | 40% | 60% | 686 | 1029 |
| FOKKER 70 | 686 | 100% | 0% | 686 | 0 |
| GenAvJet | 3088 | 0% | 100% | 0 | 3088 |
| Jetstream 31 | 4460 | 46% | 54% | 2059 | 2402 |
| MD-11 | 21615 | 46% | 54% | 9950 | 11665 |
| MD-80 | 17155 | 60% | 40% | 10293 | 6862 |
| MD-80-87 | 1029 | 67% | 33% | 686 | 343 |
| MD-80-10 | 7205 | 48% | 52% | 3431 | 3774 |
| MD-80-95 | 5833 | 41% | 59% | 2402 | 3431 |
| Saab 2000 | 6176 | 67% | 33% | 4117 | 2059 |
| SHORT 360 | 686 | 50% | 50% | 343 | 343 |
| SF-340A | 3774 | 64% | 36% | 2402 | 1372 |
| Swearingen Metro 2 | 7205 | 38% | 62% | 2745 | 4460 |
| Total | 370891 | | | 198312 | 172579 |

Annual LTO Data by Aircraft and Runway for the LAX Master Plan
Alternative C – 2015

| | | Cargo Aircraft Percentage | | LTOs | |
|---|---|---|---|---|---|
| Aircraft Name | Annual LTOs | RWY 24 | RWY 25 | RWY 24 | RWY 25 |
| A300-C4-200 Cargo | 1716 | 40% | 60% | 686 | 1029 |
| A310-200 Cargo | 1716 | 20% | 80% | 343 | 1372 |
| B737-200C Cargo | 3431 | 30% | 70% | 1029 | 2402 |
| B747-400 Cargo | 3088 | 56% | 44% | 1716 | 1372 |
| B747 200 Cargo | 3088 | 44% | 56% | 1372 | 1716 |
| B757-200 Cargo | 2059 | 17% | 83% | 343 | 1716 |
| B767-200 Cargo | 2402 | 0% | 100% | 0 | 2402 |
| BH-1900 Cargo | 1029 | 0% | 100% | 0 | 1029 |
| GenAvProp Cargo | 3088 | 67% | 33% | 2059 | 1029 |
| DC10-30 Cargo | 2745 | 25% | 75% | 686 | 2059 |
| MD-11 Cargo | 2745 | 63% | 38% | 1716 | 1029 |
| Total | 27105 | | | 9950 | 17155 |

Source: Camp Dresser & McKee, Inc.

# Attachment J
# SCAQMD Memorandum from Joe Cassmassi to Zorik Pirveysian

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

MEMORANDUM

**DATE:** May 18, 1993

**TO:** Zorik Pirveysian

**FROM:** Joe Cassmassi

**SUBJECT:** Mixing Heights for Summer 1990

The Meteorology section has calculated average minimum, average maximum and average mid-morning mixing heights for July and August 1990 for seven airport locations in the basin. The average mid-morning mixing height was estimated as the mean of the average minimum and average maximum mixing heights. Since the minimum mixing height usually occurs at about 0500 PST and the maximum at about 1400 PST, the mean of the minimum and maximum mixing heights appears to a reasonable approximation of the actual value. The following table summarizes the data.

| Location | Avg Minimum Mixing Ht (Feet AGL*) | Avg Maximum Mixing Ht (Feet AGL) | Avg Mid-Morning Mixing Ht (Feet AGL) |
|---|---|---|---|
| Los Angeles Int. | 1700 | 1900 | 1800 |
| Long Beach Airport | 1800 | 2400 | 2100 |
| John Wayne Airport | 1800 | 2400 | 2100 |
| Burbank Airport | 1200 | 2400 | 1800 |
| Ontario | 1200 | 3600 | 2400 |
| San Bernardino/ Riverside | 1000 | 3600 | 2600 |

* AGL -- Above Ground Level

cc: H. Hogo

# Attachment K
# Ground Support Equipment Emissions Indices

Ground Support Equipment (GSE) Emission Factors
All Scenarios

| GSE Unit Name | Operating Time Per LTO | CO (kg/hr) | HC (kg/hr) | $NO_x$ (kg/hr) | $SO_x$ (kg/hr) | PM (kg/hr) |
|---|---|---|---|---|---|---|
| APU GTCP 36 (80HP) | 26.0 | 0.262 | 0.026 | 1.293 | 0.000 | 0.000 |
| APU GTCP 660 (300 HP) | 26.0 | 3.386 | 0.110 | 2.086 | 0.000 | 0.000 |
| APU GTCP 85 (200 HP) | 26.0 | 1.920 | 0.110 | 0.507 | 0.000 | 0.000 |
| Diesel Aircraft Tug Narrow | 6.0 | 0.560 | 0.168 | 1.540 | 0.035 | 0.070 |
| Diesel Aircraft Tug Wide | 8.0 | 1.600 | 0.480 | 4.400 | 0.100 | 0.200 |
| Diesel Baggage Tug | 85.0 | 0.172 | 0.052 | 0.472 | 0.011 | 0.022 |
| Diesel Belt Loader | 48.0 | 0.290 | 0.023 | 0.248 | 0.007 | 0.016 |
| Diesel Cabin Service | 15.0 | 0.221 | 0.044 | 0.232 | 0.006 | 0.017 |
| Diesel Cargo Loader | 92.0 | 0.152 | 0.046 | 0.418 | 0.010 | 0.019 |
| Diesel Container Loader | 92.0 | 0.221 | 0.044 | 0.231 | 0.006 | 0.017 |
| Diesel Food Truck | 35.0 | 0.295 | 0.059 | 0.309 | 0.008 | 0.023 |
| Diesel Fuel Truck | 35.0 | 0.180 | 0.054 | 0.495 | 0.011 | 0.023 |
| Diesel Lavatory Truck | 20.0 | 0.221 | 0.044 | 0.232 | 0.006 | 0.017 |
| Diesel Water Truck | 12.0 | 0.221 | 0.044 | 0.232 | 0.006 | 0.017 |
| Gasoline Aircraft Tug Narrow | 6.0 | 24.960 | 0.416 | 0.416 | 0.027 | 0.000 |
| Gasoline Aircraft Tug Wide | 8.0 | 96.000 | 1.600 | 1.600 | 0.104 | 0.000 |
| Gasoline Baggage Tug | 85.0 | 13.200 | 0.220 | 0.220 | 0.014 | 0.000 |
| Gasoline Belt Loader | 48.0 | 7.200 | 0.120 | 0.120 | 0.008 | 0.000 |
| Gasoline Cabin Service | 15.0 | 1.499 | 0.335 | 0.086 | 0.001 | 0.003 |
| Gasoline Cargo Loader | 92.0 | 8.400 | 0.140 | 0.140 | 0.009 | 0.000 |
| Gasoline Container Loader | 92.0 | 1.748 | 0.335 | 0.100 | 0.001 | 0.003 |
| Gasoline Food Truck | 35.0 | 1.998 | 0.446 | 0.114 | 0.002 | 0.004 |
| Gasoline Fuel Truck | 35.0 | 7.800 | 0.130 | 0.130 | 0.009 | 0.000 |
| Gasoline Lavatory Truck | 20.0 | 7.800 | 0.130 | 0.130 | 0.009 | 0.000 |
| Gasoline Water Truck | 12.0 | 7.200 | 0.120 | 0.120 | 0.008 | 0.000 |
| **CNG Aircraft Tug Narrow | 6 | 0.218 | 0.104 | 0.364 | 0.000 | 0.000 |
| **CNG Aircraft Tug Wide | 8 | 0.840 | 0.400 | 1.400 | 0.000 | 0.000 |
| **CNG Baggage Tug | 85 | 0.116 | 0.055 | 0.193 | 0.000 | 0.000 |
| **CNG Belt Loader | 48 | 0.076 | 0.036 | 0.126 | 0.000 | 0.000 |
| **CNG Cabin Service | 15 | 0.076 | 0.036 | 0.126 | 0.000 | 0.000 |
| **CNG Cargo Loader | 92 | 0.074 | 0.035 | 0.123 | 0.000 | 0.000 |
| **CNG Container Loader | 92 | 0.074 | 0.035 | 0.123 | 0.000 | 0.000 |
| **CNG Food Truck | 35 | 0.076 | 0.036 | 0.126 | 0.000 | 0.000 |
| **CNG Fuel Truck | 35 | 0.068 | 0.033 | 0.114 | 0.000 | 0.000 |
| **CNG Hydrant Truck | 35 | 0.068 | 0.033 | 0.114 | 0.000 | 0.000 |
| **CNG Lavatory Truck | 10 | 0.068 | 0.033 | 0.114 | 0.000 | 0.000 |
| **CNG Water Truck | 12 | 0.063 | 0.030 | 0.105 | 0.000 | 0.000 |
| **Diesel Hydrant Truck | 35 | 0.130 | 0.039 | 0.358 | 0.000 | 0.016 |
| **Electric Aircraft Tug Narrow | 6 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Electric Aircraft Tug Wide | 8 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Ground Support Equipment (GSE) Emission Factors
All Scenarios

| GSE Unit Name | Operating Time Per LTO | CO (kg/hr) | HC (kg/hr) | $NO_x$ (kg/hr) | $SO_x$ (kg/hr) | PM (kg/hr) |
|---|---|---|---|---|---|---|
| **Electric Baggage Tug | 85 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Electric Belt Loader | 48 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Electric Cabin Service | 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Electric Cargo Loader | 92 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Electric Container Loader | 92 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Electric Food Truck | 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Electric Fuel Truck | 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Electric Hydrant Truck | 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Electric Lavatory Truck | 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Electric Water Truck | 12 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| **Gasoline Hydrant Truck | 35 | 7.800 | 0.130 | 0.130 | 0.000 | 0.000 |
| **Propane Baggage Tug | 85 | 6.600 | 0.110 | 0.330 | 0.000 | 0.000 |
| **Propane Belt Loader | 48 | 4.320 | 0.072 | 0.216 | 0.000 | 0.000 |
| **Propane Cabin Service | 15 | 4.320 | 0.072 | 0.216 | 0.000 | 0.000 |
| **Propane Cargo Loader | 92 | 4.200 | 0.070 | 0.210 | 0.000 | 0.000 |
| **Propane Container Loader | 92 | 4.200 | 0.070 | 0.210 | 0.000 | 0.000 |
| **Propane Food Truck | 35 | 4.320 | 0.072 | 0.216 | 0.000 | 0.000 |
| **Propane Fuel Truck | 35 | 3.900 | 0.065 | 0.195 | 0.000 | 0.000 |
| **Propane Lavatory Truck | 20 | 3.900 | 0.065 | 0.195 | 0.000 | 0.000 |
| **Propane Narrow Tug | 6 | 12.480 | 0.208 | 0.624 | 0.000 | 0.000 |
| **Propane Water Truck | 12 | 3.600 | 0.060 | 0.180 | 0.000 | 0.000 |
| **Propane Wide Tug | 8 | 48.000 | 0.800 | 2.400 | 0.000 | 0.000 |

** User-created GSE. Emission factors calculated from CARB, 1994.

# Attachment L
# Ground Support Equipment Assignments to Aircraft

Ground Support Equipment (GSE) Assignments to Aircraft
2005 No Action/No Project

*Passenger Aircraft*

| | 340 | 744 | 747 | 74M | 763 | 767 | 777 | AB3 | DC10 | IL-96 | L101 | MD-11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | | | | | | | |
| Wide Tug | Diesel | Diesel | Gasoline | Diesel | Electric | Diesel | Diesel | Diesel | Diesel | Propane | Propane | Diesel |
| Baggage Tug | Propane | Gasoline | Gasoline | Diesel | Propane | Propane | Propane | Propane | Diesel | Gasoline | Diesel | Diesel |
| Belt Loader | Diesel | Gasoline | Diesel | Gasoline | Propane | Propane | Propane | Propane | Electric | Propane | Electric | Diesel |
| Cabin Service | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Propane | Propane | Gasoline |
| Container Loader | Gasoline | Diesel | Diesel | Gasoline | Gasoline | Diesel | Diesel | Diesel | Diesel | Propane | Propane | Diesel |
| Food Truck | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Propane | Gasoline | Propane |
| Hydrant Truck | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline |
| Lavatory Truck | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Diesel |
| Water Truck | Gasoline | Diesel | Diesel | Propane | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Diesel | Gasoline |

| | 100 | 310 | 319 | 320/32S | 330 | 722 | 733 | 734 | 73S/735 | 757 | C50 | DC9 | F70 | M80 | M87 | M90 | M95 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 85 (200HP) | | | | | | | | | | | | | | | | |
| Narrow Tug | Electric | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Gasoline | Gasoline | Diesel | Diesel | Diesel | Propane |
| Baggage Tug | Diesel | Electric | Diesel | Propane | Diesel | Propane | Propane | Gasoline | Gasoline | Gasoline | Propane | Diesel | Diesel | Electric | Electric | Electric | Electric |
| Belt Loader | Diesel | Electric | Electric | Diesel | Diesel | Diesel | Gasoline | Gasoline | Gasoline | Gasoline | Propane | Electric | Electric | Diesel | Diesel | Diesel | Electric |
| Cabin Service | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Propane | Gasoline | Gasoline | Propane |
| Food Truck | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Propane | Gasoline | Gasoline | Propane |
| Hydrant Truck | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Electric | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline |
| Lavatory Truck | Propane | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Gasoline | Diesel | Diesel | Diesel | Gasoline | Propane |

| | AT7 | ATR | DS7 | EM2 | EMB | F50 | S20 | S36 | SF3 | SWM |
|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 36 (80HP) | | | | | | | | | |
| Narrow Tug | Gasoline | Gasoline | Electric | Electric | Electric | Electric | Propane | Diesel | Diesel | Diesel |
| Baggage Tug | Propane | Propane | Diesel | Diesel | Diesel | Diesel | Electric | Diesel | Electric | Diesel |
| Belt Loader | Propane | Electric | Electric | Electric | Electric | Propane | Electric | Diesel | Diesel | Diesel |
| Cabin Service | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Propane | Propane | Propane | Propane |
| Food Truck | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Propane | Propane | Propane | Propane |
| Hydrant Truck | Electric | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline |
| Lavatory Truck | Diesel | Diesel | Gasoline | Diesel | Diesel | Diesel | Gasoline | Gasoline | Gasoline | Gasoline |

| | BE1 | CNA | GAJ | J31 |
|---|---|---|---|---|
| Narrow Tug | Gasoline | No GSE | Diesel | Electric |
| Fuel Truck | Gasoline | | Diesel | Diesel |
| GPU/ACU | Diesel | | Diesel | Diesel |

*Cargo Aircraft*

| | A300-C4 | B747-200 | B747-400 | B757-200 | DC1030 | MD11 |
|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | |
| Wide Tug | Gasoline | Diesel | Diesel | Diesel | Diesel | Electric |
| ASU | Gasoline | Diesel | Diesel | Diesel | Diesel | Diesel |
| Cargo Loader | Propane | Diesel | Diesel | Diesel | Diesel | Diesel |
| Container Loader | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel |
| GPU/ACU | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel |
| Hydrant Truck | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel |
| Lavatory Truck | Diesel | Diesel | Diesel | Diesel | Diesel | Propane |

| | A310-200 | B737-200C | B757-200 |
|---|---|---|---|
| APU GTCP | APU GTCP 85 (200HP) | | |
| Narrow Tug | Diesel | Gasoline | Diesel |
| ASU | Gasoline | Diesel | Diesel |
| Cargo Loader | Gasoline | Diesel | Gasoline |
| GPU/ACU | Diesel | Diesel | Diesel |
| Hydrant Truck | Diesel | Diesel | Diesel |
| Lavatory Truck | Diesel | Gasoline | Diesel |

| | BH1900 | GenAvProp |
|---|---|---|
| Narrow Tug | Gasoline | No GSE |
| Fuel Truck | Propane | |
| GPU/ACU | None | |

Ground Support Equipment (GSE) Assignments to Aircraft
2005 All Alternatives

*Passenger Aircraft*

| | 340 | 744 | 747 | 74M | 763 | 787 | 777 | AB3 | DC10 | IL-96 | L1011 | MD-11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | | | | | | | |
| Wide Tug | Gasoline | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | CNG | Electric | CNG | Gasoline | CNG |
| Baggage Tug | Gasoline | CNG | CNG | CNG | Electric | Propane | Propane | Propane | Propane | Propane | Propane | Propane |
| Belt Loader | Diesel | CNG | Gasoline | Gasoline | Gasoline | CNG | CNG | CNG | CNG | Gasoline | CNG | Propane |
| Cabin Service | Gasoline | CNG | CNG | CNG | CNG | CNG | CNG | CNG | Gasoline | CNG | Electric | Electric |
| Container Loader | Gasoline | Gasoline | CNG | Gasoline | CNG | Gasoline | Gasoline | Gasoline | Electric | CNG | Propane | Propane |
| Food Truck | Gasoline | CNG | CNG | CNG | CNG | CNG | CNG | CNG | Gasoline | CNG | Electric | Electric |
| Hydrant Truck | Diesel | Diesel | Gasoline | CNG | Diesel | Diesel | Gasoline | Gasoline | Gasoline | CNG | CNG | CNG |
| Lavatory Truck | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | CNG | Propane | CNG | Propane | Propane |
| Water Truck | Gasoline | Gasoline | Electric | Electric | Gasoline | Gasoline | CNG | CNG | Propane | Propane | Propane | Gasoline |

| | 100 | 310 | 318 | 320/32S | 330 | 732 | 733 | 734 | 73S/735 | 757 | CS0 | DC9 | F70 | M80 | M87 | M90 | M95 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 85 (200HP) | | | | | | | | | | | | | | | | |
| Narrow Tug | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Diesel | Diesel | Diesel | Diesel | Gasoline | Gasoline | Diesel | Diesel | Diesel | Electric | Electric |
| Baggage Tug | Gasoline | Propane | Electric | CNG | Gasoline | Gasoline | CNG | Gasoline | Diesel | CNG | Propane | Propane | Gasoline | Electric | Propane | Electric | Electric |
| Belt Loader | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Gasoline | Diesel | Diesel | Diesel | Propane | Propane | CNG |
| Cabin Service | Gasoline | CNG | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | CNG | Gasoline | Gasoline | Gasoline | Gasoline | Electric | CNG | Electric |
| Food Truck | Gasoline | CNG | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | CNG | Gasoline | Gasoline | Gasoline | Gasoline | Electric | CNG | Electric |
| Hydrant Truck | Diesel | Diesel | Gasoline | Diesel | Gasoline | Diesel | Diesel | Gasoline | Diesel | CNG | Gasoline | Diesel | CNG | CNG | CNG | CNG | CNG |
| Lavatory Truck | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | CNG | Propane | Propane | Electric | Propane | CNG | CNG |

| | AT7 | ATR | DS7 | EM2 | EMB | F50 | S20 | S36 | SF3 | SWM |
|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 36 (60HP) | | | | | | | | | |
| Narrow Tug | Diesel | Electric | CNG | Gasoline | Gasoline | Diesel | CNG | Electric | CNG | Electric |
| Baggage Tug | Propane | Propane | Propane | Propane | Gasoline | Propane | Electric | Propane | Electric | Propane |
| Belt Loader | CNG | Diesel | CNG | CNG | Propane | Diesel | Electric | Electric | Electric | Propane |
| Cabin Service | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | CNG | Electric | Electric | Electric | Electric |
| Food Truck | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | CNG | Electric | Electric | Electric | Electric |
| Hydrant Truck | Gasoline | Gasoline | CNG | CNG | CNG | Gasoline | CNG | CNG | CNG | CNG |
| Lavatory Truck | Propane | Propane | CNG | Propane | Propane | Propane | CNG | CNG | CNG | CNG |

| | BE1 | CNA | GAJ | J31 |
|---|---|---|---|---|
| Narrow Tug | Gasoline | No GSE | Diesel | CNG |
| Fuel Truck | Gasoline | | CNG | Diesel |

*Cargo Aircraft*

| | A300-C4 | B747-200 | B747-400 | B767-200 | DC1030 | MD11 |
|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | |
| Wide Tug | Gasoline | Diesel | Diesel | CNG | Gasoline | CNG |
| Cargo Loader | Gasoline | Gasoline | Gasoline | CNG | Propane | Electric |
| Container Loader | CNG | Diesel | Diesel | Diesel | Propane | CNG |
| GPU/ACU | CNG | Diesel | Diesel | Diesel | Diesel | CNG |
| Hydrant Truck | Diesel | CNG | CNG | CNG | Gasoline | CNG |
| Lavatory Truck | Propane | Electric | Electric | Electric | Electric | Propane |

| | A310-200 | B727-200 | B737-200C | B757-200 | DC9 |
|---|---|---|---|---|---|
| APU GTCP | APU GTCP 85 (250HP) | | | | |
| Narrow Tug | Diesel | Diesel | Diesel | Diesel | CNG |
| Cargo Loader | Gasoline | CNG | Gasoline | Gasoline | Gasoline |
| GPU/ACU | CNG | CNG | Diesel | Diesel | Diesel |
| Hydrant Truck | Diesel | Diesel | Diesel | CNG | Gasoline |
| Lavatory Truck | Propane | Propane | CNG | Electric | Electric |

| | BH1900 | GenAvProp |
|---|---|---|
| Narrow Tug | Diesel | No GSE |
| Fuel Truck | Electric | |
| GPU/ACU | CNG | |

Ground Support Equipment (GSE) Assignments to Aircraft
2015 No Action/No Project

*Passenger Aircraft*

| | 340 | 744 | 747 | 74M | 74X | 763 | 767 | 777 | AB3 | M11 |
|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | | | | | |
| Wide Tug | Electric | Diesel | Gasoline | Electric | Propane | Diesel | Diesel | Gasoline | Diesel | Diesel |
| Baggage Tug | Diesel | Propane | Propane | Diesel | Propane | Gasoline | Propane | Propane | Electric | Gasoline |
| Belt Loader | Diesel | Diesel | Diesel | Diesel | Gasoline | Gasoline | Propane | Propane | Gasoline | Electric |
| Cabin Service | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline |
| Container Loader | Diesel | Diesel | Diesel | Diesel | Gasoline | Diesel | Diesel | Gasoline | Diesel | Diesel |
| Food Truck | Gasoline | Gasoline | Gasoline | Gasoline | Electric | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline |
| Hydrant Truck | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Gasoline |
| Lavatory Truck | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline |
| Water Truck | Diesel | Gasoline | Electric | Diesel | Diesel | Diesel | Diesel | Propane | Diesel | Electric |

| | 100 | 310 | 319 | 320/32S | 330 | 733 | 734 | 73S/735 | 757 | C50 | C70 | F70 | M80 | M87 | M90 | M95 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 85 (200HP) | | | | | | | | | | | | | | | |
| Narrow Tug | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Electric | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel |
| Baggage Tug | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Propane | Propane | Propane | Electric | Electric | Electric | Electric | Electric |
| Belt Loader | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Propane | Propane | Propane | Electric | Electric | Propane | Propane | Propane |
| Cabin Service | Gasoline | Gasoline | Gasoline | Gasoline | Propane | Gasoline | Gasoline | Propane | Propane | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline |
| Food Truck | Gasoline | Gasoline | Gasoline | Gasoline | Propane | Gasoline | Gasoline | Propane | Propane | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline |
| Hydrant Truck | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Gasoline | Diesel | Gasoline | Gasoline | Gasoline | Gasoline |
| Lavatory Truck | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Gasoline |

| | AT7 | ATR | DS7 | EM2 | EMB | F50 | S20 | S35 | SF3 | SWM |
|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 36 (80HP) | | | | | | | | | |
| Narrow Tug | Diesel | Propane | Diesel | Diesel | Diesel | Gasoline | Diesel | Diesel | Diesel | Diesel |
| Baggage Tug | Propane | Propane | Propane | Propane | Propane | Electric | Electric | Electric | Electric | Electric |
| Belt Loader | Gasoline | Propane | Propane | Propane | Propane | Gasoline | Electric | Electric | Diesel | Electric |
| Cabin Service | Gasoline | Gasoline | Gasoline | Gasoline | Electric | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline |
| Food Truck | Gasoline | Gasoline | Gasoline | Gasoline | Propane | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline |
| Hydrant Truck | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Diesel | Gasoline | Gasoline |
| Lavatory Truck | Diesel | Diesel | Diesel | Diesel | Gasoline | Diesel | Propane | Gasoline | Gasoline | Gasoline |

| | BE1 | CNA | GAJ | J31 |
|---|---|---|---|---|
| Narrow Tug | Gasoline | No GSE | Gasoline | Diesel |
| Fuel Truck | Diesel | | Gasoline | Diesel |

*Cargo Aircraft*

| | A300-C4 | B747-200 | B747-400 | B757-200 | DC1030 | MD11 |
|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | |
| Wide Tug | Electric | Electric | Electric | Diesel | Diesel | Diesel |
| Air Starter Unit | Electric | Diesel | Diesel | Diesel | Diesel | Gasoline |
| Cargo Loader | Propane | Diesel | Diesel | Diesel | Diesel | Gasoline |
| Container Loader | Electric | Propane | Propane | Gasoline | Diesel | Diesel |
| GPU/ACU | Diesel | Diesel | Diesel | Diesel | Diesel | Diesel |
| Hydrant Truck | Gasoline | Gasoline | Electric | Electric | Electric | Electric |
| Lavatory Truck | Diesel | Diesel | Diesel | Gasoline | Electric | Propane |

| | A310-200 | B737-200C | B757-200 |
|---|---|---|---|
| APU GTCP | APU GTCP 85 (200HP) | | |
| Narrow Tug | Diesel | Diesel | Diesel |
| Air Starter Unit | Diesel | Diesel | Diesel |
| Cargo Loader | Diesel | Diesel | Diesel |
| GPU/ACU | Diesel | Diesel | Diesel |
| Hydrant Truck | Gasoline | Gasoline | Electric |
| Lavatory Truck | Diesel | Diesel | Electric |

| | BH1900 | GenAvProp |
|---|---|---|
| Narrow Tug | Propane | No GSE |
| Fuel Truck | Propane | |
| GPU/ACU | Diesel | |
| Hydrant Truck | Electric | |

# Ground Support Equipment (GSE) Assignments to Aircraft
## 2015 Alt A

*Passenger Aircraft*

| | 340 | 744 | 747 | 74M | 74X | 763 | 767 | 777 | AB3 | M11 |
|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | | | | | |
| Wide Tug | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Baggage Tug | CNG | CNG | CNG | CNG | Gasoline | CNG | CNG | CNG | CNG | Electric |
| Belt Loader | CNG | CNG | CNG | CNG | Gasoline | CNG | CNG | CNG | CNG | Electric |
| Cabin Service | Gasoline | Gasoline | Hybrid | CNG | CNG | Gasoline | CNG | CNG | CNG | CNG |
| Container Loader | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Food Truck | Gasoline | Gasoline | Hybrid | CNG | CNG | Gasoline | CNG | CNG | CNG | CNG |
| Hydrant Truck | Electric | Gasoline | Gasoline | Electric | Electric | CNG | CNG | CNG | CNG | CNG |
| Lavatory Truck | CNG | Electric | CNG | CNG | CNG | Gasoline | Gasoline | Gasoline | Gasoline | Hybrid |
| Water Truck | Electric | Gasoline | Electric | CNG | Electric | Gasoline | Hybrid | CNG | Diesel | Gasoline |

| | 100 | 310 | 319 | 320/32S | 330 | 733 | 734 | 73S/735 | 757 | C50 | C70 | F70 | M80 | M87 | M90 | M95 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 85 (200HP) | | | | | | | | | | | | | | | |
| Narrow Tug | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Baggage Tug | Gasoline | Gasoline | Gasoline | Gasoline | CNG | CNG | CNG | CNG | Electric | CNG | CNG | Electric | Electric | Electric | Electric | Electric |
| Belt Loader | Gasoline | Gasoline | Gasoline | Gasoline | CNG | CNG | CNG | CNG | Electric | CNG | CNG | Electric | Electric | Electric | Electric | Electric |
| Cabin Service | Electric | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Electric | CNG | Hybrid | Hybrid | CNG | CNG | Gasoline | Hybrid |
| Food Truck | Electric | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Electric | CNG | Hybrid | Hybrid | CNG | CNG | Gasoline | Hybrid |
| Hydrant Truck | Gasoline | Electric | CNG | Gasoline | Electric | Gasoline | Electric | Electric | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG |
| Lavatory Truck | Electric | Electric | CNG | Diesel | Diesel | Diesel | Diesel | Diesel | Gasoline | Gasoline | Gasoline | Gasoline | Electric | CNG | CNG | CNG |

| | AT7 | ATR | DS7 | EM2 | EM3 | F50 | S20 | S36 | SF3 | SWM |
|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 36 (80HP) | | | | | | | | | |
| Narrow Tug | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Baggage Tug | CNG | CNG | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Belt Loader | CNG | CNG | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Cabin Service | CNG | CNG | Hybrid | CNG | CNG | CNG | Electric | Hybrid | Hybrid | Hybrid |
| Food Truck | CNG | CNG | Hybrid | CNG | CNG | CNG | Electric | Hybrid | Hybrid | Hybrid |
| Hydrant Truck | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG |
| Lavatory Truck | Gasoline | Gasoline | Gasoline | Gasoline | CNG | CNG | CNG | CNG | Hybrid | Hybrid |

| | BE1 | CNA | GAI | I31 |
|---|---|---|---|---|
| Narrow Tug | Electric | No GSE | Electric | Electric |
| Fuel Truck | CNG | | Electric | Gasoline |

*Cargo Aircraft*

| | A300-C4 | B747-200 | B747-400 | B767-200 | DC1030 | MD11 |
|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | |
| Wide Tug | Electric | Electric | Electric | Electric | Electric | Electric |
| Cargo Loader | Electric | Electric | Electric | Electric | Electric | Electric |
| Container Loader | Electric | Electric | Electric | Electric | Electric | Electric |
| Hydrant Truck | Gasoline | CNG | CNG | CNG | CNG | CNG |
| Lavatory Truck | Electric | Gasoline | Gasoline | CNG | CNG | Hybrid |

| | A310-200 | B737-200C | B757-200 |
|---|---|---|---|
| APU GTCP | APU GTCP 85 (200HP) | | |
| Narrow Tug | Electric | Electric | Electric |
| Cargo Loader | Electric | Electric | Electric |
| Hydrant Truck | CNG | CNG | CNG |
| Lavatory Truck | Gasoline | Gasoline | CNG |

| | BH1900 | GlenAvProp |
|---|---|---|
| Narrow Tug | Electric | No GSE |
| Fuel Truck | CNG | |

# Ground Support Equipment (GSE) Assignments to Aircraft
## 2015 Alt B

### *Passenger Aircraft*

| | 340 | 744 | 747 | 74M | 74X | 763 | 767 | 777 | AB3 | M11 |
|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | | | | | |
| Wide Tug | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Baggage Tug | CNG | CNG | CNG | CNG | Gasoline | CNG | CNG | CNG | CNG | Electric |
| Belt Loader | CNG | CNG | CNG | CNG | Gasoline | CNG | CNG | CNG | CNG | Electric |
| Cabin Service | Electric | Electric | Hybrid | CNG | CNG | Gasoline | CNG | CNG | CNG | CNG |
| Container Loader | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Food Truck | Electric | Electric | Hybrid | CNG | CNG | Gasoline | CNG | CNG | CNG | CNG |
| Hydrant Truck | Electric | Gasoline | Electric | Gasoline | CNG | CNG | CNG | CNG | CNG | CNG |
| Lavatory Truck | CNG | Diesel | Electric | Electric | Diesel | Gasoline | Gasoline | Gasoline | Gasoline | Hybrid |
| Water Truck | Electric | Gasoline | Electric | Electric | CNG | Gasoline | Hybrid | CNG | Gasoline | Diesel |

| | 100 | 310 | 319 | 320/32S | 330 | 733 | 734 | 735/735 | 757 | C50 | C70 | F70 | M80 | M87 | M90 | M95 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 85 (200HP) | | | | | | | | | | | | | | | |
| Narrow Tug | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Baggage Tug | Gasoline | Gasoline | Gasoline | Gasoline | CNG | CNG | CNG | CNG | Electric | CNG | CNG | Electric | Electric | Electric | Electric | Electric |
| Belt Loader | Gasoline | Gasoline | Gasoline | Gasoline | CNG | CNG | CNG | CNG | Electric | CNG | CNG | Electric | Electric | Electric | Electric | Electric |
| Cabin Service | Electric | Electric | Gasoline | Electric | Gasoline | Electric | Gasoline | Electric | Gasoline | CNG | Hybrid | Hybrid | CNG | CNG | Electric | Hybrid |
| Food Truck | Gasoline | Gasoline | Electric | Gasoline | Gasoline | Electric | Electric | Electric | Gasoline | CNG | Hybrid | Hybrid | CNG | CNG | Electric | Hybrid |
| Hydrant Truck | Electric | CNG | CNG | Electric | Electric | Gasoline | Gasoline | Electric | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG |
| Lavatory Truck | Diesel | CNG | CNG | Electric | Diesel | Diesel | Electric | CNG | Gasoline | Gasoline | Gasoline | Gasoline | Electric | Electric | CNG | CNG |

| | AT7 | ATR | DS7 | EM2 | EMB | F50 | S20 | S36 | SF3 | SWM |
|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 36 (80HP) | | | | | | | | | |
| Narrow Tug | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Baggage Tug | CNG | CNG | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Belt Loader | CNG | CNG | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Cabin Service | CNG | CNG | Hybrid | CNG | CNG | CNG | Electric | Hybrid | Hybrid | Hybrid |
| Food Truck | CNG | CNG | Hybrid | CNG | CNG | CNG | Electric | Hybrid | Hybrid | Hybrid |
| Hydrant Truck | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG |
| Lavatory Truck | Gasoline | Gasoline | Gasoline | Gasoline | CNG | CNG | CNG | Electric | Hybrid | Hybrid |

| | BE1 | CNA | GAJ | J31 |
|---|---|---|---|---|
| Narrow Tug | Electric | No GSE | Electric | Electric |
| Fuel Truck | CNG | | Gasoline | CNG |

### *Cargo Aircraft*

| | A300-C4 | B747-200 | B747-400 | B767-200 | DC1030 | MD11 |
|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | |
| Wide Tug | Electric | Electric | Electric | Electric | Electric | Electric |
| Cargo Loader | Electric | Electric | Electric | Electric | Electric | Electric |
| Container Loader | Electric | Electric | Electric | Electric | Electric | Electric |
| Hydrant Truck | Gasoline | CNG | CNG | CNG | CNG | Electric |
| Lavatory Truck | Diesel | Gasoline | Gasoline | CNG | CNG | Electric |

| | A310-200 | B737-200C | B757-200 |
|---|---|---|---|
| APU GTCP | APU GTCP 85 (200HP) | | |
| Narrow Tug | Electric | Electric | Electric |
| Cargo Loader | Electric | Electric | Electric |
| Hydrant Truck | CNG | CNG | CNG |
| Lavatory Truck | Gasoline | Gasoline | CNG |

| | BH1900 | GenAvProp |
|---|---|---|
| Narrow Tug | Electric | No GSE |
| Fuel Truck | CNG | |

# Ground Support Equipment (GSE) Assignments to Aircraft
## 2015 Alt C

*Passenger Aircraft*

| | 340 | 744 | 747 | 74M | 74X | 763 | 767 | 777 | AB3 | M11 |
|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | | | | | |
| Wide Tug | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Baggage Tug | CNG | CNG | CNG | Electric | Gasoline | CNG | CNG | CNG | CNG | Electric |
| Belt Loader | CNG | CNG | CNG | Electric | Gasoline | CNG | CNG | CNG | CNG | Electric |
| Cabin Service | Electric | Electric | Hybrid | Hybrid | Hybrid | CNG | CNG | Gasoline | CNG | CNG |
| Container Loader | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Food Truck | Gasoline | Gasoline | Gasoline | Gasoline | Hybrid | Gasoline | Electric | Electric | Electric | CNG |
| Hydrant Truck | Electric | Gasoline | CNG | Gasoline | CNG | Electric | CNG | CNG | CNG | CNG |
| Lavatory Truck | CNG | Diesel | Electric | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline | Gasoline |
| Water Truck | CNG | Diesel | CNG | CNG | CNG | Electric | Hybrid | Gasoline | Gasoline | Gasoline |

| | 100 | 310 | 319 | 320/32S | 330 | 733 | 734 | 738/73S | 787 | C90 | C70 | F70 | M80 | M87 | M90 | M95 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 85 (200HP) | | | | | | | | | | | | | | | |
| Narrow Tug | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Baggage Tug | CNG | Gasoline | Electric | Gasoline | Electric | CNG | CNG | CNG | Electric | CNG | CNG | Electric | Electric | Electric | Electric | Electric |
| Belt Loader | CNG | Gasoline | Electric | Gasoline | Electric | CNG | CNG | CNG | Electric | CNG | CNG | Electric | Electric | Electric | Electric | Electric |
| Cabin Service | Electric | Electric | Electric | Electric | Gasoline | Electric | CNG | CNG | Gasoline | Gasoline | Gasoline | Hybrid | Electric | CNG | Hybrid | Electric |
| Food Truck | Gasoline | Electric | Electric | Gasoline | Electric | Gasoline | Gasoline | Gasoline | CNG | Electric | Hybrid | Hybrid | CNG | CNG | Electric | Hybrid |
| Hydrant Truck | Gasoline | CNG | CNG | CNG | Electric | Gasoline | Electric | Electric | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG |
| Lavatory Truck | Diesel | Diesel | CNG | Electric | Electric | Diesel | Electric | Electric | Gasoline | Gasoline | Hybrid | Gasoline | CNG | CNG | CNG | CNG |

| | AT7 | ATR | DS7 | EM2 | EMB | F50 | S20 | S36 | SF3 | SWM |
|---|---|---|---|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 36 (90HP) | | | | | | | | | |
| Narrow Tug | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Baggage Tug | CNG | CNG | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Belt Loader | CNG | CNG | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric |
| Cabin Service | CNG | CNG | Hybrid | Electric | CNG | CNG | Electric | Hybrid | Hybrid | Hybrid |
| Food Truck | Electric | Electric | Hybrid | Hybrid | CNG | Hybrid | Electric | Hybrid | Hybrid | Hybrid |
| Hydrant Truck | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG | CNG |
| Lavatory Truck | Gasoline | Gasoline | Gasoline | Gasoline | CNG | CNG | CNG | Hybrid | Hybrid | Hybrid |

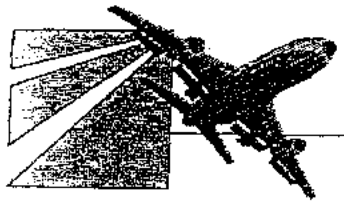
| | BE1 | CNA | GAJ | J31 |
|---|---|---|---|---|
| Narrow Tug | Electric | No GSE | Electric | Electric |
| Fuel Truck | CNG | | Gasoline | CNG |

*Cargo Aircraft*

| | A300-C4 | B747-200 | B747-400 | B767-200 | DC1030 | MD11 |
|---|---|---|---|---|---|---|
| APU GTCP | All these aircraft are utilize APU GTCP 660 (300HP) | | | | | |
| Wide Tug | Electric | Electric | Electric | Electric | Electric | Electric |
| Cargo Loader | Electric | Electric | Electric | Electric | Electric | Electric |
| Container Loader | Electric | Electric | Electric | Electric | Electric | Electric |
| Hydrant Truck | Gasoline | CNG | CNG | CNG | CNG | CNG |
| Lavatory Truck | Diesel | Gasoline | Gasoline | CNG | CNG | Electric |

| | A310-200 | B737-200C | B737-200 |
|---|---|---|---|
| APU GTCP | APU GTCP 85 (200HP) | | |
| Narrow Tug | Electric | Electric | Electric |
| Cargo Loader | Electric | Electric | Electric |
| Hydrant Truck | CNG | CNG | CNG |
| Lavatory Truck | Gasoline | Gasoline | CNG |

| | BH1900 | GenAvProp |
|---|---|---|
| Narrow Tug | Electric | No GSE |
| Fuel Truck | CNG | |



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Thank you.

Date Sent: 6-2-97

Number of Pages: COVER + 3

To: MIKE SAUNDERS

Fax #: 714 752-1307

From: JOE HUY

AC #

Project/Practice #: LAX - AIR QUALITY

Message: MIKE - HERE IS THE INFO YOU REQUESTED. I HAVE ASSIGNED AN ENGINE TYPE TO EACH AIRCRAFT IN THE 2015 FLIGHT SCHEDULE. HOWEVER, I DO NOT HAVE GSE INFO FOR THE ENTIRE FLEET, THUS YOU WILL HAVE TO USE EDMS DEFAULTS FOR THOSE WITHOUT GSE INFO. I'VE PROVIDED CLARIFICATION FOR THE RUNWAY UTILIZATION TABLE. THE FLIGHT SCHEDULE IDENTIFIES 3 CARGO GATE AREAS, USE SHEET 3 FOR THE GSE FOR THOSE AIRCRAFT. PLEASE CALL IF YOU HAVE ANY QUESTIONS. JOE HUY

For confirmation and / or problems with this transmission, please call (310) 342-7400.




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## Average GSE Times For 2015 Flight Schedule
## LAX Master Plan/EIR
## Interim Air Quality Analysis

| Aircraft Name | Aircraft Type | Aircraft Engine Type No.,Make, & Model | Diesel Belt Loader | Diesel Cabin Service | Gas Lavatory Truck | Diesel Food Truck | Diesel Aircraft Tractor | Gas Fuel Truck | Gas Baggage Tug | Gas Water Truck | Diesel Containter Loader |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Fokker 100 | 100 | 2 R-R TAY 650 | | | | | | | | | |
| Airbus A-300 C4 | 300 | 2 GE CF6 | | | | | | | | | |
| Airbus A-310 | 310 | 2 GE CF6-80C2 | | | | | | | | | |
| Airbus A-319 | 319 | 2 XOFM56-5 | | | | | | | | | |
| Airbus A-320 | 320 | 2 CFM56-5 | | | | | | | | | |
| Airbus A-330 | 330 | 2 GE CF6-80 | (2) 50 | | 12 | (2) 43 | 8 | 48 | (Diesel) (2) 68 | | |
| Airbus A 340 | 340 | 4 CFM56-5C | | | | | | | | | |
| Boeing 737-300 | 733 | 2 CFM56-3C | | | | | | | | | |
| Boeing 737-400 | 734 | 2 CFM56-3C | 42 | | 7 | | 6 | 11 | (Diesel) 34 | | |
| Boeing 737-200C | 737 | 2 P&W JT8D-17A | 14 | | 6 | | 6 | 7 | 14 | | |
| Boeing 737-300 | 73S | 2 CFM56-3C | 12 | | | | 9 | 13 | 19 | | |
| Boeing 747-400 | 744 | 4 P&W PW4056 | | | | | | | | | |
| Boeing 747-200 | 747 | 4 P&W JT9D-7R4G2 | 23 | | 7 | (Gas) (2) 152 | 12 | (Diesel) 90 | (Propane) (3) 87 | | (2) 70 |
| Boeing 747 Combi | 74M | 4 P&W PW4056 | | | | | | | | | |
| New Large Aircraft | 74K | 4 P&W PW4056 | | | | | | | | | |
| Boeing 757-200 | 757 | 2 P&W PW2037 | | | | | | | | | |
| Boeing 767-300 | 763 | 2 P&W JT9D-7R4 | (2) 70 | | 23 | (2) 45 | 9 | 25 | (Diesel) (3) 54 | 13 | |
| Boeing 767-200 | 767 | 2 P&W JT9D-7R4 | (2) 65 | 24 | 8 | 33 | 8 | 35 | (3) 105 | 8 | (2) 90 |
| Boeing 777 | 777 | 2 P&W PW4000 | (2) 55 | 40 | 22 | 28 | 8 | 40 | (3) 120 | 12 | (2) 60 |
| Airbus A-300 | A83 | 2 GE CF6 | | | | | | | | | |
| ATR 72 | AT7 | 2 PWC PW127 | | | | | | | | | |
| ATR 42 | ATR | 2 PWC PW127E | | | | | | | | | |
| Beech | BE1 | 2 PWC PT6A-65B | | | | | | | | | |
| Canadair Regional Jet 50 -CRJ50 | C50 | 2 GE CF34-3B1 | | | | | | (Diesel) 8 | 11 | | |
| Canadair Regional Jet 70 -CRJ70 | C70 | 2 GE CF34-3B1 | | | | | | | | | |
| Generic general aviation prop | CNA | 1 PWC PT6A-114 | | | | | | | | | |
| DC-10 | D10 | 3 GE CF6-50C2 | | | | | | (Diesel) 7 | 10 | | |
| Dash 7 | DS7 | 4PWC PT6A-50 | | | | | | | | | |
| Embraer 120 | EM2 | 2 PWC PW118A | | | | | | | | | |
| Embraer 110 | EM9 | 2 PWC PT6A-34 | | | | | | (Diesel) 12 | 16 | | |
| Fokker 50 | F50 | 2 PWC PW125B | | | | | | (Diesel) 14 | 12 | | |
| Fokker 70 | F70 | 2 R-R TAY 620 | | | | | | | | | |
| Generic general aviation jet | GAJ | 2 WI FJ-44 | | | | | | | | | |
| Jetstream 31 | J31 | 2 ASE TPE331-12 UAR | | | | | | (Diesel) 16 | 12 | | |
| MD-11 | M11 | 3 P&W PW4360 | | | | | | (Diesel) 7 | 6 | | |
| MD-80 | M80 | 2 P&W JT8D-217A | (2) 21 | | 8 | (Gas) 84 | 19 | (Diesel) 66 | (Propane) (2) 116 | | (2) 67 |
| MD-87 | M87 | 2 P&W JT8D-217C | (Propane) 20 | 6 | | 28 | 5 | (Diesel) 22 | (2) 23 | | |
| MD 90 | M90 | 2 IAV V2500-D5 | (Propane) 28 | 12 | | 22 | 4 | (Diesel) 33 | (2) 19 | | |
| MD-95 | M95 | 2 BMW-RR BR715 | (Propane) 31 | 11 | | 14 | 5 | (Diesel) 27 | (2) 29 | | |
| Saab 2000 | S20 | 2 All. AE2100A | (Propane) 27 | 8 | | 19 | 5 | (Diesel) 26 | (2) 34 | | |
| Shorts 360 | S36 | 2 PWC PT6A-67R | | | | | | (Diesel) 13 | 8 | | |
| Saab Fairchild 340 | SF3 | 2 GE CT7-9B2 | | | | | | (Diesel) 10 | 12 | | |
| Swearingen Metro | SWM | 2 ASE TPE 331-11U-612G | | | | | | (Diesel) 9 | 11 | | |
| | | | | | | | | (Diesel) 11 | 14 | | |

Note:
These GSE times represent an average of the total observation times per aircraft type.
(X) = The number of equipment that is used to sum up the total minutes per each category.

H:\LAX\EP2\EP2-3\EP2-3-5\GSE-AVE.XLS

Engine Abbreviations
All. - Allision Engines
ASE - AlliedSignal Engines
CFM - CFN International
GE - General Electric
IAE - International Aero Engines
P&W - Pratt & Whitney
PWC - Pratt & Whitney Canada
R-R - Rolls-Royce
WJ - Liming

Source (Engine): Aerospace Source Book, January 1996, *Aviation Week & Space Technology*

RWY UTIL

| DAY PCT. | | | | | NIGHT PCT. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | FOR OVER OCEAN APPROACH | | | | |
| PaxJ | Comm | GA | Cargo | | PaxJ | Comm | GA | Cargo | Runway |
| 0.167 | 0.508 | 0.000 | 0.012 | A | 0.458 | 0.000 | 0.000 | 0.011 | 24R |
| 0.467 | 0.065 | 0.000 | 0.435 | A | 0.278 | 0.000 | 0.000 | 0.000 | 24C |
| 0.000 | 0.000 | 0.000 | 0.000 | A | 0.000 | 0.000 | 0.000 | 0.000 | 24L |
| 0.308 | 0.370 | 0.943 | 0.496 | A | 0.278 | 0.333 | 0.850 | 0.447 | 25L |
| 0.000 | 0.000 | 0.000 | 0.000 | A | 0.000 | 0.000 | 0.000 | 0.000 | 25R |
| 0.000 | 0.518 | 0.497 | 0.009 | D | 0.000 | 0.518 | 0.497 | 0.000 | 24R |
| 0.000 | 0.000 | 0.000 | 0.000 | D | 0.000 | 0.000 | 0.000 | 0.000 | 24C |
| 0.611 | 0.000 | 0.000 | 0.000 | D | 0.611 | 0.000 | 0.000 | 0.000 | 24L |
| 0.000 | 0.000 | 0.000 | 0.000 | D | 0.000 | 0.000 | 0.000 | 0.000 | 25L |
| 0.332 | 0.425 | 0.446 | 0.943 | D | 0.332 | 0.425 | 0.446 | 0.943 | 25R |
| 0.010 | 0.031 | 0.000 | 0.001 | A | 0.027 | 0.081 | 0.000 | 0.002 | 6L |
| 0.028 | 0.004 | 0.000 | 0.025 | A | 0.074 | 0.010 | 0.000 | 0.069 | 6R |
| 0.019 | 0.022 | 0.057 | 0.030 | A | 0.049 | 0.059 | 0.150 | 0.079 | 7R |
| 0.000 | 0.031 | 0.030 | 0.000 | D | 0.000 | 0.031 | 0.030 | 0.000 | 6L |
| 0.037 | 0.000 | 0.000 | 0.000 | D | 0.037 | 0.000 | 0.000 | 0.000 | 6C |
| 0.020 | 0.026 | 0.027 | 0.057 | D | 0.020 | 0.026 | 0.027 | 0.057 | 7L |
| 2.000 | 2.000 | 2.000 | 2.000 | | 2.000 | 2.000 | 2.000 | 2.000 | |

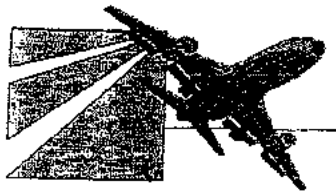




**GSE Cargo Information for Interim Air Quality Analysis**
**LAX Master Plan/EIR**

| Aircraft Type | Diesel Belt Loader | Diesel A/C Tractor | Gas Fuel Truck | Gas Baggage Tug | Diesel Container Loader |
|---|---|---|---|---|---|
| 300 | 22 | 8 | 40 | 35 | 75 |
| 310 | 26 | 8 | 48 | 27 | 75 |
| 737 | 12 | 8 | 13 | 28 | 35 |
| 744 | 25 | 15 | 50 | (2) 70 | (2) 110 |
| 747 | 25 | 15 | 50 | (2) 70 | (2) 110 |
| 757 | 32 | 7 | 33 | 40 | 50 |
| 767 | 26 | 8 | 40 | 20 | (2) 80 |
| BE1 | | | (Diesel) 10 | (2) 35 | |
| CNA | | | (Diesel) 10 | (2) 35 | |
| D10 | (2) 36 | 13 | (Diesel) 45 | (2) 48 | (2) 80 |
| MD11 | (2) 36 | 13 | (Diesel) 45 | (2) 48 | (2) 80 |

Note:
(X) = The number of equipment that is used to sum up the total minutes per each category.



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Thank you.

Date Sent: 5/16/97

Number of Pages: 3 incl. cover

To: Bruce Locker

Fax #: 310 451-~~4444~~ 5279

From: Sid Greenwald

AC #

Project/Practice #:

Message: Bruce — The attached GSE info. is for passenger operations only. We are trying to get together some numbers for cargo operations.

Please call me as soon as possible — I have one question regarding a couple potholes in your cargo ramp and the exact perimeter of their pavements.

Thanks

Sid

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| Airline | Aircraft Type | Diesel Belt Loader | Diesel Cabin Service | Gas Lavatory Truck | Diesel Food Truck | Diesel A/C Tractor | Gas Fuel Truck | Gas Baggage Tug | Gas Water Truck | Diesel Container Loader |
|---|---|---|---|---|---|---|---|---|---|---|
| Southwest | 737-300 | (2) 23 | | | | 3 | (Cart) 6 | (3) 12 | | |
| Southwest | 737-300 | 8 | | | | 2 | 5 | 11 | | |
| Southwest | 737-300 | 9 | | | | | 8 | 12 | | |
| Southwest | 737-300 | 11 | | | | 7 | 6 | 12 | | |
| Southwest | 737-300 | 18 | | (2) 7 | | 5 | 13 | 12 | | |
| Southwest | 737-300 | 13 | | 2 | | 8 | 7 | 16 | | |
| Southwest | 737-300 | (2) 17 | | | | 4 | | 14 | | |
| | | | | | | | | | | |
| Southwest | 737-200 | 12 | | 8 | | 2 | 6 | 16 | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| USAir | 737-300 | (2) 46 | | 6 | (2) 47 | 5 | 18 | (3) 48 | 10 | |
| | | | | | | | | | | |
| USAir | 757 | (2) 65 | | 21 | (2) 35 | 8 | 28 | Diesel (3) 48 | 11 | |
| USAir | 757 | (2) 74 | | 24 | 82 | 9 | 22 | Diesel (3) 70 | 14 | |
| | | | | | | | | | | |
| USAir | 767 | (2) 78 | (2) 105 | 8 | 22 | 12 | 16 | Diesel (3) 96 | 10 | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| Korean Air Lines | MD-11 | (2) 21 | | 8 | (Gas) 84 | 19 | (Diesel) 88 | (Propane) (2) 116 | | (2) 87 |
| | | | | | | | | | | |
| Korean Air Lines | 747-400 | 22 | | 8 | (Gas) (2) 142 | 9 | (Diesel) 88 | (Propane) (3) 89 | | (2) 66 |
| Korean Air Lines | 747-400 | 12 | | 6 | (Gas) (3) 183 | 17 | (Diesel) 92 | (Propane) (3) 85 | | (2) 91 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| United | 747-400 (A) | 22 | | 7 | (2) 82 | 11 | 40 | (Diesel) (4) 97 | | (2) 62 |
| United | 747-400 | 24 | (2) 24 | 16 | (2) 48 | 12 | 47 | (Diesel) (4) 158 | | 88 |
| | | | | | | | | | | |
| United | 737-300 | (2) 50 | | | | 6 | 9 | (Diesel) (2) 30 | | |
| United | 737-300 | (2) 48 | | | | 4 | 9 | (Diesel) (2) 36 | | |
| United | 737-300 | (2) 28 | | | | 7 | 11 | (Diesel) (2) 36 | | |
| | | | | | | | | | | |
| United | A320 | (2) 50 | | 12 | (2) 63 | 6 | 48 | (Diesel) (2) 66 | | |
| | | | | | | | | | | |
| United | 757 | (2) 52 | | 11 | (2) 40 | 7 | 29 | (Diesel) (2) 28 | | |
| | | | | | | | | | | |
| United | 767 | 41 | (2) 8 | 24 | 47 | 9 | 40 | (3) 126 | | (2) 90 |
| | | | | | | | | | | |
| Continental | 727 | (2) 28 | 13 | (Diesel) 8 | 23 | 6 | 18 | (Propane) (2) 42 | | |
| Continental | 727 | (2) 34 | 11 | (Diesel) 12 | 18 | 4 | 22 | (Propane) (2) 47 | | |
| | | | | | | | | | | |
| Continental | 757 | (2) 70 | 24 | (Diesel) 7 | 45 | 8 | 33 | (Propane) (3) 116 | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| Skywest | Brazilian | | | | | | | | | |
| Skywest | Brazilian | | | | | | 8 | 6 | | |
| Skywest | Brazilian | | | | | | 9 | 7 | | |
| | | | | | | | 8 | 11 | | |
| | | | | | | | | | | |
| Skywest | Metroliner | | | | | | | | | |
| Skywest | Metroliner | | | | | | 6 | 12 | | |
| | | | | | | | 7 | 11 | | |

* use commuter fuel truck for ga -- ga no other use.

| Airline | Aircraft Type | Diesel Belt Loader | Diesel Cabin Service | Gas Lavatory Truck | Diesel Food Truck | Diesel A/C Tractor | Gas Fuel Truck | Gas Baggage Tug | Gas Water Truck | Diesel Container Lo |
|---|---|---|---|---|---|---|---|---|---|---|
| American | MD-80 | (Propane) 20 | 6 | | 28 | 5 | (Diesel) 22 | (2) 23 | | |
| American | MD-80 | (Propane) 28 | 12 | | 22 | 4 | (Diesel) 33 | (2) 19 | | |
| American | MD-80 | (Propane) 31 | 11 | | 14 | 5 | (Diesel) 27 | (2) 29 | | |
| American | MD-80 | (Propane) 27 | 8 | | 19 | 5 | (Diesel) 29 | (2) 34 | | |
| | | | | | | | | | | |
| American Eagle | SAAB 340 | | | | | | (Diesel) 13 | 8 | | |
| American Eagle | SAAb 340 | | | | | | (Diesel) 9 | 11 | | |
| | | | | | | | | | | |
| American Eagle | Jetstream | | | | | | (Diesel) 7 | 8 | | |
| | | | | | | | | | | |

Southwest Operational Notes: Baggage tugs were observed to be operating on a continuous basis. The lavatory trucks only service aircraft that request the service.
It takes approximately 40 minutes to dump a full lavatory truck and takes 15 minutes in-transit time to get to the dumping facility.
Southwest has 110 flights per day, and the average turn-around time on each flight is approximately 20 minutes.
They operate out of six primary and two alternate gates in Terminal One.

USAir Operational Notes: Observations were made at Terminal 1

Korean Operational Notes: Ogden Aviation Services performs ground handling services for Korean Airlines.
Observations were made at Tom Bradley International Terminal.
Water was pumped via a hose from TBIT.

United Operational Notes: Observation for the 747-400 (A) was made at the Tom Bradley International Terminal, all other observations were made at Terminals 7 and 8.
The ramp supervisor informed me that UAL has not purchased gas equipment for the last 15 years, and will continue to pursue alternative fuels to that of gas.
The shuttle by United operation utilizes electric carts to pull fuel pumping equipment.
The United Express operation busses passengers in natural gas shuttle vehicles for approximately 6 minutes from Terminal 7, Gate 71.
Water was pumped via a hose from the respective terminals.

Continental Operational Notes: Observations were made at Terminal 6.

Skywest Operational Notes: Observations were made at Terminal 8.

American Operational Notes: AA has a target turn-around time for MD-80's at 35 minutes, 757/767 at 45 minutes, DC10 at 1 hour for tri-class service, if not 45 minutes.
Observations were made at Terminal 4.

American Eagle Operational Notes: Observations were made at Terminal 4.

Observations were conducted between August 15 - 18.

(X) = The number of equipment that is used to sum up the total minutes per each category.

H:\LAX\EP2\EP2-3\EP2-3-5\GSE-DATA.XLS

# Attachment M
# EMFAC 2000 Emission Factors

Scenario Title: 1996 Winter
YEAR: 1996 -- MODEL YEARS 1965 TO 1996 INCLUSIVE -- WINTERTIME
EMFAC 2000 EMISSION FACTORS

REPORT RUN DATE: 12/01/99

TABLE 1: WINTERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 50 DEG F

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 23.67 | 2.30 | 1.94 | 25.47 | 2.74 | 1.76 | 31.09 | 3.65 | 27.77 | 4.92 | 1.78 | 38.88 | 8.61 | 2.10 | 2.53 | 6.45 | 3.19 |
| 10 | 16.82 | 1.58 | 1.52 | 18.11 | 1.89 | 1.38 | 22.07 | 2.53 | 18.16 | 3.19 | 1.40 | 25.44 | 5.61 | 1.65 | 1.99 | 4.68 | 2.45 |
| 15 | 12.51 | 1.13 | 1.22 | 13.47 | 1.36 | 1.11 | 16.42 | 1.84 | 12.37 | 2.16 | 1.12 | 17.34 | 3.80 | 1.32 | 1.60 | 3.51 | 1.98 |
| 16 | 11.86 | 1.06 | 1.17 | 12.77 | 1.28 | 1.06 | 15.56 | 1.74 | 11.51 | 2.00 | 1.08 | 16.14 | 3.53 | 1.27 | 1.53 | 3.33 | 1.91 |
| 20 | 9.74 | 0.84 | 1.00 | 10.48 | 1.02 | 0.91 | 12.78 | 1.40 | 8.78 | 1.51 | 0.92 | 12.32 | 2.68 | 1.09 | 1.31 | 2.73 | 1.68 |
| 25 | 7.93 | 0.66 | 0.84 | 8.54 | 0.80 | 0.76 | 10.41 | 1.11 | 6.49 | 1.10 | 0.77 | 9.12 | 1.96 | 0.91 | 1.10 | 2.20 | 1.49 |
| 30 | 6.75 | 0.54 | 0.72 | 7.28 | 0.66 | 0.65 | 8.88 | 0.92 | 5.00 | 0.84 | 0.66 | 7.03 | 1.50 | 0.78 | 0.94 | 1.84 | 1.39 |
| 35 | 6.03 | 0.46 | 0.63 | 6.49 | 0.57 | 0.57 | 7.92 | 0.80 | 4.01 | 0.66 | 0.58 | 5.65 | 1.19 | 0.68 | 0.83 | 1.59 | 1.37 |
| 40 | 5.63 | 0.41 | 0.57 | 6.06 | 0.51 | 0.51 | 7.40 | 0.73 | 3.36 | 0.55 | 0.52 | 4.73 | 0.99 | 0.61 | 0.74 | 1.42 | 1.42 |
| 45 | 5.51 | 0.39 | 0.52 | 5.93 | 0.48 | 0.47 | 7.24 | 0.70 | 2.93 | 0.47 | 0.48 | 4.14 | 0.86 | 0.56 | 0.68 | 1.32 | 1.54 |
| 50 | 5.64 | 0.38 | 0.49 | 6.08 | 0.48 | 0.44 | 7.42 | 0.70 | 2.67 | 0.43 | 0.44 | 3.77 | 0.78 | 0.53 | 0.63 | 1.26 | 1.75 |
| 55 | 6.05 | 0.40 | 0.46 | 6.52 | 0.49 | 0.42 | 7.95 | 0.74 | 2.54 | 0.40 | 0.43 | 3.58 | 0.73 | 0.50 | 0.61 | 1.26 | 2.10 |
| 60 | 6.80 | 0.43 | 0.45 | 7.32 | 0.54 | 0.41 | 8.93 | 0.82 | 2.51 | 0.40 | 0.42 | 3.55 | 0.73 | 0.49 | 0.59 | 1.29 | 2.64 |
| 65 | 7.99 | 0.49 | 0.45 | 8.61 | 0.62 | 0.41 | 10.50 | 0.95 | 2.60 | 0.42 | 0.42 | 3.68 | 0.76 | 0.49 | 0.59 | 1.38 | 3.46 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 216.92 | 29.28 | 3.43 | 230.46 | 43.39 | 4.10 | 367.43 | 50.23 | 500.33 | 50.69 | 10.08 | 699.98 | 83.89 | 11.45 | 14.05 | 11.52 | 23.62 |
| 10 | 158.11 | 24.17 | 2.36 | 167.98 | 35.43 | 2.83 | 267.80 | 38.94 | 332.87 | 33.73 | 6.85 | 465.70 | 55.81 | 7.90 | 9.58 | 7.25 | 19.59 |
| 15 | 121.36 | 20.52 | 1.71 | 128.93 | 29.82 | 2.04 | 205.56 | 31.52 | 233.99 | 23.71 | 5.02 | 327.36 | 39.23 | 5.70 | 6.99 | 4.64 | 17.04 |
| 16 | 115.82 | 19.92 | 1.61 | 123.05 | 28.90 | 1.92 | 196.18 | 30.36 | 219.50 | 22.24 | 4.73 | 307.09 | 36.81 | 5.37 | 6.58 | 4.50 | 16.66 |
| 20 | 98.10 | 17.64 | 1.29 | 104.22 | 25.77 | 1.54 | 166.16 | 26.52 | 173.78 | 17.61 | 3.79 | 243.12 | 29.14 | 4.30 | 5.28 | 3.44 | 15.52 |
| 25 | 83.51 | 15.86 | 1.02 | 88.72 | 22.80 | 1.22 | 141.45 | 23.13 | 136.36 | 13.81 | 3.00 | 190.77 | 22.86 | 3.40 | 4.17 | 2.59 | 14.81 |
| 30 | 74.87 | 14.37 | 0.84 | 79.54 | 20.63 | 1.01 | 126.81 | 20.87 | 113.04 | 11.45 | 2.48 | 158.15 | 18.95 | 2.81 | 3.45 | 2.07 | 14.61 |
| 35 | 70.68 | 13.28 | 0.73 | 75.09 | 19.08 | 0.87 | 119.72 | 19.47 | 99.01 | 10.03 | 2.14 | 138.53 | 16.60 | 2.44 | 2.99 | 1.76 | 15.53 |
| 40 | 70.26 | 12.53 | 0.66 | 74.66 | 18.05 | 0.79 | 119.04 | 18.80 | 91.63 | 9.28 | 1.94 | 128.19 | 15.36 | 2.21 | 2.71 | 1.59 | 17.11 |
| 45 | 73.58 | 12.07 | 0.63 | 78.18 | 17.49 | 0.75 | 124.64 | 18.63 | 89.59 | 9.08 | 1.84 | 125.34 | 15.02 | 2.09 | 2.57 | 1.52 | 19.84 |
| 50 | 81.14 | 11.93 | 0.62 | 86.20 | 17.41 | 0.74 | 137.43 | 19.62 | 92.55 | 9.38 | 1.83 | 129.48 | 15.52 | 2.08 | 2.55 | 1.55 | 24.25 |
| 55 | 94.22 | 12.12 | 0.65 | 100.10 | 17.90 | 0.77 | 159.59 | 21.36 | 101.01 | 10.23 | 1.90 | 141.32 | 16.84 | 2.15 | 2.64 | 1.67 | 31.26 |
| 60 | 115.22 | 12.78 | 0.70 | 122.42 | 19.10 | 0.84 | 195.17 | 24.42 | 116.49 | 11.80 | 2.06 | 162.97 | 19.53 | 2.34 | 2.87 | 1.92 | 42.54 |
| 65 | 148.39 | 14.02 | 0.80 | 157.65 | 21.32 | 0.95 | 251.95 | 29.47 | 141.92 | 14.36 | 2.35 | 198.55 | 23.80 | 2.66 | 3.27 | 2.33 | 61.13 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 4.37 | 2.24 | 3.45 | 4.41 | 3.60 | 3.61 | 6.75 | 3.93 | 6.87 | 3.64 | 35.44 | 10.03 | 6.77 | 36.98 | 51.81 | 43.50 | 1.44 |
| 10 | 4.59 | 1.93 | 2.86 | 4.64 | 3.06 | 2.99 | 7.10 | 3.47 | 7.22 | 3.83 | 29.41 | 10.54 | 7.11 | 30.66 | 42.99 | 33.28 | 1.46 |
| 15 | 4.82 | 1.71 | 2.48 | 4.87 | 2.68 | 2.57 | 7.45 | 3.16 | 7.58 | 4.01 | 25.28 | 11.05 | 7.46 | 26.38 | 36.95 | 26.76 | 1.49 |
| 16 | 4.87 | 1.68 | 2.40 | 4.92 | 2.62 | 2.51 | 7.53 | 3.11 | 7.63 | 4.05 | 24.63 | 11.15 | 7.53 | 25.70 | 36.01 | 25.77 | 1.50 |
| 20 | 5.06 | 1.56 | 2.19 | 5.11 | 2.42 | 2.29 | 7.82 | 2.95 | 7.91 | 4.19 | 22.52 | 11.56 | 7.80 | 23.49 | 32.91 | 22.62 | 1.53 |
| 25 | 5.30 | 1.45 | 2.02 | 5.35 | 2.24 | 2.12 | 8.19 | 2.81 | 8.26 | 4.38 | 20.78 | 12.07 | 8.14 | 21.68 | 30.38 | 20.10 | 1.58 |
| 30 | 5.54 | 1.39 | 1.93 | 5.59 | 2.13 | 2.02 | 8.56 | 2.74 | 8.61 | 4.56 | 19.87 | 12.58 | 8.49 | 20.73 | 29.05 | 18.78 | 1.63 |
| 35 | 5.78 | 1.35 | 1.91 | 5.84 | 2.07 | 2.00 | 8.94 | 2.71 | 8.96 | 4.75 | 19.69 | 13.08 | 8.83 | 20.54 | 28.76 | 18.45 | 1.68 |
| 40 | 6.03 | 1.34 | 1.97 | 6.09 | 2.05 | 2.06 | 9.33 | 2.72 | 9.31 | 4.93 | 20.21 | 13.59 | 9.17 | 21.09 | 29.54 | 19.05 | 1.74 |
| 45 | 6.28 | 1.36 | 2.09 | 6.35 | 2.07 | 2.19 | 9.71 | 2.77 | 9.65 | 5.12 | 21.50 | 14.10 | 9.52 | 22.43 | 31.43 | 20.67 | 1.80 |
| 50 | 6.54 | 1.40 | 2.30 | 6.60 | 2.14 | 2.41 | 10.10 | 2.87 | 10.00 | 5.30 | 23.69 | 14.61 | 9.86 | 24.72 | 34.64 | 23.59 | 1.86 |
| 55 | 6.79 | 1.47 | 2.63 | 6.86 | 2.26 | 2.75 | 10.50 | 3.00 | 10.35 | 5.49 | 27.06 | 15.12 | 10.20 | 28.23 | 39.55 | 28.30 | 1.93 |
| 60 | 7.04 | 1.57 | 3.11 | 7.11 | 2.44 | 3.26 | 10.89 | 3.19 | 10.70 | 5.67 | 32.02 | 15.63 | 10.55 | 33.40 | 46.80 | 35.69 | 2.01 |
| 65 | 7.30 | 1.72 | 3.82 | 7.37 | 2.69 | 4.00 | 11.28 | 3.45 | 11.05 | 5.86 | 39.25 | 16.14 | 10.89 | 40.95 | 57.38 | 47.32 | 2.09 |

TABLE 1 (CONTINUED): WINTERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 50 DEG F

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 1,313.99 | 1,067.51 | 433.76 | 1,317.30 | 1,178.31 | 437.88 | 1,510.44 | 1,697.12 | 2,513.51 | 2,513.51 | 1,956.39 | 2,513.51 | 2,513.51 | 1,952.63 | 1,984.20 | 2,060.74 | 234.60 |
| 10 | 992.92 | 808.67 | 433.76 | 995.43 | 890.40 | 437.88 | 1,141.37 | 1,282.44 | 1,672.27 | 1,672.27 | 1,956.39 | 1,672.27 | 1,672.27 | 1,952.63 | 1,984.20 | 2,060.74 | 199.11 |
| 15 | 778.74 | 632.87 | 433.76 | 780.71 | 698.33 | 437.88 | 895.17 | 1,005.81 | 1,175.49 | 1,175.49 | 1,956.39 | 1,175.49 | 1,175.48 | 1,952.63 | 1,984.20 | 2,060.74 | 172.39 |
| 16 | 745.12 | 605.35 | 433.76 | 747.00 | 668.18 | 437.88 | 856.52 | 962.39 | 1,102.72 | 1,102.72 | 1,956.39 | 1,102.72 | 1,102.72 | 1,952.63 | 1,984.20 | 2,060.74 | 167.89 |
| 20 | 633.91 | 515.00 | 433.76 | 635.51 | 568.46 | 437.88 | 728.68 | 818.75 | 873.00 | 873.00 | 1,956.39 | 873.00 | 873.00 | 1,952.63 | 1,984.20 | 2,060.74 | 152.24 |
| 25 | 535.57 | 435.11 | 433.76 | 536.92 | 480.27 | 437.88 | 615.64 | 691.74 | 685.01 | 685.01 | 1,956.39 | 685.01 | 685.01 | 1,952.63 | 1,984.20 | 2,060.74 | 137.14 |
| 30 | 469.64 | 381.55 | 433.76 | 470.83 | 421.15 | 437.88 | 539.85 | 606.58 | 567.89 | 567.89 | 1,956.39 | 567.89 | 567.89 | 1,952.63 | 1,984.20 | 2,060.74 | 126.04 |
| 35 | 427.43 | 347.25 | 433.76 | 428.51 | 383.30 | 437.88 | 491.34 | 552.06 | 497.42 | 497.42 | 1,956.39 | 497.42 | 497.42 | 1,952.63 | 1,984.20 | 2,060.74 | 118.25 |
| 40 | 403.76 | 328.02 | 433.76 | 404.78 | 362.07 | 437.88 | 464.13 | 521.49 | 460.33 | 460.33 | 1,956.39 | 460.33 | 460.33 | 1,952.63 | 1,984.20 | 2,060.74 | 113.35 |
| 45 | 395.88 | 321.60 | 433.76 | 396.86 | 354.98 | 437.88 | 455.04 | 511.28 | 450.09 | 450.08 | 1,956.39 | 450.08 | 450.08 | 1,952.63 | 1,984.20 | 2,060.74 | 111.13 |
| 50 | 402.82 | 327.26 | 433.76 | 403.83 | 361.22 | 437.88 | 463.04 | 520.27 | 464.95 | 464.95 | 1,956.39 | 464.95 | 464.95 | 1,952.63 | 1,984.20 | 2,060.74 | 111.60 |
| 55 | 425.43 | 345.63 | 433.76 | 426.51 | 381.51 | 437.88 | 489.04 | 549.48 | 507.47 | 507.47 | 1,956.39 | 507.47 | 507.47 | 1,952.63 | 1,984.20 | 2,060.74 | 115.04 |
| 60 | 466.35 | 378.87 | 433.76 | 467.53 | 418.20 | 437.88 | 536.07 | 602.33 | 585.19 | 585.19 | 1,956.39 | 585.19 | 585.19 | 1,952.63 | 1,984.20 | 2,060.74 | 122.01 |
| 65 | 530.58 | 431.05 | 433.76 | 531.92 | 475.79 | 437.88 | 609.90 | 685.29 | 712.97 | 712.97 | 1,956.39 | 712.97 | 712.97 | 1,952.63 | 1,984.20 | 2,060.74 | 133.55 |

POLLUTANT NAME: EXHAUST PARTICULATES, PMEX10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.17 | 0.03 | 0.65 | 0.17 | 0.05 | 0.65 | 0.18 | 0.07 | 0.17 | 0.03 | 5.01 | 0.17 | 0.02 | 5.20 | 6.74 | 1.55 | 0.00 |
| 10 | 0.12 | 0.02 | 0.51 | 0.12 | 0.04 | 0.51 | 0.13 | 0.05 | 0.11 | 0.02 | 3.93 | 0.11 | 0.01 | 4.08 | 5.29 | 1.12 | 0.00 |
| 15 | 0.09 | 0.01 | 0.41 | 0.09 | 0.03 | 0.41 | 0.09 | 0.03 | 0.08 | 0.01 | 3.16 | 0.08 | 0.01 | 3.28 | 4.25 | 0.85 | 0.00 |
| 16 | 0.09 | 0.01 | 0.39 | 0.09 | 0.02 | 0.39 | 0.09 | 0.03 | 0.07 | 0.01 | 3.03 | 0.07 | 0.01 | 3.14 | 4.08 | 0.80 | 0.00 |
| 20 | 0.07 | 0.01 | 0.33 | 0.07 | 0.02 | 0.34 | 0.07 | 0.03 | 0.05 | 0.01 | 2.59 | 0.05 | 0.01 | 2.69 | 3.48 | 0.66 | 0.00 |
| 25 | 0.06 | 0.01 | 0.28 | 0.06 | 0.02 | 0.28 | 0.06 | 0.02 | 0.04 | 0.01 | 2.17 | 0.04 | 0.00 | 2.25 | 2.92 | 0.53 | 0.00 |
| 30 | 0.05 | 0.01 | 0.24 | 0.05 | 0.01 | 0.24 | 0.05 | 0.02 | 0.03 | 0.01 | 1.86 | 0.03 | 0.00 | 1.93 | 2.51 | 0.44 | 0.00 |
| 35 | 0.04 | 0.01 | 0.21 | 0.04 | 0.01 | 0.21 | 0.05 | 0.01 | 0.03 | 0.00 | 1.63 | 0.03 | 0.00 | 1.69 | 2.20 | 0.38 | 0.00 |
| 40 | 0.04 | 0.01 | 0.19 | 0.04 | 0.01 | 0.19 | 0.04 | 0.01 | 0.02 | 0.00 | 1.46 | 0.02 | 0.00 | 1.52 | 1.97 | 0.34 | 0.00 |
| 45 | 0.04 | 0.01 | 0.17 | 0.04 | 0.01 | 0.17 | 0.04 | 0.01 | 0.02 | 0.00 | 1.34 | 0.02 | 0.00 | 1.39 | 1.80 | 0.32 | 0.00 |
| 50 | 0.04 | 0.01 | 0.16 | 0.04 | 0.01 | 0.16 | 0.04 | 0.01 | 0.02 | 0.00 | 1.25 | 0.02 | 0.00 | 1.30 | 1.69 | 0.30 | 0.00 |
| 55 | 0.04 | 0.01 | 0.15 | 0.04 | 0.01 | 0.16 | 0.05 | 0.01 | 0.02 | 0.00 | 1.20 | 0.02 | 0.00 | 1.24 | 1.61 | 0.30 | 0.00 |
| 60 | 0.05 | 0.01 | 0.15 | 0.05 | 0.01 | 0.15 | 0.05 | 0.01 | 0.02 | 0.00 | 1.17 | 0.02 | 0.00 | 1.22 | 1.58 | 0.31 | 0.00 |
| 65 | 0.06 | 0.01 | 0.15 | 0.06 | 0.01 | 0.15 | 0.06 | 0.02 | 0.02 | 0.00 | 1.17 | 0.02 | 0.00 | 1.22 | 1.58 | 0.33 | 0.01 |

POLLUTANT NAME: TIRE WEAR PARTICULATES, PMTW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.04 | 0.01 | 0.00 |

POLLUTANT NAME: BRAKE WEAR PARTICULATES, PMBW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |

TABLE 2: VARIABLE START EMISSION RATES IN GRAMS PER TRIP

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 3.44 | 0.23 | 0.00 | 3.55 | 0.25 | 0.00 | 4.28 | 0.33 | 0.28 | 0.08 | 0.00 | 0.29 | 0.08 | 0.00 | 0.00 | 0.00 | 0.37 |
| 10 | 3.41 | 0.45 | 0.00 | 3.52 | 0.48 | 0.00 | 4.24 | 0.65 | 0.28 | 0.15 | 0.00 | 0.29 | 0.15 | 0.00 | 0.00 | 0.00 | 0.72 |
| 20 | 3.45 | 0.85 | 0.00 | 3.56 | 0.92 | 0.00 | 4.29 | 1.23 | 0.28 | 0.29 | 0.00 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 1.37 |
| 30 | 3.60 | 1.20 | 0.00 | 3.71 | 1.30 | 0.00 | 4.48 | 1.75 | 0.29 | 0.41 | 0.00 | 0.30 | 0.41 | 0.00 | 0.00 | 0.00 | 1.94 |
| 60 | 4.45 | 1.99 | 0.00 | 4.59 | 2.15 | 0.00 | 5.53 | 2.89 | 0.36 | 0.68 | 0.00 | 0.37 | 0.67 | 0.00 | 0.00 | 0.00 | 3.20 |
| 120 | 4.88 | 2.43 | 0.00 | 5.03 | 2.63 | 0.00 | 6.07 | 3.52 | 0.40 | 0.83 | 0.00 | 0.41 | 0.82 | 0.00 | 0.00 | 0.00 | 3.91 |
| 180 | 5.31 | 2.58 | 0.00 | 5.48 | 2.79 | 0.00 | 6.60 | 3.74 | 0.43 | 0.88 | 0.00 | 0.44 | 0.87 | 0.00 | 0.00 | 0.00 | 4.15 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 300 | 6.18 | 2.87 | 0.00 | 6.37 | 3.10 | 0.00 | 7.66 | 4.15 | 0.50 | 0.97 | 0.00 | 0.52 | 0.96 | 0.00 | 0.00 | 0.00 | 4.61 |
| 360 | 6.61 | 3.00 | 0.00 | 6.82 | 3.24 | 0.00 | 8.22 | 4.34 | 0.54 | 1.02 | 0.00 | 0.55 | 1.01 | 0.00 | 0.00 | 0.00 | 4.82 |
| 480 | 7.47 | 3.26 | 0.00 | 7.71 | 3.52 | 0.00 | 9.29 | 4.71 | 0.61 | 1.10 | 0.00 | 0.62 | 1.09 | 0.00 | 0.00 | 0.00 | 5.23 |
| 540 | 7.90 | 3.38 | 0.00 | 8.15 | 3.65 | 0.00 | 9.83 | 4.89 | 0.64 | 1.14 | 0.00 | 0.66 | 1.13 | 0.00 | 0.00 | 0.00 | 5.42 |
| 1440 | 9.20 | 3.71 | 0.00 | 9.49 | 4.01 | 0.00 | 11.44 | 5.37 | 0.75 | 1.26 | 0.00 | 0.77 | 1.25 | 0.00 | 0.00 | 0.00 | 5.96 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 13.12 | 2.87 | 0.00 | 13.93 | 3.47 | 0.00 | 21.80 | 4.06 | 6.68 | 1.93 | 0.00 | 7.04 | 1.90 | 0.00 | 0.00 | 0.00 | 2.49 |
| 10 | 11.62 | 5.62 | 0.00 | 12.33 | 6.81 | 0.00 | 19.31 | 7.95 | 5.92 | 3.78 | 0.00 | 6.24 | 3.72 | 0.00 | 0.00 | 0.00 | 4.87 |
| 20 | 8.97 | 10.76 | 0.00 | 9.52 | 13.05 | 0.00 | 14.91 | 15.23 | 4.57 | 7.25 | 0.00 | 4.81 | 7.14 | 0.00 | 0.00 | 0.00 | 9.34 |
| 30 | 6.79 | 15.47 | 0.00 | 7.21 | 18.73 | 0.00 | 11.29 | 21.86 | 3.46 | 10.41 | 0.00 | 3.65 | 10.24 | 0.00 | 0.00 | 0.00 | 13.40 |
| 60 | 3.09 | 26.74 | 0.00 | 3.28 | 32.39 | 0.00 | 5.14 | 37.79 | 1.58 | 17.99 | 0.00 | 1.66 | 17.70 | 0.00 | 0.00 | 0.00 | 23.17 |
| 120 | 8.34 | 36.70 | 0.00 | 8.85 | 44.46 | 0.00 | 13.86 | 51.81 | 4.25 | 24.66 | 0.00 | 4.48 | 24.27 | 0.00 | 0.00 | 0.00 | 31.76 |
| 180 | 13.18 | 37.79 | 0.00 | 13.99 | 45.79 | 0.00 | 21.90 | 53.32 | 6.71 | 25.38 | 0.00 | 7.07 | 24.96 | 0.00 | 0.00 | 0.00 | 32.69 |
| 300 | 21.32 | 40.07 | 0.00 | 22.63 | 48.56 | 0.00 | 35.43 | 56.50 | 10.85 | 26.90 | 0.00 | 11.44 | 26.47 | 0.00 | 0.00 | 0.00 | 34.64 |
| 360 | 24.52 | 41.26 | 0.00 | 26.13 | 50.01 | 0.00 | 40.91 | 58.17 | 12.53 | 27.69 | 0.00 | 13.21 | 27.25 | 0.00 | 0.00 | 0.00 | 35.66 |
| 480 | 29.66 | 43.73 | 0.00 | 31.50 | 53.01 | 0.00 | 49.33 | 61.65 | 15.11 | 29.34 | 0.00 | 15.93 | 28.88 | 0.00 | 0.00 | 0.00 | 37.79 |
| 540 | 31.44 | 45.02 | 0.00 | 33.37 | 54.56 | 0.00 | 52.25 | 63.48 | 16.01 | 30.21 | 0.00 | 16.88 | 29.73 | 0.00 | 0.00 | 0.00 | 38.91 |
| 1440 | 39.65 | 49.07 | 0.00 | 35.72 | 59.47 | 0.00 | 55.92 | 69.20 | 17.13 | 32.94 | 0.00 | 18.06 | 32.42 | 0.00 | 0.00 | 0.00 | 42.43 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.75 | 0.15 | 0.00 | 0.75 | 0.22 | 0.00 | 1.14 | 0.24 | 1.29 | 0.47 | 0.00 | 1.36 | 0.46 | 0.00 | 0.00 | 0.00 | 0.04 |
| 10 | 0.81 | 0.22 | 0.00 | 0.82 | 0.33 | 0.00 | 1.24 | 0.36 | 1.40 | 0.71 | 0.00 | 1.48 | 0.69 | 0.00 | 0.00 | 0.00 | 0.06 |
| 20 | 0.93 | 0.34 | 0.00 | 0.94 | 0.51 | 0.00 | 1.42 | 0.57 | 1.61 | 1.13 | 0.00 | 1.70 | 1.09 | 0.00 | 0.00 | 0.00 | 0.09 |
| 30 | 1.04 | 0.44 | 0.00 | 1.04 | 0.66 | 0.00 | 1.57 | 0.74 | 1.78 | 1.47 | 0.00 | 1.88 | 1.43 | 0.00 | 0.00 | 0.00 | 0.12 |
| 60 | 1.25 | 0.61 | 0.00 | 1.26 | 0.91 | 0.00 | 1.90 | 1.02 | 2.15 | 2.03 | 0.00 | 2.27 | 1.97 | 0.00 | 0.00 | 0.00 | 0.16 |
| 120 | 1.25 | 0.61 | 0.00 | 1.26 | 0.92 | 0.00 | 1.90 | 1.03 | 2.15 | 2.04 | 0.00 | 2.26 | 1.97 | 0.00 | 0.00 | 0.00 | 0.16 |
| 180 | 1.22 | 0.61 | 0.00 | 1.23 | 0.91 | 0.00 | 1.86 | 1.02 | 2.10 | 2.03 | 0.00 | 2.22 | 1.97 | 0.00 | 0.00 | 0.00 | 0.16 |
| 300 | 1.13 | 0.60 | 0.00 | 1.14 | 0.90 | 0.00 | 1.72 | 1.01 | 1.95 | 2.00 | 0.00 | 2.06 | 1.94 | 0.00 | 0.00 | 0.00 | 0.16 |
| 360 | 1.07 | 0.59 | 0.00 | 1.08 | 0.89 | 0.00 | 1.63 | 1.00 | 1.85 | 1.98 | 0.00 | 1.95 | 1.92 | 0.00 | 0.00 | 0.00 | 0.16 |
| 480 | 0.93 | 0.58 | 0.00 | 0.93 | 0.87 | 0.00 | 1.41 | 0.97 | 1.60 | 1.93 | 0.00 | 1.69 | 1.87 | 0.00 | 0.00 | 0.00 | 0.16 |
| 540 | 0.84 | 0.57 | 0.00 | 0.84 | 0.85 | 0.00 | 1.28 | 0.96 | 1.44 | 1.90 | 0.00 | 1.53 | 1.84 | 0.00 | 0.00 | 0.00 | 0.15 |
| 1440 | 0.52 | 0.53 | 0.00 | 0.52 | 0.80 | 0.00 | 0.79 | 0.90 | 0.89 | 1.78 | 0.00 | 0.94 | 1.73 | 0.00 | 0.00 | 0.00 | 0.14 |

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 55.95 | 2.68 | 0.00 | 56.08 | 3.00 | 0.00 | 63.96 | 4.05 | 86.71 | 4.37 | 0.00 | 86.71 | 4.37 | 0.00 | 0.00 | 0.00 | 0.92 |
| 10 | 60.72 | 5.20 | 0.00 | 60.86 | 5.75 | 0.00 | 69.40 | 8.08 | 94.10 | 8.72 | 0.00 | 94.10 | 8.72 | 0.00 | 0.00 | 0.00 | 1.83 |
| 20 | 69.96 | 10.20 | 0.00 | 70.13 | 11.20 | 0.00 | 79.97 | 16.07 | 108.43 | 17.33 | 0.00 | 108.43 | 17.33 | 0.00 | 0.00 | 0.00 | 3.64 |
| 30 | 76.84 | 15.16 | 0.00 | 79.02 | 16.62 | 0.00 | 90.11 | 23.97 | 122.18 | 25.86 | 0.00 | 122.18 | 25.86 | 0.00 | 0.00 | 0.00 | 5.43 |
| 60 | 103.20 | 29.75 | 0.00 | 103.44 | 32.59 | 0.00 | 117.96 | 47.12 | 159.93 | 50.84 | 0.00 | 159.93 | 50.84 | 0.00 | 0.00 | 0.00 | 10.66 |
| 120 | 139.65 | 50.93 | 0.00 | 139.97 | 55.95 | 0.00 | 159.62 | 80.15 | 216.42 | 86.47 | 0.00 | 216.42 | 86.47 | 0.00 | 0.00 | 0.00 | 18.17 |
| 180 | 139.76 | 60.11 | 0.00 | 140.08 | 66.01 | 0.00 | 159.75 | 94.69 | 216.59 | 102.16 | 0.00 | 216.59 | 102.16 | 0.00 | 0.00 | 0.00 | 21.47 |
| 300 | 139.97 | 76.88 | 0.00 | 140.30 | 84.39 | 0.00 | 160.00 | 121.20 | 216.93 | 130.76 | 0.00 | 216.93 | 130.76 | 0.00 | 0.00 | 0.00 | 27.48 |
| 360 | 140.08 | 84.47 | 0.00 | 140.41 | 92.72 | 0.00 | 160.12 | 133.17 | 217.10 | 143.67 | 0.00 | 217.10 | 143.67 | 0.00 | 0.00 | 0.00 | 30.19 |
| 480 | 140.30 | 98.04 | 0.00 | 140.63 | 107.83 | 0.00 | 160.37 | 154.52 | 217.44 | 166.71 | 0.00 | 217.44 | 166.71 | 0.00 | 0.00 | 0.00 | 35.03 |
| 540 | 140.41 | 104.03 | 0.00 | 140.74 | 114.22 | 0.00 | 160.50 | 163.92 | 217.61 | 176.85 | 0.00 | 217.61 | 176.85 | 0.00 | 0.00 | 0.00 | 37.16 |
| 1440 | 140.74 | 118.80 | 0.00 | 141.07 | 130.51 | 0.00 | 160.88 | 186.94 | 218.12 | 201.69 | 0.00 | 218.12 | 201.69 | 0.00 | 0.00 | 0.00 | 42.38 |

TABLE 4: HOT SOAK EMISSION RATES IN GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| TOG | 7.63 | 2.26 | 0.00 | 10.41 | 1.86 | 0.00 | 8.46 | 1.74 | 2.40 | 1.31 | 0.00 | 3.34 | 2.22 | 0.00 | 0.00 | 0.00 | 37.69 |

TABLE 5: DIURNAL EMISSION RATES IN GRAMS PER HOUR

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| TOG | 0.07 | 0.02 | 0.00 | 0.09 | 0.01 | 0.00 | 0.08 | 0.01 | 0.03 | 0.01 | 0.00 | 0.05 | 0.03 | 0.00 | 0.00 | 0.00 | 0.21 |

TABLE 6: RESTING LOSSES IN GRAMS PER HOUR

POLLUTANT NAME: REACTIVE ORGANIC GASES

| TEMP | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEG F | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 50 | 0.06 | 0.02 | 0.00 | 0.07 | 0.01 | 0.00 | 0.06 | 0.01 | 0.03 | 0.01 | 0.00 | 0.04 | 0.02 | 0.00 | 0.00 | 0.00 | 0.17 |
| 60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 105 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

TABLE 7: ESTIMATED TRAVEL FRACTIONS

| | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| % VMT | 4.99 | 94.21 | 0.81 | 8.09 | 91.40 | 0.51 | 19.55 | 77.66 | 12.69 | 67.13 | 20.18 | 10.50 | 13.40 | 76.10 | 89.79 | 100.00 | 3.00 |
| % TRIP | 8.37 | 90.72 | 0.91 | 9.39 | 90.09 | 0.53 | 21.90 | 75.34 | 23.77 | 57.34 | 8.91 | 39.05 | 17.79 | 43.16 | 52.82 | 100.00 | 1.98 |
| % VEH | 8.37 | 90.72 | 0.91 | 9.38 | 90.09 | 0.53 | 21.90 | 75.34 | 22.96 | 59.02 | 18.63 | 30.72 | 13.99 | 55.29 | 83.19 | 100.00 | 1.98 |

TABLE 8: EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY AUTOS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 4.761 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 4.836 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 4.909 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 5.227 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 5.317 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 10.804 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 14.327 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 17.283 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 19.804 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 22.058 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 24.093 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 25.954 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 27.670 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 29.266 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

LIGHT DUTY AUTOS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 1.440 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | 0.000 | 0.000 | 1.007 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.891 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 1.092 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 1.100 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 2.009 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 2.938 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 3.906 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 4.900 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 5.912 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 6.853 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 7.576 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 8.120 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 8.585 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

LIGHT DUTY TRUCK NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 10.258 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 7.024 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 6.165 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 7.434 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 7.523 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 12.885 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 17.095 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 20.604 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 23.639 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 26.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 28.691 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 30.784 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 32.718 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 34.519 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

TABLE 8 (CONTINUED): EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 3.911 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 2.123 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 1.561 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 1.652 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 1.483 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 2.071 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 2.872 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 3.828 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 4.820 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 5.609 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 6.122 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 6.599 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 7.045 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 7.463 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

MEDIUM DUTY TRUCKS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 8.530 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 5.577 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 4.741 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 5.628 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | 0.000 | 0.000 | 5.699 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 9.789 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 13.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 15.675 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 17.990 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 20.043 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 21.826 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 23.400 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 24.854 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 26.209 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

MEDIUM DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 4.150 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 2.286 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 1.697 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 18 | 0.000 | 0.000 | 1.799 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 1.615 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 2.200 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 2.947 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 3.868 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 4.812 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 5.542 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 6.034 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 6.493 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 6.922 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 7.324 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Scenario Title: 1996 SUMMER
YEAR: 1996 -- MODEL YEARS 1965 TO 1996 INCLUSIVE -- SUMMERTIME
EMFAC 2000 EMISSION FACTORS

REPORT RUN DATE: 12/15/99

TABLE 1: SUMMERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 75 DEG F

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 18.44 | 2.38 | 1.94 | 19.57 | 2.77 | 1.76 | 23.47 | 3.37 | 25.32 | 4.10 | 1.78 | 34.57 | 7.18 | 2.10 | 2.53 | 6.45 | 3.74 |
| 10 | 13.10 | 1.62 | 1.52 | 13.91 | 1.90 | 1.36 | 16.68 | 2.33 | 16.55 | 2.66 | 1.40 | 22.61 | 4.67 | 1.65 | 1.99 | 4.68 | 2.88 |
| 15 | 9.74 | 1.16 | 1.22 | 10.34 | 1.37 | 1.11 | 12.41 | 1.69 | 11.27 | 1.79 | 1.12 | 15.41 | 3.16 | 1.32 | 1.60 | 3.51 | 2.33 |
| 16 | 9.23 | 1.09 | 1.17 | 9.80 | 1.29 | 1.06 | 11.76 | 1.59 | 10.49 | 1.66 | 1.08 | 14.35 | 2.94 | 1.27 | 1.53 | 3.33 | 2.24 |
| 20 | 7.57 | 0.86 | 1.00 | 8.04 | 1.03 | 0.91 | 9.65 | 1.28 | 8.00 | 1.25 | 0.92 | 10.95 | 2.22 | 1.09 | 1.31 | 2.73 | 1.98 |
| 25 | 6.16 | 0.67 | 0.84 | 6.55 | 0.80 | 0.76 | 7.86 | 1.01 | 5.91 | 0.91 | 0.77 | 8.10 | 1.63 | 0.91 | 1.10 | 2.20 | 1.76 |
| 30 | 5.25 | 0.55 | 0.72 | 5.58 | 0.66 | 0.65 | 6.70 | 0.84 | 4.55 | 0.69 | 0.66 | 6.24 | 1.24 | 0.78 | 0.94 | 1.84 | 1.65 |
| 35 | 4.68 | 0.47 | 0.63 | 4.97 | 0.56 | 0.57 | 5.97 | 0.72 | 3.65 | 0.54 | 0.58 | 5.01 | 0.98 | 0.68 | 0.83 | 1.59 | 1.62 |
| 40 | 4.37 | 0.42 | 0.57 | 4.64 | 0.50 | 0.51 | 5.58 | 0.66 | 3.05 | 0.45 | 0.52 | 4.20 | 0.81 | 0.61 | 0.74 | 1.42 | 1.68 |
| 45 | 4.27 | 0.39 | 0.52 | 4.54 | 0.47 | 0.47 | 5.46 | 0.63 | 2.66 | 0.39 | 0.48 | 3.67 | 0.70 | 0.56 | 0.68 | 1.32 | 1.82 |
| 50 | 4.38 | 0.38 | 0.49 | 4.65 | 0.47 | 0.44 | 5.59 | 0.63 | 2.42 | 0.35 | 0.44 | 3.34 | 0.64 | 0.53 | 0.63 | 1.26 | 2.07 |
| 55 | 4.70 | 0.40 | 0.46 | 4.99 | 0.48 | 0.42 | 6.00 | 0.66 | 2.30 | 0.33 | 0.43 | 3.18 | 0.60 | 0.50 | 0.61 | 1.26 | 2.48 |
| 60 | 5.28 | 0.43 | 0.45 | 5.61 | 0.52 | 0.41 | 6.74 | 0.73 | 2.29 | 0.33 | 0.42 | 3.15 | 0.60 | 0.49 | 0.59 | 1.29 | 3.11 |
| 65 | 6.21 | 0.49 | 0.45 | 6.60 | 0.60 | 0.41 | 7.92 | 0.84 | 2.37 | 0.34 | 0.42 | 3.26 | 0.62 | 0.49 | 0.59 | 1.38 | 4.08 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 161.04 | 31.38 | 3.43 | 166.00 | 45.19 | 4.10 | 255.17 | 47.15 | 476.34 | 43.21 | 10.08 | 654.12 | 71.22 | 11.45 | 14.05 | 11.52 | 28.41 |
| 10 | 117.38 | 26.04 | 2.36 | 120.99 | 37.14 | 2.83 | 185.98 | 36.78 | 316.92 | 28.75 | 6.95 | 435.19 | 47.98 | 7.90 | 9.68 | 7.25 | 23.55 |
| 15 | 90.10 | 22.19 | 1.71 | 92.87 | 31.41 | 2.04 | 142.76 | 29.91 | 222.77 | 20.21 | 5.02 | 305.91 | 33.31 | 5.70 | 6.99 | 4.84 | 20.48 |
| 16 | 85.99 | 21.55 | 1.61 | 88.63 | 30.46 | 1.92 | 136.24 | 28.83 | 208.98 | 18.96 | 4.73 | 286.97 | 31.24 | 5.37 | 6.58 | 4.50 | 20.03 |
| 20 | 72.83 | 19.35 | 1.29 | 75.07 | 27.23 | 1.54 | 115.40 | 26.26 | 165.45 | 15.01 | 3.79 | 227.19 | 24.74 | 4.30 | 5.28 | 3.44 | 18.66 |
| 25 | 62.00 | 17.22 | 1.02 | 63.91 | 24.14 | 1.22 | 98.24 | 22.07 | 129.82 | 11.76 | 3.00 | 178.27 | 19.41 | 3.40 | 4.17 | 2.59 | 17.80 |
| 30 | 55.58 | 15.61 | 0.84 | 57.29 | 21.85 | 1.01 | 88.07 | 19.93 | 107.62 | 9.76 | 2.48 | 147.79 | 16.09 | 2.81 | 3.45 | 2.07 | 17.81 |
| 35 | 52.48 | 14.42 | 0.73 | 54.09 | 20.19 | 0.87 | 83.14 | 18.58 | 94.27 | 8.55 | 2.14 | 129.45 | 14.09 | 2.44 | 2.99 | 1.76 | 18.68 |
| 40 | 52.17 | 13.58 | 0.66 | 53.78 | 19.06 | 0.79 | 82.67 | 17.89 | 87.24 | 7.91 | 1.94 | 119.60 | 13.04 | 2.21 | 2.71 | 1.59 | 20.60 |
| 45 | 54.63 | 13.05 | 0.63 | 56.31 | 18.40 | 0.75 | 86.56 | 17.65 | 85.30 | 7.74 | 1.84 | 117.13 | 12.76 | 2.09 | 2.57 | 1.52 | 23.90 |
| 50 | 60.24 | 12.84 | 0.62 | 62.09 | 18.22 | 0.74 | 95.44 | 18.50 | 88.11 | 7.99 | 1.83 | 121.00 | 13.17 | 2.08 | 2.55 | 1.55 | 29.23 |
| 55 | 69.95 | 12.97 | 0.65 | 72.10 | 18.59 | 0.77 | 110.83 | 20.02 | 98.17 | 8.72 | 1.90 | 132.06 | 14.38 | 2.16 | 2.64 | 1.67 | 37.70 |
| 60 | 85.54 | 13.58 | 0.70 | 88.17 | 19.66 | 0.84 | 135.54 | 22.73 | 110.90 | 10.06 | 2.06 | 152.29 | 16.58 | 2.34 | 2.87 | 1.92 | 51.34 |
| 65 | 110.17 | 14.76 | 0.80 | 113.55 | 21.71 | 0.95 | 174.56 | 27.22 | 135.12 | 12.26 | 2.35 | 185.54 | 20.20 | 2.66 | 3.27 | 2.33 | 73.81 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 2.96 | 1.43 | 3.00 | 2.98 | 2.30 | 3.14 | 4.55 | 2.49 | 5.17 | 2.46 | 30.61 | 7.33 | 4.57 | 32.15 | 45.04 | 37.82 | 0.97 |
| 10 | 3.11 | 1.23 | 2.49 | 3.13 | 1.96 | 2.60 | 4.78 | 2.19 | 5.43 | 2.58 | 25.56 | 7.70 | 4.80 | 26.67 | 37.37 | 28.93 | 0.98 |
| 15 | 3.27 | 1.09 | 2.14 | 3.29 | 1.71 | 2.24 | 5.02 | 1.99 | 5.69 | 2.71 | 21.97 | 8.07 | 5.04 | 22.93 | 32.12 | 23.26 | 1.00 |
| 16 | 3.30 | 1.07 | 2.08 | 3.32 | 1.68 | 2.18 | 5.07 | 1.96 | 5.75 | 2.73 | 21.41 | 8.15 | 5.08 | 22.34 | 31.30 | 22.40 | 1.01 |
| 20 | 3.42 | 0.99 | 1.90 | 3.45 | 1.54 | 1.99 | 5.26 | 1.85 | 5.96 | 2.83 | 19.57 | 8.44 | 5.27 | 20.42 | 28.61 | 19.66 | 1.03 |
| 25 | 3.59 | 0.93 | 1.76 | 3.61 | 1.43 | 1.84 | 5.51 | 1.76 | 6.22 | 2.96 | 18.06 | 8.81 | 5.50 | 18.85 | 26.40 | 17.47 | 1.06 |
| 30 | 3.75 | 0.88 | 1.68 | 3.78 | 1.35 | 1.76 | 5.77 | 1.71 | 6.48 | 3.08 | 17.27 | 9.19 | 5.73 | 18.02 | 25.25 | 16.33 | 1.09 |
| 35 | 3.92 | 0.86 | 1.66 | 3.95 | 1.31 | 1.74 | 6.02 | 1.69 | 6.74 | 3.21 | 17.11 | 9.56 | 5.96 | 17.86 | 25.02 | 16.03 | 1.13 |
| 40 | 4.09 | 0.85 | 1.71 | 4.11 | 1.30 | 1.79 | 6.28 | 1.70 | 7.00 | 3.33 | 17.57 | 9.93 | 6.19 | 18.33 | 25.68 | 16.56 | 1.16 |
| 45 | 4.26 | 0.86 | 1.82 | 4.29 | 1.32 | 1.90 | 6.54 | 1.73 | 7.27 | 3.46 | 18.69 | 10.30 | 6.43 | 19.50 | 27.32 | 17.97 | 1.21 |
| 50 | 4.43 | 0.89 | 2.00 | 4.46 | 1.36 | 2.10 | 6.80 | 1.79 | 7.53 | 3.58 | 20.60 | 10.67 | 6.66 | 21.49 | 30.11 | 20.51 | 1.25 |
| 55 | 4.60 | 0.93 | 2.29 | 4.63 | 1.44 | 2.39 | 7.07 | 1.88 | 7.79 | 3.70 | 23.52 | 11.04 | 6.89 | 24.54 | 34.38 | 24.60 | 1.30 |
| 60 | 4.77 | 1.00 | 2.71 | 4.80 | 1.55 | 2.83 | 7.33 | 2.00 | 8.05 | 3.83 | 27.83 | 11.42 | 7.12 | 29.04 | 40.68 | 31.02 | 1.35 |
| 65 | 4.94 | 1.09 | 3.32 | 4.98 | 1.71 | 3.47 | 7.60 | 2.18 | 8.31 | 3.95 | 34.12 | 11.79 | 7.35 | 35.60 | 49.68 | 41.13 | 1.40 |

TABLE 1 (CONTINUED): SUMMERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 75 DEG F

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 1,278.74 | 1,023.98 | 433.76 | 1,298.57 | 1,137.67 | 437.88 | 1,510.44 | 1,697.12 | 2,513.51 | 2,513.51 | 1,956.39 | 2,513.51 | 2,513.51 | 1,952.63 | 1,984.20 | 2,060.74 | 234.60 |
| 10 | 966.29 | 773.78 | 433.76 | 981.27 | 859.68 | 437.88 | 1,141.37 | 1,282.44 | 1,672.27 | 1,672.27 | 1,956.39 | 1,672.27 | 1,672.27 | 1,952.63 | 1,984.20 | 2,060.74 | 199.11 |
| 15 | 757.85 | 606.87 | 433.76 | 769.61 | 674.24 | 437.88 | 895.17 | 1,005.81 | 1,175.49 | 1,175.49 | 1,956.39 | 1,175.49 | 1,175.48 | 1,952.63 | 1,984.20 | 2,060.74 | 172.39 |
| 16 | 725.14 | 580.67 | 433.76 | 736.38 | 645.14 | 437.88 | 856.52 | 962.39 | 1,102.72 | 1,102.72 | 1,956.39 | 1,102.72 | 1,102.72 | 1,952.63 | 1,984.20 | 2,060.74 | 167.89 |
| 20 | 616.91 | 494.00 | 433.76 | 626.47 | 548.85 | 437.88 | 728.88 | 818.75 | 873.00 | 873.00 | 1,956.39 | 873.00 | 873.00 | 1,952.63 | 1,984.20 | 2,060.74 | 152.24 |
| 25 | 521.21 | 417.37 | 433.76 | 529.29 | 463.71 | 437.88 | 615.64 | 691.74 | 685.01 | 685.01 | 1,956.39 | 685.01 | 685.01 | 1,952.63 | 1,984.20 | 2,060.74 | 137.14 |
| 30 | 457.04 | 365.99 | 433.76 | 464.13 | 406.62 | 437.88 | 539.85 | 606.58 | 567.89 | 567.89 | 1,956.39 | 567.89 | 567.89 | 1,952.63 | 1,984.20 | 2,060.74 | 126.04 |
| 35 | 415.97 | 333.10 | 433.76 | 422.42 | 370.08 | 437.88 | 491.34 | 552.06 | 497.42 | 497.42 | 1,956.39 | 497.42 | 497.42 | 1,952.63 | 1,984.20 | 2,060.74 | 118.25 |
| 40 | 392.93 | 314.65 | 433.76 | 399.02 | 349.58 | 437.88 | 464.13 | 521.49 | 460.33 | 460.33 | 1,956.39 | 460.33 | 460.33 | 1,952.63 | 1,984.20 | 2,060.74 | 113.35 |
| 45 | 385.24 | 308.49 | 433.76 | 391.21 | 342.74 | 437.88 | 455.04 | 511.28 | 450.09 | 450.08 | 1,956.39 | 450.08 | 450.08 | 1,952.63 | 1,984.20 | 2,060.74 | 111.13 |
| 50 | 392.01 | 313.91 | 433.76 | 398.09 | 348.76 | 437.88 | 463.04 | 520.27 | 464.95 | 464.95 | 1,956.39 | 464.95 | 464.95 | 1,952.63 | 1,984.20 | 2,060.74 | 111.60 |
| 55 | 414.02 | 331.54 | 433.76 | 420.44 | 368.35 | 437.88 | 489.04 | 549.48 | 507.47 | 507.47 | 1,956.39 | 507.47 | 507.47 | 1,952.63 | 1,984.20 | 2,060.74 | 115.04 |
| 60 | 453.84 | 363.43 | 433.76 | 460.88 | 403.77 | 437.88 | 536.07 | 602.33 | 585.19 | 585.19 | 1,956.39 | 585.19 | 585.19 | 1,952.63 | 1,984.20 | 2,060.74 | 122.01 |
| 65 | 516.35 | 413.48 | 433.76 | 524.35 | 459.38 | 437.88 | 609.90 | 685.29 | 712.97 | 712.97 | 1,956.39 | 712.97 | 712.97 | 1,952.63 | 1,984.20 | 2,060.74 | 133.55 |

POLLUTANT NAME: EXHAUST PARTICULATES, PMEX10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.17 | 0.03 | 0.65 | 0.17 | 0.06 | 0.65 | 0.18 | 0.07 | 0.17 | 0.03 | 5.01 | 0.17 | 0.02 | 5.20 | 6.74 | 1.55 | 0.00 |
| 10 | 0.12 | 0.02 | 0.51 | 0.12 | 0.04 | 0.51 | 0.13 | 0.05 | 0.11 | 0.02 | 3.93 | 0.11 | 0.01 | 4.08 | 5.29 | 1.12 | 0.00 |
| 15 | 0.09 | 0.01 | 0.41 | 0.09 | 0.03 | 0.41 | 0.09 | 0.03 | 0.08 | 0.01 | 3.16 | 0.08 | 0.01 | 3.28 | 4.25 | 0.85 | 0.00 |
| 16 | 0.09 | 0.01 | 0.39 | 0.09 | 0.02 | 0.39 | 0.08 | 0.03 | 0.07 | 0.01 | 3.03 | 0.07 | 0.01 | 3.14 | 4.08 | 0.80 | 0.00 |
| 20 | 0.07 | 0.01 | 0.33 | 0.07 | 0.02 | 0.34 | 0.07 | 0.03 | 0.05 | 0.01 | 2.59 | 0.05 | 0.01 | 2.69 | 3.48 | 0.66 | 0.00 |
| 25 | 0.06 | 0.01 | 0.28 | 0.06 | 0.02 | 0.28 | 0.06 | 0.02 | 0.04 | 0.01 | 2.17 | 0.04 | 0.00 | 2.25 | 2.92 | 0.53 | 0.00 |
| 30 | 0.05 | 0.01 | 0.24 | 0.05 | 0.01 | 0.24 | 0.05 | 0.02 | 0.03 | 0.01 | 1.86 | 0.03 | 0.00 | 1.93 | 2.51 | 0.44 | 0.00 |
| 35 | 0.04 | 0.01 | 0.21 | 0.04 | 0.01 | 0.21 | 0.05 | 0.01 | 0.03 | 0.00 | 1.63 | 0.03 | 0.00 | 1.69 | 2.20 | 0.38 | 0.00 |
| 40 | 0.04 | 0.01 | 0.19 | 0.04 | 0.01 | 0.19 | 0.04 | 0.01 | 0.02 | 0.00 | 1.46 | 0.02 | 0.00 | 1.52 | 1.97 | 0.34 | 0.00 |
| 45 | 0.04 | 0.01 | 0.17 | 0.04 | 0.01 | 0.17 | 0.04 | 0.01 | 0.02 | 0.00 | 1.34 | 0.02 | 0.00 | 1.39 | 1.80 | 0.32 | 0.00 |
| 50 | 0.04 | 0.01 | 0.16 | 0.04 | 0.01 | 0.16 | 0.04 | 0.01 | 0.02 | 0.00 | 1.25 | 0.02 | 0.00 | 1.30 | 1.69 | 0.30 | 0.00 |
| 55 | 0.04 | 0.01 | 0.15 | 0.04 | 0.01 | 0.16 | 0.05 | 0.01 | 0.02 | 0.00 | 1.20 | 0.02 | 0.00 | 1.24 | 1.61 | 0.30 | 0.00 |
| 60 | 0.05 | 0.01 | 0.15 | 0.05 | 0.01 | 0.15 | 0.05 | 0.01 | 0.02 | 0.00 | 1.17 | 0.02 | 0.00 | 1.22 | 1.58 | 0.31 | 0.00 |
| 65 | 0.06 | 0.01 | 0.15 | 0.06 | 0.01 | 0.15 | 0.06 | 0.02 | 0.02 | 0.00 | 1.17 | 0.02 | 0.00 | 1.22 | 1.58 | 0.33 | 0.01 |

POLLUTANT NAME: TIRE WEAR PARTICULATES, PMTW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.04 | 0.01 | 0.00 |

POLLUTANT NAME: BRAKE WEAR PARTICULATES, PMBW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |

TABLE 2: VARIABLE START EMISSION RATES IN GRAMS PER TRIP

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 1.63 | 0.11 | 0.00 | 1.69 | 0.12 | 0.00 | 2.03 | 0.15 | 0.28 | 0.08 | 0.00 | 0.29 | 0.08 | 0.00 | 0.00 | 0.00 | 0.14 |
| 10 | 1.62 | 0.21 | 0.00 | 1.67 | 0.23 | 0.00 | 2.02 | 0.28 | 0.28 | 0.15 | 0.00 | 0.29 | 0.15 | 0.00 | 0.00 | 0.00 | 0.26 |
| 20 | 1.64 | 0.40 | 0.00 | 1.69 | 0.43 | 0.00 | 2.03 | 0.54 | 0.28 | 0.29 | 0.00 | 0.29 | 0.29 | 0.00 | 0.00 | 0.00 | 0.50 |
| 30 | 1.71 | 0.58 | 0.00 | 1.76 | 0.61 | 0.00 | 2.13 | 0.76 | 0.29 | 0.41 | 0.00 | 0.30 | 0.41 | 0.00 | 0.00 | 0.00 | 0.71 |
| 60 | 2.11 | 0.93 | 0.00 | 2.18 | 1.00 | 0.00 | 2.63 | 1.26 | 0.36 | 0.68 | 0.00 | 0.37 | 0.67 | 0.00 | 0.00 | 0.00 | 1.17 |
| 120 | 2.32 | 1.14 | 0.00 | 2.39 | 1.23 | 0.00 | 2.88 | 1.53 | 0.40 | 0.83 | 0.00 | 0.41 | 0.82 | 0.00 | 0.00 | 0.00 | 1.43 |
| 180 | 2.52 | 1.21 | 0.00 | 2.60 | 1.30 | 0.00 | 3.14 | 1.63 | 0.43 | 0.86 | 0.00 | 0.44 | 0.87 | 0.00 | 0.00 | 0.00 | 1.52 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 300 | 2.93 | 1.34 | 0.00 | 3.02 | 1.44 | 0.00 | 3.65 | 1.80 | 0.50 | 0.97 | 0.00 | 0.52 | 0.96 | 0.00 | 0.00 | 0.00 | 1.68 |
| 360 | 3.14 | 1.41 | 0.00 | 3.24 | 1.51 | 0.00 | 3.90 | 1.89 | 0.54 | 1.02 | 0.00 | 0.55 | 1.01 | 0.00 | 0.00 | 0.00 | 1.76 |
| 480 | 3.55 | 1.53 | 0.00 | 3.66 | 1.64 | 0.00 | 4.41 | 2.05 | 0.61 | 1.10 | 0.00 | 0.62 | 1.09 | 0.00 | 0.00 | 0.00 | 1.91 |
| 540 | 3.75 | 1.58 | 0.00 | 3.87 | 1.70 | 0.00 | 4.67 | 2.13 | 0.64 | 1.14 | 0.00 | 0.66 | 1.13 | 0.00 | 0.00 | 0.00 | 1.98 |
| 1440 | 4.37 | 1.74 | 0.00 | 4.51 | 1.87 | 0.00 | 5.43 | 2.33 | 0.75 | 1.28 | 0.00 | 0.77 | 1.25 | 0.00 | 0.00 | 0.00 | 2.18 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 13.12 | 1.22 | 0.00 | 13.93 | 1.47 | 0.00 | 21.80 | 1.65 | 6.68 | 1.93 | 0.00 | 7.04 | 1.90 | 0.00 | 0.00 | 0.00 | 0.79 |
| 10 | 11.62 | 2.39 | 0.00 | 12.33 | 2.88 | 0.00 | 19.31 | 3.24 | 5.92 | 3.78 | 0.00 | 6.24 | 3.72 | 0.00 | 0.00 | 0.00 | 1.54 |
| 20 | 8.97 | 4.58 | 0.00 | 9.52 | 5.53 | 0.00 | 14.91 | 6.21 | 4.57 | 7.25 | 0.00 | 4.81 | 7.14 | 0.00 | 0.00 | 0.00 | 2.95 |
| 30 | 6.79 | 6.57 | 0.00 | 7.21 | 7.93 | 0.00 | 11.29 | 8.91 | 3.46 | 10.41 | 0.00 | 3.65 | 10.24 | 0.00 | 0.00 | 0.00 | 4.23 |
| 60 | 3.09 | 11.35 | 0.00 | 3.28 | 13.72 | 0.00 | 5.14 | 15.41 | 1.58 | 17.99 | 0.00 | 1.66 | 17.70 | 0.00 | 0.00 | 0.00 | 7.31 |
| 120 | 8.34 | 15.58 | 0.00 | 8.85 | 18.83 | 0.00 | 13.86 | 21.12 | 4.25 | 24.66 | 0.00 | 4.48 | 24.27 | 0.00 | 0.00 | 0.00 | 10.02 |
| 180 | 13.18 | 16.05 | 0.00 | 13.99 | 19.40 | 0.00 | 21.90 | 21.74 | 6.71 | 25.38 | 0.00 | 7.07 | 24.98 | 0.00 | 0.00 | 0.00 | 10.32 |
| 300 | 21.32 | 17.02 | 0.00 | 22.63 | 20.57 | 0.00 | 35.43 | 23.03 | 10.85 | 26.90 | 0.00 | 11.44 | 26.47 | 0.00 | 0.00 | 0.00 | 10.93 |
| 360 | 24.62 | 17.52 | 0.00 | 26.13 | 21.18 | 0.00 | 40.91 | 23.71 | 12.53 | 27.69 | 0.00 | 13.21 | 27.25 | 0.00 | 0.00 | 0.00 | 11.25 |
| 480 | 29.68 | 18.57 | 0.00 | 31.50 | 22.46 | 0.00 | 49.33 | 25.13 | 15.11 | 29.34 | 0.00 | 15.93 | 28.88 | 0.00 | 0.00 | 0.00 | 11.93 |
| 540 | 31.44 | 19.12 | 0.00 | 33.37 | 23.12 | 0.00 | 52.25 | 25.87 | 16.01 | 30.21 | 0.00 | 16.88 | 29.73 | 0.00 | 0.00 | 0.00 | 12.28 |
| 1440 | 33.65 | 20.84 | 0.00 | 35.72 | 25.19 | 0.00 | 55.92 | 28.21 | 17.13 | 32.94 | 0.00 | 18.06 | 32.42 | 0.00 | 0.00 | 0.00 | 13.39 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.62 | 0.12 | 0.00 | 0.62 | 0.18 | 0.00 | 0.94 | 0.20 | 1.29 | 0.47 | 0.00 | 1.36 | 0.46 | 0.00 | 0.00 | 0.00 | 0.03 |
| 10 | 0.67 | 0.18 | 0.00 | 0.68 | 0.27 | 0.00 | 1.02 | 0.30 | 1.40 | 0.71 | 0.00 | 1.48 | 0.69 | 0.00 | 0.00 | 0.00 | 0.05 |
| 20 | 0.77 | 0.28 | 0.00 | 0.78 | 0.43 | 0.00 | 1.17 | 0.47 | 1.61 | 1.13 | 0.00 | 1.70 | 1.09 | 0.00 | 0.00 | 0.00 | 0.08 |
| 30 | 0.85 | 0.37 | 0.00 | 0.86 | 0.55 | 0.00 | 1.30 | 0.61 | 1.78 | 1.47 | 0.00 | 1.88 | 1.43 | 0.00 | 0.00 | 0.00 | 0.10 |
| 60 | 1.03 | 0.50 | 0.00 | 1.04 | 0.76 | 0.00 | 1.57 | 0.85 | 2.15 | 2.03 | 0.00 | 2.27 | 1.97 | 0.00 | 0.00 | 0.00 | 0.14 |
| 120 | 1.03 | 0.51 | 0.00 | 1.04 | 0.76 | 0.00 | 1.57 | 0.85 | 2.15 | 2.04 | 0.00 | 2.28 | 1.97 | 0.00 | 0.00 | 0.00 | 0.14 |
| 180 | 1.01 | 0.50 | 0.00 | 1.02 | 0.76 | 0.00 | 1.53 | 0.85 | 2.10 | 2.03 | 0.00 | 2.22 | 1.97 | 0.00 | 0.00 | 0.00 | 0.14 |
| 300 | 0.93 | 0.50 | 0.00 | 0.94 | 0.75 | 0.00 | 1.42 | 0.84 | 1.95 | 2.00 | 0.00 | 2.06 | 1.94 | 0.00 | 0.00 | 0.00 | 0.14 |
| 360 | 0.89 | 0.49 | 0.00 | 0.89 | 0.74 | 0.00 | 1.35 | 0.83 | 1.85 | 1.98 | 0.00 | 1.95 | 1.92 | 0.00 | 0.00 | 0.00 | 0.14 |
| 480 | 0.76 | 0.48 | 0.00 | 0.77 | 0.72 | 0.00 | 1.16 | 0.81 | 1.60 | 1.93 | 0.00 | 1.69 | 1.87 | 0.00 | 0.00 | 0.00 | 0.13 |
| 540 | 0.69 | 0.47 | 0.00 | 0.70 | 0.71 | 0.00 | 1.05 | 0.79 | 1.44 | 1.90 | 0.00 | 1.53 | 1.84 | 0.00 | 0.00 | 0.00 | 0.13 |
| 1440 | 0.43 | 0.44 | 0.00 | 0.43 | 0.66 | 0.00 | 0.65 | 0.75 | 0.89 | 1.78 | 0.00 | 0.94 | 1.73 | 0.00 | 0.00 | 0.00 | 0.12 |

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 55.95 | 2.88 | 0.00 | 56.08 | 3.00 | 0.00 | 63.96 | 4.05 | 88.71 | 4.37 | 0.00 | 88.71 | 4.37 | 0.00 | 0.00 | 0.00 | 0.92 |
| 10 | 60.72 | 5.20 | 0.00 | 60.86 | 5.75 | 0.00 | 69.40 | 8.08 | 94.10 | 8.72 | 0.00 | 94.10 | 8.72 | 0.00 | 0.00 | 0.00 | 1.83 |
| 20 | 69.96 | 10.20 | 0.00 | 70.13 | 11.20 | 0.00 | 79.97 | 16.07 | 108.43 | 17.33 | 0.00 | 108.43 | 17.33 | 0.00 | 0.00 | 0.00 | 3.64 |
| 30 | 78.84 | 15.16 | 0.00 | 79.02 | 16.62 | 0.00 | 90.11 | 23.97 | 122.18 | 25.86 | 0.00 | 122.18 | 25.86 | 0.00 | 0.00 | 0.00 | 5.43 |
| 60 | 103.20 | 29.75 | 0.00 | 103.44 | 32.59 | 0.00 | 117.96 | 47.12 | 159.93 | 50.84 | 0.00 | 159.93 | 50.84 | 0.00 | 0.00 | 0.00 | 10.68 |
| 120 | 139.65 | 50.93 | 0.00 | 139.97 | 55.95 | 0.00 | 159.62 | 80.15 | 216.42 | 86.47 | 0.00 | 216.42 | 86.47 | 0.00 | 0.00 | 0.00 | 18.17 |
| 180 | 139.76 | 60.11 | 0.00 | 140.08 | 66.01 | 0.00 | 159.75 | 94.89 | 216.59 | 102.16 | 0.00 | 216.59 | 102.16 | 0.00 | 0.00 | 0.00 | 21.47 |
| 300 | 139.97 | 76.88 | 0.00 | 140.30 | 84.39 | 0.00 | 160.00 | 121.20 | 216.93 | 130.76 | 0.00 | 216.93 | 130.76 | 0.00 | 0.00 | 0.00 | 27.48 |
| 360 | 140.08 | 84.47 | 0.00 | 140.41 | 92.72 | 0.00 | 160.12 | 133.17 | 217.10 | 143.67 | 0.00 | 217.10 | 143.67 | 0.00 | 0.00 | 0.00 | 30.19 |
| 480 | 140.30 | 98.04 | 0.00 | 140.63 | 107.63 | 0.00 | 160.37 | 154.52 | 217.44 | 166.71 | 0.00 | 217.44 | 166.71 | 0.00 | 0.00 | 0.00 | 35.03 |
| 540 | 140.41 | 104.03 | 0.00 | 140.74 | 114.22 | 0.00 | 160.50 | 163.92 | 217.61 | 176.85 | 0.00 | 217.61 | 176.85 | 0.00 | 0.00 | 0.00 | 37.16 |
| 1440 | 140.74 | 118.80 | 0.00 | 141.07 | 130.51 | 0.00 | 160.88 | 186.94 | 218.12 | 201.69 | 0.00 | 218.12 | 201.69 | 0.00 | 0.00 | 0.00 | 42.38 |

TABLE 4: HOT SOAK EMISSION RATES IN GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| TOG | 3.76 | 1.35 | 0.00 | 5.18 | 1.02 | 0.00 | 4.23 | 0.99 | 1.24 | 0.88 | 0.00 | 1.73 | 1.43 | 0.00 | 0.00 | 0.00 | 29.12 |

TABLE 5: DIURNAL EMISSION RATES IN GRAMS PER HOUR

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| TOG | 1.26 | 0.43 | 0.00 | 1.67 | 0.36 | 0.00 | 1.34 | 0.35 | 0.57 | 0.48 | 0.00 | 0.86 | 0.75 | 0.00 | 0.00 | 0.00 | 10.20 |

TABLE 6: RESTING LOSSES IN GRAMS PER HOUR

POLLUTANT NAME: REACTIVE ORGANIC GASES

| TEMP | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEG F | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 75 | 0.62 | 0.13 | 0.00 | 0.83 | 0.11 | 0.00 | 0.67 | 0.10 | 0.28 | 0.15 | 0.00 | 0.42 | 0.25 | 0.00 | 0.00 | 0.00 | 3.31 |
| 85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 105 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

TABLE 7: ESTIMATED TRAVEL FRACTIONS

| | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL | |
| % VMT | 4.99 | 94.21 | 0.81 | 8.09 | 91.40 | 0.51 | 19.55 | 77.66 | 12.69 | 67.13 | 20.18 | 10.50 | 13.40 | 76.10 | 89.79 | 100.00 | 3.00 | |
| % TRIP | 8.37 | 90.72 | 0.91 | 9.39 | 90.09 | 0.53 | 21.90 | 75.34 | 23.77 | 67.34 | 8.91 | 39.05 | 17.79 | 43.16 | 52.62 | 100.00 | 1.98 | |
| % VEH | 8.37 | 90.72 | 0.91 | 9.39 | 90.09 | 0.53 | 21.90 | 75.34 | 22.36 | 59.02 | 18.63 | 30.72 | 13.99 | 55.29 | 83.19 | 100.00 | 1.98 | 100.00 |

TABLE 8: EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY AUTOS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.655 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.596 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 18 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.709 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.673 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.798 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 10.670 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 11.840 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.582 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 13.048 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 13.329 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 13.480 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 13.541 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 13.534 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

LIGHT DUTY AUTOS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.396 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.952 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.823 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.985 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.970 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.594 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.119 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.580 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.986 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.346 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.618 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.744 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.766 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.746 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

LIGHT DUTY TRUCK NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 10.031 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.719 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.772 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 6.814 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 6.755 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 10.493 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.732 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 14.131 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 15.018 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 15.577 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 15.872 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 15.989 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 16.011 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 15.963 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

TABLE 8 (CONTINUED): EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.805 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.011 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.441 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.487 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.301 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.611 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.991 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.372 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.682 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.829 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.821 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.791 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.745 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.688 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

MEDIUM DUTY TRUCKS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.341 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.335 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.439 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.159 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.118 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 7.972 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.682 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 10.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 11.429 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 11.856 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.075 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.154 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.163 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.121 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

MEDIUM DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.039 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.168 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.569 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.623 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.421 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.723 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.062 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.427 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.719 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.847 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.841 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.815 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.774 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.722 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

1 Scenario Title: 2005 SUMMER
YEAR: 2005 -- MODEL YEARS 1965 TO 2005 INCLUSIVE -- SUMMERTIME
EMFAC 2000 EMISSION FACTORS

REPORT RUN DATE: 12/15/99

TABLE 1: SUMMERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 75 DEG F

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 20.24 | 0.77 | 2.28 | 21.45 | 1.15 | 1.88 | 25.01 | 1.54 | 26.70 | 2.44 | 0.58 | 34.69 | 6.43 | 1.66 | 2.21 | 6.18 | 3.42 |
| 10 | 14.36 | 0.50 | 1.78 | 15.25 | 0.77 | 1.48 | 17.78 | 1.03 | 17.46 | 1.57 | 0.46 | 22.70 | 4.18 | 1.30 | 1.73 | 4.49 | 2.62 |
| 15 | 10.69 | 0.35 | 1.43 | 11.34 | 0.54 | 1.19 | 13.23 | 0.72 | 11.89 | 1.05 | 0.37 | 15.47 | 2.83 | 1.04 | 1.39 | 3.37 | 2.12 |
| 16 | 10.13 | 0.32 | 1.37 | 10.74 | 0.50 | 1.14 | 12.53 | 0.68 | 11.07 | 0.97 | 0.35 | 14.40 | 2.63 | 1.00 | 1.33 | 3.20 | 2.04 |
| 20 | 8.32 | 0.25 | 1.17 | 8.82 | 0.40 | 0.97 | 10.29 | 0.53 | 8.44 | 0.73 | 0.30 | 10.99 | 1.99 | 0.86 | 1.14 | 2.62 | 1.79 |
| 25 | 6.77 | 0.19 | 0.98 | 7.18 | 0.31 | 0.82 | 8.38 | 0.41 | 6.24 | 0.52 | 0.25 | 8.13 | 1.45 | 0.72 | 0.96 | 2.11 | 1.59 |
| 30 | 5.77 | 0.15 | 0.84 | 6.12 | 0.25 | 0.70 | 7.14 | 0.33 | 4.80 | 0.39 | 0.22 | 6.27 | 1.10 | 0.62 | 0.82 | 1.76 | 1.49 |
| 35 | 5.14 | 0.13 | 0.74 | 5.45 | 0.21 | 0.61 | 6.37 | 0.28 | 3.85 | 0.31 | 0.19 | 5.03 | 0.87 | 0.54 | 0.72 | 1.52 | 1.46 |
| 40 | 4.80 | 0.11 | 0.68 | 5.09 | 0.19 | 0.55 | 5.95 | 0.25 | 3.22 | 0.25 | 0.17 | 4.22 | 0.72 | 0.48 | 0.64 | 1.36 | 1.51 |
| 45 | 4.70 | 0.11 | 0.60 | 4.98 | 0.17 | 0.50 | 5.82 | 0.24 | 2.81 | 0.22 | 0.15 | 3.66 | 0.62 | 0.44 | 0.59 | 1.28 | 1.64 |
| 50 | 4.81 | 0.11 | 0.57 | 5.10 | 0.17 | 0.47 | 5.96 | 0.24 | 2.58 | 0.20 | 0.14 | 3.35 | 0.56 | 0.41 | 0.55 | 1.21 | 1.87 |
| 55 | 5.16 | 0.11 | 0.54 | 5.48 | 0.18 | 0.45 | 6.40 | 0.25 | 2.43 | 0.19 | 0.14 | 3.19 | 0.53 | 0.40 | 0.53 | 1.21 | 2.24 |
| 60 | 5.80 | 0.12 | 0.53 | 6.15 | 0.19 | 0.44 | 7.19 | 0.27 | 2.41 | 0.18 | 0.14 | 3.16 | 0.53 | 0.39 | 0.52 | 1.24 | 2.81 |
| 65 | 6.82 | 0.14 | 0.53 | 7.24 | 0.22 | 0.44 | 8.45 | 0.31 | 2.50 | 0.19 | 0.14 | 3.27 | 0.55 | 0.39 | 0.52 | 1.32 | 3.69 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 169.44 | 9.96 | 3.52 | 169.17 | 17.78 | 4.06 | 252.69 | 18.20 | 460.41 | 36.77 | 7.88 | 632.21 | 65.85 | 8.32 | 11.25 | 8.84 | 25.90 |
| 10 | 123.50 | 6.83 | 2.42 | 123.30 | 15.05 | 2.80 | 184.18 | 14.97 | 319.62 | 24.46 | 5.43 | 420.62 | 43.81 | 5.74 | 7.75 | 5.58 | 21.50 |
| 15 | 94.80 | 7.51 | 1.75 | 94.65 | 13.02 | 2.02 | 141.37 | 12.70 | 224.67 | 17.20 | 3.92 | 295.67 | 30.79 | 4.14 | 5.60 | 3.72 | 18.71 |
| 16 | 90.47 | 7.43 | 1.65 | 90.33 | 12.68 | 1.90 | 134.92 | 12.33 | 210.76 | 16.13 | 3.69 | 277.36 | 28.89 | 3.90 | 5.27 | 3.48 | 18.30 |
| 20 | 76.63 | 6.79 | 1.32 | 76.51 | 11.48 | 1.52 | 114.28 | 11.06 | 166.86 | 12.77 | 2.96 | 219.58 | 22.87 | 3.13 | 4.23 | 2.64 | 17.05 |
| 25 | 65.23 | 6.14 | 1.04 | 65.13 | 10.29 | 1.20 | 97.28 | 9.85 | 130.93 | 10.02 | 2.34 | 172.30 | 17.94 | 2.47 | 3.34 | 1.99 | 16.26 |
| 30 | 58.48 | 5.61 | 0.86 | 58.39 | 9.36 | 1.00 | 87.21 | 8.95 | 108.54 | 8.31 | 1.94 | 142.84 | 14.86 | 2.04 | 2.76 | 1.59 | 16.25 |
| 35 | 55.21 | 5.18 | 0.75 | 55.12 | 8.64 | 0.86 | 82.34 | 8.30 | 95.07 | 7.28 | 1.68 | 125.11 | 13.03 | 1.77 | 2.39 | 1.35 | 17.03 |
| 40 | 54.89 | 4.84 | 0.68 | 54.81 | 8.10 | 0.78 | 81.86 | 7.86 | 87.98 | 6.73 | 1.52 | 115.78 | 12.06 | 1.60 | 2.17 | 1.22 | 18.74 |
| 45 | 57.46 | 4.57 | 0.64 | 57.39 | 7.72 | 0.74 | 85.72 | 7.60 | 86.02 | 6.56 | 1.44 | 113.21 | 11.79 | 1.52 | 2.05 | 1.17 | 21.71 |
| 50 | 63.38 | 4.37 | 0.64 | 63.28 | 7.49 | 0.74 | 94.52 | 7.55 | 88.87 | 6.80 | 1.43 | 116.95 | 12.18 | 1.51 | 2.04 | 1.19 | 26.50 |
| 55 | 73.60 | 4.25 | 0.68 | 73.48 | 7.43 | 0.76 | 109.76 | 7.74 | 96.99 | 7.42 | 1.48 | 127.64 | 13.29 | 1.57 | 2.12 | 1.28 | 34.14 |
| 60 | 90.00 | 4.21 | 0.72 | 89.86 | 7.57 | 0.83 | 134.22 | 8.24 | 111.85 | 8.56 | 1.61 | 147.19 | 15.33 | 1.70 | 2.30 | 1.47 | 46.43 |
| 65 | 115.91 | 4.29 | 0.82 | 115.73 | 7.99 | 0.94 | 172.86 | 9.19 | 136.27 | 10.43 | 1.83 | 179.33 | 18.66 | 1.94 | 2.62 | 1.79 | 66.69 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 2.97 | 0.47 | 3.16 | 2.93 | 0.99 | 3.25 | 4.27 | 1.40 | 5.11 | 1.61 | 18.90 | 7.10 | 4.31 | 17.81 | 23.17 | 29.39 | 0.89 |
| 10 | 3.12 | 0.40 | 2.62 | 3.08 | 0.84 | 2.70 | 4.49 | 1.21 | 5.37 | 1.69 | 15.68 | 7.46 | 4.53 | 14.78 | 19.23 | 22.48 | 0.90 |
| 15 | 3.28 | 0.36 | 2.25 | 3.24 | 0.73 | 2.32 | 4.72 | 1.06 | 5.62 | 1.77 | 13.48 | 7.82 | 4.75 | 12.70 | 16.53 | 18.07 | 0.92 |
| 16 | 3.31 | 0.35 | 2.20 | 3.27 | 0.71 | 2.26 | 4.76 | 1.04 | 5.68 | 1.79 | 13.13 | 7.89 | 4.79 | 12.38 | 16.10 | 17.41 | 0.92 |
| 20 | 3.44 | 0.32 | 2.01 | 3.40 | 0.66 | 2.07 | 4.95 | 0.96 | 5.88 | 1.85 | 12.00 | 8.18 | 4.96 | 11.31 | 14.72 | 15.26 | 0.94 |
| 25 | 3.60 | 0.30 | 1.85 | 3.56 | 0.60 | 1.91 | 5.18 | 0.89 | 6.14 | 1.94 | 11.08 | 8.54 | 5.18 | 10.44 | 13.59 | 13.58 | 0.97 |
| 30 | 3.76 | 0.28 | 1.77 | 3.72 | 0.57 | 1.82 | 5.42 | 0.85 | 6.40 | 2.02 | 10.59 | 8.90 | 5.40 | 9.98 | 12.99 | 12.69 | 1.00 |
| 35 | 3.93 | 0.27 | 1.76 | 3.88 | 0.54 | 1.81 | 5.66 | 0.82 | 6.68 | 2.10 | 10.50 | 9.26 | 5.62 | 9.89 | 12.87 | 12.46 | 1.03 |
| 40 | 4.10 | 0.26 | 1.80 | 4.05 | 0.53 | 1.85 | 5.90 | 0.81 | 6.92 | 2.18 | 10.78 | 9.62 | 5.84 | 10.15 | 13.21 | 12.87 | 1.06 |
| 45 | 4.27 | 0.26 | 1.92 | 4.22 | 0.54 | 1.97 | 6.15 | 0.81 | 7.18 | 2.26 | 11.46 | 9.98 | 6.06 | 10.80 | 14.06 | 13.96 | 1.10 |
| 50 | 4.44 | 0.27 | 2.11 | 4.39 | 0.55 | 2.17 | 6.39 | 0.83 | 7.44 | 2.34 | 12.63 | 10.34 | 6.27 | 11.90 | 15.49 | 15.94 | 1.14 |
| 55 | 4.61 | 0.28 | 2.41 | 4.56 | 0.58 | 2.48 | 6.64 | 0.87 | 7.70 | 2.43 | 14.43 | 10.70 | 6.49 | 13.59 | 17.69 | 19.12 | 1.18 |
| 60 | 4.79 | 0.29 | 2.85 | 4.73 | 0.62 | 2.94 | 6.89 | 0.93 | 7.95 | 2.51 | 17.07 | 11.06 | 6.71 | 16.09 | 20.93 | 24.11 | 1.23 |
| 65 | 4.96 | 0.32 | 3.50 | 4.90 | 0.68 | 3.60 | 7.14 | 1.02 | 8.21 | 2.59 | 20.93 | 11.42 | 6.93 | 19.72 | 25.66 | 31.96 | 1.28 |

TABLE 1 (CONTINUED): SUMMERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 75 DEG F

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 1279.76 | 926.57 | 427.77 | 1298.13 | 1133.51 | 423.13 | 1525.04 | 1646.74 | 2513.51 | 2513.51 | 1764.71 | 2513.51 | 2513.51 | 1744.35 | 1775.38 | 1837.78 | 236.08 |
| 10 | 967.05 | 700.16 | 427.77 | 980.93 | 856.54 | 423.13 | 1152.40 | 1244.36 | 1672.27 | 1672.27 | 1764.71 | 1672.27 | 1672.27 | 1744.35 | 1775.38 | 1837.78 | 200.15 |
| 15 | 758.45 | 549.13 | 427.77 | 769.34 | 671.78 | 423.13 | 903.82 | 975.95 | 1175.49 | 1175.49 | 1764.71 | 1175.49 | 1175.49 | 1744.35 | 1775.38 | 1837.78 | 173.22 |
| 16 | 725.71 | 525.43 | 427.77 | 736.13 | 642.78 | 423.13 | 864.80 | 933.82 | 1102.72 | 1102.72 | 1764.71 | 1102.72 | 1102.72 | 1744.35 | 1775.38 | 1837.78 | 168.89 |
| 20 | 617.40 | 447.01 | 427.77 | 626.26 | 546.84 | 423.13 | 735.73 | 794.44 | 873.00 | 873.00 | 1764.71 | 873.00 | 873.00 | 1744.35 | 1775.38 | 1837.78 | 152.99 |
| 25 | 521.62 | 377.66 | 427.77 | 529.11 | 462.01 | 423.13 | 621.80 | 671.20 | 685.01 | 685.01 | 1764.71 | 685.01 | 685.01 | 1744.35 | 1775.38 | 1837.78 | 137.90 |
| 30 | 457.41 | 331.17 | 427.77 | 463.97 | 405.13 | 423.13 | 545.07 | 588.57 | 567.89 | 567.90 | 1764.71 | 567.89 | 567.89 | 1744.35 | 1775.38 | 1837.78 | 126.91 |
| 35 | 416.30 | 301.41 | 427.77 | 422.27 | 368.72 | 423.13 | 496.09 | 535.67 | 497.42 | 497.42 | 1764.71 | 497.42 | 497.42 | 1744.35 | 1775.38 | 1837.78 | 119.29 |
| 40 | 393.24 | 284.71 | 427.77 | 398.89 | 348.30 | 423.13 | 468.61 | 506.01 | 460.33 | 460.33 | 1764.71 | 460.33 | 460.33 | 1744.35 | 1775.38 | 1837.78 | 114.65 |
| 45 | 385.54 | 279.14 | 427.77 | 391.08 | 341.48 | 423.13 | 459.44 | 496.10 | 450.09 | 450.09 | 1764.71 | 450.08 | 450.08 | 1744.35 | 1775.38 | 1837.78 | 112.78 |
| 50 | 392.32 | 284.05 | 427.77 | 397.95 | 347.49 | 423.13 | 467.52 | 504.83 | 464.95 | 464.95 | 1764.71 | 464.95 | 464.95 | 1744.35 | 1775.38 | 1837.78 | 113.75 |
| 55 | 414.35 | 300.00 | 427.77 | 420.30 | 367.00 | 423.13 | 493.77 | 533.17 | 507.47 | 507.47 | 1764.71 | 507.47 | 507.47 | 1744.35 | 1775.38 | 1837.78 | 117.88 |
| 60 | 454.20 | 328.85 | 427.77 | 460.72 | 402.30 | 423.13 | 541.26 | 584.45 | 585.19 | 585.19 | 1764.71 | 585.19 | 585.19 | 1744.35 | 1775.38 | 1837.78 | 125.82 |
| 65 | 516.76 | 374.14 | 427.77 | 524.17 | 457.70 | 423.13 | 615.80 | 664.94 | 712.97 | 712.97 | 1764.71 | 712.97 | 712.97 | 1744.35 | 1775.38 | 1837.78 | 138.74 |

POLLUTANT NAME: EXHAUST PARTICULATES, PMEX10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.17 | 0.03 | 0.56 | 0.17 | 0.07 | 0.49 | 0.16 | 0.09 | 0.17 | 0.05 | 1.57 | 0.17 | 0.02 | 1.16 | 2.14 | 0.57 | 0.01 |
| 10 | 0.12 | 0.02 | 0.44 | 0.12 | 0.05 | 0.38 | 0.13 | 0.06 | 0.11 | 0.03 | 1.23 | 0.11 | 0.01 | 0.91 | 1.66 | 0.42 | 0.00 |
| 15 | 0.09 | 0.02 | 0.36 | 0.09 | 0.03 | 0.31 | 0.09 | 0.04 | 0.08 | 0.02 | 0.99 | 0.08 | 0.01 | 0.73 | 1.35 | 0.31 | 0.00 |
| 16 | 0.09 | 0.01 | 0.34 | 0.09 | 0.03 | 0.29 | 0.09 | 0.04 | 0.07 | 0.02 | 0.95 | 0.07 | 0.01 | 0.70 | 1.30 | 0.30 | 0.00 |
| 20 | 0.07 | 0.01 | 0.29 | 0.07 | 0.03 | 0.25 | 0.07 | 0.03 | 0.05 | 0.01 | 0.81 | 0.05 | 0.01 | 0.60 | 1.11 | 0.24 | 0.00 |
| 25 | 0.06 | 0.01 | 0.24 | 0.06 | 0.02 | 0.21 | 0.06 | 0.03 | 0.04 | 0.01 | 0.68 | 0.04 | 0.01 | 0.50 | 0.93 | 0.20 | 0.00 |
| 30 | 0.05 | 0.01 | 0.21 | 0.05 | 0.02 | 0.18 | 0.05 | 0.02 | 0.03 | 0.01 | 0.58 | 0.03 | 0.00 | 0.43 | 0.80 | 0.16 | 0.00 |
| 35 | 0.04 | 0.01 | 0.18 | 0.04 | 0.01 | 0.16 | 0.05 | 0.02 | 0.03 | 0.01 | 0.51 | 0.03 | 0.00 | 0.38 | 0.70 | 0.14 | 0.00 |
| 40 | 0.04 | 0.01 | 0.16 | 0.04 | 0.01 | 0.14 | 0.04 | 0.02 | 0.02 | 0.01 | 0.46 | 0.02 | 0.00 | 0.34 | 0.63 | 0.13 | 0.00 |
| 45 | 0.04 | 0.00 | 0.15 | 0.04 | 0.01 | 0.13 | 0.04 | 0.02 | 0.02 | 0.00 | 0.42 | 0.02 | 0.00 | 0.31 | 0.57 | 0.12 | 0.00 |
| 50 | 0.04 | 0.00 | 0.14 | 0.04 | 0.01 | 0.12 | 0.04 | 0.02 | 0.02 | 0.00 | 0.39 | 0.02 | 0.00 | 0.29 | 0.54 | 0.11 | 0.00 |
| 55 | 0.04 | 0.01 | 0.14 | 0.04 | 0.01 | 0.12 | 0.05 | 0.02 | 0.02 | 0.00 | 0.38 | 0.02 | 0.00 | 0.28 | 0.51 | 0.11 | 0.00 |
| 60 | 0.05 | 0.01 | 0.13 | 0.05 | 0.01 | 0.11 | 0.05 | 0.02 | 0.02 | 0.00 | 0.37 | 0.02 | 0.00 | 0.27 | 0.50 | 0.12 | 0.00 |
| 65 | 0.06 | 0.01 | 0.13 | 0.06 | 0.01 | 0.11 | 0.06 | 0.02 | 0.02 | 0.00 | 0.37 | 0.02 | 0.00 | 0.27 | 0.50 | 0.12 | 0.01 |

POLLUTANT NAME: TIRE WEAR PARTICULATES, PMTW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.04 | 0.01 | 0.00 |

POLLUTANT NAME: BRAKE WEAR PARTICULATES, PMBW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |

TABLE 2: VARIABLE START EMISSION RATES IN GRAMS PER TRIP

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 1.74 | 0.05 | 0.00 | 1.80 | 0.05 | 0.00 | 2.09 | 0.08 | 0.26 | 0.07 | 0.00 | 0.27 | 0.08 | 0.00 | 0.00 | 0.00 | 0.12 |
| 10 | 1.73 | 0.09 | 0.00 | 1.79 | 0.11 | 0.00 | 2.07 | 0.16 | 0.26 | 0.15 | 0.00 | 0.27 | 0.15 | 0.00 | 0.00 | 0.00 | 0.24 |
| 20 | 1.74 | 0.17 | 0.00 | 1.81 | 0.20 | 0.00 | 2.09 | 0.30 | 0.26 | 0.28 | 0.00 | 0.27 | 0.28 | 0.00 | 0.00 | 0.00 | 0.46 |
| 30 | 1.82 | 0.24 | 0.00 | 1.89 | 0.29 | 0.00 | 2.18 | 0.42 | 0.27 | 0.39 | 0.00 | 0.28 | 0.40 | 0.00 | 0.00 | 0.00 | 0.65 |
| 60 | 2.25 | 0.41 | 0.00 | 2.33 | 0.48 | 0.00 | 2.69 | 0.70 | 0.34 | 0.65 | 0.00 | 0.35 | 0.66 | 0.00 | 0.00 | 0.00 | 1.07 |
| 120 | 2.47 | 0.52 | 0.00 | 2.56 | 0.62 | 0.00 | 2.96 | 0.90 | 0.37 | 0.79 | 0.00 | 0.38 | 0.80 | 0.00 | 0.00 | 0.00 | 1.31 |
| 180 | 2.68 | 0.55 | 0.00 | 2.78 | 0.66 | 0.00 | 3.22 | 0.96 | 0.41 | 0.84 | 0.00 | 0.42 | 0.85 | 0.00 | 0.00 | 0.00 | 1.39 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 300 | 3.12 | 0.62 | 0.00 | 3.23 | 0.73 | 0.00 | 3.74 | 1.06 | 0.47 | 0.93 | 0.00 | 0.48 | 0.95 | 0.00 | 0.00 | 0.00 | 1.54 |
| 360 | 3.34 | 0.65 | 0.00 | 3.46 | 0.77 | 0.00 | 4.00 | 1.11 | 0.50 | 0.97 | 0.00 | 0.52 | 0.99 | 0.00 | 0.00 | 0.00 | 1.61 |
| 480 | 3.76 | 0.70 | 0.00 | 3.91 | 0.83 | 0.00 | 4.53 | 1.21 | 0.57 | 1.06 | 0.00 | 0.59 | 1.07 | 0.00 | 0.00 | 0.00 | 1.75 |
| 540 | 4.00 | 0.73 | 0.00 | 4.14 | 0.87 | 0.00 | 4.79 | 1.26 | 0.60 | 1.09 | 0.00 | 0.62 | 1.11 | 0.00 | 0.00 | 0.00 | 1.81 |
| 1440 | 4.65 | 0.81 | 0.00 | 4.82 | 0.98 | 0.00 | 5.57 | 1.39 | 0.70 | 1.20 | 0.00 | 0.72 | 1.22 | 0.00 | 0.00 | 0.00 | 1.99 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 13.77 | 0.49 | 0.00 | 14.33 | 0.68 | 0.00 | 22.27 | 0.85 | 5.92 | 1.90 | 0.00 | 6.24 | 1.86 | 0.00 | 0.00 | 0.00 | 0.72 |
| 10 | 12.19 | 0.95 | 0.00 | 12.69 | 1.33 | 0.00 | 19.72 | 1.68 | 5.25 | 3.72 | 0.00 | 5.52 | 3.67 | 0.00 | 0.00 | 0.00 | 1.42 |
| 20 | 9.41 | 1.83 | 0.00 | 9.80 | 2.55 | 0.00 | 15.22 | 3.22 | 4.05 | 7.13 | 0.00 | 4.26 | 7.04 | 0.00 | 0.00 | 0.00 | 2.72 |
| 30 | 7.13 | 2.64 | 0.00 | 7.42 | 3.67 | 0.00 | 11.53 | 4.63 | 3.07 | 10.23 | 0.00 | 3.23 | 10.11 | 0.00 | 0.00 | 0.00 | 3.91 |
| 60 | 3.25 | 4.63 | 0.00 | 3.38 | 6.42 | 0.00 | 5.25 | 8.07 | 1.40 | 17.68 | 0.00 | 1.47 | 17.48 | 0.00 | 0.00 | 0.00 | 6.75 |
| 120 | 6.75 | 6.58 | 0.00 | 9.11 | 9.08 | 0.00 | 14.16 | 11.28 | 3.77 | 24.24 | 0.00 | 3.96 | 23.96 | 0.00 | 0.00 | 0.00 | 9.26 |
| 180 | 13.93 | 6.89 | 0.00 | 14.39 | 9.50 | 0.00 | 22.37 | 11.73 | 5.95 | 24.95 | 0.00 | 6.26 | 24.66 | 0.00 | 0.00 | 0.00 | 9.53 |
| 300 | 22.37 | 7.48 | 0.00 | 23.28 | 10.28 | 0.00 | 36.18 | 12.61 | 9.62 | 26.44 | 0.00 | 10.13 | 26.13 | 0.00 | 0.00 | 0.00 | 10.09 |
| 360 | 25.83 | 7.76 | 0.00 | 26.89 | 10.65 | 0.00 | 41.78 | 13.04 | 11.11 | 27.22 | 0.00 | 11.70 | 26.90 | 0.00 | 0.00 | 0.00 | 10.39 |
| 480 | 31.14 | 8.27 | 0.00 | 32.42 | 11.34 | 0.00 | 50.38 | 13.86 | 13.40 | 28.85 | 0.00 | 14.10 | 28.51 | 0.00 | 0.00 | 0.00 | 11.01 |
| 540 | 32.99 | 8.50 | 0.00 | 34.34 | 11.67 | 0.00 | 53.37 | 14.26 | 14.19 | 29.70 | 0.00 | 14.94 | 29.35 | 0.00 | 0.00 | 0.00 | 11.34 |
| 1440 | 35.31 | 9.14 | 0.00 | 36.75 | 12.56 | 0.00 | 57.11 | 15.42 | 15.19 | 32.38 | 0.00 | 15.99 | 32.00 | 0.00 | 0.00 | 0.00 | 12.36 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.62 | 0.10 | 0.00 | 0.61 | 0.15 | 0.00 | 0.89 | 0.19 | 1.21 | 0.48 | 0.00 | 1.26 | 0.45 | 0.00 | 0.00 | 0.00 | 0.03 |
| 10 | 0.67 | 0.13 | 0.00 | 0.67 | 0.19 | 0.00 | 0.96 | 0.25 | 1.31 | 0.69 | 0.00 | 1.37 | 0.68 | 0.00 | 0.00 | 0.00 | 0.05 |
| 20 | 0.77 | 0.17 | 0.00 | 0.76 | 0.27 | 0.00 | 1.10 | 0.36 | 1.50 | 1.09 | 0.00 | 1.57 | 1.09 | 0.00 | 0.00 | 0.00 | 0.07 |
| 30 | 0.86 | 0.21 | 0.00 | 0.85 | 0.32 | 0.00 | 1.23 | 0.45 | 1.67 | 1.42 | 0.00 | 1.74 | 1.42 | 0.00 | 0.00 | 0.00 | 0.10 |
| 60 | 1.03 | 0.28 | 0.00 | 1.02 | 0.42 | 0.00 | 1.48 | 0.60 | 2.01 | 1.97 | 0.00 | 2.10 | 1.95 | 0.00 | 0.00 | 0.00 | 0.13 |
| 120 | 1.04 | 0.28 | 0.00 | 1.02 | 0.43 | 0.00 | 1.48 | 0.61 | 2.01 | 1.97 | 0.00 | 2.10 | 1.96 | 0.00 | 0.00 | 0.00 | 0.13 |
| 180 | 1.01 | 0.28 | 0.00 | 1.00 | 0.43 | 0.00 | 1.45 | 0.61 | 1.97 | 1.97 | 0.00 | 2.06 | 1.95 | 0.00 | 0.00 | 0.00 | 0.13 |
| 300 | 0.94 | 0.28 | 0.00 | 0.93 | 0.43 | 0.00 | 1.34 | 0.60 | 1.82 | 1.94 | 0.00 | 1.90 | 1.93 | 0.00 | 0.00 | 0.00 | 0.13 |
| 360 | 0.89 | 0.27 | 0.00 | 0.88 | 0.42 | 0.00 | 1.27 | 0.59 | 1.73 | 1.92 | 0.00 | 1.81 | 1.91 | 0.00 | 0.00 | 0.00 | 0.13 |
| 480 | 0.77 | 0.26 | 0.00 | 0.76 | 0.41 | 0.00 | 1.10 | 0.57 | 1.49 | 1.87 | 0.00 | 1.56 | 1.86 | 0.00 | 0.00 | 0.00 | 0.13 |
| 540 | 0.69 | 0.26 | 0.00 | 0.69 | 0.40 | 0.00 | 0.99 | 0.56 | 1.35 | 1.84 | 0.00 | 1.41 | 1.83 | 0.00 | 0.00 | 0.00 | 0.12 |
| 1440 | 0.43 | 0.24 | 0.00 | 0.42 | 0.36 | 0.00 | 0.61 | 0.52 | 0.83 | 1.73 | 0.00 | 0.87 | 1.72 | 0.00 | 0.00 | 0.00 | 0.12 |

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 55.95 | 4.58 | 0.00 | 56.06 | 5.57 | 0.00 | 84.68 | 6.88 | 86.71 | 4.37 | 0.00 | 86.71 | 4.37 | 0.00 | 0.00 | 0.00 | 0.92 |
| 10 | 60.72 | 6.04 | 0.00 | 60.84 | 7.33 | 0.00 | 70.19 | 9.65 | 94.10 | 6.72 | 0.00 | 94.10 | 6.72 | 0.00 | 0.00 | 0.00 | 1.83 |
| 20 | 69.96 | 9.10 | 0.00 | 70.11 | 11.00 | 0.00 | 80.88 | 15.35 | 108.43 | 17.33 | 0.00 | 108.43 | 17.33 | 0.00 | 0.00 | 0.00 | 3.64 |
| 30 | 78.64 | 12.33 | 0.00 | 78.99 | 14.86 | 0.00 | 91.13 | 21.26 | 122.18 | 25.86 | 0.00 | 122.18 | 25.86 | 0.00 | 0.00 | 0.00 | 5.43 |
| 60 | 103.20 | 23.03 | 0.00 | 103.40 | 27.77 | 0.00 | 119.29 | 40.21 | 159.93 | 50.84 | 0.00 | 159.93 | 50.84 | 0.00 | 0.00 | 0.00 | 10.67 |
| 120 | 139.65 | 46.09 | 0.00 | 139.93 | 55.70 | 0.00 | 161.43 | 77.50 | 216.42 | 86.47 | 0.00 | 216.42 | 86.47 | 0.00 | 0.00 | 0.00 | 18.15 |
| 180 | 139.78 | 53.27 | 0.00 | 140.04 | 64.36 | 0.00 | 161.55 | 89.99 | 216.59 | 102.16 | 0.00 | 216.59 | 102.16 | 0.00 | 0.00 | 0.00 | 21.45 |
| 300 | 139.97 | 66.84 | 0.00 | 140.26 | 80.86 | 0.00 | 161.81 | 113.56 | 216.93 | 130.76 | 0.00 | 216.93 | 130.76 | 0.00 | 0.00 | 0.00 | 27.45 |
| 360 | 140.08 | 73.44 | 0.00 | 140.37 | 88.71 | 0.00 | 161.94 | 124.63 | 217.10 | 143.67 | 0.00 | 217.10 | 143.67 | 0.00 | 0.00 | 0.00 | 30.16 |
| 480 | 140.30 | 85.77 | 0.00 | 140.59 | 103.61 | 0.00 | 162.19 | 145.34 | 217.44 | 166.71 | 0.00 | 217.44 | 166.71 | 0.00 | 0.00 | 0.00 | 35.00 |
| 540 | 140.41 | 91.60 | 0.00 | 140.70 | 110.66 | 0.00 | 162.32 | 154.98 | 217.61 | 176.85 | 0.00 | 217.61 | 176.85 | 0.00 | 0.00 | 0.00 | 37.13 |
| 1440 | 140.74 | 107.73 | 0.00 | 141.03 | 130.20 | 0.00 | 162.70 | 181.05 | 218.12 | 201.69 | 0.00 | 218.12 | 201.69 | 0.00 | 0.00 | 0.00 | 42.34 |

TABLE 4: HOT SOAK EMISSION RATES IN GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| TOG | 3.38 | 1.17 | 0.00 | 4.02 | 0.92 | 0.00 | 3.23 | 0.89 | 1.31 | 0.96 | 0.00 | 1.59 | 1.05 | 0.00 | 0.00 | 0.00 | 3.67 |

TABLE 5: DIURNAL EMISSION RATES IN GRAMS PER HOUR

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| TOG | 1.28 | 0.23 | 0.00 | 1.76 | 0.23 | 0.00 | 1.55 | 0.23 | 0.66 | 0.31 | 0.00 | 0.83 | 0.39 | 0.00 | 0.00 | 0.00 | 1.90 |

TABLE 6: RESTING LOSSES IN GRAMS PER HOUR

POLLUTANT NAME: REACTIVE ORGANIC GASES

| TEMP | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEG F | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 75 | 0.62 | 0.07 | 0.00 | 0.85 | 0.08 | 0.00 | 0.75 | 0.08 | 0.32 | 0.10 | 0.00 | 0.40 | 0.13 | 0.00 | 0.00 | 0.00 | 0.53 |
| 85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 105 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

TABLE 7: ESTIMATED TRAVEL FRACTIONS

| | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| % VMT | 2.11 | 97.54 | 0.35 | 2.97 | 96.65 | 0.39 | 5.55 | 91.70 | 2.13 | 77.00 | 20.88 | 1.61 | 13.41 | 84.98 | 96.79 | 100.00 | 18.30 |
| % TRIP | 4.68 | 94.83 | 0.49 | 3.63 | 95.97 | 0.41 | 6.67 | 90.80 | 7.76 | 63.36 | 8.90 | 13.25 | 29.13 | 57.62 | 70.97 | 100.00 | 14.98 |
| % VEH | 4.68 | 94.83 | 0.49 | 3.63 | 95.97 | 0.41 | 6.67 | 90.80 | 7.02 | 73.86 | 19.12 | 9.73 | 21.38 | 68.89 | 91.53 | 100.00 | 14.98 |

TABLE 8: EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY AUTOS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.350 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.328 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.307 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.108 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.082 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 6.331 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 7.677 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.518 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.052 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.387 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.589 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.698 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.741 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.737 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

LIGHT DUTY AUTOS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.918 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.425 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.407 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.601 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.734 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.831 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.905 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.957 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.994 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.022 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.036 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.033 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

LIGHT DUTY TRUCK NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.997 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.919 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.885 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 6.066 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 6.027 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.345 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 11.331 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 12.572 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 13.360 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 13.854 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 14.151 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 14.326 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 14.404 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 14.409 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

TABLE 8 (CONTINUED): EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.697 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.536 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.435 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.520 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.508 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.792 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.162 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.288 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.375 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.421 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.452 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.462 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.457 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

MEDIUM DUTY TRUCKS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.920 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.829 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.798 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.713 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 4.681 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 7.253 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.793 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 9.755 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 10.385 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 10.749 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 10.979 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 11.112 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 11.170 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 11.172 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

MEDIUM DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.897 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.547 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.448 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.536 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.524 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.813 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.023 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.183 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.305 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.390 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.434 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.467 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.479 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.475 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

1 Scenario Title: 2005 Winter
YEAR: 2005 -- MODEL YEARS 1965 TO 2005 INCLUSIVE -- WINTERTIME
EMFAC 2000 EMISSION FACTORS

REPORT RUN DATE: 12/01/99

TABLE 1: WINTERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 50 DEG F

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 25.98 | 0.71 | 2.26 | 27.91 | 1.09 | 1.88 | 33.07 | 1.55 | 29.42 | 2.93 | 0.58 | 39.01 | 7.74 | 1.66 | 2.21 | 6.16 | 2.98 |
| 10 | 18.48 | 0.47 | 1.78 | 19.85 | 0.73 | 1.48 | 23.52 | 1.04 | 19.24 | 1.89 | 0.46 | 25.52 | 5.04 | 1.30 | 1.73 | 4.49 | 2.28 |
| 15 | 13.74 | 0.32 | 1.43 | 14.76 | 0.51 | 1.19 | 17.50 | 0.73 | 13.11 | 1.27 | 0.37 | 17.40 | 3.41 | 1.04 | 1.39 | 3.37 | 1.84 |
| 16 | 13.02 | 0.30 | 1.37 | 13.99 | 0.48 | 1.14 | 16.59 | 0.69 | 12.20 | 1.18 | 0.35 | 16.20 | 3.17 | 1.00 | 1.33 | 3.20 | 1.77 |
| 20 | 10.70 | 0.24 | 1.17 | 11.49 | 0.38 | 0.97 | 13.63 | 0.54 | 9.31 | 0.88 | 0.30 | 12.36 | 2.40 | 0.86 | 1.14 | 2.82 | 1.55 |
| 25 | 8.71 | 0.18 | 0.98 | 9.36 | 0.29 | 0.82 | 11.10 | 0.42 | 6.88 | 0.64 | 0.25 | 9.15 | 1.76 | 0.72 | 0.96 | 2.11 | 1.38 |
| 30 | 7.42 | 0.14 | 0.84 | 7.98 | 0.24 | 0.70 | 9.46 | 0.34 | 5.30 | 0.48 | 0.22 | 7.05 | 1.34 | 0.62 | 0.82 | 1.76 | 1.29 |
| 35 | 6.62 | 0.12 | 0.74 | 7.12 | 0.20 | 0.61 | 8.45 | 0.29 | 4.26 | 0.38 | 0.19 | 5.67 | 1.07 | 0.54 | 0.72 | 1.52 | 1.26 |
| 40 | 6.19 | 0.11 | 0.66 | 6.65 | 0.18 | 0.55 | 7.89 | 0.26 | 3.56 | 0.31 | 0.17 | 4.75 | 0.88 | 0.48 | 0.64 | 1.36 | 1.31 |
| 45 | 6.05 | 0.10 | 0.60 | 6.51 | 0.17 | 0.50 | 7.72 | 0.25 | 3.11 | 0.27 | 0.15 | 4.15 | 0.76 | 0.44 | 0.59 | 1.26 | 1.42 |
| 50 | 6.20 | 0.10 | 0.57 | 6.66 | 0.17 | 0.47 | 7.91 | 0.25 | 2.83 | 0.24 | 0.14 | 3.76 | 0.69 | 0.41 | 0.55 | 1.21 | 1.62 |
| 55 | 6.65 | 0.10 | 0.54 | 7.15 | 0.17 | 0.45 | 8.48 | 0.26 | 2.69 | 0.23 | 0.14 | 3.60 | 0.65 | 0.40 | 0.53 | 1.21 | 1.94 |
| 60 | 7.47 | 0.11 | 0.53 | 8.03 | 0.19 | 0.44 | 9.52 | 0.28 | 2.67 | 0.23 | 0.14 | 3.57 | 0.65 | 0.39 | 0.52 | 1.24 | 2.43 |
| 65 | 8.78 | 0.13 | 0.53 | 9.43 | 0.22 | 0.44 | 11.19 | 0.33 | 2.76 | 0.24 | 0.14 | 3.69 | 0.67 | 0.39 | 0.52 | 1.32 | 3.20 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 228.58 | 8.95 | 3.52 | 234.91 | 16.60 | 4.08 | 363.86 | 18.75 | 506.86 | 43.81 | 7.88 | 676.96 | 78.98 | 8.32 | 11.25 | 8.84 | 23.14 |
| 10 | 166.61 | 7.72 | 2.42 | 171.22 | 13.97 | 2.80 | 265.21 | 15.32 | 337.22 | 29.15 | 5.43 | 450.39 | 52.55 | 5.74 | 7.75 | 5.56 | 19.22 |
| 15 | 127.88 | 6.79 | 1.75 | 131.42 | 12.03 | 2.02 | 203.57 | 12.93 | 237.04 | 20.49 | 3.92 | 316.59 | 36.94 | 4.14 | 5.60 | 3.72 | 16.73 |
| 16 | 122.05 | 6.63 | 1.65 | 125.43 | 11.71 | 1.90 | 194.28 | 12.55 | 222.37 | 19.22 | 3.69 | 296.99 | 34.65 | 3.90 | 5.27 | 3.48 | 16.36 |
| 20 | 103.37 | 6.05 | 1.32 | 106.23 | 10.58 | 1.52 | 164.55 | 11.22 | 176.04 | 15.22 | 2.96 | 235.12 | 27.43 | 3.13 | 4.23 | 2.64 | 15.24 |
| 25 | 88.00 | 5.46 | 1.04 | 90.43 | 9.46 | 1.20 | 140.08 | 9.98 | 139.13 | 11.94 | 2.34 | 184.49 | 21.52 | 2.47 | 3.34 | 1.99 | 14.54 |
| 30 | 78.89 | 4.99 | 0.86 | 81.07 | 8.61 | 1.00 | 125.58 | 9.06 | 114.52 | 9.90 | 1.94 | 152.95 | 17.84 | 2.04 | 2.76 | 1.59 | 14.52 |
| 35 | 74.48 | 4.61 | 0.75 | 76.54 | 7.95 | 0.86 | 118.56 | 8.41 | 100.31 | 8.67 | 1.68 | 133.97 | 15.63 | 1.77 | 2.39 | 1.35 | 15.21 |
| 40 | 74.05 | 4.31 | 0.68 | 76.10 | 7.46 | 0.78 | 117.88 | 7.98 | 92.83 | 8.02 | 1.52 | 123.98 | 14.46 | 1.60 | 2.17 | 1.22 | 16.73 |
| 45 | 77.54 | 4.07 | 0.64 | 79.68 | 7.13 | 0.74 | 123.43 | 7.75 | 90.76 | 7.84 | 1.44 | 121.22 | 14.14 | 1.52 | 2.05 | 1.17 | 19.36 |
| 50 | 85.50 | 3.91 | 0.64 | 87.87 | 6.95 | 0.74 | 136.10 | 7.74 | 93.76 | 8.10 | 1.43 | 125.23 | 14.61 | 1.51 | 2.04 | 1.19 | 23.82 |
| 55 | 99.28 | 3.82 | 0.66 | 102.03 | 6.94 | 0.76 | 158.04 | 7.98 | 102.33 | 8.84 | 1.48 | 136.69 | 15.95 | 1.57 | 2.12 | 1.28 | 30.40 |
| 60 | 121.42 | 3.81 | 0.72 | 124.78 | 7.13 | 0.83 | 193.27 | 8.57 | 118.01 | 10.20 | 1.61 | 157.61 | 18.39 | 1.70 | 2.30 | 1.47 | 41.33 |
| 65 | 156.37 | 3.91 | 0.82 | 160.70 | 7.61 | 0.94 | 248.91 | 9.66 | 143.77 | 12.48 | 1.83 | 192.02 | 22.40 | 1.94 | 2.62 | 1.79 | 59.33 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 4.38 | 0.73 | 3.64 | 4.34 | 1.54 | 3.74 | 6.34 | 2.21 | 6.84 | 2.38 | 21.74 | 8.73 | 6.38 | 20.49 | 26.66 | 33.81 | 1.32 |
| 10 | 4.61 | 0.63 | 3.02 | 4.57 | 1.31 | 3.10 | 6.67 | 1.90 | 7.18 | 2.50 | 18.04 | 10.23 | 6.70 | 17.00 | 22.12 | 25.86 | 1.34 |
| 15 | 4.84 | 0.55 | 2.59 | 4.80 | 1.14 | 2.67 | 7.00 | 1.67 | 7.53 | 2.63 | 15.50 | 10.72 | 7.03 | 14.61 | 19.01 | 20.79 | 1.37 |
| 16 | 4.89 | 0.54 | 2.53 | 4.84 | 1.11 | 2.60 | 7.07 | 1.64 | 7.60 | 2.65 | 15.11 | 10.82 | 7.09 | 14.24 | 18.53 | 20.03 | 1.38 |
| 20 | 5.08 | 0.50 | 2.31 | 5.03 | 1.02 | 2.38 | 7.35 | 1.52 | 7.86 | 2.75 | 13.81 | 11.21 | 7.35 | 13.01 | 16.93 | 17.58 | 1.40 |
| 25 | 5.32 | 0.46 | 2.13 | 5.27 | 0.94 | 2.19 | 7.69 | 1.41 | 8.22 | 2.87 | 12.75 | 11.71 | 7.67 | 12.01 | 15.63 | 15.62 | 1.44 |
| 30 | 5.56 | 0.44 | 2.04 | 5.51 | 0.88 | 2.10 | 8.04 | 1.34 | 8.57 | 2.99 | 12.19 | 12.20 | 8.00 | 11.49 | 14.95 | 14.59 | 1.48 |
| 35 | 5.81 | 0.42 | 2.02 | 5.75 | 0.85 | 2.08 | 8.40 | 1.29 | 8.91 | 3.11 | 12.08 | 12.69 | 8.32 | 11.38 | 14.81 | 14.33 | 1.53 |
| 40 | 6.06 | 0.41 | 2.07 | 6.00 | 0.84 | 2.13 | 8.76 | 1.28 | 9.26 | 3.23 | 12.40 | 13.19 | 8.64 | 11.69 | 15.20 | 14.80 | 1.58 |
| 45 | 6.31 | 0.41 | 2.20 | 6.25 | 0.84 | 2.27 | 9.13 | 1.29 | 9.61 | 3.35 | 13.19 | 13.68 | 8.97 | 12.43 | 16.17 | 16.07 | 1.64 |
| 50 | 6.56 | 0.42 | 2.43 | 6.50 | 0.86 | 2.50 | 9.50 | 1.32 | 9.96 | 3.47 | 14.53 | 14.17 | 9.29 | 13.70 | 17.82 | 18.33 | 1.70 |
| 55 | 6.82 | 0.43 | 2.77 | 6.75 | 0.90 | 2.86 | 9.86 | 1.38 | 10.30 | 3.59 | 16.60 | 14.67 | 9.61 | 15.64 | 20.35 | 21.99 | 1.76 |
| 60 | 7.07 | 0.46 | 3.28 | 7.00 | 0.97 | 3.38 | 10.23 | 1.47 | 10.65 | 3.71 | 19.64 | 15.16 | 9.94 | 18.51 | 24.08 | 27.73 | 1.83 |
| 65 | 7.33 | 0.50 | 4.03 | 7.26 | 1.06 | 4.14 | 10.60 | 1.61 | 10.99 | 3.83 | 24.07 | 15.65 | 10.26 | 22.69 | 29.52 | 36.77 | 1.91 |

TABLE 1 (CONTINUED): WINTERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 50 DEG F

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 1313.99 | 972.66 | 427.77 | 1316.79 | 1185.02 | 423.13 | 1525.04 | 1646.74 | 2513.51 | 2513.51 | 1764.71 | 2513.51 | 2513.51 | 1744.35 | 1775.38 | 1837.78 | 236.08 |
| 10 | 992.92 | 734.99 | 427.77 | 995.04 | 895.47 | 423.13 | 1152.40 | 1244.36 | 1672.27 | 1672.27 | 1764.71 | 1672.27 | 1672.27 | 1744.35 | 1775.38 | 1837.78 | 200.15 |
| 15 | 778.74 | 576.45 | 427.77 | 780.40 | 702.31 | 423.13 | 903.82 | 975.95 | 1175.49 | 1175.49 | 1764.71 | 1175.49 | 1175.49 | 1744.35 | 1775.38 | 1837.78 | 173.22 |
| 16 | 745.12 | 551.56 | 427.77 | 746.71 | 671.99 | 423.13 | 864.80 | 933.82 | 1102.72 | 1102.72 | 1764.71 | 1102.72 | 1102.72 | 1744.35 | 1775.38 | 1837.78 | 168.69 |
| 20 | 633.91 | 469.24 | 427.77 | 635.26 | 571.69 | 423.13 | 735.73 | 794.44 | 873.00 | 873.00 | 1764.71 | 873.00 | 873.00 | 1744.35 | 1775.38 | 1837.78 | 152.99 |
| 25 | 535.57 | 396.45 | 427.77 | 536.72 | 483.01 | 423.13 | 621.60 | 671.20 | 685.01 | 685.01 | 1764.71 | 685.01 | 685.01 | 1744.35 | 1775.38 | 1837.78 | 137.90 |
| 30 | 469.64 | 347.64 | 427.77 | 470.64 | 423.55 | 423.13 | 545.07 | 588.57 | 567.89 | 567.90 | 1764.71 | 567.89 | 567.89 | 1744.35 | 1775.38 | 1837.78 | 126.91 |
| 35 | 427.43 | 316.40 | 427.77 | 428.34 | 385.46 | 423.13 | 496.09 | 535.67 | 497.42 | 497.42 | 1764.71 | 497.42 | 497.42 | 1744.35 | 1775.38 | 1837.78 | 119.29 |
| 40 | 403.76 | 298.88 | 427.77 | 404.62 | 364.13 | 423.13 | 468.61 | 506.01 | 460.33 | 460.33 | 1764.71 | 460.33 | 460.33 | 1744.35 | 1775.38 | 1837.78 | 114.65 |
| 45 | 395.86 | 293.03 | 427.77 | 396.70 | 357.00 | 423.13 | 459.44 | 496.10 | 450.09 | 450.09 | 1764.71 | 450.08 | 450.08 | 1744.35 | 1775.38 | 1837.78 | 112.78 |
| 50 | 402.82 | 298.18 | 427.77 | 403.68 | 363.28 | 423.13 | 467.52 | 504.83 | 464.95 | 464.95 | 1764.71 | 464.95 | 464.95 | 1744.35 | 1775.38 | 1837.78 | 113.75 |
| 55 | 425.43 | 314.92 | 427.77 | 426.34 | 383.68 | 423.13 | 493.77 | 533.17 | 507.47 | 507.47 | 1764.71 | 507.47 | 507.47 | 1744.35 | 1775.38 | 1837.78 | 117.88 |
| 60 | 466.35 | 345.21 | 427.77 | 467.35 | 420.58 | 423.13 | 541.26 | 584.45 | 585.19 | 585.19 | 1764.71 | 585.19 | 585.19 | 1744.35 | 1775.38 | 1837.78 | 125.82 |
| 65 | 530.58 | 392.75 | 427.77 | 531.71 | 478.50 | 423.13 | 615.80 | 664.94 | 712.97 | 712.97 | 1764.71 | 712.97 | 712.97 | 1744.35 | 1775.38 | 1837.78 | 138.74 |

POLLUTANT NAME: EXHAUST PARTICULATES, PMEX10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.17 | 0.03 | 0.56 | 0.17 | 0.07 | 0.49 | 0.18 | 0.09 | 0.17 | 0.06 | 1.57 | 0.17 | 0.02 | 1.16 | 2.14 | 0.57 | 0.01 |
| 10 | 0.12 | 0.02 | 0.44 | 0.12 | 0.05 | 0.38 | 0.13 | 0.06 | 0.11 | 0.03 | 1.23 | 0.11 | 0.01 | 0.91 | 1.68 | 0.42 | 0.00 |
| 15 | 0.09 | 0.02 | 0.36 | 0.09 | 0.03 | 0.31 | 0.09 | 0.04 | 0.08 | 0.02 | 0.99 | 0.08 | 0.01 | 0.73 | 1.35 | 0.31 | 0.00 |
| 16 | 0.09 | 0.01 | 0.34 | 0.09 | 0.03 | 0.29 | 0.09 | 0.04 | 0.07 | 0.02 | 0.95 | 0.07 | 0.01 | 0.70 | 1.30 | 0.30 | 0.00 |
| 20 | 0.07 | 0.01 | 0.29 | 0.07 | 0.03 | 0.25 | 0.07 | 0.03 | 0.05 | 0.01 | 0.81 | 0.05 | 0.01 | 0.60 | 1.11 | 0.24 | 0.00 |
| 25 | 0.06 | 0.01 | 0.24 | 0.06 | 0.02 | 0.21 | 0.06 | 0.03 | 0.04 | 0.01 | 0.68 | 0.04 | 0.01 | 0.50 | 0.93 | 0.20 | 0.00 |
| 30 | 0.05 | 0.01 | 0.21 | 0.05 | 0.02 | 0.18 | 0.05 | 0.02 | 0.03 | 0.01 | 0.58 | 0.03 | 0.00 | 0.43 | 0.80 | 0.16 | 0.00 |
| 35 | 0.04 | 0.01 | 0.18 | 0.04 | 0.01 | 0.16 | 0.05 | 0.02 | 0.03 | 0.01 | 0.51 | 0.03 | 0.00 | 0.38 | 0.70 | 0.14 | 0.00 |
| 40 | 0.04 | 0.01 | 0.16 | 0.04 | 0.01 | 0.14 | 0.04 | 0.02 | 0.02 | 0.01 | 0.46 | 0.02 | 0.00 | 0.34 | 0.63 | 0.13 | 0.00 |
| 45 | 0.04 | 0.00 | 0.15 | 0.04 | 0.01 | 0.13 | 0.04 | 0.02 | 0.02 | 0.00 | 0.42 | 0.02 | 0.00 | 0.31 | 0.57 | 0.12 | 0.00 |
| 50 | 0.04 | 0.00 | 0.14 | 0.04 | 0.01 | 0.12 | 0.04 | 0.02 | 0.02 | 0.00 | 0.39 | 0.02 | 0.00 | 0.29 | 0.54 | 0.11 | 0.00 |
| 55 | 0.04 | 0.01 | 0.14 | 0.04 | 0.01 | 0.12 | 0.05 | 0.02 | 0.02 | 0.00 | 0.38 | 0.02 | 0.00 | 0.28 | 0.51 | 0.11 | 0.00 |
| 60 | 0.05 | 0.01 | 0.13 | 0.05 | 0.01 | 0.11 | 0.05 | 0.02 | 0.02 | 0.00 | 0.37 | 0.02 | 0.00 | 0.27 | 0.50 | 0.12 | 0.00 |
| 65 | 0.06 | 0.01 | 0.13 | 0.06 | 0.01 | 0.11 | 0.06 | 0.02 | 0.02 | 0.00 | 0.37 | 0.02 | 0.00 | 0.27 | 0.50 | 0.12 | 0.01 |

POLLUTANT NAME: TIRE WEAR PARTICULATES, PMTW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.04 | 0.01 | 0.00 |

POLLUTANT NAME: BRAKE WEAR PARTICULATES, PMBW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |

TABLE 2: VARIABLE START EMISSION RATES IN GRAMS PER TRIP

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 3.67 | 0.08 | 0.00 | 3.80 | 0.11 | 0.00 | 4.39 | 0.17 | 0.26 | 0.07 | 0.00 | 0.27 | 0.08 | 0.00 | 0.00 | 0.00 | 0.34 |
| 10 | 3.63 | 0.18 | 0.00 | 3.77 | 0.22 | 0.00 | 4.36 | 0.32 | 0.26 | 0.15 | 0.00 | 0.27 | 0.15 | 0.00 | 0.00 | 0.00 | 0.67 |
| 20 | 3.67 | 0.34 | 0.00 | 3.80 | 0.41 | 0.00 | 4.40 | 0.62 | 0.26 | 0.28 | 0.00 | 0.27 | 0.28 | 0.00 | 0.00 | 0.00 | 1.27 |
| 30 | 3.83 | 0.49 | 0.00 | 3.97 | 0.59 | 0.00 | 4.60 | 0.88 | 0.27 | 0.39 | 0.00 | 0.28 | 0.40 | 0.00 | 0.00 | 0.00 | 1.79 |
| 60 | 4.73 | 0.82 | 0.00 | 4.91 | 0.98 | 0.00 | 5.68 | 1.47 | 0.34 | 0.65 | 0.00 | 0.35 | 0.66 | 0.00 | 0.00 | 0.00 | 2.96 |
| 120 | 5.19 | 1.05 | 0.00 | 5.38 | 1.26 | 0.00 | 6.23 | 1.87 | 0.37 | 0.79 | 0.00 | 0.38 | 0.80 | 0.00 | 0.00 | 0.00 | 3.62 |
| 180 | 5.65 | 1.12 | 0.00 | 5.86 | 1.34 | 0.00 | 6.78 | 1.98 | 0.41 | 0.84 | 0.00 | 0.42 | 0.85 | 0.00 | 0.00 | 0.00 | 3.84 |
| 300 | 6.57 | 1.24 | 0.00 | 6.81 | 1.49 | 0.00 | 7.88 | 2.21 | 0.47 | 0.93 | 0.00 | 0.48 | 0.95 | 0.00 | 0.00 | 0.00 | 4.26 |
| 360 | 7.03 | 1.30 | 0.00 | 7.29 | 1.56 | 0.00 | 8.43 | 2.31 | 0.50 | 0.97 | 0.00 | 0.52 | 0.99 | 0.00 | 0.00 | 0.00 | 4.46 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 480 | 7.95 | 1.42 | 0.00 | 8.24 | 1.70 | 0.00 | 9.54 | 2.52 | 0.57 | 1.06 | 0.00 | 0.59 | 1.07 | 0.00 | 0.00 | 0.00 | 4.84 |
| 540 | 8.41 | 1.47 | 0.00 | 8.72 | 1.76 | 0.00 | 10.09 | 2.61 | 0.60 | 1.09 | 0.00 | 0.62 | 1.11 | 0.00 | 0.00 | 0.00 | 5.01 |
| 1440 | 9.78 | 1.62 | 0.00 | 10.15 | 1.95 | 0.00 | 11.74 | 2.88 | 0.70 | 1.20 | 0.00 | 0.72 | 1.22 | 0.00 | 0.00 | 0.00 | 5.51 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 13.77 | 1.11 | 0.00 | 14.33 | 1.56 | 0.00 | 22.27 | 2.00 | 5.92 | 1.90 | 0.00 | 6.24 | 1.88 | 0.00 | 0.00 | 0.00 | 2.42 |
| 10 | 12.19 | 2.18 | 0.00 | 12.68 | 3.06 | 0.00 | 19.72 | 3.91 | 5.25 | 3.72 | 0.00 | 5.52 | 3.67 | 0.00 | 0.00 | 0.00 | 4.75 |
| 20 | 9.41 | 4.18 | 0.00 | 9.80 | 5.88 | 0.00 | 15.22 | 7.52 | 4.05 | 7.13 | 0.00 | 4.26 | 7.04 | 0.00 | 0.00 | 0.00 | 9.10 |
| 30 | 7.13 | 6.03 | 0.00 | 7.42 | 8.46 | 0.00 | 11.53 | 10.81 | 3.07 | 10.23 | 0.00 | 3.23 | 10.11 | 0.00 | 0.00 | 0.00 | 13.06 |
| 60 | 3.25 | 10.57 | 0.00 | 3.38 | 14.81 | 0.00 | 5.25 | 18.93 | 1.40 | 17.88 | 0.00 | 1.47 | 17.48 | 0.00 | 0.00 | 0.00 | 22.57 |
| 120 | 8.75 | 15.00 | 0.00 | 9.11 | 20.93 | 0.00 | 14.16 | 26.33 | 3.77 | 24.24 | 0.00 | 3.96 | 23.96 | 0.00 | 0.00 | 0.00 | 30.95 |
| 180 | 13.83 | 15.72 | 0.00 | 14.39 | 21.88 | 0.00 | 22.37 | 27.38 | 5.95 | 24.95 | 0.00 | 6.26 | 24.66 | 0.00 | 0.00 | 0.00 | 31.85 |
| 300 | 22.37 | 17.06 | 0.00 | 23.28 | 23.68 | 0.00 | 36.18 | 29.41 | 9.62 | 26.44 | 0.00 | 10.13 | 26.13 | 0.00 | 0.00 | 0.00 | 33.75 |
| 360 | 25.83 | 17.68 | 0.00 | 26.89 | 24.53 | 0.00 | 41.78 | 30.40 | 11.11 | 27.22 | 0.00 | 11.70 | 26.90 | 0.00 | 0.00 | 0.00 | 34.75 |
| 480 | 31.14 | 18.85 | 0.00 | 32.42 | 26.13 | 0.00 | 50.38 | 32.32 | 13.40 | 28.85 | 0.00 | 14.10 | 28.51 | 0.00 | 0.00 | 0.00 | 36.82 |
| 540 | 32.99 | 19.39 | 0.00 | 34.34 | 26.88 | 0.00 | 53.37 | 33.26 | 14.19 | 29.70 | 0.00 | 14.94 | 29.35 | 0.00 | 0.00 | 0.00 | 37.91 |
| 1440 | 35.31 | 20.83 | 0.00 | 36.75 | 28.93 | 0.00 | 57.11 | 35.96 | 15.19 | 32.36 | 0.00 | 15.99 | 32.00 | 0.00 | 0.00 | 0.00 | 41.34 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.75 | 0.12 | 0.00 | 0.74 | 0.18 | 0.00 | 1.07 | 0.23 | 1.21 | 0.46 | 0.00 | 1.26 | 0.45 | 0.00 | 0.00 | 0.00 | 0.04 |
| 10 | 0.82 | 0.15 | 0.00 | 0.81 | 0.23 | 0.00 | 1.17 | 0.30 | 1.31 | 0.69 | 0.00 | 1.37 | 0.68 | 0.00 | 0.00 | 0.00 | 0.05 |
| 20 | 0.94 | 0.21 | 0.00 | 0.93 | 0.32 | 0.00 | 1.34 | 0.43 | 1.50 | 1.09 | 0.00 | 1.57 | 1.09 | 0.00 | 0.00 | 0.00 | 0.09 |
| 30 | 1.04 | 0.25 | 0.00 | 1.03 | 0.39 | 0.00 | 1.49 | 0.54 | 1.67 | 1.42 | 0.00 | 1.74 | 1.42 | 0.00 | 0.00 | 0.00 | 0.11 |
| 60 | 1.25 | 0.33 | 0.00 | 1.24 | 0.51 | 0.00 | 1.79 | 0.72 | 2.01 | 1.97 | 0.00 | 2.10 | 1.95 | 0.00 | 0.00 | 0.00 | 0.15 |
| 120 | 1.25 | 0.34 | 0.00 | 1.24 | 0.52 | 0.00 | 1.80 | 0.73 | 2.01 | 1.97 | 0.00 | 2.10 | 1.96 | 0.00 | 0.00 | 0.00 | 0.15 |
| 180 | 1.22 | 0.34 | 0.00 | 1.21 | 0.52 | 0.00 | 1.75 | 0.73 | 1.97 | 1.97 | 0.00 | 2.05 | 1.95 | 0.00 | 0.00 | 0.00 | 0.15 |
| 300 | 1.14 | 0.33 | 0.00 | 1.12 | 0.51 | 0.00 | 1.62 | 0.72 | 1.82 | 1.94 | 0.00 | 1.90 | 1.93 | 0.00 | 0.00 | 0.00 | 0.15 |
| 360 | 1.08 | 0.33 | 0.00 | 1.06 | 0.51 | 0.00 | 1.54 | 0.71 | 1.73 | 1.92 | 0.00 | 1.81 | 1.91 | 0.00 | 0.00 | 0.00 | 0.15 |
| 480 | 0.93 | 0.32 | 0.00 | 0.92 | 0.49 | 0.00 | 1.33 | 0.69 | 1.49 | 1.87 | 0.00 | 1.56 | 1.86 | 0.00 | 0.00 | 0.00 | 0.15 |
| 540 | 0.84 | 0.31 | 0.00 | 0.83 | 0.48 | 0.00 | 1.20 | 0.67 | 1.35 | 1.84 | 0.00 | 1.41 | 1.83 | 0.00 | 0.00 | 0.00 | 0.14 |
| 1440 | 0.52 | 0.29 | 0.00 | 0.51 | 0.44 | 0.00 | 0.74 | 0.62 | 0.83 | 1.73 | 0.00 | 0.87 | 1.72 | 0.00 | 0.00 | 0.00 | 0.13 |

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 55.95 | 4.58 | 0.00 | 56.06 | 5.57 | 0.00 | 64.68 | 6.86 | 86.71 | 4.37 | 0.00 | 86.71 | 4.37 | 0.00 | 0.00 | 0.00 | 0.92 |
| 10 | 60.72 | 6.04 | 0.00 | 60.84 | 7.33 | 0.00 | 70.19 | 9.65 | 94.10 | 6.72 | 0.00 | 94.10 | 6.72 | 0.00 | 0.00 | 0.00 | 1.83 |
| 20 | 69.96 | 9.10 | 0.00 | 70.11 | 11.00 | 0.00 | 80.88 | 15.35 | 108.43 | 17.33 | 0.00 | 108.43 | 17.33 | 0.00 | 0.00 | 0.00 | 3.64 |
| 30 | 78.64 | 12.33 | 0.00 | 78.99 | 14.88 | 0.00 | 91.13 | 21.26 | 122.18 | 25.86 | 0.00 | 122.18 | 25.86 | 0.00 | 0.00 | 0.00 | 5.43 |
| 60 | 103.20 | 23.03 | 0.00 | 103.40 | 27.77 | 0.00 | 119.29 | 40.21 | 159.93 | 50.84 | 0.00 | 159.93 | 50.84 | 0.00 | 0.00 | 0.00 | 10.67 |
| 120 | 139.65 | 46.09 | 0.00 | 139.93 | 55.70 | 0.00 | 161.43 | 77.50 | 216.42 | 86.47 | 0.00 | 216.42 | 86.47 | 0.00 | 0.00 | 0.00 | 18.15 |
| 180 | 138.76 | 53.27 | 0.00 | 140.04 | 64.36 | 0.00 | 161.55 | 89.99 | 216.59 | 102.16 | 0.00 | 216.59 | 102.16 | 0.00 | 0.00 | 0.00 | 21.45 |
| 300 | 139.97 | 66.94 | 0.00 | 140.26 | 80.86 | 0.00 | 161.81 | 113.56 | 216.93 | 130.76 | 0.00 | 216.93 | 130.76 | 0.00 | 0.00 | 0.00 | 27.45 |
| 360 | 140.08 | 73.44 | 0.00 | 140.37 | 88.71 | 0.00 | 161.94 | 124.63 | 217.10 | 143.67 | 0.00 | 217.10 | 143.67 | 0.00 | 0.00 | 0.00 | 30.16 |
| 480 | 140.30 | 85.77 | 0.00 | 140.59 | 103.61 | 0.00 | 162.19 | 145.34 | 217.44 | 166.71 | 0.00 | 217.44 | 166.71 | 0.00 | 0.00 | 0.00 | 35.00 |
| 540 | 140.41 | 91.60 | 0.00 | 140.70 | 110.66 | 0.00 | 162.32 | 154.98 | 217.61 | 176.85 | 0.00 | 217.61 | 176.85 | 0.00 | 0.00 | 0.00 | 37.13 |
| 1440 | 140.74 | 107.73 | 0.00 | 141.03 | 130.20 | 0.00 | 162.70 | 181.05 | 218.12 | 201.69 | 0.00 | 218.12 | 201.69 | 0.00 | 0.00 | 0.00 | 42.34 |

TABLE 4: HOT SOAK EMISSION RATES IN GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| TOG | 6.38 | 1.04 | 0.00 | 6.40 | 1.37 | 0.00 | 4.52 | 1.32 | 2.56 | 1.69 | 0.00 | 3.08 | 1.88 | 0.00 | 0.00 | 0.00 | 8.65 |

TABLE 5: DIURNAL EMISSION RATES IN GRAMS PER HOUR

| TIMES | LIGHT DUTY AUTOS | LIGHT DUTY TRUCKS | MD. DUTY TRUCKS | LIGHT HEAVY TRUCKS | MEDIUM HEAVY TRUCK | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|

| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOG | 0.07 | 0.02 | 0.00 | 0.09 | 0.02 | 0.00 | 0.08 | 0.02 | 0.03 | 0.02 | 0.00 | 0.04 | 0.03 | 0.00 | 0.00 | 0.00 | 0.06 |

TABLE 6: RESTING LOSSES IN GRAMS PER HOUR

POLLUTANT NAME: REACTIVE ORGANIC GASES

| TEMP | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEG F | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 50 | 0.05 | 0.02 | 0.00 | 0.07 | 0.02 | 0.00 | 0.06 | 0.02 | 0.03 | 0.02 | 0.00 | 0.03 | 0.02 | 0.00 | 0.00 | 0.00 | 0.05 |
| 60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 105 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

TABLE 7: ESTIMATED TRAVEL FRACTIONS

| | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| % VMT | 2.11 | 97.54 | 0.35 | 2.87 | 96.65 | 0.39 | 5.55 | 91.70 | 2.13 | 77.00 | 20.86 | 1.61 | 13.41 | 84.98 | 96.79 | 100.00 | 18.30 |
| % TRIP | 4.68 | 94.83 | 0.49 | 3.63 | 95.97 | 0.41 | 6.67 | 90.80 | 7.75 | 83.36 | 8.90 | 13.25 | 29.13 | 57.62 | 70.97 | 100.00 | 14.98 |
| % VEH | 4.68 | 94.83 | 0.49 | 3.63 | 95.97 | 0.41 | 6.67 | 90.80 | 7.02 | 73.86 | 19.12 | 9.73 | 21.38 | 68.89 | 91.53 | 100.00 | 14.98 |

TABLE 8: EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY AUTOS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 3.426 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 3.480 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 3.532 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 4.481 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 4.546 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 7.773 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 10.309 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 12.421 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 14.248 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 15.870 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 17.334 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 18.672 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 19.907 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 21.055 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

LIGHT DUTY AUTOS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.950 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.534 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.412 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.480 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.474 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | 0.000 | 0.000 | 0.797 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 1.095 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 1.381 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 1.658 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 1.918 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 2.166 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 2.405 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 2.624 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 2.812 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

LIGHT DUTY TRUCK NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 5.110 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 5.143 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 5.218 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 6.618 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 6.712 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 11.475 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 15.215 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 18.331 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 21.028 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 23.421 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 25.581 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 27.582 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 29.436 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 31.159 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

TABLE 8 (CONTINUED): EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.927 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.571 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.476 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.585 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.587 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 1.045 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 1.497 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 1.954 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 2.418 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 2.873 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 3.272 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 3.660 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 4.019 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 4.353 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

MEDIUM DUTY TRUCKS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 4.009 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 4.003 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 4.057 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 5.142 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 5.213 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 8.906 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 11.807 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 14.224 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 16.315 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 45 | 0.000 | 0.000 | 18.171 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 19.846 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 21.394 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 22.828 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 24.160 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

MEDIUM DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.927 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.581 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.490 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.602 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.604 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 1.068 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 1.519 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 1.972 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 2.428 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 2.872 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 3.258 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 3.640 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 3.993 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 4.322 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Scenario Title: 2015 SUMMER
YEAR: 2015 -- MODEL YEARS 1970 TO 2015 INCLUSIVE -- SUMMERTIME
EMFAC 2000 EMISSION FACTORS

REPORT RUN DATE: 12/15/99

TABLE 1: SUMMERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 75 DEG F

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 20.20 | 0.31 | 2.63 | 22.80 | 0.50 | 2.68 | 28.96 | 0.56 | 27.84 | 1.61 | 0.25 | 35.92 | 6.47 | 1.69 | 2.27 | 6.08 | 4.24 |
| 10 | 14.35 | 0.20 | 2.06 | 16.20 | 0.33 | 2.10 | 20.60 | 0.37 | 18.20 | 1.03 | 0.20 | 23.50 | 4.21 | 1.33 | 1.78 | 4.41 | 3.10 |
| 15 | 10.67 | 0.14 | 1.66 | 12.05 | 0.23 | 1.69 | 15.32 | 0.25 | 12.40 | 0.68 | 0.16 | 16.02 | 2.84 | 1.06 | 1.43 | 3.31 | 2.39 |
| 16 | 10.11 | 0.13 | 1.59 | 11.42 | 0.21 | 1.62 | 14.52 | 0.24 | 11.54 | 0.63 | 0.15 | 14.91 | 2.64 | 1.02 | 1.37 | 3.14 | 2.28 |
| 20 | 8.30 | 0.10 | 1.36 | 9.38 | 0.17 | 1.38 | 11.93 | 0.18 | 8.80 | 0.46 | 0.13 | 11.38 | 2.00 | 0.87 | 1.17 | 2.58 | 1.94 |
| 25 | 6.76 | 0.08 | 1.14 | 7.63 | 0.13 | 1.16 | 9.72 | 0.14 | 6.51 | 0.33 | 0.11 | 8.42 | 1.48 | 0.73 | 0.98 | 2.08 | 1.67 |
| 30 | 5.75 | 0.06 | 0.98 | 6.50 | 0.10 | 0.99 | 8.28 | 0.11 | 5.01 | 0.25 | 0.09 | 6.49 | 1.11 | 0.63 | 0.84 | 1.73 | 1.51 |
| 35 | 5.13 | 0.05 | 0.86 | 5.80 | 0.09 | 0.87 | 7.39 | 0.09 | 4.02 | 0.19 | 0.08 | 5.21 | 0.88 | 0.55 | 0.74 | 1.50 | 1.44 |
| 40 | 4.79 | 0.05 | 0.77 | 5.42 | 0.08 | 0.78 | 6.90 | 0.08 | 3.37 | 0.16 | 0.07 | 4.37 | 0.73 | 0.49 | 0.66 | 1.34 | 1.46 |
| 45 | 4.69 | 0.05 | 0.70 | 5.30 | 0.07 | 0.71 | 6.75 | 0.08 | 2.94 | 0.13 | 0.07 | 3.82 | 0.63 | 0.45 | 0.61 | 1.24 | 1.56 |
| 50 | 4.80 | 0.05 | 0.66 | 5.43 | 0.07 | 0.67 | 6.92 | 0.08 | 2.67 | 0.12 | 0.06 | 3.48 | 0.57 | 0.42 | 0.57 | 1.19 | 1.77 |
| 55 | 5.15 | 0.05 | 0.63 | 5.83 | 0.08 | 0.64 | 7.42 | 0.08 | 2.54 | 0.11 | 0.06 | 3.30 | 0.54 | 0.40 | 0.54 | 1.19 | 2.11 |
| 60 | 5.79 | 0.05 | 0.62 | 6.54 | 0.08 | 0.63 | 8.33 | 0.09 | 2.52 | 0.11 | 0.06 | 3.28 | 0.53 | 0.40 | 0.53 | 1.22 | 2.65 |
| 65 | 6.81 | 0.06 | 0.62 | 7.69 | 0.10 | 0.63 | 9.79 | 0.10 | 2.61 | 0.12 | 0.06 | 3.39 | 0.55 | 0.40 | 0.53 | 1.30 | 3.50 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 163.59 | 5.23 | 3.78 | 169.20 | 6.81 | 5.48 | 284.52 | 6.99 | 497.56 | 34.11 | 7.67 | 654.28 | 65.79 | 8.40 | 11.31 | 7.77 | 15.00 |
| 10 | 119.24 | 4.52 | 2.61 | 123.32 | 7.49 | 3.78 | 207.38 | 5.96 | 331.04 | 22.70 | 5.29 | 435.30 | 43.77 | 5.79 | 7.80 | 4.89 | 13.33 |
| 15 | 91.52 | 3.98 | 1.88 | 94.66 | 6.50 | 2.73 | 159.18 | 5.20 | 232.69 | 15.95 | 3.82 | 305.98 | 30.77 | 4.18 | 5.63 | 3.27 | 12.06 |
| 16 | 87.35 | 3.88 | 1.77 | 90.34 | 6.34 | 2.57 | 151.92 | 5.07 | 218.29 | 14.97 | 3.59 | 287.04 | 28.86 | 3.94 | 5.30 | 3.04 | 11.84 |
| 20 | 73.98 | 3.55 | 1.42 | 76.52 | 5.76 | 2.06 | 128.67 | 4.61 | 172.82 | 11.85 | 2.88 | 227.24 | 22.85 | 3.16 | 4.25 | 2.32 | 11.08 |
| 25 | 62.98 | 3.22 | 1.12 | 65.14 | 5.18 | 1.63 | 109.54 | 4.16 | 135.60 | 9.30 | 2.28 | 178.31 | 17.93 | 2.49 | 3.36 | 1.75 | 10.35 |
| 30 | 56.46 | 2.95 | 0.93 | 58.40 | 4.73 | 1.35 | 98.20 | 3.80 | 112.42 | 7.71 | 1.88 | 147.82 | 14.86 | 2.06 | 2.78 | 1.40 | 9.82 |
| 35 | 53.31 | 2.73 | 0.80 | 55.13 | 4.37 | 1.16 | 92.71 | 3.52 | 98.47 | 6.75 | 1.63 | 129.48 | 13.02 | 1.79 | 2.41 | 1.19 | 9.50 |
| 40 | 53.00 | 2.55 | 0.73 | 54.82 | 4.10 | 1.06 | 92.18 | 3.30 | 91.12 | 6.25 | 1.48 | 119.82 | 12.05 | 1.62 | 2.18 | 1.07 | 9.41 |
| 45 | 55.49 | 2.42 | 0.69 | 57.39 | 3.91 | 1.00 | 96.52 | 3.14 | 89.10 | 6.11 | 1.40 | 117.16 | 11.78 | 1.53 | 2.07 | 1.03 | 9.61 |
| 50 | 61.19 | 2.33 | 0.68 | 63.29 | 3.80 | 0.99 | 106.42 | 3.05 | 92.04 | 6.31 | 1.39 | 121.03 | 12.17 | 1.52 | 2.05 | 1.04 | 10.19 |
| 55 | 71.06 | 2.28 | 0.71 | 73.49 | 3.77 | 1.03 | 123.56 | 3.02 | 100.46 | 6.89 | 1.44 | 132.10 | 13.28 | 1.58 | 2.13 | 1.13 | 11.35 |
| 60 | 86.90 | 2.29 | 0.77 | 89.87 | 3.86 | 1.12 | 151.13 | 3.08 | 115.84 | 7.94 | 1.57 | 152.33 | 15.32 | 1.72 | 2.31 | 1.29 | 13.44 |
| 65 | 111.91 | 2.35 | 0.88 | 115.74 | 4.09 | 1.27 | 194.64 | 3.26 | 141.14 | 9.68 | 1.78 | 185.59 | 18.66 | 1.95 | 2.63 | 1.58 | 17.09 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 2.91 | 0.19 | 3.44 | 2.92 | 0.40 | 4.41 | 4.78 | 0.49 | 5.23 | 1.39 | 14.27 | 7.23 | 4.26 | 11.89 | 12.74 | 25.87 | 0.98 |
| 10 | 3.06 | 0.17 | 2.86 | 3.07 | 0.34 | 3.66 | 5.03 | 0.43 | 5.49 | 1.46 | 11.84 | 7.60 | 4.48 | 9.87 | 10.57 | 19.79 | 0.91 |
| 15 | 3.22 | 0.15 | 2.46 | 3.22 | 0.30 | 3.15 | 5.28 | 0.38 | 5.76 | 1.54 | 10.18 | 7.96 | 4.69 | 8.48 | 9.09 | 15.91 | 0.85 |
| 16 | 3.25 | 0.15 | 2.39 | 3.25 | 0.30 | 3.07 | 5.33 | 0.37 | 5.81 | 1.55 | 9.92 | 8.04 | 4.74 | 8.27 | 8.85 | 15.32 | 0.85 |
| 20 | 3.37 | 0.14 | 2.19 | 3.38 | 0.27 | 2.80 | 5.53 | 0.34 | 6.02 | 1.61 | 9.06 | 8.33 | 4.91 | 7.56 | 8.09 | 13.45 | 0.82 |
| 25 | 3.53 | 0.13 | 2.02 | 3.53 | 0.25 | 2.59 | 5.80 | 0.31 | 6.29 | 1.68 | 8.37 | 8.70 | 5.12 | 6.97 | 7.47 | 11.95 | 0.79 |
| 30 | 3.70 | 0.12 | 1.93 | 3.70 | 0.24 | 2.47 | 6.06 | 0.29 | 6.55 | 1.75 | 8.00 | 9.06 | 5.34 | 6.67 | 7.14 | 11.17 | 0.78 |
| 35 | 3.86 | 0.12 | 1.91 | 3.86 | 0.23 | 2.45 | 6.33 | 0.28 | 6.82 | 1.82 | 7.93 | 9.43 | 5.56 | 6.61 | 7.08 | 10.97 | 0.77 |
| 40 | 4.03 | 0.12 | 1.96 | 4.03 | 0.23 | 2.52 | 6.60 | 0.28 | 7.09 | 1.89 | 8.14 | 9.80 | 5.77 | 6.78 | 7.26 | 11.32 | 0.78 |
| 45 | 4.19 | 0.12 | 2.09 | 4.19 | 0.23 | 2.68 | 6.88 | 0.28 | 7.35 | 1.96 | 8.65 | 10.16 | 5.99 | 7.21 | 7.73 | 12.29 | 0.80 |
| 50 | 4.36 | 0.12 | 2.30 | 4.36 | 0.23 | 2.95 | 7.15 | 0.28 | 7.61 | 2.03 | 9.54 | 10.53 | 6.20 | 7.95 | 8.52 | 14.03 | 0.82 |
| 55 | 4.53 | 0.12 | 2.63 | 4.53 | 0.24 | 3.37 | 7.43 | 0.30 | 7.88 | 2.10 | 10.89 | 10.90 | 6.42 | 9.08 | 9.73 | 16.83 | 0.86 |
| 60 | 4.70 | 0.13 | 3.11 | 4.70 | 0.26 | 3.99 | 7.71 | 0.31 | 8.14 | 2.17 | 12.89 | 11.26 | 6.64 | 10.74 | 11.51 | 21.22 | 0.91 |
| 65 | 4.87 | 0.14 | 3.81 | 4.87 | 0.28 | 4.89 | 7.99 | 0.34 | 8.41 | 2.24 | 15.80 | 11.63 | 6.85 | 13.17 | 14.11 | 28.13 | 0.98 |

TABLE 1 (CONTINUED): SUMMERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 75 DEG F

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 1,276.31 | 905.97 | 426.33 | 1,299.06 | 1,135.70 | 430.75 | 1,547.63 | 1,625.89 | 2,513.51 | 2,513.51 | 1,725.97 | 2,513.51 | 2,513.51 | 1,720.59 | 1,724.74 | 1,745.37 | 278.20 |
| 10 | 964.45 | 684.60 | 426.33 | 981.64 | 858.20 | 430.75 | 1,169.47 | 1,228.60 | 1,672.27 | 1,672.27 | 1,725.97 | 1,672.27 | 1,672.27 | 1,720.59 | 1,724.74 | 1,745.37 | 229.98 |
| 15 | 756.41 | 536.93 | 426.33 | 769.90 | 673.08 | 430.75 | 917.21 | 963.59 | 1,175.48 | 1,175.49 | 1,725.97 | 1,175.48 | 1,175.49 | 1,720.59 | 1,724.74 | 1,745.37 | 196.79 |
| 16 | 723.76 | 513.75 | 426.33 | 736.66 | 644.02 | 430.75 | 877.61 | 921.99 | 1,102.72 | 1,102.72 | 1,725.97 | 1,102.72 | 1,102.72 | 1,720.59 | 1,724.74 | 1,745.37 | 191.54 |
| 20 | 615.74 | 437.07 | 426.33 | 626.71 | 547.90 | 430.75 | 746.63 | 784.38 | 873.00 | 873.00 | 1,725.97 | 873.00 | 873.00 | 1,720.59 | 1,724.74 | 1,745.37 | 174.28 |
| 25 | 520.22 | 369.27 | 426.33 | 529.49 | 462.90 | 430.75 | 630.80 | 662.70 | 685.01 | 685.01 | 1,725.97 | 685.01 | 685.01 | 1,720.59 | 1,724.74 | 1,745.37 | 159.74 |
| 30 | 456.17 | 323.81 | 426.33 | 464.31 | 405.92 | 430.75 | 553.15 | 581.11 | 567.89 | 567.89 | 1,725.97 | 567.89 | 567.89 | 1,720.59 | 1,724.74 | 1,745.37 | 151.56 |
| 35 | 415.18 | 294.71 | 426.33 | 422.58 | 369.44 | 430.75 | 503.43 | 528.89 | 497.42 | 497.42 | 1,725.97 | 497.42 | 497.42 | 1,720.59 | 1,724.74 | 1,745.37 | 146.91 |
| 40 | 392.19 | 278.39 | 426.33 | 399.18 | 348.98 | 430.75 | 475.56 | 499.60 | 460.33 | 460.33 | 1,725.97 | 460.33 | 460.33 | 1,720.59 | 1,724.74 | 1,745.37 | 151.57 |
| 45 | 384.51 | 272.94 | 426.33 | 391.36 | 342.15 | 430.75 | 466.24 | 489.82 | 450.08 | 450.08 | 1,725.97 | 450.08 | 450.09 | 1,720.59 | 1,724.74 | 1,745.37 | 159.91 |
| 50 | 391.27 | 277.74 | 426.33 | 398.24 | 348.16 | 430.75 | 474.44 | 498.43 | 464.95 | 464.95 | 1,725.97 | 464.95 | 464.95 | 1,720.59 | 1,724.74 | 1,745.37 | 174.97 |
| 55 | 413.24 | 293.33 | 426.33 | 420.60 | 367.71 | 430.75 | 501.08 | 526.42 | 507.47 | 507.47 | 1,725.97 | 507.47 | 507.47 | 1,720.59 | 1,724.74 | 1,745.37 | 198.66 |
| 60 | 452.98 | 321.54 | 426.33 | 461.06 | 403.08 | 430.75 | 549.27 | 577.05 | 585.19 | 585.19 | 1,725.97 | 585.19 | 585.19 | 1,720.59 | 1,724.74 | 1,745.37 | 234.19 |
| 65 | 515.37 | 365.82 | 426.33 | 524.55 | 458.59 | 430.75 | 624.92 | 656.52 | 712.97 | 712.97 | 1,725.97 | 712.97 | 712.97 | 1,720.59 | 1,724.74 | 1,745.37 | 286.73 |

POLLUTANT NAME: EXHAUST PARTICULATES, PMEX10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.17 | 0.04 | 0.56 | 0.17 | 0.09 | 0.55 | 0.18 | 0.11 | 0.17 | 0.06 | 0.85 | 0.17 | 0.02 | 0.75 | 1.12 | 0.18 | 0.01 |
| 10 | 0.12 | 0.03 | 0.44 | 0.12 | 0.06 | 0.43 | 0.13 | 0.07 | 0.11 | 0.03 | 0.67 | 0.11 | 0.02 | 0.59 | 0.88 | 0.13 | 0.00 |
| 15 | 0.09 | 0.02 | 0.35 | 0.09 | 0.04 | 0.35 | 0.09 | 0.05 | 0.08 | 0.02 | 0.53 | 0.08 | 0.01 | 0.47 | 0.71 | 0.10 | 0.00 |
| 16 | 0.09 | 0.02 | 0.34 | 0.09 | 0.04 | 0.33 | 0.09 | 0.05 | 0.07 | 0.02 | 0.51 | 0.07 | 0.01 | 0.45 | 0.68 | 0.09 | 0.00 |
| 20 | 0.07 | 0.01 | 0.29 | 0.07 | 0.03 | 0.29 | 0.07 | 0.04 | 0.05 | 0.02 | 0.44 | 0.05 | 0.01 | 0.39 | 0.58 | 0.08 | 0.00 |
| 25 | 0.06 | 0.01 | 0.24 | 0.06 | 0.02 | 0.24 | 0.06 | 0.03 | 0.04 | 0.01 | 0.37 | 0.04 | 0.01 | 0.33 | 0.49 | 0.06 | 0.00 |
| 30 | 0.05 | 0.01 | 0.21 | 0.05 | 0.02 | 0.21 | 0.05 | 0.02 | 0.03 | 0.01 | 0.32 | 0.03 | 0.00 | 0.28 | 0.42 | 0.05 | 0.00 |
| 35 | 0.04 | 0.01 | 0.18 | 0.04 | 0.02 | 0.18 | 0.05 | 0.02 | 0.03 | 0.01 | 0.28 | 0.03 | 0.00 | 0.25 | 0.37 | 0.04 | 0.00 |
| 40 | 0.04 | 0.01 | 0.16 | 0.04 | 0.01 | 0.16 | 0.04 | 0.02 | 0.02 | 0.01 | 0.25 | 0.02 | 0.00 | 0.22 | 0.33 | 0.04 | 0.00 |
| 45 | 0.04 | 0.01 | 0.15 | 0.04 | 0.01 | 0.15 | 0.04 | 0.02 | 0.02 | 0.01 | 0.23 | 0.02 | 0.00 | 0.20 | 0.30 | 0.04 | 0.00 |
| 50 | 0.04 | 0.01 | 0.14 | 0.04 | 0.01 | 0.14 | 0.04 | 0.02 | 0.02 | 0.00 | 0.21 | 0.02 | 0.00 | 0.19 | 0.28 | 0.04 | 0.00 |
| 55 | 0.04 | 0.01 | 0.13 | 0.04 | 0.01 | 0.13 | 0.05 | 0.02 | 0.02 | 0.00 | 0.20 | 0.02 | 0.00 | 0.18 | 0.27 | 0.04 | 0.00 |
| 60 | 0.05 | 0.01 | 0.13 | 0.05 | 0.01 | 0.13 | 0.05 | 0.02 | 0.02 | 0.00 | 0.20 | 0.02 | 0.00 | 0.18 | 0.26 | 0.04 | 0.00 |
| 65 | 0.06 | 0.01 | 0.13 | 0.06 | 0.02 | 0.13 | 0.06 | 0.02 | 0.02 | 0.00 | 0.20 | 0.02 | 0.00 | 0.18 | 0.26 | 0.04 | 0.00 |

POLLUTANT NAME: TIRE WEAR PARTICULATES, PMTW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.04 | 0.01 | 0.00 |

POLLUTANT NAME: BRAKE WEAR PARTICULATES, PMBW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |

TABLE 2: VARIABLE START EMISSION RATES IN GRAMS PER TRIP

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 1.67 | 0.02 | 0.00 | 1.85 | 0.02 | 0.00 | 2.37 | 0.03 | 0.25 | 0.07 | 0.00 | 0.26 | 0.08 | 0.00 | 0.00 | 0.00 | 0.11 |
| 10 | 1.65 | 0.04 | 0.00 | 1.84 | 0.04 | 0.00 | 2.35 | 0.06 | 0.25 | 0.14 | 0.00 | 0.26 | 0.15 | 0.00 | 0.00 | 0.00 | 0.22 |
| 20 | 1.67 | 0.07 | 0.00 | 1.86 | 0.09 | 0.00 | 2.38 | 0.11 | 0.25 | 0.27 | 0.00 | 0.26 | 0.28 | 0.00 | 0.00 | 0.00 | 0.41 |
| 30 | 1.74 | 0.10 | 0.00 | 1.94 | 0.12 | 0.00 | 2.48 | 0.16 | 0.26 | 0.39 | 0.00 | 0.27 | 0.39 | 0.00 | 0.00 | 0.00 | 0.58 |
| 60 | 2.15 | 0.18 | 0.00 | 2.40 | 0.21 | 0.00 | 3.07 | 0.27 | 0.32 | 0.64 | 0.00 | 0.34 | 0.65 | 0.00 | 0.00 | 0.00 | 0.96 |
| 120 | 2.36 | 0.24 | 0.00 | 2.63 | 0.29 | 0.00 | 3.36 | 0.37 | 0.35 | 0.78 | 0.00 | 0.37 | 0.79 | 0.00 | 0.00 | 0.00 | 1.17 |
| 180 | 2.57 | 0.26 | 0.00 | 2.86 | 0.31 | 0.00 | 3.66 | 0.39 | 0.38 | 0.83 | 0.00 | 0.40 | 0.84 | 0.00 | 0.00 | 0.00 | 1.25 |
| 300 | 2.99 | 0.29 | 0.00 | 3.33 | 0.34 | 0.00 | 4.26 | 0.43 | 0.45 | 0.92 | 0.00 | 0.47 | 0.93 | 0.00 | 0.00 | 0.00 | 1.38 |
| 360 | 3.20 | 0.30 | 0.00 | 3.56 | 0.36 | 0.00 | 4.55 | 0.46 | 0.48 | 0.96 | 0.00 | 0.50 | 0.98 | 0.00 | 0.00 | 0.00 | 1.45 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 480 | 3.61 | 0.33 | 0.00 | 4.03 | 0.39 | 0.00 | 5.15 | 0.50 | 0.54 | 1.04 | 0.00 | 0.56 | 1.06 | 0.00 | 0.00 | 0.00 | 1.57 |
| 540 | 3.82 | 0.34 | 0.00 | 4.26 | 0.41 | 0.00 | 5.45 | 0.52 | 0.57 | 1.08 | 0.00 | 0.60 | 1.10 | 0.00 | 0.00 | 0.00 | 1.63 |
| 1440 | 4.45 | 0.38 | 0.00 | 4.96 | 0.45 | 0.00 | 6.34 | 0.58 | 0.66 | 1.19 | 0.00 | 0.69 | 1.21 | 0.00 | 0.00 | 0.00 | 1.79 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 13.27 | 0.25 | 0.00 | 14.35 | 0.33 | 0.00 | 25.38 | 0.35 | 5.36 | 1.92 | 0.00 | 5.83 | 1.85 | 0.00 | 0.00 | 0.00 | 0.57 |
| 10 | 11.75 | 0.50 | 0.00 | 12.71 | 0.66 | 0.00 | 22.48 | 0.69 | 4.74 | 3.76 | 0.00 | 5.17 | 3.63 | 0.00 | 0.00 | 0.00 | 1.12 |
| 20 | 9.07 | 0.98 | 0.00 | 9.81 | 1.27 | 0.00 | 17.35 | 1.32 | 3.66 | 7.21 | 0.00 | 3.99 | 6.95 | 0.00 | 0.00 | 0.00 | 2.14 |
| 30 | 6.87 | 1.39 | 0.00 | 7.43 | 1.83 | 0.00 | 13.14 | 1.91 | 2.77 | 10.35 | 0.00 | 3.02 | 9.97 | 0.00 | 0.00 | 0.00 | 3.08 |
| 60 | 3.13 | 2.50 | 0.00 | 3.38 | 3.27 | 0.00 | 5.99 | 3.39 | 1.26 | 17.89 | 0.00 | 1.38 | 17.24 | 0.00 | 0.00 | 0.00 | 5.32 |
| 120 | 5.44 | 3.73 | 0.00 | 9.12 | 4.84 | 0.00 | 16.14 | 4.96 | 3.41 | 24.52 | 0.00 | 3.71 | 23.64 | 0.00 | 0.00 | 0.00 | 7.29 |
| 180 | 13.33 | 4.00 | 0.00 | 14.42 | 5.17 | 0.00 | 25.50 | 5.27 | 5.38 | 25.24 | 0.00 | 5.86 | 24.33 | 0.00 | 0.00 | 0.00 | 7.51 |
| 300 | 21.56 | 4.47 | 0.00 | 23.32 | 5.75 | 0.00 | 41.24 | 5.83 | 8.70 | 26.75 | 0.00 | 9.48 | 25.78 | 0.00 | 0.00 | 0.00 | 7.95 |
| 360 | 24.90 | 4.68 | 0.00 | 26.93 | 6.00 | 0.00 | 47.63 | 6.07 | 10.05 | 27.53 | 0.00 | 10.95 | 26.54 | 0.00 | 0.00 | 0.00 | 8.19 |
| 480 | 30.01 | 5.02 | 0.00 | 32.46 | 6.43 | 0.00 | 57.42 | 6.50 | 12.12 | 29.18 | 0.00 | 13.20 | 28.12 | 0.00 | 0.00 | 0.00 | 8.68 |
| 540 | 31.80 | 5.16 | 0.00 | 34.39 | 6.61 | 0.00 | 60.83 | 6.68 | 12.84 | 30.04 | 0.00 | 13.98 | 28.95 | 0.00 | 0.00 | 0.00 | 8.93 |
| 1440 | 34.03 | 5.44 | 0.00 | 36.81 | 7.00 | 0.00 | 65.10 | 7.10 | 13.74 | 32.76 | 0.00 | 14.96 | 31.57 | 0.00 | 0.00 | 0.00 | 9.74 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.62 | 0.07 | 0.00 | 0.62 | 0.11 | 0.00 | 1.00 | 0.12 | 1.13 | 0.46 | 0.00 | 1.21 | 0.44 | 0.00 | 0.00 | 0.00 | 0.04 |
| 10 | 0.67 | 0.09 | 0.00 | 0.67 | 0.12 | 0.00 | 1.09 | 0.14 | 1.23 | 0.70 | 0.00 | 1.32 | 0.67 | 0.00 | 0.00 | 0.00 | 0.07 |
| 20 | 0.77 | 0.09 | 0.00 | 0.77 | 0.15 | 0.00 | 1.25 | 0.18 | 1.41 | 1.11 | 0.00 | 1.51 | 1.06 | 0.00 | 0.00 | 0.00 | 0.10 |
| 30 | 0.85 | 0.10 | 0.00 | 0.85 | 0.17 | 0.00 | 1.38 | 0.21 | 1.56 | 1.45 | 0.00 | 1.68 | 1.38 | 0.00 | 0.00 | 0.00 | 0.13 |
| 60 | 1.02 | 0.13 | 0.00 | 1.03 | 0.21 | 0.00 | 1.67 | 0.26 | 1.88 | 2.00 | 0.00 | 2.02 | 1.91 | 0.00 | 0.00 | 0.00 | 0.19 |
| 120 | 1.03 | 0.13 | 0.00 | 1.03 | 0.22 | 0.00 | 1.67 | 0.27 | 1.89 | 2.01 | 0.00 | 2.02 | 1.91 | 0.00 | 0.00 | 0.00 | 0.19 |
| 180 | 1.00 | 0.13 | 0.00 | 1.01 | 0.22 | 0.00 | 1.63 | 0.27 | 1.84 | 2.00 | 0.00 | 1.98 | 1.91 | 0.00 | 0.00 | 0.00 | 0.19 |
| 300 | 0.93 | 0.13 | 0.00 | 0.93 | 0.21 | 0.00 | 1.51 | 0.27 | 1.71 | 1.97 | 0.00 | 1.83 | 1.88 | 0.00 | 0.00 | 0.00 | 0.18 |
| 360 | 0.88 | 0.13 | 0.00 | 0.88 | 0.21 | 0.00 | 1.44 | 0.27 | 1.62 | 1.95 | 0.00 | 1.74 | 1.86 | 0.00 | 0.00 | 0.00 | 0.18 |
| 480 | 0.76 | 0.12 | 0.00 | 0.76 | 0.20 | 0.00 | 1.24 | 0.26 | 1.40 | 1.90 | 0.00 | 1.50 | 1.82 | 0.00 | 0.00 | 0.00 | 0.18 |
| 540 | 0.69 | 0.12 | 0.00 | 0.69 | 0.20 | 0.00 | 1.12 | 0.25 | 1.27 | 1.87 | 0.00 | 1.36 | 1.79 | 0.00 | 0.00 | 0.00 | 0.17 |
| 1440 | 0.42 | 0.11 | 0.00 | 0.43 | 0.17 | 0.00 | 0.69 | 0.22 | 0.78 | 1.76 | 0.00 | 0.84 | 1.68 | 0.00 | 0.00 | 0.00 | 0.16 |

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 55.95 | 5.75 | 0.00 | 56.11 | 7.05 | 0.00 | 65.75 | 9.47 | 86.71 | 4.37 | 0.00 | 86.71 | 4.37 | 0.00 | 0.00 | 0.00 | 0.89 |
| 10 | 60.72 | 6.69 | 0.00 | 60.89 | 8.25 | 0.00 | 71.35 | 11.17 | 94.10 | 8.72 | 0.00 | 94.10 | 8.72 | 0.00 | 0.00 | 0.00 | 1.77 |
| 20 | 69.96 | 8.80 | 0.00 | 70.16 | 10.91 | 0.00 | 82.22 | 14.92 | 108.43 | 17.33 | 0.00 | 108.43 | 17.33 | 0.00 | 0.00 | 0.00 | 3.53 |
| 30 | 78.84 | 11.20 | 0.00 | 79.06 | 13.93 | 0.00 | 92.64 | 19.14 | 122.18 | 25.86 | 0.00 | 122.18 | 25.86 | 0.00 | 0.00 | 0.00 | 5.26 |
| 60 | 103.20 | 20.16 | 0.00 | 103.49 | 25.13 | 0.00 | 121.27 | 34.61 | 159.93 | 50.84 | 0.00 | 159.93 | 50.84 | 0.00 | 0.00 | 0.00 | 10.35 |
| 120 | 139.65 | 44.97 | 0.00 | 140.04 | 55.74 | 0.00 | 164.10 | 76.15 | 216.42 | 86.47 | 0.00 | 216.42 | 86.47 | 0.00 | 0.00 | 0.00 | 17.60 |
| 180 | 139.76 | 51.30 | 0.00 | 140.15 | 63.62 | 0.00 | 164.23 | 87.00 | 216.59 | 102.16 | 0.00 | 216.59 | 102.16 | 0.00 | 0.00 | 0.00 | 20.79 |
| 300 | 139.97 | 63.76 | 0.00 | 140.37 | 79.11 | 0.00 | 164.49 | 108.27 | 216.93 | 130.76 | 0.00 | 216.93 | 130.76 | 0.00 | 0.00 | 0.00 | 26.61 |
| 360 | 140.08 | 69.88 | 0.00 | 140.48 | 86.72 | 0.00 | 164.62 | 118.69 | 217.10 | 143.67 | 0.00 | 217.10 | 143.67 | 0.00 | 0.00 | 0.00 | 29.23 |
| 480 | 140.30 | 81.94 | 0.00 | 140.70 | 101.66 | 0.00 | 164.88 | 139.09 | 217.44 | 166.71 | 0.00 | 217.44 | 166.71 | 0.00 | 0.00 | 0.00 | 33.92 |
| 540 | 140.41 | 87.86 | 0.00 | 140.61 | 108.99 | 0.00 | 165.01 | 149.08 | 217.61 | 176.85 | 0.00 | 217.61 | 176.85 | 0.00 | 0.00 | 0.00 | 35.98 |
| 1440 | 140.74 | 105.24 | 0.00 | 141.14 | 130.43 | 0.00 | 165.39 | 178.17 | 218.12 | 201.69 | 0.00 | 218.12 | 201.69 | 0.00 | 0.00 | 0.00 | 41.04 |

TABLE 4: HOT SOAK EMISSION RATES IN GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| TOG | 3.45 | 0.71 | 0.00 | 3.92 | 0.93 | 0.00 | 2.75 | 1.21 | 1.40 | 1.31 | 0.00 | 1.62 | 1.26 | 0.00 | 0.00 | 0.00 | 1.69 |

TABLE 5: DIURNAL EMISSION RATES IN GRAMS PER HOUR

| TIMES | LIGHT DUTY AUTOS | LIGHT DUTY TRUCKS | MD. DUTY TRUCKS | LIGHT HEAVY TRUCKS | MEDIUM HEAVY TRUCK | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|

| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOG | 1.46 | 0.13 | 0.00 | 2.04 | 0.14 | 0.00 | 1.57 | 0.14 | 0.71 | 0.20 | 0.00 | 0.85 | 0.21 | 0.00 | 0.00 | 0.00 | 0.70 |

TABLE 6: RESTING LOSSES IN GRAMS PER HOUR

POLLUTANT NAME: REACTIVE ORGANIC GASES

| TEMP | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEG F | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 75 | 0.71 | 0.06 | 0.00 | 0.98 | 0.08 | 0.00 | 0.76 | 0.06 | 0.34 | 0.08 | 0.00 | 0.41 | 0.09 | 0.00 | 0.00 | 0.00 | 0.19 |
| 85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 105 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

TABLE 7: ESTIMATED TRAVEL FRACTIONS

| | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| % VMT | 0.72 | 99.16 | 0.12 | 1.16 | 98.60 | 0.24 | 1.26 | 97.16 | 0.60 | 75.15 | 24.26 | 0.41 | 11.98 | 87.61 | 99.62 | 100.00 | 52.98 |
| % TRIP | 1.89 | 97.89 | 0.22 | 1.48 | 98.24 | 0.29 | 1.62 | 96.64 | 3.96 | 86.04 | 10.01 | 4.56 | 30.78 | 64.65 | 88.09 | 100.00 | 45.80 |
| % VEH | 1.89 | 97.89 | 0.22 | 1.48 | 98.24 | 0.29 | 1.62 | 96.64 | 3.34 | 75.45 | 21.21 | 3.24 | 21.89 | 74.87 | 97.03 | 100.00 | 45.80 |

TABLE 8: EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY AUTOS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.981 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 2.961 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 18 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.678 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 3.655 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 5.668 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 6.873 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 7.626 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.104 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.404 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.584 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.682 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.720 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 8.716 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

LIGHT DUTY AUTOS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.380 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.211 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.157 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.174 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.168 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.250 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.302 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.335 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.358 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.374 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.385 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.391 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.394 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.395 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

LIGHT DUTY TRUCK NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.719 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.678 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.648 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.528 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.497 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.968 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.447 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.371 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.957 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.325 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.546 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.722 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.887 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.994 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

TABLE 8 (CONTINUED): EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.559 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.314 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.242 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.292 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.267 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.448 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.561 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.643 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.704 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.744 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.765 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.793 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.808 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.812 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

MEDIUM DUTY TRUCKS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.864 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.832 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.809 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.487 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.463 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.366 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.505 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.217 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.668 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.952 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.122 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.259 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.368 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.458 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

MEDIUM DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.751 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.403 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.304 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.358 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.347 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.520 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.638 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.722 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.781 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.814 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.827 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.842 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.846 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.841 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Scenario Title: 2015 Winter

REPORT RUN DATE: 12/01/99

YEAR: 2015 -- MODEL YEARS 1970 TO 2015 INCLUSIVE -- WINTERTIME

EMFAC 2000 EMISSION FACTORS

TABLE 1: WINTERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 50 DEG F

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 25.86 | 0.29 | 2.63 | 29.66 | 0.48 | 2.68 | 38.29 | 0.55 | 30.81 | 1.95 | 0.25 | 40.60 | 7.80 | 1.69 | 2.27 | 6.08 | 3.91 |
| 10 | 18.38 | 0.19 | 2.06 | 21.09 | 0.32 | 2.10 | 27.24 | 0.36 | 20.16 | 1.25 | 0.20 | 26.57 | 5.08 | 1.33 | 1.78 | 4.41 | 2.85 |
| 15 | 13.67 | 0.13 | 1.66 | 15.69 | 0.22 | 1.69 | 20.27 | 0.25 | 13.73 | 0.83 | 0.16 | 18.11 | 3.44 | 1.06 | 1.43 | 3.31 | 2.20 |
| 16 | 12.96 | 0.13 | 1.59 | 14.87 | 0.21 | 1.62 | 19.21 | 0.23 | 12.78 | 0.77 | 0.15 | 16.86 | 3.20 | 1.02 | 1.37 | 3.14 | 2.10 |
| 20 | 10.64 | 0.10 | 1.36 | 12.21 | 0.16 | 1.38 | 15.79 | 0.18 | 9.75 | 0.57 | 0.13 | 12.87 | 2.42 | 0.87 | 1.17 | 2.58 | 1.78 |
| 25 | 8.67 | 0.09 | 1.14 | 9.95 | 0.13 | 1.16 | 12.88 | 0.14 | 7.21 | 0.41 | 0.11 | 9.52 | 1.77 | 0.73 | 0.98 | 2.08 | 1.53 |
| 30 | 7.39 | 0.06 | 0.98 | 8.48 | 0.10 | 0.99 | 10.97 | 0.11 | 5.56 | 0.30 | 0.09 | 7.35 | 1.35 | 0.63 | 0.84 | 1.73 | 1.38 |
| 35 | 6.59 | 0.05 | 0.86 | 7.57 | 0.09 | 0.87 | 9.79 | 0.09 | 4.46 | 0.24 | 0.08 | 5.90 | 1.07 | 0.55 | 0.74 | 1.50 | 1.32 |
| 40 | 6.16 | 0.05 | 0.77 | 7.07 | 0.08 | 0.78 | 9.15 | 0.08 | 3.73 | 0.19 | 0.07 | 4.95 | 0.89 | 0.49 | 0.66 | 1.34 | 1.34 |
| 45 | 6.02 | 0.05 | 0.70 | 6.92 | 0.07 | 0.71 | 8.95 | 0.08 | 3.26 | 0.17 | 0.07 | 4.32 | 0.77 | 0.45 | 0.61 | 1.24 | 1.43 |
| 50 | 6.17 | 0.05 | 0.66 | 7.09 | 0.07 | 0.67 | 9.17 | 0.08 | 2.97 | 0.15 | 0.06 | 3.94 | 0.70 | 0.42 | 0.57 | 1.19 | 1.62 |
| 55 | 6.62 | 0.05 | 0.63 | 7.60 | 0.08 | 0.64 | 9.83 | 0.08 | 2.82 | 0.14 | 0.06 | 3.75 | 0.66 | 0.40 | 0.54 | 1.19 | 1.93 |
| 60 | 7.43 | 0.05 | 0.62 | 8.53 | 0.08 | 0.63 | 11.04 | 0.09 | 2.80 | 0.14 | 0.06 | 3.72 | 0.65 | 0.40 | 0.53 | 1.22 | 2.42 |
| 65 | 8.74 | 0.06 | 0.62 | 10.03 | 0.10 | 0.63 | 12.97 | 0.11 | 2.90 | 0.15 | 0.06 | 3.85 | 0.68 | 0.40 | 0.53 | 1.30 | 3.21 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 219.26 | 4.80 | 3.78 | 234.88 | 8.29 | 5.48 | 409.70 | 7.12 | 526.63 | 41.17 | 7.67 | 703.12 | 79.62 | 8.40 | 11.31 | 7.77 | 13.82 |
| 10 | 159.81 | 4.12 | 2.61 | 171.19 | 6.99 | 3.78 | 298.61 | 6.04 | 350.37 | 27.39 | 5.29 | 467.80 | 52.97 | 5.79 | 7.80 | 4.89 | 12.29 |
| 15 | 122.67 | 3.61 | 1.88 | 131.41 | 6.04 | 2.73 | 229.21 | 5.25 | 246.29 | 18.25 | 3.82 | 328.83 | 37.23 | 4.16 | 5.63 | 3.27 | 11.13 |
| 16 | 117.07 | 3.53 | 1.77 | 125.41 | 5.88 | 2.57 | 218.75 | 5.11 | 231.04 | 16.06 | 3.59 | 308.47 | 34.93 | 3.94 | 5.30 | 3.04 | 10.93 |
| 20 | 99.16 | 3.22 | 1.42 | 106.22 | 5.33 | 2.06 | 185.28 | 4.65 | 182.91 | 14.30 | 2.88 | 244.21 | 27.65 | 3.16 | 4.25 | 2.32 | 10.23 |
| 25 | 84.41 | 2.91 | 1.12 | 90.42 | 4.78 | 1.63 | 157.73 | 4.18 | 143.52 | 11.22 | 2.28 | 191.62 | 21.70 | 2.49 | 3.36 | 1.75 | 9.55 |
| 30 | 75.67 | 2.67 | 0.93 | 81.06 | 4.36 | 1.35 | 141.40 | 3.82 | 118.99 | 9.30 | 1.88 | 158.86 | 17.99 | 2.06 | 2.78 | 1.40 | 9.05 |
| 35 | 71.45 | 2.47 | 0.80 | 76.53 | 4.04 | 1.16 | 133.50 | 3.54 | 104.22 | 8.15 | 1.63 | 139.15 | 15.76 | 1.79 | 2.41 | 1.19 | 8.75 |
| 40 | 71.03 | 2.31 | 0.73 | 76.09 | 3.80 | 1.06 | 132.73 | 3.33 | 96.45 | 7.54 | 1.48 | 128.77 | 14.58 | 1.62 | 2.18 | 1.07 | 8.65 |
| 45 | 74.38 | 2.20 | 0.69 | 79.67 | 3.63 | 1.00 | 138.98 | 3.18 | 94.30 | 7.37 | 1.40 | 125.91 | 14.26 | 1.53 | 2.07 | 1.03 | 8.81 |
| 50 | 82.01 | 2.12 | 0.68 | 87.85 | 3.55 | 0.99 | 153.24 | 3.09 | 97.42 | 7.62 | 1.39 | 130.07 | 14.73 | 1.52 | 2.05 | 1.04 | 9.31 |
| 55 | 95.24 | 2.09 | 0.71 | 102.02 | 3.55 | 1.03 | 177.95 | 3.08 | 106.32 | 8.31 | 1.44 | 141.96 | 16.07 | 1.58 | 2.13 | 1.13 | 10.33 |
| 60 | 116.47 | 2.12 | 0.77 | 124.76 | 3.66 | 1.12 | 217.62 | 3.16 | 122.61 | 9.58 | 1.57 | 163.70 | 18.54 | 1.72 | 2.31 | 1.29 | 12.18 |
| 65 | 149.99 | 2.22 | 0.88 | 160.68 | 3.93 | 1.27 | 280.27 | 3.37 | 149.38 | 11.68 | 1.78 | 199.44 | 22.58 | 1.95 | 2.63 | 1.58 | 15.42 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 4.30 | 0.30 | 3.96 | 4.32 | 0.62 | 5.08 | 7.10 | 0.78 | 7.04 | 2.08 | 16.42 | 9.98 | 6.31 | 13.68 | 14.66 | 29.76 | 1.41 |
| 10 | 4.52 | 0.26 | 3.29 | 4.54 | 0.53 | 4.21 | 7.46 | 0.67 | 7.40 | 2.17 | 13.62 | 10.49 | 6.83 | 11.35 | 12.16 | 22.76 | 1.30 |
| 15 | 4.75 | 0.24 | 2.82 | 4.77 | 0.47 | 3.62 | 7.84 | 0.59 | 7.75 | 2.27 | 11.71 | 10.99 | 6.95 | 9.76 | 10.45 | 18.30 | 1.23 |
| 16 | 4.80 | 0.23 | 2.75 | 4.81 | 0.46 | 3.53 | 7.91 | 0.58 | 7.83 | 2.29 | 11.41 | 11.10 | 7.01 | 9.51 | 10.18 | 17.63 | 1.22 |
| 20 | 4.98 | 0.22 | 2.52 | 5.00 | 0.43 | 3.23 | 8.22 | 0.53 | 8.11 | 2.38 | 10.43 | 11.50 | 7.27 | 8.69 | 9.31 | 15.47 | 1.18 |
| 25 | 5.22 | 0.20 | 2.32 | 5.23 | 0.40 | 2.98 | 8.60 | 0.49 | 8.47 | 2.48 | 9.62 | 12.01 | 7.59 | 8.02 | 8.59 | 13.75 | 1.14 |
| 30 | 5.46 | 0.20 | 2.22 | 5.47 | 0.38 | 2.85 | 9.00 | 0.46 | 8.83 | 2.59 | 9.20 | 12.51 | 7.91 | 7.67 | 8.22 | 12.85 | 1.12 |
| 35 | 5.70 | 0.19 | 2.20 | 5.72 | 0.36 | 2.82 | 9.40 | 0.45 | 9.18 | 2.69 | 9.12 | 13.02 | 8.23 | 7.60 | 8.14 | 12.62 | 1.12 |
| 40 | 5.94 | 0.19 | 2.26 | 5.96 | 0.36 | 2.90 | 9.80 | 0.44 | 9.54 | 2.80 | 9.36 | 13.52 | 8.55 | 7.80 | 8.36 | 13.03 | 1.13 |
| 45 | 6.19 | 0.19 | 2.40 | 6.21 | 0.36 | 3.08 | 10.21 | 0.44 | 9.90 | 2.90 | 9.96 | 14.03 | 8.87 | 8.30 | 8.69 | 14.14 | 1.15 |
| 50 | 6.44 | 0.19 | 2.65 | 6.46 | 0.37 | 3.39 | 10.62 | 0.45 | 10.25 | 3.01 | 10.97 | 14.54 | 9.19 | 9.15 | 9.80 | 16.14 | 1.19 |
| 55 | 6.69 | 0.20 | 3.02 | 6.71 | 0.38 | 3.88 | 11.03 | 0.47 | 10.61 | 3.11 | 12.53 | 15.04 | 9.51 | 10.45 | 11.19 | 19.36 | 1.25 |
| 60 | 6.94 | 0.20 | 3.56 | 6.96 | 0.40 | 4.59 | 11.45 | 0.49 | 10.97 | 3.22 | 14.83 | 15.55 | 9.83 | 12.36 | 13.24 | 24.41 | 1.32 |
| 65 | 7.19 | 0.22 | 4.39 | 7.21 | 0.44 | 5.62 | 11.86 | 0.54 | 11.32 | 3.32 | 18.18 | 16.05 | 10.15 | 15.15 | 16.23 | 32.37 | 1.41 |

TABLE 1 (CONTINUED): WINTERTIME RUNNING ENHANCED I/M EXHAUST EMISSION FACTORS AT 50 DEG F

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 1,313.99 | 952.17 | 426.33 | 1,317.85 | 1,190.36 | 430.75 | 1,547.63 | 1,625.88 | 2,513.51 | 2,513.51 | 1,725.97 | 2,513.51 | 2,513.51 | 1,720.59 | 1,724.74 | 1,745.37 | 278.20 |
| 10 | 992.92 | 719.51 | 426.33 | 995.84 | 899.50 | 430.75 | 1,169.47 | 1,228.60 | 1,672.27 | 1,672.27 | 1,725.97 | 1,672.27 | 1,672.27 | 1,720.59 | 1,724.74 | 1,745.37 | 229.98 |
| 15 | 778.74 | 564.31 | 426.33 | 781.03 | 705.46 | 430.75 | 917.21 | 963.59 | 1,175.48 | 1,175.49 | 1,725.97 | 1,175.48 | 1,175.49 | 1,720.59 | 1,724.74 | 1,745.37 | 196.79 |
| 16 | 745.12 | 539.95 | 426.33 | 747.31 | 675.02 | 430.75 | 877.61 | 921.99 | 1,102.72 | 1,102.72 | 1,725.97 | 1,102.72 | 1,102.72 | 1,720.59 | 1,724.74 | 1,745.37 | 191.54 |
| 20 | 633.91 | 459.36 | 426.33 | 635.77 | 574.27 | 430.75 | 746.63 | 784.38 | 873.00 | 873.00 | 1,725.97 | 873.00 | 873.00 | 1,720.59 | 1,724.74 | 1,745.37 | 174.28 |
| 25 | 535.57 | 388.10 | 426.33 | 537.15 | 485.19 | 430.75 | 630.80 | 662.70 | 685.01 | 685.01 | 1,725.97 | 685.01 | 685.01 | 1,720.59 | 1,724.74 | 1,745.37 | 159.74 |
| 30 | 469.64 | 340.32 | 426.33 | 471.02 | 425.46 | 430.75 | 553.15 | 581.11 | 567.89 | 567.89 | 1,725.97 | 567.89 | 567.89 | 1,720.59 | 1,724.74 | 1,745.37 | 151.56 |
| 35 | 427.43 | 309.74 | 426.33 | 428.69 | 387.22 | 430.75 | 503.43 | 528.89 | 497.42 | 497.42 | 1,725.97 | 497.42 | 497.42 | 1,720.59 | 1,724.74 | 1,745.37 | 148.91 |
| 40 | 403.76 | 292.58 | 426.33 | 404.95 | 365.77 | 430.75 | 475.55 | 499.80 | 460.33 | 460.33 | 1,725.97 | 460.33 | 460.33 | 1,720.59 | 1,724.74 | 1,745.37 | 151.57 |
| 45 | 395.86 | 286.85 | 426.33 | 397.02 | 358.61 | 430.75 | 466.24 | 489.82 | 450.08 | 450.08 | 1,725.97 | 450.08 | 450.09 | 1,720.59 | 1,724.74 | 1,745.37 | 159.91 |
| 50 | 402.82 | 291.90 | 426.33 | 404.00 | 364.92 | 430.75 | 474.44 | 498.43 | 464.95 | 464.95 | 1,725.97 | 464.95 | 464.95 | 1,720.59 | 1,724.74 | 1,745.37 | 174.97 |
| 55 | 425.43 | 308.29 | 426.33 | 426.88 | 385.41 | 430.75 | 501.08 | 526.42 | 507.47 | 507.47 | 1,725.97 | 507.47 | 507.47 | 1,720.59 | 1,724.74 | 1,745.37 | 198.66 |
| 60 | 466.35 | 337.94 | 426.33 | 467.72 | 422.48 | 430.75 | 549.27 | 577.05 | 585.19 | 585.19 | 1,725.97 | 585.19 | 585.19 | 1,720.59 | 1,724.74 | 1,745.37 | 234.19 |
| 65 | 530.58 | 384.48 | 426.33 | 532.14 | 480.66 | 430.75 | 624.92 | 656.52 | 712.97 | 712.97 | 1,725.97 | 712.97 | 712.97 | 1,720.59 | 1,724.74 | 1,745.37 | 286.73 |

POLLUTANT NAME: EXHAUST PARTICULATES, PMEX10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.17 | 0.04 | 0.56 | 0.17 | 0.09 | 0.55 | 0.18 | 0.11 | 0.17 | 0.05 | 0.85 | 0.17 | 0.02 | 0.75 | 1.12 | 0.18 | 0.01 |
| 10 | 0.12 | 0.03 | 0.44 | 0.12 | 0.06 | 0.43 | 0.13 | 0.07 | 0.11 | 0.03 | 0.67 | 0.11 | 0.02 | 0.59 | 0.88 | 0.13 | 0.00 |
| 15 | 0.09 | 0.02 | 0.35 | 0.09 | 0.04 | 0.35 | 0.09 | 0.05 | 0.08 | 0.02 | 0.53 | 0.08 | 0.01 | 0.47 | 0.71 | 0.10 | 0.00 |
| 16 | 0.09 | 0.02 | 0.34 | 0.09 | 0.04 | 0.33 | 0.09 | 0.05 | 0.07 | 0.02 | 0.51 | 0.07 | 0.01 | 0.45 | 0.68 | 0.09 | 0.00 |
| 20 | 0.07 | 0.01 | 0.29 | 0.07 | 0.03 | 0.29 | 0.07 | 0.04 | 0.05 | 0.02 | 0.44 | 0.05 | 0.01 | 0.39 | 0.58 | 0.08 | 0.00 |
| 25 | 0.06 | 0.01 | 0.24 | 0.06 | 0.02 | 0.24 | 0.06 | 0.03 | 0.04 | 0.01 | 0.37 | 0.04 | 0.01 | 0.33 | 0.49 | 0.06 | 0.00 |
| 30 | 0.05 | 0.01 | 0.21 | 0.05 | 0.02 | 0.21 | 0.05 | 0.02 | 0.03 | 0.01 | 0.32 | 0.03 | 0.00 | 0.28 | 0.42 | 0.05 | 0.00 |
| 35 | 0.04 | 0.01 | 0.18 | 0.04 | 0.02 | 0.18 | 0.05 | 0.02 | 0.03 | 0.01 | 0.28 | 0.03 | 0.00 | 0.25 | 0.37 | 0.04 | 0.00 |
| 40 | 0.04 | 0.01 | 0.16 | 0.04 | 0.01 | 0.16 | 0.04 | 0.02 | 0.02 | 0.01 | 0.25 | 0.02 | 0.00 | 0.22 | 0.33 | 0.04 | 0.00 |
| 45 | 0.04 | 0.01 | 0.15 | 0.04 | 0.01 | 0.15 | 0.04 | 0.02 | 0.02 | 0.01 | 0.23 | 0.02 | 0.00 | 0.20 | 0.30 | 0.04 | 0.00 |
| 50 | 0.04 | 0.01 | 0.14 | 0.04 | 0.01 | 0.14 | 0.04 | 0.02 | 0.02 | 0.00 | 0.21 | 0.02 | 0.00 | 0.19 | 0.28 | 0.04 | 0.00 |
| 55 | 0.04 | 0.01 | 0.13 | 0.04 | 0.01 | 0.13 | 0.05 | 0.02 | 0.02 | 0.00 | 0.20 | 0.02 | 0.00 | 0.18 | 0.27 | 0.04 | 0.00 |
| 60 | 0.05 | 0.01 | 0.13 | 0.05 | 0.01 | 0.13 | 0.05 | 0.02 | 0.02 | 0.00 | 0.20 | 0.02 | 0.00 | 0.18 | 0.26 | 0.04 | 0.00 |
| 65 | 0.06 | 0.01 | 0.13 | 0.06 | 0.02 | 0.13 | 0.06 | 0.02 | 0.02 | 0.00 | 0.20 | 0.02 | 0.00 | 0.18 | 0.26 | 0.04 | 0.00 |

POLLUTANT NAME: TIRE WEAR PARTICULATES, PMTW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.04 | 0.01 | 0.00 |

POLLUTANT NAME: BRAKE WEAR PARTICULATES, PMBW10 — UNITS: GRAMS PER MILE

| SPEED | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MPH | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| ALL | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 |

TABLE 2: VARIABLE START EMISSION RATES IN GRAMS PER TRIP

POLLUTANT NAME: REACTIVE ORGANIC GASES — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 3.51 | 0.04 | 0.00 | 3.91 | 0.05 | 0.00 | 5.00 | 0.06 | 0.25 | 0.07 | 0.00 | 0.26 | 0.08 | 0.00 | 0.00 | 0.00 | 0.21 |
| 10 | 3.48 | 0.08 | 0.00 | 3.87 | 0.09 | 0.00 | 4.96 | 0.12 | 0.25 | 0.14 | 0.00 | 0.26 | 0.15 | 0.00 | 0.00 | 0.00 | 0.42 |
| 20 | 3.51 | 0.16 | 0.00 | 3.91 | 0.18 | 0.00 | 5.00 | 0.22 | 0.25 | 0.27 | 0.00 | 0.26 | 0.28 | 0.00 | 0.00 | 0.00 | 0.79 |
| 30 | 3.67 | 0.22 | 0.00 | 4.09 | 0.26 | 0.00 | 5.23 | 0.32 | 0.26 | 0.39 | 0.00 | 0.27 | 0.39 | 0.00 | 0.00 | 0.00 | 1.12 |
| 60 | 4.53 | 0.38 | 0.00 | 5.05 | 0.44 | 0.00 | 6.46 | 0.54 | 0.32 | 0.64 | 0.00 | 0.34 | 0.65 | 0.00 | 0.00 | 0.00 | 1.84 |
| 120 | 4.97 | 0.52 | 0.00 | 5.54 | 0.60 | 0.00 | 7.09 | 0.74 | 0.35 | 0.78 | 0.00 | 0.37 | 0.79 | 0.00 | 0.00 | 0.00 | 2.25 |
| 180 | 5.41 | 0.55 | 0.00 | 6.03 | 0.63 | 0.00 | 7.71 | 0.79 | 0.38 | 0.83 | 0.00 | 0.40 | 0.84 | 0.00 | 0.00 | 0.00 | 2.38 |
| 300 | 6.29 | 0.62 | 0.00 | 7.01 | 0.71 | 0.00 | 8.97 | 0.88 | 0.45 | 0.92 | 0.00 | 0.47 | 0.93 | 0.00 | 0.00 | 0.00 | 2.65 |
| 360 | 6.73 | 0.65 | 0.00 | 7.50 | 0.74 | 0.00 | 9.59 | 0.92 | 0.48 | 0.96 | 0.00 | 0.50 | 0.98 | 0.00 | 0.00 | 0.00 | 2.77 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 480 | 7.61 | 0.71 | 0.00 | 8.48 | 0.81 | 0.00 | 10.85 | 1.01 | 0.54 | 1.04 | 0.00 | 0.56 | 1.06 | 0.00 | 0.00 | 0.00 | 3.01 |
| 540 | 8.05 | 0.73 | 0.00 | 8.97 | 0.84 | 0.00 | 11.47 | 1.05 | 0.57 | 1.08 | 0.00 | 0.60 | 1.10 | 0.00 | 0.00 | 0.00 | 3.12 |
| 1440 | 9.37 | 0.82 | 0.00 | 10.44 | 0.94 | 0.00 | 13.36 | 1.16 | 0.66 | 1.19 | 0.00 | 0.69 | 1.21 | 0.00 | 0.00 | 0.00 | 3.42 |

POLLUTANT NAME: CARBON MONOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 13.27 | 0.80 | 0.00 | 14.35 | 0.78 | 0.00 | 25.38 | 0.80 | 5.36 | 1.92 | 0.00 | 5.83 | 1.85 | 0.00 | 0.00 | 0.00 | 1.48 |
| 10 | 11.75 | 1.18 | 0.00 | 12.71 | 1.53 | 0.00 | 22.46 | 1.58 | 4.74 | 3.76 | 0.00 | 5.17 | 3.63 | 0.00 | 0.00 | 0.00 | 2.90 |
| 20 | 9.07 | 2.28 | 0.00 | 9.81 | 2.98 | 0.00 | 17.36 | 3.05 | 3.66 | 7.21 | 0.00 | 3.99 | 6.95 | 0.00 | 0.00 | 0.00 | 5.56 |
| 30 | 6.87 | 3.30 | 0.00 | 7.43 | 4.29 | 0.00 | 13.14 | 4.41 | 2.77 | 10.35 | 0.00 | 3.02 | 9.97 | 0.00 | 0.00 | 0.00 | 7.98 |
| 60 | 3.13 | 5.89 | 0.00 | 3.38 | 7.64 | 0.00 | 5.99 | 7.82 | 1.26 | 17.89 | 0.00 | 1.38 | 17.24 | 0.00 | 0.00 | 0.00 | 13.80 |
| 120 | 8.44 | 8.77 | 0.00 | 9.12 | 11.26 | 0.00 | 16.14 | 11.43 | 3.41 | 24.52 | 0.00 | 3.71 | 23.64 | 0.00 | 0.00 | 0.00 | 18.92 |
| 180 | 13.33 | 9.39 | 0.00 | 14.42 | 12.03 | 0.00 | 25.50 | 12.14 | 5.36 | 25.24 | 0.00 | 5.86 | 24.33 | 0.00 | 0.00 | 0.00 | 19.47 |
| 300 | 21.56 | 10.49 | 0.00 | 23.32 | 13.37 | 0.00 | 41.24 | 13.42 | 8.70 | 26.75 | 0.00 | 9.48 | 25.78 | 0.00 | 0.00 | 0.00 | 20.63 |
| 360 | 24.90 | 10.97 | 0.00 | 26.93 | 13.96 | 0.00 | 47.63 | 13.98 | 10.05 | 27.53 | 0.00 | 10.95 | 26.54 | 0.00 | 0.00 | 0.00 | 21.24 |
| 480 | 30.01 | 11.77 | 0.00 | 32.46 | 14.96 | 0.00 | 57.42 | 14.97 | 12.12 | 29.18 | 0.00 | 13.20 | 28.12 | 0.00 | 0.00 | 0.00 | 22.51 |
| 540 | 31.80 | 12.09 | 0.00 | 34.39 | 15.38 | 0.00 | 60.83 | 15.39 | 12.84 | 30.04 | 0.00 | 13.98 | 28.95 | 0.00 | 0.00 | 0.00 | 23.17 |
| 1440 | 34.03 | 12.77 | 0.00 | 36.81 | 16.29 | 0.00 | 65.10 | 16.36 | 13.74 | 32.76 | 0.00 | 14.96 | 31.57 | 0.00 | 0.00 | 0.00 | 25.27 |

POLLUTANT NAME: OXIDES OF NITROGEN — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 0.75 | 0.08 | 0.00 | 0.75 | 0.13 | 0.00 | 1.21 | 0.14 | 1.13 | 0.46 | 0.00 | 1.21 | 0.44 | 0.00 | 0.00 | 0.00 | 0.05 |
| 10 | 0.81 | 0.09 | 0.00 | 0.81 | 0.14 | 0.00 | 1.32 | 0.17 | 1.23 | 0.70 | 0.00 | 1.32 | 0.67 | 0.00 | 0.00 | 0.00 | 0.08 |
| 20 | 0.93 | 0.11 | 0.00 | 0.93 | 0.18 | 0.00 | 1.51 | 0.22 | 1.41 | 1.11 | 0.00 | 1.51 | 1.06 | 0.00 | 0.00 | 0.00 | 0.12 |
| 30 | 1.03 | 0.13 | 0.00 | 1.03 | 0.20 | 0.00 | 1.68 | 0.25 | 1.56 | 1.45 | 0.00 | 1.68 | 1.38 | 0.00 | 0.00 | 0.00 | 0.16 |
| 60 | 1.24 | 0.15 | 0.00 | 1.25 | 0.25 | 0.00 | 2.02 | 0.32 | 1.88 | 2.00 | 0.00 | 2.02 | 1.91 | 0.00 | 0.00 | 0.00 | 0.22 |
| 120 | 1.24 | 0.16 | 0.00 | 1.25 | 0.26 | 0.00 | 2.03 | 0.33 | 1.89 | 2.01 | 0.00 | 2.02 | 1.91 | 0.00 | 0.00 | 0.00 | 0.22 |
| 180 | 1.21 | 0.16 | 0.00 | 1.22 | 0.26 | 0.00 | 1.98 | 0.33 | 1.84 | 2.00 | 0.00 | 1.98 | 1.91 | 0.00 | 0.00 | 0.00 | 0.21 |
| 300 | 1.13 | 0.16 | 0.00 | 1.13 | 0.25 | 0.00 | 1.83 | 0.32 | 1.71 | 1.97 | 0.00 | 1.83 | 1.88 | 0.00 | 0.00 | 0.00 | 0.21 |
| 360 | 1.07 | 0.16 | 0.00 | 1.07 | 0.25 | 0.00 | 1.74 | 0.32 | 1.62 | 1.95 | 0.00 | 1.74 | 1.86 | 0.00 | 0.00 | 0.00 | 0.21 |
| 480 | 0.92 | 0.15 | 0.00 | 0.92 | 0.24 | 0.00 | 1.50 | 0.31 | 1.40 | 1.90 | 0.00 | 1.50 | 1.82 | 0.00 | 0.00 | 0.00 | 0.20 |
| 540 | 0.83 | 0.14 | 0.00 | 0.84 | 0.23 | 0.00 | 1.36 | 0.30 | 1.27 | 1.87 | 0.00 | 1.36 | 1.79 | 0.00 | 0.00 | 0.00 | 0.20 |
| 1440 | 0.51 | 0.13 | 0.00 | 0.52 | 0.21 | 0.00 | 0.84 | 0.27 | 0.78 | 1.76 | 0.00 | 0.84 | 1.68 | 0.00 | 0.00 | 0.00 | 0.19 |

POLLUTANT NAME: CARBON DIOXIDE — UNITS: GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 5 | 55.95 | 5.75 | 0.00 | 56.11 | 7.05 | 0.00 | 85.75 | 9.47 | 86.71 | 4.37 | 0.00 | 86.71 | 4.37 | 0.00 | 0.00 | 0.00 | 0.89 |
| 10 | 60.72 | 6.69 | 0.00 | 60.89 | 8.25 | 0.00 | 71.35 | 11.17 | 94.10 | 8.72 | 0.00 | 94.10 | 8.72 | 0.00 | 0.00 | 0.00 | 1.77 |
| 20 | 69.96 | 8.80 | 0.00 | 70.16 | 10.91 | 0.00 | 82.22 | 14.92 | 108.43 | 17.33 | 0.00 | 108.43 | 17.33 | 0.00 | 0.00 | 0.00 | 3.53 |
| 30 | 78.84 | 11.20 | 0.00 | 79.06 | 13.93 | 0.00 | 92.64 | 19.14 | 122.18 | 25.86 | 0.00 | 122.18 | 25.86 | 0.00 | 0.00 | 0.00 | 5.26 |
| 60 | 103.20 | 20.16 | 0.00 | 103.49 | 25.13 | 0.00 | 121.27 | 34.61 | 159.93 | 50.84 | 0.00 | 159.93 | 50.84 | 0.00 | 0.00 | 0.00 | 10.35 |
| 120 | 139.65 | 44.97 | 0.00 | 140.04 | 55.74 | 0.00 | 164.10 | 76.15 | 216.42 | 86.47 | 0.00 | 216.42 | 86.47 | 0.00 | 0.00 | 0.00 | 17.60 |
| 180 | 139.76 | 51.30 | 0.00 | 140.15 | 63.62 | 0.00 | 164.23 | 87.00 | 216.59 | 102.16 | 0.00 | 216.59 | 102.16 | 0.00 | 0.00 | 0.00 | 20.79 |
| 300 | 139.97 | 63.76 | 0.00 | 140.37 | 79.11 | 0.00 | 164.49 | 108.27 | 216.93 | 130.76 | 0.00 | 216.93 | 130.76 | 0.00 | 0.00 | 0.00 | 26.61 |
| 360 | 140.08 | 69.86 | 0.00 | 140.48 | 86.72 | 0.00 | 164.62 | 118.69 | 217.10 | 143.67 | 0.00 | 217.10 | 143.67 | 0.00 | 0.00 | 0.00 | 29.23 |
| 480 | 140.30 | 81.94 | 0.00 | 140.70 | 101.66 | 0.00 | 164.88 | 139.09 | 217.44 | 166.71 | 0.00 | 217.44 | 166.71 | 0.00 | 0.00 | 0.00 | 33.92 |
| 540 | 140.41 | 87.86 | 0.00 | 140.81 | 108.99 | 0.00 | 165.01 | 149.08 | 217.61 | 176.85 | 0.00 | 217.61 | 176.85 | 0.00 | 0.00 | 0.00 | 35.98 |
| 1440 | 140.74 | 105.24 | 0.00 | 141.14 | 130.43 | 0.00 | 165.39 | 178.17 | 218.12 | 201.69 | 0.00 | 218.12 | 201.69 | 0.00 | 0.00 | 0.00 | 41.04 |

TABLE 4: HOT SOAK EMISSION RATES IN GRAMS PER TRIP

| TIMES | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| TOG | 5.76 | 0.46 | 0.00 | 5.45 | 1.34 | 0.00 | 3.43 | 1.74 | 2.71 | 2.23 | 0.00 | 3.13 | 2.13 | 0.00 | 0.00 | 0.00 | 3.59 |

TABLE 5: DIURNAL EMISSION RATES IN GRAMS PER HOUR

| TIMES | LIGHT DUTY AUTOS | LIGHT DUTY TRUCKS | MD. DUTY TRUCKS | LIGHT HEAVY TRUCKS | MEDIUM HEAVY TRUCK | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|

| MIN | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOG | 0.08 | 0.02 | 0.00 | 0.11 | 0.03 | 0.00 | 0.09 | 0.03 | 0.04 | 0.03 | 0.00 | 0.04 | 0.03 | 0.00 | 0.00 | 0.00 | 0.03 |

TABLE 6: RESTING LOSSES IN GRAMS PER HOUR

POLLUTANT NAME: REACTIVE ORGANIC GASES

| TEMP | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEG F | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| 30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 50 | 0.06 | 0.02 | 0.00 | 0.08 | 0.02 | 0.00 | 0.06 | 0.02 | 0.03 | 0.02 | 0.00 | 0.04 | 0.02 | 0.00 | 0.00 | 0.00 | 0.03 |
| 60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 105 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

TABLE 7: ESTIMATED TRAVEL FRACTIONS

| | LIGHT DUTY AUTOS | | | LIGHT DUTY TRUCKS | | | MD. DUTY TRUCKS | | LIGHT HEAVY TRUCKS | | | MEDIUM HEAVY TRUCK | | | HH TRUCK | URBAN BUS | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | NCAT | CAT | NCAT | CAT | DIESEL | NCAT | CAT | DIESEL | DIESEL | DIESEL | ALL |
| % VMT | 0.72 | 99.16 | 0.12 | 1.16 | 98.60 | 0.24 | 1.26 | 97.16 | 0.60 | 75.15 | 24.26 | 0.41 | 11.98 | 87.61 | 99.62 | 100.00 | 52.98 |
| % TRIP | 1.89 | 97.89 | 0.22 | 1.48 | 98.24 | 0.29 | 1.62 | 96.64 | 3.98 | 86.04 | 10.01 | 4.56 | 30.78 | 64.65 | 98.09 | 100.00 | 45.80 |
| % VEH | 1.89 | 97.89 | 0.22 | 1.48 | 98.24 | 0.29 | 1.62 | 96.64 | 3.34 | 75.45 | 21.21 | 3.24 | 21.89 | 74.87 | 97.03 | 100.00 | 45.80 |

TABLE 8: EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY AUTOS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 3.069 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 3.116 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 3.163 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 4.012 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 4.070 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 5.960 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 9.229 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 11.120 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 12.756 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 14.207 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 15.518 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 16.716 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 17.821 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 18.849 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

LIGHT DUTY AUTOS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.394 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.226 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.173 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.197 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.195 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | 0.000 | 0.000 | 0.334 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.454 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 0.584 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 0.668 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 0.788 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 0.862 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 0.951 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 1.036 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 1.119 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

LIGHT DUTY TRUCK NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 3.804 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 3.844 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 3.897 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 4.939 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 5.008 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 8.556 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 11.342 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 13.664 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 15.673 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 17.456 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 19.065 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 20.645 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 22.271 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 23.776 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

TABLE 8 (CONTINUED): EVAPORATED RUNNING LOSSES IN GRAMS PER MILE

LIGHT DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.578 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.336 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.267 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.331 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.335 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.603 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.860 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 1.115 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 1.369 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 1.616 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 1.843 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 2.096 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 2.337 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 2.560 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

MEDIUM DUTY TRUCKS NON-CATALYST
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 2.929 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 2.961 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 3.001 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 3.804 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 3.857 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 6.589 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 8.735 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 10.523 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 12.070 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 45 | 0.000 | 0.000 | 13.443 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 14.682 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 15.901 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 17.143 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 18.292 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

MEDIUM DUTY TRUCKS CATALYST EQUIPPED
TEMPERATURE IN DEG F

| SPEED MPH | 30 | 40 | 50 | 60 | 70 | 75 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0.000 | 0.000 | 0.78 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 10 | 0.000 | 0.000 | 0.43 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 15 | 0.000 | 0.000 | 0.34 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 16 | 0.000 | 0.000 | 0.41 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 20 | 0.000 | 0.000 | 0.41 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 25 | 0.000 | 0.000 | 0.71 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 30 | 0.000 | 0.000 | 0.99 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 35 | 0.000 | 0.000 | 1.27 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 40 | 0.000 | 0.000 | 1.54 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 45 | 0.000 | 0.000 | 1.79 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 50 | 0.000 | 0.000 | 2.02 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 55 | 0.000 | 0.000 | 2.27 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 60 | 0.000 | 0.000 | 2.50 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| 65 | 0.000 | 0.000 | 2.71 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

# Attachment N
# On-Airport Vehicle Fleet Mix for Roadway Links

**On-Airport Vehicle Fleet Mix for Roadway Links**

**No Action/No Project 2005**

| | Light Duty Autos | | | Light Duty Trucks | | | Medium Duty | | Light Heavy Trucks | | | Medium Heavy Truck | | | HHDT | UB | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Link Name | NCAT | CAT | Diesel | NCAT | CAT | Diesel | NCAT | CAT | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Diesel | ALL |
| T1 (W) | 2.5% | 49.7% | 0.3% | 1.0% | 27.1% | 0.1% | 1.2% | 16.4% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.5% | 0.0% | 1.1% | 0.0% |
| T2 (W) | 2.4% | 47.9% | 0.2% | 1.0% | 26.1% | 0.1% | 1.3% | 18.8% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.6% | 0.0% | 1.2% | 0.0% |
| T3 (W) | 2.4% | 48.4% | 0.3% | 1.0% | 26.4% | 0.1% | 1.3% | 18.8% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.6% | 0.0% | 0.4% | 0.0% |
| TBIT (S) | 2.2% | 44.3% | 0.2% | 0.9% | 24.1% | 0.1% | 1.7% | 24.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.4% | 0.0% | 1.5% | 0.0% |
| T4 (E) | 2.0% | 41.4% | 0.2% | 0.9% | 22.6% | 0.1% | 2.0% | 28.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 1.8% | 0.0% |
| T5 (E) | 2.2% | 44.1% | 0.2% | 0.9% | 24.0% | 0.1% | 1.7% | 24.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.8% | 0.0% | 1.6% | 0.0% |
| T6 (E) | 2.2% | 44.1% | 0.2% | 0.9% | 24.0% | 0.1% | 1.7% | 24.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.8% | 0.0% | 1.6% | 0.0% |
| T7 (E) | 2.1% | 43.2% | 0.2% | 0.9% | 23.5% | 0.1% | 1.8% | 25.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.8% | 0.0% | 1.7% | 0.0% |
| T8 (E) | 2.1% | 43.2% | 0.2% | 0.9% | 23.5% | 0.1% | 1.8% | 25.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.8% | 0.0% | 1.7% | 0.0% |
| Skyway/N Sepulveda (S/N) | 2.5% | 50.6% | 0.3% | 1.0% | 27.6% | 0.1% | 1.0% | 14.5% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 1.4% | 0.0% |
| S. Sepulveda (S/N) | 2.9% | 58.6% | 0.3% | 1.2% | 31.9% | 0.1% | 0.3% | 3.5% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.4% | 0.0% | 0.6% | 0.0% |
| Century (W/E) | 2.4% | 48.0% | 0.2% | 1.0% | 26.2% | 0.1% | 1.4% | 19.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.4% | 0.0% | 1.2% | 0.0% |
| West Way (S/N) | 2.3% | 46.2% | 0.2% | 1.0% | 25.2% | 0.1% | 1.3% | 18.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 4.0% | 0.0% |
| East Way (S/N) | 2.3% | 46.2% | 0.2% | 1.0% | 25.2% | 0.1% | 1.3% | 18.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 4.0% | 0.0% |
| Center Way | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| CTALoop | 1.5% | 30.6% | 0.2% | 0.6% | 16.7% | 0.1% | 3.1% | 43.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.9% | 0.0% | 2.7% | 0.0% |
| **Cargo/Ancillary Traffic** | | | | | | | | | | | | | | | | | |
| World Way W./Spine Rd. (W/E) | 0.4% | 21.3% | 0.0% | 0.2% | 11.5% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.8% | 13.2% | 0.0% | 0.0% |
| Ramp 33 | 0.9% | 45.2% | 0.1% | 0.4% | 24.4% | 0.1% | 0.0% | 1.5% | 0.2% | 5.4% | 1.5% | 0.4% | 2.5% | 8.8% | 8.8% | 0.0% | 0.0% |
| Ramp 34 | 0.9% | 44.2% | 0.1% | 0.4% | 23.9% | 0.1% | 0.0% | 1.6% | 0.3% | 5.7% | 1.6% | 0.4% | 2.6% | 9.0% | 9.3% | 0.0% | 0.0% |
| Ramp 35 | 0.8% | 41.1% | 0.1% | 0.3% | 22.2% | 0.1% | 0.0% | 1.8% | 0.3% | 6.6% | 1.9% | 0.5% | 3.1% | 10.5% | 10.7% | 0.0% | 0.0% |
| Ramp 36 | 0.7% | 35.4% | 0.1% | 0.3% | 19.1% | 0.1% | 0.0% | 2.3% | 0.4% | 8.3% | 2.3% | 0.6% | 3.8% | 13.1% | 13.5% | 0.0% | 0.0% |
| Ramp 37 | 0.9% | 44.9% | 0.1% | 0.4% | 24.3% | 0.1% | 0.0% | 1.5% | 0.2% | 5.5% | 1.5% | 0.4% | 2.5% | 8.7% | 8.9% | 0.0% | 0.0% |
| Ramp 38 | 0.7% | 34.8% | 0.1% | 0.3% | 18.8% | 0.1% | 0.0% | 2.3% | 0.4% | 8.5% | 2.4% | 0.6% | 3.9% | 13.4% | 13.8% | 0.0% | 0.0% |
| Ramp 39 | 0.7% | 37.8% | 0.1% | 0.3% | 20.4% | 0.1% | 0.0% | 2.1% | 0.3% | 7.6% | 2.1% | 0.5% | 3.5% | 12.0% | 12.3% | 0.0% | 0.0% |
| Ramp 40 | 0.7% | 36.7% | 0.1% | 0.3% | 19.8% | 0.1% | 0.0% | 2.2% | 0.4% | 7.9% | 2.2% | 0.5% | 3.7% | 12.5% | 12.9% | 0.0% | 0.0% |
| Ramp 41 | 1.0% | 53.5% | 0.1% | 0.4% | 28.9% | 0.1% | 0.0% | 0.8% | 0.1% | 3.0% | 0.8% | 0.2% | 1.4% | 4.7% | 4.9% | 0.0% | 0.0% |
| Ramp 42 | 0.9% | 44.7% | 0.1% | 0.4% | 24.2% | 0.1% | 0.0% | 1.5% | 0.2% | 5.6% | 1.6% | 0.4% | 2.6% | 8.6% | 9.0% | 0.0% | 0.0% |
| Ramp 43 | 0.9% | 45.3% | 0.1% | 0.4% | 24.5% | 0.1% | 0.0% | 1.5% | 0.2% | 5.4% | 1.5% | 0.4% | 2.5% | 8.5% | 8.8% | 0.0% | 0.0% |
| Ramp 44 | 0.8% | 43.9% | 0.1% | 0.4% | 23.7% | 0.1% | 0.0% | 1.6% | 0.3% | 5.8% | 1.6% | 0.4% | 2.7% | 9.2% | 9.4% | 0.0% | 0.0% |
| Ramp 45 | 0.9% | 48.0% | 0.1% | 0.4% | 25.9% | 0.1% | 0.0% | 1.3% | 0.2% | 4.6% | 1.3% | 0.3% | 2.1% | 7.3% | 7.5% | 0.0% | 0.0% |
| Ramp 46 | 0.8% | 41.0% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 1.8% | 0.3% | 6.7% | 1.9% | 0.5% | 3.1% | 10.5% | 10.8% | 0.0% | 0.0% |
| Ramp 47 | 1.1% | 55.9% | 0.1% | 0.5% | 30.2% | 0.1% | 0.0% | 0.6% | 0.1% | 2.3% | 0.6% | 0.2% | 1.1% | 3.6% | 3.7% | 0.0% | 0.0% |
| Ramp 48 | 0.9% | 44.1% | 0.1% | 0.4% | 23.8% | 0.1% | 0.0% | 1.6% | 0.3% | 5.7% | 1.6% | 0.4% | 2.6% | 9.1% | 9.3% | 0.0% | 0.0% |
| Ramp 49 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 5.2% | 0.8% | 18.7% | 5.3% | 1.3% | 8.6% | 29.6% | 30.4% | 0.0% | 0.0% |

**On-Airport Vehicle Fleet Mix for Roadway Links**

**Alternative A 2005**

| | Light Duty Autos | | | Light Duty Trucks | | | Medium Duty | | Light Heavy Trucks | | | Medium Heavy Truck | | | HHDT | UB | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Link Name | NCAT | CAT | Diesel | NCAT | CAT | Diesel | NCAT | CAT | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Diesel | ALL |
| T1 (W) | 2.5% | 50.5% | 0.3% | 1.0% | 27.5% | 0.1% | 1.1% | 14.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 1.3% | 0.0% |
| T2 (W) | 2.6% | 51.7% | 0.3% | 1.1% | 28.2% | 0.1% | 0.9% | 12.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 1.3% | 0.0% |
| T3 (W) | 2.7% | 54.4% | 0.3% | 1.1% | 29.6% | 0.1% | 0.7% | 10.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.6% | 0.0% | 0.9% | 0.0% |
| TBIT (S) | 2.4% | 48.5% | 0.3% | 1.0% | 26.4% | 0.1% | 1.3% | 17.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.4% | 0.0% | 1.6% | 0.0% |
| T4 (E) | 2.4% | 48.5% | 0.3% | 1.0% | 26.4% | 0.1% | 1.3% | 17.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.4% | 0.0% | 1.6% | 0.0% |
| T5 (E) | 2.5% | 50.4% | 0.3% | 1.0% | 27.5% | 0.1% | 1.0% | 14.5% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 1.5% | 0.0% |
| T6 (E) | 2.5% | 50.4% | 0.3% | 1.0% | 27.5% | 0.1% | 1.0% | 14.5% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 1.5% | 0.0% |
| T7 (E) | 2.5% | 50.6% | 0.3% | 1.0% | 27.6% | 0.1% | 1.0% | 14.2% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 1.4% | 0.0% |
| T8 (E) | 2.5% | 50.6% | 0.3% | 1.0% | 27.6% | 0.1% | 1.0% | 14.2% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 1.4% | 0.0% |
| Skyway/N Sepulveda (S/N) | 2.8% | 55.8% | 0.3% | 1.2% | 30.4% | 0.1% | 0.4% | 5.1% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 1.3% | 0.0% | 1.0% | 0.0% |
| S. Sepulveda (S/N) | 2.9% | 58.2% | 0.3% | 1.2% | 32.2% | 0.1% | 0.2% | 2.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 0.7% | 0.0% |
| Century (W/E) | 2.6% | 53.5% | 0.3% | 1.1% | 29.1% | 0.1% | 0.8% | 11.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 1.1% | 0.0% |
| West Way (S/N) | 2.3% | 46.2% | 0.2% | 1.0% | 25.2% | 0.1% | 1.3% | 18.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 4.0% | 0.0% |
| East Way (S/N) | 2.3% | 46.2% | 0.2% | 1.0% | 25.2% | 0.1% | 1.3% | 18.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 4.0% | 0.0% |
| Center Way | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| CTALoop | 1.4% | 27.8% | 0.1% | 0.6% | 15.1% | 0.1% | 3.5% | 48.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.8% | 0.0% |
| N. Entrance (N/S) | 1.9% | 39.3% | 0.2% | 0.8% | 21.4% | 0.1% | 2.0% | 28.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.5% | 0.0% | 5.3% | 0.0% |
| Bypass Rd. (N/S) | 2.0% | 40.8% | 0.2% | 0.8% | 22.2% | 0.1% | 2.0% | 27.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 4.0% | 0.0% |
| Curbside N. (N/S) | 2.0% | 40.1% | 0.2% | 0.8% | 21.9% | 0.1% | 1.9% | 26.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 5.0% | 0.0% |
| Curbside N.C. (N/S) | 2.0% | 40.1% | 0.2% | 0.8% | 21.9% | 0.1% | 1.9% | 26.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 5.0% | 0.0% |
| Curbside C. (N/S) | 2.0% | 40.1% | 0.2% | 0.8% | 21.9% | 0.1% | 1.9% | 26.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 5.0% | 0.0% |
| Curbside S.C. (N/S) | 2.0% | 40.1% | 0.2% | 0.8% | 21.9% | 0.1% | 1.9% | 26.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 5.0% | 0.0% |
| Curbside S. (N/S) | 2.0% | 40.1% | 0.2% | 0.8% | 21.9% | 0.1% | 1.9% | 26.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 5.0% | 0.0% |
| RAC (N/S) | 2.4% | 48.7% | 0.3% | 1.0% | 26.5% | 0.1% | 1.3% | 17.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% |
| Remote N. (N/S) | 2.5% | 49.8% | 0.3% | 1.0% | 27.1% | 0.1% | 1.2% | 16.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.9% | 0.0% |
| Remote S. (N/S) | 2.4% | 48.7% | 0.3% | 1.0% | 26.5% | 0.1% | 1.3% | 18.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.7% | 0.0% |
| World Way W./Spine Rd. (W/E | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| **Cargo/Ancillary Traffic** | | | | | | | | | | | | | | | | | |
| Ramp 33 | 0.7% | 36.6% | 0.1% | 0.3% | 19.8% | 0.1% | 0.1% | 3.1% | 0.2% | 5.4% | 1.5% | 0.8% | 5.2% | 17.8% | 8.5% | 0.0% | 0.0% |
| Ramp 35 | 0.8% | 38.9% | 0.1% | 0.3% | 21.0% | 0.1% | 0.0% | 2.8% | 0.2% | 5.0% | 1.4% | 0.7% | 4.7% | 16.2% | 7.7% | 0.0% | 0.0% |
| Ramp 36 | 0.7% | 38.7% | 0.1% | 0.3% | 20.9% | 0.1% | 0.0% | 2.8% | 0.2% | 5.0% | 1.4% | 0.7% | 4.8% | 16.3% | 7.8% | 0.0% | 0.0% |
| Ramp 37 | 0.8% | 43.2% | 0.1% | 0.4% | 23.3% | 0.1% | 0.0% | 2.3% | 0.2% | 4.1% | 1.2% | 0.6% | 3.9% | 13.4% | 6.4% | 0.0% | 0.0% |
| Ramp 38 | 0.8% | 38.9% | 0.1% | 0.3% | 21.0% | 0.1% | 0.0% | 2.8% | 0.2% | 5.0% | 1.4% | 0.7% | 4.7% | 16.2% | 7.7% | 0.0% | 0.0% |
| Ramp 41 | 0.3% | 14.5% | 0.0% | 0.1% | 7.9% | 0.0% | 0.1% | 5.6% | 0.4% | 9.9% | 2.8% | 1.4% | 9.4% | 32.2% | 15.4% | 0.0% | 0.0% |
| Ramp 43 | 0.5% | 24.4% | 0.1% | 0.2% | 13.2% | 0.0% | 0.1% | 4.4% | 0.3% | 7.9% | 2.2% | 1.1% | 7.5% | 25.7% | 12.3% | 0.0% | 0.0% |
| Ramp 44 | 0.5% | 28.3% | 0.1% | 0.2% | 15.3% | 0.0% | 0.1% | 4.0% | 0.3% | 7.1% | 2.0% | 1.0% | 6.8% | 23.2% | 11.1% | 0.0% | 0.0% |
| Ramp 45 | 0.7% | 35.7% | 0.1% | 0.3% | 19.3% | 0.1% | 0.1% | 3.2% | 0.2% | 5.6% | 1.6% | 0.8% | 5.4% | 18.3% | 8.7% | 0.0% | 0.0% |

**On-Airport Vehicle Fleet Mix for Roadway Links**

**Alternative B 2005**

| | Light Duty Autos | | | Light Duty Trucks | | | Medium Duty | | Light Heavy Trucks | | | Medium Heavy Trucks | | | HHDT | UB | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Link Name | NCAT | CAT | Diesel | NCAT | CAT | Diesel | NCAT | CAT | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Diesel | ALL |
| T1 (W) | 2.7% | 54.5% | 0.3% | 1.1% | 29.7% | 0.1% | 0.6% | 8.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.5% | 0.0% | 1.4% | 0.0% |
| T2 (W) | 2.6% | 52.0% | 0.3% | 1.1% | 28.3% | 0.1% | 0.8% | 11.8% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 2.0% | 0.0% |
| T3 (W) | 2.7% | 54.4% | 0.3% | 1.1% | 29.6% | 0.1% | 0.6% | 9.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 1.1% | 0.0% |
| TBIT (S) | 2.4% | 48.3% | 0.2% | 1.0% | 26.3% | 0.1% | 1.3% | 17.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.5% | 0.0% |
| T4 (E) | 2.4% | 48.3% | 0.2% | 1.0% | 26.3% | 0.1% | 1.3% | 17.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.5% | 0.0% |
| T5 (E) | 2.5% | 50.4% | 0.3% | 1.0% | 27.5% | 0.1% | 1.0% | 13.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 2.2% | 0.0% |
| T6 (E) | 2.5% | 50.4% | 0.3% | 1.0% | 27.5% | 0.1% | 1.0% | 13.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 2.2% | 0.0% |
| T7 (E) | 2.5% | 50.3% | 0.3% | 1.0% | 27.4% | 0.1% | 1.0% | 14.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 2.3% | 0.0% |
| T8 (E) | 2.5% | 50.3% | 0.3% | 1.0% | 27.4% | 0.1% | 1.0% | 14.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 2.3% | 0.0% |
| Skyway/N Sepulveda (S/N) | 2.6% | 56.0% | 0.3% | 1.2% | 30.5% | 0.1% | 0.4% | 5.1% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 1.2% | 0.0% | 1.0% | 0.0% |
| S. Sepulveda (S/N) | 2.9% | 58.3% | 0.3% | 1.2% | 31.7% | 0.1% | 0.3% | 3.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 1.0% | 0.0% |
| Century (W/E) | 2.6% | 53.5% | 0.3% | 1.1% | 29.1% | 0.1% | 0.9% | 11.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | 0.0% |
| West Way (S/N) | 2.3% | 46.2% | 0.2% | 1.0% | 25.2% | 0.1% | 1.3% | 18.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 4.0% | 0.0% |
| East Way (S/N) | 2.3% | 46.2% | 0.2% | 1.0% | 25.2% | 0.1% | 1.3% | 18.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 4.0% | 0.0% |
| Center Way | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| CTALoop | 1.4% | 27.4% | 0.1% | 0.6% | 14.9% | 0.1% | 3.5% | 49.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.1% | 0.0% |
| N. Entrance (N/S) | 2.0% | 40.3% | 0.2% | 0.8% | 22.0% | 0.1% | 1.9% | 26.2% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.6% | 0.0% | 5.6% | 0.0% |
| Bypass Rd. (N/S) | 1.7% | 34.2% | 0.2% | 0.7% | 18.7% | 0.1% | 2.5% | 35.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 6.4% | 0.0% |
| Curbside N. (N/S) | 2.2% | 44.3% | 0.2% | 0.9% | 24.1% | 0.1% | 1.4% | 20.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.9% | 0.0% | 5.5% | 0.0% |
| Curbside N.C. (N/S) | 2.2% | 44.3% | 0.2% | 0.9% | 24.1% | 0.1% | 1.4% | 20.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.9% | 0.0% | 5.5% | 0.0% |
| Curbside C. (N/S) | 2.2% | 44.3% | 0.2% | 0.9% | 24.1% | 0.1% | 1.4% | 20.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.9% | 0.0% | 5.5% | 0.0% |
| Curbside S.C. (N/S) | 2.2% | 44.3% | 0.2% | 0.9% | 24.1% | 0.1% | 1.4% | 20.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.9% | 0.0% | 5.5% | 0.0% |
| Curbside S. (N/S) | 2.2% | 44.3% | 0.2% | 0.9% | 24.1% | 0.1% | 1.4% | 20.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.9% | 0.0% | 5.5% | 0.0% |
| RAC (N/S) | 2.1% | 42.2% | 0.2% | 0.9% | 23.0% | 0.1% | 1.8% | 25.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.5% | 0.0% |
| Remote N. (N/S) | 2.0% | 39.9% | 0.2% | 0.8% | 21.8% | 0.1% | 2.0% | 28.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 5.1% | 0.0% |
| Remote S. (N/S) | 2.0% | 41.4% | 0.2% | 0.9% | 22.5% | 0.1% | 1.9% | 26.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.0% | 0.0% |
| World Way W./Spine Rd. (W/E) | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| **Cargo/Ancillary Traffic** | | | | | | | | | | | | | | | | | |
| Ramp 33 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 34 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 35 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 36 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 37 | 0.8% | 39.3% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 38 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 39 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 41 | 0.4% | 21.4% | 0.0% | 0.2% | 11.6% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.7% | 13.2% | 0.0% | 0.0% |
| Ramp 42 | 0.4% | 21.2% | 0.0% | 0.2% | 11.4% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.2% | 27.9% | 13.3% | 0.0% | 0.0% |
| Ramp 43 | 0.4% | 21.3% | 0.0% | 0.2% | 11.5% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.8% | 13.2% | 0.0% | 0.0% |
| Ramp 44 | 0.4% | 21.2% | 0.0% | 0.2% | 11.4% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.9% | 13.3% | 0.0% | 0.0% |
| Ramp 45 | 0.4% | 21.1% | 0.0% | 0.2% | 11.4% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.2% | 27.9% | 13.3% | 0.0% | 0.0% |
| Ramp 46 | 0.4% | 21.3% | 0.0% | 0.2% | 11.5% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.8% | 13.2% | 0.0% | 0.0% |
| Ramp 47 | 0.4% | 21.1% | 0.0% | 0.2% | 11.4% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.2% | 27.9% | 13.3% | 0.0% | 0.0% |
| Ramp 48 | 0.4% | 21.2% | 0.0% | 0.2% | 11.4% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.2% | 27.9% | 13.3% | 0.0% | 0.0% |

**On-Airport Vehicle Fleet Mix for Roadway Links**

**Alternative C 2005**

| | Light Duty Autos | | | Light Duty Trucks | | | Medium Duty | | Light Heavy Trucks | | | Medium Heavy Trucks | | | HHDT | UB | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Link Name | NCAT | CAT | Diesel | NCAT | CAT | Diesel | NCAT | CAT | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Diesel | ALL |
| T1 (W) | 2.7% | 54.8% | 0.3% | 1.1% | 29.9% | 0.1% | 0.6% | 8.5% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.6% | 0.0% | 1.1% | 0.0% |
| T2 (W) | 2.5% | 51.6% | 0.3% | 1.1% | 28.1% | 0.1% | 0.9% | 12.5% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.0% | 1.7% | 0.0% |
| T3 (W) | 2.6% | 53.0% | 0.3% | 1.1% | 28.9% | 0.1% | 0.8% | 10.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.9% | 0.0% | 1.1% | 0.0% |
| TBIT (S) | 2.9% | 47.3% | 0.2% | 1.0% | 25.8% | 0.1% | 1.3% | 16.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 2.6% | 0.0% |
| T4 (E) | 2.3% | 47.3% | 0.2% | 1.0% | 25.8% | 0.1% | 1.3% | 16.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 2.6% | 0.0% |
| T5 (E) | 2.2% | 45.3% | 0.2% | 0.9% | 24.7% | 0.1% | 1.4% | 20.2% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 1.4% | 0.0% | 2.9% | 0.0% |
| T6 (E) | 2.2% | 45.3% | 0.2% | 0.9% | 24.7% | 0.1% | 1.4% | 20.2% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 1.4% | 0.0% | 2.9% | 0.0% |
| T7 (E) | 2.2% | 45.6% | 0.2% | 0.9% | 24.8% | 0.1% | 1.4% | 19.7% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 1.4% | 0.0% | 3.0% | 0.0% |
| T8 (E) | 2.2% | 45.6% | 0.2% | 0.9% | 24.8% | 0.1% | 1.4% | 19.7% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 1.4% | 0.0% | 3.0% | 0.0% |
| Skyway/N Sepulveda (S/N) | 2.7% | 55.6% | 0.3% | 1.1% | 30.3% | 0.1% | 0.4% | 6.1% | 0.0% | 0.0% | 0.0% | 0.2% | 0.5% | 1.6% | 0.0% | 1.0% | 0.0% |
| S. Sepulveda (S/N) | 2.9% | 57.9% | 0.3% | 1.2% | 31.6% | 0.1% | 0.3% | 4.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 1.1% | 0.0% |
| Century (W/E) | 2.6% | 53.3% | 0.3% | 1.1% | 29.0% | 0.1% | 0.8% | 11.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.4% | 0.0% | 1.1% | 0.0% |
| West Way (S/N) | 2.3% | 46.2% | 0.2% | 1.0% | 25.2% | 0.1% | 1.3% | 18.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 4.0% | 0.0% |
| East Way (S/N) | 2.3% | 46.2% | 0.2% | 1.0% | 25.2% | 0.1% | 1.3% | 18.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 4.0% | 0.0% |
| Center Way | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| CTALoop | 1.5% | 29.7% | 0.2% | 0.6% | 16.2% | 0.1% | 3.2% | 44.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.0% | 0.0% |
| N. Entrance (N/S) | 2.3% | 46.7% | 0.2% | 1.0% | 25.5% | 0.1% | 1.3% | 18.5% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.4% | 0.0% | 3.9% | 0.0% |
| NBypass (N/S) | 2.0% | 40.9% | 0.2% | 0.8% | 22.3% | 0.1% | 1.9% | 27.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.5% | 0.0% | 3.9% | 0.0% |
| NLoop (W/E) | 2.3% | 45.7% | 0.2% | 0.9% | 24.9% | 0.1% | 1.5% | 21.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 2.8% | 0.0% |
| SBypass (N/S) | 2.4% | 48.7% | 0.3% | 1.0% | 26.5% | 0.1% | 1.3% | 17.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 1.7% | 0.0% |
| Terminal E. (N/S) | 2.3% | 45.6% | 0.2% | 0.9% | 24.9% | 0.1% | 1.5% | 20.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 3.3% | 0.0% |
| SLoop (W) | 0.5% | 9.5% | 0.0% | 0.2% | 5.2% | 0.0% | 4.9% | 68.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 10.7% | 0.0% |
| Curbside Idle E (N/S) | 2.2% | 45.3% | 0.2% | 0.9% | 24.7% | 0.1% | 1.5% | 21.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 3.3% | 0.0% |
| RAC (N/S) | 2.6% | 53.7% | 0.3% | 1.1% | 29.3% | 0.1% | 0.8% | 11.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% | 0.0% |
| Remote N. (N/S) | 2.9% | 59.0% | 0.3% | 1.2% | 32.1% | 0.1% | 0.2% | 3.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.9% | 0.0% |
| Remote S. (N/S) | 2.8% | 57.2% | 0.3% | 1.2% | 31.2% | 0.1% | 0.4% | 5.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.4% | 0.0% |
| World Way W./Spine Rd. (W/E | 0.4% | 21.3% | 0.0% | 0.2% | 11.5% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.8% | 13.2% | 0.0% | 0.0% |
| **Cargo/Ancillary Traffic** | | | | | | | | | | | | | | | | | |
| Ramp 33 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 35 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 36 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 37 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 38 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 39 | 0.8% | 39.2% | 0.1% | 0.3% | 21.2% | 0.1% | 0.0% | 2.8% | 0.2% | 4.9% | 1.4% | 0.7% | 4.7% | 16.0% | 7.6% | 0.0% | 0.0% |
| Ramp 41 | 0.4% | 21.2% | 0.0% | 0.2% | 11.6% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.8% | 13.3% | 0.0% | 0.0% |
| Ramp 42 | 0.4% | 21.3% | 0.0% | 0.2% | 11.5% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.8% | 13.2% | 0.0% | 0.0% |
| Ramp 43 | 0.4% | 21.4% | 0.0% | 0.2% | 11.5% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.8% | 13.2% | 0.0% | 0.0% |
| Ramp 44 | 0.4% | 21.4% | 0.0% | 0.2% | 11.6% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.7% | 13.2% | 0.0% | 0.0% |
| Ramp 45 | 0.4% | 21.3% | 0.0% | 0.2% | 11.5% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.8% | 13.2% | 0.0% | 0.0% |
| Ramp 46 | 0.4% | 21.2% | 0.0% | 0.2% | 11.5% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.8% | 13.3% | 0.0% | 0.0% |
| Ramp 47 | 0.4% | 21.2% | 0.0% | 0.2% | 11.5% | 0.0% | 0.1% | 4.8% | 0.4% | 8.5% | 2.4% | 1.2% | 8.1% | 27.9% | 13.3% | 0.0% | 0.0% |

**On-Airport Vehicle Fleet Mix for Roadway Links**

**No Action/No Project 2015**

| | Light Duty Autos | | | Light Duty Trucks | | | Medium Duty | | Light Heavy Trucks | | | Medium Heavy Trucl | | | HHDT | UB | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Link Name | NCAT | CAT | Diesel | NCAT | CAT | Diesel | NCAT | CAT | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Diesel | ALL |
| T1 (W) | 1.0% | 53.9% | 0.1% | 0.4% | 29.1% | 0.1% | 0.2% | 12.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.5% | 0.0% | 2.1% | 0.0% |
| T2 (W) | 1.0% | 51.5% | 0.1% | 0.4% | 27.8% | 0.1% | 0.3% | 15.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 2.6% | 0.0% |
| T3 (W) | 1.0% | 52.5% | 0.1% | 0.4% | 28.4% | 0.1% | 0.2% | 14.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 2.2% | 0.0% |
| TBIT (S) | 0.9% | 48.6% | 0.1% | 0.4% | 26.2% | 0.1% | 0.3% | 19.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 0.0% | 3.1% | 0.0% |
| T4 (E) | 0.9% | 45.3% | 0.1% | 0.4% | 24.5% | 0.1% | 0.4% | 24.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 3.8% | 0.0% |
| T5 (E) | 0.9% | 48.7% | 0.1% | 0.4% | 26.3% | 0.1% | 0.3% | 18.8% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.7% | 0.0% | 3.1% | 0.0% |
| T6 (E) | 0.9% | 48.7% | 0.1% | 0.4% | 26.3% | 0.1% | 0.3% | 18.8% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.7% | 0.0% | 3.1% | 0.0% |
| T7 (E) | 0.9% | 47.6% | 0.1% | 0.4% | 25.7% | 0.1% | 0.3% | 20.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.4% | 0.8% | 0.0% | 3.4% | 0.0% |
| T8 (E) | 0.9% | 47.6% | 0.1% | 0.4% | 25.7% | 0.1% | 0.3% | 20.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.4% | 0.8% | 0.0% | 3.4% | 0.0% |
| Skyway/N Sepulveda (S/N) | 1.0% | 53.2% | 0.1% | 0.4% | 28.8% | 0.1% | 0.2% | 12.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 2.2% | 0.0% |
| S. Sepulveda (S/N) | 1.2% | 60.6% | 0.1% | 0.5% | 32.7% | 0.1% | 0.1% | 3.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.3% | 0.0% | 0.5% | 0.0% |
| Century (W/E) | 1.1% | 54.8% | 0.1% | 0.4% | 29.6% | 0.1% | 0.2% | 11.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 2.2% | 0.0% |
| West Way (S/N) | 0.9% | 47.7% | 0.1% | 0.4% | 25.8% | 0.1% | 0.3% | 19.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 4.0% | 0.0% |
| East Way (S/N) | 0.9% | 47.7% | 0.1% | 0.4% | 25.8% | 0.1% | 0.3% | 19.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 4.0% | 0.0% |
| Center Way | 1.2% | 63.8% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| CTALoop | 0.6% | 33.5% | 0.1% | 0.3% | 18.1% | 0.1% | 0.7% | 40.4% | 0.0% | 0.0% | 0.0% | 0.1% | 0.4% | 0.8% | 0.0% | 5.1% | 0.0% |
| **Cargo/Ancillary Traffic** | | | | | | | | | | | | | | | | | |
| World Way W./Spine Rd. (W/E) | 0.7% | 34.8% | 0.1% | 0.3% | 18.8% | 0.1% | 0.0% | 2.3% | 0.4% | 8.5% | 2.4% | 0.6% | 3.9% | 13.4% | 13.8% | 0.0% | 0.0% |
| Ramp 33 | 0.9% | 45.0% | 0.1% | 0.4% | 24.3% | 0.1% | 0.0% | 1.5% | 0.2% | 5.5% | 1.5% | 0.4% | 2.5% | 8.7% | 8.9% | 0.0% | 0.0% |
| Ramp 34 | 0.9% | 44.2% | 0.1% | 0.4% | 23.9% | 0.1% | 0.0% | 1.6% | 0.3% | 5.7% | 1.6% | 0.4% | 2.6% | 9.0% | 9.3% | 0.0% | 0.0% |
| Ramp 35 | 0.8% | 41.1% | 0.1% | 0.3% | 22.2% | 0.1% | 0.0% | 1.8% | 0.3% | 6.6% | 1.9% | 0.5% | 3.1% | 10.5% | 10.7% | 0.0% | 0.0% |
| Ramp 36 | 0.7% | 35.4% | 0.1% | 0.3% | 19.1% | 0.1% | 0.0% | 2.3% | 0.4% | 8.3% | 2.3% | 0.6% | 3.8% | 13.1% | 13.5% | 0.0% | 0.0% |
| Ramp 37 | 0.9% | 44.9% | 0.1% | 0.4% | 24.3% | 0.1% | 0.0% | 1.5% | 0.2% | 5.5% | 1.5% | 0.4% | 2.5% | 8.7% | 8.9% | 0.0% | 0.0% |
| Ramp 38 | 0.7% | 34.8% | 0.1% | 0.3% | 18.8% | 0.1% | 0.0% | 2.3% | 0.4% | 8.5% | 2.4% | 0.6% | 3.8% | 13.4% | 13.8% | 0.0% | 0.0% |
| Ramp 39 | 0.7% | 37.9% | 0.1% | 0.3% | 20.5% | 0.1% | 0.0% | 2.1% | 0.3% | 7.6% | 2.1% | 0.5% | 3.5% | 12.0% | 12.3% | 0.0% | 0.0% |
| Ramp 40 | 0.7% | 36.7% | 0.1% | 0.3% | 19.8% | 0.1% | 0.0% | 2.2% | 0.4% | 7.9% | 2.2% | 0.5% | 3.7% | 12.5% | 12.9% | 0.0% | 0.0% |
| Ramp 41 | 1.0% | 53.4% | 0.1% | 0.4% | 28.8% | 0.1% | 0.0% | 0.8% | 0.1% | 3.0% | 0.8% | 0.2% | 1.4% | 4.8% | 4.9% | 0.0% | 0.0% |
| Ramp 42 | 0.9% | 44.7% | 0.1% | 0.4% | 24.1% | 0.1% | 0.0% | 1.5% | 0.2% | 5.6% | 1.6% | 0.4% | 2.6% | 8.8% | 9.1% | 0.0% | 0.0% |
| Ramp 43 | 0.9% | 45.3% | 0.1% | 0.4% | 24.5% | 0.1% | 0.0% | 1.5% | 0.2% | 5.4% | 1.5% | 0.4% | 2.5% | 8.5% | 8.8% | 0.0% | 0.0% |
| Ramp 44 | 0.8% | 43.9% | 0.1% | 0.4% | 23.7% | 0.1% | 0.0% | 1.6% | 0.3% | 5.8% | 1.6% | 0.4% | 2.7% | 9.2% | 9.4% | 0.0% | 0.0% |
| Ramp 45 | 0.9% | 48.0% | 0.1% | 0.4% | 26.0% | 0.1% | 0.0% | 1.3% | 0.2% | 4.6% | 1.3% | 0.3% | 2.1% | 7.2% | 7.4% | 0.0% | 0.0% |
| Ramp 46 | 0.7% | 34.1% | 0.1% | 0.3% | 18.4% | 0.1% | 0.0% | 2.4% | 0.4% | 8.7% | 2.4% | 0.6% | 4.0% | 13.7% | 14.1% | 0.0% | 0.0% |
| Ramp 47 | 1.1% | 55.9% | 0.1% | 0.5% | 30.2% | 0.1% | 0.0% | 0.6% | 0.1% | 2.3% | 0.6% | 0.2% | 1.1% | 3.6% | 3.7% | 0.0% | 0.0% |
| Ramp 48 | 0.9% | 44.1% | 0.1% | 0.4% | 23.8% | 0.1% | 0.0% | 1.8% | 0.3% | 5.8% | 1.6% | 0.4% | 2.7% | 9.1% | 9.3% | 0.0% | 0.0% |
| Ramp 49 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 5.2% | 0.8% | 18.7% | 5.3% | 1.3% | 8.6% | 29.6% | 30.4% | 0.0% | 0.0% |

**On-Airport Vehicle Fleet Mix for Roadway Links**

**Alternative A 2015**

| | Light Duty Autos | | | Light Duty Trucks | | | Medium Duty | | Light Heavy Trucks | | | Medium Heavy Trucks | | | HHDT | UB | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Link Name | NCAT | CAT | Diesel | NCAT | CAT | Diesel | NCAT | CAT | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Diesel | ALL |
| T1 (W) | 1.0% | 52.7% | 0.1% | 0.4% | 28.5% | 0.1% | 0.2% | 14.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.3% | 0.0% | 1.8% | 0.0% |
| T2 (W) | 1.0% | 49.7% | 0.1% | 0.4% | 26.8% | 0.1% | 0.3% | 17.4% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.0% | 0.0% | 2.7% | 0.0% |
| T3 (W) | 1.0% | 50.5% | 0.1% | 0.4% | 27.4% | 0.1% | 0.3% | 16.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.6% | 1.2% | 0.0% | 2.0% | 0.0% |
| TBIT (S) | 0.9% | 44.7% | 0.1% | 0.4% | 24.1% | 0.1% | 0.4% | 23.8% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.0% | 0.0% | 4.0% | 0.0% |
| T4 (E) | 0.9% | 44.7% | 0.1% | 0.4% | 24.1% | 0.1% | 0.4% | 23.8% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.0% | 0.0% | 4.0% | 0.0% |
| T5 (E) | 0.9% | 45.7% | 0.1% | 0.4% | 24.7% | 0.1% | 0.4% | 22.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.0% | 0.0% | 4.0% | 0.0% |
| T6 (E) | 0.9% | 45.7% | 0.1% | 0.4% | 24.7% | 0.1% | 0.4% | 22.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.0% | 0.0% | 4.0% | 0.0% |
| T7 (E) | 0.8% | 41.6% | 0.1% | 0.3% | 22.5% | 0.1% | 0.5% | 29.5% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.1% | 0.0% | 3.0% | 0.0% |
| T8 (E) | 0.8% | 41.6% | 0.1% | 0.3% | 22.5% | 0.1% | 0.5% | 29.5% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.1% | 0.0% | 3.0% | 0.0% |
| Skyway/N Sepulveda (S/N) | 1.1% | 58.3% | 0.1% | 0.5% | 31.5% | 0.1% | 0.1% | 7.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% |
| S. Sepulveda (S/N) | 1.1% | 58.7% | 0.1% | 0.5% | 31.7% | 0.1% | 0.1% | 7.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.6% | 0.0% |
| Century (W/E) | 1.1% | 56.3% | 0.1% | 0.5% | 30.4% | 0.1% | 0.2% | 9.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 1.5% | 0.0% |
| West Way (S/N) | 0.9% | 47.7% | 0.1% | 0.4% | 25.8% | 0.1% | 0.3% | 19.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 4.0% | 0.0% |
| East Way (S/N) | 0.9% | 47.7% | 0.1% | 0.4% | 25.8% | 0.1% | 0.3% | 19.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 4.0% | 0.0% |
| Center Way | 1.2% | 62.8% | 0.1% | 0.5% | 33.9% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.3% | 0.0% |
| CTALoop | 0.4% | 21.0% | 0.0% | 0.2% | 11.4% | 0.0% | 1.0% | 62.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.3% | 0.0% | 2.7% | 0.0% |
| N. Entrance (N/S) | 1.1% | 56.0% | 0.1% | 0.5% | 30.2% | 0.1% | 0.2% | 9.2% | 0.0% | 0.0% | 0.0% | 0.1% | 0.4% | 0.8% | 0.0% | 1.5% | 0.0% |
| Bypass Rd. (N/S) | 1.0% | 53.9% | 0.1% | 0.4% | 29.1% | 0.1% | 0.2% | 12.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 2.7% | 0.0% |
| Curbside N. (N/S) | 0.9% | 47.5% | 0.1% | 0.4% | 25.7% | 0.1% | 0.3% | 21.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 3.4% | 0.0% |
| Curbside N.C. (N/S) | 0.9% | 47.5% | 0.1% | 0.4% | 25.7% | 0.1% | 0.3% | 21.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 3.4% | 0.0% |
| Curbside C. (N/S) | 0.9% | 47.5% | 0.1% | 0.4% | 25.7% | 0.1% | 0.3% | 21.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 3.4% | 0.0% |
| Curbside S.C. (N/S) | 0.9% | 47.5% | 0.1% | 0.4% | 25.7% | 0.1% | 0.3% | 21.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 3.4% | 0.0% |
| Curbside S. (N/S) | 0.9% | 47.5% | 0.1% | 0.4% | 25.7% | 0.1% | 0.3% | 21.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 3.4% | 0.0% |
| RAC (N/S) | 0.8% | 43.6% | 0.1% | 0.4% | 23.6% | 0.1% | 0.5% | 28.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.2% | 0.0% |
| Remote N. (N/S) | 1.1% | 55.4% | 0.1% | 0.4% | 29.9% | 0.1% | 0.2% | 10.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 0.0% |
| Remote S. (N/S) | 0.8% | 43.6% | 0.1% | 0.4% | 23.6% | 0.1% | 0.4% | 25.2% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.0% | 0.0% | 4.3% | 0.0% |
| World Way W./Spine Rd. (W/E) | 0.4% | 18.4% | 0.0% | 0.1% | 10.0% | 0.0% | 1.2% | 69.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| **Cargo/Ancillary Traffic** | | | | | | | | | | | | | | | | | |
| Ramp 33 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 34 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 35 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 36 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 37 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 41 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 42 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 43 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 44 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 45 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 46 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |

**On-Airport Vehicle Fleet Mix for Roadway Links**

**Alternative B 2015**

| | Light Duty Autos | | | Light Duty Trucks | | | Medium Duty | | Light Heavy Trucks | | | Medium Heavy Truck | | | HHDT | UB | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Link Name | NCAT | CAT | Diesel | NCAT | CAT | Diesel | NCAT | CAT | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Diesel | ALL |
| T1 (W) | 1.0% | 52.6% | 0.1% | 0.4% | 28.4% | 0.1% | 0.2% | 13.2% | 0.0% | 0.0% | 0.0% | 0.1% | 0.4% | 0.8% | 0.0% | 2.7% | 0.0% |
| T2 (W) | 0.9% | 48.0% | 0.1% | 0.4% | 25.9% | 0.1% | 0.3% | 18.6% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.1% | 0.0% | 4.0% | 0.0% |
| T3 (W) | 0.9% | 48.1% | 0.1% | 0.4% | 26.0% | 0.1% | 0.3% | 18.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.6% | 1.2% | 0.0% | 3.9% | 0.0% |
| TBIT (S) | 0.9% | 48.4% | 0.1% | 0.4% | 26.1% | 0.1% | 0.3% | 20.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.6% | 0.0% |
| T4 (E) | 0.9% | 48.4% | 0.1% | 0.4% | 26.1% | 0.1% | 0.3% | 20.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.6% | 0.0% |
| T5 (E) | 0.9% | 47.5% | 0.1% | 0.4% | 25.7% | 0.1% | 0.3% | 19.4% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.1% | 0.0% | 3.8% | 0.0% |
| T6 (E) | 0.9% | 47.5% | 0.1% | 0.4% | 25.7% | 0.1% | 0.3% | 19.4% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.1% | 0.0% | 3.8% | 0.0% |
| T7 (E) | 0.9% | 48.1% | 0.1% | 0.4% | 26.0% | 0.1% | 0.3% | 18.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.1% | 0.0% | 3.7% | 0.0% |
| T8 (E) | 0.9% | 48.1% | 0.1% | 0.4% | 26.0% | 0.1% | 0.3% | 18.7% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.1% | 0.0% | 3.7% | 0.0% |
| Skyway/N Sepulveda (S/N) | 1.1% | 57.4% | 0.1% | 0.5% | 31.0% | 0.1% | 0.1% | 6.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.6% | 1.2% | 0.0% | 1.0% | 0.0% |
| S. Sepulveda (S/N) | 1.2% | 60.9% | 0.1% | 0.5% | 32.9% | 0.1% | 0.0% | 2.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 0.0% | 0.9% | 0.0% |
| Century (W/E) | 1.0% | 53.0% | 0.1% | 0.4% | 28.6% | 0.1% | 0.2% | 14.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.5% | 0.0% | 1.4% | 0.0% |
| West Way (S/N) | 0.9% | 47.7% | 0.1% | 0.4% | 25.8% | 0.1% | 0.3% | 19.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 4.0% | 0.0% |
| East Way (S/N) | 0.9% | 47.7% | 0.1% | 0.4% | 25.8% | 0.1% | 0.3% | 19.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 4.0% | 0.0% |
| Center Way | 1.2% | 63.8% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| CTALoop | 0.4% | 22.0% | 0.0% | 0.2% | 11.9% | 0.0% | 1.0% | 60.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 0.0% | 3.0% | 0.0% |
| N. Entrance (N/S) | 1.1% | 57.6% | 0.1% | 0.5% | 31.1% | 0.1% | 0.1% | 8.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | 0.0% |
| Bypass Rd. (N/S) | 1.1% | 57.1% | 0.1% | 0.5% | 30.9% | 0.1% | 0.1% | 8.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.7% | 0.0% |
| Curbside N. (N/S) | 1.0% | 49.9% | 0.1% | 0.4% | 27.0% | 0.1% | 0.3% | 17.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 3.5% | 0.0% |
| Curbside N.C. (N/S) | 1.0% | 49.9% | 0.1% | 0.4% | 27.0% | 0.1% | 0.3% | 17.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 3.5% | 0.0% |
| Curbside C. (N/S) | 1.0% | 49.9% | 0.1% | 0.4% | 27.0% | 0.1% | 0.3% | 17.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 3.5% | 0.0% |
| Curbside S.C. (N/S) | 1.0% | 49.9% | 0.1% | 0.4% | 27.0% | 0.1% | 0.3% | 17.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 3.5% | 0.0% |
| Curbside S. (N/S) | 1.0% | 49.9% | 0.1% | 0.4% | 27.0% | 0.1% | 0.3% | 17.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 3.5% | 0.0% |
| RAC (N/S) | 1.1% | 57.5% | 0.1% | 0.5% | 31.0% | 0.1% | 0.1% | 7.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.9% | 0.0% |
| Remote N. (N/S) | 1.1% | 58.2% | 0.1% | 0.5% | 31.4% | 0.1% | 0.1% | 6.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | 0.0% |
| Remote S. (N/S) | 1.1% | 57.3% | 0.1% | 0.5% | 30.9% | 0.1% | 0.1% | 8.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.7% | 0.0% |
| World Way W./Spine Rd. (W/E) | 0.4% | 18.2% | 0.0% | 0.1% | 9.8% | 0.0% | 0.9% | 53.3% | 0.0% | 0.0% | 0.0% | 0.2% | 1.3% | 2.7% | 0.0% | 13.1% | 0.0% |
| **Cargo/Ancillary Traffic** | | | | | | | | | | | | | | | | | |
| Ramp 33 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 34 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 35 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 36 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 37 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 38 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 41 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 42 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 43 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 44 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 45 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 46 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 47 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |

**On-Airport Vehicle Fleet Mix for Roadway Links**

**Alternative C 2015**

| | Light Duty Autos | | | Light Duty Trucks | | | Medium Duty | | Light Heavy Trucks | | | Medium Heavy Truck | | | HHDT | UB | MCY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Link Name | NCAT | CAT | Diesel | NCAT | CAT | Diesel | NCAT | CAT | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Diesel | ALL |
| T1 (W) | 1.1% | 55.5% | 0.1% | 0.5% | 30.0% | 0.1% | 0.2% | 10.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 1.1% | 0.0% |
| T2 (W) | 1.0% | 52.8% | 0.1% | 0.4% | 28.5% | 0.1% | 0.2% | 14.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.4% | 0.8% | 0.0% | 1.4% | 0.0% |
| T3 (W) | 1.0% | 53.8% | 0.1% | 0.4% | 29.1% | 0.1% | 0.2% | 13.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.4% | 0.9% | 0.0% | 0.9% | 0.0% |
| TBIT (S) | 1.0% | 50.5% | 0.1% | 0.4% | 27.3% | 0.1% | 0.3% | 19.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 0.0% |
| T4 (E) | 1.0% | 50.5% | 0.1% | 0.4% | 27.3% | 0.1% | 0.3% | 19.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 0.0% |
| T5 (E) | 0.9% | 47.5% | 0.1% | 0.4% | 25.7% | 0.1% | 0.3% | 20.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.6% | 1.2% | 0.0% | 2.2% | 0.0% |
| T6 (E) | 0.9% | 47.5% | 0.1% | 0.4% | 25.7% | 0.1% | 0.3% | 20.9% | 0.0% | 0.0% | 0.0% | 0.1% | 0.6% | 1.2% | 0.0% | 2.2% | 0.0% |
| T7 (E) | 0.9% | 47.1% | 0.1% | 0.4% | 25.5% | 0.1% | 0.4% | 21.4% | 0.0% | 0.0% | 0.0% | 0.1% | 0.6% | 1.2% | 0.0% | 2.3% | 0.0% |
| T8 (E) | 0.9% | 47.1% | 0.1% | 0.4% | 25.5% | 0.1% | 0.4% | 21.4% | 0.0% | 0.0% | 0.0% | 0.1% | 0.6% | 1.2% | 0.0% | 2.3% | 0.0% |
| Skyway/N Sepulveda (S/N) | 1.1% | 57.7% | 0.1% | 0.5% | 31.2% | 0.1% | 0.1% | 6.4% | 0.0% | 0.0% | 0.0% | 0.1% | 0.5% | 1.1% | 0.0% | 1.0% | 0.0% |
| S. Sepulveda (S/N) | 1.2% | 61.1% | 0.1% | 0.5% | 33.0% | 0.1% | 0.0% | 2.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 0.0% | 0.8% | 0.0% |
| Century (W/E) | 1.0% | 53.0% | 0.1% | 0.4% | 28.6% | 0.1% | 0.2% | 14.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 0.0% | 1.3% | 0.0% |
| West Way (S/N) | 0.9% | 47.7% | 0.1% | 0.4% | 25.8% | 0.1% | 0.3% | 19.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 4.0% | 0.0% |
| East Way (S/N) | 0.9% | 47.7% | 0.1% | 0.4% | 25.8% | 0.1% | 0.3% | 19.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 4.0% | 0.0% |
| Center Way | 1.2% | 63.8% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| CTALoop | 0.5% | 25.9% | 0.1% | 0.2% | 14.0% | 0.0% | 0.9% | 53.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.5% | 0.0% | 3.9% | 0.0% |
| N. Entrance (N/S) | 1.1% | 57.3% | 0.1% | 0.5% | 31.0% | 0.1% | 0.1% | 8.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 1.3% | 0.0% |
| Bypass Rd. (N/S) | 1.1% | 57.7% | 0.1% | 0.5% | 31.2% | 0.1% | 0.1% | 7.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 1.5% | 0.0% |
| Connector N (W/E) | 1.1% | 56.3% | 0.1% | 0.5% | 30.4% | 0.1% | 0.2% | 9.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 1.6% | 0.0% |
| Terminal W (N) | 1.1% | 55.6% | 0.1% | 0.5% | 30.1% | 0.1% | 0.2% | 10.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.5% | 0.0% |
| Terminal E. (S) | 1.0% | 53.3% | 0.1% | 0.4% | 28.8% | 0.1% | 0.2% | 13.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 2.2% | 0.0% |
| Curbside Idle W (N) | 1.1% | 55.6% | 0.1% | 0.5% | 30.1% | 0.1% | 0.2% | 10.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.5% | 0.0% |
| Curbside Idle N (S) | 0.9% | 46.5% | 0.1% | 0.4% | 25.1% | 0.1% | 0.4% | 22.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 3.8% | 0.0% |
| RAC (S) | 1.1% | 58.0% | 0.1% | 0.5% | 31.3% | 0.1% | 0.1% | 8.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Remote N. (N/S) | 1.1% | 59.4% | 0.1% | 0.5% | 32.1% | 0.1% | 0.1% | 5.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% |
| Remote S. (W/E) | 1.2% | 60.2% | 0.1% | 0.5% | 32.5% | 0.1% | 0.1% | 4.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% |
| World Way W./Spine Rd. (W/E) | 0.2% | 10.6% | 0.0% | 0.1% | 5.7% | 0.0% | 1.0% | 62.7% | 0.0% | 0.0% | 0.0% | 0.2% | 1.5% | 3.2% | 0.0% | 14.7% | 0.0% |
| **Cargo/Ancillary Traffic** | | | | | | | | | | | | | | | | | |
| Ramp 33 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 34 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 35 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 36 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 37 | 0.8% | 40.8% | 0.1% | 0.3% | 22.0% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 38 | 0.8% | 40.8% | 0.1% | 0.3% | 22.1% | 0.1% | 0.0% | 2.6% | 0.2% | 4.6% | 1.3% | 0.6% | 4.4% | 15.0% | 7.1% | 0.0% | 0.0% |
| Ramp 41 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 42 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 43 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 44 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 46 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |
| Ramp 47 | 0.4% | 22.3% | 0.1% | 0.2% | 12.1% | 0.0% | 0.1% | 4.7% | 0.4% | 8.3% | 2.3% | 1.2% | 7.9% | 27.1% | 12.9% | 0.0% | 0.0% |

NCAT: Non Catalytic CAT: Catalytic HH: Heavy Heavy

Source: Camp Dresser & McKee Inc., 2000

# Attachment O
# Assumptions for On-Airport Roadway Links

**Assumptions for On-Airport Roadway Links**

**No Action/No Project 2005**

| | | | Idle | | Variable Start Soak | | |
|---|---|---|---|---|---|---|---|
| **Roadway Link Name** | Avg. Trip distance miles | Travel Speed mph | Private min | Commercial min | Private min | Commercial min | Vehicles Per Year |
| T1 (W) | 0.326 | 5 | 1.5 | 2.0 | 10 | 10 | 37,471,580 |
| T2 (W) | 0.239 | 5 | 1.5 | 2.0 | 10 | 10 | 34,326,763 |
| T3 (W) | 0.134 | 5 | 1.5 | 2.0 | 10 | 10 | 27,750,101 |
| TBIT (S) | 0.145 | 5 | 3.4 | 3.0 | 10 | 10 | 26,379,290 |
| T4 (E) | 0.133 | 10 | 1.0 | 2.3 | 10 | 10 | 19,577,910 |
| T5 (E) | 0.111 | 10 | 1.0 | 2.3 | 10 | 10 | 20,573,324 |
| T6 (E) | 0.129 | 10 | 1.0 | 2.3 | 10 | 10 | 20,573,324 |
| T7 (E) | 0.191 | 5 | 1.0 | 2.3 | 10 | 10 | 22,692,670 |
| T8 (E) | 0.137 | 5 | 1.0 | 2.3 | 10 | 10 | 22,692,670 |
| Skyway/N Sepulveda (S/N) | 0.145 | 5 | 1.0 | 1.0 | -- | -- | 18,822,766 |
| S. Sepulveda (S/N) | 0.301 | 5 | 0.0 | 0.0 | -- | -- | 20,491,803 |
| Century (W/E) | 0.118 | 30 | 0.0 | 0.0 | -- | -- | 21,294,142 |
| West Way (S/N) | 0.152 | 10 | 1.2 | 1.2 | -- | -- | 12,987,581 |
| East Way (S/N) | 0.155 | 15 | 1.2 | 1.2 | -- | -- | 10,606,310 |
| Center Way (E) | 0.683 | 5 | 2.5 | 2.5 | -- | -- | 9,846,878 |
| CTA Loop | 0.469 | 10 | 1.5 | 1.5 | -- | -- | 7,196,474 |
| **Cargo/Ancillary Traffic** | | | | | | | |
| World Way W./Spine Rd. (W/E) | 1.219 | 25 | 2.5 | 7 | 360 | 120 | 3,547,125 |
| Ramp 33 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 428,028 |
| Ramp 34 | 0.170 | 15 | 0.5 | 5 | 360 | 120 | 905,767 |
| Ramp 35 | 0.682 | 15 | 0.5 | 5 | 360 | 120 | 91,724 |
| Ramp 36 | 0.625 | 15 | 0.5 | 5 | 360 | 120 | 85,962 |
| Ramp 37 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 1,736,828 |
| Ramp 38 | 0.341 | 15 | 0.5 | 5 | 360 | 120 | 1,314,267 |
| Ramp 39 | 0.199 | 15 | 0.5 | 5 | 360 | 120 | 1,595,853 |
| Ramp 40 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 1,001,519 |
| Ramp 41 | 0.313 | 15 | 0.5 | 5 | 360 | 120 | 236,666 |
| Ramp 42 | 0.256 | 15 | 0.5 | 5 | 360 | 120 | 2,208,104 |
| Ramp 43 | 0.455 | 15 | 0.5 | 5 | 360 | 120 | 2,777,414 |
| Ramp 44 | 0.284 | 15 | 0.5 | 5 | 360 | 120 | 376,430 |
| Ramp 45 | 0.170 | 15 | 0.5 | 5 | 360 | 120 | 2,161,095 |
| Ramp 46 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 134,144 |
| Ramp 47 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 1,665,357 |
| Ramp 48 | 0.170 | 15 | 0.5 | 5 | 360 | 120 | 1,165,266 |
| Ramp 49 | 0.284 | 15 | 0.5 | 5 | 360 | 120 | 24,881 |

**Assumptions for On-Airport Roadway Links**

**Alternative A 2005**

| | | | Idle | | Variable Start Soak | | |
|---|---|---|---|---|---|---|---|
| **Roadway Link Name** | Avg. Trip distance miles | Travel Speed mph | Private min | Commercial min | Private min | Commercial min | Vehicles Per Year |
| T1 (W) | 0.326 | 10 | 1.1 | 1.2 | 10 | 10 | 25,939,050 |
| T2 (W) | 0.239 | 10 | 1.1 | 1.2 | 10 | 10 | 22,156,097 |
| T3 (W) | 0.134 | 10 | 1.1 | 1.2 | 10 | 10 | 14,976,464 |
| TBIT (S) | 0.145 | 15 | 1.2 | 1.8 | 10 | 10 | 14,103,631 |
| T4 (E) | 0.133 | 15 | 0.7 | 1.4 | 10 | 10 | 14,062,204 |
| T5 (E) | 0.111 | 15 | 0.7 | 1.4 | 10 | 10 | 16,713,764 |
| T6 (E) | 0.129 | 15 | 0.7 | 1.4 | 10 | 10 | 16,713,764 |
| T7 (E) | 0.191 | 10 | 0.7 | 1.4 | 10 | 10 | 17,049,997 |
| T8 (E) | 0.137 | 10 | 0.7 | 1.4 | 10 | 10 | 17,049,997 |
| Skyway/N Sepulveda (S/N) | 0.145 | 10 | 0.0 | 0.0 | -- | -- | 10,904,167 |
| S. Sepulveda (S/N) | 0.301 | 10 | 0.0 | 0.0 | -- | -- | 18,058,696 |
| Century (W/E) | 0.118 | 35 | 0.0 | 0.0 | -- | -- | 15,292,221 |
| West Way (S/N) | 0.152 | 10 | 0.5 | 0.5 | -- | -- | 10,478,555 |
| East Way (S/N) | 0.155 | 10 | 0.5 | 0.5 | -- | -- | 6,865,076 |
| Center Way | 0.683 | 5 | 2.5 | 2.5 | -- | -- | 6,635,283 |
| CTA Loop | 0.469 | 20 | 1.5 | 1.5 | -- | -- | 3,585,618 |
| N. Entrance (N/S) | 0.564 | 35 | 0.0 | 0.0 | -- | -- | 8,868,256 |
| Bypass Rd. (N/S) | 0.418 | 30 | 0.0 | 0.0 | -- | -- | 8,492,180 |
| Curbside N. (N/S) | 0.148 | 20 | 0.8 | 0.3 | 10 | 10 | 11,707,156 |
| Curbside N.C. (N/S) | 0.113 | 20 | 0.8 | 0.3 | 10 | 10 | 11,707,156 |
| Curbside C. (N/S) | 0.154 | 20 | 0.8 | 0.3 | 10 | 10 | 11,707,156 |
| Curbside S.C. (N/S) | 0.072 | 20 | 0.8 | 0.3 | 10 | 10 | 11,707,156 |
| Curbside S. (N/S) | 0.126 | 20 | 0.8 | 0.3 | 10 | 10 | 11,707,156 |
| RAC (N/S) | 0.685 | 40 | 0.0 | 0.0 | -- | -- | 4,127,935 |
| Remote N. (N/S) | 0.437 | 35 | 0.0 | 0.0 | -- | -- | 4,356,635 |
| Remote S. (N/S) | 0.389 | 40 | 0.0 | 0.0 | -- | -- | 4,483,270 |
| World Way W./Spine Rd. (W/E) | -- | -- | -- | -- | -- | -- | - |
| **Cargo/Ancillary Traffic** | | | | | | | |
| Ramp 33 | 0.398 | 15 | 0.5 | 5 | 360 | 120 | 3,390,730 |
| Ramp 34 | -- | -- | -- | -- | -- | -- | - |
| Ramp 35 | 0.454 | 15 | 0.5 | 5 | 360 | 120 | 2,519,002 |
| Ramp 36 | 0.398 | 15 | 0.5 | 5 | 360 | 120 | 1,256,484 |
| Ramp 37 | 0.454 | 15 | 0.5 | 5 | 360 | 120 | 2,687,828 |
| Ramp 38 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 824,979 |
| Ramp 39 | -- | -- | -- | -- | -- | -- | - |
| Ramp 40 | -- | -- | -- | -- | -- | -- | - |
| Ramp 41 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 1,476,005 |
| Ramp 42 | -- | -- | -- | -- | -- | -- | - |
| Ramp 43 | 0.171 | 15 | 0.5 | 5 | 360 | 120 | 406,540 |
| Ramp 44 | 0.227 | 15 | 0.5 | 5 | 360 | 120 | 985,807 |
| Ramp 45 | 0.739 | 15 | 0.5 | 5 | 360 | 120 | 116,850 |
| Ramp 46 | -- | -- | -- | -- | -- | -- | - |
| Ramp 47 | -- | -- | -- | -- | -- | -- | - |
| Ramp 48 | -- | -- | -- | -- | -- | -- | - |
| Ramp 49 | -- | -- | -- | -- | -- | -- | - |

**Assumptions for On-Airport Roadway Links**

**Alternative B 2005**

| | | | Idle | | Variable Start Soak | | |
|---|---|---|---|---|---|---|---|
| **Roadway Link Name** | Avg. Trip distance miles | Travel Speed mph | Private min | Commercial min | Private min | Commercial min | Vehicles Per Year |
| T1 (W) | 0.326 | 10 | 1.0 | 1.2 | 10 | 10 | 24,817,460 |
| T2 (W) | 0.239 | 10 | 1.0 | 1.2 | 10 | 10 | 22,056,784 |
| T3 (W) | 0.134 | 10 | 1.0 | 1.2 | 10 | 10 | 15,521,137 |
| TBIT (S) | 0.145 | 15 | 1.6 | 1.6 | 10 | 10 | 13,256,975 |
| T4 (E) | 0.133 | 15 | 0.7 | 1.4 | 10 | 10 | 13,676,143 |
| T5 (E) | 0.111 | 15 | 0.7 | 1.4 | 10 | 10 | 16,803,206 |
| T6 (E) | 0.129 | 15 | 0.7 | 1.4 | 10 | 10 | 16,803,206 |
| T7 (E) | 0.191 | 10 | 0.7 | 1.4 | 10 | 10 | 16,536,623 |
| T8 (E) | 0.137 | 10 | 0.7 | 1.4 | 10 | 10 | 16,536,623 |
| Skyway/N Sepulveda (S/N) | 0.146 | 10 | 0.0 | 0.0 | -- | -- | 10,375,588 |
| S. Sepulveda (S/N) | 0.301 | 10 | 0.0 | 0.0 | -- | -- | 20,624,232 |
| Century (W/E) | 0.118 | 35 | 0.0 | 0.0 | -- | -- | 12,914,476 |
| West Way (S/N) | 0.152 | 15 | 0.5 | 0.5 | -- | -- | 9,859,348 |
| East Way (S/N) | 0.155 | 15 | 0.5 | 0.5 | -- | -- | 7,108,886 |
| Center Way | 0.683 | 5 | 2.5 | 2.5 | -- | -- | 6,986,173 |
| CTA Loop | 0.469 | 20 | 1.5 | 1.5 | -- | -- | 3,318,902 |
| N. Entrance (N/S) | 0.564 | 35 | 0.0 | 0.0 | -- | -- | 9,462,016 |
| Bypass Rd. (N/S) | 0.418 | 30 | 0.0 | 0.0 | -- | -- | 7,657,482 |
| Curbside N. (N/S) | 0.148 | 25 | 0.8 | 0.3 | 10 | 10 | 7,829,073 |
| Curbside N.C. (N/S) | 0.113 | 25 | 0.8 | 0.3 | 10 | 10 | 7,829,073 |
| Curbside C. (N/S) | 0.154 | 25 | 0.8 | 0.3 | 10 | 10 | 7,829,073 |
| Curbside S.C. (N/S) | 0.072 | 25 | 0.8 | 0.3 | 10 | 10 | 7,829,073 |
| Curbside S. (N/S) | 0.128 | 25 | 0.8 | 0.3 | 10 | 10 | 7,829,073 |
| RAC (N/S) | 0.685 | 35 | 0.0 | 0.0 | -- | -- | 5,015,736 |
| Remote N. (N/S) | 0.437 | 30 | 0.0 | 0.0 | -- | -- | 4,634,842 |
| Remote S. (N/S) | 0.389 | 35 | 0.0 | 0.0 | -- | -- | 7,470,807 |
| World Way W./Spine Rd. (W/E) | -- | -- | -- | -- | -- | -- | -- |
| **Cargo/Ancillary Traffic** | | | | | | | |
| Ramp 33 | 0.227 | 15 | 0.5 | 5 | 360 | 120 | 1,606,806 |
| Ramp 34 | 0.454 | 15 | 0.5 | 5 | 360 | 120 | 2,755,240 |
| Ramp 35 | 0.454 | 15 | 0.5 | 5 | 360 | 120 | 1,067,059 |
| Ramp 36 | 0.454 | 15 | 0.5 | 5 | 360 | 120 | 1,244,125 |
| Ramp 37 | 0.171 | 15 | 0.5 | 5 | 360 | 120 | 944,544 |
| Ramp 38 | 0.398 | 15 | 0.5 | 5 | 360 | 120 | 878,502 |
| Ramp 39 | 0.199 | 15 | 0.5 | 5 | 360 | 120 | 1,979,092 |
| Ramp 40 | -- | -- | -- | -- | -- | -- | -- |
| Ramp 41 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 787,333 |
| Ramp 42 | 0.171 | 15 | 0.5 | 5 | 360 | 120 | 263,505 |
| Ramp 43 | 0.227 | 15 | 0.5 | 5 | 360 | 120 | 221,529 |
| Ramp 44 | 0.454 | 15 | 0.5 | 5 | 360 | 120 | 469,107 |
| Ramp 45 | 0.114 | 10 | 0.5 | 5 | 360 | 120 | 45,912 |
| Ramp 46 | 0.171 | 15 | 0.5 | 5 | 360 | 120 | 557,941 |
| Ramp 47 | 0.199 | 15 | 0.5 | 5 | 360 | 120 | 378,331 |
| Ramp 48 | 0.199 | 15 | 0.5 | 5 | 360 | 120 | 263,533 |
| Ramp 49 | -- | -- | -- | -- | -- | -- | -- |

**Assumptions for On-Airport Roadway Links**

**Alternative C 2005**

| | | | Idle | | Variable Start Soak | | |
|---|---|---|---|---|---|---|---|
| **Roadway Link Name** | Avg. Trip distance miles | Travel Speed mph | Private min | Commercial min | Private min | Commercial min | Vehicles Per Year |
| T1 (W) | 0.326 | 15 | 1.0 | 1.2 | 10 | 10 | 24,608,038 |
| T2 (W) | 0.239 | 15 | 1.0 | 1.2 | 10 | 10 | 19,018,401 |
| T3 (W) | 0.134 | 15 | 1.0 | 1.2 | 10 | 10 | 15,107,359 |
| TBIT (S) | 0.145 | 15 | 1.6 | 1.8 | 10 | 10 | 14,568,058 |
| T4 (E) | 0.133 | 20 | 1.0 | 1.6 | 10 | 10 | 14,803,708 |
| T5 (E) | 0.111 | 20 | 1.0 | 1.6 | 10 | 10 | 14,149,520 |
| T6 (E) | 0.129 | 20 | 1.0 | 1.6 | 10 | 10 | 14,149,520 |
| T7 (E) | 0.191 | 10 | 1.0 | 1.6 | 10 | 10 | 17,212,506 |
| T8 (E) | 0.137 | 10 | 1.0 | 1.6 | 10 | 10 | 17,212,506 |
| Skyway/N Sepulveda (S/N) | 0.145 | 10 | 0.0 | 0.0 | -- | -- | 9,968,783 |
| S. Sepulveda (S/N) | 0.301 | 10 | 0.0 | 0.0 | -- | -- | 17,524,437 |
| Century (W/E) | 0.118 | 35 | 0.0 | 0.0 | -- | -- | 12,091,645 |
| West Way (S/N) | 0.152 | 20 | 0.5 | 0.5 | -- | -- | 5,172,650 |
| East Way (S/N) | 0.155 | 15 | 0.5 | 0.5 | -- | -- | 7,031,436 |
| Center Way | 0.683 | 5 | 2.5 | 2.5 | -- | -- | 7,066,095 |
| CTA Loop | 0.469 | 10 | 1.5 | 1.5 | -- | -- | 6,786,808 |
| N. Entrance (N/S) | 0.492 | 40 | 0.0 | 0.0 | -- | -- | 6,563,102 |
| NBypass (N/S) | 0.327 | 30 | 0.0 | 0.0 | -- | -- | 9,183,842 |
| NLoop (W/E) | 0.334 | 30 | 0.0 | 0.0 | -- | -- | 7,286,062 |
| SBypass (N/S) | 0.302 | 30 | 0.0 | 0.0 | -- | -- | 14,148,254 |
| Terminal E. (N/S) | 0.474 | 25 | 0.0 | 0.0 | -- | -- | 7,420,930 |
| SLoop (W) | 0.197 | 30 | 0.0 | 0.0 | -- | -- | 4,502,009 |
| Curbside Idle E (N/S) | 0.342 | -- | 3.8 | 1.2 | 10 | 10 | 7,286,062 |
| RAC (N/S) | 0.560 | 25 | 0.0 | 0.0 | -- | -- | 4,310,947 |
| Remote N. (N/S) | 0.421 | 30 | 0.0 | 0.0 | -- | -- | 9,648,245 |
| Remote S. (N/S) | 0.324 | 35 | 0.0 | 0.0 | -- | -- | 8,499,870 |
| World Way W./Spine Rd. (W/E) | -- | -- | -- | -- | -- | -- | -- |
| **Cargo/Ancillary Traffic** | | | | | | | |
| Ramp 33 | 0.398 | 15 | 0.5 | 5 | 360 | 120 | 3,793,747 |
| Ramp 34 | -- | -- | -- | -- | 360 | 120 | -- |
| Ramp 35 | 0.369 | 15 | 0.5 | 5 | 360 | 120 | 1,221,641 |
| Ramp 36 | 0.256 | 15 | 0.5 | 5 | 360 | 120 | 1,321,149 |
| Ramp 37 | 0.171 | 15 | 0.5 | 5 | 360 | 120 | 1,078,852 |
| Ramp 38 | 0.398 | 15 | 0.5 | 5 | 360 | 120 | 1,005,109 |
| Ramp 39 | 0.511 | 15 | 0.5 | 5 | 360 | 120 | 2,057,326 |
| Ramp 40 | -- | -- | -- | -- | 360 | 120 | -- |
| Ramp 41 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 599,267 |
| Ramp 42 | 0.114 | 15 | 0.5 | 5 | 360 | 120 | 79,288 |
| Ramp 43 | 0.227 | 15 | 0.5 | 5 | 360 | 120 | 136,293 |
| Ramp 44 | 0.454 | 15 | 0.5 | 5 | 360 | 120 | 288,594 |
| Ramp 45 | 0.114 | 15 | 0.5 | 5 | 360 | 120 | 34,051 |
| Ramp 46 | 3.125 | 15 | 0.5 | 5 | 360 | 120 | 1,620,922 |
| Ramp 47 | 0.199 | 15 | 0.5 | 5 | 360 | 120 | 228,688 |
| Ramp 48 | -- | -- | -- | -- | 360 | 120 | -- |
| Ramp 49 | -- | -- | -- | -- | 360 | 120 | -- |

**Assumptions for On-Airport Roadway Links**

**No Action/No Project 2015**

| | | | Idle | | Variable Start Soak | | |
|---|---|---|---|---|---|---|---|
| **Roadway Link Name** | Avg. Trip distance miles | Travel Speed mph | Private min | Commercial min | Private min | Commercial min | Vehicles Per Year |
| T1 (W) | 0.326 | 5 | 1.5 | 2.0 | 10 | 10 | 37,363,425 |
| T2 (W) | 0.239 | 5 | 1.5 | 2.0 | 10 | 10 | 32,192,780 |
| T3 (W) | 0.134 | 5 | 1.5 | 2.0 | 10 | 10 | 25,849,066 |
| TBIT (S) | 0.145 | 5 | 3.4 | 3.0 | 10 | 10 | 24,970,406 |
| T4 (E) | 0.133 | 10 | 1.0 | 2.3 | 10 | 10 | 20,998,092 |
| T5 (E) | 0.111 | 5 | 1.0 | 2.3 | 10 | 10 | 26,275,503 |
| T6 (E) | 0.129 | 5 | 1.0 | 2.3 | 10 | 10 | 26,275,503 |
| T7 (E) | 0.191 | 5 | 1.0 | 2.3 | 10 | 10 | 25,962,291 |
| T8 (E) | 0.137 | 5 | 1.0 | 2.3 | 10 | 10 | 25,962,291 |
| Skyway/N Sepulveda (S/N) | 0.145 | 5 | 1.0 | 1.0 | -- | -- | 13,279,788 |
| S. Sepulveda (S/N) | 0.301 | 10 | 0.0 | 0.0 | -- | -- | 19,854,191 |
| Century (W/E) | 0.118 | 30 | 0.0 | 0.0 | -- | -- | 20,948,517 |
| West Way (S/N) | 0.152 | 10 | 1.2 | 1.2 | -- | -- | 10,846,075 |
| East Way (S/N) | 0.155 | 15 | 1.2 | 1.2 | -- | -- | 8,496,867 |
| Center Way (E) | 0.683 | 5 | 2.5 | 2.5 | -- | -- | 8,289,398 |
| CTA Loop | 0.469 | 5 | 1.5 | 1.5 | -- | -- | 9,850,433 |
| **Cargo/Ancillary Traffic** | | | | | | | |
| World Way W./Spine Rd. (W/E) | 1.219 | 25 | 2.5 | 7 | 360 | 120 | 4,018,306 |
| Ramp 33 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 429,914 |
| Ramp 34 | 0.170 | 15 | 0.5 | 5 | 360 | 120 | 905,767 |
| Ramp 35 | 0.682 | 15 | 0.5 | 5 | 360 | 120 | 91,724 |
| Ramp 36 | 0.625 | 15 | 0.5 | 5 | 360 | 120 | 85,962 |
| Ramp 37 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 1,736,828 |
| Ramp 38 | 0.341 | 15 | 0.5 | 5 | 360 | 120 | 1,314,655 |
| Ramp 39 | 0.199 | 15 | 0.5 | 5 | 360 | 120 | 1,564,711 |
| Ramp 40 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 1,001,519 |
| Ramp 41 | 0.313 | 15 | 0.5 | 5 | 360 | 120 | 236,779 |
| Ramp 42 | 0.256 | 15 | 0.5 | 5 | 360 | 120 | 2,209,990 |
| Ramp 43 | 0.455 | 15 | 0.5 | 5 | 360 | 120 | 2,777,414 |
| Ramp 44 | 0.284 | 15 | 0.5 | 5 | 360 | 120 | 376,430 |
| Ramp 45 | 0.170 | 15 | 0.5 | 5 | 360 | 120 | 2,176,237 |
| Ramp 46 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 108,969 |
| Ramp 47 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 1,665,357 |
| Ramp 48 | 0.170 | 15 | 0.5 | 5 | 360 | 120 | 1,167,173 |
| Ramp 49 | 0.284 | 15 | 0.5 | 5 | 360 | 120 | 24,881 |

**Assumptions for On-Airport Roadway Links**

**Alternative A 2015**

| | | | Idle | | Variable Start Soak | | |
|---|---|---|---|---|---|---|---|
| **Roadway Link Name** | Avg. Trip distance miles | Travel Speed mph | Private min | Commercial min | Private min | Commercial min | Vehicles Per Year |
| T1 (W) | 0.326 | 20 | 1.0 | 0.8 | 10 | 10 | 18,057,598 |
| T2 (W) | 0.239 | 15 | 1.0 | 0.8 | 10 | 10 | 14,879,897 |
| T3 (W) | 0.134 | 15 | 1.0 | 0.8 | 10 | 10 | 9,603,200 |
| TBIT (S) | 0.145 | 20 | 0.9 | 1.1 | 10 | 10 | 8,802,324 |
| T4 (E) | 0.133 | 20 | 0.7 | 0.9 | 10 | 10 | 9,574,315 |
| T5 (E) | 0.111 | 20 | 0.7 | 0.9 | 10 | 10 | 12,271,469 |
| T6 (E) | 0.129 | 20 | 0.7 | 0.9 | 10 | 10 | 12,271,469 |
| T7 (E) | 0.191 | 15 | 0.7 | 0.9 | 10 | 10 | 13,213,333 |
| T8 (E) | 0.137 | 15 | 0.7 | 0.9 | 10 | 10 | 13,213,333 |
| Skyway/N Sepulveda (S/N) | 0.145 | 15 | 0.0 | 0.0 | -- | -- | 7,229,523 |
| S. Sepulveda (S/N) | 0.301 | 25 | 0.0 | 0.0 | -- | -- | 11,671,579 |
| Century (W/E) | 0.118 | 35 | 0.0 | 0.0 | -- | -- | 11,169,360 |
| West Way (S/N) | 0.152 | 15 | 0.5 | 0.5 | -- | -- | 6,497,617 |
| East Way (S/N) | 0.155 | 20 | 0.5 | 0.5 | -- | -- | 4,653,957 |
| Center Way | 0.683 | 20 | 2.5 | 2.5 | -- | -- | 3,491,122 |
| CTA Loop | 0.469 | 20 | 1.5 | 1.5 | -- | -- | 2,749,335 |
| N. Entrance (N/S) | 0.564 | 30 | 0.0 | 0.0 | -- | -- | 30,239,786 |
| Bypass Rd. (N/S) | 0.418 | 30 | 0.0 | 0.0 | -- | -- | 23,729,671 |
| Curbside N. (N/S) | 0.148 | 15 | 0.8 | 0.2 | 10 | 10 | 24,254,586 |
| Curbside N.C. (N/S) | 0.113 | 15 | 0.8 | 0.2 | 10 | 10 | 24,254,586 |
| Curbside C. (N/S) | 0.154 | 15 | 0.8 | 0.2 | 10 | 10 | 24,254,586 |
| Curbside S.C. (N/S) | 0.072 | 15 | 0.8 | 0.2 | 10 | 10 | 24,254,586 |
| Curbside S. (N/S) | 0.128 | 15 | 0.8 | 0.2 | 10 | 10 | 24,254,586 |
| RAC (N/S) | 0.685 | 35 | 0.0 | 0.0 | -- | -- | 14,170,764 |
| Remote N. (N/S) | 0.437 | 30 | 0.0 | 0.0 | -- | -- | 14,457,453 |
| Remote S. (N/S) | 0.389 | 30 | 0.0 | 0.0 | -- | -- | 17,173,068 |
| World Way W./Spine Rd. (W/E) | 1.485 | 25 | 0.0 | 0.0 | -- | -- | 1,874,975 |
| **Cargo/Ancillary Traffic** | | | | | | | |
| Ramp 33 | 0.398 | 15 | 0.5 | 5 | 360 | 120 | 4,053,262 |
| Ramp 34 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 3,239,475 |
| Ramp 35 | 0.284 | 15 | 0.5 | 5 | 360 | 120 | 3,023,800 |
| Ramp 36 | 0.284 | 15 | 0.5 | 5 | 360 | 120 | 1,569,774 |
| Ramp 37 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 2,101,558 |
| Ramp 38 | -- | -- | -- | -- | -- | -- | - |
| Ramp 39 | -- | -- | -- | -- | -- | -- | - |
| Ramp 40 | -- | -- | -- | -- | -- | -- | - |
| Ramp 41 | 0.398 | 15 | 0.5 | 5 | 360 | 120 | 1,975,914 |
| Ramp 42 | 0.795 | 15 | 0.5 | 5 | 360 | 120 | 52,926 |
| Ramp 43 | 0.341 | 15 | 0.5 | 5 | 360 | 120 | 254,048 |
| Ramp 44 | 0.284 | 15 | 0.5 | 5 | 360 | 120 | 592,122 |
| Ramp 45 | 0.170 | 15 | 0.5 | 5 | 360 | 120 | 340,492 |
| Ramp 46 | 0.199 | 15 | 0.5 | 5 | 360 | 120 | 345,785 |
| Ramp 47 | -- | -- | -- | -- | -- | -- | -- |
| Ramp 48 | -- | -- | -- | -- | -- | -- | -- |
| Ramp 49 | -- | -- | -- | -- | -- | -- | -- |

## Assumptions for On-Airport Roadway Links

### Alternative B 2015

| Roadway Link Name | Avg. Trip distance miles | Travel Speed mph | Idle: Private min | Idle: Commercial min | Variable Start Soak: Private min | Variable Start Soak: Commercial min | Vehicles Per Year |
|---|---|---|---|---|---|---|---|
| T1 (W) | 0.326 | 15 | 1.0 | 0.8 | 10 | 10 | 17,687,060 |
| T2 (W) | 0.239 | 15 | 1.0 | 0.8 | 10 | 10 | 16,003,686 |
| T3 (W) | 0.134 | 15 | 1.0 | 0.8 | 10 | 10 | 11,046,655 |
| TBIT (S) | 0.145 | 20 | 0.9 | 1.1 | 10 | 10 | 10,218,381 |
| T4 (E) | 0.133 | 20 | 0.6 | 0.9 | 10 | 10 | 10,024,292 |
| T5 (E) | 0.111 | 20 | 0.6 | 0.9 | 10 | 10 | 12,082,363 |
| T6 (E) | 0.129 | 20 | 0.6 | 0.9 | 10 | 10 | 12,082,363 |
| T7 (E) | 0.191 | 15 | 0.6 | 0.9 | 10 | 10 | 12,716,217 |
| T8 (E) | 0.137 | 15 | 0.6 | 0.9 | 10 | 10 | 12,716,217 |
| Skyway/N Sepulveda (S/N) | 0.145 | 15 | 0.0 | 0.0 | -- | -- | 7,888,818 |
| S. Sepulveda (S/N) | 0.301 | 20 | 0.0 | 0.0 | -- | -- | 13,194,776 |
| Century (W/E) | 0.118 | 35 | 0.0 | 0.0 | -- | -- | 9,271,794 |
| West Way (S/N) | 0.152 | 20 | 0.5 | 0.5 | -- | -- | 6,910,993 |
| East Way (S/N) | 0.155 | 10 | 0.5 | 0.5 | -- | -- | 5,528,015 |
| Center Way | 0.683 | 5 | 2.5 | 2.5 | -- | -- | 3,830,516 |
| CTA Loop | 0.469 | 25 | 1.5 | 1.5 | -- | -- | 2,494,031 |
| N. Entrance (N/S) | 0.475 | 30 | 0.0 | 0.0 | -- | -- | 25,249,305 |
| Bypass Rd. (N/S) | 0.474 | 30 | 0.0 | 0.0 | -- | -- | 24,180,640 |
| Curbside N. (N/S) | 0.166 | 20 | 0.8 | 0.2 | 10 | 10 | 20,862,054 |
| Curbside N.C. (N/S) | 0.150 | 20 | 0.8 | 0.2 | 10 | 10 | 20,862,054 |
| Curbside C. (N/S) | 0.141 | 20 | 0.8 | 0.2 | 10 | 10 | 20,862,054 |
| Curbside S.C. (N/S) | 0.051 | 20 | 0.8 | 0.2 | 10 | 10 | 20,862,054 |
| Curbside S. (N/S) | 0.168 | 20 | 0.8 | 0.2 | 10 | 10 | 20,862,054 |
| RAC (N/S) | 0.805 | 30 | 0.0 | 0.0 | -- | -- | 14,662,316 |
| Remote N. (N/S) | 0.465 | 30 | 0.0 | 0.0 | -- | -- | 15,983,844 |
| Remote S. (N/S) | 0.520 | 30 | 0.0 | 0.0 | -- | -- | 20,987,707 |
| World Way W./Spine Rd. (W/E) | 1.483 | 25 | 0.0 | 0.0 | -- | -- | 1,886,315 |
| **Cargo/Ancillary Traffic** | | | | | | | |
| Ramp 33 | 0.227 | 15 | 0.5 | 5 | 360 | 120 | 1,683,624 |
| Ramp 34 | 0.455 | 15 | 0.5 | 5 | 360 | 120 | 3,116,981 |
| Ramp 35 | 0.170 | 15 | 0.5 | 5 | 360 | 120 | 974,824 |
| Ramp 36 | 0.341 | 15 | 0.5 | 5 | 360 | 120 | 942,171 |
| Ramp 37 | 0.563 | 15 | 0.5 | 5 | 360 | 120 | 2,250,320 |
| Ramp 38 | 0.341 | 15 | 0.5 | 5 | 360 | 120 | 5,046,216 |
| Ramp 39 | -- | -- | -- | -- | -- | -- | -- |
| Ramp 40 | -- | -- | -- | -- | -- | -- | -- |
| Ramp 41 | 0.284 | 15 | 0.5 | 5 | 360 | 120 | 329,128 |
| Ramp 42 | 0.227 | 15 | 0.5 | 5 | 360 | 120 | 769,198 |
| Ramp 43 | 0.114 | 15 | 0.5 | 5 | 360 | 120 | 318,034 |
| Ramp 44 | 1.420 | 25 | 0.5 | 5 | 360 | 120 | 1,312,813 |
| Ramp 45 | 0.057 | 10 | 0.5 | 5 | 360 | 120 | 55,471 |
| Ramp 46 | 0.170 | 15 | 0.5 | 5 | 360 | 120 | 318,034 |
| Ramp 47 | 0.170 | 15 | 0.5 | 5 | 360 | 120 | 456,711 |
| Ramp 48 | -- | -- | -- | -- | -- | -- | -- |
| Ramp 49 | -- | -- | -- | -- | -- | -- | -- |

## Assumptions for On-Airport Roadway Links

### Alternative C 2015

| Roadway Link Name | Avg. Trip distance miles | Travel Speed mph | Idle: Private min | Idle: Commercial min | Variable Start Soak: Private min | Variable Start Soak: Commercial min | Vehicles Per Year |
|---|---|---|---|---|---|---|---|
| T1 (W) | 0.326 | 15 | 1.0 | 0.8 | 10 | 10 | 24,107,126 |
| T2 (W) | 0.239 | 10 | 1.0 | 0.8 | 10 | 10 | 20,490,854 |
| T3 (W) | 0.134 | 15 | 1.0 | 0.8 | 10 | 10 | 16,912,562 |
| TBIT (S) | 0.145 | 15 | 1.0 | 1.0 | 10 | 10 | 16,343,105 |
| T4 (E) | 0.133 | 15 | 0.9 | 0.9 | 10 | 10 | 16,042,408 |
| T5 (E) | 0.111 | 15 | 0.9 | 0.9 | 10 | 10 | 16,431,496 |
| T6 (E) | 0.129 | 15 | 0.9 | 0.9 | 10 | 10 | 16,431,496 |
| T7 (E) | 0.191 | 10 | 0.9 | 0.9 | 10 | 10 | 18,509,484 |
| T8 (E) | 0.137 | 10 | 0.9 | 0.9 | 10 | 10 | 18,509,484 |
| Skyway/N Sepulveda (S/N) | 0.145 | 20 | 0.0 | 0.0 | | | 10,100,741 |
| S. Sepulveda (S/N) | 0.301 | 10 | 0.0 | 0.0 | | | 17,176,386 |
| Century (W/E) | 0.118 | 35 | 0.0 | 0.0 | | | 12,784,017 |
| West Way (S/N) | 0.152 | 20 | 0.5 | 0.5 | | | 4,905,097 |
| East Way (S/N) | 0.155 | 20 | 0.5 | 0.5 | | | 4,717,097 |
| Center Way | 0.683 | 15 | 2.5 | 2.5 | | | 5,062,423 |
| CTA Loop | 0.469 | 15 | 1.5 | 1.5 | | | 5,648,907 |
| N. Entrance (N/S) | 0.531 | 30 | 0.0 | 0.0 | | | 22,129,463 |
| Bypass Rd. (N/S) | 0.712 | 30 | 0.0 | 0.0 | | | 12,994,798 |
| Connector N (W/E) | 0.348 | 30 | 0.0 | 0.0 | | | 17,598,964 |
| Terminal W (N) | 0.526 | 20 | 0.0 | 0.0 | | | 7,455,065 |
| Terminal E. (S) | 0.604 | 20 | 0.0 | 0.0 | | | 11,153,131 |
| Curbside Idle W (N) | 0.337 | -- | 3.9 | 1.5 | 10 | 10 | 7,455,065 |
| Curbside Idle E (S) | 0.341 | -- | 3.5 | 1.1 | 10 | 10 | 6,733,132 |
| RAC (S) | 0.493 | 30 | 0.0 | 0.0 | | | 9,635,598 |
| Remote N. (N/S) | 0.269 | 30 | 0.0 | 0.0 | | | 19,926,830 |
| Remote S. (W/E) | 0.436 | 30 | 0.0 | 0.0 | | | 19,245,413 |
| World Way W./Spine Rd. (W/E) | 1.495 | 25 | 0 | 0 | | | 1,506,483 |
| **Cargo/Ancillary Traffic** | | | | | | | |
| Ramp 33 | 0.426 | 15 | 0.5 | 5 | 360 | 120 | 3,215,435 |
| Ramp 34 | 0.455 | 15 | 0.5 | 5 | 360 | 120 | 1,987,564 |
| Ramp 35 | 0.284 | 15 | 0.5 | 5 | 360 | 120 | 966,058 |
| Ramp 36 | 0.341 | 15 | 0.5 | 5 | 360 | 120 | 1,272,790 |
| Ramp 37 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 2,213,024 |
| Ramp 38 | 0.284 | 15 | 0.5 | 5 | 360 | 120 | 4,324,815 |
| Ramp 39 | -- | -- | -- | -- | -- | -- | -- |
| Ramp 40 | -- | -- | -- | -- | -- | -- | -- |
| Ramp 41 | 0.398 | 15 | 0.5 | 5 | 360 | 120 | 1,767,720 |
| Ramp 42 | 0.313 | 15 | 0.5 | 5 | 360 | 120 | 623,337 |
| Ramp 43 | 0.341 | 15 | 0.5 | 5 | 360 | 120 | 230,155 |
| Ramp 44 | 0.568 | 15 | 0.5 | 5 | 360 | 120 | 489,080 |
| Ramp 45 | -- | -- | -- | -- | -- | -- | -- |
| Ramp 46 | 0.227 | 15 | 0.5 | 5 | 360 | 120 | 57,539 |
| Ramp 47 | 0.169 | 15 | 0.5 | 5 | 360 | 120 | 391,583 |
| Ramp 48 | -- | -- | -- | -- | -- | -- | -- |
| Ramp 49 | -- | -- | -- | -- | -- | -- | -- |

Source: Camp Dresser & McKee Inc., 2000

# Attachment P
# On-Airport Vehicle Fleet Mix and Assumptions for Parking Facilities

**On-Airport Vehicle Fleet Mix and Assumptions for Parking Facilities**

**No Action/No Project 2005**

| | Light Duty Autos | | | Light Duty Trucks | | | UB | Travel | | | Variable Start Soak | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Parking Facility** | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Speed mph | Distance miles | Idle min | Soak 1 min | Soak 2 min | Soak 3 min | Vehicles per Year |
| CTA Structure 1 (P1) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 3.0 | 300 | -- | -- | 1,602,343 |
| CTA Structure 2 (P-2) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 828,104 |
| CTA Structure 2A (P-2A) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 968,619 |
| CTA Structure 3 (P-3) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 3.0 | 300 | -- | -- | 1,611,242 |
| CTA Structure 4 (P-4) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 3.0 | 300 | -- | -- | 1,485,715 |
| CTA Structure 5 (P-5) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 878,689 |
| CTA Structure 6 (P-6) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.341 | 3.0 | 300 | -- | -- | 547,079 |
| CTA Structure 7 (P-7) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.303 | 3.0 | 300 | -- | -- | 2,268,854 |
| East Side Staging | 3.0% | 61.0% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 854,886 |
| East Side Remote Public | 2.5% | 50.6% | 0.3% | 1.0% | 27.6% | 0.1% | 17.9% | 10 | 0.473 | 0.5 | 1440 | -- | -- | 524,590 |
| East Side Employee Parking | 2.8% | 57.3% | 0.3% | 1.2% | 31.2% | 0.1% | 7.1% | 10 | 0.284 | 0.5 | 540 | -- | -- | 2,823,360 |
| East Side Private | 2.2% | 45.1% | 0.2% | 0.9% | 24.6% | 0.1% | 26.9% | 10 | 0.095 | 1.5 | 1440 | -- | -- | 1,463,233 |
| East Side RAC | 2.1% | 42.3% | 0.2% | 0.9% | 23.0% | 0.1% | 31.4% | 10 | 0.284 | 2.0 | 1440 | 60 | 10 | 4,170,494 |

**On-Airport Vehicle Fleet Mix and Assumptions for Parking Facilities**

**Alternative A 2005**

| | Light Duty Autos | | | Light Duty Trucks | | | UB | Travel | | | Variable Start Soak | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Parking Facility** | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Speed mph | Distance miles | Idle min | Soak 1 min | Soak 2 min | Soak 3 min | Vehicles per Year |
| CTA Structure 1 (P1) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,360,222 |
| CTA Structure 2 (P-2) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 624,079 |
| CTA Structure 2A (P-2A) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 730,346 |
| CTA Structure 3 (P-3) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,215,312 |
| CTA Structure 4 (P-4) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,120,697 |
| CTA Structure 5 (P-5) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 662,722 |
| CTA Structure 6 (P-6) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.341 | 1.5 | 300 | -- | -- | 413,476 |
| CTA Structure 7 (P-7) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.303 | 1.5 | 300 | -- | -- | 1,711,870 |
| East Side Staging | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 644,675 |
| East Side Employee Parking | 2.5% | 50.8% | 0.3% | 1.0% | 27.7% | 0.1% | 17.5% | 10 | 0.284 | 0.2 | 540 | -- | -- | 2,275,296 |
| East Side Private | 2.2% | 44.7% | 0.2% | 0.9% | 24.4% | 0.1% | 27.5% | 10 | 0.095 | 0.5 | 1440 | -- | -- | 2,279,917 |
| East Side RAC | 2.9% | 59.1% | 0.3% | 1.2% | 32.2% | 0.1% | 4.1% | 10 | 0.284 | 1.0 | 1440 | 60 | 10 | 2,276,053 |
| West Terminal Close-in Parking | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.473 | 1.5 | 300 | -- | -- | 2,577,794 |
| West Side Staging | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.568 | 5.0 | 20 | -- | -- | 209,540 |
| West Terminal Remote Public | 2.6% | 53.4% | 0.3% | 1.1% | 29.1% | 0.1% | 13.4% | 10 | 0.133 | 0.5 | 1440 | -- | -- | 313,255 |
| West Side RAC | 2.9% | 57.9% | 0.3% | 1.2% | 31.6% | 0.1% | 6.0% | 10 | 0.284 | 1.0 | 1440 | 60 | 10 | 694,762 |
| West Side Employee Parking | 2.1% | 42.3% | 0.2% | 0.9% | 23.1% | 0.1% | 31.4% | 10 | 0.284 | 0.2 | 540 | | | 1,270,512 |

**On-Airport Vehicle Fleet Mix and Assumptions for Parking Facilities**

**Alternative B 2005**

| | Light Duty Autos | | | Light Duty Trucks | | | UB | Travel | | Idle | Variable Start Soak | | | Vehicles per |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Parking Facility** | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Speed mph | Distance miles | min | Soak 1 min | Soak 2 min | Soak 3 min | Year |
| East Side | | | | | | | | | | | | | | |
| CTA Structure 1 (P1) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,358,875 |
| CTA Structure 2 (P-2) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 625,798 |
| CTA Structure 2A (P-2A) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 791,091 |
| CTA Structure 3 (P-3) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,215,836 |
| CTA Structure 4 (P-4) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,120,476 |
| CTA Structure 5 (P-5) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 661,558 |
| CTA Structure 6 (P-6) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.341 | 1.5 | 300 | -- | -- | 413,225 |
| CTA Structure 7 (P-7) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.303 | 1.5 | 300 | -- | -- | 1,712,501 |
| East Side Staging | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 644,488 |
| East Side Employee Parking | 2.5% | 51.1% | 0.3% | 1.1% | 27.8% | 0.1% | 17.1% | 10 | 0.284 | 0.2 | 540 | -- | -- | 2,325,120 |
| East Side Private | 2.2% | 44.9% | 0.2% | 0.9% | 24.4% | 0.1% | 27.2% | 10 | 0.095 | 0.5 | 1440 | -- | -- | 2,393,925 |
| West Side | | | | | | | | | | | | | | |
| West Terminal Close-in Parking | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.473 | 1.5 | 300 | -- | -- | 2,578,443 |
| West Side Staging | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 209,688 |
| West Terminal Remote Public | 2.7% | 54.7% | 0.3% | 1.1% | 29.8% | 0.1% | 11.2% | 10 | 0.473 | 0.5 | 1440 | -- | -- | 336,977 |
| West Side RAC | 2.9% | 58.5% | 0.3% | 1.2% | 31.9% | 0.1% | 5.0% | 10 | 0.284 | 1.0 | 1440 | 60 | 10 | 3,017,650 |
| West Side Employee Parking | 2.0% | 41.5% | 0.2% | 0.9% | 22.6% | 0.1% | 32.7% | 10 | 0.284 | 0.2 | 540 | -- | -- | 1,220,688 |

**On-Airport Vehicle Fleet Mix and Assumptions for Parking Facilities**

**Alternative C 2005**

| | Light Duty Autos | | | Light Duty Trucks | | | UB | Travel | | Idle | Variable Start Soak | | | Vehicles per |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Parking Facility** | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Speed mph | Distance miles | min | Soak 1 min | Soak 2 min | Soak 3 min | Year |
| **East Side** | | | | | | | | | | | | | | |
| CTA Structure 1 (P1) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,304,305 |
| CTA Structure 2 (P-2) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 599,433 |
| CTA Structure 2A (P-2A) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 700,966 |
| CTA Structure 3 (P-3) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,165,673 |
| CTA Structure 4 (P-4) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,075,856 |
| CTA Structure 5 (P-5) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 634,579 |
| CTA Structure 6 (P-6) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.341 | 1.5 | 300 | -- | -- | 396,368 |
| CTA Structure 7 (P-7) | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.303 | 1.5 | 300 | -- | -- | 1,642,096 |
| East Side Staging | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 854,831 |
| East Side Employee Parking | 2.4% | 48.5% | 0.3% | 1.0% | 26.5% | 0.1% | 21.2% | 10 | 0.284 | 0.2 | 540 | -- | -- | 1,876,704 |
| East Side Private | 2.3% | 46.3% | 0.2% | 1.0% | 25.2% | 0.1% | 24.9% | 10 | 0.095 | 0.5 | 1440 | -- | -- | 2,243,482 |
| East Side RAC | 2.6% | 52.2% | 0.3% | 1.1% | 28.5% | 0.1% | 15.3% | 10 | 0.284 | 1.0 | 1440 | 60 | 10 | 3,165,087 |
| **West Side** | | | | | | | | | | | | | | |
| West Terminal Close-in Parking | 3.0% | 61.6% | 0.3% | 1.3% | 33.6% | 0.1% | 0.0% | 10 | 0.473 | 1.5 | 300 | -- | -- | 2,900,817 |
| West Terminal Remote Public | 2.7% | 55.5% | 0.3% | 1.1% | 30.3% | 0.1% | 9.9% | 10 | 0.473 | 0.5 | 1440 | -- | -- | 343,071 |
| West Side Employee Parking | 2.1% | 42.3% | 0.2% | 0.9% | 23.1% | 0.1% | 31.4% | 10 | 0.284 | 0.2 | 540 | -- | -- | 1,270,512 |

**On-Airport Vehicle Fleet Mix and Assumptions for Parking Facilities**

**No Action/No Project 2015**

| | Light Duty Autos | | | Light Duty Trucks | | | UB | Travel | | Idle | Variable Start Soak | | | Vehicles per |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Parking Facility** | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Speed mph | Distance miles | min | Soak 1 min | Soak 2 min | Soak 3 min | Year |
| CTA Structure 1 (P1) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 3.0 | 300 | -- | -- | 1,722,504 |
| CTA Structure 2 (P-2) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 791,317 |
| CTA Structure 2A (P-2A) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 925,439 |
| CTA Structure 3 (P-3) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 3.0 | 300 | -- | -- | 1,538,566 |
| CTA Structure 4 (P-4) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 3.0 | 300 | -- | -- | 1,419,773 |
| CTA Structure 5 (P-5) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 839,218 |
| CTA Structure 6 (P-6) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.341 | 3.0 | 300 | -- | -- | 523,074 |
| CTA Structure 7 (P-7) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.303 | 3.0 | 300 | -- | -- | 2,167,022 |
| East Side Staging | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 846,485 |
| East Side Remote Public | 1.0% | 51.8% | 0.1% | 0.4% | 28.0% | 0.1% | 18.5% | 10 | 0.473 | 0.5 | 1440 | -- | -- | 517,328 |
| East Side Employee Parking | 1.1% | 58.9% | 0.1% | 0.5% | 31.8% | 0.1% | 7.4% | 10 | 0.284 | 0.5 | 540 | -- | -- | 2,698,800 |
| East Side Private | 0.9% | 48.2% | 0.1% | 0.4% | 26.0% | 0.1% | 24.3% | 10 | 0.095 | 1.5 | 1440 | -- | -- | 1,417,857 |
| East Side RAC | 0.8% | 42.8% | 0.1% | 0.3% | 23.1% | 0.1% | 32.8% | 10 | 0.284 | 2.0 | 1440 | 60 | 10 | 4,090,708 |

**On-Airport Vehicle Fleet Mix and Assumptions for Parking Facilities**

**Alternative A 2015**

| | Light Duty Autos | | | Light Duty Trucks | | | UB | Travel | | Idle | Variable Start Soak | | | Vehicles per |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Parking Facility** | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Speed mph | Distance miles | min | Soak 1 min | Soak 2 min | Soak 3 min | Year |
| **East Side** | | | | | | | | | | | | | | |
| CTA Structure 1 (P1) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,001,943 |
| CTA Structure 2 (P-2) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 460,165 |
| CTA Structure 2A (P-2A) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 538,306 |
| CTA Structure 3 (P-3) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 896,018 |
| CTA Structure 4 (P-4) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 826,560 |
| CTA Structure 5 (P-5) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 487,948 |
| CTA Structure 6 (P-6) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.341 | 1.5 | 300 | -- | -- | 303,882 |
| CTA Structure 7 (P-7) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.303 | 1.5 | 300 | -- | -- | 1,262,414 |
| East Side Staging | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 493,350 |
| East Side Remote Public | | | | | | | | 10 | 0.473 | 0.0 | 1440 | -- | -- | - |
| East Side Employee Parking | 1.0% | 49.6% | 0.1% | 0.4% | 26.8% | 0.1% | 22.1% | 10 | 0.284 | 0.2 | 540 | -- | -- | 1,601,968 |
| East Side Private | 0.9% | 45.6% | 0.1% | 0.4% | 24.8% | 0.1% | 28.3% | 10 | 0.095 | 0.5 | 1440 | -- | -- | 1,845,867 |
| East Side RAC | 1.2% | 59.6% | 0.1% | 0.5% | 32.2% | 0.1% | 6.3% | 10 | 0.284 | 1.0 | 1440 | 60 | 10 | 1,660,065 |
| **West Side** | | | | | | | | | | | | | | |
| West Terminal Close-in Parking | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.473 | 1.5 | 300 | -- | -- | 6,698,703 |
| West Side Staging | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 559,514 |
| West Terminal Remote Public | 1.1% | 59.3% | 0.1% | 0.5% | 32.0% | 0.1% | 6.8% | 10 | 0.473 | 0.5 | 1440 | -- | -- | 577,134 |
| West Side RAC | 1.2% | 62.6% | 0.1% | 0.5% | 33.8% | 0.1% | 1.8% | 10 | 0.284 | 1.0 | 1440 | 60 | 10 | 2,173,708 |
| West Side Employee Parking | 1.0% | 51.0% | 0.1% | 0.4% | 27.6% | 0.1% | 19.8% | 10 | 0.284 | 0.2 | 540 | -- | -- | 2,009,568 |

**On-Airport Vehicle Fleet Mix and Assumptions for Parking Facilities**

**Alternative B 2015**

| | Light Duty Autos | | | Light Duty Trucks | | | UB | Travel | | Variable Start Soak | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Parking Facility** | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Speed mph | Distance miles | Idle min | Soak 1 min | Soak 2 min | Soak 3 min | Vehicles per Year |
| **East Side** | | | | | | | | | | | | | | |
| CTA Structure 1 (P1) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 997,273 |
| CTA Structure 2 (P-2) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 458,157 |
| CTA Structure 2A (P-2A) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 537,276 |
| CTA Structure 3 (P-3) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 892,394 |
| CTA Structure 4 (P-4) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 822,474 |
| CTA Structure 5 (P-5) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 485,757 |
| CTA Structure 6 (P-6) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.341 | 1.5 | 300 | -- | -- | 303,598 |
| CTA Structure 7 (P-7) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.303 | 1.5 | 300 | -- | -- | 1,256,711 |
| East Side Staging | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 491,711 |
| East Side Employee Parking | 0.9% | 47.9% | 0.1% | 0.4% | 25.9% | 0.1% | 24.5% | 10 | 0.284 | 0.2 | 540 | -- | -- | 1,610,976 |
| East Side Private | 0.9% | 45.0% | 0.1% | 0.4% | 24.3% | 0.1% | 29.3% | 10 | 0.095 | 0.5 | 1440 | -- | -- | 1,889,667 |
| **West Side** | | | | | | | | | | | | | | |
| West Terminal Close-in Parking | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.473 | 1.5 | 300 | -- | -- | 6,724,695 |
| West Side Staging | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 561,653 |
| West Terminal Remote Public | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.473 | 0.5 | 1440 | -- | -- | 541,353 |
| West Side RAC | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.284 | 1.0 | 1440 | 60 | 10 | 4,301,024 |
| West Side Employee Parking | 1.0% | 51.0% | 0.1% | 0.4% | 27.6% | 0.1% | 19.8% | 10 | 0.284 | 0.2 | 540 | -- | -- | 2,009,588 |

**On-Airport Vehicle Fleet Mix and Assumptions for Parking Facilities**

**Alternative C 2015**

| | Light Duty Autos | | | Light Duty Trucks | | | UB | Travel | | | Variable Start Soak | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Parking Facility** | NCAT | CAT | Diesel | NCAT | CAT | Diesel | Diesel | Speed mph | Distance miles | Idle min | Soak 1 min | Soak 2 min | Soak 3 min | Vehicles per Year |
| CTA Structure 1 (P1) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,257,698 |
| CTA Structure 2 (P-2) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 578,502 |
| CTA Structure 2A (P-2A) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 676,248 |
| CTA Structure 3 (P-3) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,125,413 |
| CTA Structure 4 (P-4) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.265 | 1.5 | 300 | -- | -- | 1,036,564 |
| CTA Structure 5 (P-5) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.133 | 1.5 | 300 | -- | -- | 612,067 |
| CTA Structure 6 (P-6) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.341 | 1.5 | 300 | -- | -- | 383,035 |
| CTA Structure 7 (P-7) | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.303 | 1.5 | 300 | -- | -- | 1,583,475 |
| East Side Staging | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 618,776 |
| East Side Employee Parking | 1.0% | 50.6% | 0.1% | 0.4% | 27.4% | 0.1% | 20.4% | 10 | 0.284 | 0.2 | 540 | -- | -- | 1,951,440 |
| East Side Private | 0.9% | 47.4% | 0.1% | 0.4% | 25.6% | 0.1% | 25.6% | 10 | 0.095 | 0.5 | 1440 | -- | -- | 2,292,288 |
| **West Side** | | | | | | | | | | | | | | |
| West Terminal Close-in Parking | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.473 | 1.5 | 300 | -- | -- | 5,118,889 |
| West Side Staging | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.095 | 5.0 | 20 | -- | -- | 427,404 |
| West Terminal Remote Public | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.473 | 0.5 | 1440 | -- | -- | 349,864 |
| West Side RAC | 1.2% | 63.6% | 0.1% | 0.5% | 34.4% | 0.1% | 0.0% | 10 | 0.284 | 1.0 | 1440 | 60 | 10 | 4,463,318 |
| West Side Employee Parking | 1.0% | 53.8% | 0.1% | 0.4% | 29.1% | 0.1% | 15.4% | 10 | 0.284 | 0.2 | 540 | -- | -- | 2,042,784 |

NCAT: Non Catalytic CAT: Catalytic UB: Urban Buses

Source: Camp Dresser & McKee Inc., 2000

# Attachment Q
# Off-Airport Roadway VMT Data

| Trip Factors | |
|---|---|
| Passenger | 5.6 |
| Employee | 11.1 |
| Cargo/Ancillary | 6.7 |
| Collateral | 4 |
| Background | 4.4 |

# VMT

## Phase 4: 2005 Baseline 1 (No Action) - AM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,573 | 3,206 | 9,228 | 9,810 | 4,727 | 3,636 | 32,180 |
| | Employee | 61 | 325 | 931 | 983 | 411 | 158 | 2,869 |
| | Cargo/Ancillary | 415 | 1,578 | 4,316 | 5,976 | 2,045 | 873 | 15,203 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **2,069** | **5,109** | **14,475** | **16,769** | **7,183** | **4,667** | **50,272** |
| | Background | 6,479 | 32,020 | 119,211 | 126,205 | 46,662 | 21,138 | 351,715 |
| | **Total** | **8,548** | **37,129** | **133,686** | **142,974** | **53,845** | **25,805** | **401,987** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 769 | 8,843 | 32,965 | 24,062 | 22,874 | 23,392 | 112,905 |
| | Employee | 64 | 860 | 3,541 | 2,318 | 1,607 | 1,061 | 9,451 |
| | Cargo/Ancillary | 1,089 | 7,342 | 20,536 | 16,340 | 13,041 | 35,497 | 93,845 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **1,922** | **17,045** | **57,042** | **42,720** | **37,522** | **59,950** | **216,201** |
| | Background | 153,717 | 922,424 | 5,029,666 | 2,154,361 | 1,447,196 | 1,265,381 | 10,972,745 |
| | **Total** | **155,639** | **939,469** | **5,086,708** | **2,197,081** | **1,484,718** | **1,325,331** | **11,188,946** |
| **Orange County** | | | | | | | | |
| | Passenger | | | | | | | 18,759 |
| | Employee | | | | | | | 1,402 |
| | Cargo/Ancillary | | | | | | | 7,911 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **28,072** |
| | Background | | | | | | | 2,817,820 |
| | **Total** | | | | | | | **2,845,892** |
| **San Bernardino County** | | | | | | | | |
| | Passenger | | | | | | | 1,748 |
| | Employee | | | | | | | 101 |
| | Cargo/Ancillary | | | | | | | 11,082 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **12,931** |
| | Background | | | | | | | 971,053 |
| | **Total** | | | | | | | **983,984** |
| **Riverside County** | | | | | | | | |
| | Passenger | | | | | | | 1,681 |
| | Employee | | | | | | | 156 |
| | Cargo/Ancillary | | | | | | | 705 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **2,542** |
| | Background | | | | | | | 1,302,418 |
| | **Total** | | | | | | | **1,304,960** |
| **Subtotal SCAB** | | | | | | | | |
| | Passenger | | | | | | | 167,273 |
| | Employee | | | | | | | 13,999 |
| | Cargo/Ancillary | | | | | | | 128,746 |
| | Collateral | | | | | | | - |
| | **Subtotal Airport** | | | | | | | **310,018** |
| | Background | | | | | | | 16,415,751 |
| | **Total** | | | | | | | **16,725,769** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 250 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **250** |
| | Background | | | | | | | 470,514 |
| | **Total** | | | | | | | **470,764** |
| **Ventura County** | | | | | | | | |
| | Passenger | | | | | | | 6,245 |
| | Employee | | | | | | | 127 |
| | Cargo/Ancillary | | | | | | | 325 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **6,697** |
| | Background | | | | | | | 617,055 |
| | **Total** | | | | | | | **623,752** |
| **Total Model Area** | | | | | | | | |
| | Passenger | | | | | | | 173,768 |
| | Employee | | | | | | | 14,126 |
| | Cargo/Ancillary | | | | | | | 129,071 |
| | Collateral | | | | | | | 0 |
| | **Total Airport** | | | | | | | 316,965 |
| | Total Background | | | | | | | 17,503,320 |
| | **Grand Total** | | | | | | | **17,820,285** |

# VMT

## Phase 4: 2005 Baseline 1 (No Action) - PM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| Tier 1 | | | | | | | | |
| | Passenger | 915 | 5,959 | 11,310 | 7,872 | 6,260 | 3,492 | 35,808 |
| | Employee | 45 | 372 | 1,418 | 939 | 489 | 270 | 3,533 |
| | Cargo/Ancillary | 199 | 1,173 | 5,133 | 3,959 | 1,965 | 1,145 | 13,574 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **1,159** | **7,504** | **17,861** | **12,770** | **8,714** | **4,907** | **52,915** |
| | Background | 4,417 | 40,819 | 166,492 | 123,201 | 39,249 | 21,381 | 395,559 |
| | **Total** | **5,576** | **48,323** | **184,353** | **135,971** | **47,963** | **26,288** | **448,474** |
| Remaining LA County (Basin) | | | | | | | | |
| | Passenger | 762 | 7,618 | 36,343 | 51,687 | 25,101 | 5,944 | 127,475 |
| | Employee | 59 | 752 | 3,382 | 4,874 | 2,249 | 569 | 11,885 |
| | Cargo/Ancillary | 721 | 3,205 | 15,575 | 25,043 | 14,616 | 23,820 | 82,980 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **1,562** | **11,575** | **55,300** | **81,604** | **41,966** | **30,333** | **222,340** |
| | Background | 132,340 | 909,229 | 5,332,701 | 3,040,620 | 2,382,677 | 734,764 | 12,532,531 |
| | **Total** | **133,902** | **920,804** | **5,388,001** | **3,122,224** | **2,424,643** | **765,097** | **12,754,871** |
| Orange County | | | | | | | | |
| | Passenger | | | | | | | 21,830 |
| | Employee | | | | | | | 1,915 |
| | Cargo/Ancillary | | | | | | | 8,015 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **31,760** |
| | Background | | | | | | | 2,949,739 |
| | **Total** | | | | | | | **2,981,499** |
| San Bernardino County | | | | | | | | |
| | Passenger | | | | | | | 1,505 |
| | Employee | | | | | | | 88 |
| | Cargo/Ancillary | | | | | | | 8,851 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **10,444** |
| | Background | | | | | | | 1,026,580 |
| | **Total** | | | | | | | **1,037,024** |
| Riverside County | | | | | | | | |
| | Passenger | | | | | | | 2,563 |
| | Employee | | | | | | | 211 |
| | Cargo/Ancillary | | | | | | | 1,011 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **3,785** |
| | Background | | | | | | | 1,487,389 |
| | **Total** | | | | | | | **1,491,174** |
| Subtotal SCAB | | | | | | | | |
| | Passenger | | | | | | | 189,181 |
| | Employee | | | | | | | 17,632 |
| | Cargo/Ancillary | | | | | | | 114,431 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **321,244** |
| | Background | | | | | | | 18,391,798 |
| | **Total** | | | | | | | **18,713,042** |
| Palmdale/Lancaster | | | | | | | | |
| | Passenger | | | | | | | 289 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **289** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| Ventura County | | | | | | | | |
| | Passenger | | | | | | | 6,969 |
| | Employee | | | | | | | 154 |
| | Cargo/Ancillary | | | | | | | 284 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **7,407** |
| | Background | | | | | | | 642,279 |
| | **Total** | | | | | | | **649,686** |
| Total Model Area | | | | | | | | 326,940 |
| | Passenger | | | | | | | 196,439 |
| | Employee | | | | | | | 17,766 |
| | Cargo/Ancillary | | | | | | | 114,715 |
| | Collateral | | | | | | | 0 |
| | **Total Airport** | | | | | | | **326,940** |
| | Total Background | | | | | | | 19,552,260 |
| | **Grand Total** | | | | | | | **19,881,200** |

# VMT

## Phase 4: 2005 Baseline 1 (No Action) - AP

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 3,906 | 10,833 | 20,583 | 8,715 | 8,408 | 2,655 | 55,100 |
| | Employee | 44 | 159 | 391 | 191 | 129 | 15 | 929 |
| | Cargo/Ancillary | 492 | 2,813 | 6,909 | 3,869 | 3,159 | 1,011 | 18,253 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **4,442** | **13,805** | **27,883** | **12,775** | **11,696** | **3,681** | **74,282** |
| | Background | 7,914 | 33,426 | 169,692 | 65,338 | 43,521 | 20,774 | 340,667 |
| | **Total** | **12,356** | **47,233** | **197,575** | **78,113** | **55,217** | **24,455** | **414,949** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 832 | 7,650 | 53,259 | 64,281 | 53,604 | 14,820 | 194,446 |
| | Employee | 13 | 86 | 832 | 1,226 | 853 | 168 | 3,177 |
| | Cargo/Ancillary | 862 | 2,966 | 16,878 | 25,803 | 22,582 | 26,511 | 95,602 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **1,707** | **10,702** | **70,968** | **91,309** | **77,039** | **41,499** | **293,225** |
| | Background | 100,064 | 714,964 | 5,030,282 | 2,238,066 | 2,547,165 | 986,745 | 11,617,286 |
| | **Total** | **101,771** | **725,666** | **5,101,251** | **2,329,375** | **2,624,204** | **1,028,244** | **11,910,511** |
| **Orange County** | | | | | | | | |
| | Passenger | | | | | | | 32,701 |
| | Employee | | | | | | | 613 |
| | Cargo/Ancillary | | | | | | | 9,379 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **42,693** |
| | Background | | | | | | | 2,613,727 |
| | **Total** | | | | | | | **2,656,420** |
| **San Bernardino County** | | | | | | | | |
| | Passenger | | | | | | | 2,549 |
| | Employee | | | | | | | 33 |
| | Cargo/Ancillary | | | | | | | 9,492 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **12,074** |
| | Background | | | | | | | 804,264 |
| | **Total** | | | | | | | **816,338** |
| **Riverside County** | | | | | | | | |
| | Passenger | | | | | | | 3,398 |
| | Employee | | | | | | | 52 |
| | Cargo/Ancillary | | | | | | | 1,259 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **4,709** |
| | Background | | | | | | | 1,338,081 |
| | **Total** | | | | | | | **1,342,790** |
| **Subtotal SCAB** | | | | | | | | |
| | Passenger | | | | | | | 288,194 |
| | Employee | | | | | | | 4,804 |
| | Cargo/Ancillary | | | | | | | 133,985 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **426,983** |
| | Background | | | | | | | 16,714,025 |
| | **Total** | | | | | | | **17,141,008** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 443 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **443** |
| | Background | | | | | | | 554,721 |
| | **Total** | | | | | | | **555,164** |
| **Ventura County** | | | | | | | | |
| | Passenger | | | | | | | 10,629 |
| | Employee | | | | | | | 33 |
| | Cargo/Ancillary | | | | | | | 426 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **11,088** |
| | Background | | | | | | | 656,953 |
| | **Total** | | | | | | | **668,041** |
| **Total Model Area** | | | | | | | | |
| | Passenger | | | | | | | 299,266 |
| | Employee | | | | | | | 4,837 |
| | Cargo/Ancillary | | | | | | | 134,411 |
| | Collateral | | | | | | | 0 |
| | **Total Airport** | | | | | | | **438,514** |
| | Total Background | | | | | | | 17,925,699 |
| | **Grand Total** | | | | | | | **18,364,213** |

# VMT

## Phase 3F: 2005 Baseline 1 (No Action) - 24 hr

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | |
| Passenger | 35,606 | 111,989 | 230,278 | 147,823 | 108,612 | 54,785 | 689,293 |
| Employee | 1,887 | 9,502 | 30,414 | 23,454 | 11,422 | 4,917 | 81,596 |
| Cargo/Ancillary | 7,410 | 37,279 | 109,598 | 92,487 | 48,032 | 20,294 | 315,101 |
| Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Subtotal Airport** | **45,104** | **158,769** | **370,290** | **263,764** | **168,066** | **79,996** | **1,085,990** |
| Background | | | | | | | |
| **Total** | **45,104** | **158,769** | **370,290** | **263,764** | **168,066** | **79,996** | **1,085,990** |
| **Remaining LA County (Basin)** | | | | | | | |
| Passenger | 13,345 | 135,022 | 686,375 | 784,168 | 568,842 | 247,274 | 2,435,026 |
| Employee | 1,510 | 18,848 | 86,081 | 93,429 | 52,270 | 19,956 | 272,094 |
| Cargo/Ancillary | 17,902 | 90,537 | 355,026 | 450,146 | 336,601 | 575,048 | 1,825,261 |
| Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Subtotal Airport** | **32,757** | **244,407** | **1,127,482** | **1,327,743** | **957,714** | **842,279** | **4,532,381** |
| Background | | | | | | | |
| **Total** | **32,757** | **244,407** | **1,127,482** | **1,327,743** | **957,714** | **842,279** | **4,532,381** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 410,424 |
| Employee | | | | | | | 43,623 |
| Cargo/Ancillary | | | | | | | 169,544 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **623,591** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 32,491 |
| Employee | | | | | | | 2,464 |
| Cargo/Ancillary | | | | | | | 197,148 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **232,103** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 42,796 |
| Employee | | | | | | | 4,651 |
| Cargo/Ancillary | | | | | | | 19,933 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **67,379** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 3,610,029 |
| Employee | | | | | | | 404,429 |
| Cargo/Ancillary | | | | | | | 2,526,985 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **6,541,443** |
| Background | | | | | | | |
| **Total** | | | | | | | **6,541,443** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 5,499 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **5,499** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 133,521 |
| Employee | | | | | | | 3,485 |
| Cargo/Ancillary | | | | | | | 6,935 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **143,941** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 3,749,049 |
| Employee | | | | | | | 407,914 |
| Cargo/Ancillary | | | | | | | 2,533,920 |
| Collateral | | | | | | | 0 |
| **Airport Total** | | | | | | | **6,690,883** |

* Detailed information not available

# VMT

## Phase 4: 2005 No Action/No Project Alternative - AM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 2,003 | 4,475 | 13,579 | 9,157 | 5,521 | 3,793 | 38,528 |
| | Employee | 174 | 718 | 2,323 | 1,657 | 753 | 254 | 5,879 |
| | Cargo/Ancillary | 709 | 2,805 | 8,277 | 6,153 | 2,652 | 1,271 | 21,867 |
| | Collateral | 1,013 | 3,272 | 9,982 | 3,423 | 2,555 | 542 | 20,787 |
| | **Subtotal Airport** | **3,899** | **11,270** | **34,161** | **20,390** | **11,481** | **5,860** | **87,061** |
| | Background | 9,621 | 35,418 | 135,508 | 96,740 | 40,134 | 20,458 | 337,879 |
| | **Total** | **13,520** | **46,688** | **169,669** | **117,130** | **51,615** | **26,318** | **424,940** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 965 | 11,439 | 39,899 | 27,068 | 28,347 | 29,632 | 137,350 |
| | Employee | 164 | 2,263 | 7,488 | 4,829 | 3,944 | 2,911 | 21,599 |
| | Cargo/Ancillary | 1,545 | 11,398 | 27,589 | 22,567 | 18,389 | 53,017 | 134,505 |
| | Collateral | 468 | 5,499 | 18,899 | 11,138 | 3,013 | 924 | 39,941 |
| | **Subtotal Airport** | **3,142** | **30,599** | **93,875** | **65,602** | **53,693** | **86,484** | **333,395** |
| | Background | 151,228 | 926,804 | 5,072,609 | 2,083,243 | 1,419,205 | 1,274,778 | 10,927,867 |
| | **Total** | **154,370** | **957,403** | **5,166,484** | **2,148,845** | **1,472,898** | **1,361,262** | **11,261,262** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 24,121 |
| | Employee | | | | | | | 4,221 |
| | Cargo/Ancillary | | | | | | | 10,782 |
| | Collateral | | | | | | | 5,348 |
| | **Subtotal Airport** | | | | | | | **44,472** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 2,428 |
| | Employee | | | | | | | 230 |
| | Cargo/Ancillary | | | | | | | 16,144 |
| | Collateral | | | | | | | 904 |
| | **Subtotal Airport** | | | | | | | **19,706** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 2,623 |
| | Employee | | | | | | | 451 |
| | Cargo/Ancillary | | | | | | | 1,120 |
| | Collateral | | | | | | | 2,009 |
| | **Subtotal Airport** | | | | | | | **6,203** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 205,050 |
| | Employee | | | | | | | 32,380 |
| | Cargo/Ancillary | | | | | | | 184,418 |
| | Collateral | | | | | | | 68,989 |
| | **Subtotal Airport** | | | | | | | **490,837** |
| | Background | | | | | | | 16,424,792 |
| | **Total** | | | | | | | **16,915,629** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 397 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 390 |
| | **Subtotal Airport** | | | | | | | **787** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 7,482 |
| | Employee | | | | | | | 252 |
| | Cargo/Ancillary | | | | | | | 392 |
| | Collateral | | | | | | | 405 |
| | **Subtotal Airport** | | | | | | | **8,531** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 212,929 |
| | Employee | | | | | | | 32,632 |
| | Cargo/Ancillary | | | | | | | 184,810 |
| | Collateral | | | | | | | 69,784 |
| | **Airport Total** | | | | | | | **500,155** |

* Detailed information not available

# VMT

## Phase 4: 2005 No Action/No Project Alternative - PM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,392 | 7,522 | 15,058 | 7,003 | 9,233 | 2,060 | 42,268 |
| | Employee | 128 | 822 | 2,434 | 1,776 | 889 | 327 | 6,376 |
| | Cargo/Ancillary | 297 | 2,068 | 7,266 | 4,970 | 2,919 | 1,105 | 18,645 |
| | Collateral | 258 | 2,837 | 9,590 | 3,865 | 1,285 | 664 | 18,499 |
| | **Subtotal Airport** | **2,075** | **13,249** | **34,366** | **17,614** | **14,326** | **4,157** | **85,789** |
| | Background | 4,618 | 44,531 | 167,453 | 110,777 | 36,845 | 18,185 | 382,409 |
| | **Total** | **6,693** | **57,780** | **201,821** | **128,391** | **51,171** | **22,342** | **468,198** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 995 | 9,170 | 43,702 | 62,641 | 29,448 | 7,871 | 153,827 |
| | Employee | 135 | 1,531 | 6,889 | 9,705 | 4,300 | 1,143 | 23,683 |
| | Cargo/Ancillary | 994 | 4,628 | 20,855 | 34,744 | 19,374 | 32,927 | 113,522 |
| | Collateral | 182 | 1,867 | 8,576 | 8,532 | 3,496 | 1,041 | 23,694 |
| | **Subtotal Airport** | **2,306** | **17,196** | **80,002** | **115,622** | **56,618** | **42,982** | **314,726** |
| | Background | 135,889 | 898,161 | 5,317,975 | 3,035,582 | 2,319,998 | 740,480 | 12,448,085 |
| | **Total** | **138,195** | **915,357** | **5,397,977** | **3,151,204** | **2,376,616** | **783,462** | **12,762,811** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 27,992 |
| | Employee | | | | | | | 4,834 |
| | Cargo/Ancillary | | | | | | | 10,164 |
| | Collateral | | | | | | | 2,046 |
| | **Subtotal Airport** | | | | | | | **45,036** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 1,914 |
| | Employee | | | | | | | 186 |
| | Cargo/Ancillary | | | | | | | 12,375 |
| | Collateral | | | | | | | 224 |
| | **Subtotal Airport** | | | | | | | **14,699** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 3,842 |
| | Employee | | | | | | | 504 |
| | Cargo/Ancillary | | | | | | | 1,084 |
| | Collateral | | | | | | | 783 |
| | **Subtotal Airport** | | | | | | | **6,213** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 229,843 |
| | Employee | | | | | | | 35,583 |
| | Cargo/Ancillary | | | | | | | 155,791 |
| | Collateral | | | | | | | 45,246 |
| | **Subtotal Airport** | | | | | | | **466,463** |
| | Background | | | | | | | 18,413,581 |
| | **Total** | | | | | | | **18,880,044** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 454 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 288 |
| | **Subtotal Airport** | | | | | | | **742** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 8,301 |
| | Employee | | | | | | | 261 |
| | Cargo/Ancillary | | | | | | | 347 |
| | Collateral | | | | | | | 126 |
| | **Subtotal Airport** | | | | | | | **9,035** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 44,338 |
| | Employee | | | | | | | 156,052 |
| | Cargo/Ancillary | | | | | | | 45,593 |
| | Collateral | | | | | | | 466,877 |
| | **Airport Total** | | | | | | | **9,777** |

* Detailed information not available

# VMT

## Phase 4: 2005 No Action/No Project Alternative - AP

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 5,041 | 13,211 | 22,974 | 13,530 | 8,674 | 2,597 | 64,027 |
| | Employee | 169 | 805 | 1,996 | 1,252 | 512 | 149 | 4,883 |
| | Cargo/Ancillary | 749 | 3,961 | 8,486 | 5,328 | 3,234 | 1,179 | 22,937 |
| | Collateral | 283 | 1,094 | 3,229 | 1,230 | 355 | 220 | 6,411 |
| | **Subtotal Airport** | **6,242** | **19,071** | **36,685** | **21,340** | **10,775** | **4,145** | **98,258** |
| | Background | 8,801 | 37,141 | 156,325 | 71,863 | 37,490 | 20,002 | 331,622 |
| | **Total** | **15,043** | **56,212** | **193,010** | **93,203** | **48,265** | **24,147** | **429,880** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,200 | 9,527 | 64,709 | 78,847 | 58,252 | 16,783 | 229,318 |
| | Employee | 95 | 626 | 5,140 | 6,892 | 4,438 | 992 | 17,983 |
| | Cargo/Ancillary | 1,397 | 3,840 | 21,405 | 35,077 | 26,817 | 36,556 | 125,092 |
| | Collateral | 43 | 598 | 3,542 | 3,651 | 1,864 | 283 | 9,981 |
| | **Subtotal Airport** | **2,735** | **14,591** | **94,796** | **124,267** | **91,371** | **54,614** | **382,374** |
| | Background | 110,973 | 720,623 | 5,080,156 | 2,300,298 | 2,469,717 | 943,500 | 11,625,267 |
| | **Total** | **113,708** | **735,214** | **5,174,952** | **2,424,565** | **2,561,088** | **998,114** | **12,007,641** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 41,519 |
| | Employee | | | | | | | 3,552 |
| | Cargo/Ancillary | | | | | | | 12,674 |
| | Collateral | | | | | | | 1,193 |
| | **Subtotal Airport** | | | | | | | **58,938** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 2,952 |
| | Employee | | | | | | | 191 |
| | Cargo/Ancillary | | | | | | | 12,685 |
| | Collateral | | | | | | | 173 |
| | **Subtotal Airport** | | | | | | | **16,001** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 5,561 |
| | Employee | | | | | | | 371 |
| | Cargo/Ancillary | | | | | | | 2,728 |
| | Collateral | | | | | | | 478 |
| | **Subtotal Airport** | | | | | | | **9,138** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 343,377 |
| | Employee | | | | | | | 26,980 |
| | Cargo/Ancillary | | | | | | | 176,116 |
| | Collateral | | | | | | | 18,236 |
| | **Subtotal Airport** | | | | | | | **564,709** |
| | Background | | | | | | | 16,720,911 |
| | **Total** | | | | | | | **17,285,620** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 688 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 110 |
| | **Subtotal Airport** | | | | | | | **798** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 12,428 |
| | Employee | | | | | | | 201 |
| | Cargo/Ancillary | | | | | | | 439 |
| | Collateral | | | | | | | 78 |
| | **Subtotal Airport** | | | | | | | **13,146** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 356,493 |
| | Employee | | | | | | | 27,181 |
| | Cargo/Ancillary | | | | | | | 176,555 |
| | Collateral | | | | | | | 18,424 |
| | **Airport Total** | | | | | | | **578,653** |

# VMT

## Phase 3F: 2005 No Action/No Project - 24 hr

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | |
| Passenger | 47,242 | 141,165 | 289,022 | 166,264 | 119,997 | 47,320 | 811,009 |
| Employee | 5,228 | 26,030 | 74,958 | 52,004 | 23,909 | 8,103 | 190,232 |
| Cargo/Ancillary | 11,759 | 59,188 | 161,128 | 110,222 | 58,984 | 23,825 | 425,115 |
| Collateral | 6,216 | 28,812 | 91,204 | 34,072 | 16,780 | 5,704 | 182,788 |
| **Subtotal Airport** | **70,444** | **255,194** | **616,312** | **362,561** | **219,680** | **84,952** | **1,609,144** |
| Background | | | | | | | |
| **Total** | **70,444** | **255,194** | **616,312** | **362,561** | **219,680** | **84,952** | **1,609,144** |
| **Remaining LA County (Basin)** | | | | | | | |
| Passenger | 17,696 | 168,762 | 830,536 | 943,914 | 649,863 | 304,002 | 2,914,772 |
| Employee | 4,373 | 49,062 | 216,417 | 235,609 | 140,770 | 56,011 | 702,242 |
| Cargo/Ancillary | 26,371 | 133,102 | 467,986 | 619,000 | 432,686 | 820,750 | 2,499,897 |
| Collateral | 2,772 | 31,856 | 124,066 | 93,264 | 33,492 | 8,992 | 294,454 |
| **Subtotal Airport** | **51,213** | **382,782** | **1,639,009** | **1,891,806** | **1,256,811** | **1,189,754** | **6,411,375** |
| Background | | | | | | | |
| **Total** | **51,213** | **382,782** | **1,639,009** | **1,891,806** | **1,256,811** | **1,189,754** | **6,411,375** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 524,339 |
| Employee | | | | | | | 139,938 |
| Cargo/Ancillary | | | | | | | 225,254 |
| Collateral | | | | | | | 34,348 |
| **Subtotal Airport** | | | | | | | **923,879** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 40,846 |
| Employee | | | | | | | 8,738 |
| Cargo/Ancillary | | | | | | | 276,057 |
| Collateral | | | | | | | 5,204 |
| **Subtotal Airport** | | | | | | | **328,865** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 67,346 |
| Employee | | | | | | | 14,719 |
| Cargo/Ancillary | | | | | | | 33,044 |
| Collateral | | | | | | | 13,080 |
| **Subtotal Airport** | | | | | | | **128,189** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 4,358,312 |
| Employee | | | | | | | 1,053,887 |
| Cargo/Ancillary | | | | | | | 3,459,378 |
| Collateral | | | | | | | 529,864 |
| **Subtotal Airport** | | | | | | | **9,401,441** |
| Background | | | | | | | |
| **Total** | | | | | | | **9,401,441** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 8,618 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 3,152 |
| **Subtotal Airport** | | | | | | | **11,770** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 157,982 |
| Employee | | | | | | | 7,925 |
| Cargo/Ancillary | | | | | | | 7,893 |
| Collateral | | | | | | | 2,436 |
| **Subtotal Airport** | | | | | | | **176,236** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 3,437,056 |
| Employee | | | | | | | 2,396,102 |
| Cargo/Ancillary | | | | | | | 2,726,619 |
| Collateral | | | | | | | 2,220,340 |
| **Airport Total** | | | | | | | **10,780,116** |

* Detailed information not available

# VMT

## Phase 3F: 2005 Alternative A - AM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,106 | 4,150 | 9,739 | 12,069 | 13,926 | 4,096 | 45,086 |
| | Employee | 177 | 474 | 2,319 | 2,279 | 1,256 | 111 | 6,616 |
| | Cargo/Ancillary | 538 | 1,297 | 5,422 | 9,007 | 4,034 | 1,167 | 21,465 |
| | Collateral | 654 | 1,684 | 6,792 | 3,402 | 2,720 | 254 | 15,506 |
| | **Subtotal Airport** | **2,475** | **7,605** | **24,272** | **26,757** | **21,936** | **5,628** | **88,673** |
| | Background | 6,247 | 22,808 | 119,940 | 124,761 | 56,956 | 19,969 | 350,681 |
| | **Total** | **8,722** | **30,413** | **144,212** | **151,518** | **78,892** | **25,597** | **439,354** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,378 | 10,266 | 46,826 | 30,866 | 36,426 | 32,094 | 157,856 |
| | Employee | 187 | 1,725 | 8,032 | 5,069 | 5,369 | 3,364 | 23,746 |
| | Cargo/Ancillary | 3,128 | 9,029 | 29,104 | 21,419 | 17,520 | 23,278 | 103,478 |
| | Collateral | 161 | 1,250 | 6,450 | 3,899 | 3,531 | 2,551 | 17,842 |
| | **Subtotal Airport** | **4,854** | **22,270** | **90,412** | **61,253** | **62,846** | **61,287** | **302,922** |
| | Background | 157,544 | 897,871 | 5,057,213 | 2,104,540 | 1,467,647 | 1,261,343 | 10,946,158 |
| | **Total** | **162,398** | **920,141** | **5,147,625** | **2,165,793** | **1,530,493** | **1,322,630** | **11,249,080** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 27,554 |
| | Employee | | | | | | | 4,654 |
| | Cargo/Ancillary | | | | | | | 7,366 |
| | Collateral | | | | | | | 1,464 |
| | **Subtotal Airport** | | | | | | | **41,038** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 2,719 |
| | Employee | | | | | | | 228 |
| | Cargo/Ancillary | | | | | | | 10,564 |
| | Collateral | | | | | | | 330 |
| | **Subtotal Airport** | | | | | | | **13,841** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 3,077 |
| | Employee | | | | | | | 491 |
| | Cargo/Ancillary | | | | | | | 1,111 |
| | Collateral | | | | | | | 548 |
| | **Subtotal Airport** | | | | | | | **5,227** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 236,292 |
| | Employee | | | | | | | 35,735 |
| | Cargo/Ancillary | | | | | | | 143,984 |
| | Collateral | | | | | | | 35,690 |
| | **Subtotal Airport** | | | | | | | **451,701** |
| | Background | | | | | | | 16,422,835 |
| | **Total** | | | | | | | **16,874,536** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 457 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 224 |
| | **Subtotal Airport** | | | | | | | **681** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 8,594 |
| | Employee | | | | | | | 276 |
| | Cargo/Ancillary | | | | | | | 294 |
| | Collateral | | | | | | | 101 |
| | **Subtotal Airport** | | | | | | | **9,265** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 245,343 |
| | Employee | | | | | | | 36,011 |
| | Cargo/Ancillary | | | | | | | 144,278 |
| | Collateral | | | | | | | 36,015 |
| | **Airport Total** | | | | | | | **461,647** |

* Detailed information not available

# VMT

## Phase 3F: 2005 Alternative A - PM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,378 | 5,549 | 13,088 | 9,455 | 15,610 | 3,291 | 48,371 |
| | Employee | 179 | 777 | 2,467 | 1,582 | 1,280 | 411 | 6,696 |
| | Cargo/Ancillary | 294 | 1,031 | 5,790 | 6,096 | 3,570 | 1,514 | 18,295 |
| | Collateral | 153 | 2,292 | 6,332 | 3,241 | 2,571 | 503 | 15,092 |
| | **Subtotal Airport** | **2,004** | **9,649** | **27,677** | **20,374** | **23,031** | **5,719** | **88,454** |
| | Background | 5,098 | 40,052 | 149,549 | 122,045 | 61,208 | 20,133 | 398,085 |
| | **Total** | **7,102** | **49,701** | **177,226** | **142,419** | **84,239** | **25,852** | **486,539** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,189 | 9,424 | 50,100 | 70,215 | 35,718 | 6,841 | 173,487 |
| | Employee | 147 | 1,415 | 7,243 | 9,811 | 4,823 | 816 | 24,255 |
| | Cargo/Ancillary | 1,079 | 3,838 | 20,885 | 34,713 | 20,821 | 34,384 | 115,720 |
| | Collateral | 146 | 1,351 | 6,698 | 6,379 | 3,268 | 551 | 18,393 |
| | **Subtotal Airport** | **2,561** | **16,028** | **84,926** | **121,118** | **64,630** | **42,592** | **331,855** |
| | Background | 135,885 | 922,463 | 5,365,209 | 3,030,899 | 2,334,061 | 710,482 | 12,498,999 |
| | **Total** | **138,446** | **938,491** | **5,450,135** | **3,152,017** | **2,398,691** | **753,074** | **12,830,854** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 31,606 |
| | Employee | | | | | | | 4,929 |
| | Cargo/Ancillary | | | | | | | 9,202 |
| | Collateral | | | | | | | 1,714 |
| | **Subtotal Airport** | | | | | | | **47,451** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 2,258 |
| | Employee | | | | | | | 197 |
| | Cargo/Ancillary | | | | | | | 13,532 |
| | Collateral | | | | | | | 242 |
| | **Subtotal Airport** | | | | | | | **16,229** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 4,384 |
| | Employee | | | | | | | 537 |
| | Cargo/Ancillary | | | | | | | 1,056 |
| | Collateral | | | | | | | 747 |
| | **Subtotal Airport** | | | | | | | **6,724** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 260,106 |
| | Employee | | | | | | | 36,614 |
| | Cargo/Ancillary | | | | | | | 157,805 |
| | Collateral | | | | | | | 36,188 |
| | **Subtotal Airport** | | | | | | | **490,713** |
| | Background | | | | | | | 18,400,271 |
| | **Total** | | | | | | | **18,890,984** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 520 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 231 |
| | **Subtotal Airport** | | | | | | | **751** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 9,370 |
| | Employee | | | | | | | 272 |
| | Cargo/Ancillary | | | | | | | 273 |
| | Collateral | | | | | | | 120 |
| | **Subtotal Airport** | | | | | | | **10,035** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 46,504 |
| | Employee | | | | | | | 158,077 |
| | Cargo/Ancillary | | | | | | | 36,461 |
| | Collateral | | | | | | | 491,064 |
| | **Airport Total** | | | | | | | **10,786** |

* Detailed information not available

# VMT

## Phase 3F: 2005 Alternative A- AP

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 4,573 | 10,133 | 22,999 | 10,809 | 19,377 | 2,170 | 70,061 |
| | Employee | 368 | 1,050 | 3,218 | 1,131 | 1,023 | 179 | 6,969 |
| | Cargo/Ancillary | 528 | 2,045 | 8,959 | 4,777 | 4,232 | 930 | 21,471 |
| | Collateral | 344 | 1,030 | 3,291 | 675 | 1,033 | 211 | 6,584 |
| | **Subtotal Airport** | **5,813** | **14,258** | **38,467** | **17,392** | **25,665** | **3,490** | **105,085** |
| | Background | | | | | | | |
| | **Total** | **13,684** | **47,663** | **201,836** | **73,469** | **88,838** | **23,303** | **448,793** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,217 | 9,434 | 67,504 | 89,466 | 59,202 | 16,996 | 243,818 |
| | Employee | 136 | 958 | 7,465 | 10,112 | 5,682 | 1,348 | 25,701 |
| | Cargo/Ancillary | 1,532 | 4,081 | 19,824 | 36,155 | 26,975 | 44,683 | 135,050 |
| | Collateral | 30 | 532 | 3,017 | 3,347 | 1,972 | 457 | 9,355 |
| | **Subtotal Airport** | **2,915** | **15,005** | **97,810** | **141,080** | **93,831** | **63,483** | **413,924** |
| | Background | | | | | | | |
| | **Total** | **107,622** | **725,089** | **5,159,986** | **2,453,550** | **2,646,614** | **999,313** | **12,003,274** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 43,366 |
| | Employee | | | | | | | 5,027 |
| | Cargo/Ancillary | | | | | | | 10,460 |
| | Collateral | | | | | | | 1,064 |
| | **Subtotal Airport** | | | | | | | **59,917** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 3,338 |
| | Employee | | | | | | | 264 |
| | Cargo/Ancillary | | | | | | | 16,814 |
| | Collateral | | | | | | | 190 |
| | **Subtotal Airport** | | | | | | | **20,406** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 5,609 |
| | Employee | | | | | | | 525 |
| | Cargo/Ancillary | | | | | | | 1,775 |
| | Collateral | | | | | | | 437 |
| | **Subtotal Airport** | | | | | | | **8,346** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 366,192 |
| | Employee | | | | | | | 38,486 |
| | Cargo/Ancillary | | | | | | | 185,370 |
| | Collateral | | | | | | | 17,630 |
| | **Subtotal Airport** | | | | | | | **607,678** |
| | Background | | | | | | | 16,723,060 |
| | **Total** | | | | | | | **17,330,738** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 732 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 105 |
| | **Subtotal Airport** | | | | | | | **837** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 13,145 |
| | Employee | | | | | | | 292 |
| | Cargo/Ancillary | | | | | | | 288 |
| | Collateral | | | | | | | 69 |
| | **Subtotal Airport** | | | | | | | **13,794** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 380,069 |
| | Employee | | | | | | | 38,778 |
| | Cargo/Ancillary | | | | | | | 185,658 |
| | Collateral | | | | | | | 17,804 |
| | **Airport Total** | | | | | | | **622,309** |

# VMT

## Phase 3F: 2005 Alternative A - 24 hr

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | |
| Passenger | 39,519 | 111,059 | 256,626 | 181,065 | 273,913 | 53,519 | 915,701 |
| Employee | 8,036 | 25,541 | 86,844 | 55,411 | 39,505 | 7,781 | 225,119 |
| Cargo/Ancillary | 9,112 | 29,299 | 135,146 | 133,196 | 79,301 | 24,194 | 410,248 |
| Collateral | 4,604 | 20,024 | 65,660 | 29,272 | 25,296 | 3,872 | 148,728 |
| **Subtotal Airport** | **61,272** | **185,923** | **546,276** | **398,944** | **418,015** | **89,366** | **1,699,796** |
| Background | | | | | | | |
| **Total** | **61,272** | **185,923** | **546,276** | **398,944** | **418,015** | **89,366** | **1,699,796** |
| **Remaining LA County (Basin)** | | | | | | | |
| Passenger | 21,190 | 163,094 | 920,808 | 1,067,063 | 735,538 | 313,208 | 3,220,902 |
| Employee | 5,217 | 45,488 | 252,414 | 277,411 | 176,201 | 61,361 | 818,092 |
| Cargo/Ancillary | 38,451 | 113,552 | 466,407 | 631,723 | 437,617 | 685,712 | 2,373,462 |
| Collateral | 1,348 | 12,532 | 64,660 | 54,500 | 35,084 | 14,236 | 182,360 |
| **Subtotal Airport** | **66,207** | **334,666** | **1,704,289** | **2,030,697** | **1,384,440** | **1,074,516** | **6,594,815** |
| Background | | | | | | | |
| **Total** | **66,207** | **334,666** | **1,704,289** | **2,030,697** | **1,384,440** | **1,074,516** | **6,594,815** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 574,146 |
| Employee | | | | | | | 162,171 |
| Cargo/Ancillary | | | | | | | 181,088 |
| Collateral | | | | | | | 16,968 |
| **Subtotal Airport** | | | | | | | **934,372** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 46,564 |
| Employee | | | | | | | 7,648 |
| Cargo/Ancillary | | | | | | | 272,757 |
| Collateral | | | | | | | 3,048 |
| **Subtotal Airport** | | | | | | | **330,017** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 73,192 |
| Employee | | | | | | | 17,238 |
| Cargo/Ancillary | | | | | | | 26,411 |
| Collateral | | | | | | | 6,928 |
| **Subtotal Airport** | | | | | | | **123,770** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 4,930,504 |
| Employee | | | | | | | 1,230,269 |
| Cargo/Ancillary | | | | | | | 3,263,965 |
| Collateral | | | | | | | 358,032 |
| **Subtotal Airport** | | | | | | | **9,682,770** |
| Background | | | | | | | |
| **Total** | | | | | | | **9,682,770** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 9,570 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 2,240 |
| **Subtotal Airport** | | | | | | | **11,810** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 174,210 |
| Employee | | | | | | | 9,324 |
| Cargo/Ancillary | | | | | | | 5,729 |
| Collateral | | | | | | | 1,160 |
| **Subtotal Airport** | | | | | | | **190,423** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 3,762,730 |
| Employee | | | | | | | 2,584,813 |
| Cargo/Ancillary | | | | | | | 2,454,860 |
| Collateral | | | | | | | 2,179,532 |
| **Airport Total** | | | | | | | **10,981,934** |

* Detailed information not available

# VMT

## Phase 3F: 2005 Alternative B - AM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,270 | 3,923 | 8,604 | 11,874 | 13,895 | 3,516 | 43,084 |
| | Employee | 73 | 672 | 2,214 | 1,719 | 977 | 109 | 5,764 |
| | Cargo/Ancillary | 544 | 1,350 | 5,811 | 8,235 | 4,395 | 829 | 21,164 |
| | Collateral | 777 | 1,306 | 5,994 | 2,917 | 2,871 | 244 | 14,109 |
| | **Subtotal Airport** | **2,664** | **7,251** | **22,623** | **24,745** | **22,138** | **4,700** | **84,121** |
| | Background | 6,078 | 23,690 | 120,460 | 117,913 | 64,975 | 18,155 | 351,271 |
| | **Total** | **8,742** | **30,941** | **143,083** | **142,658** | **87,113** | **22,855** | **435,392** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,336 | 10,054 | 43,702 | 29,069 | 35,121 | 30,702 | 149,984 |
| | Employee | 191 | 1,803 | 8,110 | 5,186 | 5,592 | 3,379 | 24,241 |
| | Cargo/Ancillary | 1,963 | 10,153 | 26,481 | 23,088 | 19,575 | 56,717 | 137,957 |
| | Collateral | 141 | 1,010 | 4,723 | 2,831 | 2,560 | 1,897 | 13,162 |
| | **Subtotal Airport** | **3,631** | **23,020** | **82,996** | **60,154** | **62,848** | **92,695** | **325,344** |
| | Background | 154,173 | 900,298 | 5,086,094 | 2,055,895 | 1,472,820 | 1,259,026 | 10,928,306 |
| | **Total** | **157,804** | **923,318** | **5,169,090** | **2,116,049** | **1,535,668** | **1,351,721** | **11,253,650** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 25,840 |
| | Employee | | | | | | | 4,708 |
| | Cargo/Ancillary | | | | | | | 9,721 |
| | Collateral | | | | | | | 1,040 |
| | **Subtotal Airport** | | | | | | | **41,309** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 2,599 |
| | Employee | | | | | | | 240 |
| | Cargo/Ancillary | | | | | | | 17,983 |
| | Collateral | | | | | | | 251 |
| | **Subtotal Airport** | | | | | | | **21,073** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 2,959 |
| | Employee | | | | | | | 500 |
| | Cargo/Ancillary | | | | | | | 979 |
| | Collateral | | | | | | | 443 |
| | **Subtotal Airport** | | | | | | | **4,881** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 224,466 |
| | Employee | | | | | | | 35,453 |
| | Cargo/Ancillary | | | | | | | 187,804 |
| | Collateral | | | | | | | 29,005 |
| | **Subtotal Airport** | | | | | | | **476,728** |
| | Background | | | | | | | 16,424,087 |
| | **Total** | | | | | | | **16,900,815** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 444 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 186 |
| | **Subtotal Airport** | | | | | | | **630** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 8,222 |
| | Employee | | | | | | | 281 |
| | Cargo/Ancillary | | | | | | | 295 |
| | Collateral | | | | | | | 73 |
| | **Subtotal Airport** | | | | | | | **8,871** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 233,132 |
| | Employee | | | | | | | 35,734 |
| | Cargo/Ancillary | | | | | | | 188,099 |
| | Collateral | | | | | | | 29,264 |
| | **Airport Total** | | | | | | | **486,229** |

* Detailed information not available

# VMT

## Phase 3F: 2005 Alternative B - PM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,539 | 4,664 | 12,462 | 9,685 | 15,202 | 3,269 | 46,921 |
| | Employee | 41 | 837 | 2,430 | 1,539 | 727 | 299 | 5,873 |
| | Cargo/Ancillary | 317 | 1,234 | 6,561 | 5,400 | 3,138 | 1,235 | 17,885 |
| | Collateral | 159 | 2,264 | 6,433 | 3,264 | 3,065 | 638 | 15,823 |
| | **Subtotal Airport** | **2,156** | **8,999** | **27,886** | **19,888** | **22,132** | **5,441** | **86,502** |
| | Background | 5,383 | 39,685 | 156,690 | 122,216 | 55,921 | 20,574 | 400,449 |
| | **Total** | **7,539** | **48,684** | **184,576** | **142,104** | **78,053** | **26,015** | **486,951** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,134 | 9,037 | 47,864 | 67,924 | 34,599 | 6,796 | 167,354 |
| | Employee | 137 | 1,456 | 7,223 | 10,093 | 5,011 | 844 | 24,764 |
| | Cargo/Ancillary | 1,067 | 4,087 | 20,814 | 34,525 | 19,545 | 35,347 | 115,385 |
| | Collateral | 144 | 1,236 | 6,033 | 5,883 | 3,343 | 587 | 17,226 |
| | **Subtotal Airport** | **2,482** | **15,816** | **81,934** | **118,425** | **62,498** | **43,574** | **324,729** |
| | Background | 135,228 | 908,132 | 5,332,521 | 3,059,653 | 2,311,195 | 741,458 | 12,488,187 |
| | **Total** | **137,710** | **923,948** | **5,414,455** | **3,178,078** | **2,373,693** | **785,032** | **12,812,916** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 29,887 |
| | Employee | | | | | | | 4,961 |
| | Cargo/Ancillary | | | | | | | 9,400 |
| | Collateral | | | | | | | 1,685 |
| | **Subtotal Airport** | | | | | | | **45,933** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 2,087 |
| | Employee | | | | | | | 195 |
| | Cargo/Ancillary | | | | | | | 13,355 |
| | Collateral | | | | | | | 266 |
| | **Subtotal Airport** | | | | | | | **15,903** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 4,266 |
| | Employee | | | | | | | 528 |
| | Cargo/Ancillary | | | | | | | 1,179 |
| | Collateral | | | | | | | 827 |
| | **Subtotal Airport** | | | | | | | **6,800** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 250,515 |
| | Employee | | | | | | | 36,341 |
| | Cargo/Ancillary | | | | | | | 157,204 |
| | Collateral | | | | | | | 35,807 |
| | **Subtotal Airport** | | | | | | | **479,867** |
| | Background | | | | | | | 18,399,729 |
| | **Total** | | | | | | | **18,879,596** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 518 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 228 |
| | **Subtotal Airport** | | | | | | | **746** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 9,099 |
| | Employee | | | | | | | 275 |
| | Cargo/Ancillary | | | | | | | 275 |
| | Collateral | | | | | | | 136 |
| | **Subtotal Airport** | | | | | | | **9,785** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 45,958 |
| | Employee | | | | | | | 157,479 |
| | Cargo/Ancillary | | | | | | | 36,082 |
| | Collateral | | | | | | | 480,231 |
| | **Airport Total** | | | | | | | **10,531** |

* Detailed information not available

# VMT

## Phase 3F: 2005 Alternative B - AP

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 4,742 | 9,176 | 22,673 | 10,482 | 19,221 | 2,078 | 68,372 |
| | Employee | 169 | 882 | 2,926 | 1,080 | 858 | 122 | 6,088 |
| | Cargo/Ancillary | 804 | 2,453 | 9,212 | 4,276 | 3,622 | 822 | 21,189 |
| | Collateral | 384 | 1,296 | 3,683 | 640 | 1,861 | 296 | 8,160 |
| | **Subtotal Airport** | **6,099** | **13,807** | **38,494** | **16,478** | **25,593** | **3,318** | **103,769** |
| | Background | 8,030 | 34,610 | 166,954 | 54,656 | 62,436 | 19,722 | 346,410 |
| | **Total** | **14,129** | **48,417** | **205,448** | **71,134** | **88,031** | **23,040** | **450,199** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,222 | 8,812 | 65,091 | 63,737 | 57,168 | 17,785 | 233,815 |
| | Employee | 174 | 929 | 7,525 | 9,903 | 6,068 | 1,447 | 26,046 |
| | Cargo/Ancillary | 1,438 | 4,313 | 19,292 | 35,992 | 27,574 | 44,841 | 134,450 |
| | Collateral | 34 | 625 | 3,300 | 3,548 | 2,241 | 530 | 10,278 |
| | **Subtotal Airport** | **2,868** | **14,679** | **95,208** | **134,180** | **93,051** | **64,603** | **404,589** |
| | Background | 108,771 | 708,967 | 5,041,807 | 2,309,539 | 2,466,157 | 962,966 | 11,598,207 |
| | **Total** | **111,639** | **723,646** | **5,137,015** | **2,443,719** | **2,559,208** | **1,027,569** | **12,002,796** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 40,859 |
| | Employee | | | | | | | 5,033 |
| | Cargo/Ancillary | | | | | | | 10,973 |
| | Collateral | | | | | | | 1,104 |
| | **Subtotal Airport** | | | | | | | **57,979** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 3,213 |
| | Employee | | | | | | | 274 |
| | Cargo/Ancillary | | | | | | | 16,219 |
| | Collateral | | | | | | | 245 |
| | **Subtotal Airport** | | | | | | | **19,951** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 5,526 |
| | Employee | | | | | | | 526 |
| | Cargo/Ancillary | | | | | | | 2,263 |
| | Collateral | | | | | | | 514 |
| | **Subtotal Airport** | | | | | | | **8,829** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 351,795 |
| | Employee | | | | | | | 37,947 |
| | Cargo/Ancillary | | | | | | | 185,094 |
| | Collateral | | | | | | | 20,301 |
| | **Subtotal Airport** | | | | | | | **595,137** |
| | Background | | | | | | | 16,722,433 |
| | **Total** | | | | | | | **17,317,570** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 721 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 115 |
| | **Subtotal Airport** | | | | | | | **836** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 12,632 |
| | Employee | | | | | | | 293 |
| | Cargo/Ancillary | | | | | | | 287 |
| | Collateral | | | | | | | 88 |
| | **Subtotal Airport** | | | | | | | **13,300** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 365,148 |
| | Employee | | | | | | | 38,240 |
| | Cargo/Ancillary | | | | | | | 185,381 |
| | Collateral | | | | | | | 20,504 |
| | **Airport Total** | | | | | | | **609,273** |

# VMT

## Phase 3F: 2005 Alternative B - 24 hr

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| ler 1 | | | | | | | |
| Passenger | 42,846 | 99,473 | 244,938 | 179,430 | 270,581 | 49,644 | 886,911 |
| Employee | 3,141 | 26,540 | 84,027 | 48,152 | 28,782 | 5,883 | 196,526 |
| Cargo/Ancillary | 11,156 | 33,748 | 144,513 | 120,004 | 74,739 | 19,336 | 403,595 |
| Collateral | 5,280 | 19,464 | 64,440 | 27,284 | 31,188 | 4,712 | 152,368 |
| **Subtotal Airport** | **62,422** | **179,225** | **538,018** | **374,869** | **405,290** | **79,575** | **1,639,399** |
| Background | | | | | | | |
| **Total** | **62,422** | **179,225** | **538,018** | **374,869** | **405,290** | **79,575** | **1,639,399** |
| **lemaining LA County (Basin)** | | | | | | | |
| Passenger | 20,675 | 156,257 | 877,279 | 1,012,088 | 710,573 | 309,585 | 3,086,457 |
| Employee | 5,572 | 46,467 | 253,724 | 279,298 | 185,048 | 62,937 | 833,066 |
| Cargo/Ancillary | 29,936 | 124,305 | 445,999 | 633,854 | 446,850 | 917,264 | 2,598,206 |
| Collateral | 1,276 | 11,484 | 56,224 | 49,048 | 32,576 | 12,056 | 162,664 |
| **Subtotal Airport** | **57,459** | **338,533** | **1,633,226** | **1,974,288** | **1,375,047** | **1,301,841** | **6,680,393** |
| Background | | | | | | | |
| **Total** | **57,459** | **338,533** | **1,633,226** | **1,974,288** | **1,375,047** | **1,301,841** | **6,680,393** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 540,938 |
| Employee | | | | | | | 163,414 |
| Cargo/Ancillary | | | | | | | 201,830 |
| Collateral | | | | | | | 15,236 |
| **Subtotal Airport** | | | | | | | **921,218** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 44,234 |
| Employee | | | | | | | 7,870 |
| Cargo/Ancillary | | | | | | | 318,632 |
| Collateral | | | | | | | 3,048 |
| **Subtotal Airport** | | | | | | | **373,784** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 71,406 |
| Employee | | | | | | | 17,249 |
| Cargo/Ancillary | | | | | | | 29,621 |
| Collateral | | | | | | | 7,136 |
| **Subtotal Airport** | | | | | | | **125,412** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 4,629,946 |
| Employee | | | | | | | 1,218,125 |
| Cargo/Ancillary | | | | | | | 3,551,683 |
| Collateral | | | | | | | 340,452 |
| **Subtotal Airport** | | | | | | | **9,740,206** |
| Background | | | | | | | |
| **Total** | | | | | | | **9,740,206** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 9,425 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 2,116 |
| **Subtotal Airport** | | | | | | | **11,541** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 167,737 |
| Employee | | | | | | | 9,424 |
| Cargo/Ancillary | | | | | | | 5,742 |
| Collateral | | | | | | | 1,188 |
| **Subtotal Airport** | | | | | | | **184,091** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 3,607,733 |
| Employee | | | | | | | 2,589,128 |
| Cargo/Ancillary | | | | | | | 2,744,065 |
| Collateral | | | | | | | 2,119,996 |
| **Airport Total** | | | | | | | **11,040,923** |

* Detailed information not available

# VMT

## Phase 3F: 2005 Alternative C - AM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,112 | 3,981 | 8,736 | 11,129 | 12,019 | 4,020 | 40,997 |
| | Employee | 126 | 465 | 2,213 | 2,147 | 1,047 | 134 | 6,132 |
| | Cargo/Ancillary | 461 | 1,456 | 5,342 | 8,833 | 5,397 | 1,243 | 22,734 |
| | Collateral | 387 | 854 | 3,548 | 1,486 | 1,741 | 157 | 8,173 |
| | **Subtotal Airport** | **2,086** | **6,758** | **19,839** | **23,595** | **20,204** | **5,554** | **78,036** |
| | Background | 5,237 | 24,159 | 121,719 | 118,661 | 63,372 | 21,108 | 354,256 |
| | **Total** | **7,323** | **30,917** | **141,558** | **142,256** | **83,576** | **26,662** | **432,292** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,189 | 9,685 | 44,099 | 28,962 | 33,436 | 29,589 | 146,961 |
| | Employee | 179 | 1,708 | 7,900 | 4,860 | 5,202 | 3,344 | 23,193 |
| | Cargo/Ancillary | 1,924 | 9,561 | 27,387 | 22,981 | 19,279 | 56,714 | 137,846 |
| | Collateral | 59 | 571 | 2,514 | 1,549 | 1,409 | 1,081 | 7,183 |
| | **Subtotal Airport** | **3,351** | **21,525** | **81,900** | **58,372** | **59,326** | **90,708** | **315,183** |
| | Background | 150,109 | 899,855 | 5,065,711 | 2,103,662 | 1,467,333 | 1,268,591 | 10,955,261 |
| | **Total** | **153,460** | **921,381** | **5,147,611** | **2,162,034** | **1,526,659** | **1,359,299** | **11,270,444** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 25,840 |
| | Employee | | | | | | | 4,554 |
| | Cargo/Ancillary | | | | | | | 9,813 |
| | Collateral | | | | | | | 565 |
| | **Subtotal Airport** | | | | | | | **40,772** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 2,572 |
| | Employee | | | | | | | 236 |
| | Cargo/Ancillary | | | | | | | 17,895 |
| | Collateral | | | | | | | 144 |
| | **Subtotal Airport** | | | | | | | **20,847** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 2,820 |
| | Employee | | | | | | | 474 |
| | Cargo/Ancillary | | | | | | | 1,092 |
| | Collateral | | | | | | | 264 |
| | **Subtotal Airport** | | | | | | | **4,650** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 219,190 |
| | Employee | | | | | | | 34,589 |
| | Cargo/Ancillary | | | | | | | 189,360 |
| | Collateral | | | | | | | 16,329 |
| | **Subtotal Airport** | | | | | | | **459,468** |
| | Background | | | | | | | 16,423,225 |
| | **Total** | | | | | | | **16,882,713** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 422 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 115 |
| | **Subtotal Airport** | | | | | | | **537** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 7,977 |
| | Employee | | | | | | | 269 |
| | Cargo/Ancillary | | | | | | | 294 |
| | Collateral | | | | | | | 38 |
| | **Subtotal Airport** | | | | | | | **8,578** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 227,589 |
| | Employee | | | | | | | 34,858 |
| | Cargo/Ancillary | | | | | | | 189,674 |
| | Collateral | | | | | | | 16,482 |
| | **Airport Total** | | | | | | | **468,603** |

PARSONS:
Baseline + Adjustment
Where adjustment =
5%(Increase in LAX)
or
15%(Decrease in LAX)

* Detailed information not available

# VMT

## Phase 3F: 2005 Alternative C - PM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,224 | 5,113 | 12,696 | 9,466 | 12,623 | 2,839 | 43,961 |
| | Employee | 130 | 480 | 2,753 | 1,551 | 1,013 | 384 | 6,311 |
| | Cargo/Ancillary | 331 | 1,188 | 6,135 | 5,909 | 3,990 | 1,748 | 19,301 |
| | Collateral | 101 | 1,201 | 3,727 | 2,343 | 1,975 | 357 | 9,704 |
| | **Subtotal Airport** | **1,786** | **7,982** | **25,311** | **19,269** | **19,601** | **5,328** | **79,277** |
| | Background | 4,641 | 38,697 | 154,067 | 125,911 | 59,320 | 20,471 | 403,107 |
| | **Total** | **6,427** | **46,679** | **179,378** | **145,180** | **78,921** | **25,799** | **482,384** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,082 | 9,162 | 47,053 | 67,557 | 33,571 | 6,546 | 164,971 |
| | Employee | 138 | 1,492 | 7,143 | 10,019 | 4,682 | 819 | 24,293 |
| | Cargo/Ancillary | 1,070 | 4,145 | 20,108 | 35,366 | 20,363 | 34,425 | 115,477 |
| | Collateral | 77 | 669 | 3,312 | 3,593 | 1,895 | 331 | 9,877 |
| | **Subtotal Airport** | **2,367** | **15,468** | **77,615** | **116,535** | **60,511** | **42,121** | **314,618** |
| | Background | 134,444 | 939,139 | 5,282,882 | 3,135,664 | 2,329,723 | 702,834 | 12,524,686 |
| | **Total** | **136,811** | **954,607** | **5,360,498** | **3,252,199** | **2,390,234** | **744,955** | **12,839,304** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 29,940 |
| | Employee | | | | | | | 4,897 |
| | Cargo/Ancillary | | | | | | | 9,201 |
| | Collateral | | | | | | | 961 |
| | **Subtotal Airport** | | | | | | | **44,999** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 2,146 |
| | Employee | | | | | | | 199 |
| | Cargo/Ancillary | | | | | | | 13,494 |
| | Collateral | | | | | | | 160 |
| | **Subtotal Airport** | | | | | | | **15,999** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 4,071 |
| | Employee | | | | | | | 522 |
| | Cargo/Ancillary | | | | | | | 1,025 |
| | Collateral | | | | | | | 505 |
| | **Subtotal Airport** | | | | | | | **6,123** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 245,089 |
| | Employee | | | | | | | 36,222 |
| | Cargo/Ancillary | | | | | | | 158,498 |
| | Collateral | | | | | | | 21,207 |
| | **Subtotal Airport** | | | | | | | **461,016** |
| | Background | | | | | | | 18,398,787 |
| | **Total** | | | | | | | **18,859,803** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 491 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 139 |
| | **Subtotal Airport** | | | | | | | **630** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 8,901 |
| | Employee | | | | | | | 271 |
| | Cargo/Ancillary | | | | | | | 275 |
| | Collateral | | | | | | | 76 |
| | **Subtotal Airport** | | | | | | | **9,523** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 45,614 |
| | Employee | | | | | | | 158,769 |
| | Cargo/Ancillary | | | | | | | 21,482 |
| | Collateral | | | | | | | 461,231 |
| | **Airport Total** | | | | | | | **10,163** |

PARSONS:
Baseline + Adjustment
Where adjustment =
5%(Increase in LAX)
or
15%(Decrease in LAX)

* Detailed information not available

# VMT

## Phase 3F: 2005 Alternative C - AP

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 4,021 | 8,527 | 23,206 | 10,345 | 18,259 | 2,292 | 66,650 |
| | Employee | 270 | 887 | 3,004 | 1,248 | 895 | 147 | 6,451 |
| | Cargo/Ancillary | 788 | 2,280 | 9,069 | 4,851 | 4,732 | 1,213 | 22,933 |
| | Collateral | 204 | 851 | 2,199 | 455 | 971 | 145 | 4,825 |
| | **Subtotal Airport** | **5,283** | **12,545** | **37,478** | **16,899** | **24,857** | **3,797** | **100,859** |
| | Background | 7,602 | 34,468 | 167,054 | 58,618 | 59,800 | 19,374 | 346,916 |
| | **Total** | **12,885** | **47,013** | **204,532** | **75,517** | **84,657** | **23,171** | **447,775** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,138 | 10,113 | 64,209 | 84,873 | 56,830 | 17,376 | 234,541 |
| | Employee | 120 | 1,026 | 7,054 | 9,605 | 5,752 | 1,411 | 24,968 |
| | Cargo/Ancillary | 1,435 | 4,484 | 19,161 | 37,294 | 26,476 | 44,574 | 133,424 |
| | Collateral | 16 | 387 | 1,876 | 2,117 | 1,325 | 321 | 6,042 |
| | **Subtotal Airport** | **2,709** | **16,010** | **92,300** | **133,889** | **90,383** | **63,684** | **398,975** |
| | Background | 103,184 | 725,510 | 5,073,911 | 2,343,323 | 2,434,175 | 952,022 | 11,632,125 |
| | **Total** | **105,893** | **741,520** | **5,166,211** | **2,477,212** | **2,524,558** | **1,015,706** | **12,031,100** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 42,111 |
| | Employee | | | | | | | 4,899 |
| | Cargo/Ancillary | | | | | | | 11,730 |
| | Collateral | | | | | | | 650 |
| | **Subtotal Airport** | | | | | | | **59,390** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 2,871 |
| | Employee | | | | | | | 258 |
| | Cargo/Ancillary | | | | | | | 15,436 |
| | Collateral | | | | | | | 137 |
| | **Subtotal Airport** | | | | | | | **18,702** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 5,731 |
| | Employee | | | | | | | 508 |
| | Cargo/Ancillary | | | | | | | 3,212 |
| | Collateral | | | | | | | 321 |
| | **Subtotal Airport** | | | | | | | **9,772** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 351,904 |
| | Employee | | | | | | | 37,084 |
| | Cargo/Ancillary | | | | | | | 186,735 |
| | Collateral | | | | | | | 11,975 |
| | **Subtotal Airport** | | | | | | | **587,698** |
| | Background | | | | | | | 16,722,061 |
| | **Total** | | | | | | | **17,309,759** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 698 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 76 |
| | **Subtotal Airport** | | | | | | | **774** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 12,559 |
| | Employee | | | | | | | 287 |
| | Cargo/Ancillary | | | | | | | 284 |
| | Collateral | | | | | | | 44 |
| | **Subtotal Airport** | | | | | | | **13,174** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 365,161 |
| | Employee | | | | | | | 37,371 |
| | Cargo/Ancillary | | | | | | | 187,019 |
| | Collateral | | | | | | | 12,095 |
| | **Airport Total** | | | | | | | **601,646** |

PARSONS:
Baseline + Adjustment
Where adjustment =
5%(Increase in LAX)
or
15%(Decrease in LAX)

# VMT

## Phase 3F: 2005 Alternative C - 24 hr

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | |
| Passenger | 35,599 | 98,678 | 249,973 | 173,264 | 240,246 | 51,246 | 849,005 |
| Employee | 5,839 | 20,335 | 88,467 | 54,901 | 32,801 | 7,382 | 209,723 |
| Cargo/Ancillary | 10,586 | 33,004 | 137,658 | 131,273 | 94,697 | 28,167 | 435,286 |
| Collateral | 2,768 | 11,624 | 37,896 | 17,136 | 16,748 | 2,636 | 90,808 |
| **Subtotal Airpor** | **54,792** | **163,641** | **513,994** | **376,574** | **386,391** | **89,430** | **1,584,822** |
| Background | | | | | | | |
| **Total** | **54,792** | **163,641** | **513,994** | **376,574** | **386,391** | **89,430** | **1,584,822** |
| **Remaining LA County (Basin)** | | | | | | | |
| Passenger | 19,090 | 162,162 | 870,022 | 1,015,907 | 693,487 | 299,561 | 3,060,249 |
| Employee | 4,851 | 46,909 | 245,277 | 271,772 | 173,560 | 61,871 | 804,239 |
| Cargo/Ancillary | 29,674 | 121,873 | 446,595 | 640,795 | 442,991 | 909,277 | 2,591,205 |
| Collateral | 608 | 6,508 | 30,808 | 29,036 | 18,516 | 6,932 | 92,408 |
| **Subtotal Airpor** | **54,223** | **337,471** | **1,592,702** | **1,957,510** | **1,328,553** | **1,277,641** | **6,548,101** |
| Background | | | | | | | |
| **Total** | **54,223** | **337,471** | **1,592,702** | **1,957,510** | **1,328,553** | **1,277,641** | **6,548,101** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 548,190 |
| Employee | | | | | | | 159,285 |
| Cargo/Ancillary | | | | | | | 205,985 |
| Collateral | | | | | | | 8,704 |
| **Subtotal Airport** | | | | | | | **922,163** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 42,498 |
| Employee | | | | | | | 7,692 |
| Cargo/Ancillary | | | | | | | 313,728 |
| Collateral | | | | | | | 1,764 |
| **Subtotal Airport** | | | | | | | **365,682** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 70,683 |
| Employee | | | | | | | 16,684 |
| Cargo/Ancillary | | | | | | | 35,704 |
| Collateral | | | | | | | 4,360 |
| **Subtotal Airport** | | | | | | | **127,442** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 4,570,625 |
| Employee | | | | | | | 1,197,635 |
| Cargo/Ancillary | | | | | | | 3,581,907 |
| Collateral | | | | | | | 198,044 |
| **Subtotal Airport** | | | | | | | **9,548,210** |
| Background | | | | | | | |
| **Total** | | | | | | | **9,548,210** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 9,022 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 1,320 |
| **Subtotal Airport** | | | | | | | **10,342** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 164,847 |
| Employee | | | | | | | 9,160 |
| Cargo/Ancillary | | | | | | | 5,715 |
| Collateral | | | | | | | 632 |
| **Subtotal Airport** | | | | | | | **180,374** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 3,574,838 |
| Employee | | | | | | | 2,564,078 |
| Cargo/Ancillary | | | | | | | 2,667,773 |
| Collateral | | | | | | | 1,959,232 |
| **Airport Total** | | | | | | | **10,765,921** |

* Detailed information not available

# VMT

## Phase 3F: 2015 Adjusted Environmental Baseline - AM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,609 | 3,642 | 12,049 | 5,984 | 5,582 | 3,472 | 32,338 |
| | Employee | 83 | 436 | 1,228 | 581 | 392 | 150 | 2,850 |
| | Cargo/Ancillary | 457 | 2,094 | 6,299 | 3,425 | 2,109 | 835 | 15,219 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **2,149** | **6,172** | **19,576** | **9,970** | **8,083** | **4,457** | **50,407** |
| | Background | 10,262 | 51,351 | 185,937 | 85,217 | 50,488 | 23,586 | 386,841 |
| | **Total** | **12,411** | **57,523** | **186,513** | **95,187** | **58,571** | **28,043** | **437,248** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,260 | 6,711 | 36,235 | 27,661 | 22,698 | 19,032 | 113,597 |
| | Employee | 134 | 867 | 3,577 | 2,593 | 1,602 | 635 | 9,408 |
| | Cargo/Ancillary | 2,640 | 7,353 | 22,445 | 15,846 | 13,981 | 30,870 | 93,135 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **4,034** | **14,931** | **62,257** | **46,100** | **38,281** | **50,537** | **216,140** |
| | Background | 267,599 | 1,111,862 | 5,550,587 | 2,541,333 | 1,527,523 | 1,209,870 | 12,208,774 |
| | **Total** | **271,633** | **1,126,793** | **5,612,844** | **2,587,433** | **1,565,804** | **1,260,407** | **12,424,914** |
| **Orange County** | | | | | | | | |
| | Passenger | | | | | | | 18,938 |
| | Employee | | | | | | | 1,399 |
| | Cargo/Ancillary | | | | | | | 8,796 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **29,133** |
| | Background | | | | | | | 3,251,858 |
| | **Total** | | | | | | | **3,280,991** |
| **San Bernardino County** | | | | | | | | |
| | Passenger | | | | | | | 1,689 |
| | Employee | | | | | | | 98 |
| | Cargo/Ancillary | | | | | | | 10,296 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **12,083** |
| | Background | | | | | | | 1,241,235 |
| | **Total** | | | | | | | **1,253,318** |
| **Riverside County** | | | | | | | | |
| | Passenger | | | | | | | 1,819 |
| | Employee | | | | | | | 164 |
| | Cargo/Ancillary | | | | | | | 1,688 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **3,671** |
| | Background | | | | | | | 1,911,254 |
| | **Total** | | | | | | | **1,914,925** |
| **Subtotal SCAB** | | | | | | | | |
| | Passenger | | | | | | | 168,381 |
| | Employee | | | | | | | 13,919 |
| | Cargo/Ancillary | | | | | | | 129,134 |
| | Collateral | | | | | | | - |
| | **Subtotal Airport** | | | | | | | **311,434** |
| | Background | | | | | | | 18,999,962 |
| | **Total** | | | | | | | **19,311,396** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 252 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **252** |
| | Background | | | | | | | 716,458 |
| | **Total** | | | | | | | **716,710** |
| **Ventura County** | | | | | | | | |
| | Passenger | | | | | | | 6,197 |
| | Employee | | | | | | | 121 |
| | Cargo/Ancillary | | | | | | | 313 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **6,631** |
| | Background | | | | | | | 692,309 |
| | **Total** | | | | | | | **698,940** |
| **Total Model Area** | | | | | | | | |
| | Passenger | | | | | | | 174,830 |
| | Employee | | | | | | | 14,040 |
| | Cargo/Ancillary | | | | | | | 129,447 |
| | Collateral | | | | | | | 0 |
| | **Total Model Area** | | | | | | | **318,317** |
| | Total Background | | | | | | | 20,408,729 |
| | **Grand Total** | | | | | | | **20,727,046** |

# VMT

## Phase 3F: 2015 Adjusted Environmental Baseline - PM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,376 | 6,892 | 12,649 | 5,465 | 7,865 | 2,240 | 36,487 |
| | Employee | 69 | 654 | 1,581 | 751 | 311 | 173 | 3,539 |
| | Cargo/Ancillary | 239 | 2,595 | 5,486 | 2,911 | 1,537 | 766 | 13,514 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **1,684** | **10,141** | **19,696** | **9,127** | **9,713** | **3,179** | **53,540** |
| | Background | 10,089 | 79,254 | 214,094 | 87,574 | 34,918 | 22,884 | 448,813 |
| | **Total** | **11,773** | **89,396** | **233,790** | **96,701** | **44,631** | **26,063** | **502,353** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,323 | 11,373 | 47,601 | 44,921 | 15,637 | 8,181 | 129,036 |
| | Employee | 106 | 1,145 | 4,876 | 4,412 | 1,268 | 244 | 12,071 |
| | Cargo/Ancillary | 1,402 | 7,542 | 20,967 | 22,241 | 11,666 | 18,619 | 82,457 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **2,831** | **20,060** | **73,444** | **71,574** | **28,611** | **27,044** | **223,564** |
| | Background | 291,342 | 1,708,424 | 6,837,501 | 3,328,924 | 1,625,374 | 651,731 | 14,443,296 |
| | **Total** | **294,173** | **1,728,484** | **6,910,946** | **3,400,498** | **1,653,985** | **678,775** | **14,666,860** |
| **Orange County** | | | | | | | | |
| | Passenger | | | | | | | 22,142 |
| | Employee | | | | | | | 1,984 |
| | Cargo/Ancillary | | | | | | | 6,693 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **32,819** |
| | Background | | | | | | | 3,778,368 |
| | **Total** | | | | | | | **3,811,187** |
| **San Bernardino County** | | | | | | | | |
| | Passenger | | | | | | | 1,646 |
| | Employee | | | | | | | 128 |
| | Cargo/Ancillary | | | | | | | 8,148 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **9,922** |
| | Background | | | | | | | 1,445,394 |
| | **Total** | | | | | | | **1,455,316** |
| **Riverside County** | | | | | | | | |
| | Passenger | | | | | | | 2,725 |
| | Employee | | | | | | | 252 |
| | Cargo/Ancillary | | | | | | | 2,266 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **5,243** |
| | Background | | | | | | | 2,425,097 |
| | **Total** | | | | | | | **2,430,340** |
| **Subtotal SCAB** | | | | | | | | |
| | Passenger | | | | | | | 192,036 |
| | Employee | | | | | | | 17,974 |
| | Cargo/Ancillary | | | | | | | 115,078 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **325,088** |
| | Background | | | | | | | 22,540,968 |
| | **Total** | | | | | | | **22,866,056** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 279 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **279** |
| | Background | | | | | | | 840,596 |
| | **Total** | | | | | | | **840,875** |
| **Ventura County** | | | | | | | | |
| | Passenger | | | | | | | 6,957 |
| | Employee | | | | | | | 153 |
| | Cargo/Ancillary | | | | | | | 281 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **7,391** |
| | Background | | | | | | | 837,858 |
| | **Total** | | | | | | | **845,249** |
| **Total Model Area** | | | | | | | | |
| | Passenger | | | | | | | 199,272 |
| | Employee | | | | | | | 18,127 |
| | Cargo/Ancillary | | | | | | | 115,359 |
| | Collateral | | | | | | | 0 |
| | **Total Model Area** | | | | | | | **332,758** |
| | Total Background | | | | | | | 24,219,422 |
| | **Grand Total** | | | | | | | **24,552,180** |

# VMT

## Phase 3F: 2015 Adjusted Environmental Baseline - AP

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 4,613 | 13,214 | 20,466 | 8,459 | 5,260 | 3,508 | 55,520 |
| | Employee | 48 | 226 | 408 | 160 | 47 | 3 | 892 |
| | Cargo/Ancillary | 555 | 4,551 | 7,535 | 2,687 | 2,354 | 424 | 18,186 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **5,216** | **17,991** | **28,509** | **11,286** | **7,661** | **3,935** | **74,598** |
| | Background | 13,972 | 69,657 | 193,502 | 43,151 | 35,668 | 23,815 | 379,765 |
| | **Total** | **19,188** | **87,646** | **222,011** | **54,437** | **43,329** | **27,750** | **454,363** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 1,450 | 11,949 | 65,252 | 66,572 | 35,586 | 15,704 | 196,513 |
| | Employee | 17 | 152 | 1,103 | 1,294 | 461 | 86 | 3,113 |
| | Cargo/Ancillary | 2,005 | 5,723 | 23,749 | 24,899 | 24,567 | 14,625 | 95,568 |
| | Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subtotal Airport** | **3,472** | **17,824** | **90,104** | **92,765** | **60,614** | **30,415** | **295,194** |
| | Background | 252,503 | 1,369,824 | 6,324,733 | 2,993,851 | 1,992,955 | 731,224 | 13,665,090 |
| | **Total** | **255,975** | **1,387,648** | **6,414,837** | **3,086,616** | **2,053,569** | **761,639** | **13,960,284** |
| **Orange County** | | | | | | | | |
| | Passenger | | | | | | | 33,286 |
| | Employee | | | | | | | 632 |
| | Cargo/Ancillary | | | | | | | 9,957 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **43,875** |
| | Background | | | | | | | 3,280,005 |
| | **Total** | | | | | | | **3,323,880** |
| **San Bernardino County** | | | | | | | | |
| | Passenger | | | | | | | 2,597 |
| | Employee | | | | | | | 33 |
| | Cargo/Ancillary | | | | | | | 9,392 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **12,022** |
| | Background | | | | | | | 1,262,994 |
| | **Total** | | | | | | | **1,275,016** |
| **Riverside County** | | | | | | | | |
| | Passenger | | | | | | | 3,441 |
| | Employee | | | | | | | 51 |
| | Cargo/Ancillary | | | | | | | 1,412 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **4,904** |
| | Background | | | | | | | 2,194,490 |
| | **Total** | | | | | | | **2,199,394** |
| **Subtotal SCAB** | | | | | | | | |
| | Passenger | | | | | | | 291,357 |
| | Employee | | | | | | | 4,721 |
| | Cargo/Ancillary | | | | | | | 134,515 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **430,593** |
| | Background | | | | | | | 20,782,344 |
| | **Total** | | | | | | | **21,212,937** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 438 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **438** |
| | Background | | | | | | | 966,416 |
| | **Total** | | | | | | | **966,854** |
| **Ventura County** | | | | | | | | |
| | Passenger | | | | | | | 10,464 |
| | Employee | | | | | | | 33 |
| | Cargo/Ancillary | | | | | | | 415 |
| | Collateral | | | | | | | 0 |
| | **Subtotal Airport** | | | | | | | **10,912** |
| | Background | | | | | | | 855,746 |
| | **Total** | | | | | | | **866,658** |
| **Total Model Area*** | | | | | | | | |
| | Passenger | | | | | | | 302,259 |
| | Employee | | | | | | | 4,754 |
| | Cargo/Ancillary | | | | | | | 134,930 |
| | Collateral | | | | | | | 0 |
| | **Total Model Area** | | | | | | | **441,943** |
| | Total Background | | | | | | | 22,604,506 |
| | **Grand Total** | | | | | | | **23,046,449** |

# VMT

## Phase 3F: 2015 Adjusted Environmental Baseline - 24 hr

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | |
| Passenger | 42,649 | 132,989 | 252,918 | 111,485 | 104,759 | 51,632 | 696,332 |
| Employee | 2,220 | 14,608 | 35,709 | 16,339 | 8,325 | 3,619 | 80,819 |
| Cargo/Ancillary | 8,382 | 61,908 | 129,980 | 60,320 | 40,200 | 13,568 | 314,357 |
| Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Subtotal Airport** | **53,151** | **209,504** | **418,607** | **188,144** | **153,284** | **68,818** | **1,091,508** |
| Background | | | | | | | |
| **Total** | **53,151** | **209,504** | **418,607** | **188,144** | **153,284** | **68,818** | **1,091,508** |
| **Remaining LA County (Basin)** | | | | | | | |
| Passenger | 22,585 | 188,185 | 834,893 | 779,262 | 413,958 | 240,335 | 2,459,218 |
| Employee | 2,853 | 24,020 | 106,072 | 92,119 | 37,196 | 10,712 | 272,971 |
| Cargo/Ancillary | 40,515 | 138,141 | 449,979 | 422,006 | 336,568 | 429,564 | 1,816,772 |
| Collateral | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Subtotal Airport** | **65,952** | **330,346** | **1,390,943** | **1,293,388** | **787,722** | **680,611** | **4,548,961** |
| Background | | | | | | | |
| **Total** | **65,952** | **330,345** | **1,390,943** | **1,293,388** | **787,722** | **680,611** | **4,548,961** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 416,450 |
| Employee | | | | | | | 44,567 |
| Cargo/Ancillary | | | | | | | 183,888 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **644,904** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 33219.2 |
| Employee | | | | | | | 2874.9 |
| Cargo/Ancillary | | | | | | | 186501.2 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **222,595.3** |
| Background | | | | | | | |
| **Total** | | | | | | | **222,595.3** |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 44716 |
| Employee | | | | | | | 5183.7 |
| Cargo/Ancillary | | | | | | | 35952.2 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **85,851.9** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 3649934.4 |
| Employee | | | | | | | 406415.4 |
| Cargo/Ancillary | | | | | | | 2537470.9 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **6,593,821** |
| Background | | | | | | | |
| **Total** | | | | | | | **6,593,821** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 5426.4 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **5,426** |
| Background | | | | | | | |
| **Total** | | | | | | | **5,426** |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 132260.6 |
| Employee | | | | | | | 3407.7 |
| Cargo/Ancillary | | | | | | | 6760.3 |
| Collateral | | | | | | | 0 |
| **Subtotal Airport** | | | | | | | **142,429** |
| | | | | | | | **142,429** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 3787621.6 |
| Employee | | | | | | | 409823.1 |
| Cargo/Ancillary | | | | | | | 2544231.2 |
| Collateral | | | | | | | 0 |
| **Airport Total** | | | | | | | **6,741,676** |

* Detailed information not available

# VMT

## Phase 4: 2015 No Action/No Project Alternative - AM

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | |
| Passenger | 3,056 | 6,354 | 15,549 | 9,627 | 6,308 | 4,797 | 45,691 |
| Employee | 283 | 1,050 | 2,446 | 1,452 | 586 | 245 | 6,062 |
| Cargo/Ancillary | 983 | 4,141 | 8,408 | 5,435 | 1,986 | 1,189 | 22,142 |
| Collateral | 2,945 | 9,062 | 19,291 | 4,323 | 3,111 | 869 | 39,601 |
| **Subtotal Airport** | **7,267** | **20,607** | **45,694** | **20,837** | **11,991** | **7,100** | **113,496** |
| Background | 13,066 | 58,461 | 152,942 | 84,287 | 31,912 | 23,980 | 364,648 |
| **Total** | **20,333** | **79,068** | **198,636** | **105,124** | **43,903** | **31,080** | **478,144** |
| **Remaining LA County (Basin)** | | | | | | | |
| Passenger | 2,009 | 10,080 | 53,453 | 38,478 | 33,095 | 27,999 | 165,114 |
| Employee | 336 | 2,056 | 8,526 | 5,774 | 4,641 | 1,837 | 23,170 |
| Cargo/Ancillary | 3,797 | 9,861 | 32,435 | 21,947 | 21,739 | 46,170 | 135,949 |
| Collateral | 691 | 4,798 | 19,279 | 9,441 | 5,102 | 3,633 | 42,944 |
| **Subtotal Airport** | **6,833** | **26,795** | **113,693** | **75,640** | **64,577** | **79,639** | **367,177** |
| Background | 265,810 | 1,150,884 | 5,604,429 | 2,571,532 | 1,402,231 | 1,199,199 | 12,194,085 |
| **Total** | **272,643** | **1,177,679** | **5,718,122** | **2,647,172** | **1,466,808** | **1,278,838** | **12,561,262** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 30,715 |
| Employee | | | | | | | 4,635 |
| Cargo/Ancillary | | | | | | | 12,456 |
| Collateral | | | | | | | 2,633 |
| **Subtotal Airport** | | | | | | | **50,839** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 3,112 |
| Employee | | | | | | | 261 |
| Cargo/Ancillary | | | | | | | 15,378 |
| Collateral | | | | | | | 505 |
| **Subtotal Airport** | | | | | | | **19,256** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 4,147 |
| Employee | | | | | | | 635 |
| Cargo/Ancillary | | | | | | | 2,361 |
| Collateral | | | | | | | 1,034 |
| **Subtotal Airport** | | | | | | | **8,177** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 248,779 |
| Employee | | | | | | | 34,963 |
| Cargo/Ancillary | | | | | | | 188,286 |
| Collateral | | | | | | | 86,717 |
| **Subtotal Airport** | | | | | | | **558,745** |
| Background | | | | | | | 18,012,328 |
| **Total** | | | | | | | **18,571,073** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 584 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 637 |
| **Subtotal Airport** | | | | | | | **1,221** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 8,794 |
| Employee | | | | | | | 236 |
| Cargo/Ancillary | | | | | | | 352 |
| Collateral | | | | | | | 241 |
| **Subtotal Airport** | | | | | | | **9,623** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 258,157 |
| Employee | | | | | | | 35,199 |
| Cargo/Ancillary | | | | | | | 188,638 |
| Collateral | | | | | | | 87,595 |
| **Airport Total** | | | | | | | **569,589** |

* Detailed information not available

# VMT

## Phase 4: 2015 No Action/No Project Alternative - PM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 4,807 | 7,936 | 17,304 | 6,913 | 9,399 | 2,429 | 48,788 |
| | Employee | 298 | 1,221 | 2,919 | 1,358 | 615 | 198 | 6,609 |
| | Cargo/Ancillary | 725 | 3,696 | 7,537 | 3,714 | 2,189 | 795 | 18,656 |
| | Collateral | 1,511 | 9,333 | 19,491 | 5,265 | 1,785 | 822 | 38,207 |
| | **Subtotal Airport** | **7,341** | **22,186** | **47,251** | **17,250** | **13,988** | **4,244** | **112,260** |
| | Background | 13,917 | 88,993 | 194,151 | 85,887 | 28,566 | 21,107 | 432,621 |
| | **Total** | **21,258** | **111,179** | **241,402** | **103,137** | **42,554** | **25,351** | **544,881** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 2,019 | 17,598 | 70,670 | 58,815 | 24,819 | 7,750 | 181,671 |
| | Employee | 258 | 2,598 | 10,816 | 8,851 | 2,446 | 567 | 25,536 |
| | Cargo/Ancillary | 2,039 | 10,662 | 30,104 | 30,668 | 15,382 | 25,925 | 114,780 |
| | Collateral | 609 | 6,186 | 21,532 | 11,717 | 4,720 | 1,157 | 45,921 |
| | **Subtotal Airport** | **4,925** | **37,034** | **133,022** | **110,051** | **47,377** | **35,399** | **367,808** |
| | Background | 282,737 | 1,780,387 | 6,866,753 | 3,219,195 | 1,608,024 | 626,750 | 14,393,846 |
| | **Total** | **287,662** | **1,817,421** | **6,999,775** | **3,329,246** | **1,656,401** | **662,149** | **14,761,654** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 35,074 |
| | Employee | | | | | | | 5,604 |
| | Cargo/Ancillary | | | | | | | 11,651 |
| | Collateral | | | | | | | 3,335 |
| | **Subtotal Airport** | | | | | | | **55,664** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 2,864 |
| | Employee | | | | | | | 309 |
| | Cargo/Ancillary | | | | | | | 11,672 |
| | Collateral | | | | | | | 399 |
| | **Subtotal Airport** | | | | | | | **15,244** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 5,665 |
| | Employee | | | | | | | 855 |
| | Cargo/Ancillary | | | | | | | 2,699 |
| | Collateral | | | | | | | 1,504 |
| | **Subtotal Airport** | | | | | | | **10,723** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 273,962 |
| | Employee | | | | | | | 38,913 |
| | Cargo/Ancillary | | | | | | | 159,458 |
| | Collateral | | | | | | | 89,366 |
| | **Subtotal Airport** | | | | | | | **561,699** |
| | Background | | | | | | | 22,576,460 |
| | **Total** | | | | | | | **23,138,159** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 645 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 594 |
| | **Subtotal Airport** | | | | | | | **1,239** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 9,579 |
| | Employee | | | | | | | 252 |
| | Cargo/Ancillary | | | | | | | 321 |
| | Collateral | | | | | | | 298 |
| | **Subtotal Airport** | | | | | | | **10,450** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 49,137 |
| | Employee | | | | | | | 159,710 |
| | Cargo/Ancillary | | | | | | | 89,687 |
| | Collateral | | | | | | | 562,591 |
| | **Airport Total** | | | | | | | **11,689** |

* Detailed information not available

# VMT

## Phase 4: 2015 No Action/No Project Alternative - AP

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 5,903 | 15,450 | 26,095 | 7,697 | 5,785 | 2,788 | 63,698 |
| | Employee | 228 | 1,250 | 2,168 | 771 | 378 | 34 | 4,830 |
| | Cargo/Ancillary | 886 | 6,370 | 9,251 | 3,224 | 2,863 | 532 | 22,926 |
| | Collateral | 843 | 2,771 | 7,004 | 1,185 | 604 | 236 | 12,643 |
| | **Subtotal Airport** | **7,860** | **25,841** | **44,518** | **12,877** | **9,431** | **3,570** | **104,097** |
| | Background | 15,188 | 73,710 | 191,827 | 35,360 | 42,516 | 15,537 | 374,138 |
| | **Total** | **23,048** | **99,551** | **236,345** | **48,237** | **51,947** | **19,107** | **478,235** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 2,268 | 15,101 | 79,760 | 81,290 | 45,072 | 9,844 | 233,335 |
| | Employee | 184 | 1,121 | 6,753 | 7,631 | 2,359 | 515 | 18,563 |
| | Cargo/Ancillary | 2,944 | 7,639 | 30,423 | 34,245 | 32,796 | 20,468 | 128,515 |
| | Collateral | 141 | 1,687 | 7,317 | 5,595 | 2,918 | 575 | 18,233 |
| | **Subtotal Airport** | **5,537** | **25,548** | **124,253** | **128,761** | **83,145** | **31,402** | **398,646** |
| | Background | 249,219 | 1,386,079 | 6,309,355 | 3,032,710 | 1,966,089 | 684,247 | 13,627,699 |
| | **Total** | **254,756** | **1,411,627** | **6,433,608** | **3,161,471** | **2,049,234** | **715,649** | **14,026,345** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 44,539 |
| | Employee | | | | | | | 4,084 |
| | Cargo/Ancillary | | | | | | | 13,033 |
| | Collateral | | | | | | | 1,782 |
| | **Subtotal Airport** | | | | | | | **63,438** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 4,100 |
| | Employee | | | | | | | 219 |
| | Cargo/Ancillary | | | | | | | 13,873 |
| | Collateral | | | | | | | 304 |
| | **Subtotal Airport** | | | | | | | **18,496** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 6,015 |
| | Employee | | | | | | | 480 |
| | Cargo/Ancillary | | | | | | | 1,565 |
| | Collateral | | | | | | | 803 |
| | **Subtotal Airport** | | | | | | | **8,863** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 351,687 |
| | Employee | | | | | | | 28,176 |
| | Cargo/Ancillary | | | | | | | 179,912 |
| | Collateral | | | | | | | 33,765 |
| | **Subtotal Airport** | | | | | | | **593,540** |
| | Background | | | | | | | 20,790,491 |
| | **Total** | | | | | | | **21,384,031** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 847 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 210 |
| | **Subtotal Airport** | | | | | | | **1,057** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 12,221 |
| | Employee | | | | | | | 187 |
| | Cargo/Ancillary | | | | | | | 402 |
| | Collateral | | | | | | | 149 |
| | **Subtotal Airport** | | | | | | | **12,959** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 364,755 |
| | Employee | | | | | | | 28,363 |
| | Cargo/Ancillary | | | | | | | 180,314 |
| | Collateral | | | | | | | 34,124 |
| | **Airport Total** | | | | | | | **607,556** |

# VMT

## Phase 3F: 2015 No Action/No Project - 24 hr

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | |
| Passenger | 77,090 | 166,544 | 330,109 | 135,727 | 120,355 | 55,966 | 885,791 |
| Employee | 8,980 | 39,083 | 83,618 | 38,749 | 17,538 | 5,295 | 194,261 |
| Cargo/Ancillary | 17,380 | 95,187 | 168,813 | 82,699 | 45,815 | 16,857 | 426,951 |
| Collateral | 21,196 | 84,664 | 153,144 | 43,092 | 22,000 | 7,708 | 361,804 |
| **Subtotal Airport** | **124,645** | **385,478** | **755,682** | **301,467** | **205,708** | **85,826** | **1,868,807** |
| Background | | | | | | | |
| **Total** | **124,645** | **385,478** | **755,682** | **301,467** | **205,708** | **85,826** | **1,868,807** |
| **Remaining LA County (Basin)** | | | | | | | |
| Passenger | 35,258 | 239,562 | 1,141,185 | 1,000,065 | 578,722 | 255,321 | 3,248,112 |
| Employee | 6,636 | 64,103 | 289,655 | 247,042 | 104,851 | 32,401 | 746,688 |
| Cargo/Ancillary | 56,526 | 188,618 | 622,845 | 581,962 | 468,511 | 620,172 | 2,540,835 |
| Collateral | 5,764 | 50,684 | 192,512 | 107,012 | 50,960 | 21,460 | 428,392 |
| **Subtotal Airport** | **108,483** | **542,967** | **2,246,197** | **1,936,080** | **1,201,043** | **929,354** | **6,964,126** |
| Background | | | | | | | |
| **Total** | **108,483** | **542,967** | **2,246,197** | **1,936,080** | **1,201,043** | **929,354** | **6,964,125** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 617,837 |
| Employee | | | | | | | 161,205 |
| Cargo/Ancillary | | | | | | | 248,838 |
| Collateral | | | | | | | 31,000 |
| **Subtotal Airport** | | | | | | | **1,058,880** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 56425.6 |
| Employee | | | | | | | 8757.9 |
| Cargo/Ancillary | | | | | | | 274184.1 |
| Collateral | | | | | | | 4832 |
| **Subtotal Airport** | | | | | | | **344,199.6** |
| Background | | | | | | | |
| **Total** | | | | | | | **344,199.6** |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 88631.2 |
| Employee | | | | | | | 21867 |
| Cargo/Ancillary | | | | | | | 44367.5 |
| Collateral | | | | | | | 13364 |
| **Subtotal Airport** | | | | | | | **168,249.7** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 4896796.8 |
| Employee | | | | | | | 1132777.2 |
| Cargo/Ancillary | | | | | | | 3535295.2 |
| Collateral | | | | | | | 839392 |
| **Subtotal Airport** | | | | | | | **10,404,261** |
| Background | | | | | | | |
| **Total** | | | | | | | **10,404,261** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 11625.6 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 5764 |
| **Subtotal Airport** | | | | | | | **17,390** |
| Background | | | | | | | |
| **Total** | | | | | | | **17,390** |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 171326.4 |
| Employee | | | | | | | 7492.5 |
| Cargo/Ancillary | | | | | | | 7202.5 |
| Collateral | | | | | | | 2752 |
| **Subtotal Airport** | | | | | | | **188,773** |
| | | | | | | | **188,773** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 3763474.4 |
| Employee | | | | | | | 2478319.2 |
| Cargo/Ancillary | | | | | | | 3072881.3 |
| Collateral | | | | | | | 2737240 |
| **Airport Total** | | | | | | | **12,051,915** |

* Detailed information not available

# VMT

## Phase 4: 2015 Alternative A - AM

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | |
| Passenger | 1,064 | 4,487 | 13,701 | 11,862 | 23,396 | 5,985 | 60,475 |
| Employee | 91 | 1,250 | 3,200 | 2,074 | 1,282 | 160 | 8,057 |
| Cargo/Ancillary | 485 | 2,926 | 9,952 | 7,471 | 5,305 | 980 | 27,121 |
| Collateral | 1,085 | 2,923 | 6,089 | 3,499 | 2,234 | 136 | 15,966 |
| **Subtotal Airport** | **2,725** | **11,586** | **32,942** | **24,906** | **32,217** | **7,261** | **111,619** |
| Background | 8,737 | 44,951 | 159,528 | 84,792 | 60,644 | 20,629 | 379,281 |
| **Total** | **11,462** | **56,519** | **192,470** | **109,698** | **92,861** | **27,890** | **490,900** |
| **Remaining LA County (Basin)** | | | | | | | |
| Passenger | 2,873 | 11,471 | 63,451 | 50,970 | 35,934 | 30,262 | 194,961 |
| Employee | 493 | 2,464 | 11,035 | 9,177 | 6,074 | 2,764 | 32,007 |
| Cargo/Ancillary | 5,554 | 12,032 | 40,611 | 30,608 | 43,920 | 43,131 | 176,056 |
| Collateral | 241 | 1,179 | 4,966 | 3,083 | 1,990 | 1,550 | 13,009 |
| **Subtotal Airport** | **9,161** | **27,146** | **120,063** | **94,038** | **87,918** | **77,707** | **416,033** |
| Background | 267,928 | 1,151,882 | 5,586,190 | 2,565,394 | 1,517,924 | 1,087,397 | 12,176,715 |
| **Total** | **277,089** | **1,179,028** | **5,706,253** | **2,659,432** | **1,605,842** | **1,165,104** | **12,592,748** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 36,210 |
| Employee | | | | | | | 6,579 |
| Cargo/Ancillary | | | | | | | 15,405 |
| Collateral | | | | | | | 944 |
| **Subtotal Airport** | | | | | | | **59,238** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 3,621 |
| Employee | | | | | | | 357 |
| Cargo/Ancillary | | | | | | | 20,827 |
| Collateral | | | | | | | 230 |
| **Subtotal Airport** | | | | | | | **25,035** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 5,095 |
| Employee | | | | | | | 858 |
| Cargo/Ancillary | | | | | | | 3,546 |
| Collateral | | | | | | | 414 |
| **Subtotal Airport** | | | | | | | **9,913** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 300,362 |
| Employee | | | | | | | 47,958 |
| Cargo/Ancillary | | | | | | | 242,955 |
| Collateral | | | | | | | 30,563 |
| **Subtotal Airport** | | | | | | | **621,838** |
| Background | | | | | | | 19,015,482 |
| **Total** | | | | | | | **19,637,320** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 708 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 219 |
| **Subtotal Airport** | | | | | | | **927** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 10,382 |
| Employee | | | | | | | 326 |
| Cargo/Ancillary | | | | | | | 372 |
| Collateral | | | | | | | 76 |
| **Subtotal Airport** | | | | | | | **11,156** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 311,452 |
| Employee | | | | | | | 48,284 |
| Cargo/Ancillary | | | | | | | 243,327 |
| Collateral | | | | | | | 30,858 |
| **Airport Total** | | | | | | | **633,921** |

* Detailed information not available

# VMT

## Phase 4: 2015 Alternative A - PM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,261 | 6,153 | 16,028 | 18,621 | 31,152 | 4,781 | 77,996 |
| | Employee | 135 | 1,301 | 2,805 | 1,515 | 1,359 | 291 | 7,406 |
| | Cargo/Ancillary | 338 | 3,056 | 7,680 | 5,176 | 4,662 | 1,017 | 21,929 |
| | Collateral | 614 | 3,242 | 7,306 | 3,723 | 1,893 | 246 | 17,024 |
| | **Subtotal Airport** | **2,348** | **13,752** | **33,819** | **29,035** | **39,066** | **6,335** | **124,355** |
| | Background | 10,106 | 65,189 | 185,115 | 103,768 | 55,360 | 20,609 | 440,047 |
| | **Total** | **12,454** | **78,941** | **218,934** | **132,803** | **94,426** | **26,944** | **564,402** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 2,737 | 23,695 | 97,331 | 78,554 | 35,061 | 10,179 | 247,457 |
| | Employee | 309 | 3,021 | 12,970 | 9,851 | 2,827 | 631 | 29,609 |
| | Cargo/Ancillary | 2,638 | 13,004 | 38,279 | 36,286 | 18,105 | 33,111 | 141,423 |
| | Collateral | 225 | 2,156 | 7,277 | 4,812 | 1,857 | 492 | 16,819 |
| | **Subtotal Airport** | **5,909** | **41,776** | **155,857** | **129,503** | **57,850** | **44,413** | **435,308** |
| | Background | 280,867 | 1,812,050 | 6,875,258 | 3,190,576 | 1,578,370 | 622,985 | 14,360,106 |
| | **Total** | **286,776** | **1,853,826** | **7,031,115** | **3,320,079** | **1,636,220** | **667,398** | **14,795,414** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 47,843 |
| | Employee | | | | | | | 6,502 |
| | Cargo/Ancillary | | | | | | | 15,040 |
| | Collateral | | | | | | | 1,551 |
| | **Subtotal Airport** | | | | | | | **70,936** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 3,801 |
| | Employee | | | | | | | 354 |
| | Cargo/Ancillary | | | | | | | 14,064 |
| | Collateral | | | | | | | 194 |
| | **Subtotal Airport** | | | | | | | **18,413** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 7,877 |
| | Employee | | | | | | | 1,051 |
| | Cargo/Ancillary | | | | | | | 4,864 |
| | Collateral | | | | | | | 833 |
| | **Subtotal Airport** | | | | | | | **14,625** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 384,974 |
| | Employee | | | | | | | 44,922 |
| | Cargo/Ancillary | | | | | | | 197,320 |
| | Collateral | | | | | | | 36,421 |
| | **Subtotal Airport** | | | | | | | **663,637** |
| | Background | | | | | | | 22,591,750 |
| | **Total** | | | | | | | **23,255,387** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 894 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 246 |
| | **Subtotal Airport** | | | | | | | **1,140** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 13,116 |
| | Employee | | | | | | | 294 |
| | Cargo/Ancillary | | | | | | | 350 |
| | Collateral | | | | | | | 149 |
| | **Subtotal Airport** | | | | | | | **13,909** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 58,932 |
| | Employee | | | | | | | 197,614 |
| | Cargo/Ancillary | | | | | | | 36,771 |
| | Collateral | | | | | | | 664,032 |
| | **Airport Total** | | | | | | | **15,049** |

* Detailed information not available

# VMT

## Phase 4: 2015 Alternative A- AP

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 2,805 | 13,247 | 26,235 | 30,737 | 34,136 | 2,601 | 109,761 |
| | Employee | 296 | 1,685 | 3,570 | 2,100 | 625 | 54 | 8,330 |
| | Cargo/Ancillary | 714 | 4,349 | 10,621 | 7,292 | 2,079 | 930 | 25,985 |
| | Collateral | 472 | 1,580 | 4,408 | 1,129 | 640 | 181 | 8,410 |
| | **Subtotal Airport** | **4,287** | **20,861** | **44,834** | **41,258** | **37,480** | **3,766** | **152,486** |
| | Background | 11,969 | 58,303 | 180,150 | 62,584 | 32,091 | 24,145 | 369,242 |
| | **Total** | **16,256** | **79,164** | **224,984** | **103,842** | **69,571** | **27,911** | **521,728** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 3,236 | 21,004 | 114,554 | 130,817 | 52,537 | 14,398 | 336,546 |
| | Employee | 337 | 2,094 | 12,607 | 14,123 | 3,379 | 951 | 33,491 |
| | Cargo/Ancillary | 4,204 | 10,360 | 38,143 | 47,607 | 39,617 | 31,076 | 171,007 |
| | Collateral | 83 | 1,016 | 3,970 | 3,207 | 1,351 | 292 | 9,919 |
| | **Subtotal Airport** | **7,860** | **34,474** | **169,274** | **195,754** | **96,884** | **46,717** | **550,963** |
| | Background | 258,655 | 1,380,268 | 6,337,840 | 3,106,069 | 1,850,128 | 662,574 | 13,595,534 |
| | **Total** | **266,515** | **1,414,742** | **6,507,114** | **3,301,823** | **1,947,012** | **709,291** | **14,146,497** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 63,368 |
| | Employee | | | | | | | 7,219 |
| | Cargo/Ancillary | | | | | | | 14,698 |
| | Collateral | | | | | | | 1,006 |
| | **Subtotal Airport** | | | | | | | **86,291** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 5,778 |
| | Employee | | | | | | | 384 |
| | Cargo/Ancillary | | | | | | | 20,654 |
| | Collateral | | | | | | | 203 |
| | **Subtotal Airport** | | | | | | | **27,019** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 8,802 |
| | Employee | | | | | | | 842 |
| | Cargo/Ancillary | | | | | | | 2,160 |
| | Collateral | | | | | | | 486 |
| | **Subtotal Airport** | | | | | | | **12,290** |
| | Background | | | | | | | |
| | **Total** | | | | | | | |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 524,255 |
| | Employee | | | | | | | 50,266 |
| | Cargo/Ancillary | | | | | | | 234,504 |
| | Collateral | | | | | | | 20,024 |
| | **Subtotal Airport** | | | | | | | **829,049** |
| | Background | | | | | | | 20,802,267 |
| | **Total** | | | | | | | **21,631,316** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 1,233 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 124 |
| | **Subtotal Airport** | | | | | | | **1,357** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 17,491 |
| | Employee | | | | | | | 335 |
| | Cargo/Ancillary | | | | | | | 360 |
| | Collateral | | | | | | | 88 |
| | **Subtotal Airport** | | | | | | | **18,274** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 542,979 |
| | Employee | | | | | | | 50,601 |
| | Cargo/Ancillary | | | | | | | 234,864 |
| | Collateral | | | | | | | 20,236 |
| | **Airport Total** | | | | | | | **848,680** |

# VMT

## Phase 3F: 2015 Alternative A - 24 hr

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | |
| Passenger | 28,728 | 133,655 | 313,398 | 342,832 | 496,630 | 74,855 | 1,390,099 |
| Employee | 5,794 | 47,020 | 106,283 | 63,148 | 36,253 | 5,606 | 264,102 |
| Cargo/Ancillary | 10,298 | 69,231 | 189,295 | 133,591 | 80,708 | 19,611 | 502,735 |
| Collateral | 8,684 | 30,980 | 71,212 | 33,404 | 19,068 | 2,252 | 165,600 |
| **Subtotal Airport** | **53,504** | **280,886** | **680,188** | **572,975** | **632,659** | **102,324** | **2,322,536** |
| Background | | | | | | | |
| **Total** | **53,504** | **280,886** | **680,188** | **572,975** | **632,659** | **102,324** | **2,322,536** |
| **Remaining LA County (Basin)** | | | | | | | |
| Passenger | 49,536 | 313,992 | 1,541,882 | 1,457,910 | 691,779 | 307,098 | 4,362,198 |
| Employee | 12,643 | 84,127 | 406,393 | 367,975 | 136,308 | 48,241 | 1,055,688 |
| Cargo/Ancillary | 83,053 | 237,153 | 784,121 | 768,497 | 681,001 | 719,031 | 3,272,856 |
| Collateral | 2,196 | 17,404 | 64,852 | 44,408 | 20,792 | 9,336 | 158,988 |
| **Subtotal Airport** | **147,430** | **652,676** | **2,797,248** | **2,638,790** | **1,529,881** | **1,083,706** | **8,849,730** |
| Background | | | | | | | |
| **Total** | **147,430** | **652,676** | **2,797,248** | **2,638,790** | **1,529,881** | **1,083,706** | **8,849,730** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 825,558 |
| Employee | | | | | | | 226,440 |
| Cargo/Ancillary | | | | | | | 302,458 |
| Collateral | | | | | | | 14,004 |
| **Subtotal Airport** | | | | | | | **1,368,460** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 73,920 |
| Employee | | | | | | | 12,155 |
| Cargo/Ancillary | | | | | | | 372,152 |
| Collateral | | | | | | | 2,508 |
| **Subtotal Airport** | | | | | | | **460,734** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 121,934 |
| Employee | | | | | | | 30,536 |
| Cargo/Ancillary | | | | | | | 70,819 |
| Collateral | | | | | | | 6,932 |
| **Subtotal Airport** | | | | | | | **230,222** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 6,773,710 |
| Employee | | | | | | | 1,586,921 |
| Cargo/Ancillary | | | | | | | 4,521,019 |
| Collateral | | | | | | | 348,032 |
| **Subtotal Airport** | | | | | | | **13,231,682** |
| Background | | | | | | | |
| **Total** | | | | | | | **13,231,682** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 15,876 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 2,356 |
| **Subtotal Airport** | | | | | | | **18,232** |
| Background | | | | | | | |
| **Total** | | | | | | | **18,232** |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 229,536 |
| Employee | | | | | | | 10,601 |
| Cargo/Ancillary | | | | | | | 7,249 |
| Collateral | | | | | | | 1,252 |
| **Subtotal Airport** | | | | | | | **248,640** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 5,114,833 |
| Employee | | | | | | | 3,291,139 |
| Cargo/Ancillary | | | | | | | 3,450,245 |
| Collateral | | | | | | | 2,860,504 |
| **Airport Total** | | | | | | | **14,716,721** |

* Detailed information not available

# VMT

## Phase 3F: 2015 Alternative B - AM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,145 | 3,619 | 12,192 | 11,108 | 27,517 | 5,501 | 61,282 |
| | Employee | 66 | 1,236 | 3,360 | 1,655 | 799 | 135 | 7,251 |
| | Cargo/Ancillary | 335 | 3,680 | 10,593 | 7,879 | 3,847 | 1,069 | 27,403 |
| | Collateral | 826 | 1,875 | 6,208 | 3,077 | 2,577 | 119 | 14,682 |
| | **Subtotal Airport** | **2,372** | **10,610** | **32,353** | **23,719** | **34,740** | **6,824** | **110,618** |
| | Background | 8,298 | 47,725 | 150,746 | 93,093 | 54,745 | 19,791 | 374,398 |
| | **Total** | **10,670** | **58,335** | **183,099** | **116,812** | **89,486** | **26,615** | **485,016** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 2,359 | 11,173 | 61,840 | 51,524 | 35,730 | 31,803 | 194,429 |
| | Employee | 402 | 2,426 | 11,081 | 9,318 | 6,122 | 2,774 | 32,123 |
| | Cargo/Ancillary | 4,840 | 12,920 | 40,331 | 31,020 | 42,649 | 44,886 | 176,746 |
| | Collateral | 187 | 1,179 | 4,463 | 2,829 | 1,803 | 1,475 | 11,956 |
| | **Subtotal Airport** | **7,888** | **27,698** | **117,735** | **94,691** | **86,304** | **80,938** | **415,254** |
| | Background | 260,773 | 1,120,533 | 5,591,025 | 2,526,209 | 1,526,345 | 1,113,710 | 12,138,595 |
| | **Total** | **268,661** | **1,148,231** | **5,708,760** | **2,620,900** | **1,612,649** | **1,194,648** | **12,553,849** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 35,659 |
| | Employee | | | | | | | 6,673 |
| | Cargo/Ancillary | | | | | | | 14,754 |
| | Collateral | | | | | | | 857 |
| | **Subtotal Airport** | | | | | | | **57,943** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 3,706 |
| | Employee | | | | | | | 357 |
| | Cargo/Ancillary | | | | | | | 21,406 |
| | Collateral | | | | | | | 221 |
| | **Subtotal Airport** | | | | | | | **25,690** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 5,031 |
| | Employee | | | | | | | 875 |
| | Cargo/Ancillary | | | | | | | 2,851 |
| | Collateral | | | | | | | 377 |
| | **Subtotal Airport** | | | | | | | **9,134** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 300,107 |
| | Employee | | | | | | | 47,279 |
| | Cargo/Ancillary | | | | | | | 243,160 |
| | Collateral | | | | | | | 28,093 |
| | **Subtotal Airport** | | | | | | | **618,639** |
| | Background | | | | | | | 19,015,322 |
| | **Total** | | | | | | | **19,633,961** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 721 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 203 |
| | **Subtotal Airport** | | | | | | | **924** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 10,320 |
| | Employee | | | | | | | 326 |
| | Cargo/Ancillary | | | | | | | 374 |
| | Collateral | | | | | | | 69 |
| | **Subtotal Airport** | | | | | | | **11,089** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 311,148 |
| | Employee | | | | | | | 47,605 |
| | Cargo/Ancillary | | | | | | | 243,534 |
| | Collateral | | | | | | | 28,365 |
| | **Airport Total** | | | | | | | **630,652** |

* Detailed information not available

# VMT

## Phase 3F: 2015 Alternative B - PM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,353 | 4,999 | 16,690 | 18,992 | 31,895 | 4,865 | 78,794 |
| | Employee | 55 | 1,535 | 3,308 | 1,888 | 329 | 322 | 7,217 |
| | Cargo/Ancillary | 297 | 3,303 | 9,792 | 5,848 | 2,182 | 759 | 22,181 |
| | Collateral | 416 | 2,841 | 7,177 | 3,211 | 2,133 | 257 | 16,035 |
| | **Subtotal Airport** | **2,121** | **12,678** | **36,967** | **29,719** | **36,539** | **6,203** | **124,227** |
| | Background | 10,390 | 68,600 | 187,676 | 103,347 | 44,109 | 20,314 | 434,436 |
| | **Total** | **12,511** | **81,278** | **224,643** | **133,066** | **80,648** | **26,517** | **558,663** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 2,579 | 23,425 | 93,013 | 80,578 | 35,267 | 10,709 | 245,571 |
| | Employee | 306 | 3,163 | 13,703 | 11,216 | 3,162 | 725 | 32,275 |
| | Cargo/Ancillary | 2,565 | 13,028 | 36,480 | 38,419 | 18,753 | 33,237 | 142,482 |
| | Collateral | 214 | 2,010 | 5,678 | 4,550 | 1,740 | 465 | 15,757 |
| | **Subtotal Airport** | **5,664** | **41,626** | **149,874** | **134,863** | **58,922** | **45,136** | **436,085** |
| | Background | 280,301 | 1,807,583 | 6,741,073 | 3,241,292 | 1,622,241 | 616,425 | 14,308,915 |
| | **Total** | **285,965** | **1,849,209** | **6,890,947** | **3,376,155** | **1,681,163** | **661,561** | **14,745,000** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 47,272 |
| | Employee | | | | | | | 7,042 |
| | Cargo/Ancillary | | | | | | | 14,102 |
| | Collateral | | | | | | | 1,436 |
| | **Subtotal Airport** | | | | | | | **69,854** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 3,725 |
| | Employee | | | | | | | 391 |
| | Cargo/Ancillary | | | | | | | 15,059 |
| | Collateral | | | | | | | 195 |
| | **Subtotal Airport** | | | | | | | **19,370** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 8,032 |
| | Employee | | | | | | | 1,119 |
| | Cargo/Ancillary | | | | | | | 3,676 |
| | Collateral | | | | | | | 773 |
| | **Subtotal Airport** | | | | | | | **13,600** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 383,394 |
| | Employee | | | | | | | 48,044 |
| | Cargo/Ancillary | | | | | | | 197,500 |
| | Collateral | | | | | | | 34,198 |
| | **Subtotal Airport** | | | | | | | **663,136** |
| | Background | | | | | | | 22,557,870 |
| | **Total** | | | | | | | **23,221,006** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 897 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 235 |
| | **Subtotal Airport** | | | | | | | **1,132** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 13,034 |
| | Employee | | | | | | | 319 |
| | Cargo/Ancillary | | | | | | | 351 |
| | Collateral | | | | | | | 142 |
| | **Subtotal Airport** | | | | | | | **13,846** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 397,325 |
| | Employee | | | | | | | 48,363 |
| | Cargo/Ancillary | | | | | | | 197,851 |
| | Collateral | | | | | | | 34,575 |
| | **Airport Total** | | | | | | | **678,114** |

* Detailed information not available

# VMT

## Phase 3F: 2015 Alternative B - AP

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 2,113 | 11,715 | 28,895 | 27,438 | 37,131 | 2,586 | 109,878 |
| | Employee | 175 | 1,600 | 3,582 | 1,320 | 369 | 26 | 7,072 |
| | Cargo/Ancillary | 651 | 5,097 | 13,110 | 5,720 | 1,812 | 498 | 26,888 |
| | Collateral | 532 | 1,370 | 3,893 | 997 | 889 | 206 | 7,887 |
| | **Subtotal Airport** | **3,471** | **19,782** | **49,480** | **35,475** | **40,201** | **3,316** | **151,725** |
| | Background | 12,685 | 64,789 | 185,476 | 46,768 | 39,768 | 17,472 | 366,958 |
| | **Total** | **16,156** | **84,571** | **234,956** | **82,243** | **79,969** | **20,788** | **518,683** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 3,165 | 20,652 | 114,717 | 125,739 | 56,109 | 14,133 | 334,515 |
| | Employee | 322 | 1,984 | 12,018 | 13,028 | 3,393 | 829 | 31,574 |
| | Cargo/Ancillary | 4,135 | 10,759 | 39,022 | 45,677 | 41,773 | 30,523 | 171,889 |
| | Collateral | 70 | 982 | 3,606 | 2,931 | 1,313 | 258 | 9,160 |
| | **Subtotal Airport** | **7,692** | **34,377** | **169,363** | **187,375** | **102,588** | **45,743** | **547,138** |
| | Background | 256,121 | 1,385,834 | 6,363,910 | 3,051,868 | 1,867,880 | 656,312 | 13,601,725 |
| | **Total** | **263,813** | **1,420,211** | **6,533,273** | **3,239,043** | **1,990,468** | **702,055** | **14,148,863** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 62,561 |
| | Employee | | | | | | | 6,795 |
| | Cargo/Ancillary | | | | | | | 15,766 |
| | Collateral | | | | | | | 941 |
| | **Subtotal Airport** | | | | | | | **86,063** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 5,387 |
| | Employee | | | | | | | 362 |
| | Cargo/Ancillary | | | | | | | 19,990 |
| | Collateral | | | | | | | 188 |
| | **Subtotal Airport** | | | | | | | **25,927** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 9,309 |
| | Employee | | | | | | | 808 |
| | Cargo/Ancillary | | | | | | | 3,048 |
| | Collateral | | | | | | | 466 |
| | **Subtotal Airport** | | | | | | | **13,631** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 521,650 |
| | Employee | | | | | | | 46,611 |
| | Cargo/Ancillary | | | | | | | 237,581 |
| | Collateral | | | | | | | 18,642 |
| | **Subtotal Airport** | | | | | | | **824,484** |
| | Background | | | | | | | 20,802,039 |
| | **Total** | | | | | | | **21,626,523** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 1,244 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 118 |
| | **Subtotal Airport** | | | | | | | **1,362** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 17,403 |
| | Employee | | | | | | | 316 |
| | Cargo/Ancillary | | | | | | | 375 |
| | Collateral | | | | | | | 83 |
| | **Subtotal Airport** | | | | | | | **18,177** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 540,297 |
| | Employee | | | | | | | 46,927 |
| | Cargo/Ancillary | | | | | | | 237,956 |
| | Collateral | | | | | | | 16,843 |
| | **Airport Total** | | | | | | | **844,023** |

* Detailed information not available

# VMT

## Phase 3F: 2015 Alternative B - 24 hr

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | |
| Passenger | 25,822 | 114,985 | 323,551 | 322,213 | 540,641 | 72,531 | 1,399,742 |
| Employee | 3,266 | 48,518 | 113,775 | 51,537 | 16,617 | 5,361 | 239,094 |
| Cargo/Ancillary | 8,596 | 80,936 | 224,417 | 130,295 | 52,535 | 15,584 | 512,362 |
| Collateral | 7,096 | 24,344 | 69,112 | 29,140 | 22,396 | 2,328 | 154,416 |
| **Subtotal Airport** | **44,799** | **268,783** | **730,855** | **533,185** | **632,188** | **95,805** | **2,305,615** |
| Background | | | | | | | |
| **Total** | **44,799** | **268,783** | **730,855** | **533,185** | **632,188** | **95,805** | **2,305,615** |
| **Remaining LA County (Basin)** | | | | | | | |
| Passenger | 45,377 | 309,400 | 1,509,692 | 1,443,910 | 711,794 | 317,212 | 4,337,284 |
| Employee | 11,433 | 84,060 | 408,502 | 372,538 | 140,715 | 48,041 | 1,065,289 |
| Cargo/Ancillary | 77,868 | 245,937 | 776,081 | 771,277 | 691,273 | 727,928 | 3,290,484 |
| Collateral | 1,884 | 16,684 | 59,068 | 41,640 | 19,424 | 8,792 | 147,492 |
| **Subtotal Airport** | **136,682** | **656,081** | **2,753,243** | **2,629,365** | **1,563,205** | **1,101,973** | **8,840,649** |
| Background | | | | | | | |
| **Total** | **136,682** | **656,081** | **2,753,243** | **2,629,365** | **1,563,205** | **1,101,973** | **8,840,649** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 814,755 |
| Employee | | | | | | | 227,661 |
| Cargo/Ancillary | | | | | | | 298,967 |
| Collateral | | | | | | | 12,944 |
| **Subtotal Airport** | | | | | | | **1,354,328** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 71,781 |
| Employee | | | | | | | 12,321 |
| Cargo/Ancillary | | | | | | | 378,249 |
| Collateral | | | | | | | 2,416 |
| **Subtotal Airport** | | | | | | | **464,766** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 126,283 |
| Employee | | | | | | | 31,102 |
| Cargo/Ancillary | | | | | | | 64,153 |
| Collateral | | | | | | | 6,464 |
| **Subtotal Airport** | | | | | | | **227,002** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 6,748,846 |
| Employee | | | | | | | 1,575,467 |
| Cargo/Ancillary | | | | | | | 4,544,215 |
| Collateral | | | | | | | 323,732 |
| **Subtotal Airport** | | | | | | | **13,192,260** |
| Background | | | | | | | |
| **Total** | | | | | | | **13,192,260** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 16,027 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 2,224 |
| **Subtotal Airport** | | | | | | | **18,251** |
| Background | | | | | | | |
| **Total** | | | | | | | **18,251** |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 228,239 |
| Employee | | | | | | | 10,567 |
| Cargo/Ancillary | | | | | | | 7,370 |
| Collateral | | | | | | | 1,176 |
| **Subtotal Airport** | | | | | | | **247,452** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 6,993,112 |
| Employee | | | | | | | 1,586,135 |
| Cargo/Ancillary | | | | | | | 4,551,585 |
| Collateral | | | | | | | 327,132 |
| **Airport Total** | | | | | | | **13,457,963** |

* Detailed information not available

# VMT

## Phase 3F: 2015 Alternative C - AM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,121 | 6,890 | 12,893 | 13,216 | 26,931 | 4,090 | 65,141 |
| | Employee | 93 | 1,318 | 3,571 | 2,155 | 964 | 206 | 8,307 |
| | Cargo/Ancillary | 546 | 3,489 | 7,283 | 7,629 | 5,419 | 533 | 24,899 |
| | Collateral | 1,083 | 2,916 | 5,696 | 3,322 | 2,254 | 96 | 15,297 |
| | **Subtotal Airport** | **2,843** | **14,613** | **29,343** | **26,323** | **35,568** | **4,924** | **113,644** |
| | Background | 8,638 | 49,732 | 156,410 | 84,360 | 61,655 | 19,023 | 379,818 |
| | **Total** | **11,481** | **64,345** | **185,753** | **110,683** | **97,253** | **23,947** | **493,462** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 2,523 | 12,487 | 66,981 | 56,613 | 41,791 | 31,944 | 212,339 |
| | Employee | 411 | 2,600 | 11,527 | 9,477 | 6,172 | 2,529 | 32,716 |
| | Cargo/Ancillary | 4,515 | 11,513 | 36,190 | 29,373 | 40,027 | 37,704 | 159,322 |
| | Collateral | 191 | 1,162 | 4,507 | 2,898 | 1,848 | 1,327 | 11,933 |
| | **Subtotal Airport** | **7,640** | **27,762** | **119,205** | **98,361** | **89,838** | **73,504** | **416,310** |
| | Background | 265,330 | 1,168,304 | 5,648,879 | 2,520,601 | 1,538,847 | 1,080,828 | 12,222,789 |
| | **Total** | **272,970** | **1,196,066** | **5,768,084** | **2,618,962** | **1,628,685** | **1,154,332** | **12,639,099** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 39,006 |
| | Employee | | | | | | | 6,848 |
| | Cargo/Ancillary | | | | | | | 13,094 |
| | Collateral | | | | | | | 868 |
| | **Subtotal Airport** | | | | | | | **59,816** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 4,037 |
| | Employee | | | | | | | 367 |
| | Cargo/Ancillary | | | | | | | 19,484 |
| | Collateral | | | | | | | 212 |
| | **Subtotal Airport** | | | | | | | **24,100** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 5,414 |
| | Employee | | | | | | | 860 |
| | Cargo/Ancillary | | | | | | | 2,396 |
| | Collateral | | | | | | | 390 |
| | **Subtotal Airport** | | | | | | | **9,060** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 325,937 |
| | Employee | | | | | | | 49,098 |
| | Cargo/Ancillary | | | | | | | 219,195 |
| | Collateral | | | | | | | 28,700 |
| | **Subtotal Airport** | | | | | | | **622,930** |
| | Background | | | | | | | 19,015,537 |
| | **Total** | | | | | | | **19,638,467** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 783 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 206 |
| | **Subtotal Airport** | | | | | | | **988** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 11,293 |
| | Employee | | | | | | | 334 |
| | Cargo/Ancillary | | | | | | | 332 |
| | Collateral | | | | | | | 73 |
| | **Subtotal Airport** | | | | | | | **12,032** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 338,013 |
| | Employee | | | | | | | 49,432 |
| | Cargo/Ancillary | | | | | | | 219,527 |
| | Collateral | | | | | | | 28,979 |
| | **Airport Total** | | | | | | | **635,951** |

* Detailed information not available

# VMT

## Phase 3F: 2015 Alternative C - PM

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 1,946 | 7,574 | 11,662 | 18,616 | 24,423 | 5,428 | 69,649 |
| | Employee | 120 | 1,286 | 2,886 | 1,584 | 1,206 | 266 | 7,448 |
| | Cargo/Ancillary | 407 | 2,832 | 5,358 | 5,578 | 5,008 | 1,105 | 20,286 |
| | Collateral | 568 | 3,312 | 6,795 | 3,485 | 2,334 | 257 | 16,751 |
| | **Subtotal Airport** | **3,041** | **15,004** | **26,701** | **29,363** | **32,969** | **7,056** | **114,134** |
| | Background | 9,157 | 67,082 | 177,129 | 116,693 | 51,204 | 22,631 | 443,896 |
| | **Total** | **12,198** | **82,086** | **203,830** | **146,056** | **84,173** | **29,687** | **558,030** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 2,762 | 21,042 | 92,867 | 74,132 | 31,555 | 11,162 | 233,320 |
| | Employee | 333 | 2,840 | 13,276 | 9,985 | 2,590 | 806 | 29,930 |
| | Cargo/Ancillary | 2,350 | 11,472 | 33,715 | 33,015 | 16,919 | 30,647 | 128,118 |
| | Collateral | 231 | 1,956 | 6,777 | 4,634 | 1,641 | 603 | 15,842 |
| | **Subtotal Airport** | **5,676** | **37,410** | **146,435** | **121,766** | **52,705** | **43,218** | **407,210** |
| | Background | 292,903 | 1,721,338 | 6,859,081 | 3,208,277 | 1,615,629 | 632,719 | 14,329,947 |
| | **Total** | **298,579** | **1,758,748** | **7,005,516** | **3,330,043** | **1,668,334** | **675,937** | **14,737,157** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 44,738 |
| | Employee | | | | | | | 6,574 |
| | Cargo/Ancillary | | | | | | | 11,937 |
| | Collateral | | | | | | | 1,418 |
| | **Subtotal Airport** | | | | | | | **64,667** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 3,813 |
| | Employee | | | | | | | 360 |
| | Cargo/Ancillary | | | | | | | 13,923 |
| | Collateral | | | | | | | 226 |
| | **Subtotal Airport** | | | | | | | **18,122** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 7,787 |
| | Employee | | | | | | | 1,198 |
| | Cargo/Ancillary | | | | | | | 3,021 |
| | Collateral | | | | | | | 745 |
| | **Subtotal Airport** | | | | | | | **12,751** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 359,107 |
| | Employee | | | | | | | 45,510 |
| | Cargo/Ancillary | | | | | | | 177,285 |
| | Collateral | | | | | | | 34,982 |
| | **Subtotal Airport** | | | | | | | **616,884** |
| | Background | | | | | | | 22,555,558 |
| | **Total** | | | | | | | **23,172,442** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 849 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 230 |
| | **Subtotal Airport** | | | | | | | **1,079** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 12,363 |
| | Employee | | | | | | | 293 |
| | Cargo/Ancillary | | | | | | | 300 |
| | Collateral | | | | | | | 143 |
| | **Subtotal Airport** | | | | | | | **13,099** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 372,319 |
| | Employee | | | | | | | 45,803 |
| | Cargo/Ancillary | | | | | | | 177,585 |
| | Collateral | | | | | | | 35,355 |
| | **Airport Total** | | | | | | | **631,062** |

* Detailed information not available

# VMT

## Phase 3F: 2015 Alternative C - Airport Peak

| | | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | | |
| | Passenger | 3,579 | 11,190 | 21,071 | 30,925 | 30,334 | 2,498 | 99,897 |
| | Employee | 279 | 1,456 | 4,132 | 1,879 | 399 | 206 | 8,351 |
| | Cargo/Ancillary | 736 | 4,029 | 8,951 | 7,312 | 2,631 | 576 | 24,235 |
| | Collateral | 442 | 1,490 | 3,963 | 1,244 | 1,122 | 133 | 8,394 |
| | **Subtotal Airport** | **5,336** | **18,165** | **38,117** | **41,360** | **34,486** | **3,413** | **140,877** |
| | Background | 12,602 | 57,977 | 179,577 | 64,238 | 36,345 | 23,908 | 374,647 |
| | **Total** | **17,938** | **76,142** | **217,694** | **105,598** | **70,831** | **27,321** | **515,524** |
| **Remaining LA County (Basin)** | | | | | | | | |
| | Passenger | 2,974 | 19,270 | 106,326 | 120,171 | 50,593 | 13,332 | 312,666 |
| | Employee | 346 | 2,108 | 12,668 | 14,266 | 3,594 | 943 | 33,925 |
| | Cargo/Ancillary | 3,886 | 9,437 | 33,915 | 42,771 | 36,119 | 28,376 | 154,503 |
| | Collateral | 68 | 986 | 3,568 | 2,976 | 1,275 | 260 | 9,153 |
| | **Subtotal Airport** | **7,274** | **31,801** | **156,497** | **180,184** | **91,580** | **42,911** | **510,247** |
| | Background | 254,101 | 1,429,660 | 6,337,104 | 3,016,593 | 1,902,678 | 666,727 | 13,606,863 |
| | **Total** | **261,375** | **1,461,461** | **6,493,501** | **3,196,777** | **1,994,258** | **709,638** | **14,117,110** |
| **Orange County *** | | | | | | | | |
| | Passenger | | | | | | | 58,401 |
| | Employee | | | | | | | 7,349 |
| | Cargo/Ancillary | | | | | | | 13,021 |
| | Collateral | | | | | | | 937 |
| | **Subtotal Airport** | | | | | | | **79,708** |
| **San Bernardino County *** | | | | | | | | |
| | Passenger | | | | | | | 5,389 |
| | Employee | | | | | | | 389 |
| | Cargo/Ancillary | | | | | | | 18,963 |
| | Collateral | | | | | | | 191 |
| | **Subtotal Airport** | | | | | | | **24,932** |
| **Riverside County *** | | | | | | | | |
| | Passenger | | | | | | | 8,297 |
| | Employee | | | | | | | 850 |
| | Cargo/Ancillary | | | | | | | 1,657 |
| | Collateral | | | | | | | 463 |
| | **Subtotal Airport** | | | | | | | **11,267** |
| **Subtotal SCAB *** | | | | | | | | |
| | Passenger | | | | | | | 484,650 |
| | Employee | | | | | | | 50,864 |
| | Cargo/Ancillary | | | | | | | 212,379 |
| | Collateral | | | | | | | 19,138 |
| | **Subtotal Airport** | | | | | | | **767,031** |
| | Background | | | | | | | 20,799,166 |
| | **Total** | | | | | | | **21,566,197** |
| **Palmdale/Lancaster** | | | | | | | | |
| | Passenger | | | | | | | 1,161 |
| | Employee | | | | | | | 0 |
| | Cargo/Ancillary | | | | | | | 0 |
| | Collateral | | | | | | | 118 |
| | **Subtotal Airport** | | | | | | | **1,279** |
| **Ventura County *** | | | | | | | | |
| | Passenger | | | | | | | 16,311 |
| | Employee | | | | | | | 337 |
| | Cargo/Ancillary | | | | | | | 311 |
| | Collateral | | | | | | | 82 |
| | **Subtotal Airport** | | | | | | | **17,041** |
| **Total Model Area *** | | | | | | | | |
| | Passenger | | | | | | | 502,122 |
| | Employee | | | | | | | 51,201 |
| | Cargo/Ancillary | | | | | | | 212,690 |
| | Collateral | | | | | | | 19,338 |
| | **Airport Total** | | | | | | | **785,351** |

* Detailed information not available

# VMT

## Phase 3F: 2015 Alternative C - 24 hr

| | 00-10MPH | 10-20MPH | 20-30MPH | 30-40MPH | 40-50MPH | 50-60MPH | TOTAL |
|---|---|---|---|---|---|---|---|
| **Tier 1** | | | | | | | |
| Passenger | 38,898 | 143,662 | 255,506 | 351,439 | 467,453 | 67,290 | 1,314,247 |
| Employee | 5,461 | 45,066 | 117,538 | 53,481 | 28,516 | 7,515 | 267,577 |
| Cargo/Ancillary | 11,316 | 69,345 | 144,666 | 137,477 | 87,475 | 14,834 | 465,114 |
| Collateral | 8,372 | 30,872 | 65,416 | 32,204 | 22,960 | 1,944 | 161,768 |
| **Subtotal Airport** | **64,047** | **288,945** | **583,126** | **584,601** | **596,404** | **91,582** | **2,208,706** |
| Background | | | | | | | |
| **Total** | **64,047** | **288,945** | **583,126** | **584,601** | **596,404** | **91,582** | **2,208,706** |
| **Remaining LA County (Basin)** | | | | | | | |
| Passenger | 46,250 | 285,874 | 1,489,454 | 1,405,130 | 894,058 | 316,053 | 4,246,620 |
| Employee | 12,099 | 84,893 | 415,928 | 374,381 | 137,152 | 47,486 | 1,071,938 |
| Cargo/Ancillary | 72,032 | 217,227 | 695,594 | 704,565 | 623,529 | 648,071 | 2,961,018 |
| Collateral | 1,960 | 16,416 | 59,488 | 42,032 | 19,056 | 8,760 | 147,712 |
| **Subtotal Airport** | **132,341** | **614,211** | **2,660,465** | **2,526,108** | **1,473,795** | **1,020,370** | **8,427,288** |
| Background | | | | | | | |
| **Total** | **132,341** | **614,211** | **2,660,465** | **2,526,108** | **1,473,795** | **1,020,370** | **8,427,288** |
| **Orange County *** | | | | | | | |
| Passenger | | | | | | | 796,012 |
| Employee | | | | | | | 230,558 |
| Cargo/Ancillary | | | | | | | 254,948 |
| Collateral | | | | | | | 12,892 |
| **Subtotal Airport** | | | | | | | **1,294,411** |
| **San Bernardino County *** | | | | | | | |
| Passenger | | | | | | | 73,018 |
| Employee | | | | | | | 12,358 |
| Cargo/Ancillary | | | | | | | 350,879 |
| Collateral | | | | | | | 2,516 |
| **Subtotal Airport** | | | | | | | **438,801** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Riverside County *** | | | | | | | |
| Passenger | | | | | | | 120,389 |
| Employee | | | | | | | 32,279 |
| Cargo/Ancillary | | | | | | | 47,396 |
| Collateral | | | | | | | 6,392 |
| **Subtotal Airport** | | | | | | | **5,227** |
| **Subtotal SCAB *** | | | | | | | |
| Passenger | | | | | | | 6,550,286 |
| Employee | | | | | | | 1,614,739 |
| Cargo/Ancillary | | | | | | | 4,079,355 |
| Collateral | | | | | | | 331,280 |
| **Subtotal Airport** | | | | | | | **12,575,661** |
| **Total** | | | | | | | **12,575,661** |
| **Palmdale/Lancaster** | | | | | | | |
| Passenger | | | | | | | 15,641 |
| Employee | | | | | | | 0 |
| Cargo/Ancillary | | | | | | | 0 |
| Collateral | | | | | | | 2,216 |
| **Subtotal Airport** | | | | | | | **17,857** |
| Background | | | | | | | |
| **Total** | | | | | | | |
| **Ventura County *** | | | | | | | |
| Passenger | | | | | | | 223,815 |
| Employee | | | | | | | 10,700 |
| Cargo/Ancillary | | | | | | | 6,318 |
| Collateral | | | | | | | 1,192 |
| **Subtotal Airport** | | | | | | | **242,026** |
| **Total Model Area *** | | | | | | | |
| Passenger | | | | | | | 6,789,742 |
| Employee | | | | | | | 1,625,440 |
| Cargo/Ancillary | | | | | | | 4,085,673 |
| Collateral | | | | | | | 334,688 |
| **Airport Total** | | | | | | | **12,835,543** |

* Detailed information not available

# Attachment R
# Market Penetration for Alternative-Fueled, On-Road Vehicles

## LEV1 Standards

| Technology Group Sales Fractions | | | | | |
|---|---|---|---|---|---|
| Vehicle Model Year | Std. | TLEV | LEV | ULEV | ZEV |
| 1995 | 0.85 | 0.15 | 0.00 | 0.00 | 0.00 |
| 1996 | 0.80 | 0.20 | 0.00 | 0.00 | 0.00 |
| 1997 | 0.73 | 0.00 | 0.25 | 0.02 | 0.00 |
| 1998 | 0.48 | 0.00 | 0.48 | 0.02 | 0.02 |
| 1999 | 0.23 | 0.00 | 0.73 | 0.02 | 0.02 |
| 2000 | 0.00 | 0.00 | 0.96 | 0.02 | 0.02 |
| 2001 | 0.00 | 0.00 | 0.90 | 0.05 | 0.05 |
| 2002 | 0.00 | 0.00 | 0.85 | 0.10 | 0.05 |
| 2003 | 0.00 | 0.00 | 0.75 | 0.15 | 0.10 |
| 2050 | 0.00 | 0.00 | 0.75 | 0.15 | 0.10 |

Transitional low-emission vehicle (TLEV) means any vehicle certified to transitional low-emission standards.
Low-emission vehicle (LEV) means any vehicle certified to low-emission standards.
Ultra-low-emission vehicle (ULEV) means any vehicle certified to ultra-low emission standards.
Zero-emission vehicle (ZEV) means any vehicle certified to zero-emission standards.



**EMFAC 2000 TECHNOLOGY GROUP SALES FRACTIONS**

| VEHICLE MODEL YEAR | STD. | TLEV[2] | 2001 PC & LDT (TLEV) | PC & LDT (LEV, ULEV, SULEV) | MDV (LEV, ULEV, SULEV) | PC & LDT1 (LEV II) | LDT2 (heavier LDT1) (LEV II) | MDV (LEV) | (ULEV) | MDV TIER 1 | LEV | ULEV | MV FUEL EVAP. EMISSIONS | RUNNING LOSS AND USEFUL LIFE | LEV | ULEV | SULEV | ZEV[1] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1995 | 85 | 15 | | | | | | | | | | | | 10 | 0 | 0 | | 0 |
| 1996 | 80 | 20 | | | | | | | | | | | | 30 | 0 | 0 | | 0 |
| 1997 | 73 | 0 | | | | | | | | | | | | 50 | 25 | 2 | | 0 |
| 1998 | 48 | 0 | | | | | | | | 73 | 25 | 2 | | | 48 | 2 | | 2 |
| 1999 | 23 | 0 | | | | | | | | 48 | 50 | 2 | | | 73 | 2 | | 2 |
| 2000 | 0 | 0 | | | | | | | | 23 | 75 | 2 | | | 96 | 2 | | 2 |
| 2001 | 0 | 0 | 25 | 25 | | | | 80 | 20 | 100 | | | | | 90 | 5 | | 5 |
| 2002 | 0 | 0 | 50 | 50 | | | | 70 | 30 | | 100 | | | | 85 | 10 | | 5 |
| 2003 | 0 | 0 | 85 | 85 | 25 | | | 60 | 40 | | 100 | | | | 75 | 15 | | 10 |
| 2004 | - | | 100 | 100 | 50 | 25 | 25 | 40 | 60 | | | 100 | 40 | | | | | |
| 2005 | | | | | 100 | 50 | 50 | | | | | | 60 | | | | | |
| 2006 | | | | | | 75 | 75 | | | | | | 100 | | | | | |
| 2007 | | | | | | 100 | 100 | | | | | | | | | | | |
| 2050 | 0 | | | | | | | | | | | | | | | | | 10 |

1) In 1996, the ZEV requirements prior to the year 2003 were cancelled. The ZEV requirements are flexible with partial ZEV "allowances".
2) TLEV is eliminated after the year 2003

**EMFAC 2000 TECHNOLOGY GROUP SALES FRACTIONS**

TLEV, LEV, ULEV, ZEV

| VEHICLE MODEL YEAR | STD. | TLEV | 2001 PC & LDT (TLEV) | PC & LDT (LEV, ULEV) | PC & LDT1 (LEV II) | MV FUEL EVAP. EMISSIONS | RUNNING LOSS AND USEFUL LIFE | LEV | ULEV | ZEV[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| 1995 | 85 | 15 | | | | | 10 | 0 | 0 | 0 |
| 1996 | 80 | 20 | | | | | 30 | 0 | 0 | 0 |
| 1997 | 73 | 0 | | | | | 50 | 25 | 2 | 0 |
| 1998 | 48 | 0 | | | | | | 48 | 2 | 2 |
| 1999 | 23 | 0 | | | | | | 73 | 2 | 2 |
| 2000 | 0 | 0 | | | | | | 96 | 2 | 2 |
| 2001 | 0 | 0 | 25 | 25 | | | | 90 | 5 | 5 |
| 2002 | 0 | 0 | 50 | 50 | | | | 85 | 10 | 5 |
| 2003 | 0 | 0 | 85 | 85 | | | | 75 | 15 | 10 |
| 2004 | | | 100 | 100 | 25 | 40 | | | | |
| 2005 | | | | | 50 | 80 | | | | |
| 2006 | | | | | 75 | 100 | | | | |
| 2007 | | | | | 100 | | | | | |
| 2050 | 0 | 0 | | | | | | 75 | 15 | 10 |

1) In 1996, the ZEV requirements prior to the year 2003 were cancelled.

**EMFAC 2000 TECHNOLOGY GROUP SALES FRACTIONS**

| VEHICLE MODEL YEAR | STD. | TLEV | 2001 PC & LDT (TLEV) | PC & LDT (LEV, ULEV) | PC & LDT1 (LEV II) | LDT2 (LEV II) | MV FUEL EVAP. EMISSIONS | RUNNING LOSS AND USEFUL LIFE | LEV | ULEV | ZEV[1] |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1995 | 85 | 15 | | | | | | 10 | 0 | 0 | 0 |
| 1996 | 80 | 20 | | | | | | 30 | 0 | 0 | 0 |
| 1997 | 73 | 0 | | | | | | 50 | 25 | 2 | 0 |
| 1998 | 48 | 0 | | | | | | | 48 | 2 | 2 |
| 1999 | 23 | 0 | | | | | | | 73 | 2 | 2 |
| 2000 | 0 | 0 | | | | | | | 96 | 2 | 2 |
| 2001 | 0 | 0 | 25 | 25 | | | | | 90 | 5 | 5 |
| 2002 | 0 | 0 | 50 | 50 | | | | | 85 | 10 | 5 |
| 2003 | 0 | 0 | 85 | 85 | | | | | 75 | 15 | 10 |
| 2004 | | | 100 | 100 | 25 | 25 | 40 | | | | |
| 2005 | | | | | 50 | 50 | 80 | | | | |
| 2006 | | | | | 75 | 75 | 100 | | | | |
| 2007 | | | | | 100 | 100 | | | | | |
| 2050 | 0 | 0 | | | | | | | 75 | 15 | 10 |

1) In 1996, the ZEV requirements prior to the year 2003 were cancelled.

**EMFAC 2000 TECHNOLOGY GROUP SALES FRACTIONS**
LEV, ULEV, SULEV, ZEV

| VEHICLE MODEL YEAR | STD. | MDV (LEV, ULEV, SULEV) | MDV (LEV) | (ULEV) | MDV TIER 1 | LEV | ULEV | MV FUEL EVAP. EMISSIONS | RUNNING LOSS AND USEFUL LIFE | LEV | ULEV | ZEV[1] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1996 | 85 | | | | | | | | 10 | 0 | 0 | 0 |
| 1996 | 80 | | | | | | | | 30 | 0 | 0 | 0 |
| 1997 | 73 | | | | | | | | 50 | 25 | 2 | 0 |
| 1998 | 48 | | | | | | | | | 48 | 2 | 2 |
| 1999 | 23 | | | | | | | | | 73 | 2 | 2 |
| 2000 | 0 | | | | | | | | | 96 | 2 | 2 |
| 2001 | 0 | | 80 | 20 | 100 | | | | | 90 | 5 | 5 |
| 2002 | 0 | | 70 | 30 | | 100 | | | | 85 | 10 | 5 |
| 2003 | 0 | 25 | 60 | 40 | | 100 | | | | 75 | 15 | 10 |
| 2004 | | 50 | 40 | 60 | | | 100 | 40 | | | | |
| 2005 | | 100 | | | | | | 60 | | | | |
| 2006 | | | | | | | | 100 | | | | |
| 2007 | | | | | | | | | | | | |
| 2050 | 0 | | | | | | | | | 75 | 15 | 10 |

1) In 1998, the ZEV requirements prior to the year 2003 were cancelled.

# Attachment S
# Meteorological Data Used in Dispersion Modeling

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 1 | 61.16 | 1 | 1.5 | 6 |
| 2 | 61.16 | 358 | 1.5 | 6 |
| 3 | 60.62 | 4 | 1.5 | 6 |
| 4 | 60.62 | 3 | 1.5 | 6 |
| 5 | 59.72 | 283 | 2.6 | 5 |
| 6 | 59.9 | 312 | 1.5 | 6 |
| 7 | 58.82 | 315 | 2.1 | 5 |
| 8 | 59.9 | 313 | 1.5 | 6 |
| 9 | 60.44 | 307 | 1.5 | 3 |
| 10 | 63.32 | 311 | 2.1 | 4 |
| 11 | 65.84 | 104 | 3.1 | 4 |
| 12 | 67.64 | 96 | 2.1 | 4 |
| 13 | 64.58 | 253 | 5.7 | 4 |
| 14 | 62.78 | 249 | 5.7 | 4 |
| 15 | 62.78 | 262 | 4.6 | 4 |
| 16 | 61.34 | 274 | 3.6 | 4 |
| 17 | 61.34 | 251 | 2.6 | 4 |
| 18 | 61.52 | 197 | 1.5 | 4 |
| 19 | 61.52 | 134 | 2.1 | 5 |
| 20 | 61.34 | 107 | 3.1 | 5 |
| 21 | 61.52 | 80 | 3.1 | 5 |
| 22 | 61.34 | 69 | 1 | 6 |
| 23 | 61.34 | 120 | 2.1 | 5 |
| 24 | 61.52 | 110 | 2.6 | 5 |
| 25 | 61.34 | 126 | 2.1 | 5 |
| 26 | 61.34 | 132 | 2.1 | 5 |
| 27 | 61.16 | 113 | 2.6 | 5 |
| 28 | 61.16 | 110 | 2.6 | 5 |
| 29 | 61.16 | 106 | 2.6 | 5 |
| 30 | 61.16 | 107 | 2.6 | 5 |
| 31 | 61.16 | 109 | 2.6 | 5 |
| 32 | 61.16 | 106 | 2.6 | 5 |
| 33 | 60.44 | 110 | 1.5 | 3 |
| 34 | 60.8 | 101 | 3.6 | 3 |
| 35 | 61.7 | 115 | 3.1 | 3 |
| 36 | 62.06 | 101 | 3.6 | 3 |
| 37 | 62.06 | 99 | 3.6 | 3 |
| 38 | 61.88 | 187 | 2.6 | 3 |
| 39 | 61.34 | 220 | 3.1 | 4 |
| 40 | 61.7 | 204 | 3.6 | 4 |
| 41 | 62.24 | 208 | 2.6 | 4 |
| 42 | 61.7 | 226 | 1 | 6 |
| 43 | 61.88 | 122 | 1.5 | 6 |
| 44 | 60.62 | 245 | 3.1 | 5 |
| 45 | 61.34 | 134 | 3.1 | 5 |
| 46 | 61.16 | 135 | 2.6 | 5 |
| 47 | 60.44 | 207 | 6.7 | 4 |
| 48 | 59.9 | 218 | 5.1 | 4 |
| 49 | 59.72 | 170 | 3.1 | 5 |
| 50 | 60.08 | 186 | 2.6 | 5 |
| 51 | 60.26 | 224 | 3.1 | 5 |
| 52 | 60.08 | 240 | 4.6 | 4 |
| 53 | 59.9 | 237 | 4.6 | 4 |
| 54 | 59.54 | 249 | 4.1 | 4 |
| 55 | 58.64 | 246 | 5.1 | 4 |
| 56 | 58.64 | 249 | 5.1 | 4 |
| 57 | 58.28 | 238 | 4.6 | 4 |
| 58 | 58.28 | 244 | 4.6 | 4 |
| 59 | 61.16 | 272 | 3.1 | 4 |
| 60 | 60.26 | 248 | 6.2 | 4 |
| 61 | 62.6 | 261 | 6.7 | 4 |
| 62 | 62.6 | 262 | 6.7 | 4 |
| 63 | 65.12 | 247 | 5.1 | 3 |
| 64 | 62.06 | 260 | 7.2 | 4 |
| 65 | 60.26 | 249 | 6.2 | 4 |
| 66 | 60.26 | 271 | 6.2 | 4 |
| 67 | 60.98 | 257 | 4.6 | 4 |
| 68 | 60.98 | 258 | 4.6 | 5 |
| 69 | 61.34 | 327 | 4.6 | 5 |
| 70 | 60.98 | 299 | 4.1 | 4 |
| 71 | 59.36 | 301 | 1.5 | 6 |
| 72 | 55.58 | 77 | 3.6 | 6 |
| 73 | 54.68 | 76 | 4.1 | 6 |
| 74 | 55.4 | 86 | 3.6 | 6 |
| 75 | 55.22 | 88 | 2.6 | 6 |
| 76 | 55.76 | 49 | 3.6 | 6 |
| 77 | 54.68 | 81 | 3.6 | 6 |
| 78 | 54.5 | 52 | 3.1 | 6 |
| 79 | 53.24 | 46 | 3.6 | 6 |
| 80 | 53.6 | 58 | 3.1 | 4 |
| 81 | 55.4 | 86 | 4.1 | 4 |
| 82 | 57.92 | 87 | 4.1 | 4 |
| 83 | 58.82 | 87 | 4.6 | 4 |
| 84 | 60.26 | 93 | 3.6 | 4 |
| 85 | 61.7 | 95 | 4.1 | 4 |
| 86 | 61.88 | 152 | 4.6 | 4 |
| 87 | 61.16 | 151 | 4.1 | 4 |
| 88 | 59.72 | 230 | 5.7 | 4 |
| 89 | 59 | 243 | 4.1 | 4 |
| 90 | 59 | 239 | 4.1 | 4 |
| 91 | 59 | 237 | 4.1 | 4 |
| 92 | 59 | 239 | 4.1 | 4 |
| 93 | 59 | 237 | 4.1 | 4 |
| 94 | 56.66 | 199 | 2.6 | 5 |
| 95 | 56.66 | 212 | 2.1 | 5 |
| 96 | 57.2 | 228 | 2.1 | 5 |
| 97 | 56.48 | 125 | 1.5 | 6 |
| 98 | 56.12 | 134 | 3.6 | 5 |
| 99 | 55.58 | 117 | 1.5 | 5 |
| 100 | 55.22 | 120 | 2.1 | 5 |
| 101 | 55.4 | 262 | 5.1 | 4 |
| 102 | 55.22 | 255 | 6.2 | 4 |
| 103 | 54.86 | 262 | 6.7 | 4 |
| 104 | 53.96 | 245 | 5.1 | 4 |
| 105 | 55.58 | 349 | 3.1 | 4 |
| 106 | 55.4 | 118 | 3.6 | 4 |
| 107 | 52.52 | 228 | 2.6 | 4 |
| 108 | 55.58 | 189 | 3.1 | 4 |
| 109 | 58.28 | 178 | 3.1 | 4 |
| 110 | 58.1 | 240 | 4.6 | 3 |
| 111 | 56.3 | 245 | 5.1 | 3 |
| 112 | 57.2 | 248 | 8.2 | 4 |
| 113 | 58.82 | 269 | 8.2 | 4 |
| 114 | 57.02 | 316 | 8.2 | 4 |
| 115 | 54.68 | 317 | 8.2 | 4 |
| 116 | 53.96 | 357 | 6.7 | 4 |
| 117 | 53.42 | 12 | 7.7 | 4 |
| 118 | 52.88 | 330 | 7.7 | 4 |
| 119 | 53.06 | 338 | 9.3 | 4 |
| 120 | 52.88 | 342 | 8.7 | 4 |
| 121 | 51.62 | 326 | 8.2 | 4 |
| 122 | 50.72 | 343 | 6.7 | 4 |
| 123 | 50.54 | 345 | 6.2 | 4 |
| 124 | 50.72 | 343 | 5.1 | 5 |
| 125 | 52.16 | 2 | 7.2 | 5 |
| 126 | 52.52 | 6 | 7.2 | 4 |
| 127 | 51.98 | 18 | 9.3 | 4 |
| 128 | 50.36 | 2 | 6.7 | 4 |
| 129 | 53.42 | 358 | 8.2 | 4 |
| 130 | 55.4 | 28 | 7.2 | 4 |
| 131 | 57.92 | 25 | 10.3 | 4 |
| 132 | 58.28 | 16 | 8.7 | 4 |
| 133 | 60.44 | 1 | 8.7 | 4 |
| 134 | 60.44 | 25 | 10.3 | 4 |
| 135 | 60.44 | 22 | 10.3 | 4 |
| 136 | 61.88 | 52 | 8.2 | 4 |
| 137 | 61.34 | 62 | 6.7 | 4 |
| 138 | 60.62 | 45 | 6.2 | 4 |
| 139 | 57.56 | 338 | 7.2 | 4 |
| 140 | 55.76 | 11 | 3.6 | 5 |
| 141 | 54.86 | 352 | 7.7 | 4 |
| 142 | 53.78 | 326 | 5.7 | 4 |
| 143 | 53.96 | 342 | 4.6 | 5 |
| 144 | 54.32 | 346 | 6.2 | 4 |
| 145 | 54.68 | 8 | 3.6 | 5 |
| 146 | 54.14 | 343 | 3.6 | 5 |
| 147 | 51.8 | 230 | 3.1 | 6 |
| 148 | 55.76 | 235 | 2.6 | 6 |
| 149 | 51.98 | 253 | 5.7 | 4 |
| 150 | 52.34 | 116 | 4.6 | 5 |
| 151 | 47.48 | 69 | 2.1 | 6 |
| 152 | 45.68 | 44 | 2.1 | 4 |
| 153 | 51.26 | 350 | 2.1 | 4 |
| 154 | 57.74 | 354 | 2.1 | 3 |
| 155 | 59.54 | 250 | 1 | 2 |
| 156 | 64.22 | 92 | 1 | 2 |
| 157 | 65.84 | 181 | 2.6 | 3 |
| 158 | 65.84 | 246 | 3.1 | 3 |
| 159 | 62.06 | 237 | 5.7 | 4 |
| 160 | 64.58 | 235 | 5.1 | 3 |
| 161 | 64.58 | 234 | 5.1 | 3 |
| 162 | 59.9 | 194 | 2.6 | 5 |
| 163 | 57.92 | 191 | 2.1 | 5 |
| 164 | 56.66 | 192 | 2.1 | 5 |
| 165 | 56.66 | 48 | 3.1 | 5 |
| 166 | 54.86 | 92 | 4.6 | 4 |
| 167 | 51.98 | 91 | 4.6 | 4 |
| 168 | 52.16 | 85 | 4.6 | 4 |
| 169 | 52.88 | 49 | 3.6 | 4 |
| 170 | 49.64 | 91 | 4.1 | 4 |
| 171 | 48.38 | 58 | 3.6 | 4 |
| 172 | 46.4 | 75 | 3.1 | 4 |
| 173 | 48.38 | 37 | 4.1 | 4 |
| 174 | 47.3 | 55 | 2.6 | 4 |
| 175 | 47.66 | 105 | 2.1 | 4 |
| 176 | 47.3 | 71 | 3.1 | 4 |
| 177 | 48.56 | 90 | 4.1 | 4 |
| 178 | 54.32 | 30 | 3.6 | 4 |
| 179 | 57.2 | 119 | 2.6 | 4 |
| 180 | 61.16 | 127 | 2.1 | 4 |
| 181 | 64.76 | 149 | 4.1 | 4 |
| 182 | 65.48 | 214 | 5.1 | 3 |
| 183 | 62.42 | 232 | 5.1 | 3 |
| 184 | 60.8 | 239 | 4.1 | 3 |
| 185 | 58.28 | 248 | 4.6 | 4 |
| 186 | 56.12 | 240 | 4.6 | 4 |
| 187 | 55.04 | 233 | 4.1 | 4 |
| 188 | 53.96 | 232 | 4.1 | 4 |
| 189 | 55.04 | 233 | 4.1 | 4 |
| 190 | 54.86 | 228 | 3.1 | 5 |
| 191 | 55.04 | 90 | 2.6 | 5 |
| 192 | 53.42 | 104 | 3.1 | 5 |
| 193 | 53.6 | 95 | 2.6 | 5 |
| 194 | 53.24 | 36 | 3.1 | 5 |
| 195 | 52.52 | 16 | 3.1 | 5 |
| 196 | 51.08 | 54 | 3.1 | 5 |
| 197 | 49.1 | 86 | 2.6 | 6 |
| 198 | 48.38 | 79 | 2.6 | 6 |
| 199 | 47.48 | 103 | 2.6 | 6 |
| 200 | 47.84 | 74 | 3.1 | 4 |
| 201 | 49.46 | 70 | 3.1 | 4 |
| 202 | 52.7 | 94 | 3.6 | 4 |
| 203 | 55.76 | 91 | 3.6 | 4 |
| 204 | 59.54 | 87 | 2.1 | 4 |
| 205 | 62.6 | 94 | 2.1 | 4 |
| 206 | 61.88 | 255 | 5.1 | 4 |
| 207 | 61.88 | 250 | 5.1 | 4 |
| 208 | 60.26 | 253 | 4.6 | 3 |
| 209 | 60.26 | 251 | 4.6 | 4 |
| 210 | 55.58 | 274 | 5.1 | 5 |
| 211 | 55.58 | 266 | 5.1 | 5 |
| 212 | 55.58 | 271 | 5.1 | 5 |
| 213 | 55.58 | 269 | 5.1 | 6 |
| 214 | 55.58 | 270 | 5.1 | 5 |
| 215 | 55.58 | 274 | 5.1 | 6 |
| 216 | 53.6 | 95 | 2.6 | 5 |
| 217 | 53.06 | 91 | 2.1 | 5 |
| 218 | 51.26 | 103 | 3.1 | 6 |
| 219 | 50.36 | 90 | 3.1 | 5 |
| 220 | 50.36 | 115 | 3.1 | 5 |
| 221 | 50.36 | 88 | 2.1 | 6 |
| 222 | 49.82 | 265 | 2.1 | 6 |
| 223 | 49.82 | 264 | 2.1 | 6 |
| 224 | 49.82 | 264 | 2.1 | 6 |
| 225 | 49.82 | 256 | 3.1 | 4 |
| 226 | 50.18 | 262 | 2.6 | 4 |
| 227 | 51.44 | 91 | 3.1 | 4 |
| 228 | 55.4 | 273 | 1 | 3 |
| 229 | 57.2 | 255 | 3.1 | 4 |
| 230 | 58.28 | 236 | 3.6 | 4 |
| 231 | 58.1 | 236 | 4.1 | 4 |
| 232 | 57.56 | 228 | 4.6 | 4 |
| 233 | 55.76 | 238 | 4.6 | 4 |
| 234 | 54.86 | 237 | 3.1 | 5 |
| 235 | 53.06 | 253 | 4.1 | 4 |
| 236 | 52.52 | 249 | 3.1 | 5 |
| 237 | 53.6 | 245 | 3.1 | 5 |
| 238 | 54.32 | 222 | 2.1 | 5 |
| 239 | 54.14 | 158 | 2.6 | 5 |
| 240 | 54.32 | 101 | 1.5 | 6 |
| 241 | 51.8 | 50 | 1.5 | 6 |
| 242 | 51.8 | 94 | 4.1 | 6 |
| 243 | 49.1 | 83 | 3.1 | 6 |
| 244 | 49.46 | 54 | 3.6 | 5 |
| 245 | 49.28 | 73 | 3.6 | 5 |
| 246 | 49.28 | 74 | 3.6 | 5 |
| 247 | 47.84 | 62 | 3.6 | 5 |
| 248 | 49.1 | 61 | 3.1 | 4 |
| 249 | 50.72 | 52 | 3.1 | 4 |
| 250 | 52.7 | 95 | 3.6 | 4 |
| 251 | 53.6 | 77 | 3.6 | 4 |
| 252 | 55.22 | 90 | 4.1 | 4 |
| 253 | 57.38 | 95 | 2.6 | 4 |
| 254 | 57.56 | 184 | 2.6 | 4 |
| 255 | 57.74 | 257 | 4.6 | 4 |
| 256 | 57.38 | 261 | 4.6 | 4 |
| 257 | 55.94 | 243 | 4.6 | 4 |
| 258 | 53.78 | 246 | 5.1 | 4 |
| 259 | 54.5 | 249 | 4.1 | 4 |
| 260 | 53.24 | 254 | 3.6 | 4 |
| 261 | 52.7 | 246 | 3.6 | 4 |
| 262 | 52.88 | 246 | 2.6 | 4 |
| 263 | 52.16 | 251 | 4.1 | 4 |
| 264 | 53.96 | 49 | 2.6 | 4 |
| 265 | 53.06 | 98 | 3.6 | 4 |
| 266 | 53.42 | 109 | 2.6 | 4 |
| 267 | 52.7 | 94 | 2.6 | 4 |
| 268 | 52.7 | 106 | 2.6 | 4 |
| 269 | 52.88 | 97 | 4.6 | 4 |
| 270 | 53.06 | 108 | 4.1 | 4 |
| 271 | 52.7 | 68 | 2.6 | 5 |
| 272 | 52.7 | 262 | 4.6 | 4 |
| 273 | 51.98 | 253 | 3.1 | 4 |
| 274 | 51.8 | 101 | 3.1 | 4 |
| 275 | 51.62 | 118 | 3.6 | 4 |
| 276 | 51.26 | 179 | 4.1 | 4 |
| 277 | 51.26 | 248 | 4.1 | 4 |
| 278 | 51.26 | 88 | 3.1 | 4 |
| 279 | 52.52 | 91 | 2.1 | 4 |
| 280 | 52.7 | 359 | 1 | 3 |
| 281 | 53.24 | 356 | 1.5 | 3 |
| 282 | 52.88 | 359 | 1.5 | 6 |
| 283 | 52.34 | 112 | 3.1 | 5 |
| 284 | 51.98 | 115 | 4.1 | 4 |
| 285 | 51.62 | 86 | 4.1 | 4 |
| 286 | 51.08 | 87 | 4.6 | 4 |
| 287 | 51.8 | 185 | 3.6 | 5 |
| 288 | 51.44 | 320 | 8.2 | 4 |
| 289 | 49.82 | 89 | 4.1 | 4 |
| 290 | 50.72 | 238 | 4.1 | 4 |
| 291 | 51.98 | 3 | 7.2 | 4 |
| 292 | 48.38 | 69 | 2.6 | 5 |
| 293 | 48.38 | 74 | 3.1 | 5 |
| 294 | 49.46 | 320 | 5.1 | 4 |
| 295 | 49.82 | 247 | 2.1 | 5 |
| 296 | 51.8 | 263 | 8.7 | 4 |
| 297 | 52.16 | 281 | 7.7 | 4 |
| 298 | 52.16 | 283 | 7.7 | 4 |
| 299 | 54.68 | 252 | 9.3 | 4 |
| 300 | 56.12 | 251 | 8.2 | 4 |
| 301 | 55.76 | 260 | 11.8 | 4 |
| 302 | 55.76 | 257 | 11.8 | 4 |
| 303 | 55.04 | 251 | 8.2 | 4 |
| 304 | 54.86 | 256 | 8.2 | 4 |
| 305 | 53.06 | 257 | 8.7 | 4 |
| 306 | 51.62 | 274 | 5.1 | 4 |
| 307 | 51.44 | 270 | 5.7 | 4 |
| 308 | 50.9 | 266 | 4.1 | 4 |
| 309 | 50.72 | 228 | 3.6 | 5 |
| 310 | 51.62 | 221 | 2.6 | 5 |
| 311 | 50.72 | 120 | 3.6 | 5 |
| 312 | 49.64 | 118 | 3.1 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 313 | 49.46 | 94 | 3.6 | 5 |
| 314 | 49.64 | 83 | 4.1 | 5 |
| 315 | 48.92 | 78 | 2.6 | 5 |
| 316 | 47.84 | 100 | 3.6 | 5 |
| 317 | 47.66 | 82 | 2.6 | 5 |
| 318 | 47.48 | 86 | 3.1 | 5 |
| 319 | 47.48 | 62 | 3.1 | 5 |
| 320 | 48.02 | 74 | 2.6 | 4 |
| 321 | 49.28 | 70 | 3.1 | 4 |
| 322 | 51.08 | 90 | 3.1 | 4 |
| 323 | 52.52 | 108 | 3.1 | 4 |
| 324 | 54.68 | 97 | 4.1 | 4 |
| 325 | 55.94 | 133 | 2.6 | 4 |
| 326 | 56.48 | 51 | 3.6 | 4 |
| 327 | 56.84 | 117 | 1.5 | 4 |
| 328 | 56.3 | 116 | 2.6 | 4 |
| 329 | 56.48 | 132 | 3.1 | 4 |
| 330 | 54.32 | 146 | 1.5 | 6 |
| 331 | 54.32 | 155 | 1.5 | 5 |
| 332 | 55.04 | 343 | 2.1 | 5 |
| 333 | 55.4 | 46 | 3.1 | 5 |
| 334 | 55.4 | 77 | 3.1 | 5 |
| 335 | 54.68 | 47 | 2.6 | 5 |
| 336 | 54.68 | 50 | 2.6 | 5 |
| 337 | 53.42 | 80 | 3.6 | 5 |
| 338 | 53.6 | 92 | 5.1 | 5 |
| 339 | 53.6 | 88 | 4.1 | 5 |
| 340 | 51.98 | 90 | 5.1 | 5 |
| 341 | 51.26 | 75 | 6.2 | 5 |
| 342 | 51.8 | 70 | 5.1 | 5 |
| 343 | 52.34 | 89 | 5.1 | 5 |
| 344 | 52.34 | 92 | 5.1 | 5 |
| 345 | 51.08 | 77 | 5.1 | 5 |
| 346 | 50.72 | 77 | 5.7 | 5 |
| 347 | 51.26 | 82 | 6.2 | 5 |
| 348 | 51.44 | 60 | 5.1 | 5 |
| 349 | 51.08 | 44 | 4.6 | 5 |
| 350 | 51.62 | 360 | 5.1 | 5 |
| 351 | 49.82 | 13 | 4.6 | 4 |
| 352 | 50.72 | 76 | 3.6 | 4 |
| 353 | 52.88 | 93 | 3.6 | 4 |
| 354 | 52.88 | 17 | 4.1 | 4 |
| 355 | 51.44 | 11 | 3.6 | 5 |
| 356 | 50.72 | 12 | 5.7 | 4 |
| 357 | 49.82 | 4 | 5.1 | 5 |
| 358 | 49.28 | 13 | 5.7 | 4 |
| 359 | 47.84 | 9 | 4.6 | 5 |
| 360 | 47.84 | 360 | 5.7 | 4 |
| 361 | 46.76 | 6 | 4.6 | 5 |
| 362 | 47.66 | 359 | 5.7 | 5 |
| 363 | 46.4 | 357 | 4.1 | 5 |
| 364 | 46.58 | 359 | 4.6 | 5 |
| 365 | 46.76 | 4 | 5.1 | 5 |
| 366 | 46.22 | 12 | 3.6 | 5 |
| 367 | 46.22 | 2 | 3.6 | 5 |
| 368 | 46.58 | 8 | 4.6 | 4 |
| 369 | 48.38 | 352 | 3.1 | 4 |
| 370 | 52.52 | 357 | 4.6 | 3 |
| 371 | 55.94 | 1 | 2.6 | 3 |
| 372 | 59.36 | 2 | 4.1 | 3 |
| 373 | 60.62 | 2 | 4.1 | 3 |
| 374 | 63.14 | 300 | 4.6 | 3 |
| 375 | 63.32 | 301 | 4.6 | 3 |
| 376 | 61.52 | 245 | 4.6 | 3 |
| 377 | 59.72 | 236 | 6.2 | 4 |
| 378 | 59.72 | 241 | 6.2 | 4 |
| 379 | 59.72 | 239 | 6.2 | 5 |
| 380 | 59.72 | 240 | 6.2 | 5 |
| 381 | 59.72 | 236 | 6.2 | 5 |
| 382 | 59.72 | 236 | 6.2 | 6 |
| 383 | 59.72 | 239 | 6.2 | 6 |
| 384 | 51.8 | 92 | 3.1 | 6 |
| 385 | 51.62 | 87 | 2.6 | 6 |
| 386 | 50.72 | 298 | 3.6 | 5 |
| 387 | 49.46 | 19 | 3.1 | 6 |
| 388 | 48.56 | 24 | 2.6 | 6 |
| 389 | 48.56 | 23 | 2.6 | 6 |
| 390 | 47.12 | 67 | 2.1 | 6 |
| 391 | 46.22 | 30 | 2.1 | 5 |
| 392 | 48.38 | 41 | 3.1 | 4 |
| 393 | 54.32 | 14 | 4.1 | 4 |
| 394 | 57.02 | 22 | 4.1 | 4 |
| 395 | 59.9 | 96 | 3.6 | 3 |
| 396 | 62.96 | 105 | 4.1 | 3 |
| 397 | 66.38 | 96 | 3.6 | 2 |
| 398 | 70.16 | 298 | 3.1 | 3 |
| 399 | 68 | 294 | 4.1 | 3 |
| 400 | 64.58 | 262 | 4.1 | 3 |
| 401 | 60.08 | 248 | 5.1 | 4 |
| 402 | 60.44 | 229 | 3.6 | 4 |
| 403 | 57.56 | 239 | 3.6 | 5 |
| 404 | 56.12 | 317 | 2.1 | 5 |
| 405 | 61.16 | 8 | 5.1 | 4 |
| 406 | 60.62 | 8 | 4.6 | 4 |
| 407 | 57.2 | 81 | 3.6 | 5 |
| 408 | 58.82 | 29 | 2.6 | 5 |
| 409 | 56.12 | 60 | 3.6 | 5 |
| 410 | 55.04 | 59 | 3.1 | 5 |
| 411 | 52.52 | 59 | 3.1 | 5 |
| 412 | 50.54 | 53 | 3.1 | 5 |
| 413 | 50.54 | 55 | 3.1 | 5 |
| 414 | 51.98 | 12 | 4.1 | 4 |
| 415 | 52.88 | 9 | 4.1 | 4 |
| 416 | 50.36 | 48 | 3.1 | 4 |
| 417 | 52.7 | 53 | 3.1 | 4 |
| 418 | 58.46 | 42 | 4.6 | 3 |
| 419 | 65.66 | 347 | 4.1 | 3 |
| 420 | 69.8 | 347 | 5.1 | 3 |
| 421 | 73.58 | 1 | 4.1 | 3 |
| 422 | 73.58 | 5 | 4.1 | 3 |
| 423 | 73.58 | 1 | 4.1 | 3 |
| 424 | 73.58 | 5 | 4.1 | 3 |
| 425 | 73.58 | 359 | 4.1 | 3 |
| 426 | 73.58 | 359 | 4.1 | 3 |
| 427 | 73.58 | 5 | 4.1 | 3 |
| 428 | 73.58 | 360 | 4.1 | 3 |
| 429 | 73.58 | 359 | 4.1 | 3 |
| 430 | 73.58 | 1 | 4.1 | 3 |
| 431 | 73.58 | 3 | 4.1 | 3 |
| 432 | 73.58 | 356 | 4.1 | 3 |
| 433 | 73.58 | 357 | 4.1 | 3 |
| 434 | 73.58 | 357 | 4.1 | 3 |
| 435 | 73.58 | 5 | 4.1 | 3 |
| 436 | 73.58 | 356 | 4.1 | 3 |
| 437 | 73.58 | 3 | 4.1 | 5 |
| 438 | 73.58 | 358 | 4.1 | 5 |
| 439 | 73.58 | 2 | 4.1 | 5 |
| 440 | 73.58 | 2 | 4.1 | 4 |
| 441 | 73.58 | 357 | 4.1 | 4 |
| 442 | 73.58 | 1 | 4.1 | 3 |
| 443 | 73.58 | 4 | 4.1 | 3 |
| 444 | 73.58 | 359 | 4.1 | 3 |
| 445 | 73.58 | 360 | 4.1 | 3 |
| 446 | 73.58 | 360 | 4.1 | 3 |
| 447 | 73.58 | 1 | 4.1 | 3 |
| 448 | 73.58 | 3 | 4.1 | 3 |
| 449 | 73.58 | 4 | 4.1 | 4 |
| 450 | 73.58 | 358 | 4.1 | 5 |
| 451 | 73.58 | 360 | 4.1 | 4 |
| 452 | 73.58 | 4 | 4.1 | 5 |
| 453 | 73.58 | 357 | 4.1 | 5 |
| 454 | 73.58 | 1 | 4.1 | 5 |
| 455 | 73.58 | 358 | 4.1 | 5 |
| 456 | 73.58 | 356 | 4.1 | 5 |
| 457 | 73.58 | 359 | 4.1 | 5 |
| 458 | 73.58 | 3 | 4.1 | 5 |
| 459 | 73.58 | 357 | 4.1 | 5 |
| 460 | 73.58 | 4 | 4.1 | 5 |
| 461 | 73.58 | 357 | 4.1 | 5 |
| 462 | 73.58 | 3 | 4.1 | 5 |
| 463 | 73.58 | 5 | 4.1 | 5 |
| 464 | 73.58 | 358 | 4.1 | 5 |
| 465 | 73.58 | 360 | 4.1 | 5 |
| 466 | 73.58 | 5 | 4.1 | 5 |
| 467 | 56.66 | 158 | 2.1 | 5 |
| 468 | 58.64 | 186 | 7.2 | 4 |
| 469 | 59.9 | 193 | 7.7 | 4 |
| 470 | 57.92 | 210 | 6.7 | 4 |
| 471 | 58.64 | 242 | 7.2 | 4 |
| 472 | 57.56 | 233 | 5.1 | 4 |
| 473 | 56.84 | 231 | 5.7 | 4 |
| 474 | 56.3 | 249 | 5.7 | 4 |
| 475 | 55.04 | 247 | 4.1 | 4 |
| 476 | 53.6 | 255 | 3.6 | 5 |
| 477 | 53.6 | 249 | 4.1 | 5 |
| 478 | 53.42 | 224 | 2.6 | 5 |
| 479 | 54.14 | 229 | 3.6 | 5 |
| 480 | 52.7 | 258 | 1.5 | 6 |
| 481 | 51.98 | 359 | 2.1 | 6 |
| 482 | 52.52 | 310 | 2.6 | 6 |
| 483 | 49.82 | 39 | 3.1 | 6 |
| 484 | 48.74 | 120 | 2.1 | 6 |
| 485 | 48.2 | 97 | 2.6 | 6 |
| 486 | 47.84 | 91 | 2.6 | 6 |
| 487 | 47.3 | 69 | 3.1 | 6 |
| 488 | 48.74 | 97 | 3.1 | 4 |
| 489 | 49.28 | 85 | 3.1 | 4 |
| 490 | 53.42 | 100 | 3.6 | 4 |
| 491 | 54.32 | 112 | 3.1 | 4 |
| 492 | 57.02 | 105 | 3.6 | 4 |
| 493 | 57.02 | 21 | 1 | 3 |
| 494 | 57.74 | 206 | 3.1 | 3 |
| 495 | 56.3 | 80 | 3.1 | 3 |
| 496 | 53.78 | 88 | 4.6 | 4 |
| 497 | 53.78 | 88 | 4.6 | 4 |
| 498 | 51.44 | 84 | 7.7 | 4 |
| 499 | 51.44 | 36 | 6.2 | 4 |
| 500 | 51.62 | 39 | 4.1 | 4 |
| 501 | 51.26 | 76 | 4.6 | 4 |
| 502 | 51.8 | 87 | 5.7 | 4 |
| 503 | 51.26 | 78 | 4.1 | 4 |
| 504 | 51.44 | 89 | 4.6 | 4 |
| 505 | 50.9 | 92 | 4.1 | 4 |
| 506 | 51.8 | 71 | 2.6 | 5 |
| 507 | 51.26 | 90 | 2.6 | 5 |
| 508 | 51.44 | 94 | 2.6 | 5 |
| 509 | 51.98 | 95 | 2.6 | 5 |
| 510 | 51.8 | 72 | 4.1 | 4 |
| 511 | 51.8 | 77 | 4.6 | 4 |
| 512 | 52.16 | 92 | 4.6 | 4 |
| 513 | 52.16 | 68 | 4.6 | 4 |
| 514 | 52.88 | 84 | 3.6 | 4 |
| 515 | 53.24 | 78 | 4.6 | 4 |
| 516 | 53.78 | 73 | 4.6 | 4 |
| 517 | 54.5 | 47 | 4.1 | 4 |
| 518 | 55.04 | 87 | 4.1 | 4 |
| 519 | 55.22 | 85 | 4.1 | 4 |
| 520 | 56.3 | 104 | 4.1 | 4 |
| 521 | 57.02 | 79 | 4.6 | 4 |
| 522 | 57.74 | 136 | 4.6 | 4 |
| 523 | 57.56 | 145 | 4.1 | 4 |
| 524 | 57.74 | 107 | 3.6 | 5 |
| 525 | 57.38 | 130 | 4.1 | 4 |
| 526 | 57.38 | 145 | 3.6 | 5 |
| 527 | 57.02 | 121 | 4.1 | 4 |
| 528 | 56.3 | 153 | 4.1 | 4 |
| 529 | 55.22 | 120 | 4.1 | 4 |
| 530 | 55.22 | 107 | 5.1 | 4 |
| 531 | 55.76 | 130 | 5.1 | 4 |
| 532 | 56.12 | 320 | 2.1 | 4 |
| 533 | 57.92 | 229 | 6.2 | 4 |
| 534 | 58.1 | 231 | 5.7 | 4 |
| 535 | 55.22 | 39 | 4.1 | 4 |
| 536 | 54.86 | 67 | 2.6 | 4 |
| 537 | 54.86 | 115 | 3.1 | 4 |
| 538 | 56.12 | 99 | 2.6 | 4 |
| 539 | 57.2 | 126 | 3.6 | 4 |
| 540 | 60.62 | 254 | 3.6 | 4 |
| 541 | 58.82 | 240 | 5.1 | 4 |
| 542 | 58.82 | 239 | 5.1 | 4 |
| 543 | 61.52 | 190 | 2.1 | 4 |
| 544 | 59 | 253 | 5.1 | 4 |
| 545 | 58.46 | 242 | 5.7 | 4 |
| 546 | 56.48 | 265 | 4.6 | 4 |
| 547 | 56.3 | 234 | 4.1 | 4 |
| 548 | 56.66 | 231 | 4.6 | 4 |
| 549 | 56.84 | 247 | 4.1 | 4 |
| 550 | 56.66 | 247 | 4.6 | 4 |
| 551 | 56.12 | 227 | 4.1 | 4 |
| 552 | 56.48 | 190 | 3.1 | 5 |
| 553 | 56.48 | 216 | 3.1 | 5 |
| 554 | 56.12 | 219 | 2.6 | 5 |
| 555 | 55.94 | 297 | 3.1 | 5 |
| 556 | 56.12 | 268 | 4.1 | 4 |
| 557 | 55.58 | 269 | 2.6 | 4 |
| 558 | 54.86 | 272 | 1.5 | 6 |
| 559 | 55.22 | 312 | 1 | 6 |
| 560 | 55.94 | 223 | 3.1 | 4 |
| 561 | 56.12 | 238 | 3.1 | 4 |
| 562 | 57.2 | 244 | 2.6 | 4 |
| 563 | 58.1 | 257 | 2.1 | 4 |
| 564 | 59.54 | 238 | 4.6 | 4 |
| 565 | 59.9 | 259 | 6.2 | 4 |
| 566 | 59.72 | 257 | 6.2 | 4 |
| 567 | 59.72 | 263 | 5.1 | 3 |
| 568 | 59.36 | 268 | 4.1 | 3 |
| 569 | 60.62 | 228 | 2.6 | 4 |
| 570 | 55.94 | 242 | 6.7 | 4 |
| 571 | 55.58 | 262 | 5.7 | 4 |
| 572 | 54.68 | 272 | 3.6 | 5 |
| 573 | 55.58 | 75 | 2.6 | 5 |
| 574 | 56.12 | 335 | 2.1 | 5 |
| 575 | 54.86 | 253 | 4.1 | 4 |
| 576 | 55.22 | 239 | 3.1 | 5 |
| 577 | 55.4 | 240 | 1.5 | 6 |
| 578 | 55.94 | 2 | 4.1 | 6 |
| 579 | 55.22 | 84 | 3.1 | 5 |
| 580 | 55.58 | 140 | 1 | 6 |
| 581 | 55.76 | 111 | 1.5 | 6 |
| 582 | 55.58 | 115 | 1.5 | 6 |
| 583 | 55.04 | 96 | 3.1 | 5 |
| 584 | 54.68 | 91 | 3.1 | 4 |
| 585 | 54.5 | 94 | 4.6 | 4 |
| 586 | 55.4 | 32 | 3.6 | 4 |
| 587 | 56.12 | 131 | 4.6 | 4 |
| 588 | 56.84 | 98 | 6.7 | 4 |
| 589 | 56.84 | 133 | 5.1 | 4 |
| 590 | 56.84 | 142 | 3.6 | 4 |
| 591 | 57.2 | 122 | 5.1 | 4 |
| 592 | 57.2 | 130 | 5.1 | 4 |
| 593 | 57.2 | 146 | 5.1 | 4 |
| 594 | 57.02 | 121 | 3.6 | 5 |
| 595 | 57.02 | 121 | 3.6 | 4 |
| 596 | 56.12 | 120 | 5.1 | 4 |
| 597 | 55.76 | 118 | 6.2 | 4 |
| 598 | 54.86 | 100 | 5.7 | 4 |
| 599 | 55.04 | 77 | 4.6 | 4 |
| 600 | 55.4 | 90 | 4.1 | 4 |
| 601 | 56.66 | 42 | 3.1 | 5 |
| 602 | 56.66 | 45 | 4.1 | 5 |
| 603 | 57.38 | 38 | 2.1 | 5 |
| 604 | 56.3 | 38 | 2.1 | 5 |
| 605 | 56.48 | 44 | 1.5 | 5 |
| 606 | 57.02 | 26 | 2.6 | 5 |
| 607 | 57.2 | 295 | 1 | 5 |
| 608 | 57.2 | 18 | 1 | 3 |
| 609 | 57.74 | 93 | 3.1 | 4 |
| 610 | 58.1 | 234 | 3.6 | 4 |
| 611 | 58.1 | 242 | 4.6 | 4 |
| 612 | 58.64 | 236 | 4.6 | 4 |
| 613 | 59 | 216 | 4.1 | 4 |
| 614 | 60.8 | 232 | 3.6 | 4 |
| 615 | 59.36 | 216 | 4.6 | 4 |
| 616 | 59.36 | 200 | 6.2 | 4 |
| 617 | 58.28 | 215 | 5.1 | 4 |
| 618 | 58.46 | 201 | 6.2 | 4 |
| 619 | 58.28 | 234 | 5.1 | 4 |
| 620 | 58.28 | 228 | 4.6 | 4 |
| 621 | 58.64 | 226 | 4.6 | 4 |
| 622 | 58.64 | 246 | 4.1 | 4 |
| 623 | 58.28 | 264 | 3.1 | 5 |
| 624 | 57.92 | 238 | 4.1 | 4 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 625 | 57.92 | 261 | 4.6 | 4 |
| 626 | 57.92 | 242 | 4.1 | 4 |
| 627 | 57.56 | 251 | 2.6 | 4 |
| 628 | 55.4 | 251 | 3.6 | 5 |
| 629 | 56.48 | 298 | 3.1 | 5 |
| 630 | 55.04 | 301 | 1.5 | 6 |
| 631 | 55.22 | 334 | 1 | 6 |
| 632 | 55.4 | 157 | 1 | 3 |
| 633 | 56.84 | 1 | 2.1 | 4 |
| 634 | 58.1 | 92 | 3.1 | 4 |
| 635 | 60.08 | 123 | 3.1 | 4 |
| 636 | 64.22 | 180 | 1 | 3 |
| 637 | 62.6 | 236 | 4.1 | 4 |
| 638 | 62.6 | 257 | 5.1 | 4 |
| 639 | 61.34 | 264 | 6.2 | 4 |
| 640 | 60.26 | 256 | 7.7 | 4 |
| 641 | 58.28 | 248 | 8.7 | 4 |
| 642 | 56.66 | 251 | 6.7 | 4 |
| 643 | 55.4 | 256 | 5.7 | 4 |
| 644 | 55.22 | 246 | 3.6 | 5 |
| 645 | 56.3 | 238 | 4.1 | 4 |
| 646 | 56.48 | 251 | 2.1 | 5 |
| 647 | 56.84 | 116 | 2.1 | 5 |
| 648 | 56.3 | 226 | 3.1 | 5 |
| 649 | 55.94 | 7 | 3.1 | 5 |
| 650 | 55.4 | 110 | 2.1 | 5 |
| 651 | 55.04 | 87 | 2.6 | 5 |
| 652 | 55.58 | 24 | 2.1 | 5 |
| 653 | 55.76 | 52 | 3.1 | 5 |
| 654 | 55.4 | 47 | 2.1 | 5 |
| 655 | 56.66 | 26 | 3.1 | 5 |
| 656 | 56.66 | 29 | 3.1 | 5 |
| 657 | 58.1 | 319 | 3.1 | 4 |
| 658 | 62.6 | 4 | 3.1 | 4 |
| 659 | 67.64 | 34 | 3.1 | 4 |
| 660 | 69.62 | 26 | 1.5 | 4 |
| 661 | 72.68 | 248 | 4.1 | 3 |
| 662 | 63.86 | 265 | 5.7 | 3 |
| 663 | 65.48 | 251 | 6.2 | 4 |
| 664 | 67.1 | 242 | 4.6 | 3 |
| 665 | 66.92 | 221 | 3.1 | 4 |
| 666 | 61.52 | 238 | 4.6 | 4 |
| 667 | 59.9 | 248 | 3.1 | 4 |
| 668 | 60.62 | 210 | 2.6 | 5 |
| 669 | 58.82 | 227 | 3.1 | 6 |
| 670 | 59.36 | 101 | 4.1 | 4 |
| 671 | 59.54 | 88 | 2.1 | 6 |
| 672 | 58.1 | 48 | 4.1 | 5 |
| 673 | 61.16 | 17 | 3.1 | 6 |
| 674 | 60.08 | 282 | 2.1 | 6 |
| 675 | 62.24 | 325 | 4.6 | 5 |
| 676 | 53.96 | 81 | 3.6 | 5 |
| 677 | 53.42 | 88 | 3.1 | 5 |
| 678 | 54.68 | 116 | 1 | 6 |
| 679 | 54.68 | 318 | 1 | 6 |
| 680 | 55.4 | 139 | 1 | 3 |
| 681 | 57.56 | 123 | 3.6 | 4 |
| 682 | 64.94 | 329 | 2.6 | 3 |
| 683 | 69.8 | 243 | 2.6 | 3 |
| 684 | 72.5 | 240 | 4.1 | 3 |
| 685 | 75.02 | 143 | 4.6 | 3 |
| 686 | 74.48 | 191 | 5.7 | 3 |
| 687 | 72.32 | 235 | 6.2 | 3 |
| 688 | 72.5 | 234 | 5.7 | 4 |
| 689 | 73.22 | 210 | 6.2 | 4 |
| 690 | 70.52 | 207 | 4.1 | 4 |
| 691 | 67.28 | 223 | 4.1 | 5 |
| 692 | 62.78 | 247 | 4.6 | 5 |
| 693 | 65.12 | 89 | 2.1 | 6 |
| 694 | 61.7 | 72 | 2.6 | 6 |
| 695 | 64.04 | 94 | 3.6 | 5 |
| 696 | 62.24 | 348 | 2.6 | 6 |
| 697 | 60.8 | 162 | 1 | 6 |
| 698 | 56.12 | 102 | 2.6 | 6 |
| 699 | 55.04 | 317 | 1.5 | 6 |
| 700 | 53.42 | 340 | 1 | 6 |
| 701 | 54.5 | 320 | 2.1 | 6 |
| 702 | 55.58 | 358 | 1.5 | 6 |
| 703 | 56.84 | 122 | 1.5 | 6 |
| 704 | 52.7 | 125 | 1.5 | 3 |
| 705 | 54.5 | 37 | 3.1 | 4 |
| 706 | 60.98 | 62 | 2.1 | 4 |
| 707 | 66.38 | 2 | 2.6 | 4 |
| 708 | 69.62 | 79 | 3.1 | 2 |
| 709 | 73.58 | 84 | 1.5 | 2 |
| 710 | 75.92 | 80 | 1.5 | 2 |
| 711 | 75.92 | 238 | 4.1 | 3 |
| 712 | 68.72 | 273 | 5.1 | 3 |
| 713 | 66.74 | 252 | 4.6 | 4 |
| 714 | 63.86 | 251 | 4.6 | 4 |
| 715 | 62.06 | 244 | 3.1 | 6 |
| 716 | 62.96 | 243 | 2.1 | 6 |
| 717 | 62.78 | 335 | 1 | 6 |
| 718 | 61.88 | 248 | 1 | 6 |
| 719 | 62.6 | 1 | 2.1 | 6 |
| 720 | 61.7 | 128 | 3.1 | 6 |
| 721 | 59.9 | 54 | 2.6 | 6 |
| 722 | 60.8 | 28 | 2.1 | 6 |
| 723 | 59.9 | 22 | 4.1 | 5 |
| 724 | 57.02 | 51 | 2.1 | 6 |
| 725 | 56.66 | 73 | 3.1 | 6 |
| 726 | 57.2 | 97 | 1.5 | 6 |
| 727 | 54.5 | 65 | 3.6 | 5 |
| 728 | 52.34 | 42 | 2.6 | 4 |
| 729 | 59.9 | 96 | 2.1 | 4 |
| 730 | 64.4 | 104 | 2.1 | 3 |
| 731 | 69.08 | 48 | 2.6 | 3 |
| 732 | 71.06 | 106 | 2.6 | 2 |
| 733 | 69.8 | 247 | 5.1 | 3 |
| 734 | 69.8 | 254 | 5.1 | 3 |
| 735 | 65.48 | 249 | 5.7 | 4 |
| 736 | 65.12 | 246 | 5.7 | 4 |
| 737 | 65.12 | 248 | 5.7 | 4 |
| 738 | 60.62 | 249 | 3.6 | 4 |
| 739 | 58.64 | 236 | 4.1 | 4 |
| 740 | 56.66 | 249 | 5.1 | 4 |
| 741 | 56.66 | 241 | 2.6 | 4 |
| 742 | 56.3 | 258 | 2.6 | 5 |
| 743 | 57.38 | 236 | 3.6 | 5 |
| 744 | 56.3 | 233 | 3.1 | 5 |
| 745 | 55.04 | 233 | 2.1 | 5 |
| 746 | 55.58 | 238 | 2.1 | 5 |
| 747 | 54.86 | 97 | 1.5 | 5 |
| 748 | 53.06 | 69 | 2.1 | 5 |
| 749 | 53.06 | 87 | 3.1 | 5 |
| 750 | 49.82 | 66 | 3.1 | 5 |
| 751 | 50.18 | 109 | 3.1 | 5 |
| 752 | 49.64 | 156 | 2.1 | 5 |
| 753 | 51.44 | 100 | 2.6 | 5 |
| 754 | 55.22 | 114 | 2.6 | 5 |
| 755 | 59.54 | 176 | 2.6 | 5 |
| 756 | 59.72 | 256 | 4.6 | 5 |
| 757 | 58.1 | 244 | 4.1 | 5 |
| 758 | 60.08 | 229 | 4.6 | 5 |
| 759 | 56.48 | 216 | 4.1 | 5 |
| 760 | 57.56 | 236 | 5.7 | 5 |
| 761 | 57.38 | 228 | 4.1 | 4 |
| 762 | 56.84 | 242 | 4.1 | 4 |
| 763 | 55.58 | 256 | 5.1 | 4 |
| 764 | 55.76 | 249 | 3.1 | 5 |
| 765 | 56.12 | 225 | 3.6 | 5 |
| 766 | 55.76 | 232 | 2.6 | 5 |
| 767 | 56.3 | 231 | 3.1 | 5 |
| 768 | 55.76 | 172 | 2.1 | 5 |
| 769 | 55.4 | 92 | 4.1 | 4 |
| 770 | 56.3 | 85 | 3.6 | 4 |
| 771 | 56.3 | 123 | 3.1 | 4 |
| 772 | 55.94 | 95 | 3.6 | 4 |
| 773 | 55.94 | 79 | 3.6 | 5 |
| 774 | 56.12 | 63 | 2.6 | 5 |
| 775 | 55.76 | 66 | 4.1 | 4 |
| 776 | 55.76 | 56 | 3.6 | 4 |
| 777 | 56.66 | 55 | 4.1 | 4 |
| 778 | 55.94 | 106 | 4.6 | 3 |
| 779 | 59.72 | 71 | 3.6 | 3 |
| 780 | 61.7 | 136 | 2.1 | 3 |
| 781 | 62.96 | 253 | 4.1 | 3 |
| 782 | 61.7 | 246 | 5.1 | 3 |
| 783 | 61.34 | 262 | 6.7 | 4 |
| 784 | 60.26 | 230 | 6.2 | 4 |
| 785 | 58.82 | 248 | 6.2 | 4 |
| 786 | 57.74 | 234 | 4.6 | 4 |
| 787 | 57.56 | 218 | 3.6 | 5 |
| 788 | 56.3 | 207 | 2.1 | 6 |
| 789 | 56.48 | 223 | 2.6 | 6 |
| 790 | 55.22 | 90 | 2.6 | 6 |
| 791 | 55.58 | 109 | 2.6 | 6 |
| 792 | 54.5 | 113 | 3.1 | 6 |
| 793 | 53.06 | 61 | 2.1 | 6 |
| 794 | 51.98 | 115 | 2.1 | 6 |
| 795 | 51.44 | 46 | 2.1 | 6 |
| 796 | 50.9 | 58 | 2.1 | 6 |
| 797 | 49.82 | 41 | 1 | 6 |
| 798 | 49.82 | 63 | 1 | 6 |
| 799 | 49.64 | 320 | 2.1 | 6 |
| 800 | 50 | 32 | 2.1 | 4 |
| 801 | 52.16 | 354 | 2.1 | 4 |
| 802 | 57.56 | 353 | 2.6 | 4 |
| 803 | 61.7 | 315 | 2.1 | 4 |
| 804 | 64.76 | 30 | 1.5 | 2 |
| 805 | 65.84 | 238 | 5.1 | 3 |
| 806 | 62.78 | 238 | 5.1 | 3 |
| 807 | 62.06 | 252 | 5.7 | 4 |
| 808 | 60.62 | 247 | 6.2 | 4 |
| 809 | 58.82 | 237 | 7.2 | 4 |
| 810 | 56.84 | 275 | 6.2 | 4 |
| 811 | 55.58 | 246 | 6.2 | 4 |
| 812 | 55.58 | 252 | 6.2 | 4 |
| 813 | 55.76 | 243 | 4.1 | 4 |
| 814 | 55.58 | 98 | 4.1 | 4 |
| 815 | 55.76 | 203 | 2.6 | 5 |
| 816 | 55.4 | 205 | 2.1 | 5 |
| 817 | 51.8 | 87 | 2.6 | 5 |
| 818 | 51.62 | 17 | 2.1 | 5 |
| 819 | 50.18 | 46 | 3.1 | 5 |
| 820 | 48.92 | 75 | 2.6 | 5 |
| 821 | 48.92 | 72 | 2.6 | 5 |
| 822 | 48.92 | 68 | 2.6 | 4 |
| 823 | 48.92 | 67 | 2.6 | 5 |
| 824 | 48.92 | 69 | 2.6 | 4 |
| 825 | 48.92 | 74 | 2.6 | 4 |
| 826 | 48.92 | 66 | 2.6 | 3 |
| 827 | 59.36 | 65 | 2.1 | 3 |
| 828 | 62.78 | 333 | 2.6 | 3 |
| 829 | 64.58 | 263 | 5.1 | 3 |
| 830 | 60.44 | 247 | 6.2 | 4 |
| 831 | 59.9 | 275 | 8.2 | 4 |
| 832 | 59.72 | 262 | 6.7 | 4 |
| 833 | 59 | 246 | 6.2 | 4 |
| 834 | 58.46 | 242 | 5.1 | 4 |
| 835 | 57.38 | 255 | 7.2 | 4 |
| 836 | 57.2 | 224 | 5.7 | 4 |
| 837 | 56.84 | 216 | 5.1 | 5 |
| 838 | 57.02 | 214 | 4.1 | 4 |
| 839 | 56.84 | 212 | 3.6 | 5 |
| 840 | 57.2 | 88 | 1.5 | 6 |
| 841 | 55.58 | 66 | 5.1 | 4 |
| 842 | 54.86 | 69 | 6.7 | 4 |
| 843 | 53.42 | 62 | 4.1 | 4 |
| 844 | 52.16 | 42 | 3.6 | 4 |
| 845 | 53.42 | 9 | 3.1 | 4 |
| 846 | 51.8 | 46 | 2.6 | 6 |
| 847 | 50.36 | 29 | 2.6 | 6 |
| 848 | 50 | 88 | 2.1 | 4 |
| 849 | 51.98 | 90 | 3.1 | 4 |
| 850 | 55.4 | 95 | 3.1 | 3 |
| 851 | 58.64 | 122 | 2.1 | 3 |
| 852 | 62.06 | 242 | 3.6 | 2 |
| 853 | 61.52 | 235 | 5.7 | 3 |
| 854 | 62.78 | 236 | 4.6 | 3 |
| 855 | 63.14 | 254 | 4.6 | 3 |
| 856 | 62.78 | 265 | 5.7 | 4 |
| 857 | 62.24 | 263 | 5.7 | 4 |
| 858 | 62.6 | 267 | 8.2 | 4 |
| 859 | 63.5 | 295 | 6.2 | 4 |
| 860 | 60.98 | 2 | 4.6 | 5 |
| 861 | 60.8 | 359 | 4.6 | 5 |
| 862 | 58.64 | 2 | 2.6 | 6 |
| 863 | 54.5 | 64 | 3.6 | 5 |
| 864 | 56.48 | 357 | 4.1 | 5 |
| 865 | 51.8 | 78 | 4.1 | 5 |
| 866 | 51.62 | 43 | 4.1 | 5 |
| 867 | 50.18 | 50 | 3.6 | 5 |
| 868 | 51.8 | 46 | 4.1 | 5 |
| 869 | 50.18 | 78 | 3.1 | 5 |
| 870 | 52.34 | 47 | 4.1 | 5 |
| 871 | 50.72 | 44 | 4.6 | 4 |
| 872 | 51.44 | 39 | 4.6 | 4 |
| 873 | 52.52 | 84 | 2.6 | 3 |
| 874 | 56.66 | 88 | 3.1 | 3 |
| 875 | 59.18 | 58 | 3.6 | 3 |
| 876 | 61.88 | 56 | 3.6 | 3 |
| 877 | 65.3 | 64 | 2.1 | 2 |
| 878 | 65.3 | 59 | 2.1 | 3 |
| 879 | 65.3 | 65 | 2.1 | 3 |
| 880 | 65.3 | 62 | 2.1 | 3 |
| 881 | 65.3 | 62 | 2.1 | 3 |
| 882 | 65.3 | 62 | 2.1 | 4 |
| 883 | 65.3 | 58 | 2.1 | 4 |
| 884 | 65.3 | 61 | 2.1 | 4 |
| 885 | 65.3 | 59 | 2.1 | 4 |
| 886 | 65.3 | 62 | 2.1 | 5 |
| 887 | 65.3 | 57 | 2.1 | 5 |
| 888 | 65.3 | 57 | 2.1 | 5 |
| 889 | 65.3 | 58 | 2.1 | 5 |
| 890 | 65.3 | 65 | 2.1 | 5 |
| 891 | 65.3 | 64 | 2.1 | 5 |
| 892 | 65.3 | 58 | 2.1 | 5 |
| 893 | 65.3 | 61 | 2.1 | 4 |
| 894 | 65.3 | 60 | 2.1 | 4 |
| 895 | 65.3 | 62 | 2.1 | 6 |
| 896 | 65.3 | 64 | 2.1 | 6 |
| 897 | 65.3 | 64 | 2.1 | 6 |
| 898 | 58.64 | 43 | 4.1 | 3 |
| 899 | 60.26 | 68 | 5.1 | 3 |
| 900 | 62.78 | 21 | 4.1 | 4 |
| 901 | 66.74 | 332 | 3.6 | 3 |
| 902 | 64.22 | 240 | 4.1 | 3 |
| 903 | 62.78 | 241 | 5.1 | 3 |
| 904 | 61.7 | 251 | 5.1 | 3 |
| 905 | 60.62 | 254 | 5.7 | 4 |
| 906 | 58.1 | 263 | 5.1 | 4 |
| 907 | 55.58 | 258 | 4.6 | 4 |
| 908 | 55.94 | 245 | 4.1 | 5 |
| 909 | 54.86 | 240 | 4.1 | 5 |
| 910 | 54.5 | 245 | 4.1 | 5 |
| 911 | 54.14 | 233 | 2.6 | 6 |
| 912 | 53.6 | 84 | 2.6 | 6 |
| 913 | 52.7 | 110 | 4.1 | 4 |
| 914 | 51.08 | 81 | 3.1 | 4 |
| 915 | 51.08 | 185 | 1 | 4 |
| 916 | 50.18 | 261 | 2.1 | 4 |
| 917 | 50.18 | 260 | 2.1 | 4 |
| 918 | 47.3 | 72 | 2.6 | 5 |
| 919 | 48.92 | 101 | 3.1 | 5 |
| 920 | 47.66 | 65 | 3.1 | 4 |
| 921 | 50 | 21 | 2.6 | 4 |
| 922 | 53.42 | 74 | 2.6 | 3 |
| 923 | 53.42 | 66 | 2.6 | 4 |
| 924 | 60.08 | 203 | 2.6 | 4 |
| 925 | 60.44 | 234 | 4.6 | 3 |
| 926 | 59.72 | 262 | 5.7 | 4 |
| 927 | 59.18 | 252 | 5.1 | 4 |
| 928 | 58.46 | 263 | 6.2 | 4 |
| 929 | 57.2 | 248 | 6.2 | 4 |
| 930 | 55.58 | 249 | 5.1 | 4 |
| 931 | 53.24 | 245 | 3.6 | 5 |
| 932 | 54.68 | 217 | 3.6 | 5 |
| 933 | 54.86 | 223 | 3.1 | 5 |
| 934 | 52.88 | 249 | 4.1 | 5 |
| 935 | 53.6 | 346 | 3.6 | 5 |
| 936 | 53.6 | 12 | 3.1 | 6 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 937 | 52.34 | 99 | 3.1 | 6 |
| 938 | 50.72 | 104 | 2.1 | 6 |
| 939 | 50.18 | 86 | 2.1 | 6 |
| 940 | 49.1 | 57 | 2.1 | 6 |
| 941 | 49.1 | 41 | 2.1 | 6 |
| 942 | 47.66 | 48 | 1.5 | 6 |
| 943 | 48.2 | 26 | 2.1 | 6 |
| 944 | 46.4 | 97 | 2.1 | 4 |
| 945 | 49.28 | 110 | 3.1 | 3 |
| 946 | 53.6 | 101 | 4.1 | 3 |
| 947 | 57.02 | 101 | 3.6 | 3 |
| 948 | 61.16 | 104 | 2.1 | 3 |
| 949 | 62.96 | 99 | 2.1 | 4 |
| 950 | 61.88 | 256 | 5.7 | 4 |
| 951 | 60.08 | 257 | 5.7 | 4 |
| 952 | 59.9 | 248 | 5.1 | 4 |
| 953 | 58.28 | 242 | 6.2 | 4 |
| 954 | 56.3 | 237 | 6.2 | 4 |
| 955 | 54.68 | 247 | 4.6 | 5 |
| 956 | 53.42 | 249 | 4.1 | 5 |
| 957 | 52.88 | 236 | 3.1 | 6 |
| 958 | 53.24 | 245 | 4.1 | 5 |
| 959 | 53.78 | 245 | 2.6 | 5 |
| 960 | 54.68 | 231 | 3.1 | 5 |
| 961 | 52.16 | 115 | 3.1 | 5 |
| 962 | 51.8 | 99 | 2.1 | 5 |
| 963 | 52.52 | 90 | 3.1 | 5 |
| 964 | 52.7 | 61 | 2.6 | 5 |
| 965 | 51.08 | 356 | 3.1 | 5 |
| 966 | 51.26 | 65 | 3.1 | 5 |
| 967 | 51.8 | 81 | 2.1 | 5 |
| 968 | 52.34 | 99 | 3.1 | 4 |
| 969 | 53.78 | 87 | 4.1 | 4 |
| 970 | 55.04 | 100 | 4.6 | 4 |
| 971 | 57.92 | 81 | 4.1 | 4 |
| 972 | 58.64 | 42 | 2.6 | 4 |
| 973 | 57.56 | 264 | 3.6 | 4 |
| 974 | 58.46 | 259 | 5.1 | 4 |
| 975 | 58.46 | 193 | 5.7 | 4 |
| 976 | 57.74 | 165 | 5.1 | 4 |
| 977 | 54.68 | 208 | 3.6 | 4 |
| 978 | 53.42 | 244 | 4.6 | 4 |
| 979 | 52.88 | 250 | 3.6 | 5 |
| 980 | 54.14 | 287 | 3.6 | 5 |
| 981 | 53.6 | 355 | 2.6 | 5 |
| 982 | 53.6 | 254 | 3.1 | 5 |
| 983 | 53.6 | 7 | 3.6 | 5 |
| 984 | 53.96 | 351 | 3.6 | 5 |
| 985 | 53.24 | 116 | 2.1 | 5 |
| 986 | 53.06 | 143 | 3.1 | 5 |
| 987 | 52.34 | 334 | 2.1 | 5 |
| 988 | 51.44 | 114 | 1 | 5 |
| 989 | 49.46 | 317 | 3.1 | 5 |
| 990 | 47.48 | 116 | 2.6 | 5 |
| 991 | 48.38 | 123 | 2.1 | 5 |
| 992 | 49.82 | 108 | 2.6 | 4 |
| 993 | 50.72 | 53 | 3.6 | 3 |
| 994 | 53.96 | 105 | 3.6 | 3 |
| 995 | 57.2 | 101 | 3.1 | 3 |
| 996 | 60.26 | 131 | 3.6 | 2 |
| 997 | 63.86 | 48 | 2.1 | 2 |
| 998 | 60.98 | 252 | 5.1 | 3 |
| 999 | 61.52 | 225 | 4.1 | 3 |
| 1000 | 61.16 | 235 | 4.6 | 3 |
| 1001 | 60.08 | 254 | 6.7 | 4 |
| 1002 | 59.18 | 227 | 4.1 | 4 |
| 1003 | 57.74 | 151 | 3.1 | 6 |
| 1004 | 57.74 | 253 | 2.6 | 6 |
| 1005 | 56.66 | 141 | 3.1 | 6 |
| 1006 | 54.86 | 86 | 5.1 | 5 |
| 1007 | 54.5 | 86 | 4.1 | 5 |
| 1008 | 53.6 | 94 | 4.1 | 5 |
| 1009 | 52.16 | 89 | 2.6 | 6 |
| 1010 | 53.24 | 19 | 3.6 | 5 |
| 1011 | 52.88 | 44 | 4.1 | 4 |
| 1012 | 50.54 | 81 | 3.6 | 5 |
| 1013 | 50.54 | 69 | 4.1 | 5 |
| 1014 | 49.82 | 92 | 3.1 | 6 |
| 1015 | 50.36 | 93 | 3.1 | 6 |
| 1016 | 51.62 | 102 | 3.1 | 4 |
| 1017 | 54.32 | 76 | 3.1 | 4 |
| 1018 | 54.86 | 92 | 3.6 | 4 |
| 1019 | 56.3 | 95 | 4.1 | 4 |
| 1020 | 59.18 | 37 | 3.1 | 4 |
| 1021 | 59.36 | 128 | 3.1 | 4 |
| 1022 | 59.9 | 1 | 2.6 | 4 |
| 1023 | 59.9 | 248 | 5.1 | 4 |
| 1024 | 59.36 | 254 | 5.1 | 4 |
| 1025 | 58.64 | 258 | 5.7 | 4 |
| 1026 | 55.76 | 262 | 7.2 | 4 |
| 1027 | 55.58 | 265 | 8.7 | 4 |
| 1028 | 55.76 | 260 | 6.2 | 4 |
| 1029 | 59.54 | 92 | 3.6 | 5 |
| 1030 | 59.54 | 345 | 7.7 | 4 |
| 1031 | 59.54 | 338 | 10.3 | 4 |
| 1032 | 59.18 | 345 | 6.2 | 4 |
| 1033 | 57.56 | 344 | 3.6 | 5 |
| 1034 | 57.56 | 15 | 4.6 | 5 |
| 1035 | 56.48 | 39 | 5.1 | 5 |
| 1036 | 52.34 | 67 | 4.1 | 5 |
| 1037 | 52.34 | 74 | 4.1 | 5 |
| 1038 | 54.5 | 22 | 4.1 | 5 |
| 1039 | 51.98 | 47 | 2.6 | 6 |
| 1040 | 49.28 | 90 | 3.1 | 4 |
| 1041 | 52.88 | 89 | 2.6 | 3 |
| 1042 | 57.74 | 91 | 2.1 | 3 |
| 1043 | 62.24 | 134 | 4.6 | 3 |
| 1044 | 65.12 | 141 | 3.6 | 2 |
| 1045 | 64.76 | 239 | 6.2 | 4 |
| 1046 | 65.84 | 237 | 5.7 | 3 |
| 1047 | 65.84 | 240 | 6.2 | 4 |
| 1048 | 66.2 | 219 | 5.7 | 4 |
| 1049 | 65.3 | 220 | 8.2 | 4 |
| 1050 | 63.68 | 205 | 6.7 | 4 |
| 1051 | 59.9 | 174 | 5.7 | 4 |
| 1052 | 58.28 | 76 | 1.5 | 4 |
| 1053 | 59.18 | 69 | 3.1 | 6 |
| 1054 | 59.54 | 69 | 3.6 | 5 |
| 1055 | 55.76 | 68 | 3.1 | 6 |
| 1056 | 55.94 | 66 | 2.6 | 6 |
| 1057 | 56.12 | 70 | 2.1 | 6 |
| 1058 | 54.32 | 72 | 2.1 | 6 |
| 1059 | 51.8 | 66 | 1.5 | 6 |
| 1060 | 49.64 | 86 | 1 | 6 |
| 1061 | 49.46 | 358 | 2.6 | 6 |
| 1062 | 48.2 | 5 | 2.1 | 6 |
| 1063 | 48.38 | 360 | 2.1 | 6 |
| 1064 | 50.18 | 94 | 2.6 | 4 |
| 1065 | 56.12 | 93 | 2.1 | 3 |
| 1066 | 60.8 | 93 | 2.1 | 3 |
| 1067 | 67.82 | 88 | 1.5 | 3 |
| 1068 | 70.88 | 234 | 3.1 | 2 |
| 1069 | 73.04 | 252 | 4.1 | 3 |
| 1070 | 71.78 | 237 | 4.6 | 3 |
| 1071 | 66.92 | 275 | 6.7 | 4 |
| 1072 | 66.02 | 263 | 6.7 | 4 |
| 1073 | 64.94 | 263 | 4.1 | 4 |
| 1074 | 62.06 | 246 | 4.1 | 4 |
| 1075 | 60.26 | 249 | 3.6 | 5 |
| 1076 | 59.54 | 237 | 2.1 | 5 |
| 1077 | 60.26 | 231 | 3.6 | 5 |
| 1078 | 59.18 | 358 | 1 | 6 |
| 1079 | 57.92 | 68 | 2.6 | 6 |
| 1080 | 59.18 | 93 | 3.1 | 6 |
| 1081 | 57.92 | 93 | 2.6 | 5 |
| 1082 | 57.92 | 52 | 3.1 | 5 |
| 1083 | 56.48 | 52 | 1.5 | 6 |
| 1084 | 56.66 | 50 | 2.1 | 5 |
| 1085 | 50.54 | 68 | 3.1 | 5 |
| 1086 | 56.66 | 67 | 2.1 | 5 |
| 1087 | 54.68 | 71 | 2.6 | 5 |
| 1088 | 55.04 | 74 | 1.5 | 3 |
| 1089 | 59.72 | 66 | 2.1 | 3 |
| 1090 | 64.04 | 78 | 2.1 | 3 |
| 1091 | 70.52 | 76 | 2.1 | 3 |
| 1092 | 77.36 | 85 | 2.1 | 2 |
| 1093 | 78.98 | 78 | 1.5 | 2 |
| 1094 | 78.98 | 182 | 2.6 | 2 |
| 1095 | 79.16 | 278 | 5.1 | 3 |
| 1096 | 77.18 | 326 | 4.1 | 3 |
| 1097 | 68.9 | 254 | 4.1 | 4 |
| 1098 | 69.26 | 256 | 3.6 | 4 |
| 1099 | 71.6 | 266 | 2.1 | 5 |
| 1100 | 66.56 | 265 | 2.6 | 5 |
| 1101 | 66.92 | 281 | 2.1 | 5 |
| 1102 | 63.68 | 244 | 1.5 | 6 |
| 1103 | 66.92 | 90 | 2.6 | 5 |
| 1104 | 68.54 | 4 | 3.6 | 5 |
| 1105 | 66.56 | 55 | 3.6 | 5 |
| 1106 | 63.86 | 41 | 3.1 | 5 |
| 1107 | 64.94 | 72 | 4.1 | 4 |
| 1108 | 63.14 | 64 | 3.1 | 5 |
| 1109 | 64.22 | 271 | 1 | 6 |
| 1110 | 62.06 | 69 | 3.1 | 6 |
| 1111 | 58.64 | 207 | 1 | 6 |
| 1112 | 63.32 | 360 | 2.6 | 4 |
| 1113 | 61.34 | 358 | 2.6 | 4 |
| 1114 | 64.76 | 54 | 4.1 | 4 |
| 1115 | 68.9 | 85 | 3.1 | 4 |
| 1116 | 71.78 | 152 | 2.6 | 3 |
| 1117 | 75.38 | 103 | 1.5 | 2 |
| 1118 | 76.82 | 105 | 2.1 | 3 |
| 1119 | 66.2 | 236 | 5.1 | 4 |
| 1120 | 65.48 | 250 | 5.1 | 4 |
| 1121 | 65.3 | 252 | 4.1 | 4 |
| 1122 | 65.84 | 229 | 3.6 | 4 |
| 1123 | 62.06 | 232 | 3.6 | 5 |
| 1124 | 62.06 | 264 | 2.6 | 5 |
| 1125 | 61.52 | 244 | 2.6 | 5 |
| 1126 | 60.08 | 149 | 2.1 | 6 |
| 1127 | 57.38 | 101 | 2.1 | 6 |
| 1128 | 55.94 | 234 | 3.1 | 6 |
| 1129 | 56.48 | 226 | 2.1 | 6 |
| 1130 | 55.58 | 232 | 2.6 | 6 |
| 1131 | 52.88 | 293 | 1 | 6 |
| 1132 | 53.24 | 161 | 1 | 6 |
| 1133 | 53.24 | 316 | 1 | 6 |
| 1134 | 51.08 | 357 | 1.5 | 6 |
| 1135 | 49.82 | 115 | 3.1 | 5 |
| 1136 | 51.26 | 338 | 1 | 3 |
| 1137 | 54.5 | 20 | 1 | 3 |
| 1138 | 58.1 | 261 | 4.1 | 3 |
| 1139 | 58.1 | 245 | 5.7 | 3 |
| 1140 | 58.28 | 254 | 5.1 | 4 |
| 1141 | 60.26 | 228 | 9.3 | 4 |
| 1142 | 60.62 | 264 | 11.3 | 4 |
| 1143 | 60.98 | 254 | 10.3 | 4 |
| 1144 | 56.48 | 2 | 6.7 | 4 |
| 1145 | 53.42 | 349 | 7.2 | 4 |
| 1146 | 55.04 | 249 | 7.2 | 4 |
| 1147 | 55.04 | 244 | 5.1 | 4 |
| 1148 | 55.58 | 358 | 3.6 | 5 |
| 1149 | 55.58 | 320 | 4.1 | 5 |
| 1150 | 55.04 | 322 | 2.6 | 6 |
| 1151 | 52.7 | 243 | 4.1 | 5 |
| 1152 | 53.42 | 246 | 5.1 | 5 |
| 1153 | 53.78 | 243 | 5.7 | 4 |
| 1154 | 55.04 | 273 | 5.1 | 4 |
| 1155 | 53.6 | 263 | 6.2 | 4 |
| 1156 | 54.14 | 254 | 3.6 | 4 |
| 1157 | 58.64 | 217 | 6.2 | 4 |
| 1158 | 55.76 | 250 | 7.7 | 4 |
| 1159 | 57.74 | 290 | 7.2 | 4 |
| 1160 | 59.36 | 314 | 7.2 | 4 |
| 1161 | 61.52 | 348 | 7.7 | 4 |
| 1162 | 65.12 | 358 | 6.2 | 4 |
| 1163 | 68.18 | 339 | 7.2 | 4 |
| 1164 | 73.58 | 17 | 5.7 | 4 |
| 1165 | 75.92 | 356 | 6.2 | 4 |
| 1166 | 77.54 | 357 | 8.7 | 4 |
| 1167 | 78.08 | 341 | 6.2 | 4 |
| 1168 | 78.26 | 316 | 6.2 | 4 |
| 1169 | 66.92 | 269 | 8.7 | 4 |
| 1170 | 63.32 | 263 | 8.2 | 4 |
| 1171 | 66.74 | 280 | 8.7 | 4 |
| 1172 | 63.5 | 294 | 6.2 | 4 |
| 1173 | 62.24 | 288 | 5.1 | 5 |
| 1174 | 63.14 | 333 | 4.1 | 5 |
| 1175 | 60.8 | 62 | 2.6 | 6 |
| 1176 | 58.46 | 125 | 3.6 | 5 |
| 1177 | 58.28 | 129 | 2.6 | 6 |
| 1178 | 57.38 | 44 | 1 | 6 |
| 1179 | 59 | 98 | 2.1 | 6 |
| 1180 | 52.52 | 108 | 1 | 6 |
| 1181 | 51.98 | 99 | 2.6 | 6 |
| 1182 | 49.82 | 108 | 2.1 | 6 |
| 1183 | 51.26 | 110 | 3.1 | 6 |
| 1184 | 53.78 | 357 | 1 | 3 |
| 1185 | 56.12 | 114 | 2.1 | 3 |
| 1186 | 64.76 | 341 | 1.5 | 3 |
| 1187 | 66.02 | 260 | 3.6 | 2 |
| 1188 | 68.9 | 263 | 4.6 | 3 |
| 1189 | 67.28 | 242 | 4.1 | 3 |
| 1190 | 64.94 | 242 | 5.7 | 3 |
| 1191 | 66.02 | 257 | 9.3 | 4 |
| 1192 | 65.84 | 247 | 8.7 | 4 |
| 1193 | 66.92 | 254 | 6.2 | 4 |
| 1194 | 64.76 | 247 | 4.6 | 4 |
| 1195 | 61.16 | 252 | 5.1 | 4 |
| 1196 | 59.54 | 250 | 5.1 | 5 |
| 1197 | 60.08 | 248 | 4.6 | 5 |
| 1198 | 69.62 | 319 | 6.7 | 4 |
| 1199 | 68.36 | 317 | 6.7 | 4 |
| 1200 | 67.46 | 308 | 6.2 | 4 |
| 1201 | 65.12 | 288 | 5.7 | 4 |
| 1202 | 66.2 | 283 | 6.2 | 4 |
| 1203 | 65.48 | 304 | 5.7 | 4 |
| 1204 | 64.76 | 311 | 7.2 | 4 |
| 1205 | 64.4 | 318 | 7.2 | 4 |
| 1206 | 63.86 | 323 | 8.2 | 4 |
| 1207 | 62.78 | 342 | 8.7 | 4 |
| 1208 | 62.96 | 345 | 6.7 | 4 |
| 1209 | 63.5 | 322 | 9.3 | 4 |
| 1210 | 65.3 | 317 | 8.7 | 4 |
| 1211 | 66.2 | 323 | 11.3 | 4 |
| 1212 | 68.9 | 322 | 8.7 | 4 |
| 1213 | 71.96 | 308 | 7.2 | 4 |
| 1214 | 74.84 | 360 | 6.7 | 4 |
| 1215 | 70.7 | 264 | 6.2 | 4 |
| 1216 | 70.7 | 256 | 6.2 | 4 |
| 1217 | 70.7 | 258 | 6.2 | 4 |
| 1218 | 72.68 | 317 | 6.2 | 4 |
| 1219 | 69.08 | 325 | 8.2 | 4 |
| 1220 | 66.2 | 321 | 7.7 | 4 |
| 1221 | 64.4 | 335 | 6.2 | 4 |
| 1222 | 64.04 | 326 | 6.7 | 4 |
| 1223 | 64.04 | 346 | 6.2 | 4 |
| 1224 | 62.6 | 350 | 4.6 | 5 |
| 1225 | 60.44 | 90 | 3.6 | 5 |
| 1226 | 59.18 | 94 | 3.1 | 5 |
| 1227 | 57.2 | 88 | 1.5 | 5 |
| 1228 | 53.96 | 98 | 3.1 | 6 |
| 1229 | 54.14 | 84 | 3.1 | 6 |
| 1230 | 56.12 | 68 | 2.1 | 6 |
| 1231 | 53.06 | 84 | 2.1 | 6 |
| 1232 | 55.76 | 76 | 1.5 | 3 |
| 1233 | 59.54 | 94 | 2.1 | 3 |
| 1234 | 64.22 | 46 | 4.1 | 3 |
| 1235 | 68 | 52 | 3.1 | 2 |
| 1236 | 71.06 | 54 | 4.1 | 3 |
| 1237 | 73.04 | 91 | 4.1 | 3 |
| 1238 | 72.68 | 263 | 4.6 | 3 |
| 1239 | 71.6 | 238 | 4.6 | 3 |
| 1240 | 69.98 | 238 | 6.7 | 4 |
| 1241 | 63.14 | 248 | 6.2 | 4 |
| 1242 | 61.7 | 251 | 6.2 | 4 |
| 1243 | 59 | 262 | 5.7 | 4 |
| 1244 | 60.98 | 274 | 6.2 | 4 |
| 1245 | 60.26 | 259 | 4.6 | 5 |
| 1246 | 60.62 | 263 | 2.1 | 6 |
| 1247 | 58.1 | 137 | 1 | 6 |
| 1248 | 57.74 | 96 | 2.6 | 6 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 1249 | 56.84 | 126 | 1.5 | 6 |
| 1250 | 53.42 | 100 | 3.1 | 6 |
| 1251 | 53.42 | 100 | 3.1 | 6 |
| 1252 | 53.42 | 96 | 3.1 | 5 |
| 1253 | 53.42 | 104 | 3.1 | 5 |
| 1254 | 53.42 | 100 | 3.1 | 5 |
| 1255 | 53.42 | 105 | 3.1 | 5 |
| 1256 | 53.42 | 100 | 3.1 | 4 |
| 1257 | 53.42 | 104 | 3.1 | 3 |
| 1258 | 58.46 | 97 | 5.1 | 3 |
| 1259 | 61.88 | 104 | 3.6 | 2 |
| 1260 | 65.84 | 116 | 3.6 | 2 |
| 1261 | 69.62 | 349 | 3.1 | 2 |
| 1262 | 63.86 | 234 | 5.1 | 2 |
| 1263 | 61.34 | 254 | 6.2 | 2 |
| 1264 | 62.24 | 252 | 6.2 | 4 |
| 1265 | 60.98 | 273 | 5.7 | 4 |
| 1266 | 59.18 | 241 | 6.2 | 4 |
| 1267 | 57.38 | 228 | 4.1 | 5 |
| 1268 | 56.3 | 226 | 3.6 | 5 |
| 1269 | 55.76 | 226 | 3.1 | 6 |
| 1270 | 54.68 | 209 | 3.1 | 6 |
| 1271 | 55.4 | 230 | 1 | 6 |
| 1272 | 54.86 | 147 | 2.1 | 6 |
| 1273 | 53.6 | 96 | 3.6 | 5 |
| 1274 | 51.62 | 108 | 3.6 | 5 |
| 1275 | 52.34 | 60 | 3.1 | 6 |
| 1276 | 49.64 | 79 | 3.1 | 6 |
| 1277 | 50 | 61 | 3.1 | 6 |
| 1278 | 49.64 | 93 | 3.1 | 6 |
| 1279 | 49.28 | 95 | 3.1 | 6 |
| 1280 | 49.64 | 81 | 3.1 | 4 |
| 1281 | 52.52 | 82 | 3.1 | 3 |
| 1282 | 56.48 | 101 | 3.6 | 3 |
| 1283 | 61.34 | 89 | 1.5 | 2 |
| 1284 | 65.12 | 166 | 3.1 | 2 |
| 1285 | 64.4 | 236 | 5.1 | 2 |
| 1286 | 64.22 | 245 | 5.7 | 2 |
| 1287 | 63.32 | 266 | 5.7 | 3 |
| 1288 | 61.52 | 267 | 6.7 | 3 |
| 1289 | 60.26 | 266 | 6.2 | 3 |
| 1290 | 59.54 | 256 | 6.7 | 4 |
| 1291 | 57.02 | 245 | 6.2 | 4 |
| 1292 | 57.74 | 62 | 2.1 | 5 |
| 1293 | 58.82 | 72 | 5.1 | 4 |
| 1294 | 60.8 | 80 | 4.6 | 4 |
| 1295 | 58.28 | 88 | 3.1 | 5 |
| 1296 | 59.9 | 123 | 2.1 | 5 |
| 1297 | 59.18 | 123 | 2.6 | 5 |
| 1298 | 58.64 | 42 | 3.1 | 5 |
| 1299 | 59.9 | 12 | 4.1 | 5 |
| 1300 | 59.36 | 51 | 6.2 | 5 |
| 1301 | 57.92 | 4 | 3.6 | 5 |
| 1302 | 55.22 | 17 | 4.1 | 5 |
| 1303 | 54.86 | 16 | 5.7 | 4 |
| 1304 | 54.32 | 9 | 5.1 | 4 |
| 1305 | 57.2 | 11 | 7.2 | 4 |
| 1306 | 60.08 | 22 | 7.2 | 4 |
| 1307 | 62.24 | 40 | 5.7 | 3 |
| 1308 | 63.68 | 89 | 2.1 | 2 |
| 1309 | 64.94 | 91 | 2.6 | 2 |
| 1310 | 62.42 | 215 | 6.7 | 4 |
| 1311 | 62.06 | 235 | 6.7 | 4 |
| 1312 | 61.52 | 233 | 7.2 | 4 |
| 1313 | 61.7 | 232 | 5.1 | 3 |
| 1314 | 63.14 | 34 | 6.2 | 4 |
| 1315 | 61.88 | 14 | 7.2 | 4 |
| 1316 | 60.44 | 14 | 4.6 | 4 |
| 1317 | 60.08 | 11 | 4.1 | 5 |
| 1318 | 58.46 | 335 | 6.2 | 4 |
| 1319 | 57.02 | 327 | 6.2 | 4 |
| 1320 | 56.12 | 317 | 5.1 | 5 |
| 1321 | 55.94 | 334 | 7.2 | 4 |
| 1322 | 55.76 | 345 | 5.7 | 4 |
| 1323 | 54.32 | 358 | 4.1 | 4 |
| 1324 | 54.32 | 337 | 3.1 | 4 |
| 1325 | 54.32 | 345 | 4.1 | 4 |
| 1326 | 53.42 | 333 | 5.1 | 4 |
| 1327 | 53.6 | 322 | 5.7 | 4 |
| 1328 | 54.86 | 333 | 5.1 | 4 |
| 1329 | 57.56 | 332 | 6.7 | 4 |
| 1330 | 60.8 | 326 | 5.7 | 4 |
| 1331 | 63.5 | 293 | 6.2 | 4 |
| 1332 | 62.78 | 256 | 8.7 | 4 |
| 1333 | 63.32 | 266 | 9.3 | 4 |
| 1334 | 63.86 | 270 | 10.8 | 4 |
| 1335 | 61.88 | 265 | 13.4 | 4 |
| 1336 | 61.7 | 261 | 13.9 | 4 |
| 1337 | 61.7 | 258 | 10.3 | 4 |
| 1338 | 59.54 | 271 | 12.9 | 4 |
| 1339 | 55.94 | 248 | 8.7 | 4 |
| 1340 | 55.58 | 267 | 8.7 | 4 |
| 1341 | 55.22 | 240 | 6.7 | 4 |
| 1342 | 55.04 | 226 | 6.2 | 4 |
| 1343 | 55.4 | 234 | 2.1 | 5 |
| 1344 | 54.68 | 114 | 3.6 | 5 |
| 1345 | 53.42 | 91 | 3.6 | 5 |
| 1346 | 52.88 | 48 | 4.6 | 5 |
| 1347 | 52.88 | 80 | 5.1 | 4 |
| 1348 | 52.88 | 82 | 5.7 | 4 |
| 1349 | 51.62 | 65 | 5.1 | 4 |
| 1350 | 52.34 | 70 | 5.1 | 4 |
| 1351 | 53.6 | 73 | 5.7 | 4 |
| 1352 | 54.14 | 82 | 6.2 | 4 |
| 1353 | 54.32 | 69 | 5.1 | 4 |
| 1354 | 56.66 | 71 | 6.2 | 4 |
| 1355 | 57.92 | 100 | 5.7 | 4 |
| 1356 | 60.62 | 100 | 6.7 | 4 |
| 1357 | 62.42 | 128 | 4.6 | 4 |
| 1358 | 64.4 | 131 | 2.6 | 4 |
| 1359 | 59.9 | 236 | 6.2 | 4 |
| 1360 | 61.34 | 252 | 5.1 | 4 |
| 1361 | 60.8 | 247 | 4.1 | 4 |
| 1362 | 56.3 | 254 | 6.2 | 4 |
| 1363 | 55.04 | 253 | 4.6 | 4 |
| 1364 | 55.04 | 254 | 4.1 | 4 |
| 1365 | 56.48 | 195 | 3.6 | 4 |
| 1366 | 55.58 | 141 | 2.1 | 5 |
| 1367 | 55.58 | 252 | 1 | 6 |
| 1368 | 55.58 | 4 | 1.5 | 6 |
| 1369 | 55.4 | 358 | 2.1 | 5 |
| 1370 | 55.4 | 237 | 2.1 | 5 |
| 1371 | 54.86 | 253 | 2.6 | 5 |
| 1372 | 54.86 | 232 | 2.1 | 5 |
| 1373 | 53.78 | 245 | 2.6 | 5 |
| 1374 | 53.6 | 244 | 5.7 | 5 |
| 1375 | 53.96 | 243 | 4.6 | 4 |
| 1376 | 53.78 | 253 | 5.1 | 4 |
| 1377 | 53.78 | 265 | 6.2 | 4 |
| 1378 | 54.68 | 259 | 6.7 | 4 |
| 1379 | 55.94 | 251 | 7.7 | 4 |
| 1380 | 57.38 | 239 | 7.2 | 4 |
| 1381 | 57.56 | 248 | 9.3 | 4 |
| 1382 | 57.56 | 255 | 9.3 | 4 |
| 1383 | 61.16 | 265 | 7.7 | 4 |
| 1384 | 60.62 | 295 | 10.3 | 4 |
| 1385 | 60.62 | 286 | 11.8 | 4 |
| 1386 | 57.56 | 271 | 11.8 | 4 |
| 1387 | 55.76 | 258 | 11.3 | 4 |
| 1388 | 55.76 | 259 | 11.3 | 4 |
| 1389 | 53.96 | 266 | 10.3 | 4 |
| 1390 | 54.5 | 305 | 5.1 | 4 |
| 1391 | 54.14 | 268 | 5.7 | 4 |
| 1392 | 53.96 | 267 | 7.2 | 4 |
| 1393 | 53.78 | 299 | 5.7 | 4 |
| 1394 | 53.6 | 279 | 6.2 | 4 |
| 1395 | 52.34 | 266 | 5.1 | 4 |
| 1396 | 51.8 | 267 | 5.7 | 4 |
| 1397 | 51.8 | 270 | 5.7 | 4 |
| 1398 | 50 | 319 | 3.6 | 5 |
| 1399 | 49.1 | 296 | 3.1 | 6 |
| 1400 | 52.34 | 270 | 5.7 | 4 |
| 1401 | 54.32 | 257 | 6.2 | 4 |
| 1402 | 58.64 | 246 | 3.6 | 3 |
| 1403 | 62.96 | 9 | 4.1 | 3 |
| 1404 | 60.26 | 259 | 8.7 | 3 |
| 1405 | 60.98 | 260 | 8.2 | 4 |
| 1406 | 60.62 | 265 | 10.3 | 4 |
| 1407 | 60.44 | 262 | 10.3 | 4 |
| 1408 | 60.62 | 269 | 9.3 | 4 |
| 1409 | 60.62 | 272 | 9.3 | 4 |
| 1410 | 63.14 | 343 | 10.3 | 4 |
| 1411 | 60.26 | 337 | 7.2 | 4 |
| 1412 | 59 | 320 | 5.1 | 4 |
| 1413 | 58.1 | 319 | 5.1 | 4 |
| 1414 | 56.3 | 325 | 5.1 | 4 |
| 1415 | 55.22 | 322 | 5.1 | 4 |
| 1416 | 55.4 | 315 | 7.2 | 4 |
| 1417 | 55.4 | 309 | 7.2 | 4 |
| 1418 | 53.96 | 109 | 2.1 | 5 |
| 1419 | 53.06 | 98 | 2.6 | 5 |
| 1420 | 51.98 | 107 | 2.1 | 5 |
| 1421 | 51.08 | 84 | 3.1 | 5 |
| 1422 | 51.08 | 88 | 2.1 | 5 |
| 1423 | 51.98 | 65 | 2.1 | 5 |
| 1424 | 51.98 | 2 | 2.1 | 4 |
| 1425 | 57.02 | 38 | 2.1 | 4 |
| 1426 | 60.98 | 34 | 3.1 | 3 |
| 1427 | 64.94 | 34 | 3.6 | 2 |
| 1428 | 68 | 107 | 2.1 | 2 |
| 1429 | 71.96 | 325 | 1.5 | 2 |
| 1430 | 69.98 | 255 | 5.1 | 3 |
| 1431 | 69.98 | 264 | 5.7 | 3 |
| 1432 | 64.94 | 265 | 7.7 | 4 |
| 1433 | 64.04 | 251 | 7.7 | 4 |
| 1434 | 60.08 | 265 | 7.7 | 4 |
| 1435 | 57.02 | 249 | 4.6 | 4 |
| 1436 | 57.92 | 199 | 3.1 | 4 |
| 1437 | 59 | 239 | 2.6 | 6 |
| 1438 | 60.08 | 319 | 2.6 | 5 |
| 1439 | 59 | 93 | 2.1 | 5 |
| 1440 | 57.02 | 30 | 2.6 | 5 |
| 1441 | 57.02 | 35 | 3.6 | 4 |
| 1442 | 57.92 | 29 | 3.6 | 4 |
| 1443 | 57.02 | 19 | 3.1 | 5 |
| 1444 | 53.06 | 60 | 2.6 | 5 |
| 1445 | 53.06 | 10 | 4.6 | 4 |
| 1446 | 51.98 | 55 | 2.1 | 5 |
| 1447 | 53.96 | 131 | 1 | 6 |
| 1448 | 55.04 | 85 | 1.5 | 3 |
| 1449 | 62.06 | 3 | 1 | 2 |
| 1450 | 66.02 | 287 | 1.5 | 2 |
| 1451 | 71.06 | 337 | 2.1 | 2 |
| 1452 | 71.96 | 228 | 3.6 | 2 |
| 1453 | 71.96 | 231 | 4.1 | 3 |
| 1454 | 73.04 | 226 | 5.1 | 3 |
| 1455 | 66.02 | 256 | 6.2 | 4 |
| 1456 | 66.02 | 258 | 6.7 | 4 |
| 1457 | 64.04 | 240 | 7.7 | 4 |
| 1458 | 60.98 | 226 | 7.2 | 4 |
| 1459 | 59 | 243 | 5.7 | 4 |
| 1460 | 55.94 | 258 | 5.7 | 4 |
| 1461 | 55.94 | 235 | 3.6 | 4 |
| 1462 | 57.02 | 4 | 2.6 | 5 |
| 1463 | 57.02 | 70 | 2.6 | 5 |
| 1464 | 57.02 | 69 | 2.6 | 5 |
| 1465 | 55.94 | 59 | 3.6 | 4 |
| 1466 | 57.02 | 28 | 2.6 | 5 |
| 1467 | 53.96 | 89 | 3.1 | 5 |
| 1468 | 53.96 | 73 | 3.1 | 5 |
| 1469 | 55.94 | 45 | 4.1 | 4 |
| 1470 | 55.94 | 164 | 2.1 | 5 |
| 1471 | 55.04 | 99 | 2.6 | 5 |
| 1472 | 55.04 | 78 | 2.1 | 4 |
| 1473 | 57.92 | 63 | 3.6 | 4 |
| 1474 | 60.08 | 104 | 3.1 | 4 |
| 1475 | 62.06 | 137 | 2.6 | 3 |
| 1476 | 62.06 | 155 | 2.6 | 3 |
| 1477 | 62.06 | 186 | 3.1 | 3 |
| 1478 | 62.96 | 196 | 2.1 | 3 |
| 1479 | 64.94 | 183 | 1.5 | 2 |
| 1480 | 62.06 | 253 | 4.6 | 4 |
| 1481 | 60.08 | 242 | 5.1 | 4 |
| 1482 | 57.92 | 249 | 4.6 | 4 |
| 1483 | 57.02 | 243 | 2.6 | 5 |
| 1484 | 57.02 | 126 | 2.1 | 5 |
| 1485 | 55.94 | 82 | 4.1 | 4 |
| 1486 | 57.02 | 208 | 2.6 | 5 |
| 1487 | 57.02 | 141 | 2.6 | 5 |
| 1488 | 57.02 | 145 | 2.6 | 5 |
| 1489 | 55.94 | 70 | 3.6 | 4 |
| 1490 | 55.94 | 95 | 3.6 | 4 |
| 1491 | 55.94 | 93 | 3.6 | 4 |
| 1492 | 55.94 | 56 | 4.1 | 4 |
| 1493 | 55.94 | 58 | 4.1 | 4 |
| 1494 | 55.94 | 56 | 4.1 | 4 |
| 1495 | 53.96 | 47 | 2.6 | 5 |
| 1496 | 55.04 | 39 | 2.6 | 4 |
| 1497 | 53.96 | 87 | 5.1 | 4 |
| 1498 | 55.94 | 94 | 6.2 | 4 |
| 1499 | 55.94 | 90 | 6.2 | 4 |
| 1500 | 55.94 | 36 | 4.6 | 4 |
| 1501 | 55.94 | 83 | 6.2 | 4 |
| 1502 | 57.02 | 78 | 6.7 | 4 |
| 1503 | 55.94 | 93 | 4.1 | 4 |
| 1504 | 55.94 | 89 | 4.1 | 4 |
| 1505 | 55.94 | 94 | 3.1 | 4 |
| 1506 | 55.94 | 94 | 3.1 | 4 |
| 1507 | 57.02 | 203 | 6.7 | 4 |
| 1508 | 59 | 198 | 6.7 | 4 |
| 1509 | 59 | 229 | 7.2 | 4 |
| 1510 | 59 | 230 | 7.2 | 4 |
| 1511 | 57.92 | 179 | 5.1 | 4 |
| 1512 | 57.02 | 217 | 6.7 | 4 |
| 1513 | 57.02 | 220 | 6.7 | 4 |
| 1514 | 55.94 | 240 | 4.1 | 4 |
| 1515 | 55.94 | 226 | 5.1 | 4 |
| 1516 | 55.94 | 237 | 3.6 | 4 |
| 1517 | 55.94 | 240 | 5.1 | 4 |
| 1518 | 53.96 | 247 | 5.1 | 4 |
| 1519 | 53.96 | 255 | 4.1 | 5 |
| 1520 | 55.04 | 251 | 6.7 | 4 |
| 1521 | 57.02 | 246 | 6.2 | 4 |
| 1522 | 57.92 | 254 | 5.7 | 4 |
| 1523 | 60.08 | 259 | 5.7 | 3 |
| 1524 | 60.08 | 261 | 7.7 | 4 |
| 1525 | 60.08 | 265 | 8.7 | 4 |
| 1526 | 60.98 | 254 | 7.7 | 4 |
| 1527 | 60.98 | 250 | 9.3 | 4 |
| 1528 | 60.08 | 251 | 9.3 | 4 |
| 1529 | 60.08 | 239 | 8.7 | 4 |
| 1530 | 57.92 | 233 | 6.2 | 4 |
| 1531 | 57.02 | 239 | 6.2 | 4 |
| 1532 | 55.94 | 254 | 7.7 | 4 |
| 1533 | 55.94 | 236 | 6.7 | 4 |
| 1534 | 55.04 | 248 | 8.2 | 4 |
| 1535 | 55.04 | 254 | 7.2 | 4 |
| 1536 | 53.96 | 257 | 5.1 | 5 |
| 1537 | 53.96 | 316 | 1.5 | 6 |
| 1538 | 53.06 | 330 | 2.1 | 6 |
| 1539 | 51.98 | 360 | 2.1 | 6 |
| 1540 | 51.08 | 347 | 2.6 | 6 |
| 1541 | 51.08 | 20 | 2.1 | 6 |
| 1542 | 51.08 | 1 | 3.1 | 6 |
| 1543 | 50 | 50 | 3.1 | 5 |
| 1544 | 51.98 | 15 | 2.6 | 4 |
| 1545 | 55.04 | 38 | 3.6 | 3 |
| 1546 | 57.92 | 31 | 2.6 | 3 |
| 1547 | 60.98 | 108 | 2.6 | 2 |
| 1548 | 64.04 | 220 | 1.5 | 2 |
| 1549 | 64.94 | 212 | 3.6 | 2 |
| 1550 | 64.94 | 217 | 5.7 | 3 |
| 1551 | 64.04 | 251 | 5.7 | 3 |
| 1552 | 62.96 | 259 | 6.2 | 4 |
| 1553 | 62.96 | 261 | 5.1 | 4 |
| 1554 | 60.98 | 259 | 4.6 | 4 |
| 1555 | 57.92 | 266 | 4.6 | 4 |
| 1556 | 57.92 | 275 | 4.6 | 4 |
| 1557 | 57.02 | 257 | 5.7 | 4 |
| 1558 | 55.94 | 320 | 3.1 | 5 |
| 1559 | 55.94 | 159 | 1 | 6 |
| 1560 | 57.02 | 60 | 1.5 | 6 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 1561 | 55.94 | 104 | 1.5 | 6 |
| 1562 | 57.02 | 62 | 3.6 | 4 |
| 1563 | 57.02 | 21 | 3.6 | 4 |
| 1564 | 57.02 | 6 | 2.1 | 5 |
| 1565 | 55.04 | 37 | 1.5 | 6 |
| 1566 | 55.94 | 311 | 2.6 | 5 |
| 1567 | 55.94 | 56 | 2.1 | 5 |
| 1568 | 55.94 | 41 | 3.6 | 4 |
| 1569 | 62.06 | 56 | 3.6 | 4 |
| 1570 | 66.02 | 38 | 5.1 | 4 |
| 1571 | 69.98 | 16 | 3.6 | 2 |
| 1572 | 73.04 | 33 | 3.1 | 2 |
| 1573 | 75.92 | 129 | 3.1 | 2 |
| 1574 | 78.98 | 62 | 1.5 | 2 |
| 1575 | 73.94 | 248 | 5.1 | 3 |
| 1576 | 71.06 | 260 | 6.2 | 4 |
| 1577 | 69.98 | 262 | 5.1 | 4 |
| 1578 | 66.92 | 262 | 5.1 | 4 |
| 1579 | 62.96 | 251 | 7.2 | 4 |
| 1580 | 64.04 | 259 | 6.7 | 4 |
| 1581 | 62.06 | 248 | 5.1 | 4 |
| 1582 | 64.94 | 320 | 4.1 | 4 |
| 1583 | 62.96 | 85 | 2.6 | 5 |
| 1584 | 62.96 | 40 | 1.5 | 6 |
| 1585 | 59 | 72 | 2.6 | 5 |
| 1586 | 62.06 | 28 | 4.1 | 5 |
| 1587 | 57.92 | 38 | 2.1 | 6 |
| 1588 | 57.92 | 66 | 2.6 | 6 |
| 1589 | 57.02 | 72 | 3.1 | 6 |
| 1590 | 53.96 | 64 | 3.6 | 5 |
| 1591 | 55.04 | 48 | 3.1 | 5 |
| 1592 | 60.08 | 202 | 1 | 3 |
| 1593 | 66.92 | 10 | 3.1 | 3 |
| 1594 | 71.06 | 354 | 3.1 | 3 |
| 1595 | 73.94 | 21 | 3.6 | 2 |
| 1596 | 78.98 | 260 | 2.1 | 2 |
| 1597 | 80.96 | 143 | 3.1 | 2 |
| 1598 | 78.98 | 255 | 4.6 | 3 |
| 1599 | 71.06 | 251 | 6.2 | 4 |
| 1600 | 69.08 | 242 | 5.7 | 4 |
| 1601 | 66.02 | 249 | 6.2 | 4 |
| 1602 | 68 | 254 | 5.1 | 4 |
| 1603 | 64.04 | 254 | 5.1 | 4 |
| 1604 | 64.04 | 250 | 4.1 | 4 |
| 1605 | 62.96 | 241 | 3.6 | 4 |
| 1606 | 64.94 | 236 | 2.1 | 5 |
| 1607 | 64.94 | 87 | 2.6 | 5 |
| 1608 | 60.98 | 264 | 2.6 | 5 |
| 1609 | 59 | 239 | 3.1 | 5 |
| 1610 | 60.08 | 23 | 2.6 | 5 |
| 1611 | 57.92 | 98 | 3.6 | 4 |
| 1612 | 55.04 | 92 | 4.1 | 4 |
| 1613 | 55.04 | 90 | 3.1 | 5 |
| 1614 | 55.94 | 92 | 2.6 | 5 |
| 1615 | 57.02 | 105 | 2.6 | 5 |
| 1616 | 57.02 | 20 | 3.1 | 4 |
| 1617 | 60.98 | 72 | 3.1 | 3 |
| 1618 | 66.92 | 96 | 3.1 | 3 |
| 1619 | 69.98 | 115 | 3.1 | 2 |
| 1620 | 66.02 | 256 | 4.1 | 3 |
| 1621 | 66.92 | 252 | 4.6 | 3 |
| 1622 | 66.92 | 244 | 5.7 | 3 |
| 1623 | 68 | 250 | 4.1 | 3 |
| 1624 | 69.08 | 244 | 4.1 | 3 |
| 1625 | 69.08 | 245 | 3.6 | 3 |
| 1626 | 62.06 | 255 | 4.1 | 4 |
| 1627 | 62.06 | 236 | 4.1 | 4 |
| 1628 | 60.98 | 236 | 4.1 | 4 |
| 1629 | 59 | 238 | 5.1 | 4 |
| 1630 | 57.92 | 37 | 2.1 | 5 |
| 1631 | 59 | 237 | 2.1 | 5 |
| 1632 | 57.92 | 43 | 1 | 6 |
| 1633 | 53.96 | 249 | 3.1 | 5 |
| 1634 | 55.94 | 260 | 3.6 | 4 |
| 1635 | 55.94 | 249 | 2.6 | 5 |
| 1636 | 55.94 | 250 | 2.6 | 5 |
| 1637 | 51.98 | 57 | 2.6 | 6 |
| 1638 | 51.98 | 101 | 1.5 | 6 |
| 1639 | 50 | 69 | 3.6 | 5 |
| 1640 | 50 | 87 | 1.5 | 3 |
| 1641 | 53.06 | 135 | 2.1 | 3 |
| 1642 | 57.92 | 200 | 1.5 | 2 |
| 1643 | 64.04 | 222 | 2.1 | 2 |
| 1644 | 66.02 | 215 | 4.1 | 3 |
| 1645 | 64.94 | 239 | 5.1 | 3 |
| 1646 | 62.96 | 246 | 6.2 | 4 |
| 1647 | 62.96 | 240 | 6.7 | 4 |
| 1648 | 62.96 | 238 | 5.7 | 4 |
| 1649 | 62.96 | 258 | 7.2 | 4 |
| 1650 | 62.96 | 264 | 7.2 | 4 |
| 1651 | 59 | 266 | 7.2 | 4 |
| 1652 | 59 | 239 | 5.7 | 4 |
| 1653 | 57.92 | 246 | 5.7 | 4 |
| 1654 | 57.92 | 247 | 5.7 | 4 |
| 1655 | 57.92 | 248 | 5.1 | 4 |
| 1656 | 57.92 | 229 | 4.1 | 4 |
| 1657 | 57.92 | 242 | 4.1 | 4 |
| 1658 | 57.02 | 261 | 5.1 | 4 |
| 1659 | 57.02 | 260 | 5.1 | 4 |
| 1660 | 57.02 | 284 | 3.6 | 4 |
| 1661 | 57.02 | 265 | 4.6 | 4 |
| 1662 | 57.02 | 242 | 4.1 | 4 |
| 1663 | 57.02 | 227 | 3.1 | 5 |
| 1664 | 57.02 | 182 | 4.1 | 4 |
| 1665 | 57.92 | 248 | 4.1 | 4 |
| 1666 | 60.98 | 334 | 3.1 | 4 |
| 1667 | 62.96 | 238 | 5.1 | 4 |
| 1668 | 62.06 | 233 | 5.1 | 4 |
| 1669 | 60.98 | 227 | 6.2 | 4 |
| 1670 | 62.06 | 247 | 6.2 | 4 |
| 1671 | 62.06 | 255 | 6.7 | 4 |
| 1672 | 62.06 | 254 | 6.7 | 4 |
| 1673 | 62.06 | 239 | 6.2 | 4 |
| 1674 | 60.98 | 236 | 5.7 | 4 |
| 1675 | 59 | 235 | 5.1 | 4 |
| 1676 | 57.92 | 227 | 4.6 | 4 |
| 1677 | 57.92 | 230 | 5.1 | 4 |
| 1678 | 57.92 | 235 | 5.1 | 4 |
| 1679 | 57.02 | 231 | 4.1 | 4 |
| 1680 | 57.92 | 223 | 3.1 | 5 |
| 1681 | 57.02 | 240 | 3.6 | 4 |
| 1682 | 57.02 | 237 | 5.1 | 4 |
| 1683 | 55.94 | 250 | 4.1 | 4 |
| 1684 | 55.04 | 250 | 3.6 | 4 |
| 1685 | 57.02 | 239 | 4.6 | 4 |
| 1686 | 55.04 | 251 | 2.6 | 5 |
| 1687 | 55.94 | 319 | 2.6 | 5 |
| 1688 | 57.02 | 117 | 4.1 | 4 |
| 1689 | 60.08 | 125 | 1.5 | 3 |
| 1690 | 60.08 | 159 | 3.6 | 4 |
| 1691 | 59 | 196 | 4.1 | 4 |
| 1692 | 59 | 184 | 5.7 | 4 |
| 1693 | 57.92 | 150 | 8.2 | 4 |
| 1694 | 55.94 | 179 | 5.1 | 4 |
| 1695 | 57.02 | 200 | 6.2 | 4 |
| 1696 | 57.02 | 203 | 6.2 | 4 |
| 1697 | 59 | 232 | 8.2 | 4 |
| 1698 | 57.02 | 255 | 7.7 | 4 |
| 1699 | 55.04 | 254 | 5.7 | 4 |
| 1700 | 55.94 | 231 | 7.2 | 4 |
| 1701 | 55.94 | 217 | 8.2 | 4 |
| 1702 | 55.04 | 217 | 6.2 | 4 |
| 1703 | 55.04 | 217 | 7.2 | 4 |
| 1704 | 55.04 | 230 | 5.7 | 4 |
| 1705 | 55.04 | 226 | 6.2 | 4 |
| 1706 | 53.06 | 269 | 3.1 | 5 |
| 1707 | 53.06 | 237 | 3.1 | 5 |
| 1708 | 53.96 | 238 | 4.6 | 4 |
| 1709 | 53.06 | 39 | 3.6 | 4 |
| 1710 | 51.08 | 82 | 1.5 | 6 |
| 1711 | 51.08 | 77 | 3.1 | 5 |
| 1712 | 51.08 | 73 | 3.1 | 4 |
| 1713 | 53.06 | 78 | 3.1 | 4 |
| 1714 | 53.96 | 114 | 3.6 | 4 |
| 1715 | 55.04 | 107 | 3.1 | 4 |
| 1716 | 57.92 | 88 | 3.1 | 4 |
| 1717 | 57.92 | 89 | 3.1 | 4 |
| 1718 | 59 | 247 | 5.7 | 4 |
| 1719 | 60.98 | 253 | 5.7 | 4 |
| 1720 | 60.98 | 248 | 5.7 | 4 |
| 1721 | 57.92 | 228 | 6.2 | 4 |
| 1722 | 57.02 | 232 | 5.7 | 4 |
| 1723 | 57.02 | 232 | 5.7 | 4 |
| 1724 | 55.94 | 252 | 4.1 | 4 |
| 1725 | 53.96 | 45 | 5.1 | 4 |
| 1726 | 53.06 | 75 | 5.7 | 4 |
| 1727 | 53.06 | 73 | 5.1 | 4 |
| 1728 | 53.06 | 69 | 5.1 | 4 |
| 1729 | 51.08 | 80 | 3.6 | 4 |
| 1730 | 50 | 92 | 2.6 | 4 |
| 1731 | 51.08 | 94 | 1.5 | 6 |
| 1732 | 50 | 5 | 2.6 | 5 |
| 1733 | 50 | 1 | 2.6 | 6 |
| 1734 | 48.02 | 5 | 2.6 | 6 |
| 1735 | 48.02 | 66 | 1.5 | 6 |
| 1736 | 51.08 | 51 | 3.6 | 4 |
| 1737 | 55.94 | 44 | 2.6 | 3 |
| 1738 | 57.92 | 112 | 3.6 | 3 |
| 1739 | 59 | 241 | 4.1 | 3 |
| 1740 | 59 | 238 | 4.1 | 3 |
| 1741 | 60.98 | 253 | 5.1 | 3 |
| 1742 | 62.06 | 242 | 5.1 | 4 |
| 1743 | 62.06 | 242 | 6.2 | 4 |
| 1744 | 60.98 | 260 | 7.2 | 4 |
| 1745 | 57.92 | 226 | 6.2 | 4 |
| 1746 | 57.92 | 231 | 6.2 | 4 |
| 1747 | 57.92 | 231 | 6.2 | 4 |
| 1748 | 57.02 | 260 | 5.1 | 4 |
| 1749 | 57.02 | 238 | 4.6 | 4 |
| 1750 | 57.92 | 230 | 4.1 | 4 |
| 1751 | 57.92 | 87 | 3.1 | 5 |
| 1752 | 55.04 | 70 | 3.6 | 4 |
| 1753 | 55.04 | 62 | 4.1 | 4 |
| 1754 | 55.04 | 55 | 4.1 | 4 |
| 1755 | 53.96 | 28 | 2.6 | 5 |
| 1756 | 53.96 | 8 | 2.1 | 6 |
| 1757 | 51.98 | 114 | 2.1 | 6 |
| 1758 | 51.08 | 46 | 2.1 | 6 |
| 1759 | 48.92 | 73 | 3.1 | 5 |
| 1760 | 51.98 | 66 | 3.1 | 4 |
| 1761 | 55.94 | 83 | 3.1 | 4 |
| 1762 | 60.98 | 84 | 2.6 | 2 |
| 1763 | 64.94 | 202 | 3.1 | 2 |
| 1764 | 62.96 | 216 | 5.1 | 3 |
| 1765 | 62.96 | 226 | 5.7 | 3 |
| 1766 | 64.04 | 232 | 6.2 | 4 |
| 1767 | 62.96 | 236 | 7.2 | 4 |
| 1768 | 62.06 | 230 | 6.7 | 4 |
| 1769 | 62.06 | 235 | 6.2 | 4 |
| 1770 | 62.06 | 231 | 7.2 | 4 |
| 1771 | 59 | 244 | 6.2 | 4 |
| 1772 | 59 | 238 | 4.1 | 4 |
| 1773 | 59 | 206 | 4.6 | 4 |
| 1774 | 60.08 | 196 | 3.1 | 6 |
| 1775 | 57.92 | 224 | 4.1 | 5 |
| 1776 | 57.02 | 238 | 2.1 | 6 |
| 1777 | 57.02 | 281 | 2.1 | 5 |
| 1778 | 55.94 | 92 | 2.1 | 5 |
| 1779 | 55.04 | 21 | 2.1 | 6 |
| 1780 | 53.06 | 101 | 3.1 | 6 |
| 1781 | 53.06 | 88 | 3.6 | 5 |
| 1782 | 53.06 | 91 | 4.1 | 5 |
| 1783 | 53.06 | 87 | 4.1 | 5 |
| 1784 | 55.04 | 70 | 2.6 | 4 |
| 1785 | 57.02 | 91 | 3.1 | 4 |
| 1786 | 57.02 | 102 | 4.1 | 4 |
| 1787 | 60.98 | 93 | 2.6 | 4 |
| 1788 | 66.02 | 225 | 1 | 1 |
| 1789 | 64.94 | 226 | 4.1 | 3 |
| 1790 | 64.04 | 247 | 5.1 | 3 |
| 1791 | 62.96 | 244 | 6.2 | 4 |
| 1792 | 62.06 | 236 | 6.2 | 4 |
| 1793 | 60.98 | 238 | 6.2 | 4 |
| 1794 | 60.08 | 251 | 5.1 | 4 |
| 1795 | 57.92 | 246 | 4.1 | 4 |
| 1796 | 57.02 | 246 | 3.1 | 5 |
| 1797 | 57.92 | 208 | 3.1 | 5 |
| 1798 | 57.02 | 351 | 2.1 | 5 |
| 1799 | 57.02 | 236 | 2.1 | 5 |
| 1800 | 57.02 | 246 | 2.1 | 5 |
| 1801 | 57.02 | 357 | 3.1 | 5 |
| 1802 | 55.04 | 90 | 2.6 | 5 |
| 1803 | 57.02 | 107 | 3.1 | 5 |
| 1804 | 57.02 | 114 | 2.6 | 5 |
| 1805 | 57.02 | 112 | 1.5 | 6 |
| 1806 | 57.02 | 19 | 1 | 6 |
| 1807 | 57.02 | 66 | 4.1 | 4 |
| 1808 | 57.92 | 109 | 3.6 | 4 |
| 1809 | 57.92 | 69 | 3.6 | 4 |
| 1810 | 59 | 134 | 3.1 | 4 |
| 1811 | 60.08 | 134 | 3.1 | 4 |
| 1812 | 60.98 | 146 | 3.1 | 4 |
| 1813 | 62.06 | 118 | 2.6 | 4 |
| 1814 | 60.98 | 245 | 4.1 | 4 |
| 1815 | 60.98 | 241 | 4.1 | 4 |
| 1816 | 62.96 | 242 | 5.7 | 4 |
| 1817 | 60.98 | 241 | 5.1 | 4 |
| 1818 | 60.08 | 238 | 5.1 | 4 |
| 1819 | 57.92 | 218 | 5.7 | 4 |
| 1820 | 57.02 | 250 | 4.1 | 4 |
| 1821 | 57.02 | 247 | 4.6 | 4 |
| 1822 | 57.02 | 181 | 2.6 | 5 |
| 1823 | 57.92 | 228 | 2.6 | 5 |
| 1824 | 57.92 | 128 | 3.6 | 4 |
| 1825 | 57.92 | 87 | 2.6 | 5 |
| 1826 | 57.92 | 132 | 2.6 | 5 |
| 1827 | 57.92 | 95 | 2.6 | 5 |
| 1828 | 57.92 | 101 | 3.1 | 5 |
| 1829 | 57.92 | 78 | 3.1 | 5 |
| 1830 | 57.92 | 74 | 2.1 | 5 |
| 1831 | 57.92 | 73 | 2.1 | 4 |
| 1832 | 57.92 | 74 | 3.1 | 4 |
| 1833 | 59 | 103 | 4.1 | 4 |
| 1834 | 60.08 | 59 | 4.1 | 4 |
| 1835 | 64.04 | 173 | 2.6 | 2 |
| 1836 | 64.04 | 270 | 4.1 | 2 |
| 1837 | 62.96 | 243 | 6.7 | 4 |
| 1838 | 62.96 | 241 | 6.2 | 4 |
| 1839 | 62.06 | 245 | 6.7 | 4 |
| 1840 | 60.98 | 254 | 7.2 | 4 |
| 1841 | 60.98 | 240 | 6.2 | 4 |
| 1842 | 60.08 | 247 | 7.2 | 4 |
| 1843 | 57.02 | 253 | 7.2 | 4 |
| 1844 | 57.02 | 247 | 5.7 | 4 |
| 1845 | 57.02 | 229 | 3.1 | 5 |
| 1846 | 57.02 | 232 | 3.1 | 5 |
| 1847 | 55.94 | 244 | 3.6 | 5 |
| 1848 | 55.94 | 258 | 3.1 | 5 |
| 1849 | 55.94 | 235 | 2.6 | 5 |
| 1850 | 55.94 | 262 | 3.6 | 5 |
| 1851 | 55.94 | 257 | 3.6 | 5 |
| 1852 | 55.94 | 333 | 3.1 | 5 |
| 1853 | 55.94 | 280 | 2.6 | 5 |
| 1854 | 55.94 | 278 | 2.6 | 5 |
| 1855 | 55.04 | 272 | 3.6 | 5 |
| 1856 | 55.94 | 5 | 3.1 | 5 |
| 1857 | 55.94 | 97 | 3.6 | 5 |
| 1858 | 55.94 | 102 | 3.6 | 5 |
| 1859 | 60.08 | 232 | 3.1 | 5 |
| 1860 | 60.98 | 229 | 4.1 | 4 |
| 1861 | 60.98 | 234 | 4.1 | 4 |
| 1862 | 59 | 250 | 6.7 | 4 |
| 1863 | 57.92 | 248 | 7.2 | 4 |
| 1864 | 57.92 | 253 | 5.7 | 4 |
| 1865 | 57.92 | 262 | 4.6 | 4 |
| 1866 | 55.94 | 271 | 5.1 | 4 |
| 1867 | 55.94 | 254 | 3.6 | 4 |
| 1868 | 55.04 | 253 | 3.6 | 4 |
| 1869 | 55.04 | 248 | 3.6 | 4 |
| 1870 | 55.04 | 221 | 2.6 | 4 |
| 1871 | 55.04 | 221 | 2.6 | 4 |
| 1872 | 55.94 | 238 | 2.1 | 4 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 1973 | 55.94 | 254 | 2.1 | 4 |
| 1974 | 55.94 | 328 | 2.1 | 4 |
| 1975 | 55.94 | 322 | 1.5 | 4 |
| 1976 | 55.94 | 261 | 3.1 | 4 |
| 1977 | 53.96 | 293 | 3.6 | 4 |
| 1978 | 55.04 | 317 | 2.1 | 4 |
| 1979 | 55.04 | 285 | 2.1 | 4 |
| 1980 | 53.96 | 292 | 3.6 | 4 |
| 1981 | 55.04 | 246 | 2.1 | 4 |
| 1982 | 59 | 94 | 3.1 | 4 |
| 1983 | 64.04 | 88 | 2.6 | 2 |
| 1984 | 62.96 | 256 | 5.7 | 3 |
| 1985 | 62.96 | 257 | 5.7 | 3 |
| 1986 | 62.96 | 264 | 5.7 | 4 |
| 1987 | 64.04 | 249 | 5.7 | 4 |
| 1988 | 64.94 | 256 | 4.6 | 4 |
| 1989 | 60.98 | 258 | 4.6 | 4 |
| 1990 | 60.98 | 259 | 4.6 | 4 |
| 1991 | 60.08 | 216 | 4.1 | 4 |
| 1992 | 60.08 | 239 | 5.1 | 4 |
| 1993 | 59 | 261 | 4.6 | 4 |
| 1994 | 59 | 258 | 4.1 | 4 |
| 1995 | 59 | 216 | 3.1 | 5 |
| 1996 | 59 | 243 | 2.6 | 5 |
| 1997 | 59 | 213 | 2.1 | 5 |
| 1998 | 60.08 | 108 | 2.6 | 5 |
| 1999 | 60.08 | 97 | 3.6 | 4 |
| 2000 | 60.98 | 99 | 4.1 | 4 |
| 2001 | 60.08 | 107 | 3.1 | 4 |
| 2002 | 60.08 | 153 | 1 | 4 |
| 2003 | 60.98 | 39 | 1.5 | 4 |
| 2004 | 60.98 | 176 | 1 | 4 |
| 2005 | 62.06 | 270 | 1.5 | 4 |
| 2006 | 62.06 | 254 | 3.1 | 4 |
| 2007 | 64.04 | 198 | 1 | 4 |
| 2008 | 64.04 | 221 | 1 | 4 |
| 2009 | 64.04 | 184 | 1 | 4 |
| 2010 | 66.02 | 249 | 5.1 | 4 |
| 2011 | 66.02 | 246 | 5.1 | 4 |
| 2012 | 64.94 | 226 | 6.7 | 4 |
| 2013 | 62.96 | 238 | 6.2 | 4 |
| 2014 | 60.08 | 252 | 5.7 | 4 |
| 2015 | 60.08 | 236 | 4.1 | 4 |
| 2016 | 60.08 | 239 | 3.6 | 4 |
| 2017 | 60.08 | 275 | 3.6 | 4 |
| 2018 | 60.08 | 222 | 3.6 | 4 |
| 2019 | 60.08 | 231 | 2.6 | 4 |
| 2020 | 60.08 | 232 | 2.6 | 4 |
| 2021 | 60.08 | 252 | 3.1 | 4 |
| 2022 | 59 | 245 | 3.1 | 4 |
| 2023 | 59 | 193 | 3.6 | 4 |
| 2024 | 59 | 195 | 2.1 | 4 |
| 2025 | 57.92 | 129 | 3.1 | 4 |
| 2026 | 57.92 | 133 | 2.1 | 4 |
| 2027 | 57.02 | 96 | 2.1 | 4 |
| 2028 | 57.02 | 166 | 1.5 | 4 |
| 2029 | 57.92 | 125 | 4.1 | 4 |
| 2030 | 60.08 | 196 | 3.1 | 4 |
| 2031 | 60.08 | 231 | 4.1 | 4 |
| 2032 | 62.96 | 236 | 4.6 | 4 |
| 2033 | 64.04 | 243 | 5.7 | 4 |
| 2034 | 62.96 | 236 | 5.7 | 4 |
| 2035 | 66.02 | 262 | 6.2 | 4 |
| 2036 | 62.96 | 260 | 6.2 | 4 |
| 2037 | 64.04 | 258 | 7.2 | 4 |
| 2038 | 62.96 | 254 | 6.7 | 4 |
| 2039 | 60.98 | 238 | 5.1 | 5 |
| 2040 | 62.06 | 247 | 4.6 | 5 |
| 2041 | 62.06 | 243 | 4.1 | 5 |
| 2042 | 62.06 | 230 | 4.6 | 5 |
| 2043 | 62.06 | 179 | 3.6 | 5 |
| 2044 | 62.06 | 93 | 2.6 | 6 |
| 2045 | 60.98 | 241 | 3.6 | 6 |
| 2046 | 59 | 255 | 7.2 | 4 |
| 2047 | 59 | 246 | 4.6 | 5 |
| 2048 | 60.08 | 278 | 3.6 | 5 |
| 2049 | 59 | 316 | 6.2 | 4 |
| 2050 | 57.92 | 336 | 6.2 | 4 |
| 2051 | 57.02 | 300 | 5.1 | 4 |
| 2052 | 59 | 332 | 5.1 | 4 |
| 2053 | 60.98 | 334 | 6.7 | 4 |
| 2054 | 60.08 | 333 | 9.3 | 4 |
| 2055 | 64.94 | 345 | 7.7 | 4 |
| 2056 | 66.02 | 340 | 11.3 | 4 |
| 2057 | 68 | 328 | 10.3 | 4 |
| 2058 | 69.08 | 328 | 10.3 | 4 |
| 2059 | 64.94 | 252 | 11.3 | 4 |
| 2060 | 64.04 | 247 | 12.3 | 4 |
| 2061 | 64.04 | 267 | 12.9 | 4 |
| 2062 | 62.06 | 265 | 12.3 | 4 |
| 2063 | 60.98 | 256 | 9.3 | 4 |
| 2064 | 60.98 | 282 | 7.2 | 4 |
| 2065 | 60.08 | 273 | 4.6 | 4 |
| 2066 | 59 | 258 | 5.1 | 4 |
| 2067 | 60.98 | 333 | 3.1 | 4 |
| 2068 | 60.08 | 355 | 3.6 | 4 |
| 2069 | 57.92 | 57 | 3.1 | 5 |
| 2070 | 55.04 | 57 | 6.2 | 4 |
| 2071 | 55.04 | 66 | 4.6 | 4 |
| 2072 | 55.04 | 45 | 4.1 | 5 |
| 2073 | 55.04 | 52 | 4.1 | 5 |
| 2074 | 53.96 | 58 | 4.6 | 4 |
| 2075 | 51.98 | 57 | 4.1 | 4 |
| 2076 | 55.94 | 39 | 3.1 | 4 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 1977 | 60.98 | 64 | 4.1 | 3 |
| 1978 | 62.96 | 116 | 3.6 | 3 |
| 1979 | 64.94 | 65 | 4.1 | 3 |
| 1980 | 66.92 | 123 | 4.1 | 3 |
| 1981 | 66.92 | 123 | 4.1 | 4 |
| 1982 | 68 | 217 | 6.2 | 4 |
| 1983 | 66.92 | 245 | 5.1 | 3 |
| 1984 | 66.92 | 242 | 6.2 | 3 |
| 1985 | 62.96 | 236 | 6.7 | 4 |
| 1986 | 62.96 | 242 | 8.2 | 4 |
| 1987 | 60.98 | 225 | 6.2 | 4 |
| 1988 | 59 | 254 | 4.1 | 4 |
| 1989 | 59 | 256 | 5.7 | 4 |
| 1990 | 59 | 254 | 4.6 | 4 |
| 1991 | 57.92 | 252 | 4.1 | 4 |
| 1992 | 57.92 | 238 | 3.1 | 4 |
| 1993 | 57.92 | 36 | 2.1 | 5 |
| 1994 | 55.04 | 89 | 3.1 | 5 |
| 1995 | 55.04 | 112 | 2.6 | 5 |
| 1996 | 55.04 | 92 | 2.1 | 5 |
| 1997 | 53.06 | 69 | 3.6 | 5 |
| 1998 | 51.98 | 76 | 3.1 | 5 |
| 1999 | 51.98 | 79 | 3.1 | 4 |
| 2000 | 51.98 | 78 | 3.1 | 4 |
| 2001 | 60.08 | 80 | 3.6 | 3 |
| 2002 | 62.06 | 85 | 2.1 | 3 |
| 2003 | 64.04 | 122 | 3.6 | 2 |
| 2004 | 64.94 | 222 | 4.1 | 2 |
| 2005 | 64.94 | 225 | 6.2 | 4 |
| 2006 | 64.94 | 226 | 7.2 | 4 |
| 2007 | 64.94 | 274 | 6.7 | 4 |
| 2008 | 62.06 | 235 | 7.2 | 4 |
| 2009 | 62.96 | 253 | 8.2 | 4 |
| 2010 | 60.98 | 247 | 9.8 | 4 |
| 2011 | 59 | 245 | 8.2 | 4 |
| 2012 | 59 | 242 | 7.2 | 4 |
| 2013 | 57.92 | 259 | 9.3 | 4 |
| 2014 | 57.92 | 262 | 7.7 | 4 |
| 2015 | 57.92 | 244 | 4.6 | 4 |
| 2016 | 57.92 | 237 | 4.1 | 4 |
| 2017 | 55.94 | 68 | 3.6 | 4 |
| 2018 | 55.94 | 93 | 3.6 | 4 |
| 2019 | 55.04 | 90 | 2.6 | 5 |
| 2020 | 55.04 | 46 | 2.1 | 5 |
| 2021 | 55.04 | 328 | 1.5 | 6 |
| 2022 | 53.96 | 307 | 1.5 | 6 |
| 2023 | 51.08 | 74 | 2.6 | 6 |
| 2024 | 55.04 | 89 | 4.1 | 6 |
| 2025 | 60.98 | 104 | 2.6 | 3 |
| 2026 | 64.94 | 88 | 3.6 | 3 |
| 2027 | 69.98 | 98 | 2.1 | 3 |
| 2028 | 69.98 | 216 | 4.6 | 3 |
| 2029 | 69.98 | 244 | 6.2 | 4 |
| 2030 | 69.08 | 229 | 7.2 | 4 |
| 2031 | 69.08 | 255 | 8.2 | 4 |
| 2032 | 68 | 252 | 7.2 | 4 |
| 2033 | 66.92 | 252 | 8.2 | 4 |
| 2034 | 66.02 | 252 | 10.3 | 4 |
| 2035 | 64.94 | 248 | 7.7 | 4 |
| 2036 | 64.04 | 251 | 6.2 | 4 |
| 2037 | 62.06 | 219 | 3.6 | 5 |
| 2038 | 62.06 | 232 | 4.1 | 5 |
| 2039 | 60.98 | 227 | 4.1 | 5 |
| 2040 | 60.08 | 227 | 2.1 | 6 |
| 2041 | 59 | 65 | 1 | 6 |
| 2042 | 57.92 | 85 | 2.6 | 5 |
| 2043 | 57.92 | 54 | 2.1 | 5 |
| 2044 | 55.04 | 78 | 2.6 | 5 |
| 2045 | 53.06 | 81 | 2.1 | 5 |
| 2046 | 53.96 | 80 | 3.1 | 5 |
| 2047 | 53.96 | 92 | 2.6 | 5 |
| 2048 | 57.02 | 64 | 3.6 | 5 |
| 2049 | 60.98 | 84 | 3.6 | 4 |
| 2050 | 64.94 | 103 | 4.1 | 4 |
| 2051 | 69.08 | 58 | 4.1 | 4 |
| 2052 | 69.08 | 61 | 4.1 | 4 |
| 2053 | 69.08 | 242 | 5.1 | 4 |
| 2054 | 68 | 240 | 4.6 | 4 |
| 2055 | 69.08 | 251 | 5.1 | 4 |
| 2056 | 68 | 231 | 5.1 | 4 |
| 2057 | 66.02 | 244 | 6.2 | 4 |
| 2058 | 64.04 | 273 | 6.2 | 4 |
| 2059 | 62.06 | 248 | 5.1 | 4 |
| 2060 | 60.08 | 255 | 4.6 | 4 |
| 2061 | 59 | 280 | 3.1 | 5 |
| 2062 | 60.08 | 225 | 3.6 | 4 |
| 2063 | 60.08 | 203 | 2.1 | 5 |
| 2064 | 60.08 | 234 | 1.5 | 6 |
| 2065 | 59 | 60 | 2.1 | 6 |
| 2066 | 57.92 | 81 | 3.6 | 5 |
| 2067 | 57.92 | 85 | 3.6 | 5 |
| 2068 | 59 | 91 | 2.6 | 6 |
| 2069 | 59 | 90 | 2.6 | 5 |
| 2070 | 60.08 | 82 | 4.1 | 5 |
| 2071 | 60.08 | 81 | 4.6 | 4 |
| 2072 | 60.08 | 85 | 4.6 | 3 |
| 2073 | 60.08 | 81 | 4.6 | 3 |
| 2074 | 62.06 | 114 | 3.6 | 3 |
| 2075 | 60.08 | 86 | 3.1 | 3 |
| 2076 | 60.98 | 103 | 3.6 | 3 |
| 2077 | 62.06 | 254 | 2.1 | 2 |
| 2078 | 62.96 | 182 | 1 | 1 |
| 2079 | 64.04 | 272 | 4.1 | 1 |
| 2080 | 64.04 | 233 | 4.6 | 1 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 2081 | 62.96 | 238 | 7.2 | 4 |
| 2082 | 62.96 | 239 | 7.2 | 4 |
| 2083 | 62.06 | 265 | 9.3 | 4 |
| 2084 | 60.08 | 237 | 9.3 | 4 |
| 2085 | 59 | 253 | 9.8 | 4 |
| 2086 | 57.92 | 249 | 9.3 | 4 |
| 2087 | 55.94 | 246 | 7.2 | 4 |
| 2088 | 55.94 | 282 | 4.1 | 4 |
| 2089 | 55.94 | 289 | 3.6 | 4 |
| 2090 | 57.02 | 304 | 4.1 | 4 |
| 2091 | 53.96 | 36 | 4.6 | 4 |
| 2092 | 51.08 | 97 | 3.1 | 4 |
| 2093 | 53.06 | 61 | 4.1 | 4 |
| 2094 | 53.06 | 88 | 3.6 | 4 |
| 2095 | 50 | 96 | 4.6 | 4 |
| 2096 | 55.04 | 77 | 4.1 | 3 |
| 2097 | 59 | 130 | 2.6 | 3 |
| 2098 | 62.06 | 111 | 2.6 | 3 |
| 2099 | 62.06 | 111 | 2.6 | 3 |
| 2100 | 64.04 | 254 | 5.7 | 3 |
| 2101 | 64.94 | 269 | 5.7 | 3 |
| 2102 | 64.94 | 246 | 6.2 | 3 |
| 2103 | 64.94 | 247 | 6.2 | 4 |
| 2104 | 64.94 | 258 | 5.1 | 4 |
| 2105 | 64.04 | 242 | 5.7 | 4 |
| 2106 | 62.06 | 267 | 5.7 | 4 |
| 2107 | 60.08 | 237 | 5.1 | 4 |
| 2108 | 59 | 259 | 4.1 | 4 |
| 2109 | 57.92 | 306 | 4.1 | 4 |
| 2110 | 59 | 285 | 3.6 | 5 |
| 2111 | 57.92 | 245 | 4.6 | 5 |
| 2112 | 59 | 251 | 4.6 | 5 |
| 2113 | 57.92 | 15 | 3.1 | 5 |
| 2114 | 55.94 | 66 | 1 | 5 |
| 2115 | 55.04 | 210 | 1.5 | 5 |
| 2116 | 55.04 | 21 | 3.1 | 5 |
| 2117 | 55.04 | 243 | 1 | 5 |
| 2118 | 53.06 | 75 | 2.6 | 5 |
| 2119 | 53.96 | 51 | 3.6 | 4 |
| 2120 | 55.94 | 89 | 3.1 | 4 |
| 2121 | 60.98 | 87 | 3.6 | 3 |
| 2122 | 64.04 | 90 | 3.1 | 3 |
| 2123 | 69.98 | 191 | 1.5 | 2 |
| 2124 | 66.92 | 232 | 5.7 | 2 |
| 2125 | 68 | 244 | 5.7 | 2 |
| 2126 | 66.92 | 249 | 6.2 | 2 |
| 2127 | 66.92 | 253 | 6.7 | 2 |
| 2128 | 66.02 | 265 | 7.2 | 4 |
| 2129 | 64.94 | 258 | 7.7 | 4 |
| 2130 | 64.04 | 264 | 6.7 | 4 |
| 2131 | 64.04 | 260 | 6.7 | 4 |
| 2132 | 59 | 247 | 5.7 | 4 |
| 2133 | 59 | 255 | 4.6 | 4 |
| 2134 | 57.92 | 254 | 5.1 | 5 |
| 2135 | 57.92 | 247 | 4.1 | 5 |
| 2136 | 59 | 221 | 3.1 | 6 |
| 2137 | 59 | 226 | 2.6 | 6 |
| 2138 | 57.92 | 25 | 1 | 6 |
| 2139 | 57.92 | 206 | 1 | 6 |
| 2140 | 55.04 | 42 | 2.1 | 6 |
| 2141 | 55.04 | 42 | 1 | 6 |
| 2142 | 53.96 | 56 | 2.1 | 6 |
| 2143 | 53.96 | 48 | 1 | 3 |
| 2144 | 55.94 | 78 | 3.1 | 3 |
| 2145 | 60.98 | 93 | 3.1 | 3 |
| 2146 | 64.94 | 245 | 2.1 | 3 |
| 2147 | 68 | 241 | 4.1 | 3 |
| 2148 | 68 | 251 | 5.1 | 3 |
| 2149 | 69.98 | 238 | 5.1 | 4 |
| 2150 | 69.08 | 242 | 5.7 | 4 |
| 2151 | 68 | 245 | 5.7 | 4 |
| 2152 | 66.02 | 255 | 6.7 | 4 |
| 2153 | 66.02 | 254 | 6.7 | 4 |
| 2154 | 66.02 | 247 | 6.7 | 4 |
| 2155 | 60.98 | 261 | 5.1 | 4 |
| 2156 | 60.98 | 263 | 5.1 | 4 |
| 2157 | 60.98 | 261 | 5.1 | 4 |
| 2158 | 60.08 | 226 | 3.6 | 4 |
| 2159 | 60.08 | 226 | 4.6 | 4 |
| 2160 | 59 | 224 | 4.6 | 4 |
| 2161 | 59 | 209 | 3.1 | 5 |
| 2162 | 59 | 119 | 4.1 | 5 |
| 2163 | 59 | 124 | 4.1 | 5 |
| 2164 | 57.02 | 21 | 2.6 | 5 |
| 2165 | 55.94 | 89 | 2.6 | 5 |
| 2166 | 55.04 | 72 | 2.6 | 5 |
| 2167 | 55.04 | 73 | 2.6 | 4 |
| 2168 | 59 | 72 | 2.1 | 4 |
| 2169 | 64.04 | 16 | 2.6 | 3 |
| 2170 | 62.96 | 142 | 2.1 | 3 |
| 2171 | 66.02 | 75 | 2.6 | 3 |
| 2172 | 69.08 | 227 | 4.1 | 3 |
| 2173 | 64.94 | 248 | 6.2 | 3 |
| 2174 | 64.04 | 241 | 6.2 | 3 |
| 2175 | 62.96 | 238 | 6.2 | 3 |
| 2176 | 62.06 | 234 | 5.7 | 3 |
| 2177 | 62.06 | 228 | 5.7 | 3 |
| 2178 | 57.92 | 204 | 1 | 3 |
| 2179 | 60.08 | 175 | 3.1 | 4 |
| 2180 | 60.08 | 170 | 3.1 | 4 |
| 2181 | 60.08 | 172 | 3.1 | 4 |
| 2182 | 59 | 255 | 4.1 | 4 |
| 2183 | 59 | 248 | 4.1 | 4 |
| 2184 | 59 | 235 | 4.1 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 2185 | 57.92 | 274 | 5.1 | 5 |
| 2186 | 57.92 | 275 | 5.1 | 4 |
| 2187 | 57.92 | 269 | 5.1 | 4 |
| 2188 | 57.92 | 267 | 5.1 | 4 |
| 2189 | 53.96 | 284 | 2.6 | 5 |
| 2190 | 53.96 | 262 | 3.6 | 4 |
| 2191 | 53.96 | 64 | 1 | 3 |
| 2192 | 57.02 | 250 | 2.1 | 3 |
| 2193 | 59 | 249 | 4.6 | 3 |
| 2194 | 60.08 | 261 | 5.1 | 3 |
| 2195 | 60.98 | 254 | 4.1 | 3 |
| 2196 | 62.96 | 241 | 5.7 | 3 |
| 2197 | 62.06 | 249 | 5.1 | 3 |
| 2198 | 62.96 | 227 | 6.2 | 4 |
| 2199 | 62.96 | 260 | 7.2 | 4 |
| 2200 | 64.04 | 249 | 5.7 | 4 |
| 2201 | 64.04 | 250 | 5.7 | 4 |
| 2202 | 60.98 | 245 | 6.7 | 4 |
| 2203 | 60.08 | 244 | 5.1 | 4 |
| 2204 | 57.92 | 236 | 5.1 | 4 |
| 2205 | 57.92 | 239 | 5.1 | 4 |
| 2206 | 59 | 249 | 5.1 | 4 |
| 2207 | 57.02 | 248 | 3.1 | 4 |
| 2208 | 57.02 | 66 | 2.1 | 4 |
| 2209 | 55.04 | 50 | 3.6 | 5 |
| 2210 | 55.94 | 92 | 2.6 | 6 |
| 2211 | 55.04 | 66 | 3.6 | 5 |
| 2212 | 53.96 | 86 | 3.6 | 5 |
| 2213 | 53.06 | 68 | 3.1 | 6 |
| 2214 | 51.98 | 75 | 2.6 | 6 |
| 2215 | 53.06 | 90 | 3.1 | 4 |
| 2216 | 57.02 | 94 | 3.1 | 3 |
| 2217 | 60.08 | 113 | 3.1 | 3 |
| 2218 | 62.96 | 163 | 3.6 | 2 |
| 2219 | 66.02 | 228 | 1.5 | 2 |
| 2220 | 64.04 | 234 | 5.7 | 2 |
| 2221 | 64.94 | 242 | 7.2 | 3 |
| 2222 | 64.04 | 227 | 8.2 | 3 |
| 2223 | 62.96 | 245 | 7.7 | 3 |
| 2224 | 62.96 | 243 | 6.7 | 3 |
| 2225 | 62.06 | 243 | 6.2 | 3 |
| 2226 | 62.06 | 236 | 6.2 | 3 |
| 2227 | 59 | 249 | 4.6 | 4 |
| 2228 | 57.02 | 237 | 4.6 | 4 |
| 2229 | 57.02 | 261 | 5.1 | 4 |
| 2230 | 57.02 | 248 | 4.6 | 4 |
| 2231 | 55.94 | 248 | 4.1 | 4 |
| 2232 | 55.94 | 243 | 4.1 | 4 |
| 2233 | 55.04 | 253 | 3.6 | 4 |
| 2234 | 55.94 | 242 | 4.1 | 4 |
| 2235 | 55.04 | 242 | 2.6 | 5 |
| 2236 | 53.96 | 220 | 2.1 | 5 |
| 2237 | 55.04 | 248 | 1.5 | 6 |
| 2238 | 53.06 | 57 | 2.1 | 6 |
| 2239 | 51.98 | 71 | 2.1 | 6 |
| 2240 | 55.04 | 104 | 3.1 | 6 |
| 2241 | 60.08 | 66 | 2.6 | 6 |
| 2242 | 64.94 | 88 | 1 | 6 |
| 2243 | 66.92 | 226 | 4.6 | 6 |
| 2244 | 66.02 | 235 | 5.1 | 6 |
| 2245 | 64.94 | 238 | 6.2 | 3 |
| 2246 | 64.94 | 242 | 6.2 | 3 |
| 2247 | 66.02 | 248 | 6.2 | 3 |
| 2248 | 66.02 | 246 | 7.2 | 3 |
| 2249 | 68 | 244 | 5.1 | 4 |
| 2250 | 68 | 216 | 3.6 | 4 |
| 2251 | 66.92 | 216 | 4.6 | 4 |
| 2252 | 64.94 | 245 | 5.1 | 4 |
| 2253 | 64.94 | 211 | 3.6 | 5 |
| 2254 | 62.06 | 194 | 2.6 | 5 |
| 2255 | 62.96 | 190 | 1.5 | 5 |
| 2256 | 68 | 4 | 4.1 | 4 |
| 2257 | 68 | 325 | 4.1 | 5 |
| 2258 | 66.92 | 1 | 1 | 6 |
| 2259 | 64.94 | 72 | 3.1 | 6 |
| 2260 | 64.94 | 74 | 3.1 | 6 |
| 2261 | 60.08 | 71 | 3.1 | 6 |
| 2262 | 53.96 | 79 | 3.6 | 6 |
| 2263 | 53.96 | 75 | 3.1 | 6 |
| 2264 | 60.08 | 90 | 2.1 | 6 |
| 2265 | 69.98 | 238 | 1.5 | 6 |
| 2266 | 78.08 | 204 | 2.6 | 6 |
| 2267 | 80.96 | 255 | 4.1 | 6 |
| 2268 | 80.06 | 222 | 6.2 | 6 |
| 2269 | 80.96 | 233 | 6.2 | 3 |
| 2270 | 82.04 | 215 | 5.7 | 3 |
| 2271 | 82.04 | 226 | 5.7 | 3 |
| 2272 | 82.04 | 230 | 6.2 | 3 |
| 2273 | 80.96 | 202 | 5.1 | 4 |
| 2274 | 78.98 | 219 | 6.2 | 4 |
| 2275 | 77 | 192 | 3.1 | 4 |
| 2276 | 69.08 | 194 | 2.6 | 5 |
| 2277 | 66.02 | 174 | 2.1 | 6 |
| 2278 | 68 | 139 | 2.1 | 6 |
| 2279 | 69.98 | 1 | 3.1 | 6 |
| 2280 | 68 | 314 | 2.1 | 6 |
| 2281 | 64.94 | 86 | 2.6 | 6 |
| 2282 | 64.94 | 82 | 2.1 | 6 |
| 2283 | 64.04 | 23 | 1 | 6 |
| 2284 | 60.98 | 74 | 2.1 | 6 |
| 2285 | 60.98 | 121 | 2.6 | 6 |
| 2286 | 62.06 | 117 | 2.6 | 5 |
| 2287 | 60.98 | 95 | 2.1 | 4 |
| 2288 | 64.04 | 101 | 3.1 | 4 |
| 2289 | 71.96 | 88 | 4.1 | 3 |
| 2290 | 78.98 | 41 | 3.6 | 2 |
| 2291 | 82.94 | 115 | 4.6 | 3 |
| 2292 | 82.94 | 114 | 4.6 | 4 |
| 2293 | 78.98 | 238 | 6.7 | 3 |
| 2294 | 78.98 | 234 | 6.2 | 4 |
| 2295 | 78.08 | 244 | 6.7 | 4 |
| 2296 | 78.08 | 252 | 7.2 | 4 |
| 2297 | 77 | 229 | 8.7 | 4 |
| 2298 | 75.02 | 249 | 8.2 | 4 |
| 2299 | 73.94 | 254 | 5.7 | 4 |
| 2300 | 69.98 | 228 | 4.6 | 5 |
| 2301 | 68 | 230 | 3.6 | 4 |
| 2302 | 66.02 | 232 | 4.1 | 4 |
| 2303 | 64.04 | 133 | 3.1 | 5 |
| 2304 | 62.96 | 166 | 2.6 | 5 |
| 2305 | 62.06 | 103 | 2.6 | 5 |
| 2306 | 62.06 | 73 | 2.6 | 5 |
| 2307 | 62.96 | 73 | 3.1 | 5 |
| 2308 | 60.98 | 74 | 3.1 | 5 |
| 2309 | 60.98 | 67 | 3.1 | 5 |
| 2310 | 59 | 110 | 2.6 | 5 |
| 2311 | 57.92 | 90 | 2.6 | 4 |
| 2312 | 62.96 | 74 | 2.6 | 4 |
| 2313 | 68 | 98 | 4.1 | 4 |
| 2314 | 73.04 | 108 | 4.2 | 4 |
| 2315 | 75.92 | 249 | 3.6 | 4 |
| 2316 | 71.96 | 237 | 5.7 | 4 |
| 2317 | 73.04 | 246 | 5.7 | 4 |
| 2318 | 71.96 | 247 | 5.1 | 4 |
| 2319 | 71.06 | 241 | 6.2 | 4 |
| 2320 | 69.08 | 246 | 7.2 | 4 |
| 2321 | 66.92 | 239 | 7.2 | 4 |
| 2322 | 64.04 | 233 | 6.7 | 4 |
| 2323 | 60.98 | 240 | 5.1 | 4 |
| 2324 | 59 | 254 | 6.2 | 4 |
| 2325 | 57.92 | 238 | 4.6 | 4 |
| 2326 | 57.92 | 243 | 4.6 | 4 |
| 2327 | 53.96 | 252 | 3.6 | 5 |
| 2328 | 53.96 | 255 | 3.1 | 5 |
| 2329 | 53.96 | 199 | 3.1 | 5 |
| 2330 | 55.04 | 229 | 3.6 | 5 |
| 2331 | 53.96 | 258 | 3.1 | 5 |
| 2332 | 53.96 | 256 | 3.1 | 5 |
| 2333 | 55.04 | 89 | 1 | 5 |
| 2334 | 53.96 | 238 | 3.1 | 5 |
| 2335 | 53.96 | 250 | 2.6 | 5 |
| 2336 | 55.94 | 197 | 2.1 | 5 |
| 2337 | 55.94 | 204 | 2.1 | 5 |
| 2338 | 62.96 | 251 | 1.5 | 5 |
| 2339 | 66.02 | 100 | 2.6 | 5 |
| 2340 | 62.96 | 243 | 5.7 | 5 |
| 2341 | 62.06 | 242 | 6.2 | 5 |
| 2342 | 62.06 | 252 | 6.2 | 5 |
| 2343 | 62.06 | 237 | 5.1 | 5 |
| 2344 | 62.06 | 237 | 5.1 | 5 |
| 2345 | 62.06 | 244 | 5.1 | 5 |
| 2346 | 57.92 | 247 | 6.2 | 5 |
| 2347 | 55.94 | 242 | 5.1 | 5 |
| 2348 | 55.04 | 240 | 5.1 | 5 |
| 2349 | 55.94 | 248 | 6.2 | 5 |
| 2350 | 55.94 | 239 | 5.7 | 5 |
| 2351 | 55.94 | 237 | 4.1 | 4 |
| 2352 | 55.04 | 228 | 4.1 | 4 |
| 2353 | 55.94 | 228 | 3.6 | 5 |
| 2354 | 55.94 | 223 | 4.1 | 4 |
| 2355 | 55.94 | 224 | 4.1 | 4 |
| 2356 | 55.94 | 131 | 3.6 | 4 |
| 2357 | 55.94 | 228 | 3.6 | 4 |
| 2358 | 55.94 | 223 | 4.6 | 4 |
| 2359 | 55.94 | 132 | 3.1 | 4 |
| 2360 | 57.02 | 125 | 3.6 | 4 |
| 2361 | 59 | 202 | 4.1 | 4 |
| 2362 | 62.06 | 187 | 4.6 | 4 |
| 2363 | 60.98 | 203 | 4.1 | 4 |
| 2364 | 62.96 | 172 | 3.6 | 3 |
| 2365 | 64.04 | 208 | 4.6 | 2 |
| 2366 | 62.96 | 230 | 6.7 | 4 |
| 2367 | 62.06 | 244 | 6.2 | 4 |
| 2368 | 62.06 | 236 | 6.2 | 4 |
| 2369 | 60.98 | 228 | 6.7 | 4 |
| 2370 | 60.08 | 257 | 7.2 | 4 |
| 2371 | 59 | 235 | 5.1 | 4 |
| 2372 | 57.92 | 231 | 4.6 | 4 |
| 2373 | 57.02 | 225 | 3.1 | 5 |
| 2374 | 57.92 | 106 | 2.6 | 5 |
| 2375 | 57.02 | 146 | 3.1 | 5 |
| 2376 | 57.02 | 110 | 3.1 | 5 |
| 2377 | 55.94 | 100 | 3.1 | 5 |
| 2378 | 55.04 | 84 | 3.1 | 5 |
| 2379 | 55.94 | 78 | 4.1 | 4 |
| 2380 | 53.96 | 88 | 3.1 | 5 |
| 2381 | 53.96 | 74 | 2.1 | 5 |
| 2382 | 53.06 | 68 | 3.6 | 4 |
| 2383 | 53.06 | 74 | 3.6 | 4 |
| 2384 | 57.02 | 96 | 1.5 | 2 |
| 2385 | 60.08 | 114 | 2.6 | 4 |
| 2386 | 62.06 | 216 | 2.1 | 4 |
| 2387 | 64.04 | 212 | 4.1 | 3 |
| 2388 | 64.04 | 224 | 4.1 | 2 |
| 2389 | 64.94 | 231 | 6.7 | 3 |
| 2390 | 64.04 | 233 | 5.7 | 3 |
| 2391 | 64.04 | 228 | 7.7 | 4 |
| 2392 | 64.94 | 258 | 3.6 | 2 |
| 2393 | 66.92 | 238 | 4.6 | 3 |
| 2394 | 62.06 | 241 | 7.2 | 4 |
| 2395 | 59 | 252 | 7.7 | 4 |
| 2396 | 57.92 | 264 | 7.7 | 4 |
| 2397 | 57.92 | 249 | 5.7 | 4 |
| 2398 | 57.02 | 253 | 5.1 | 5 |
| 2399 | 57.02 | 232 | 3.1 | 6 |
| 2400 | 57.02 | 146 | 3.1 | 6 |
| 2401 | 57.02 | 166 | 2.6 | 6 |
| 2402 | 55.94 | 50 | 1.5 | 6 |
| 2403 | 55.04 | 60 | 1.5 | 6 |
| 2404 | 55.04 | 46 | 3.1 | 6 |
| 2405 | 53.06 | 64 | 2.6 | 6 |
| 2406 | 53.96 | 50 | 3.1 | 5 |
| 2407 | 55.04 | 85 | 3.1 | 4 |
| 2408 | 57.92 | 80 | 2.6 | 3 |
| 2409 | 60.98 | 114 | 3.6 | 3 |
| 2410 | 64.94 | 227 | 3.1 | 2 |
| 2411 | 64.04 | 234 | 4.1 | 3 |
| 2412 | 66.02 | 226 | 5.7 | 3 |
| 2413 | 64.94 | 229 | 6.2 | 3 |
| 2414 | 64.94 | 234 | 5.7 | 3 |
| 2415 | 66.02 | 244 | 5.1 | 3 |
| 2416 | 66.02 | 242 | 6.2 | 4 |
| 2417 | 64.94 | 223 | 5.7 | 4 |
| 2418 | 64.94 | 221 | 5.7 | 3 |
| 2419 | 64.94 | 218 | 5.7 | 4 |
| 2420 | 57.92 | 226 | 7.2 | 4 |
| 2421 | 57.92 | 226 | 7.2 | 4 |
| 2422 | 57.02 | 229 | 6.2 | 4 |
| 2423 | 59 | 185 | 3.1 | 5 |
| 2424 | 57.02 | 37 | 3.1 | 6 |
| 2425 | 55.94 | 66 | 3.1 | 6 |
| 2426 | 57.02 | 68 | 3.6 | 5 |
| 2427 | 55.94 | 70 | 4.1 | 5 |
| 2428 | 55.94 | 69 | 4.1 | 5 |
| 2429 | 55.04 | 71 | 4.6 | 5 |
| 2430 | 55.04 | 83 | 4.1 | 4 |
| 2431 | 55.04 | 85 | 2.6 | 4 |
| 2432 | 57.92 | 41 | 2.6 | 4 |
| 2433 | 62.06 | 132 | 2.1 | 3 |
| 2434 | 64.94 | 231 | 3.1 | 2 |
| 2435 | 68 | 229 | 4.1 | 3 |
| 2436 | 62.96 | 236 | 6.2 | 3 |
| 2437 | 64.04 | 236 | 5.7 | 3 |
| 2438 | 64.94 | 235 | 7.2 | 3 |
| 2439 | 64.94 | 246 | 8.2 | 4 |
| 2440 | 64.94 | 227 | 11.3 | 4 |
| 2441 | 62.96 | 226 | 10.3 | 4 |
| 2442 | 60.98 | 246 | 9.3 | 4 |
| 2443 | 59 | 245 | 5.1 | 4 |
| 2444 | 59 | 252 | 4.1 | 4 |
| 2445 | 59 | 32 | 3.1 | 5 |
| 2446 | 57.92 | 100 | 4.1 | 5 |
| 2447 | 57.02 | 88 | 4.1 | 5 |
| 2448 | 57.92 | 83 | 3.1 | 5 |
| 2449 | 62.96 | 33 | 6.2 | 5 |
| 2450 | 62.96 | 2 | 6.2 | 4 |
| 2451 | 57.92 | 62 | 4.6 | 4 |
| 2452 | 55.04 | 71 | 4.1 | 4 |
| 2453 | 55.04 | 44 | 4.1 | 4 |
| 2454 | 55.04 | 37 | 3.1 | 5 |
| 2455 | 55.94 | 6 | 2.6 | 4 |
| 2456 | 59 | 29 | 3.1 | 3 |
| 2457 | 60.98 | 71 | 4.1 | 3 |
| 2458 | 64.94 | 152 | 2.6 | 2 |
| 2459 | 68 | 150 | 2.6 | 2 |
| 2460 | 66.92 | 229 | 4.6 | 2 |
| 2461 | 66.92 | 241 | 6.2 | 3 |
| 2462 | 66.02 | 255 | 6.2 | 3 |
| 2463 | 66.02 | 255 | 7.2 | 4 |
| 2464 | 66.02 | 243 | 6.2 | 4 |
| 2465 | 64.04 | 252 | 6.7 | 4 |
| 2466 | 62.06 | 244 | 6.7 | 4 |
| 2467 | 60.98 | 254 | 5.1 | 4 |
| 2468 | 60.08 | 244 | 4.6 | 4 |
| 2469 | 59 | 181 | 2.6 | 5 |
| 2470 | 57.92 | 275 | 1 | 6 |
| 2471 | 57.92 | 217 | 3.6 | 4 |
| 2472 | 57.92 | 87 | 1 | 6 |
| 2473 | 57.02 | 104 | 3.1 | 5 |
| 2474 | 55.94 | 95 | 2.1 | 5 |
| 2475 | 55.94 | 110 | 1 | 6 |
| 2476 | 55.04 | 87 | 3.1 | 5 |
| 2477 | 55.94 | 105 | 2.1 | 6 |
| 2478 | 55.04 | 103 | 1.5 | 6 |
| 2479 | 53.96 | 72 | 2.6 | 4 |
| 2480 | 60.98 | 73 | 3.1 | 3 |
| 2481 | 66.92 | 62 | 3.6 | 3 |
| 2482 | 66.92 | 56 | 3.6 | 2 |
| 2483 | 75.02 | 263 | 4.1 | 3 |
| 2484 | 75.92 | 236 | 4.6 | 2 |
| 2485 | 77 | 246 | 4.6 | 2 |
| 2486 | 73.04 | 240 | 6.2 | 3 |
| 2487 | 75.92 | 255 | 6.2 | 4 |
| 2488 | 75.02 | 241 | 5.7 | 3 |
| 2489 | 69.98 | 258 | 5.7 | 4 |
| 2490 | 69.98 | 261 | 5.7 | 4 |
| 2491 | 64.94 | 258 | 5.1 | 4 |
| 2492 | 62.96 | 237 | 4.6 | 4 |
| 2493 | 62.96 | 240 | 2.1 | 5 |
| 2494 | 62.06 | 196 | 2.1 | 5 |
| 2495 | 68 | 144 | 3.1 | 5 |
| 2496 | 62.96 | 114 | 3.1 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 2497 | 62.06 | 1 | 2.6 | 5 |
| 2498 | 60.08 | 258 | 2.1 | 5 |
| 2499 | 60.08 | 247 | 1 | 6 |
| 2500 | 59 | 232 | 2.6 | 5 |
| 2501 | 55.94 | 255 | 4.1 | 4 |
| 2502 | 57.92 | 270 | 1 | 6 |
| 2503 | 57.92 | 243 | 1.5 | 3 |
| 2504 | 60.98 | 227 | 1 | 2 |
| 2505 | 64.94 | 89 | 3.6 | 3 |
| 2506 | 69.98 | 111 | 3.1 | 2 |
| 2507 | 69.98 | 110 | 3.1 | 2 |
| 2508 | 75.02 | 240 | 4.6 | 2 |
| 2509 | 68 | 238 | 8.2 | 3 |
| 2510 | 66.02 | 271 | 8.7 | 3 |
| 2511 | 68 | 246 | 6.7 | 4 |
| 2512 | 69.08 | 252 | 7.2 | 4 |
| 2513 | 66.92 | 237 | 8.2 | 4 |
| 2514 | 64.04 | 254 | 6.7 | 4 |
| 2515 | 62.06 | 233 | 6.2 | 4 |
| 2516 | 62.06 | 234 | 4.1 | 4 |
| 2517 | 59 | 255 | 4.1 | 4 |
| 2518 | 59 | 231 | 4.1 | 4 |
| 2519 | 59 | 245 | 5.1 | 4 |
| 2520 | 57.92 | 244 | 4.1 | 4 |
| 2521 | 57.02 | 78 | 2.6 | 5 |
| 2522 | 57.02 | 97 | 2.6 | 5 |
| 2523 | 57.02 | 103 | 2.6 | 5 |
| 2524 | 55.94 | 222 | 3.6 | 4 |
| 2525 | 55.94 | 297 | 1 | 6 |
| 2526 | 57.02 | 84 | 2.6 | 5 |
| 2527 | 57.02 | 73 | 3.6 | 4 |
| 2528 | 59 | 83 | 2.6 | 4 |
| 2529 | 60.98 | 95 | 4.1 | 4 |
| 2530 | 62.96 | 99 | 3.6 | 4 |
| 2531 | 60.98 | 211 | 4.1 | 4 |
| 2532 | 60.98 | 209 | 4.1 | 4 |
| 2533 | 60.98 | 208 | 4.1 | 4 |
| 2534 | 66.02 | 235 | 4.6 | 3 |
| 2535 | 62.96 | 235 | 4.6 | 4 |
| 2536 | 62.96 | 235 | 4.6 | 4 |
| 2537 | 60.98 | 236 | 3.6 | 4 |
| 2538 | 60.98 | 201 | 3.6 | 4 |
| 2539 | 60.98 | 198 | 4.6 | 4 |
| 2540 | 60.08 | 239 | 3.6 | 4 |
| 2541 | 60.08 | 236 | 4.1 | 4 |
| 2542 | 59 | 245 | 3.6 | 4 |
| 2543 | 59 | 228 | 3.1 | 5 |
| 2544 | 59 | 227 | 3.1 | 5 |
| 2545 | 57.92 | 249 | 3.6 | 4 |
| 2546 | 59 | 259 | 4.1 | 4 |
| 2547 | 59 | 236 | 3.1 | 5 |
| 2548 | 60.08 | 177 | 3.1 | 5 |
| 2549 | 60.08 | 220 | 5.7 | 4 |
| 2550 | 60.08 | 219 | 5.7 | 4 |
| 2551 | 60.08 | 216 | 5.7 | 4 |
| 2552 | 59 | 250 | 3.6 | 4 |
| 2553 | 60.98 | 237 | 4.1 | 4 |
| 2554 | 64.04 | 256 | 4.1 | 4 |
| 2555 | 64.04 | 249 | 4.6 | 3 |
| 2556 | 64.94 | 229 | 4.6 | 2 |
| 2557 | 66.02 | 230 | 5.7 | 3 |
| 2558 | 64.94 | 225 | 6.2 | 4 |
| 2559 | 66.02 | 222 | 6.7 | 4 |
| 2560 | 66.02 | 229 | 6.7 | 4 |
| 2561 | 64.04 | 242 | 5.7 | 4 |
| 2562 | 62.06 | 233 | 5.1 | 4 |
| 2563 | 62.06 | 227 | 4.6 | 4 |
| 2564 | 60.98 | 260 | 4.1 | 4 |
| 2565 | 60.08 | 349 | 3.1 | 5 |
| 2566 | 57.92 | 115 | 3.6 | 4 |
| 2567 | 57.92 | 92 | 5.7 | 4 |
| 2568 | 59 | 95 | 5.7 | 4 |
| 2569 | 59 | 89 | 5.7 | 4 |
| 2570 | 59 | 229 | 4.1 | 4 |
| 2571 | 59 | 228 | 4.1 | 4 |
| 2572 | 59 | 247 | 3.6 | 4 |
| 2573 | 59 | 254 | 2.6 | 5 |
| 2574 | 57.92 | 238 | 4.6 | 4 |
| 2575 | 57.92 | 265 | 6.2 | 4 |
| 2576 | 59 | 252 | 4.6 | 4 |
| 2577 | 59 | 268 | 4.1 | 4 |
| 2578 | 64.04 | 314 | 6.2 | 4 |
| 2579 | 68 | 314 | 6.7 | 4 |
| 2580 | 66.92 | 277 | 6.2 | 3 |
| 2581 | 66.92 | 255 | 7.2 | 3 |
| 2582 | 66.92 | 255 | 8.7 | 3 |
| 2583 | 64.94 | 264 | 10.3 | 4 |
| 2584 | 66.02 | 265 | 10.3 | 4 |
| 2585 | 64.94 | 261 | 10.8 | 4 |
| 2586 | 62.96 | 255 | 9.8 | 4 |
| 2587 | 60.98 | 259 | 9.3 | 4 |
| 2588 | 60.98 | 269 | 7.2 | 4 |
| 2589 | 62.96 | 299 | 6.2 | 4 |
| 2590 | 62.96 | 329 | 7.7 | 4 |
| 2591 | 62.06 | 333 | 5.1 | 5 |
| 2592 | 62.06 | 330 | 6.7 | 4 |
| 2593 | 60.98 | 285 | 5.1 | 5 |
| 2594 | 60.08 | 309 | 3.6 | 5 |
| 2595 | 59 | 309 | 4.1 | 5 |
| 2596 | 55.94 | 120 | 3.6 | 5 |
| 2597 | 55.94 | 120 | 3.6 | 5 |
| 2598 | 55.94 | 125 | 3.6 | 5 |
| 2599 | 55.94 | 116 | 3.6 | 4 |
| 2600 | 57.92 | 105 | 3.6 | 3 |
| 2601 | 62.06 | 83 | 3.6 | 3 |
| 2602 | 64.94 | 67 | 5.1 | 3 |
| 2603 | 68 | 97 | 3.6 | 2 |
| 2604 | 71.06 | 138 | 2.1 | 1 |
| 2605 | 69.98 | 231 | 5.7 | 3 |
| 2606 | 64.94 | 256 | 8.2 | 3 |
| 2607 | 66.02 | 246 | 10.3 | 4 |
| 2608 | 66.02 | 248 | 9.3 | 4 |
| 2609 | 66.02 | 250 | 9.3 | 4 |
| 2610 | 62.96 | 246 | 8.2 | 4 |
| 2611 | 60.98 | 253 | 5.1 | 4 |
| 2612 | 57.92 | 198 | 3.6 | 4 |
| 2613 | 57.92 | 235 | 4.1 | 4 |
| 2614 | 57.02 | 244 | 4.6 | 4 |
| 2615 | 55.94 | 240 | 4.1 | 4 |
| 2616 | 57.02 | 239 | 2.1 | 6 |
| 2617 | 53.96 | 39 | 2.6 | 6 |
| 2618 | 55.04 | 98 | 2.6 | 6 |
| 2619 | 53.96 | 79 | 2.6 | 5 |
| 2620 | 53.96 | 70 | 1 | 6 |
| 2621 | 53.96 | 320 | 1 | 6 |
| 2622 | 53.06 | 74 | 2.6 | 5 |
| 2623 | 53.96 | 111 | 1 | 3 |
| 2624 | 57.02 | 108 | 2.6 | 3 |
| 2625 | 57.02 | 113 | 2.6 | 3 |
| 2626 | 68 | 334 | 5.7 | 3 |
| 2627 | 71.06 | 307 | 6.2 | 4 |
| 2628 | 64.94 | 255 | 8.2 | 3 |
| 2629 | 64.94 | 246 | 8.7 | 3 |
| 2630 | 66.92 | 256 | 8.2 | 3 |
| 2631 | 66.92 | 243 | 7.2 | 4 |
| 2632 | 64.94 | 243 | 7.7 | 4 |
| 2633 | 64.94 | 252 | 6.7 | 4 |
| 2634 | 62.96 | 249 | 7.2 | 4 |
| 2635 | 62.96 | 253 | 7.2 | 4 |
| 2636 | 57.02 | 266 | 5.7 | 4 |
| 2637 | 55.94 | 262 | 4.6 | 5 |
| 2638 | 55.04 | 133 | 1 | 6 |
| 2639 | 55.04 | 71 | 4.1 | 5 |
| 2640 | 55.94 | 85 | 4.6 | 5 |
| 2641 | 53.06 | 70 | 3.6 | 5 |
| 2642 | 53.96 | 85 | 3.6 | 5 |
| 2643 | 55.04 | 33 | 2.6 | 5 |
| 2644 | 53.96 | 26 | 3.1 | 5 |
| 2645 | 55.94 | 38 | 2.6 | 5 |
| 2646 | 53.06 | 46 | 2.6 | 5 |
| 2647 | 53.06 | 97 | 2.1 | 4 |
| 2648 | 55.04 | 89 | 3.6 | 3 |
| 2649 | 57.92 | 87 | 3.6 | 3 |
| 2650 | 64.04 | 84 | 3.1 | 2 |
| 2651 | 66.92 | 270 | 3.1 | 2 |
| 2652 | 64.94 | 256 | 6.2 | 3 |
| 2653 | 66.02 | 263 | 5.1 | 3 |
| 2654 | 64.94 | 238 | 7.2 | 3 |
| 2655 | 64.94 | 243 | 7.7 | 4 |
| 2656 | 64.94 | 239 | 5.7 | 3 |
| 2657 | 62.06 | 244 | 7.2 | 4 |
| 2658 | 62.96 | 244 | 6.2 | 4 |
| 2659 | 60.08 | 263 | 6.7 | 4 |
| 2660 | 57.92 | 248 | 8.2 | 4 |
| 2661 | 57.02 | 229 | 5.7 | 4 |
| 2662 | 57.02 | 250 | 4.6 | 4 |
| 2663 | 57.92 | 89 | 4.6 | 4 |
| 2664 | 55.94 | 67 | 4.1 | 4 |
| 2665 | 55.94 | 70 | 4.1 | 4 |
| 2666 | 57.02 | 50 | 3.1 | 5 |
| 2667 | 55.94 | 66 | 2.6 | 6 |
| 2668 | 55.94 | 87 | 2.6 | 6 |
| 2669 | 53.96 | 292 | 1 | 6 |
| 2670 | 53.96 | 109 | 1 | 6 |
| 2671 | 55.94 | 115 | 2.6 | 4 |
| 2672 | 60.08 | 31 | 3.1 | 3 |
| 2673 | 66.02 | 6 | 2.6 | 3 |
| 2674 | 66.02 | 14 | 2.6 | 2 |
| 2675 | 71.06 | 239 | 4.1 | 3 |
| 2676 | 71.06 | 241 | 4.1 | 2 |
| 2677 | 71.06 | 245 | 4.1 | 3 |
| 2678 | 71.06 | 274 | 6.7 | 3 |
| 2679 | 71.06 | 260 | 5.7 | 3 |
| 2680 | 69.08 | 251 | 6.2 | 4 |
| 2681 | 68 | 249 | 6.2 | 4 |
| 2682 | 66.02 | 253 | 6.2 | 4 |
| 2683 | 64.04 | 239 | 5.1 | 4 |
| 2684 | 62.06 | 244 | 4.6 | 5 |
| 2685 | 60.98 | 246 | 4.1 | 5 |
| 2686 | 60.98 | 248 | 2.1 | 6 |
| 2687 | 62.06 | 124 | 3.6 | 5 |
| 2688 | 60.98 | 77 | 2.1 | 5 |
| 2689 | 60.08 | 76 | 2.6 | 5 |
| 2690 | 59 | 90 | 3.1 | 5 |
| 2691 | 60.08 | 90 | 2.1 | 5 |
| 2692 | 60.08 | 87 | 2.1 | 5 |
| 2693 | 57.92 | 100 | 2.6 | 6 |
| 2694 | 57.02 | 101 | 2.1 | 6 |
| 2695 | 59 | 80 | 1.5 | 3 |
| 2696 | 66.02 | 342 | 1 | 2 |
| 2697 | 73.04 | 118 | 2.1 | 3 |
| 2698 | 71.96 | 241 | 1.5 | 2 |
| 2699 | 75.02 | 248 | 4.6 | 3 |
| 2700 | 75.02 | 250 | 4.6 | 2 |
| 2701 | 75.02 | 252 | 4.6 | 2 |
| 2702 | 75.02 | 247 | 4.6 | 3 |
| 2703 | 73.04 | 251 | 6.7 | 4 |
| 2704 | 71.06 | 249 | 7.2 | 4 |
| 2705 | 69.98 | 241 | 6.2 | 4 |
| 2706 | 69.08 | 239 | 5.1 | 4 |
| 2707 | 66.92 | 216 | 4.1 | 4 |
| 2708 | 64.94 | 225 | 5.7 | 4 |
| 2709 | 62.06 | 237 | 4.1 | 5 |
| 2710 | 62.06 | 240 | 2.6 | 6 |
| 2711 | 60.98 | 242 | 2.6 | 6 |
| 2712 | 60.08 | 315 | 1 | 6 |
| 2713 | 60.98 | 229 | 1 | 6 |
| 2714 | 62.06 | 92 | 2.1 | 6 |
| 2715 | 60.98 | 91 | 2.1 | 6 |
| 2716 | 60.98 | 306 | 2.1 | 6 |
| 2717 | 60.08 | 132 | 1 | 6 |
| 2718 | 59 | 46 | 1 | 6 |
| 2719 | 62.06 | 106 | 2.1 | 4 |
| 2720 | 64.94 | 261 | 3.1 | 3 |
| 2721 | 64.94 | 256 | 3.1 | 3 |
| 2722 | 71.06 | 238 | 4.1 | 3 |
| 2723 | 71.06 | 236 | 4.1 | 2 |
| 2724 | 75.02 | 253 | 3.6 | 2 |
| 2725 | 71.96 | 249 | 5.1 | 3 |
| 2726 | 69.08 | 252 | 6.7 | 3 |
| 2727 | 69.98 | 248 | 6.7 | 4 |
| 2728 | 69.98 | 240 | 6.2 | 4 |
| 2729 | 68 | 222 | 6.2 | 4 |
| 2730 | 64.94 | 252 | 6.2 | 4 |
| 2731 | 62.06 | 231 | 7.2 | 4 |
| 2732 | 60.98 | 219 | 5.1 | 4 |
| 2733 | 60.98 | 218 | 3.6 | 4 |
| 2734 | 60.98 | 130 | 4.1 | 4 |
| 2735 | 60.98 | 75 | 3.1 | 5 |
| 2736 | 62.96 | 90 | 2.1 | 5 |
| 2737 | 60.98 | 82 | 4.1 | 5 |
| 2738 | 60.08 | 58 | 3.1 | 6 |
| 2739 | 60.08 | 68 | 4.1 | 5 |
| 2740 | 60.98 | 76 | 3.1 | 6 |
| 2741 | 60.08 | 112 | 3.6 | 5 |
| 2742 | 60.08 | 64 | 2.1 | 5 |
| 2743 | 62.06 | 98 | 3.6 | 4 |
| 2744 | 64.04 | 140 | 1.5 | 3 |
| 2745 | 66.92 | 120 | 3.6 | 4 |
| 2746 | 66.92 | 254 | 3.1 | 3 |
| 2747 | 71.06 | 231 | 4.1 | 3 |
| 2748 | 71.06 | 240 | 4.6 | 3 |
| 2749 | 71.96 | 243 | 5.7 | 3 |
| 2750 | 71.96 | 245 | 5.1 | 3 |
| 2751 | 69.98 | 251 | 5.1 | 3 |
| 2752 | 73.04 | 252 | 5.1 | 3 |
| 2753 | 69.98 | 249 | 4.6 | 3 |
| 2754 | 71.06 | 264 | 3.6 | 3 |
| 2755 | 66.92 | 264 | 4.1 | 4 |
| 2756 | 64.94 | 240 | 3.6 | 4 |
| 2757 | 66.92 | 201 | 2.6 | 5 |
| 2758 | 66.92 | 176 | 2.1 | 5 |
| 2759 | 66.02 | 154 | 1 | 6 |
| 2760 | 64.94 | 251 | 1 | 6 |
| 2761 | 64.04 | 109 | 2.6 | 5 |
| 2762 | 64.04 | 133 | 3.1 | 5 |
| 2763 | 64.04 | 128 | 3.1 | 5 |
| 2764 | 62.06 | 92 | 3.1 | 6 |
| 2765 | 62.06 | 110 | 3.1 | 6 |
| 2766 | 60.98 | 92 | 3.1 | 5 |
| 2767 | 62.06 | 5 | 1 | 3 |
| 2768 | 62.96 | 110 | 2.1 | 4 |
| 2769 | 66.92 | 132 | 1.5 | 3 |
| 2770 | 69.08 | 246 | 3.1 | 4 |
| 2771 | 69.98 | 245 | 3.6 | 2 |
| 2772 | 69.08 | 226 | 5.1 | 3 |
| 2773 | 68 | 262 | 5.7 | 3 |
| 2774 | 66.92 | 254 | 6.7 | 4 |
| 2775 | 66.02 | 240 | 6.2 | 4 |
| 2776 | 62.96 | 244 | 6.2 | 4 |
| 2777 | 62.06 | 255 | 4.6 | 4 |
| 2778 | 62.06 | 255 | 4.1 | 4 |
| 2779 | 60.08 | 266 | 4.1 | 4 |
| 2780 | 60.08 | 236 | 3.1 | 5 |
| 2781 | 60.98 | 248 | 2.6 | 5 |
| 2782 | 60.98 | 57 | 1.5 | 6 |
| 2783 | 60.98 | 57 | 1.5 | 6 |
| 2784 | 62.06 | 88 | 3.6 | 4 |
| 2785 | 62.96 | 119 | 3.1 | 5 |
| 2786 | 62.96 | 100 | 3.6 | 4 |
| 2787 | 62.96 | 99 | 3.1 | 5 |
| 2788 | 62.96 | 337 | 1 | 6 |
| 2789 | 62.06 | 247 | 2.6 | 5 |
| 2790 | 62.06 | 311 | 2.1 | 5 |
| 2791 | 60.98 | 134 | 1 | 3 |
| 2792 | 62.96 | 237 | 3.1 | 4 |
| 2793 | 64.04 | 245 | 3.1 | 4 |
| 2794 | 66.92 | 240 | 4.1 | 4 |
| 2795 | 69.08 | 252 | 5.1 | 3 |
| 2796 | 69.08 | 235 | 5.7 | 3 |
| 2797 | 69.08 | 229 | 5.7 | 3 |
| 2798 | 69.98 | 236 | 6.2 | 3 |
| 2799 | 69.98 | 260 | 4.6 | 3 |
| 2800 | 69.98 | 258 | 4.6 | 3 |
| 2801 | 66.92 | 238 | 5.1 | 4 |
| 2802 | 64.04 | 234 | 4.1 | 3 |
| 2803 | 62.06 | 226 | 3.6 | 4 |
| 2804 | 60.08 | 239 | 3.6 | 4 |
| 2805 | 60.98 | 106 | 4.1 | 4 |
| 2806 | 60.98 | 137 | 3.1 | 5 |
| 2807 | 62.06 | 108 | 2.1 | 5 |
| 2808 | 60.98 | 129 | 3.6 | 4 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 2809 | 60.98 | 132 | 3.6 | 4 |
| 2810 | 60.98 | 131 | 3.6 | 4 |
| 2811 | 60.98 | 140 | 3.1 | 5 |
| 2812 | 62.06 | 124 | 3.1 | 5 |
| 2813 | 60.98 | 125 | 2.6 | 5 |
| 2814 | 60.98 | 62 | 2.1 | 5 |
| 2815 | 62.06 | 137 | 2.6 | 4 |
| 2816 | 59 | 132 | 2.1 | 4 |
| 2817 | 60.08 | 138 | 3.1 | 4 |
| 2818 | 64.94 | 244 | 2.1 | 4 |
| 2819 | 64.94 | 238 | 2.1 | 4 |
| 2820 | 71.06 | 263 | 4.1 | 2 |
| 2821 | 69.98 | 247 | 5.1 | 3 |
| 2822 | 69.98 | 257 | 6.2 | 3 |
| 2823 | 69.98 | 265 | 6.2 | 4 |
| 2824 | 69.08 | 244 | 6.2 | 4 |
| 2825 | 68 | 249 | 6.2 | 4 |
| 2826 | 66.02 | 256 | 6.7 | 4 |
| 2827 | 64.04 | 265 | 4.6 | 4 |
| 2828 | 64.04 | 257 | 4.6 | 4 |
| 2829 | 64.04 | 260 | 4.6 | 4 |
| 2830 | 64.04 | 265 | 4.6 | 5 |
| 2831 | 60.98 | 341 | 2.1 | 5 |
| 2832 | 62.06 | 313 | 2.6 | 5 |
| 2833 | 62.06 | 360 | 1 | 6 |
| 2834 | 60.98 | 307 | 2.6 | 5 |
| 2835 | 60.08 | 22 | 1 | 6 |
| 2836 | 59 | 45 | 1 | 6 |
| 2837 | 60.08 | 339 | 2.1 | 5 |
| 2838 | 60.08 | 68 | 1 | 6 |
| 2839 | 62.06 | 156 | 1 | 3 |
| 2840 | 66.92 | 97 | 2.1 | 3 |
| 2841 | 78.98 | 25 | 2.6 | 3 |
| 2842 | 84.92 | 179 | 1 | 1 |
| 2843 | 89.06 | 26 | 3.6 | 2 |
| 2844 | 91.04 | 104 | 3.1 | 2 |
| 2845 | 91.04 | 100 | 3.1 | 2 |
| 2846 | 84.02 | 249 | 6.2 | 3 |
| 2847 | 84.02 | 240 | 6.2 | 4 |
| 2848 | 84.02 | 253 | 6.2 | 4 |
| 2849 | 84.02 | 262 | 7.2 | 4 |
| 2850 | 84.02 | 265 | 7.2 | 4 |
| 2851 | 80.06 | 254 | 8.2 | 4 |
| 2852 | 75.02 | 251 | 4.6 | 5 |
| 2853 | 73.04 | 237 | 4.1 | 5 |
| 2854 | 71.96 | 257 | 1.5 | 5 |
| 2855 | 71.06 | 177 | 1 | 6 |
| 2856 | 69.08 | 67 | 1 | 6 |
| 2857 | 68 | 266 | 1 | 6 |
| 2858 | 66.92 | 201 | 1 | 6 |
| 2859 | 68 | 199 | 1 | 6 |
| 2860 | 66.92 | 155 | 1 | 6 |
| 2861 | 66.92 | 224 | 1 | 6 |
| 2862 | 66.92 | 249 | 1 | 6 |
| 2863 | 69.08 | 97 | 3.6 | 4 |
| 2864 | 69.08 | 103 | 3.6 | 3 |
| 2865 | 69.08 | 98 | 3.6 | 3 |
| 2866 | 69.08 | 104 | 3.6 | 2 |
| 2867 | 69.08 | 97 | 3.6 | 2 |
| 2868 | 69.08 | 98 | 3.6 | 2 |
| 2869 | 69.08 | 99 | 3.6 | 2 |
| 2870 | 69.08 | 97 | 3.6 | 2 |
| 2871 | 69.08 | 103 | 3.6 | 4 |
| 2872 | 69.08 | 98 | 3.6 | 3 |
| 2873 | 78.98 | 248 | 3.1 | 3 |
| 2874 | 78.98 | 252 | 3.1 | 3 |
| 2875 | 73.94 | 242 | 4.6 | 4 |
| 2876 | 69.08 | 252 | 4.6 | 5 |
| 2877 | 69.08 | 245 | 3.1 | 6 |
| 2878 | 66.02 | 245 | 2.6 | 6 |
| 2879 | 66.92 | 193 | 2.6 | 6 |
| 2880 | 68 | 246 | 1 | 6 |
| 2881 | 66.02 | 200 | 2.1 | 6 |
| 2882 | 64.94 | 272 | 1 | 6 |
| 2883 | 64.04 | 54 | 3.1 | 6 |
| 2884 | 62.96 | 75 | 2.6 | 6 |
| 2885 | 62.06 | 91 | 1 | 6 |
| 2886 | 62.06 | 27 | 1 | 6 |
| 2887 | 64.04 | 76 | 3.6 | 4 |
| 2888 | 68 | 91 | 4.1 | 4 |
| 2889 | 73.04 | 104 | 2.6 | 3 |
| 2890 | 78.08 | 92 | 2.6 | 2 |
| 2891 | 80.06 | 121 | 4.1 | 3 |
| 2892 | 84.02 | 108 | 4.1 | 2 |
| 2893 | 84.02 | 133 | 3.1 | 2 |
| 2894 | 84.02 | 132 | 3.1 | 2 |
| 2895 | 75.02 | 242 | 5.7 | 3 |
| 2896 | 73.04 | 250 | 5.1 | 3 |
| 2897 | 71.96 | 246 | 4.6 | 3 |
| 2898 | 71.06 | 251 | 3.6 | 3 |
| 2899 | 66.92 | 231 | 3.6 | 4 |
| 2900 | 64.94 | 210 | 3.6 | 4 |
| 2901 | 64.94 | 218 | 3.1 | 5 |
| 2902 | 64.94 | 240 | 2.6 | 5 |
| 2903 | 64.04 | 222 | 1 | 6 |
| 2904 | 64.04 | 120 | 2.6 | 5 |
| 2905 | 62.96 | 142 | 3.1 | 5 |
| 2906 | 62.96 | 85 | 3.6 | 4 |
| 2907 | 62.96 | 108 | 3.6 | 4 |
| 2908 | 62.96 | 118 | 2.6 | 5 |
| 2909 | 62.96 | 124 | 2.6 | 5 |
| 2910 | 62.06 | 46 | 2.6 | 5 |
| 2911 | 62.96 | 63 | 3.6 | 4 |
| 2912 | 64.04 | 96 | 3.1 | 4 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 2913 | 69.08 | 173 | 2.6 | 4 |
| 2914 | 71.06 | 174 | 3.6 | 2 |
| 2915 | 73.04 | 212 | 5.7 | 3 |
| 2916 | 75.02 | 226 | 5.7 | 3 |
| 2917 | 73.04 | 216 | 6.7 | 3 |
| 2918 | 71.96 | 242 | 6.7 | 3 |
| 2919 | 71.96 | 226 | 6.7 | 4 |
| 2920 | 69.98 | 230 | 6.7 | 4 |
| 2921 | 69.08 | 235 | 6.2 | 4 |
| 2922 | 68 | 241 | 5.7 | 4 |
| 2923 | 64.94 | 254 | 5.1 | 4 |
| 2924 | 62.96 | 228 | 4.1 | 4 |
| 2925 | 62.96 | 16 | 2.6 | 5 |
| 2926 | 62.96 | 226 | 3.1 | 5 |
| 2927 | 62.06 | 244 | 2.1 | 5 |
| 2928 | 62.06 | 228 | 2.1 | 5 |
| 2929 | 62.06 | 231 | 2.1 | 5 |
| 2930 | 62.06 | 232 | 3.1 | 5 |
| 2931 | 62.06 | 231 | 2.1 | 5 |
| 2932 | 62.96 | 241 | 2.1 | 5 |
| 2933 | 62.06 | 218 | 2.6 | 5 |
| 2934 | 62.06 | 231 | 2.1 | 5 |
| 2935 | 62.06 | 247 | 2.1 | 4 |
| 2936 | 64.04 | 290 | 2.1 | 4 |
| 2937 | 64.94 | 251 | 2.1 | 4 |
| 2938 | 68 | 242 | 3.6 | 4 |
| 2939 | 69.08 | 273 | 6.7 | 4 |
| 2940 | 69.98 | 250 | 3.6 | 2 |
| 2941 | 69.98 | 266 | 6.2 | 3 |
| 2942 | 69.98 | 247 | 6.2 | 3 |
| 2943 | 69.98 | 254 | 6.7 | 4 |
| 2944 | 68 | 236 | 6.2 | 4 |
| 2945 | 68 | 238 | 6.2 | 4 |
| 2946 | 64.04 | 231 | 5.7 | 4 |
| 2947 | 62.06 | 246 | 4.1 | 4 |
| 2948 | 62.06 | 246 | 1.5 | 6 |
| 2949 | 62.06 | 198 | 3.1 | 5 |
| 2950 | 62.06 | 231 | 2.6 | 5 |
| 2951 | 60.98 | 206 | 2.1 | 5 |
| 2952 | 60.08 | 346 | 2.1 | 6 |
| 2953 | 60.98 | 244 | 1 | 6 |
| 2954 | 60.98 | 90 | 1 | 6 |
| 2955 | 60.98 | 267 | 1 | 6 |
| 2956 | 60.08 | 144 | 3.1 | 5 |
| 2957 | 60.98 | 82 | 2.1 | 5 |
| 2958 | 62.06 | 117 | 1.5 | 6 |
| 2959 | 62.06 | 76 | 2.6 | 4 |
| 2960 | 64.94 | 89 | 2.1 | 4 |
| 2961 | 66.92 | 109 | 2.1 | 4 |
| 2962 | 71.06 | 254 | 3.1 | 2 |
| 2963 | 71.06 | 244 | 4.1 | 3 |
| 2964 | 71.06 | 236 | 4.6 | 2 |
| 2965 | 69.98 | 248 | 5.7 | 3 |
| 2966 | 69.98 | 265 | 7.2 | 3 |
| 2967 | 69.98 | 251 | 6.7 | 4 |
| 2968 | 69.98 | 252 | 6.2 | 4 |
| 2969 | 68 | 251 | 5.7 | 4 |
| 2970 | 66.92 | 248 | 5.1 | 4 |
| 2971 | 64.94 | 238 | 4.1 | 4 |
| 2972 | 62.96 | 240 | 3.6 | 4 |
| 2973 | 62.96 | 247 | 3.1 | 5 |
| 2974 | 62.06 | 251 | 1.5 | 6 |
| 2975 | 62.96 | 228 | 2.6 | 5 |
| 2976 | 62.06 | 228 | 2.6 | 5 |
| 2977 | 62.06 | 289 | 1 | 6 |
| 2978 | 62.06 | 342 | 2.6 | 5 |
| 2979 | 62.06 | 335 | 2.1 | 5 |
| 2980 | 60.98 | 301 | 2.6 | 5 |
| 2981 | 60.08 | 178 | 1 | 6 |
| 2982 | 59 | 84 | 2.1 | 6 |
| 2983 | 60.98 | 93 | 1 | 3 |
| 2984 | 64.04 | 274 | 1 | 2 |
| 2985 | 69.08 | 113 | 1.5 | 2 |
| 2986 | 73.04 | 79 | 2.6 | 2 |
| 2987 | 71.96 | 253 | 5.1 | 2 |
| 2988 | 71.06 | 240 | 5.7 | 3 |
| 2989 | 69.98 | 253 | 5.7 | 3 |
| 2990 | 71.06 | 241 | 6.2 | 3 |
| 2991 | 71.06 | 245 | 6.2 | 4 |
| 2992 | 71.06 | 244 | 5.1 | 3 |
| 2993 | 69.98 | 240 | 5.7 | 4 |
| 2994 | 68 | 237 | 5.1 | 4 |
| 2995 | 68 | 243 | 4.1 | 4 |
| 2996 | 64.94 | 237 | 2.6 | 6 |
| 2997 | 64.04 | 239 | 1.5 | 6 |
| 2998 | 64.04 | 112 | 1.5 | 6 |
| 2999 | 64.04 | 114 | 2.1 | 6 |
| 3000 | 64.94 | 138 | 1.5 | 6 |
| 3001 | 62.96 | 95 | 3.1 | 6 |
| 3002 | 62.06 | 112 | 3.1 | 5 |
| 3003 | 62.06 | 87 | 3.1 | 5 |
| 3004 | 62.06 | 93 | 3.1 | 5 |
| 3005 | 60.98 | 40 | 3.1 | 6 |
| 3006 | 60.98 | 38 | 3.1 | 6 |
| 3007 | 62.06 | 92 | 3.6 | 4 |
| 3008 | 66.02 | 105 | 3.6 | 3 |
| 3009 | 69.98 | 117 | 2.1 | 2 |
| 3010 | 73.94 | 142 | 1.5 | 2 |
| 3011 | 71.96 | 242 | 5.1 | 3 |
| 3012 | 73.04 | 239 | 4.6 | 2 |
| 3013 | 73.04 | 244 | 6.2 | 3 |
| 3014 | 73.94 | 250 | 6.2 | 3 |
| 3015 | 73.94 | 238 | 6.2 | 4 |
| 3016 | 73.04 | 243 | 6.7 | 4 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 3017 | 73.04 | 242 | 5.7 | 4 |
| 3018 | 71.06 | 241 | 5.1 | 4 |
| 3019 | 66.92 | 254 | 6.2 | 4 |
| 3020 | 64.94 | 263 | 8.7 | 4 |
| 3021 | 64.94 | 258 | 8.7 | 4 |
| 3022 | 62.96 | 251 | 4.1 | 5 |
| 3023 | 62.96 | 231 | 4.1 | 5 |
| 3024 | 62.96 | 228 | 3.6 | 5 |
| 3025 | 62.96 | 144 | 2.6 | 6 |
| 3026 | 60.98 | 78 | 3.1 | 6 |
| 3027 | 60.98 | 22 | 2.6 | 6 |
| 3028 | 60.08 | 31 | 2.1 | 6 |
| 3029 | 60.08 | 43 | 3.6 | 5 |
| 3030 | 60.08 | 67 | 2.6 | 5 |
| 3031 | 60.98 | 45 | 3.6 | 4 |
| 3032 | 64.94 | 92 | 4.1 | 3 |
| 3033 | 68 | 86 | 4.1 | 3 |
| 3034 | 71.96 | 84 | 3.1 | 2 |
| 3035 | 73.94 | 198 | 2.6 | 2 |
| 3036 | 71.96 | 236 | 6.2 | 3 |
| 3037 | 71.96 | 227 | 6.2 | 3 |
| 3038 | 71.06 | 244 | 5.7 | 3 |
| 3039 | 71.06 | 269 | 6.7 | 4 |
| 3040 | 68 | 246 | 7.7 | 4 |
| 3041 | 66.92 | 248 | 6.7 | 4 |
| 3042 | 66.92 | 239 | 6.7 | 4 |
| 3043 | 64.94 | 226 | 5.1 | 4 |
| 3044 | 62.96 | 259 | 4.6 | 4 |
| 3045 | 62.06 | 241 | 3.6 | 4 |
| 3046 | 62.96 | 238 | 3.6 | 4 |
| 3047 | 62.06 | 236 | 3.1 | 6 |
| 3048 | 62.96 | 233 | 3.6 | 5 |
| 3049 | 62.06 | 233 | 3.1 | 6 |
| 3050 | 62.06 | 188 | 3.1 | 6 |
| 3051 | 60.98 | 312 | 1 | 6 |
| 3052 | 60.08 | 269 | 1 | 6 |
| 3053 | 59 | 57 | 2.1 | 6 |
| 3054 | 59 | 66 | 1.5 | 6 |
| 3055 | 60.08 | 89 | 2.6 | 4 |
| 3056 | 64.94 | 86 | 1.5 | 2 |
| 3057 | 68 | 250 | 2.1 | 2 |
| 3058 | 69.98 | 264 | 3.6 | 2 |
| 3059 | 71.06 | 236 | 4.1 | 3 |
| 3060 | 71.96 | 246 | 4.1 | 2 |
| 3061 | 71.06 | 254 | 5.7 | 3 |
| 3062 | 69.98 | 249 | 6.2 | 3 |
| 3063 | 71.06 | 246 | 6.2 | 4 |
| 3064 | 71.06 | 246 | 5.7 | 3 |
| 3065 | 69.98 | 238 | 7.2 | 4 |
| 3066 | 68 | 262 | 7.7 | 4 |
| 3067 | 66.92 | 236 | 4.6 | 4 |
| 3068 | 66.92 | 239 | 4.6 | 4 |
| 3069 | 64.94 | 295 | 1.5 | 6 |
| 3070 | 64.94 | 222 | 2.1 | 6 |
| 3071 | 62.96 | 261 | 4.1 | 5 |
| 3072 | 62.06 | 242 | 2.6 | 6 |
| 3073 | 60.98 | 242 | 3.1 | 6 |
| 3074 | 62.06 | 325 | 3.1 | 6 |
| 3075 | 60.98 | 23 | 2.1 | 6 |
| 3076 | 60.08 | 55 | 3.1 | 6 |
| 3077 | 59 | 79 | 3.6 | 5 |
| 3078 | 59 | 83 | 3.6 | 5 |
| 3079 | 60.98 | 76 | 4.1 | 4 |
| 3080 | 64.94 | 116 | 2.6 | 3 |
| 3081 | 68 | 135 | 3.1 | 2 |
| 3082 | 69.98 | 236 | 3.1 | 2 |
| 3083 | 71.06 | 241 | 4.6 | 2 |
| 3084 | 71.96 | 246 | 5.1 | 3 |
| 3085 | 71.96 | 253 | 5.7 | 3 |
| 3086 | 71.96 | 246 | 6.2 | 3 |
| 3087 | 71.06 | 252 | 5.1 | 3 |
| 3088 | 71.06 | 250 | 5.7 | 3 |
| 3089 | 69.08 | 248 | 5.7 | 4 |
| 3090 | 68 | 254 | 6.7 | 4 |
| 3091 | 66.02 | 268 | 6.2 | 4 |
| 3092 | 62.96 | 247 | 6.2 | 4 |
| 3093 | 62.06 | 233 | 4.6 | 5 |
| 3094 | 60.98 | 250 | 3.1 | 6 |
| 3095 | 60.98 | 219 | 3.1 | 6 |
| 3096 | 60.98 | 233 | 2.1 | 6 |
| 3097 | 60.98 | 141 | 2.6 | 6 |
| 3098 | 62.06 | 165 | 2.1 | 6 |
| 3099 | 59 | 66 | 3.1 | 6 |
| 3100 | 60.08 | 78 | 1.5 | 6 |
| 3101 | 60.98 | 266 | 2.1 | 6 |
| 3102 | 59 | 288 | 1 | 6 |
| 3103 | 62.06 | 112 | 1 | 3 |
| 3104 | 66.02 | 72 | 1.5 | 2 |
| 3105 | 71.06 | 54 | 2.1 | 2 |
| 3106 | 73.94 | 123 | 2.6 | 2 |
| 3107 | 75.02 | 245 | 5.1 | 3 |
| 3108 | 75.92 | 240 | 4.1 | 2 |
| 3109 | 75.02 | 238 | 5.7 | 3 |
| 3110 | 75.02 | 238 | 6.2 | 3 |
| 3111 | 73.94 | 262 | 6.7 | 4 |
| 3112 | 73.04 | 237 | 7.2 | 4 |
| 3113 | 73.04 | 237 | 6.2 | 4 |
| 3114 | 69.98 | 255 | 6.2 | 4 |
| 3115 | 68 | 246 | 5.1 | 4 |
| 3116 | 66.02 | 222 | 4.1 | 5 |
| 3117 | 64.94 | 213 | 2.6 | 6 |
| 3118 | 66.92 | 158 | 3.1 | 6 |
| 3119 | 66.02 | 123 | 2.1 | 6 |
| 3120 | 66.02 | 145 | 1.5 | 6 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 3121 | 66.02 | 57 | 1.5 | 6 |
| 3122 | 64.04 | 7 | 2.1 | 6 |
| 3123 | 64.04 | 66 | 2.1 | 6 |
| 3124 | 64.94 | 50 | 1 | 6 |
| 3125 | 62.06 | 252 | 3.1 | 5 |
| 3126 | 60.98 | 248 | 4.1 | 4 |
| 3127 | 62.96 | 247 | 3.6 | 4 |
| 3128 | 66.92 | 249 | 4.1 | 3 |
| 3129 | 69.08 | 274 | 3.6 | 2 |
| 3130 | 69.08 | 266 | 3.6 | 2 |
| 3131 | 71.96 | 255 | 4.6 | 3 |
| 3132 | 75.02 | 253 | 4.6 | 2 |
| 3133 | 78.98 | 263 | 4.6 | 2 |
| 3134 | 82.04 | 257 | 5.1 | 3 |
| 3135 | 80.06 | 255 | 5.7 | 3 |
| 3136 | 77 | 252 | 5.7 | 3 |
| 3137 | 77 | 246 | 5.7 | 3 |
| 3138 | 71.06 | 262 | 6.7 | 4 |
| 3139 | 66.92 | 255 | 6.7 | 4 |
| 3140 | 66.02 | 244 | 5.1 | 4 |
| 3141 | 66.02 | 236 | 4.1 | 4 |
| 3142 | 66.02 | 244 | 3.1 | 5 |
| 3143 | 64.94 | 242 | 2.6 | 6 |
| 3144 | 64.94 | 128 | 2.6 | 6 |
| 3145 | 64.94 | 346 | 2.6 | 6 |
| 3146 | 64.94 | 339 | 2.1 | 6 |
| 3147 | 62.96 | 342 | 2.1 | 6 |
| 3148 | 64.04 | 332 | 2.1 | 6 |
| 3149 | 62.06 | 249 | 1.5 | 6 |
| 3150 | 62.06 | 311 | 1 | 6 |
| 3151 | 64.04 | 291 | 1 | 3 |
| 3152 | 66.92 | 238 | 2.6 | 3 |
| 3153 | 71.06 | 240 | 3.1 | 2 |
| 3154 | 73.04 | 275 | 3.6 | 2 |
| 3155 | 75.02 | 252 | 4.1 | 2 |
| 3156 | 75.02 | 252 | 4.6 | 2 |
| 3157 | 75.02 | 255 | 6.7 | 3 |
| 3158 | 75.02 | 246 | 6.7 | 3 |
| 3159 | 75.02 | 274 | 5.1 | 3 |
| 3160 | 75.92 | 265 | 5.1 | 3 |
| 3161 | 75.92 | 253 | 4.6 | 3 |
| 3162 | 71.96 | 237 | 4.6 | 3 |
| 3163 | 68 | 255 | 5.1 | 4 |
| 3164 | 64.04 | 252 | 5.1 | 4 |
| 3165 | 64.04 | 249 | 5.1 | 4 |
| 3166 | 62.96 | 252 | 3.1 | 5 |
| 3167 | 62.06 | 244 | 2.6 | 5 |
| 3168 | 62.96 | 227 | 2.1 | 5 |
| 3169 | 62.96 | 200 | 1 | 6 |
| 3170 | 62.06 | 115 | 1 | 6 |
| 3171 | 60.98 | 135 | 1 | 6 |
| 3172 | 62.06 | 256 | 2.1 | 5 |
| 3173 | 60.98 | 8 | 2.1 | 5 |
| 3174 | 62.06 | 67 | 3.1 | 5 |
| 3175 | 62.96 | 84 | 4.1 | 4 |
| 3176 | 66.02 | 109 | 3.6 | 4 |
| 3177 | 66.02 | 114 | 3.6 | 4 |
| 3178 | 73.94 | 68 | 2.1 | 2 |
| 3179 | 73.04 | 248 | 4.1 | 2 |
| 3180 | 73.04 | 246 | 5.1 | 3 |
| 3181 | 73.04 | 244 | 6.2 | 3 |
| 3182 | 71.96 | 239 | 5.7 | 3 |
| 3183 | 73.04 | 245 | 5.1 | 3 |
| 3184 | 71.96 | 242 | 5.7 | 3 |
| 3185 | 71.06 | 242 | 5.7 | 4 |
| 3186 | 68 | 242 | 5.1 | 4 |
| 3187 | 66.92 | 238 | 3.6 | 4 |
| 3188 | 64.94 | 241 | 4.6 | 4 |
| 3189 | 64.04 | 239 | 3.1 | 5 |
| 3190 | 64.94 | 242 | 3.1 | 5 |
| 3191 | 66.02 | 336 | 1 | 6 |
| 3192 | 66.02 | 117 | 3.6 | 4 |
| 3193 | 64.94 | 98 | 2.6 | 5 |
| 3194 | 64.94 | 105 | 2.6 | 5 |
| 3195 | 64.04 | 144 | 4.1 | 4 |
| 3196 | 64.04 | 138 | 4.1 | 4 |
| 3197 | 64.04 | 131 | 3.6 | 4 |
| 3198 | 64.04 | 130 | 3.1 | 5 |
| 3199 | 64.04 | 92 | 3.1 | 4 |
| 3200 | 66.02 | 144 | 3.1 | 4 |
| 3201 | 68 | 54 | 3.1 | 4 |
| 3202 | 71.06 | 253 | 5.1 | 3 |
| 3203 | 71.06 | 248 | 5.1 | 4 |
| 3204 | 69.98 | 251 | 6.2 | 3 |
| 3205 | 71.06 | 262 | 6.7 | 4 |
| 3206 | 71.06 | 240 | 6.2 | 3 |
| 3207 | 71.06 | 251 | 5.7 | 4 |
| 3208 | 71.06 | 251 | 6.2 | 4 |
| 3209 | 71.06 | 254 | 6.2 | 4 |
| 3210 | 68 | 243 | 4.6 | 4 |
| 3211 | 66.02 | 258 | 4.6 | 4 |
| 3212 | 64.04 | 255 | 3.6 | 4 |
| 3213 | 64.04 | 260 | 4.1 | 4 |
| 3214 | 64.04 | 255 | 3.6 | 4 |
| 3215 | 64.04 | 243 | 3.1 | 5 |
| 3216 | 64.04 | 234 | 2.6 | 5 |
| 3217 | 64.04 | 230 | 3.1 | 5 |
| 3218 | 64.04 | 201 | 4.6 | 4 |
| 3219 | 64.04 | 245 | 5.1 | 4 |
| 3220 | 64.04 | 251 | 4.1 | 4 |
| 3221 | 64.04 | 240 | 4.1 | 4 |
| 3222 | 64.04 | 242 | 3.1 | 5 |
| 3223 | 64.94 | 241 | 3.6 | 4 |
| 3224 | 66.02 | 235 | 2.6 | 4 |
| 3225 | 68 | 231 | 2.6 | 4 |
| 3226 | 73.04 | 284 | 2.1 | 2 |
| 3227 | 73.94 | 236 | 5.1 | 3 |
| 3228 | 73.04 | 243 | 6.2 | 3 |
| 3229 | 73.04 | 234 | 6.7 | 3 |
| 3230 | 71.96 | 232 | 6.7 | 3 |
| 3231 | 73.04 | 252 | 7.2 | 4 |
| 3232 | 69.98 | 253 | 7.7 | 4 |
| 3233 | 68 | 248 | 6.7 | 4 |
| 3234 | 64.94 | 249 | 6.7 | 4 |
| 3235 | 62.96 | 255 | 5.7 | 4 |
| 3236 | 62.06 | 237 | 6.2 | 4 |
| 3237 | 62.06 | 233 | 3.1 | 5 |
| 3238 | 62.06 | 239 | 3.1 | 5 |
| 3239 | 62.06 | 236 | 3.1 | 5 |
| 3240 | 62.06 | 252 | 3.1 | 5 |
| 3241 | 62.06 | 239 | 2.6 | 5 |
| 3242 | 62.06 | 244 | 2.6 | 5 |
| 3243 | 62.96 | 216 | 2.1 | 5 |
| 3244 | 64.04 | 247 | 1.5 | 6 |
| 3245 | 64.04 | 251 | 1.5 | 6 |
| 3246 | 64.04 | 108 | 3.1 | 4 |
| 3247 | 62.96 | 126 | 3.1 | 4 |
| 3248 | 62.96 | 127 | 2.1 | 4 |
| 3249 | 64.04 | 250 | 4.6 | 4 |
| 3250 | 64.04 | 251 | 4.1 | 4 |
| 3251 | 64.04 | 261 | 5.1 | 4 |
| 3252 | 64.94 | 254 | 4.6 | 3 |
| 3253 | 68 | 239 | 5.7 | 4 |
| 3254 | 69.08 | 236 | 5.7 | 4 |
| 3255 | 68 | 237 | 5.7 | 4 |
| 3256 | 69.98 | 248 | 5.7 | 4 |
| 3257 | 68 | 242 | 5.1 | 4 |
| 3258 | 66.02 | 227 | 4.6 | 4 |
| 3259 | 66.02 | 227 | 5.1 | 4 |
| 3260 | 64.94 | 259 | 5.1 | 4 |
| 3261 | 64.04 | 226 | 4.1 | 4 |
| 3262 | 64.04 | 255 | 4.1 | 4 |
| 3263 | 64.04 | 255 | 4.1 | 4 |
| 3264 | 62.96 | 251 | 4.1 | 4 |
| 3265 | 62.96 | 265 | 3.6 | 4 |
| 3266 | 64.04 | 299 | 2.6 | 5 |
| 3267 | 62.06 | 250 | 3.1 | 5 |
| 3268 | 60.98 | 291 | 2.6 | 5 |
| 3269 | 60.98 | 216 | 2.1 | 5 |
| 3270 | 60.98 | 245 | 2.6 | 4 |
| 3271 | 62.96 | 301 | 3.1 | 4 |
| 3272 | 66.02 | 279 | 3.1 | 3 |
| 3273 | 69.08 | 347 | 3.1 | 4 |
| 3274 | 69.08 | 240 | 4.1 | 4 |
| 3275 | 69.98 | 231 | 5.1 | 4 |
| 3276 | 71.06 | 252 | 7.7 | 4 |
| 3277 | 69.98 | 254 | 7.7 | 4 |
| 3278 | 71.96 | 259 | 8.2 | 3 |
| 3279 | 71.96 | 243 | 8.2 | 4 |
| 3280 | 69.98 | 265 | 8.2 | 4 |
| 3281 | 69.08 | 238 | 8.2 | 4 |
| 3282 | 66.92 | 244 | 7.2 | 4 |
| 3283 | 66.02 | 250 | 7.7 | 4 |
| 3284 | 64.94 | 237 | 7.2 | 4 |
| 3285 | 64.04 | 245 | 5.7 | 4 |
| 3286 | 64.04 | 264 | 6.2 | 4 |
| 3287 | 64.04 | 257 | 4.6 | 4 |
| 3288 | 62.96 | 261 | 5.1 | 4 |
| 3289 | 62.06 | 256 | 5.1 | 4 |
| 3290 | 60.98 | 263 | 3.1 | 6 |
| 3291 | 60.98 | 264 | 3.1 | 5 |
| 3292 | 60.08 | 242 | 2.1 | 5 |
| 3293 | 60.08 | 357 | 1 | 6 |
| 3294 | 59 | 256 | 1.5 | 3 |
| 3295 | 62.06 | 323 | 3.1 | 4 |
| 3296 | 62.96 | 358 | 3.1 | 4 |
| 3297 | 68 | 333 | 1.5 | 2 |
| 3298 | 69.08 | 245 | 4.6 | 3 |
| 3299 | 69.98 | 241 | 6.2 | 3 |
| 3300 | 69.98 | 241 | 5.1 | 3 |
| 3301 | 71.06 | 238 | 6.2 | 4 |
| 3302 | 71.06 | 242 | 6.2 | 4 |
| 3303 | 71.96 | 265 | 7.7 | 4 |
| 3304 | 73.04 | 245 | 8.7 | 4 |
| 3305 | 71.96 | 244 | 9.3 | 4 |
| 3306 | 71.96 | 227 | 7.7 | 4 |
| 3307 | 68 | 251 | 7.7 | 4 |
| 3308 | 64.94 | 253 | 8.2 | 4 |
| 3309 | 64.04 | 251 | 5.7 | 4 |
| 3310 | 62.96 | 236 | 4.1 | 4 |
| 3311 | 62.96 | 236 | 4.1 | 4 |
| 3312 | 62.06 | 194 | 2.6 | 4 |
| 3313 | 62.06 | 189 | 4.1 | 4 |
| 3314 | 62.06 | 129 | 2.6 | 5 |
| 3315 | 60.08 | 74 | 2.1 | 5 |
| 3316 | 60.98 | 21 | 2.1 | 6 |
| 3317 | 60.98 | 19 | 2.6 | 5 |
| 3318 | 59 | 72 | 3.1 | 4 |
| 3319 | 62.06 | 73 | 2.1 | 4 |
| 3320 | 66.02 | 112 | 3.1 | 3 |
| 3321 | 69.08 | 86 | 3.6 | 2 |
| 3322 | 71.96 | 112 | 3.6 | 2 |
| 3323 | 71.96 | 115 | 3.6 | 2 |
| 3324 | 71.96 | 247 | 7.2 | 2 |
| 3325 | 69.98 | 248 | 7.2 | 3 |
| 3326 | 69.98 | 261 | 7.7 | 3 |
| 3327 | 71.06 | 268 | 7.7 | 4 |
| 3328 | 69.98 | 264 | 7.2 | 4 |
| 3329 | 69.08 | 258 | 7.2 | 4 |
| 3330 | 66.92 | 252 | 6.7 | 4 |
| 3331 | 64.04 | 265 | 7.2 | 4 |
| 3332 | 62.96 | 260 | 7.2 | 4 |
| 3333 | 62.06 | 252 | 6.2 | 4 |
| 3334 | 60.98 | 255 | 6.2 | 4 |
| 3335 | 60.98 | 238 | 4.6 | 5 |
| 3336 | 60.08 | 245 | 3.1 | 6 |
| 3337 | 60.08 | 296 | 1 | 6 |
| 3338 | 59 | 95 | 2.1 | 6 |
| 3339 | 59 | 79 | 1.5 | 6 |
| 3340 | 59 | 37 | 2.6 | 6 |
| 3341 | 59 | 44 | 3.1 | 6 |
| 3342 | 57.92 | 92 | 3.6 | 4 |
| 3343 | 60.98 | 87 | 3.6 | 4 |
| 3344 | 64.04 | 80 | 3.6 | 3 |
| 3345 | 68 | 139 | 3.1 | 2 |
| 3346 | 71.96 | 121 | 2.6 | 2 |
| 3347 | 71.06 | 254 | 4.6 | 2 |
| 3348 | 71.06 | 241 | 6.7 | 3 |
| 3349 | 71.06 | 239 | 6.2 | 3 |
| 3350 | 69.98 | 237 | 6.2 | 3 |
| 3351 | 69.98 | 260 | 6.2 | 4 |
| 3352 | 69.98 | 259 | 7.2 | 4 |
| 3353 | 69.08 | 250 | 6.2 | 4 |
| 3354 | 68 | 245 | 5.1 | 4 |
| 3355 | 64.94 | 244 | 5.7 | 4 |
| 3356 | 60.98 | 256 | 5.1 | 5 |
| 3357 | 60.08 | 249 | 4.1 | 5 |
| 3358 | 60.08 | 249 | 4.6 | 5 |
| 3359 | 60.08 | 248 | 4.6 | 5 |
| 3360 | 59 | 246 | 2.6 | 6 |
| 3361 | 59 | 250 | 2.1 | 6 |
| 3362 | 59 | 282 | 1.5 | 6 |
| 3363 | 59 | 333 | 1 | 6 |
| 3364 | 57.02 | 86 | 2.6 | 6 |
| 3365 | 59 | 223 | 1 | 6 |
| 3366 | 57.92 | 65 | 2.6 | 4 |
| 3367 | 62.06 | 80 | 3.1 | 4 |
| 3368 | 64.94 | 84 | 3.1 | 3 |
| 3369 | 69.08 | 243 | 3.6 | 2 |
| 3370 | 69.08 | 223 | 4.6 | 3 |
| 3371 | 69.08 | 248 | 3.6 | 2 |
| 3372 | 69.98 | 244 | 5.7 | 3 |
| 3373 | 71.06 | 252 | 6.2 | 3 |
| 3374 | 71.06 | 247 | 7.2 | 3 |
| 3375 | 69.08 | 255 | 8.2 | 4 |
| 3376 | 69.98 | 233 | 6.7 | 4 |
| 3377 | 71.96 | 233 | 5.7 | 4 |
| 3378 | 69.98 | 236 | 5.7 | 4 |
| 3379 | 68 | 239 | 6.7 | 4 |
| 3380 | 66.02 | 247 | 7.2 | 4 |
| 3381 | 66.02 | 281 | 4.1 | 4 |
| 3382 | 64.94 | 248 | 4.6 | 5 |
| 3383 | 64.94 | 238 | 3.6 | 5 |
| 3384 | 66.02 | 53 | 2.6 | 6 |
| 3385 | 66.02 | 63 | 1.5 | 6 |
| 3386 | 62.96 | 272 | 1.5 | 6 |
| 3387 | 64.04 | 212 | 2.6 | 6 |
| 3388 | 60.98 | 360 | 2.1 | 6 |
| 3389 | 62.06 | 358 | 3.1 | 6 |
| 3390 | 62.06 | 97 | 2.1 | 4 |
| 3391 | 62.06 | 251 | 3.1 | 4 |
| 3392 | 64.04 | 244 | 3.1 | 4 |
| 3393 | 66.02 | 236 | 3.6 | 4 |
| 3394 | 66.02 | 238 | 3.6 | 4 |
| 3395 | 66.92 | 236 | 6.2 | 3 |
| 3396 | 68 | 245 | 5.1 | 3 |
| 3397 | 66.02 | 238 | 5.7 | 3 |
| 3398 | 66.02 | 252 | 6.7 | 3 |
| 3399 | 66.02 | 238 | 7.2 | 4 |
| 3400 | 66.92 | 236 | 6.7 | 4 |
| 3401 | 64.94 | 244 | 6.2 | 4 |
| 3402 | 64.04 | 256 | 5.1 | 4 |
| 3403 | 64.04 | 246 | 3.1 | 4 |
| 3404 | 60.98 | 275 | 3.6 | 4 |
| 3405 | 59 | 251 | 3.1 | 5 |
| 3406 | 59 | 254 | 3.6 | 4 |
| 3407 | 59 | 310 | 3.1 | 5 |
| 3408 | 59 | 314 | 3.6 | 4 |
| 3409 | 57.02 | 275 | 3.1 | 5 |
| 3410 | 57.92 | 231 | 2.6 | 6 |
| 3411 | 57.02 | 232 | 3.1 | 6 |
| 3412 | 55.94 | 84 | 3.1 | 6 |
| 3413 | 57.02 | 113 | 1 | 6 |
| 3414 | 57.02 | 109 | 2.6 | 4 |
| 3415 | 59 | 135 | 2.6 | 4 |
| 3416 | 62.96 | 140 | 2.1 | 3 |
| 3417 | 66.02 | 168 | 2.6 | 2 |
| 3418 | 66.92 | 234 | 6.2 | 4 |
| 3419 | 68 | 255 | 6.2 | 3 |
| 3420 | 68 | 242 | 6.2 | 3 |
| 3421 | 68 | 253 | 7.2 | 3 |
| 3422 | 68 | 255 | 6.2 | 3 |
| 3423 | 68 | 246 | 6.2 | 4 |
| 3424 | 66.92 | 250 | 6.7 | 4 |
| 3425 | 66.92 | 252 | 5.7 | 4 |
| 3426 | 64.94 | 249 | 6.7 | 4 |
| 3427 | 62.06 | 242 | 6.2 | 4 |
| 3428 | 62.06 | 254 | 4.1 | 4 |
| 3429 | 60.08 | 314 | 2.6 | 5 |
| 3430 | 60.98 | 89 | 4.1 | 4 |
| 3431 | 62.06 | 161 | 3.1 | 5 |
| 3432 | 62.96 | 274 | 2.6 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 3433 | 62.06 | 246 | 3.6 | 4 |
| 3434 | 57.92 | 252 | 4.1 | 4 |
| 3435 | 59 | 251 | 3.1 | 5 |
| 3436 | 57.92 | 244 | 1.5 | 6 |
| 3437 | 57.02 | 101 | 3.1 | 6 |
| 3438 | 55.04 | 67 | 3.1 | 4 |
| 3439 | 59 | 85 | 4.1 | 4 |
| 3440 | 62.06 | 91 | 5.1 | 4 |
| 3441 | 66.02 | 78 | 4.6 | 4 |
| 3442 | 69.98 | 41 | 3.1 | 2 |
| 3443 | 73.04 | 125 | 3.6 | 3 |
| 3444 | 66.92 | 234 | 5.7 | 4 |
| 3445 | 66.02 | 248 | 6.7 | 4 |
| 3446 | 66.92 | 264 | 6.7 | 4 |
| 3447 | 68 | 264 | 9.3 | 4 |
| 3448 | 66.92 | 252 | 5.1 | 4 |
| 3449 | 71.06 | 239 | 5.7 | 4 |
| 3450 | 69.98 | 229 | 4.6 | 3 |
| 3451 | 66.92 | 234 | 3.6 | 4 |
| 3452 | 64.94 | 248 | 4.1 | 4 |
| 3453 | 64.04 | 190 | 3.1 | 5 |
| 3454 | 62.96 | 182 | 3.1 | 6 |
| 3455 | 62.96 | 153 | 2.6 | 6 |
| 3456 | 60.98 | 246 | 2.6 | 6 |
| 3457 | 60.08 | 183 | 1.5 | 6 |
| 3458 | 59 | 93 | 3.1 | 5 |
| 3459 | 59 | 103 | 3.1 | 5 |
| 3460 | 59 | 84 | 3.1 | 5 |
| 3461 | 57.92 | 77 | 4.1 | 4 |
| 3462 | 57.92 | 80 | 3.1 | 4 |
| 3463 | 59 | 110 | 4.1 | 4 |
| 3464 | 60.98 | 124 | 3.1 | 4 |
| 3465 | 66.02 | 108 | 5.7 | 4 |
| 3466 | 68 | 108 | 7.2 | 4 |
| 3467 | 68 | 109 | 7.2 | 3 |
| 3468 | 69.08 | 137 | 6.7 | 4 |
| 3469 | 69.98 | 146 | 5.7 | 4 |
| 3470 | 68 | 207 | 5.1 | 3 |
| 3471 | 66.02 | 251 | 7.7 | 4 |
| 3472 | 66.02 | 246 | 6.2 | 4 |
| 3473 | 64.94 | 249 | 5.7 | 4 |
| 3474 | 62.96 | 253 | 4.6 | 3 |
| 3475 | 62.06 | 280 | 4.1 | 4 |
| 3476 | 60.08 | 254 | 3.1 | 6 |
| 3477 | 59 | 248 | 3.1 | 6 |
| 3478 | 59 | 253 | 3.6 | 5 |
| 3479 | 60.08 | 252 | 3.6 | 5 |
| 3480 | 59 | 265 | 2.6 | 6 |
| 3481 | 59 | 319 | 2.6 | 6 |
| 3482 | 57.92 | 299 | 2.1 | 6 |
| 3483 | 57.02 | 258 | 3.6 | 4 |
| 3484 | 57.92 | 346 | 2.1 | 5 |
| 3485 | 57.92 | 299 | 2.1 | 5 |
| 3486 | 57.02 | 68 | 2.1 | 4 |
| 3487 | 57.92 | 157 | 1 | 3 |
| 3488 | 62.06 | 247 | 2.6 | 3 |
| 3489 | 64.04 | 254 | 2.6 | 2 |
| 3490 | 62.96 | 251 | 4.1 | 3 |
| 3491 | 66.92 | 260 | 4.6 | 2 |
| 3492 | 66.02 | 253 | 6.2 | 3 |
| 3493 | 66.02 | 252 | 8.2 | 3 |
| 3494 | 66.02 | 262 | 7.7 | 3 |
| 3495 | 64.94 | 257 | 7.7 | 4 |
| 3496 | 64.94 | 247 | 7.7 | 4 |
| 3497 | 64.04 | 254 | 7.7 | 4 |
| 3498 | 62.06 | 257 | 6.7 | 4 |
| 3499 | 60.98 | 252 | 6.2 | 4 |
| 3500 | 60.98 | 250 | 6.2 | 4 |
| 3501 | 59 | 258 | 4.1 | 4 |
| 3502 | 59 | 249 | 4.1 | 4 |
| 3503 | 59 | 247 | 4.1 | 4 |
| 3504 | 57.92 | 248 | 3.6 | 4 |
| 3505 | 59 | 248 | 2.6 | 5 |
| 3506 | 59 | 253 | 2.6 | 5 |
| 3507 | 59 | 284 | 2.6 | 5 |
| 3508 | 60.08 | 121 | 1.5 | 6 |
| 3509 | 60.08 | 118 | 4.1 | 4 |
| 3510 | 60.08 | 113 | 2.6 | 4 |
| 3511 | 60.08 | 112 | 1.5 | 3 |
| 3512 | 60.98 | 135 | 3.6 | 4 |
| 3513 | 60.98 | 242 | 3.6 | 4 |
| 3514 | 62.06 | 237 | 3.6 | 4 |
| 3515 | 62.96 | 253 | 4.6 | 3 |
| 3516 | 62.96 | 272 | 4.1 | 3 |
| 3517 | 62.96 | 248 | 4.6 | 3 |
| 3518 | 62.96 | 250 | 4.6 | 3 |
| 3519 | 66.02 | 244 | 6.2 | 4 |
| 3520 | 64.94 | 246 | 5.7 | 3 |
| 3521 | 64.04 | 248 | 7.2 | 4 |
| 3522 | 64.04 | 247 | 7.2 | 4 |
| 3523 | 62.06 | 255 | 5.1 | 4 |
| 3524 | 60.08 | 251 | 4.6 | 5 |
| 3525 | 60.08 | 255 | 4.1 | 5 |
| 3526 | 59 | 246 | 3.6 | 5 |
| 3527 | 59 | 236 | 2.6 | 6 |
| 3528 | 59 | 230 | 2.6 | 6 |
| 3529 | 59 | 180 | 3.1 | 5 |
| 3530 | 57.92 | 164 | 2.6 | 5 |
| 3531 | 55.94 | 248 | 3.1 | 5 |
| 3532 | 55.94 | 248 | 1.5 | 6 |
| 3533 | 55.94 | 64 | 1.5 | 6 |
| 3534 | 55.94 | 58 | 1.5 | 3 |
| 3535 | 57.92 | 334 | 2.6 | 4 |
| 3536 | 60.98 | 236 | 2.1 | 3 |
| 3537 | 62.96 | 244 | 3.6 | 4 |
| 3538 | 64.04 | 246 | 4.1 | 4 |
| 3539 | 66.02 | 252 | 4.6 | 3 |
| 3540 | 66.92 | 254 | 5.7 | 4 |
| 3541 | 68 | 251 | 6.2 | 3 |
| 3542 | 68 | 253 | 6.2 | 3 |
| 3543 | 68 | 248 | 6.7 | 4 |
| 3544 | 66.92 | 258 | 7.2 | 4 |
| 3545 | 66.02 | 258 | 7.7 | 4 |
| 3546 | 64.04 | 261 | 7.2 | 4 |
| 3547 | 62.06 | 242 | 6.7 | 4 |
| 3548 | 62.06 | 244 | 6.7 | 4 |
| 3549 | 62.06 | 239 | 6.7 | 4 |
| 3550 | 62.06 | 243 | 6.7 | 4 |
| 3551 | 59 | 242 | 2.6 | 6 |
| 3552 | 59 | 236 | 2.6 | 5 |
| 3553 | 60.08 | 276 | 2.1 | 5 |
| 3554 | 60.08 | 310 | 2.1 | 5 |
| 3555 | 60.08 | 280 | 3.6 | 4 |
| 3556 | 60.98 | 356 | 1 | 6 |
| 3557 | 60.98 | 84 | 2.1 | 5 |
| 3558 | 60.98 | 80 | 1.5 | 5 |
| 3559 | 62.06 | 125 | 2.1 | 5 |
| 3560 | 62.06 | 240 | 5.1 | 5 |
| 3561 | 62.96 | 244 | 4.6 | 5 |
| 3562 | 64.04 | 267 | 5.1 | 5 |
| 3563 | 66.92 | 254 | 5.1 | 5 |
| 3564 | 66.92 | 246 | 5.7 | 3 |
| 3565 | 68 | 249 | 6.7 | 3 |
| 3566 | 68 | 254 | 7.7 | 3 |
| 3567 | 66.02 | 254 | 7.7 | 4 |
| 3568 | 64.94 | 252 | 7.2 | 4 |
| 3569 | 64.94 | 263 | 7.2 | 4 |
| 3570 | 64.04 | 261 | 6.7 | 4 |
| 3571 | 62.06 | 238 | 5.7 | 4 |
| 3572 | 59 | 246 | 5.1 | 4 |
| 3573 | 57.92 | 246 | 4.1 | 4 |
| 3574 | 57.92 | 239 | 3.6 | 4 |
| 3575 | 57.92 | 205 | 3.6 | 4 |
| 3576 | 57.92 | 177 | 3.1 | 5 |
| 3577 | 57.92 | 216 | 3.1 | 5 |
| 3578 | 57.02 | 198 | 3.1 | 5 |
| 3579 | 57.02 | 180 | 1 | 6 |
| 3580 | 57.02 | 249 | 2.1 | 5 |
| 3581 | 57.92 | 101 | 2.1 | 5 |
| 3582 | 59 | 83 | 1.5 | 3 |
| 3583 | 60.08 | 135 | 2.1 | 4 |
| 3584 | 62.06 | 251 | 2.6 | 4 |
| 3585 | 62.06 | 252 | 5.1 | 4 |
| 3586 | 64.04 | 251 | 5.1 | 3 |
| 3587 | 66.02 | 239 | 5.1 | 3 |
| 3588 | 66.92 | 236 | 6.2 | 3 |
| 3589 | 66.92 | 256 | 5.7 | 3 |
| 3590 | 66.02 | 265 | 6.2 | 4 |
| 3591 | 66.02 | 256 | 6.2 | 4 |
| 3592 | 64.94 | 267 | 7.7 | 4 |
| 3593 | 64.04 | 266 | 6.2 | 4 |
| 3594 | 64.04 | 266 | 5.1 | 4 |
| 3595 | 64.04 | 275 | 5.1 | 4 |
| 3596 | 59 | 262 | 4.6 | 5 |
| 3597 | 59 | 272 | 3.1 | 6 |
| 3598 | 57.92 | 250 | 3.1 | 6 |
| 3599 | 59 | 238 | 2.6 | 6 |
| 3600 | 57.02 | 253 | 2.1 | 6 |
| 3601 | 57.92 | 223 | 3.1 | 6 |
| 3602 | 57.02 | 232 | 2.6 | 6 |
| 3603 | 57.92 | 212 | 1.5 | 6 |
| 3604 | 57.02 | 271 | 2.1 | 6 |
| 3605 | 57.02 | 254 | 3.1 | 5 |
| 3606 | 55.04 | 77 | 2.6 | 4 |
| 3607 | 57.92 | 96 | 1.5 | 3 |
| 3608 | 62.06 | 99 | 1.5 | 2 |
| 3609 | 64.94 | 171 | 1.5 | 2 |
| 3610 | 66.02 | 202 | 3.1 | 2 |
| 3611 | 66.92 | 240 | 5.1 | 3 |
| 3612 | 68 | 229 | 6.2 | 3 |
| 3613 | 68 | 241 | 6.2 | 3 |
| 3614 | 69.08 | 255 | 6.7 | 3 |
| 3615 | 69.08 | 255 | 5.7 | 3 |
| 3616 | 68 | 253 | 5.1 | 3 |
| 3617 | 66.92 | 252 | 4.6 | 3 |
| 3618 | 66.02 | 264 | 4.1 | 3 |
| 3619 | 64.04 | 244 | 4.1 | 3 |
| 3620 | 62.06 | 254 | 4.1 | 5 |
| 3621 | 60.98 | 251 | 2.6 | 6 |
| 3622 | 60.98 | 325 | 2.1 | 6 |
| 3623 | 62.06 | 307 | 3.1 | 6 |
| 3624 | 62.06 | 307 | 2.6 | 6 |
| 3625 | 62.06 | 24 | 2.6 | 6 |
| 3626 | 60.98 | 72 | 1 | 6 |
| 3627 | 60.98 | 245 | 1 | 6 |
| 3628 | 60.08 | 19 | 1 | 6 |
| 3629 | 59 | 95 | 1 | 6 |
| 3630 | 60.08 | 323 | 2.1 | 4 |
| 3631 | 62.96 | 2 | 2.1 | 4 |
| 3632 | 68 | 3 | 2.6 | 3 |
| 3633 | 73.04 | 232 | 2.6 | 2 |
| 3634 | 71.96 | 266 | 4.1 | 3 |
| 3635 | 73.94 | 283 | 5.1 | 3 |
| 3636 | 75.02 | 246 | 4.6 | 2 |
| 3637 | 75.92 | 246 | 5.7 | 3 |
| 3638 | 73.94 | 250 | 6.2 | 3 |
| 3639 | 75.92 | 275 | 6.2 | 4 |
| 3640 | 73.04 | 251 | 6.2 | 4 |
| 3641 | 73.04 | 248 | 5.7 | 3 |
| 3642 | 69.98 | 261 | 5.7 | 4 |
| 3643 | 69.08 | 258 | 5.1 | 4 |
| 3644 | 66.92 | 247 | 4.1 | 4 |
| 3645 | 66.92 | 210 | 3.1 | 5 |
| 3646 | 66.02 | 236 | 3.1 | 5 |
| 3647 | 64.04 | 244 | 3.1 | 5 |
| 3648 | 64.04 | 254 | 2.6 | 5 |
| 3649 | 64.04 | 241 | 2.1 | 5 |
| 3650 | 64.04 | 228 | 2.6 | 5 |
| 3651 | 62.96 | 202 | 1 | 6 |
| 3652 | 64.04 | 294 | 1 | 6 |
| 3653 | 64.04 | 25 | 2.1 | 5 |
| 3654 | 62.96 | 40 | 2.1 | 4 |
| 3655 | 66.02 | 138 | 1 | 3 |
| 3656 | 71.96 | 242 | 1.5 | 2 |
| 3657 | 77 | 309 | 2.6 | 2 |
| 3658 | 78.98 | 251 | 3.6 | 2 |
| 3659 | 77 | 250 | 5.7 | 3 |
| 3660 | 75.02 | 250 | 6.2 | 3 |
| 3661 | 78.08 | 248 | 6.2 | 3 |
| 3662 | 78.08 | 241 | 7.2 | 3 |
| 3663 | 75.92 | 246 | 6.7 | 4 |
| 3664 | 75.02 | 242 | 6.2 | 4 |
| 3665 | 75.02 | 237 | 6.2 | 4 |
| 3666 | 73.04 | 284 | 5.7 | 4 |
| 3667 | 69.08 | 253 | 4.1 | 4 |
| 3668 | 68 | 234 | 3.1 | 5 |
| 3669 | 68 | 205 | 3.1 | 5 |
| 3670 | 66.92 | 241 | 3.1 | 5 |
| 3671 | 66.02 | 245 | 2.6 | 5 |
| 3672 | 64.04 | 244 | 3.6 | 4 |
| 3673 | 62.96 | 248 | 3.1 | 6 |
| 3674 | 62.06 | 247 | 3.1 | 6 |
| 3675 | 62.96 | 253 | 4.1 | 5 |
| 3676 | 62.06 | 262 | 3.1 | 6 |
| 3677 | 62.96 | 117 | 1 | 6 |
| 3678 | 60.08 | 319 | 1 | 3 |
| 3679 | 62.96 | 160 | 1 | 3 |
| 3680 | 69.98 | 183 | 1 | 2 |
| 3681 | 75.02 | 215 | 2.6 | 2 |
| 3682 | 71.96 | 239 | 5.1 | 3 |
| 3683 | 68 | 251 | 5.1 | 3 |
| 3684 | 69.08 | 259 | 5.7 | 3 |
| 3685 | 69.08 | 238 | 6.2 | 3 |
| 3686 | 68 | 255 | 6.2 | 3 |
| 3687 | 69.08 | 255 | 5.7 | 3 |
| 3688 | 69.08 | 255 | 5.1 | 3 |
| 3689 | 69.08 | 246 | 5.1 | 3 |
| 3690 | 64.94 | 251 | 6.2 | 4 |
| 3691 | 62.96 | 248 | 5.7 | 4 |
| 3692 | 62.06 | 249 | 3.6 | 4 |
| 3693 | 60.98 | 256 | 3.6 | 4 |
| 3694 | 60.98 | 255 | 3.6 | 4 |
| 3695 | 62.06 | 238 | 3.1 | 5 |
| 3696 | 62.06 | 227 | 3.1 | 5 |
| 3697 | 62.06 | 229 | 3.1 | 5 |
| 3698 | 62.06 | 229 | 3.1 | 5 |
| 3699 | 62.06 | 226 | 3.1 | 5 |
| 3700 | 62.06 | 227 | 3.1 | 5 |
| 3701 | 62.06 | 230 | 3.1 | 5 |
| 3702 | 62.06 | 229 | 3.1 | 4 |
| 3703 | 62.06 | 226 | 3.1 | 4 |
| 3704 | 62.06 | 230 | 3.1 | 4 |
| 3705 | 66.92 | 117 | 3.1 | 4 |
| 3706 | 71.06 | 116 | 2.6 | 2 |
| 3707 | 73.04 | 259 | 4.1 | 2 |
| 3708 | 71.06 | 249 | 4.6 | 2 |
| 3709 | 71.96 | 240 | 4.6 | 2 |
| 3710 | 73.04 | 245 | 5.1 | 3 |
| 3711 | 71.06 | 242 | 5.7 | 3 |
| 3712 | 69.08 | 239 | 5.1 | 3 |
| 3713 | 68 | 242 | 5.1 | 3 |
| 3714 | 68 | 243 | 5.1 | 3 |
| 3715 | 64.04 | 257 | 4.1 | 4 |
| 3716 | 62.96 | 270 | 4.1 | 4 |
| 3717 | 62.96 | 269 | 4.1 | 4 |
| 3718 | 62.96 | 275 | 4.1 | 4 |
| 3719 | 59 | 242 | 2.6 | 6 |
| 3720 | 59 | 245 | 1.5 | 6 |
| 3721 | 59 | 79 | 1.5 | 6 |
| 3722 | 62.06 | 59 | 2.6 | 5 |
| 3723 | 62.96 | 58 | 3.1 | 5 |
| 3724 | 62.96 | 57 | 3.1 | 5 |
| 3725 | 62.06 | 124 | 3.6 | 4 |
| 3726 | 62.06 | 78 | 3.6 | 4 |
| 3727 | 62.96 | 115 | 3.6 | 4 |
| 3728 | 64.94 | 112 | 4.1 | 4 |
| 3729 | 66.02 | 98 | 4.1 | 4 |
| 3730 | 66.92 | 144 | 3.1 | 4 |
| 3731 | 69.98 | 144 | 4.6 | 3 |
| 3732 | 73.04 | 117 | 3.6 | 3 |
| 3733 | 77 | 125 | 3.6 | 2 |
| 3734 | 75.02 | 235 | 6.7 | 3 |
| 3735 | 73.04 | 254 | 6.2 | 3 |
| 3736 | 73.04 | 255 | 5.7 | 3 |
| 3737 | 69.98 | 251 | 5.7 | 3 |
| 3738 | 68 | 245 | 5.7 | 4 |
| 3739 | 64.94 | 259 | 4.6 | 4 |
| 3740 | 62.96 | 249 | 4.1 | 4 |
| 3741 | 62.96 | 259 | 3.1 | 5 |
| 3742 | 64.04 | 249 | 3.1 | 5 |
| 3743 | 64.94 | 333 | 3.6 | 4 |
| 3744 | 64.94 | 250 | 3.1 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 3745 | 62.96 | 275 | 2.6 | 5 |
| 3746 | 62.06 | 269 | 1.5 | 6 |
| 3747 | 62.06 | 209 | 2.6 | 5 |
| 3748 | 62.96 | 240 | 2.6 | 5 |
| 3749 | 64.04 | 110 | 3.1 | 5 |
| 3750 | 64.04 | 115 | 3.1 | 5 |
| 3751 | 64.04 | 116 | 3.1 | 4 |
| 3752 | 64.04 | 155 | 2.1 | 4 |
| 3753 | 66.02 | 93 | 2.6 | 4 |
| 3754 | 68 | 117 | 2.6 | 4 |
| 3755 | 68 | 117 | 2.6 | 4 |
| 3756 | 71.06 | 248 | 4.1 | 3 |
| 3757 | 71.96 | 251 | 5.1 | 3 |
| 3758 | 71.06 | 246 | 4.6 | 2 |
| 3759 | 71.96 | 246 | 4.6 | 2 |
| 3760 | 69.98 | 238 | 4.6 | 3 |
| 3761 | 71.06 | 240 | 4.1 | 3 |
| 3762 | 69.08 | 246 | 4.6 | 3 |
| 3763 | 66.02 | 243 | 5.1 | 4 |
| 3764 | 64.04 | 268 | 4.1 | 4 |
| 3765 | 62.96 | 255 | 4.1 | 4 |
| 3766 | 64.04 | 264 | 3.6 | 4 |
| 3767 | 64.04 | 250 | 2.6 | 5 |
| 3768 | 64.04 | 259 | 2.1 | 5 |
| 3769 | 64.04 | 309 | 2.6 | 5 |
| 3770 | 64.04 | 308 | 2.6 | 5 |
| 3771 | 64.94 | 289 | 2.1 | 5 |
| 3772 | 64.94 | 263 | 2.1 | 5 |
| 3773 | 64.94 | 175 | 2.1 | 5 |
| 3774 | 64.94 | 134 | 1.5 | 3 |
| 3775 | 64.94 | 229 | 2.6 | 4 |
| 3776 | 66.02 | 178 | 2.6 | 4 |
| 3777 | 66.02 | 233 | 3.1 | 4 |
| 3778 | 66.92 | 244 | 4.1 | 4 |
| 3779 | 69.08 | 247 | 4.1 | 3 |
| 3780 | 69.08 | 255 | 4.1 | 3 |
| 3781 | 71.96 | 256 | 5.1 | 3 |
| 3782 | 73.04 | 236 | 4.6 | 2 |
| 3783 | 71.96 | 253 | 5.1 | 3 |
| 3784 | 71.06 | 253 | 5.7 | 3 |
| 3785 | 69.98 | 252 | 5.1 | 3 |
| 3786 | 66.92 | 269 | 4.6 | 3 |
| 3787 | 64.94 | 263 | 5.1 | 4 |
| 3788 | 62.96 | 246 | 4.6 | 4 |
| 3789 | 62.96 | 252 | 5.1 | 4 |
| 3790 | 62.06 | 248 | 4.1 | 4 |
| 3791 | 62.06 | 251 | 3.1 | 5 |
| 3792 | 62.06 | 255 | 2.6 | 5 |
| 3793 | 62.06 | 270 | 2.1 | 5 |
| 3794 | 62.06 | 255 | 2.6 | 5 |
| 3795 | 62.06 | 243 | 2.1 | 5 |
| 3796 | 62.06 | 226 | 2.1 | 5 |
| 3797 | 62.06 | 268 | 2.1 | 5 |
| 3798 | 62.06 | 6 | 1.5 | 3 |
| 3799 | 62.06 | 257 | 2.1 | 4 |
| 3800 | 62.96 | 239 | 3.1 | 4 |
| 3801 | 64.04 | 277 | 3.1 | 4 |
| 3802 | 69.08 | 254 | 4.1 | 4 |
| 3803 | 69.08 | 230 | 4.1 | 3 |
| 3804 | 69.98 | 266 | 5.1 | 3 |
| 3805 | 69.98 | 253 | 5.1 | 3 |
| 3806 | 69.98 | 248 | 5.1 | 3 |
| 3807 | 69.98 | 243 | 5.1 | 3 |
| 3808 | 69.08 | 239 | 6.2 | 4 |
| 3809 | 68 | 264 | 5.7 | 3 |
| 3810 | 66.02 | 254 | 5.7 | 4 |
| 3811 | 64.04 | 263 | 5.7 | 4 |
| 3812 | 62.06 | 248 | 4.1 | 4 |
| 3813 | 62.06 | 239 | 4.6 | 4 |
| 3814 | 60.98 | 250 | 4.1 | 4 |
| 3815 | 60.98 | 249 | 4.1 | 4 |
| 3816 | 60.08 | 237 | 2.6 | 5 |
| 3817 | 60.08 | 240 | 2.1 | 5 |
| 3818 | 60.98 | 280 | 2.6 | 5 |
| 3819 | 60.98 | 236 | 2.1 | 5 |
| 3820 | 60.98 | 237 | 2.1 | 5 |
| 3821 | 62.06 | 60 | 2.1 | 5 |
| 3822 | 62.06 | 77 | 2.1 | 4 |
| 3823 | 62.96 | 105 | 2.6 | 4 |
| 3824 | 66.02 | 136 | 1 | 2 |
| 3825 | 69.08 | 236 | 4.1 | 3 |
| 3826 | 69.98 | 244 | 4.1 | 3 |
| 3827 | 71.06 | 229 | 5.1 | 3 |
| 3828 | 69.98 | 261 | 4.6 | 2 |
| 3829 | 71.06 | 255 | 5.1 | 3 |
| 3830 | 71.06 | 264 | 5.1 | 3 |
| 3831 | 69.98 | 250 | 5.1 | 3 |
| 3832 | 69.08 | 271 | 5.1 | 3 |
| 3833 | 69.08 | 259 | 5.1 | 3 |
| 3834 | 66.92 | 273 | 4.1 | 3 |
| 3835 | 64.04 | 249 | 3.1 | 4 |
| 3836 | 62.06 | 244 | 4.1 | 4 |
| 3837 | 62.06 | 236 | 4.1 | 4 |
| 3838 | 60.08 | 238 | 2.6 | 5 |
| 3839 | 60.08 | 254 | 2.6 | 5 |
| 3840 | 60.98 | 237 | 2.1 | 5 |
| 3841 | 60.98 | 186 | 2.1 | 5 |
| 3842 | 60.98 | 310 | 2.1 | 5 |
| 3843 | 60.98 | 10 | 2.1 | 5 |
| 3844 | 62.06 | 97 | 2.1 | 5 |
| 3845 | 62.06 | 120 | 2.6 | 5 |
| 3846 | 62.96 | 51 | 1.5 | 3 |
| 3847 | 64.04 | 130 | 2.6 | 4 |
| 3848 | 64.04 | 135 | 2.6 | 4 |
| 3849 | 69.98 | 208 | 1.5 | 3 |
| 3850 | 71.06 | 241 | 4.6 | 3 |
| 3851 | 71.96 | 248 | 5.1 | 3 |
| 3852 | 73.04 | 260 | 4.1 | 2 |
| 3853 | 73.04 | 232 | 3.6 | 2 |
| 3854 | 73.04 | 247 | 4.1 | 2 |
| 3855 | 73.04 | 251 | 5.7 | 3 |
| 3856 | 71.96 | 249 | 5.7 | 3 |
| 3857 | 69.98 | 281 | 5.7 | 3 |
| 3858 | 69.08 | 259 | 3.6 | 3 |
| 3859 | 68 | 246 | 3.1 | 4 |
| 3860 | 64.94 | 255 | 4.1 | 4 |
| 3861 | 64.04 | 237 | 3.1 | 5 |
| 3862 | 62.96 | 230 | 2.6 | 5 |
| 3863 | 64.04 | 232 | 2.1 | 5 |
| 3864 | 64.94 | 360 | 2.1 | 5 |
| 3865 | 64.94 | 144 | 1.5 | 6 |
| 3866 | 66.02 | 142 | 3.1 | 5 |
| 3867 | 64.94 | 141 | 1.5 | 6 |
| 3868 | 64.94 | 136 | 4.1 | 4 |
| 3869 | 64.94 | 137 | 4.1 | 4 |
| 3870 | 64.04 | 131 | 3.1 | 4 |
| 3871 | 64.94 | 106 | 3.1 | 4 |
| 3872 | 66.02 | 141 | 1.5 | 3 |
| 3873 | 69.08 | 136 | 4.6 | 4 |
| 3874 | 69.98 | 228 | 4.1 | 4 |
| 3875 | 69.98 | 226 | 4.1 | 4 |
| 3876 | 71.06 | 243 | 4.6 | 2 |
| 3877 | 73.04 | 249 | 5.7 | 3 |
| 3878 | 71.96 | 272 | 6.2 | 3 |
| 3879 | 71.96 | 258 | 7.2 | 3 |
| 3880 | 69.98 | 260 | 7.2 | 4 |
| 3881 | 69.08 | 242 | 6.2 | 4 |
| 3882 | 66.92 | 252 | 5.7 | 4 |
| 3883 | 64.94 | 251 | 5.1 | 4 |
| 3884 | 64.04 | 259 | 5.1 | 4 |
| 3885 | 62.96 | 228 | 4.6 | 5 |
| 3886 | 62.06 | 250 | 4.1 | 5 |
| 3887 | 60.08 | 265 | 3.6 | 5 |
| 3888 | 60.08 | 270 | 3.6 | 4 |
| 3889 | 62.06 | 262 | 2.6 | 5 |
| 3890 | 62.96 | 268 | 1 | 6 |
| 3891 | 62.06 | 228 | 2.6 | 5 |
| 3892 | 62.06 | 226 | 2.6 | 5 |
| 3893 | 62.96 | 232 | 2.6 | 5 |
| 3894 | 62.96 | 341 | 1 | 3 |
| 3895 | 64.04 | 148 | 1.5 | 3 |
| 3896 | 66.02 | 140 | 4.1 | 4 |
| 3897 | 66.92 | 140 | 2.6 | 4 |
| 3898 | 68 | 244 | 4.1 | 4 |
| 3899 | 69.98 | 271 | 3.6 | 2 |
| 3900 | 69.98 | 240 | 5.7 | 3 |
| 3901 | 71.06 | 243 | 6.7 | 3 |
| 3902 | 71.06 | 265 | 6.2 | 3 |
| 3903 | 69.98 | 261 | 7.2 | 3 |
| 3904 | 69.98 | 252 | 6.2 | 4 |
| 3905 | 69.98 | 249 | 6.2 | 4 |
| 3906 | 68 | 254 | 6.2 | 4 |
| 3907 | 66.02 | 254 | 5.7 | 4 |
| 3908 | 62.96 | 250 | 6.2 | 4 |
| 3909 | 62.06 | 251 | 5.7 | 4 |
| 3910 | 62.06 | 236 | 5.1 | 4 |
| 3911 | 60.98 | 237 | 4.1 | 4 |
| 3912 | 60.98 | 244 | 4.1 | 4 |
| 3913 | 62.96 | 249 | 2.6 | 5 |
| 3914 | 62.96 | 113 | 2.1 | 5 |
| 3915 | 64.04 | 290 | 1 | 6 |
| 3916 | 64.04 | 142 | 2.6 | 5 |
| 3917 | 64.04 | 160 | 3.1 | 5 |
| 3918 | 64.04 | 72 | 2.6 | 4 |
| 3919 | 64.94 | 105 | 3.1 | 4 |
| 3920 | 66.92 | 80 | 3.1 | 4 |
| 3921 | 69.08 | 162 | 2.6 | 4 |
| 3922 | 71.06 | 246 | 5.1 | 3 |
| 3923 | 71.06 | 255 | 5.1 | 3 |
| 3924 | 71.96 | 246 | 5.7 | 3 |
| 3925 | 71.96 | 232 | 6.2 | 3 |
| 3926 | 71.96 | 234 | 5.7 | 3 |
| 3927 | 69.98 | 250 | 6.7 | 3 |
| 3928 | 69.98 | 264 | 6.2 | 4 |
| 3929 | 69.08 | 265 | 6.7 | 4 |
| 3930 | 66.92 | 265 | 6.2 | 4 |
| 3931 | 64.94 | 256 | 5.1 | 4 |
| 3932 | 62.96 | 226 | 4.6 | 4 |
| 3933 | 62.06 | 228 | 4.1 | 4 |
| 3934 | 62.06 | 237 | 3.6 | 4 |
| 3935 | 62.06 | 237 | 3.1 | 5 |
| 3936 | 62.06 | 228 | 2.6 | 5 |
| 3937 | 60.98 | 259 | 2.6 | 5 |
| 3938 | 60.98 | 260 | 1.5 | 6 |
| 3939 | 62.96 | 249 | 1.5 | 6 |
| 3940 | 62.96 | 300 | 1.5 | 6 |
| 3941 | 62.96 | 297 | 1.5 | 6 |
| 3942 | 64.04 | 91 | 2.6 | 4 |
| 3943 | 64.94 | 49 | 2.6 | 4 |
| 3944 | 66.02 | 157 | 3.1 | 4 |
| 3945 | 68 | 255 | 1.5 | 3 |
| 3946 | 71.06 | 230 | 3.6 | 4 |
| 3947 | 71.96 | 252 | 5.1 | 3 |
| 3948 | 73.04 | 265 | 5.1 | 3 |
| 3949 | 71.96 | 249 | 5.7 | 3 |
| 3950 | 73.04 | 246 | 6.2 | 3 |
| 3951 | 71.06 | 240 | 6.7 | 3 |
| 3952 | 71.06 | 258 | 7.2 | 4 |
| 3953 | 69.98 | 258 | 6.7 | 4 |
| 3954 | 68 | 254 | 6.7 | 4 |
| 3955 | 66.02 | 256 | 5.7 | 4 |
| 3956 | 62.96 | 249 | 5.1 | 4 |
| 3957 | 62.06 | 236 | 4.6 | 4 |
| 3958 | 60.98 | 247 | 4.1 | 4 |
| 3959 | 60.98 | 258 | 3.6 | 4 |
| 3960 | 60.98 | 259 | 3.6 | 4 |
| 3961 | 62.06 | 262 | 3.1 | 5 |
| 3962 | 62.06 | 321 | 2.6 | 5 |
| 3963 | 62.06 | 350 | 2.1 | 5 |
| 3964 | 62.96 | 4 | 1 | 6 |
| 3965 | 62.96 | 55 | 1.5 | 6 |
| 3966 | 62.96 | 142 | 2.1 | 4 |
| 3967 | 64.04 | 237 | 3.1 | 4 |
| 3968 | 64.94 | 242 | 2.1 | 4 |
| 3969 | 66.02 | 98 | 2.6 | 4 |
| 3970 | 73.04 | 194 | 2.6 | 4 |
| 3971 | 71.96 | 258 | 5.7 | 3 |
| 3972 | 71.96 | 253 | 5.7 | 3 |
| 3973 | 71.96 | 257 | 6.2 | 3 |
| 3974 | 71.06 | 247 | 6.7 | 3 |
| 3975 | 69.98 | 265 | 6.7 | 3 |
| 3976 | 69.98 | 254 | 6.7 | 4 |
| 3977 | 69.08 | 249 | 7.2 | 4 |
| 3978 | 66.92 | 236 | 6.7 | 4 |
| 3979 | 64.94 | 255 | 6.2 | 4 |
| 3980 | 62.96 | 247 | 6.2 | 4 |
| 3981 | 62.06 | 250 | 5.1 | 4 |
| 3982 | 60.98 | 265 | 4.6 | 4 |
| 3983 | 60.98 | 251 | 4.1 | 4 |
| 3984 | 62.06 | 253 | 3.1 | 5 |
| 3985 | 62.06 | 250 | 2.6 | 5 |
| 3986 | 62.06 | 42 | 1 | 5 |
| 3987 | 62.96 | 250 | 2.6 | 5 |
| 3988 | 62.06 | 250 | 3.1 | 5 |
| 3989 | 62.06 | 249 | 2.6 | 5 |
| 3990 | 62.96 | 11 | 2.1 | 4 |
| 3991 | 57.92 | 314 | 1 | 3 |
| 3992 | 64.04 | 247 | 1.5 | 3 |
| 3993 | 64.94 | 255 | 3.6 | 4 |
| 3994 | 64.94 | 249 | 3.6 | 4 |
| 3995 | 69.98 | 226 | 4.6 | 3 |
| 3996 | 69.98 | 234 | 4.6 | 3 |
| 3997 | 71.06 | 250 | 5.7 | 3 |
| 3998 | 69.98 | 249 | 6.2 | 3 |
| 3999 | 69.98 | 260 | 6.2 | 3 |
| 4000 | 69.08 | 263 | 6.2 | 4 |
| 4001 | 66.92 | 252 | 6.2 | 4 |
| 4002 | 66.02 | 275 | 4.1 | 3 |
| 4003 | 62.96 | 254 | 4.6 | 4 |
| 4004 | 62.06 | 261 | 4.1 | 4 |
| 4005 | 60.98 | 257 | 3.1 | 5 |
| 4006 | 60.08 | 257 | 2.6 | 5 |
| 4007 | 60.98 | 237 | 2.6 | 5 |
| 4008 | 60.08 | 250 | 2.6 | 5 |
| 4009 | 59 | 246 | 2.6 | 5 |
| 4010 | 60.08 | 249 | 2.1 | 5 |
| 4011 | 60.08 | 64 | 1 | 6 |
| 4012 | 62.06 | 198 | 2.6 | 5 |
| 4013 | 62.06 | 259 | 1.5 | 6 |
| 4014 | 60.98 | 352 | 2.6 | 4 |
| 4015 | 62.06 | 77 | 2.6 | 4 |
| 4016 | 62.96 | 53 | 2.6 | 4 |
| 4017 | 66.92 | 88 | 3.1 | 4 |
| 4018 | 71.06 | 164 | 4.1 | 3 |
| 4019 | 69.98 | 247 | 4.6 | 2 |
| 4020 | 69.98 | 258 | 6.2 | 3 |
| 4021 | 69.98 | 239 | 5.1 | 3 |
| 4022 | 71.06 | 237 | 5.1 | 3 |
| 4023 | 69.98 | 263 | 5.7 | 3 |
| 4024 | 69.98 | 248 | 5.7 | 3 |
| 4025 | 69.08 | 248 | 7.7 | 4 |
| 4026 | 66.92 | 262 | 5.7 | 4 |
| 4027 | 66.02 | 242 | 5.7 | 4 |
| 4028 | 64.94 | 262 | 5.1 | 4 |
| 4029 | 64.04 | 235 | 3.1 | 5 |
| 4030 | 62.06 | 255 | 3.1 | 5 |
| 4031 | 62.96 | 205 | 1 | 6 |
| 4032 | 62.96 | 336 | 1 | 6 |
| 4033 | 62.06 | 240 | 2.6 | 6 |
| 4034 | 62.06 | 262 | 2.6 | 6 |
| 4035 | 62.96 | 26 | 1 | 6 |
| 4036 | 62.06 | 140 | 1 | 6 |
| 4037 | 62.06 | 158 | 1 | 6 |
| 4038 | 62.06 | 245 | 2.1 | 4 |
| 4039 | 64.94 | 18 | 1 | 3 |
| 4040 | 68 | 111 | 2.6 | 3 |
| 4041 | 71.96 | 114 | 2.6 | 2 |
| 4042 | 71.96 | 112 | 2.6 | 2 |
| 4043 | 75.02 | 251 | 4.6 | 2 |
| 4044 | 73.04 | 238 | 5.7 | 3 |
| 4045 | 71.96 | 233 | 6.2 | 3 |
| 4046 | 73.04 | 232 | 6.2 | 3 |
| 4047 | 73.04 | 242 | 6.2 | 3 |
| 4048 | 73.94 | 250 | 5.7 | 3 |
| 4049 | 73.04 | 256 | 5.1 | 3 |
| 4050 | 71.06 | 241 | 4.1 | 3 |
| 4051 | 69.98 | 251 | 4.1 | 4 |
| 4052 | 66.92 | 260 | 4.1 | 4 |
| 4053 | 66.02 | 238 | 3.1 | 5 |
| 4054 | 66.02 | 240 | 2.6 | 5 |
| 4055 | 66.02 | 247 | 2.6 | 5 |
| 4056 | 66.02 | 225 | 1 | 6 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 4057 | 66.02 | 122 | 1.5 | 6 |
| 4058 | 66.02 | 55 | 1.5 | 6 |
| 4059 | 64.94 | 178 | 3.1 | 5 |
| 4060 | 64.04 | 88 | 2.6 | 5 |
| 4061 | 64.94 | 114 | 3.1 | 5 |
| 4062 | 64.04 | 96 | 3.1 | 4 |
| 4063 | 64.94 | 103 | 3.1 | 4 |
| 4064 | 64.94 | 96 | 3.1 | 4 |
| 4065 | 71.96 | 123 | 3.1 | 2 |
| 4066 | 75.92 | 114 | 2.6 | 2 |
| 4067 | 73.04 | 262 | 5.1 | 3 |
| 4068 | 73.04 | 236 | 4.6 | 2 |
| 4069 | 73.04 | 236 | 6.2 | 3 |
| 4070 | 73.94 | 262 | 5.1 | 3 |
| 4071 | 73.04 | 236 | 5.1 | 3 |
| 4072 | 73.94 | 260 | 4.1 | 3 |
| 4073 | 73.04 | 255 | 4.1 | 3 |
| 4074 | 71.06 | 251 | 4.1 | 3 |
| 4075 | 69.08 | 254 | 3.1 | 4 |
| 4076 | 66.02 | 238 | 4.6 | 4 |
| 4077 | 64.94 | 226 | 2.6 | 5 |
| 4078 | 66.02 | 126 | 4.6 | 4 |
| 4079 | 64.94 | 134 | 2.6 | 6 |
| 4080 | 62.96 | 128 | 2.1 | 5 |
| 4081 | 60.98 | 171 | 2.1 | 5 |
| 4082 | 62.96 | 172 | 2.1 | 5 |
| 4083 | 62.06 | 91 | 2.1 | 5 |
| 4084 | 62.06 | 141 | 3.6 | 5 |
| 4085 | 62.06 | 78 | 1.5 | 6 |
| 4086 | 62.06 | 81 | 1.5 | 6 |
| 4087 | 62.96 | 227 | 2.1 | 4 |
| 4088 | 64.04 | 260 | 3.1 | 4 |
| 4089 | 64.94 | 251 | 3.1 | 4 |
| 4090 | 68 | 252 | 4.1 | 4 |
| 4091 | 69.98 | 253 | 5.7 | 3 |
| 4092 | 69.98 | 250 | 5.7 | 3 |
| 4093 | 71.06 | 236 | 5.1 | 3 |
| 4094 | 71.06 | 247 | 5.1 | 3 |
| 4095 | 71.06 | 254 | 5.1 | 3 |
| 4096 | 69.98 | 246 | 4.6 | 3 |
| 4097 | 71.06 | 258 | 4.1 | 3 |
| 4098 | 69.08 | 271 | 4.6 | 3 |
| 4099 | 64.94 | 256 | 7.2 | 3 |
| 4100 | 64.04 | 266 | 6.2 | 4 |
| 4101 | 64.04 | 268 | 6.2 | 4 |
| 4102 | 62.06 | 251 | 4.1 | 4 |
| 4103 | 62.96 | 246 | 3.1 | 5 |
| 4104 | 62.06 | 256 | 2.1 | 5 |
| 4105 | 64.04 | 167 | 3.1 | 5 |
| 4106 | 64.04 | 247 | 1 | 5 |
| 4107 | 64.04 | 217 | 3.1 | 5 |
| 4108 | 64.04 | 224 | 1.5 | 6 |
| 4109 | 64.94 | 112 | 4.1 | 4 |
| 4110 | 64.94 | 247 | 2.1 | 4 |
| 4111 | 64.94 | 246 | 2.1 | 4 |
| 4112 | 64.94 | 239 | 3.1 | 4 |
| 4113 | 66.92 | 229 | 4.6 | 4 |
| 4114 | 66.92 | 234 | 4.6 | 4 |
| 4115 | 69.08 | 244 | 4.6 | 3 |
| 4116 | 69.08 | 236 | 4.6 | 3 |
| 4117 | 71.06 | 238 | 6.2 | 3 |
| 4118 | 69.98 | 255 | 6.2 | 3 |
| 4119 | 69.98 | 261 | 7.7 | 3 |
| 4120 | 69.08 | 252 | 8.2 | 4 |
| 4121 | 69.08 | 261 | 7.2 | 4 |
| 4122 | 66.02 | 258 | 7.7 | 4 |
| 4123 | 64.94 | 258 | 5.7 | 4 |
| 4124 | 62.06 | 250 | 4.1 | 4 |
| 4125 | 60.98 | 247 | 4.1 | 4 |
| 4126 | 60.98 | 231 | 3.1 | 5 |
| 4127 | 62.06 | 238 | 3.1 | 5 |
| 4128 | 60.98 | 238 | 4.1 | 4 |
| 4129 | 62.06 | 247 | 3.1 | 5 |
| 4130 | 62.06 | 232 | 2.1 | 5 |
| 4131 | 62.06 | 245 | 2.1 | 5 |
| 4132 | 60.98 | 251 | 2.6 | 5 |
| 4133 | 62.06 | 248 | 2.1 | 5 |
| 4134 | 60.98 | 324 | 2.1 | 4 |
| 4135 | 60.98 | 323 | 2.1 | 4 |
| 4136 | 64.94 | 244 | 3.6 | 3 |
| 4137 | 64.94 | 243 | 3.6 | 3 |
| 4138 | 68 | 239 | 3.6 | 4 |
| 4139 | 68 | 253 | 4.6 | 2 |
| 4140 | 69.08 | 250 | 4.6 | 2 |
| 4141 | 69.98 | 243 | 7.2 | 3 |
| 4142 | 69.08 | 241 | 6.2 | 3 |
| 4143 | 69.08 | 275 | 6.2 | 3 |
| 4144 | 68 | 264 | 6.7 | 4 |
| 4145 | 66.92 | 250 | 7.2 | 4 |
| 4146 | 66.02 | 237 | 5.7 | 4 |
| 4147 | 64.04 | 243 | 4.6 | 4 |
| 4148 | 62.06 | 237 | 4.1 | 4 |
| 4149 | 62.06 | 259 | 4.1 | 5 |
| 4150 | 60.98 | 232 | 3.6 | 5 |
| 4151 | 60.08 | 244 | 3.1 | 6 |
| 4152 | 60.98 | 238 | 2.6 | 6 |
| 4153 | 60.08 | 245 | 2.6 | 6 |
| 4154 | 59 | 252 | 2.1 | 6 |
| 4155 | 59 | 247 | 2.1 | 6 |
| 4156 | 60.08 | 243 | 1.5 | 6 |
| 4157 | 60.08 | 310 | 1.5 | 6 |
| 4158 | 57.92 | 98 | 2.6 | 4 |
| 4159 | 60.98 | 92 | 1.5 | 3 |
| 4160 | 64.04 | 105 | 1.5 | 3 |
| 4161 | 66.92 | 137 | 2.6 | 4 |
| 4162 | 68 | 142 | 3.1 | 4 |
| 4163 | 69.08 | 252 | 4.1 | 3 |
| 4164 | 69.98 | 249 | 5.7 | 4 |
| 4165 | 71.96 | 244 | 6.2 | 3 |
| 4166 | 71.06 | 250 | 5.7 | 3 |
| 4167 | 69.98 | 248 | 5.7 | 3 |
| 4168 | 69.98 | 243 | 5.7 | 3 |
| 4169 | 68 | 242 | 6.2 | 4 |
| 4170 | 66.92 | 251 | 5.1 | 4 |
| 4171 | 64.94 | 244 | 5.1 | 4 |
| 4172 | 64.04 | 263 | 5.1 | 4 |
| 4173 | 62.96 | 258 | 4.1 | 4 |
| 4174 | 62.96 | 261 | 3.1 | 5 |
| 4175 | 64.04 | 241 | 2.6 | 5 |
| 4176 | 64.04 | 338 | 3.1 | 5 |
| 4177 | 64.04 | 314 | 3.1 | 5 |
| 4178 | 64.04 | 198 | 2.6 | 5 |
| 4179 | 64.04 | 202 | 2.6 | 4 |
| 4180 | 64.04 | 171 | 3.6 | 4 |
| 4181 | 62.96 | 123 | 3.1 | 5 |
| 4182 | 62.96 | 117 | 2.6 | 4 |
| 4183 | 62.96 | 185 | 3.1 | 4 |
| 4184 | 64.94 | 182 | 2.6 | 4 |
| 4185 | 66.02 | 236 | 3.6 | 4 |
| 4186 | 66.92 | 254 | 5.1 | 4 |
| 4187 | 68 | 248 | 4.6 | 3 |
| 4188 | 69.98 | 266 | 5.7 | 3 |
| 4189 | 71.06 | 247 | 6.7 | 3 |
| 4190 | 71.96 | 234 | 6.2 | 3 |
| 4191 | 71.06 | 249 | 6.2 | 3 |
| 4192 | 69.98 | 236 | 5.1 | 3 |
| 4193 | 68 | 248 | 6.2 | 4 |
| 4194 | 68 | 249 | 6.2 | 4 |
| 4195 | 64.04 | 256 | 5.7 | 4 |
| 4196 | 64.04 | 259 | 5.7 | 4 |
| 4197 | 62.06 | 251 | 4.1 | 4 |
| 4198 | 62.06 | 238 | 3.1 | 5 |
| 4199 | 62.06 | 226 | 3.1 | 5 |
| 4200 | 62.96 | 183 | 3.1 | 6 |
| 4201 | 62.06 | 113 | 3.1 | 5 |
| 4202 | 62.06 | 138 | 2.1 | 5 |
| 4203 | 60.98 | 117 | 2.6 | 5 |
| 4204 | 62.06 | 129 | 2.6 | 5 |
| 4205 | 60.08 | 67 | 2.1 | 5 |
| 4206 | 60.08 | 76 | 2.1 | 4 |
| 4207 | 64.04 | 69 | 2.1 | 4 |
| 4208 | 66.02 | 156 | 2.1 | 4 |
| 4209 | 69.08 | 180 | 2.1 | 4 |
| 4210 | 69.08 | 184 | 2.1 | 4 |
| 4211 | 69.08 | 176 | 2.1 | 3 |
| 4212 | 69.08 | 176 | 2.1 | 3 |
| 4213 | 69.08 | 184 | 2.1 | 4 |
| 4214 | 69.08 | 179 | 2.1 | 4 |
| 4215 | 69.08 | 176 | 2.1 | 4 |
| 4216 | 69.08 | 176 | 2.1 | 4 |
| 4217 | 69.08 | 178 | 2.1 | 4 |
| 4218 | 64.94 | 262 | 8.2 | 4 |
| 4219 | 62.96 | 246 | 6.7 | 4 |
| 4220 | 62.06 | 259 | 4.6 | 4 |
| 4221 | 60.98 | 245 | 4.1 | 4 |
| 4222 | 60.98 | 242 | 5.7 | 4 |
| 4223 | 60.98 | 241 | 4.1 | 4 |
| 4224 | 60.08 | 252 | 3.1 | 5 |
| 4225 | 60.08 | 252 | 4.1 | 4 |
| 4226 | 59 | 265 | 4.1 | 4 |
| 4227 | 60.08 | 283 | 4.1 | 4 |
| 4228 | 57.92 | 255 | 3.1 | 5 |
| 4229 | 59 | 109 | 2.6 | 5 |
| 4230 | 59 | 93 | 2.1 | 4 |
| 4231 | 60.98 | 116 | 3.1 | 4 |
| 4232 | 60.98 | 116 | 3.1 | 4 |
| 4233 | 66.02 | 125 | 3.1 | 4 |
| 4234 | 66.02 | 116 | 3.1 | 4 |
| 4235 | 64.94 | 241 | 7.2 | 3 |
| 4236 | 66.92 | 236 | 6.2 | 3 |
| 4237 | 66.92 | 243 | 6.2 | 3 |
| 4238 | 66.92 | 226 | 6.7 | 3 |
| 4239 | 66.92 | 252 | 7.7 | 3 |
| 4240 | 66.92 | 260 | 6.2 | 4 |
| 4241 | 64.94 | 258 | 5.7 | 3 |
| 4242 | 64.94 | 264 | 7.2 | 4 |
| 4243 | 62.96 | 258 | 5.1 | 4 |
| 4244 | 62.06 | 257 | 6.7 | 4 |
| 4245 | 60.08 | 243 | 5.1 | 4 |
| 4246 | 60.08 | 240 | 6.2 | 4 |
| 4247 | 60.08 | 259 | 5.1 | 4 |
| 4248 | 59 | 253 | 4.1 | 4 |
| 4249 | 59 | 261 | 4.1 | 4 |
| 4250 | 59 | 255 | 3.6 | 4 |
| 4251 | 57.02 | 246 | 3.1 | 5 |
| 4252 | 57.92 | 308 | 2.1 | 5 |
| 4253 | 57.02 | 246 | 1.5 | 6 |
| 4254 | 57.02 | 76 | 2.1 | 4 |
| 4255 | 60.08 | 340 | 2.1 | 4 |
| 4256 | 62.96 | 342 | 2.1 | 3 |
| 4257 | 66.02 | 174 | 1.5 | 2 |
| 4258 | 66.92 | 243 | 5.1 | 3 |
| 4259 | 66.92 | 225 | 5.7 | 3 |
| 4260 | 68 | 250 | 6.7 | 3 |
| 4261 | 66.92 | 258 | 7.2 | 3 |
| 4262 | 66.92 | 238 | 9.3 | 3 |
| 4263 | 66.92 | 242 | 8.2 | 3 |
| 4264 | 68 | 237 | 8.7 | 4 |
| 4265 | 68 | 237 | 8.7 | 4 |
| 4266 | 68 | 245 | 8.7 | 4 |
| 4267 | 68 | 236 | 8.7 | 4 |
| 4268 | 68 | 242 | 8.7 | 4 |
| 4269 | 68 | 243 | 8.7 | 4 |
| 4270 | 68 | 238 | 8.7 | 4 |
| 4271 | 68 | 243 | 8.7 | 4 |
| 4272 | 68 | 245 | 8.7 | 5 |
| 4273 | 68 | 237 | 8.7 | 5 |
| 4274 | 68 | 237 | 8.7 | 5 |
| 4275 | 68 | 236 | 8.7 | 5 |
| 4276 | 68 | 245 | 8.7 | 6 |
| 4277 | 68 | 242 | 8.7 | 5 |
| 4278 | 68 | 238 | 8.7 | 4 |
| 4279 | 68 | 237 | 8.7 | 4 |
| 4280 | 68 | 239 | 8.7 | 3 |
| 4281 | 68 | 104 | 3.1 | 2 |
| 4282 | 71.96 | 246 | 1.5 | 2 |
| 4283 | 71.96 | 255 | 6.2 | 3 |
| 4284 | 71.06 | 253 | 6.7 | 3 |
| 4285 | 71.96 | 273 | 6.7 | 3 |
| 4286 | 71.06 | 257 | 5.7 | 3 |
| 4287 | 71.06 | 255 | 6.2 | 3 |
| 4288 | 71.06 | 272 | 7.2 | 4 |
| 4289 | 69.98 | 256 | 7.2 | 4 |
| 4290 | 69.08 | 252 | 6.2 | 4 |
| 4291 | 69.08 | 255 | 4.1 | 4 |
| 4292 | 69.08 | 244 | 4.1 | 4 |
| 4293 | 66.02 | 256 | 3.1 | 6 |
| 4294 | 66.02 | 114 | 2.1 | 6 |
| 4295 | 68 | 112 | 3.6 | 5 |
| 4296 | 68 | 88 | 3.1 | 6 |
| 4297 | 68 | 86 | 3.1 | 6 |
| 4298 | 66.02 | 89 | 3.1 | 6 |
| 4299 | 66.02 | 317 | 1 | 6 |
| 4300 | 64.04 | 82 | 2.6 | 6 |
| 4301 | 64.04 | 59 | 2.6 | 6 |
| 4302 | 64.04 | 96 | 2.1 | 4 |
| 4303 | 66.92 | 109 | 2.1 | 4 |
| 4304 | 66.92 | 108 | 2.1 | 4 |
| 4305 | 80.96 | 230 | 2.6 | 2 |
| 4306 | 78.98 | 245 | 4.6 | 3 |
| 4307 | 80.06 | 252 | 4.1 | 2 |
| 4308 | 82.04 | 252 | 5.1 | 3 |
| 4309 | 82.94 | 255 | 5.1 | 3 |
| 4310 | 84.02 | 256 | 6.7 | 3 |
| 4311 | 82.04 | 254 | 7.7 | 3 |
| 4312 | 80.06 | 245 | 7.7 | 4 |
| 4313 | 77 | 253 | 7.2 | 4 |
| 4314 | 77 | 257 | 7.2 | 4 |
| 4315 | 77 | 255 | 4.1 | 4 |
| 4316 | 75.92 | 242 | 3.6 | 4 |
| 4317 | 73.94 | 239 | 3.1 | 5 |
| 4318 | 75.02 | 162 | 2.1 | 5 |
| 4319 | 73.94 | 114 | 3.1 | 5 |
| 4320 | 73.04 | 87 | 1 | 6 |
| 4321 | 69.08 | 313 | 1 | 6 |
| 4322 | 69.08 | 123 | 2.6 | 6 |
| 4323 | 66.02 | 80 | 3.6 | 5 |
| 4324 | 66.02 | 76 | 3.1 | 6 |
| 4325 | 64.94 | 68 | 3.1 | 5 |
| 4326 | 64.94 | 77 | 3.1 | 4 |
| 4327 | 66.92 | 94 | 3.6 | 4 |
| 4328 | 71.96 | 89 | 3.6 | 3 |
| 4329 | 71.96 | 94 | 3.6 | 3 |
| 4330 | 82.94 | 118 | 3.1 | 2 |
| 4331 | 87.98 | 88 | 2.6 | 1 |
| 4332 | 84.02 | 246 | 5.1 | 3 |
| 4333 | 84.02 | 254 | 5.1 | 3 |
| 4334 | 84.02 | 249 | 5.1 | 3 |
| 4335 | 84.02 | 255 | 5.1 | 3 |
| 4336 | 84.02 | 252 | 5.1 | 4 |
| 4337 | 84.02 | 252 | 5.1 | 4 |
| 4338 | 84.02 | 252 | 5.1 | 4 |
| 4339 | 84.02 | 248 | 5.1 | 4 |
| 4340 | 84.02 | 251 | 5.1 | 4 |
| 4341 | 84.02 | 249 | 5.1 | 4 |
| 4342 | 84.02 | 252 | 5.1 | 4 |
| 4343 | 84.02 | 247 | 5.1 | 4 |
| 4344 | 84.02 | 247 | 5.1 | 4 |
| 4345 | 84.02 | 248 | 5.1 | 4 |
| 4346 | 63.68 | 255 | 3.1 | 4 |
| 4347 | 63.68 | 254 | 3.1 | 4 |
| 4348 | 63.5 | 248 | 2.1 | 4 |
| 4349 | 62.06 | 251 | 2.6 | 4 |
| 4350 | 62.24 | 250 | 2.1 | 4 |
| 4351 | 63.32 | 242 | 3.6 | 4 |
| 4352 | 64.22 | 254 | 4.1 | 4 |
| 4353 | 67.82 | 264 | 3.1 | 4 |
| 4354 | 70.7 | 263 | 5.1 | 4 |
| 4355 | 73.22 | 238 | 4.6 | 4 |
| 4356 | 73.22 | 241 | 4.6 | 4 |
| 4357 | 74.66 | 262 | 6.2 | 4 |
| 4358 | 72.5 | 250 | 6.7 | 4 |
| 4359 | 73.94 | 261 | 7.2 | 4 |
| 4360 | 72.68 | 251 | 6.7 | 4 |
| 4361 | 72.14 | 254 | 7.7 | 4 |
| 4362 | 70.16 | 253 | 7.7 | 4 |
| 4363 | 69.08 | 248 | 6.7 | 4 |
| 4364 | 68.36 | 235 | 6.7 | 4 |
| 4365 | 66.92 | 230 | 4.1 | 4 |
| 4366 | 66.38 | 195 | 3.6 | 4 |
| 4367 | 66.92 | 153 | 3.1 | 4 |
| 4368 | 66.56 | 184 | 3.1 | 4 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 4369 | 66.02 | 140 | 1.5 | 4 |
| 4370 | 65.84 | 121 | 2.6 | 4 |
| 4371 | 65.48 | 162 | 1 | 4 |
| 4372 | 65.84 | 321 | 3.1 | 4 |
| 4373 | 66.02 | 310 | 1.5 | 4 |
| 4374 | 64.94 | 242 | 3.1 | 4 |
| 4375 | 66.02 | 241 | 2.6 | 4 |
| 4376 | 71.06 | 225 | 2.1 | 4 |
| 4377 | 74.12 | 241 | 3.6 | 4 |
| 4378 | 71.78 | 244 | 5.1 | 4 |
| 4379 | 72.14 | 246 | 4.6 | 4 |
| 4380 | 72.5 | 253 | 5.1 | 4 |
| 4381 | 73.76 | 254 | 5.7 | 4 |
| 4382 | 73.04 | 262 | 5.7 | 4 |
| 4383 | 73.04 | 252 | 6.7 | 4 |
| 4384 | 71.96 | 253 | 6.2 | 4 |
| 4385 | 69.98 | 238 | 5.7 | 4 |
| 4386 | 69.44 | 229 | 4.6 | 4 |
| 4387 | 68.18 | 235 | 4.1 | 4 |
| 4388 | 64.76 | 247 | 3.6 | 4 |
| 4389 | 64.76 | 253 | 3.6 | 4 |
| 4390 | 64.04 | 239 | 2.6 | 4 |
| 4391 | 63.86 | 236 | 2.1 | 4 |
| 4392 | 63.86 | 242 | 2.1 | 4 |
| 4393 | 63.86 | 239 | 2.1 | 4 |
| 4394 | 63.86 | 244 | 2.1 | 4 |
| 4395 | 64.94 | 236 | 2.6 | 4 |
| 4396 | 65.48 | 237 | 2.6 | 4 |
| 4397 | 64.94 | 241 | 1.5 | 4 |
| 4398 | 64.94 | 238 | 1.5 | 4 |
| 4399 | 65.3 | 246 | 2.6 | 4 |
| 4400 | 67.82 | 317 | 2.6 | 4 |
| 4401 | 71.24 | 240 | 4.1 | 4 |
| 4402 | 68.36 | 241 | 4.1 | 4 |
| 4403 | 67.82 | 251 | 4.6 | 4 |
| 4404 | 70.16 | 274 | 5.1 | 4 |
| 4405 | 72.68 | 239 | 3.1 | 4 |
| 4406 | 71.42 | 246 | 4.1 | 4 |
| 4407 | 67.46 | 247 | 5.7 | 4 |
| 4408 | 68.54 | 248 | 5.7 | 4 |
| 4409 | 72.5 | 272 | 4.1 | 4 |
| 4410 | 71.6 | 257 | 4.6 | 4 |
| 4411 | 66.92 | 247 | 5.1 | 4 |
| 4412 | 64.04 | 249 | 4.6 | 4 |
| 4413 | 63.5 | 236 | 3.6 | 4 |
| 4414 | 64.22 | 235 | 3.1 | 4 |
| 4415 | 64.04 | 235 | 3.1 | 4 |
| 4416 | 64.04 | 231 | 3.1 | 4 |
| 4417 | 64.58 | 235 | 2.1 | 4 |
| 4418 | 64.22 | 339 | 3.1 | 4 |
| 4419 | 63.5 | 360 | 2.1 | 4 |
| 4420 | 64.58 | 181 | 1 | 4 |
| 4421 | 64.58 | 41 | 1 | 4 |
| 4422 | 64.58 | 185 | 1 | 4 |
| 4423 | 64.58 | 203 | 1 | 4 |
| 4424 | 67.28 | 319 | 2.1 | 4 |
| 4425 | 67.28 | 317 | 2.1 | 4 |
| 4426 | 67.28 | 320 | 2.1 | 4 |
| 4427 | 70.52 | 251 | 4.6 | 4 |
| 4428 | 72.32 | 242 | 4.6 | 4 |
| 4429 | 72.86 | 244 | 5.7 | 4 |
| 4430 | 72.68 | 249 | 6.2 | 4 |
| 4431 | 70.88 | 253 | 5.7 | 4 |
| 4432 | 71.96 | 255 | 5.7 | 4 |
| 4433 | 72.32 | 258 | 5.1 | 4 |
| 4434 | 72.32 | 264 | 5.1 | 4 |
| 4435 | 72.32 | 260 | 5.1 | 4 |
| 4436 | 67.64 | 247 | 3.1 | 4 |
| 4437 | 66.74 | 245 | 2.6 | 4 |
| 4438 | 68 | 244 | 2.1 | 4 |
| 4439 | 69.8 | 307 | 3.1 | 4 |
| 4440 | 67.28 | 311 | 2.1 | 4 |
| 4441 | 64.94 | 306 | 2.6 | 4 |
| 4442 | 64.58 | 313 | 2.1 | 4 |
| 4443 | 63.5 | 314 | 2.1 | 4 |
| 4444 | 62.96 | 312 | 2.1 | 4 |
| 4445 | 63.5 | 307 | 1.5 | 4 |
| 4446 | 64.22 | 306 | 2.1 | 4 |
| 4447 | 64.22 | 313 | 2.1 | 4 |
| 4448 | 64.22 | 308 | 2.1 | 4 |
| 4449 | 64.22 | 313 | 2.1 | 4 |
| 4450 | 75.56 | 255 | 3.6 | 4 |
| 4451 | 75.56 | 251 | 3.6 | 4 |
| 4452 | 72.68 | 261 | 5.1 | 4 |
| 4453 | 72.68 | 248 | 5.7 | 4 |
| 4454 | 72.14 | 272 | 6.2 | 4 |
| 4455 | 71.6 | 265 | 5.1 | 4 |
| 4456 | 74.12 | 265 | 5.7 | 4 |
| 4457 | 73.94 | 244 | 5.7 | 4 |
| 4458 | 69.98 | 247 | 4.1 | 4 |
| 4459 | 68.54 | 251 | 4.1 | 4 |
| 4460 | 65.84 | 243 | 3.6 | 4 |
| 4461 | 64.94 | 221 | 2.6 | 4 |
| 4462 | 64.94 | 216 | 2.6 | 4 |
| 4463 | 64.94 | 196 | 2.6 | 4 |
| 4464 | 64.94 | 204 | 2.6 | 4 |
| 4465 | 62.78 | 249 | 2.1 | 4 |
| 4466 | 62.42 | 249 | 1.5 | 4 |
| 4467 | 62.06 | 254 | 2.1 | 4 |
| 4468 | 60.98 | 251 | 2.1 | 4 |
| 4469 | 59.54 | 249 | 1.5 | 4 |
| 4470 | 59.54 | 252 | 1.5 | 4 |
| 4471 | 59.54 | 228 | 1 | 4 |
| 4472 | 67.1 | 232 | 3.1 | 4 |
| 4473 | 71.42 | 226 | 2.6 | 4 |
| 4474 | 76.28 | 232 | 3.6 | 4 |
| 4475 | 71.06 | 235 | 4.1 | 4 |
| 4476 | 71.96 | 227 | 5.7 | 4 |
| 4477 | 72.68 | 238 | 5.7 | 4 |
| 4478 | 72.68 | 251 | 6.7 | 4 |
| 4479 | 71.6 | 258 | 7.2 | 4 |
| 4480 | 70.52 | 264 | 6.7 | 4 |
| 4481 | 69.8 | 258 | 6.7 | 4 |
| 4482 | 67.46 | 252 | 5.1 | 4 |
| 4483 | 65.48 | 235 | 5.1 | 4 |
| 4484 | 64.22 | 240 | 6.2 | 4 |
| 4485 | 62.06 | 242 | 5.1 | 4 |
| 4486 | 61.34 | 235 | 5.1 | 4 |
| 4487 | 60.08 | 248 | 3.1 | 4 |
| 4488 | 59.36 | 255 | 2.6 | 4 |
| 4489 | 59.54 | 234 | 2.6 | 4 |
| 4490 | 59.9 | 245 | 2.1 | 4 |
| 4491 | 60.08 | 249 | 2.1 | 4 |
| 4492 | 60.44 | 237 | 2.1 | 4 |
| 4493 | 60.26 | 254 | 2.1 | 4 |
| 4494 | 60.44 | 262 | 2.1 | 4 |
| 4495 | 60.44 | 257 | 3.1 | 4 |
| 4496 | 62.6 | 260 | 2.6 | 4 |
| 4497 | 66.2 | 249 | 4.1 | 4 |
| 4498 | 66.74 | 251 | 4.1 | 4 |
| 4499 | 67.1 | 264 | 4.6 | 4 |
| 4500 | 64.94 | 241 | 5.1 | 4 |
| 4501 | 66.2 | 259 | 5.7 | 4 |
| 4502 | 66.38 | 257 | 5.7 | 4 |
| 4503 | 66.2 | 260 | 6.7 | 4 |
| 4504 | 66.92 | 269 | 5.7 | 4 |
| 4505 | 66.2 | 260 | 6.7 | 4 |
| 4506 | 62.6 | 255 | 5.1 | 4 |
| 4507 | 61.34 | 244 | 5.7 | 4 |
| 4508 | 59.36 | 236 | 4.6 | 4 |
| 4509 | 58.64 | 249 | 3.6 | 4 |
| 4510 | 58.64 | 269 | 4.6 | 4 |
| 4511 | 58.1 | 248 | 3.6 | 4 |
| 4512 | 57.92 | 236 | 3.1 | 4 |
| 4513 | 57.92 | 250 | 2.6 | 4 |
| 4514 | 57.92 | 252 | 2.1 | 4 |
| 4515 | 57.74 | 256 | 2.1 | 4 |
| 4516 | 57.74 | 246 | 2.1 | 4 |
| 4517 | 58.1 | 238 | 2.1 | 4 |
| 4518 | 58.28 | 265 | 2.6 | 4 |
| 4519 | 58.06 | 240 | 2.6 | 4 |
| 4520 | 56.3 | 244 | 2.1 | 4 |
| 4521 | 56.12 | 243 | 2.1 | 4 |
| 4522 | 62.24 | 243 | 3.6 | 4 |
| 4523 | 62.24 | 238 | 3.6 | 4 |
| 4524 | 60.98 | 254 | 3.6 | 4 |
| 4525 | 71.06 | 252 | 4.1 | 4 |
| 4526 | 69.44 | 257 | 5.1 | 4 |
| 4527 | 69.44 | 255 | 5.7 | 4 |
| 4528 | 72.14 | 253 | 5.7 | 4 |
| 4529 | 68.72 | 243 | 5.1 | 4 |
| 4530 | 66.38 | 236 | 4.6 | 4 |
| 4531 | 64.76 | 249 | 4.1 | 4 |
| 4532 | 62.78 | 257 | 3.6 | 4 |
| 4533 | 62.42 | 261 | 3.1 | 4 |
| 4534 | 62.06 | 248 | 2.1 | 4 |
| 4535 | 62.24 | 248 | 2.6 | 4 |
| 4536 | 61.88 | 253 | 2.1 | 4 |
| 4537 | 61.52 | 253 | 2.1 | 4 |
| 4538 | 61.88 | 252 | 1.5 | 4 |
| 4539 | 62.42 | 252 | 1.5 | 4 |
| 4540 | 62.24 | 250 | 2.1 | 4 |
| 4541 | 63.5 | 248 | 2.1 | 4 |
| 4542 | 64.04 | 247 | 2.6 | 4 |
| 4543 | 64.58 | 251 | 2.1 | 4 |
| 4544 | 66.2 | 254 | 3.1 | 4 |
| 4545 | 67.46 | 146 | 3.6 | 4 |
| 4546 | 70.16 | 248 | 4.1 | 4 |
| 4547 | 71.06 | 246 | 4.6 | 4 |
| 4548 | 71.06 | 255 | 4.6 | 4 |
| 4549 | 73.4 | 228 | 4.1 | 4 |
| 4550 | 73.94 | 252 | 5.1 | 4 |
| 4551 | 73.4 | 248 | 5.1 | 4 |
| 4552 | 71.78 | 246 | 6.2 | 4 |
| 4553 | 70.16 | 274 | 6.2 | 4 |
| 4554 | 69.08 | 256 | 6.2 | 4 |
| 4555 | 67.28 | 236 | 5.7 | 4 |
| 4556 | 65.3 | 255 | 5.7 | 4 |
| 4557 | 64.04 | 251 | 4.1 | 4 |
| 4558 | 63.86 | 254 | 3.6 | 4 |
| 4559 | 63.86 | 260 | 3.6 | 4 |
| 4560 | 64.04 | 264 | 2.6 | 4 |
| 4561 | 64.04 | 235 | 2.1 | 4 |
| 4562 | 63.68 | 251 | 2.1 | 4 |
| 4563 | 63.5 | 262 | 2.1 | 4 |
| 4564 | 63.5 | 254 | 2.1 | 4 |
| 4565 | 63.5 | 251 | 2.1 | 4 |
| 4566 | 64.58 | 249 | 2.1 | 4 |
| 4567 | 66.92 | 255 | 2.1 | 4 |
| 4568 | 70.7 | 90 | 2.6 | 4 |
| 4569 | 72.32 | 238 | 4.1 | 4 |
| 4570 | 72.32 | 244 | 4.1 | 4 |
| 4571 | 69.44 | 255 | 4.6 | 4 |
| 4572 | 75.56 | 252 | 5.1 | 4 |
| 4573 | 73.22 | 263 | 6.2 | 4 |
| 4574 | 74.66 | 275 | 6.2 | 4 |
| 4575 | 70.7 | 256 | 5.1 | 4 |
| 4576 | 70.7 | 260 | 5.1 | 4 |
| 4577 | 70.7 | 262 | 5.1 | 4 |
| 4578 | 69.44 | 249 | 6.2 | 4 |
| 4579 | 69.44 | 252 | 7.2 | 4 |
| 4580 | 67.1 | 254 | 5.1 | 4 |
| 4581 | 66.56 | 254 | 4.1 | 4 |
| 4582 | 66.38 | 249 | 3.1 | 4 |
| 4583 | 66.2 | 251 | 3.1 | 4 |
| 4584 | 65.66 | 254 | 2.6 | 4 |
| 4585 | 65.3 | 256 | 2.1 | 4 |
| 4586 | 64.94 | 262 | 2.1 | 4 |
| 4587 | 64.58 | 261 | 2.1 | 4 |
| 4588 | 64.4 | 254 | 2.1 | 4 |
| 4589 | 64.58 | 251 | 2.1 | 4 |
| 4590 | 64.58 | 247 | 2.1 | 4 |
| 4591 | 65.66 | 245 | 3.6 | 4 |
| 4592 | 66.92 | 251 | 4.1 | 4 |
| 4593 | 69.08 | 258 | 4.1 | 4 |
| 4594 | 72.32 | 261 | 4.1 | 4 |
| 4595 | 73.22 | 245 | 4.6 | 4 |
| 4596 | 72.5 | 264 | 5.1 | 4 |
| 4597 | 74.66 | 268 | 5.7 | 4 |
| 4598 | 74.66 | 274 | 6.2 | 4 |
| 4599 | 73.94 | 254 | 7.2 | 4 |
| 4600 | 73.22 | 252 | 8.2 | 4 |
| 4601 | 71.96 | 249 | 7.7 | 4 |
| 4602 | 70.52 | 249 | 7.2 | 4 |
| 4603 | 68.9 | 254 | 6.2 | 4 |
| 4604 | 67.1 | 248 | 5.1 | 5 |
| 4605 | 66.38 | 250 | 5.1 | 5 |
| 4606 | 66.2 | 232 | 4.1 | 5 |
| 4607 | 66.02 | 233 | 3.1 | 5 |
| 4608 | 65.48 | 226 | 2.6 | 5 |
| 4609 | 64.94 | 283 | 2.6 | 5 |
| 4610 | 65.48 | 253 | 2.1 | 5 |
| 4611 | 65.48 | 183 | 2.6 | 5 |
| 4612 | 65.48 | 244 | 2.6 | 6 |
| 4613 | 64.76 | 257 | 2.1 | 6 |
| 4614 | 65.48 | 260 | 2.6 | 4 |
| 4615 | 66.56 | 250 | 3.1 | 4 |
| 4616 | 68.54 | 264 | 4.6 | 3 |
| 4617 | 70.52 | 238 | 4.6 | 3 |
| 4618 | 71.06 | 248 | 4.6 | 3 |
| 4619 | 72.32 | 249 | 4.6 | 2 |
| 4620 | 73.22 | 237 | 5.1 | 2 |
| 4621 | 73.22 | 236 | 5.1 | 2 |
| 4622 | 74.3 | 247 | 6.2 | 3 |
| 4623 | 73.4 | 261 | 5.7 | 3 |
| 4624 | 71.6 | 256 | 5.7 | 4 |
| 4625 | 70.34 | 249 | 5.7 | 3 |
| 4626 | 69.62 | 243 | 5.7 | 3 |
| 4627 | 66.74 | 240 | 5.7 | 4 |
| 4628 | 65.66 | 254 | 4.6 | 4 |
| 4629 | 64.94 | 248 | 3.6 | 4 |
| 4630 | 64.94 | 253 | 3.6 | 4 |
| 4631 | 64.58 | 232 | 3.6 | 5 |
| 4632 | 64.4 | 255 | 3.1 | 5 |
| 4633 | 63.86 | 249 | 2.6 | 5 |
| 4634 | 63.5 | 269 | 2.1 | 5 |
| 4635 | 63.32 | 258 | 2.1 | 5 |
| 4636 | 63.32 | 256 | 2.1 | 5 |
| 4637 | 63.32 | 259 | 2.1 | 5 |
| 4638 | 63.32 | 248 | 2.1 | 5 |
| 4639 | 64.58 | 270 | 2.1 | 5 |
| 4640 | 66.92 | 67 | 2.1 | 5 |
| 4641 | 69.44 | 124 | 2.1 | 5 |
| 4642 | 73.22 | 181 | 1.5 | 2 |
| 4643 | 73.4 | 230 | 4.1 | 2 |
| 4644 | 72.86 | 233 | 4.6 | 2 |
| 4645 | 72.86 | 232 | 4.6 | 2 |
| 4646 | 72.86 | 232 | 4.6 | 3 |
| 4647 | 72.86 | 227 | 4.6 | 4 |
| 4648 | 72.86 | 227 | 4.6 | 4 |
| 4649 | 72.86 | 234 | 4.6 | 3 |
| 4650 | 72.86 | 227 | 4.6 | 3 |
| 4651 | 72.86 | 232 | 4.6 | 4 |
| 4652 | 72.86 | 230 | 4.6 | 5 |
| 4653 | 65.3 | 248 | 3.6 | 5 |
| 4654 | 65.48 | 229 | 3.6 | 5 |
| 4655 | 65.3 | 257 | 2.6 | 5 |
| 4656 | 65.3 | 258 | 2.6 | 5 |
| 4657 | 64.58 | 248 | 2.1 | 6 |
| 4658 | 64.58 | 253 | 2.1 | 6 |
| 4659 | 64.76 | 344 | 2.1 | 6 |
| 4660 | 64.58 | 311 | 2.1 | 6 |
| 4661 | 64.58 | 335 | 1 | 6 |
| 4662 | 65.84 | 93 | 2.1 | 4 |
| 4663 | 66.92 | 62 | 2.1 | 4 |
| 4664 | 68 | 125 | 2.6 | 4 |
| 4665 | 69.8 | 132 | 3.1 | 4 |
| 4666 | 71.78 | 117 | 2.6 | 4 |
| 4667 | 72.32 | 273 | 4.6 | 4 |
| 4668 | 73.58 | 272 | 4.6 | 3 |
| 4669 | 75.74 | 248 | 4.6 | 3 |
| 4670 | 76.82 | 250 | 5.1 | 2 |
| 4671 | 72.14 | 254 | 5.1 | 3 |
| 4672 | 72.14 | 246 | 5.1 | 3 |
| 4673 | 72.14 | 248 | 5.1 | 3 |
| 4674 | 69.62 | 257 | 4.1 | 3 |
| 4675 | 69.44 | 245 | 3.6 | 4 |
| 4676 | 67.82 | 221 | 3.6 | 5 |
| 4677 | 67.82 | 225 | 3.6 | 6 |
| 4678 | 66.38 | 246 | 2.1 | 6 |
| 4679 | 66.92 | 226 | 2.1 | 5 |
| 4680 | 66.92 | 230 | 2.6 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 4681 | 66.2 | 230 | 2.1 | 5 |
| 4682 | 66.92 | 234 | 2.1 | 5 |
| 4683 | 66.74 | 228 | 2.1 | 5 |
| 4684 | 66.56 | 228 | 1.5 | 6 |
| 4685 | 67.1 | 234 | 2.1 | 5 |
| 4686 | 67.1 | 228 | 2.1 | 4 |
| 4687 | 68 | 49 | 1 | 3 |
| 4688 | 69.08 | 356 | 1.5 | 3 |
| 4689 | 69.98 | 244 | 2.6 | 4 |
| 4690 | 71.96 | 236 | 3.6 | 4 |
| 4691 | 73.4 | 232 | 5.1 | 4 |
| 4692 | 72.68 | 244 | 5.7 | 4 |
| 4693 | 74.12 | 251 | 5.1 | 3 |
| 4694 | 74.48 | 253 | 4.6 | 2 |
| 4695 | 73.04 | 248 | 5.7 | 3 |
| 4696 | 72.5 | 238 | 4.6 | 3 |
| 4697 | 70.88 | 248 | 6.2 | 4 |
| 4698 | 68.18 | 251 | 5.7 | 4 |
| 4699 | 67.1 | 262 | 4.6 | 4 |
| 4700 | 65.84 | 254 | 3.6 | 5 |
| 4701 | 64.76 | 249 | 3.1 | 5 |
| 4702 | 64.76 | 253 | 2.1 | 5 |
| 4703 | 65.48 | 252 | 2.1 | 5 |
| 4704 | 65.66 | 326 | 2.1 | 5 |
| 4705 | 66.38 | 6 | 2.1 | 5 |
| 4706 | 66.56 | 280 | 2.1 | 5 |
| 4707 | 66.02 | 250 | 2.1 | 5 |
| 4708 | 66.02 | 246 | 2.1 | 5 |
| 4709 | 66.2 | 274 | 2.1 | 5 |
| 4710 | 66.2 | 270 | 2.6 | 4 |
| 4711 | 66.2 | 275 | 2.6 | 4 |
| 4712 | 69.08 | 270 | 2.1 | 4 |
| 4713 | 69.26 | 264 | 4.1 | 4 |
| 4714 | 70.16 | 257 | 3.1 | 4 |
| 4715 | 72.86 | 254 | 3.6 | 3 |
| 4716 | 73.4 | 246 | 4.1 | 3 |
| 4717 | 75.56 | 269 | 5.1 | 3 |
| 4718 | 75.92 | 274 | 5.1 | 2 |
| 4719 | 75.56 | 274 | 6.2 | 4 |
| 4720 | 73.94 | 272 | 5.7 | 3 |
| 4721 | 73.94 | 273 | 5.7 | 4 |
| 4722 | 71.06 | 261 | 6.2 | 4 |
| 4723 | 69.26 | 258 | 5.1 | 4 |
| 4724 | 66.74 | 246 | 4.1 | 4 |
| 4725 | 65.84 | 246 | 4.6 | 4 |
| 4726 | 65.84 | 249 | 4.6 | 4 |
| 4727 | 65.84 | 255 | 2.6 | 5 |
| 4728 | 65.84 | 247 | 2.6 | 5 |
| 4729 | 66.38 | 246 | 2.1 | 5 |
| 4730 | 67.1 | 248 | 2.6 | 5 |
| 4731 | 67.46 | 330 | 2.1 | 5 |
| 4732 | 67.46 | 339 | 2.1 | 5 |
| 4733 | 68.36 | 151 | 3.6 | 5 |
| 4734 | 68.36 | 153 | 3.6 | 5 |
| 4735 | 68.36 | 155 | 3.6 | 4 |
| 4736 | 67.1 | 271 | 3.6 | 4 |
| 4737 | 68.36 | 262 | 2.6 | 4 |
| 4738 | 69.44 | 261 | 3.1 | 4 |
| 4739 | 71.42 | 229 | 3.1 | 3 |
| 4740 | 72.5 | 266 | 4.6 | 3 |
| 4741 | 73.58 | 246 | 5.1 | 2 |
| 4742 | 73.76 | 275 | 5.7 | 3 |
| 4743 | 73.58 | 246 | 5.7 | 3 |
| 4744 | 72.86 | 267 | 6.7 | 4 |
| 4745 | 71.42 | 246 | 6.2 | 4 |
| 4746 | 69.8 | 246 | 5.7 | 4 |
| 4747 | 67.82 | 275 | 5.7 | 4 |
| 4748 | 66.2 | 242 | 5.1 | 4 |
| 4749 | 66.2 | 242 | 5.1 | 5 |
| 4750 | 65.12 | 250 | 3.1 | 5 |
| 4751 | 64.76 | 248 | 2.6 | 5 |
| 4752 | 64.76 | 283 | 3.1 | 5 |
| 4753 | 64.76 | 283 | 2.1 | 5 |
| 4754 | 64.58 | 312 | 2.1 | 5 |
| 4755 | 65.12 | 332 | 2.1 | 5 |
| 4756 | 65.12 | 331 | 2.1 | 5 |
| 4757 | 65.12 | 334 | 2.6 | 5 |
| 4758 | 65.66 | 327 | 2.1 | 4 |
| 4759 | 65.84 | 326 | 2.1 | 4 |
| 4760 | 67.1 | 329 | 2.1 | 4 |
| 4761 | 68.72 | 71 | 2.1 | 4 |
| 4762 | 70.88 | 252 | 4.1 | 4 |
| 4763 | 72.86 | 240 | 4.1 | 4 |
| 4764 | 73.94 | 249 | 4.1 | 4 |
| 4765 | 74.48 | 251 | 5.7 | 3 |
| 4766 | 72.86 | 255 | 5.1 | 3 |
| 4767 | 72.86 | 255 | 6.2 | 4 |
| 4768 | 72.14 | 243 | 6.7 | 4 |
| 4769 | 70.88 | 262 | 6.7 | 4 |
| 4770 | 68.72 | 254 | 5.7 | 4 |
| 4771 | 64.94 | 264 | 5.1 | 4 |
| 4772 | 63.68 | 274 | 4.1 | 4 |
| 4773 | 63.14 | 271 | 4.1 | 4 |
| 4774 | 62.24 | 255 | 2.6 | 5 |
| 4775 | 63.32 | 237 | 2.1 | 5 |
| 4776 | 63.86 | 237 | 2.1 | 5 |
| 4777 | 63.86 | 71 | 1 | 6 |
| 4778 | 64.94 | 207 | 1 | 6 |
| 4779 | 65.3 | 358 | 2.1 | 5 |
| 4780 | 65.48 | 357 | 2.1 | 5 |
| 4781 | 64.76 | 85 | 2.6 | 5 |
| 4782 | 64.94 | 83 | 3.1 | 5 |
| 4783 | 65.66 | 82 | 2.6 | 5 |
| 4784 | 66.92 | 83 | 2.6 | 5 |
| 4785 | 70.52 | 82 | 1.5 | 5 |
| 4786 | 73.04 | 246 | 3.6 | 5 |
| 4787 | 74.12 | 253 | 4.6 | 5 |
| 4788 | 73.58 | 246 | 5.1 | 2 |
| 4789 | 73.94 | 236 | 5.1 | 2 |
| 4790 | 74.84 | 260 | 6.2 | 3 |
| 4791 | 73.58 | 255 | 6.2 | 4 |
| 4792 | 73.22 | 251 | 6.7 | 4 |
| 4793 | 70.34 | 258 | 5.7 | 4 |
| 4794 | 68.9 | 261 | 4.6 | 4 |
| 4795 | 67.1 | 218 | 4.6 | 4 |
| 4796 | 64.4 | 247 | 4.1 | 4 |
| 4797 | 63.5 | 240 | 2.6 | 5 |
| 4798 | 63.5 | 246 | 2.1 | 5 |
| 4799 | 63.5 | 254 | 2.1 | 5 |
| 4800 | 63.68 | 244 | 1.5 | 6 |
| 4801 | 63.68 | 241 | 1.5 | 6 |
| 4802 | 63.5 | 238 | 2.6 | 5 |
| 4803 | 62.6 | 230 | 2.6 | 5 |
| 4804 | 62.6 | 252 | 2.6 | 5 |
| 4805 | 60.8 | 255 | 1.5 | 5 |
| 4806 | 60.8 | 250 | 1.5 | 5 |
| 4807 | 62.06 | 143 | 2.1 | 5 |
| 4808 | 63.32 | 142 | 2.1 | 3 |
| 4809 | 68.72 | 109 | 2.6 | 3 |
| 4810 | 71.6 | 241 | 4.1 | 3 |
| 4811 | 71.6 | 260 | 4.6 | 2 |
| 4812 | 71.42 | 250 | 4.6 | 2 |
| 4813 | 71.6 | 258 | 5.1 | 2 |
| 4814 | 72.86 | 251 | 5.1 | 2 |
| 4815 | 72.86 | 256 | 5.7 | 3 |
| 4816 | 72.68 | 262 | 5.1 | 3 |
| 4817 | 73.58 | 257 | 4.6 | 3 |
| 4818 | 71.6 | 254 | 4.1 | 3 |
| 4819 | 71.6 | 253 | 4.1 | 4 |
| 4820 | 67.64 | 244 | 3.6 | 5 |
| 4821 | 64.94 | 275 | 2.1 | 5 |
| 4822 | 66.02 | 261 | 2.1 | 6 |
| 4823 | 66.74 | 265 | 2.1 | 5 |
| 4824 | 65.66 | 94 | 1 | 6 |
| 4825 | 66.56 | 358 | 1.5 | 6 |
| 4826 | 65.84 | 97 | 2.1 | 6 |
| 4827 | 66.56 | 83 | 3.1 | 6 |
| 4828 | 66.74 | 82 | 2.1 | 5 |
| 4829 | 63.5 | 315 | 2.6 | 5 |
| 4830 | 62.24 | 344 | 2.6 | 4 |
| 4831 | 64.76 | 343 | 3.1 | 4 |
| 4832 | 66.38 | 243 | 2.6 | 4 |
| 4833 | 69.98 | 235 | 2.1 | 4 |
| 4834 | 72.86 | 229 | 3.1 | 4 |
| 4835 | 70.52 | 241 | 4.6 | 3 |
| 4836 | 71.42 | 259 | 4.6 | 3 |
| 4837 | 71.78 | 258 | 5.1 | 3 |
| 4838 | 71.96 | 255 | 5.1 | 3 |
| 4839 | 71.78 | 275 | 5.1 | 4 |
| 4840 | 72.32 | 275 | 4.6 | 3 |
| 4841 | 72.68 | 256 | 4.6 | 4 |
| 4842 | 70.88 | 261 | 5.1 | 4 |
| 4843 | 70.88 | 258 | 5.1 | 4 |
| 4844 | 68.18 | 249 | 3.1 | 5 |
| 4845 | 67.1 | 246 | 3.6 | 5 |
| 4846 | 66.92 | 255 | 2.6 | 5 |
| 4847 | 67.82 | 258 | 2.1 | 5 |
| 4848 | 67.64 | 257 | 2.6 | 5 |
| 4849 | 67.1 | 249 | 2.1 | 5 |
| 4850 | 66.2 | 249 | 1.5 | 6 |
| 4851 | 65.84 | 246 | 2.1 | 5 |
| 4852 | 65.48 | 247 | 2.1 | 5 |
| 4853 | 63.68 | 250 | 1.5 | 5 |
| 4854 | 64.04 | 249 | 2.1 | 4 |
| 4855 | 64.04 | 246 | 2.1 | 4 |
| 4856 | 64.22 | 260 | 2.1 | 4 |
| 4857 | 68.36 | 237 | 3.1 | 4 |
| 4858 | 68.18 | 266 | 4.1 | 4 |
| 4859 | 70.7 | 239 | 4.1 | 4 |
| 4860 | 71.24 | 239 | 3.6 | 2 |
| 4861 | 71.78 | 280 | 5.1 | 2 |
| 4862 | 71.78 | 285 | 5.1 | 2 |
| 4863 | 71.78 | 282 | 5.1 | 2 |
| 4864 | 71.06 | 249 | 5.7 | 2 |
| 4865 | 71.06 | 252 | 5.7 | 4 |
| 4866 | 68.72 | 253 | 6.2 | 4 |
| 4867 | 68.72 | 247 | 6.2 | 4 |
| 4868 | 64.76 | 270 | 4.1 | 4 |
| 4869 | 66.02 | 239 | 2.6 | 6 |
| 4870 | 66.2 | 235 | 2.1 | 6 |
| 4871 | 66.74 | 232 | 4.1 | 5 |
| 4872 | 65.66 | 245 | 3.1 | 6 |
| 4873 | 64.58 | 249 | 2.6 | 6 |
| 4874 | 64.76 | 249 | 2.6 | 6 |
| 4875 | 64.76 | 248 | 2.6 | 6 |
| 4876 | 64.76 | 157 | 2.1 | 6 |
| 4877 | 64.76 | 164 | 2.1 | 6 |
| 4878 | 64.22 | 198 | 2.1 | 6 |
| 4879 | 64.58 | 255 | 2.1 | 4 |
| 4880 | 66.92 | 242 | 3.6 | 3 |
| 4881 | 68.36 | 238 | 3.6 | 2 |
| 4882 | 69.08 | 254 | 3.6 | 2 |
| 4883 | 69.08 | 254 | 3.6 | 2 |
| 4884 | 71.06 | 247 | 4.6 | 2 |
| 4885 | 71.42 | 265 | 5.1 | 2 |
| 4886 | 71.42 | 245 | 4.6 | 2 |
| 4887 | 71.78 | 254 | 4.6 | 3 |
| 4888 | 71.6 | 255 | 4.1 | 3 |
| 4889 | 70.88 | 271 | 5.1 | 3 |
| 4890 | 69.26 | 255 | 5.1 | 3 |
| 4891 | 67.82 | 249 | 4.6 | 4 |
| 4892 | 66.56 | 249 | 3.6 | 5 |
| 4893 | 65.66 | 249 | 3.1 | 6 |
| 4894 | 65.66 | 229 | 2.6 | 6 |
| 4895 | 64.58 | 253 | 2.6 | 6 |
| 4896 | 64.04 | 240 | 1.5 | 6 |
| 4897 | 64.22 | 245 | 2.1 | 6 |
| 4898 | 63.5 | 249 | 2.1 | 6 |
| 4899 | 63.86 | 239 | 1.5 | 6 |
| 4900 | 64.76 | 270 | 1 | 6 |
| 4901 | 63.5 | 250 | 2.1 | 6 |
| 4902 | 63.14 | 245 | 1.5 | 6 |
| 4903 | 64.4 | 246 | 2.1 | 4 |
| 4904 | 67.28 | 255 | 2.1 | 3 |
| 4905 | 71.6 | 253 | 2.1 | 2 |
| 4906 | 75.02 | 147 | 2.1 | 2 |
| 4907 | 75.02 | 147 | 2.1 | 2 |
| 4908 | 74.3 | 238 | 5.1 | 2 |
| 4909 | 75.74 | 241 | 5.1 | 2 |
| 4910 | 74.66 | 246 | 5.1 | 2 |
| 4911 | 74.3 | 236 | 5.1 | 3 |
| 4912 | 75.02 | 238 | 4.6 | 3 |
| 4913 | 73.04 | 260 | 6.2 | 4 |
| 4914 | 72.14 | 256 | 4.6 | 3 |
| 4915 | 70.16 | 253 | 4.6 | 4 |
| 4916 | 67.82 | 248 | 4.1 | 5 |
| 4917 | 67.1 | 245 | 3.1 | 5 |
| 4918 | 66.74 | 254 | 2.6 | 6 |
| 4919 | 67.64 | 220 | 2.6 | 6 |
| 4920 | 67.64 | 229 | 2.1 | 6 |
| 4921 | 67.64 | 229 | 1.5 | 6 |
| 4922 | 66.92 | 358 | 1 | 6 |
| 4923 | 67.28 | 359 | 1.5 | 6 |
| 4924 | 67.1 | 63 | 3.1 | 6 |
| 4925 | 67.46 | 65 | 2.1 | 5 |
| 4926 | 67.64 | 74 | 2.1 | 4 |
| 4927 | 69.62 | 89 | 3.1 | 4 |
| 4928 | 69.62 | 88 | 3.1 | 3 |
| 4929 | 73.76 | 113 | 3.6 | 2 |
| 4930 | 75.56 | 134 | 3.6 | 2 |
| 4931 | 78.8 | 127 | 2.6 | 2 |
| 4932 | 76.82 | 255 | 4.6 | 2 |
| 4933 | 77.9 | 246 | 4.1 | 2 |
| 4934 | 79.16 | 246 | 4.1 | 2 |
| 4935 | 77.9 | 253 | 4.1 | 3 |
| 4936 | 77.72 | 253 | 4.1 | 3 |
| 4937 | 77.18 | 262 | 3.6 | 3 |
| 4938 | 74.3 | 259 | 3.6 | 3 |
| 4939 | 72.5 | 253 | 3.1 | 3 |
| 4940 | 70.34 | 246 | 2.6 | 6 |
| 4941 | 69.44 | 252 | 2.1 | 6 |
| 4942 | 69.98 | 20 | 1 | 6 |
| 4943 | 71.24 | 91 | 4.6 | 5 |
| 4944 | 70.34 | 105 | 2.6 | 5 |
| 4945 | 69.26 | 90 | 2.1 | 5 |
| 4946 | 70.34 | 125 | 2.1 | 5 |
| 4947 | 70.52 | 153 | 2.1 | 5 |
| 4948 | 70.34 | 63 | 1 | 6 |
| 4949 | 69.08 | 248 | 2.1 | 6 |
| 4950 | 68.9 | 266 | 2.6 | 4 |
| 4951 | 69.08 | 267 | 2.1 | 4 |
| 4952 | 69.44 | 259 | 2.6 | 4 |
| 4953 | 72.14 | 237 | 2.6 | 2 |
| 4954 | 75.92 | 274 | 4.1 | 2 |
| 4955 | 76.64 | 230 | 3.6 | 2 |
| 4956 | 79.52 | 246 | 4.1 | 2 |
| 4957 | 82.22 | 233 | 4.1 | 2 |
| 4958 | 83.3 | 268 | 3.1 | 2 |
| 4959 | 83.84 | 253 | 4.1 | 2 |
| 4960 | 80.42 | 259 | 5.1 | 3 |
| 4961 | 77.36 | 254 | 5.1 | 3 |
| 4962 | 75.38 | 244 | 5.7 | 4 |
| 4963 | 72.32 | 263 | 4.1 | 4 |
| 4964 | 72.14 | 258 | 2.6 | 5 |
| 4965 | 72.14 | 259 | 2.6 | 4 |
| 4966 | 70.88 | 200 | 4.1 | 4 |
| 4967 | 73.22 | 249 | 4.1 | 4 |
| 4968 | 70.88 | 257 | 3.6 | 5 |
| 4969 | 69.8 | 260 | 3.1 | 5 |
| 4970 | 71.6 | 150 | 2.6 | 5 |
| 4971 | 71.6 | 146 | 2.6 | 5 |
| 4972 | 71.6 | 237 | 3.1 | 5 |
| 4973 | 68.9 | 270 | 3.6 | 5 |
| 4974 | 68 | 257 | 2.1 | 5 |
| 4975 | 67.82 | 265 | 2.1 | 4 |
| 4976 | 70.88 | 251 | 2.6 | 4 |
| 4977 | 77.54 | 246 | 2.6 | 4 |
| 4978 | 76.46 | 244 | 3.6 | 2 |
| 4979 | 75.74 | 239 | 4.1 | 2 |
| 4980 | 75.56 | 241 | 5.1 | 2 |
| 4981 | 75.56 | 245 | 6.7 | 3 |
| 4982 | 75.38 | 254 | 6.2 | 3 |
| 4983 | 75.38 | 250 | 6.2 | 4 |
| 4984 | 72.14 | 251 | 8.2 | 4 |
| 4985 | 74.12 | 249 | 6.2 | 4 |
| 4986 | 71.42 | 253 | 5.1 | 4 |
| 4987 | 70.7 | 249 | 4.1 | 4 |
| 4988 | 68.54 | 254 | 3.1 | 5 |
| 4989 | 68.54 | 236 | 3.6 | 5 |
| 4990 | 68 | 238 | 2.6 | 5 |
| 4991 | 68 | 244 | 2.6 | 5 |
| 4992 | 66.56 | 287 | 2.1 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 4993 | 66.56 | 236 | 2.1 | 5 |
| 4994 | 66.74 | 250 | 1.5 | 5 |
| 4995 | 66.56 | 270 | 1.5 | 5 |
| 4996 | 64.76 | 257 | 1.5 | 5 |
| 4997 | 66.02 | 270 | 1.5 | 5 |
| 4998 | 66.02 | 271 | 1.5 | 5 |
| 4999 | 67.1 | 260 | 1.5 | 3 |
| 5000 | 67.64 | 275 | 2.1 | 4 |
| 5001 | 69.44 | 248 | 3.1 | 4 |
| 5002 | 71.06 | 271 | 3.6 | 4 |
| 5003 | 72.5 | 258 | 4.6 | 4 |
| 5004 | 73.4 | 250 | 5.1 | 4 |
| 5005 | 73.22 | 242 | 4.6 | 2 |
| 5006 | 73.76 | 247 | 5.7 | 3 |
| 5007 | 74.3 | 261 | 6.7 | 4 |
| 5008 | 74.3 | 249 | 5.7 | 3 |
| 5009 | 73.22 | 251 | 6.2 | 4 |
| 5010 | 72.32 | 249 | 6.7 | 4 |
| 5011 | 70.7 | 246 | 4.6 | 4 |
| 5012 | 68.9 | 255 | 3.6 | 5 |
| 5013 | 68.18 | 237 | 3.1 | 5 |
| 5014 | 68.54 | 230 | 2.1 | 5 |
| 5015 | 66.74 | 252 | 2.1 | 5 |
| 5016 | 66.56 | 250 | 2.1 | 5 |
| 5017 | 67.1 | 214 | 1.5 | 6 |
| 5018 | 66.74 | 212 | 2.1 | 5 |
| 5019 | 66.02 | 211 | 2.1 | 5 |
| 5020 | 66.02 | 206 | 2.1 | 5 |
| 5021 | 66.38 | 207 | 2.1 | 5 |
| 5022 | 67.1 | 211 | 1.5 | 6 |
| 5023 | 67.64 | 196 | 2.1 | 4 |
| 5024 | 70.34 | 231 | 3.1 | 4 |
| 5025 | 70.34 | 226 | 3.1 | 4 |
| 5026 | 74.48 | 238 | 3.6 | 4 |
| 5027 | 73.04 | 246 | 3.6 | 4 |
| 5028 | 71.78 | 273 | 3.6 | 4 |
| 5029 | 73.04 | 279 | 4.1 | 2 |
| 5030 | 74.48 | 262 | 5.1 | 2 |
| 5031 | 74.3 | 248 | 7.2 | 4 |
| 5032 | 75.02 | 260 | 6.7 | 4 |
| 5033 | 74.48 | 252 | 6.7 | 4 |
| 5034 | 74.48 | 252 | 6.7 | 4 |
| 5035 | 73.04 | 231 | 5.1 | 4 |
| 5036 | 70.52 | 229 | 3.6 | 5 |
| 5037 | 71.96 | 238 | 2.6 | 6 |
| 5038 | 69.44 | 230 | 2.1 | 6 |
| 5039 | 68.36 | 245 | 2.1 | 6 |
| 5040 | 68.36 | 240 | 1.5 | 6 |
| 5041 | 68.72 | 192 | 2.1 | 6 |
| 5042 | 67.46 | 248 | 2.6 | 6 |
| 5043 | 67.46 | 258 | 2.1 | 6 |
| 5044 | 67.28 | 246 | 2.1 | 6 |
| 5045 | 66.92 | 262 | 2.1 | 6 |
| 5046 | 66.74 | 254 | 1.5 | 6 |
| 5047 | 68.72 | 43 | 1 | 3 |
| 5048 | 72.68 | 360 | 2.1 | 3 |
| 5049 | 76.46 | 360 | 2.1 | 2 |
| 5050 | 79.7 | 264 | 3.6 | 2 |
| 5051 | 80.06 | 261 | 4.6 | 2 |
| 5052 | 78.44 | 250 | 4.1 | 2 |
| 5053 | 79.16 | 253 | 4.6 | 2 |
| 5054 | 77.72 | 265 | 5.1 | 2 |
| 5055 | 77 | 261 | 5.1 | 3 |
| 5056 | 76.46 | 252 | 6.2 | 3 |
| 5057 | 74.66 | 249 | 6.2 | 4 |
| 5058 | 72.86 | 254 | 5.7 | 4 |
| 5059 | 71.06 | 254 | 4.6 | 4 |
| 5060 | 69.62 | 230 | 4.1 | 4 |
| 5061 | 68.36 | 241 | 3.1 | 6 |
| 5062 | 67.82 | 236 | 2.1 | 6 |
| 5063 | 67.64 | 227 | 2.1 | 6 |
| 5064 | 68.9 | 224 | 2.1 | 6 |
| 5065 | 68.36 | 179 | 2.1 | 6 |
| 5066 | 67.64 | 173 | 2.1 | 6 |
| 5067 | 67.28 | 148 | 2.1 | 6 |
| 5068 | 67.28 | 152 | 2.1 | 5 |
| 5069 | 67.28 | 180 | 2.1 | 6 |
| 5070 | 66.56 | 242 | 2.1 | 6 |
| 5071 | 67.82 | 245 | 2.1 | 4 |
| 5072 | 70.7 | 250 | 2.6 | 4 |
| 5073 | 71.42 | 252 | 3.1 | 4 |
| 5074 | 74.66 | 246 | 2.6 | 2 |
| 5075 | 75.2 | 255 | 3.6 | 2 |
| 5076 | 74.84 | 256 | 5.1 | 2 |
| 5077 | 75.38 | 252 | 4.1 | 2 |
| 5078 | 75.38 | 264 | 3.6 | 2 |
| 5079 | 75.92 | 260 | 3.6 | 2 |
| 5080 | 74.3 | 254 | 4.6 | 2 |
| 5081 | 74.3 | 255 | 4.6 | 2 |
| 5082 | 72.5 | 265 | 5.1 | 3 |
| 5083 | 70.52 | 256 | 3.6 | 4 |
| 5084 | 68.36 | 236 | 2.6 | 6 |
| 5085 | 68.36 | 228 | 2.1 | 6 |
| 5086 | 68 | 227 | 1.5 | 6 |
| 5087 | 67.64 | 227 | 2.1 | 6 |
| 5088 | 67.82 | 228 | 2.1 | 6 |
| 5089 | 68.54 | 229 | 2.1 | 6 |
| 5090 | 68.54 | 230 | 1.5 | 6 |
| 5091 | 68.54 | 229 | 1.5 | 6 |
| 5092 | 68.54 | 230 | 1.5 | 6 |
| 5093 | 68.72 | 227 | 2.1 | 6 |
| 5094 | 67.82 | 231 | 2.1 | 6 |
| 5095 | 69.26 | 229 | 1.5 | 3 |
| 5096 | 72.32 | 227 | 2.1 | 3 |
| 5097 | 75.74 | 235 | 2.6 | 2 |
| 5098 | 76.28 | 240 | 4.1 | 3 |
| 5099 | 76.28 | 252 | 4.1 | 3 |
| 5100 | 76.64 | 245 | 3.6 | 2 |
| 5101 | 76.64 | 239 | 3.6 | 2 |
| 5102 | 75.02 | 246 | 5.1 | 2 |
| 5103 | 74.84 | 240 | 4.6 | 3 |
| 5104 | 72.68 | 258 | 5.1 | 4 |
| 5105 | 73.22 | 248 | 4.1 | 3 |
| 5106 | 73.22 | 254 | 4.1 | 3 |
| 5107 | 71.24 | 266 | 4.6 | 4 |
| 5108 | 69.8 | 249 | 2.1 | 6 |
| 5109 | 69.08 | 246 | 2.1 | 6 |
| 5110 | 69.26 | 257 | 1.5 | 6 |
| 5111 | 70.34 | 258 | 1.5 | 6 |
| 5112 | 71.6 | 259 | 1.5 | 6 |
| 5113 | 70.88 | 122 | 4.1 | 4 |
| 5114 | 70.88 | 121 | 4.1 | 5 |
| 5115 | 70.7 | 120 | 2.1 | 5 |
| 5116 | 70.52 | 124 | 1.5 | 6 |
| 5117 | 71.06 | 125 | 2.1 | 5 |
| 5118 | 71.06 | 122 | 2.1 | 5 |
| 5119 | 71.24 | 117 | 2.1 | 4 |
| 5120 | 71.78 | 122 | 2.1 | 4 |
| 5121 | 72.86 | 118 | 2.1 | 4 |
| 5122 | 72.86 | 244 | 2.6 | 4 |
| 5123 | 74.3 | 248 | 3.1 | 4 |
| 5124 | 76.1 | 263 | 4.1 | 4 |
| 5125 | 76.1 | 257 | 4.1 | 4 |
| 5126 | 76.64 | 227 | 4.6 | 4 |
| 5127 | 76.64 | 255 | 4.6 | 4 |
| 5128 | 75.2 | 234 | 4.1 | 4 |
| 5129 | 73.22 | 259 | 4.6 | 4 |
| 5130 | 70.34 | 246 | 4.1 | 4 |
| 5131 | 69.08 | 265 | 4.1 | 4 |
| 5132 | 67.28 | 247 | 2.1 | 4 |
| 5133 | 67.46 | 250 | 1.5 | 4 |
| 5134 | 68.18 | 245 | 2.1 | 4 |
| 5135 | 69.08 | 241 | 1.5 | 4 |
| 5136 | 68.72 | 243 | 1.5 | 4 |
| 5137 | 70.7 | 130 | 3.1 | 4 |
| 5138 | 69.26 | 127 | 2.1 | 4 |
| 5139 | 69.44 | 130 | 2.1 | 4 |
| 5140 | 69.44 | 130 | 2.1 | 4 |
| 5141 | 70.34 | 129 | 1.5 | 6 |
| 5142 | 70.34 | 131 | 1.5 | 6 |
| 5143 | 71.24 | 129 | 1.5 | 3 |
| 5144 | 72.32 | 127 | 2.1 | 4 |
| 5145 | 72.32 | 135 | 2.6 | 4 |
| 5146 | 73.4 | 139 | 3.1 | 4 |
| 5147 | 74.12 | 136 | 2.6 | 4 |
| 5148 | 77.18 | 114 | 3.6 | 3 |
| 5149 | 78.26 | 160 | 4.1 | 2 |
| 5150 | 78.8 | 209 | 6.7 | 2 |
| 5151 | 77 | 240 | 6.2 | 2 |
| 5152 | 75.74 | 243 | 5.7 | 3 |
| 5153 | 75.02 | 262 | 4.6 | 3 |
| 5154 | 72.32 | 265 | 5.1 | 3 |
| 5155 | 72.32 | 264 | 5.1 | 3 |
| 5156 | 66.56 | 251 | 4.6 | 3 |
| 5157 | 67.64 | 247 | 2.6 | 5 |
| 5158 | 68.36 | 247 | 2.6 | 5 |
| 5159 | 68.72 | 247 | 2.6 | 5 |
| 5160 | 68.54 | 250 | 2.1 | 5 |
| 5161 | 68.54 | 246 | 2.1 | 5 |
| 5162 | 69.44 | 249 | 1.5 | 6 |
| 5163 | 69.98 | 157 | 2.6 | 5 |
| 5164 | 70.16 | 138 | 3.1 | 5 |
| 5165 | 69.98 | 129 | 2.6 | 5 |
| 5166 | 68.72 | 242 | 1.5 | 5 |
| 5167 | 69.26 | 237 | 1.5 | 3 |
| 5168 | 70.34 | 243 | 2.1 | 4 |
| 5169 | 70.34 | 238 | 2.1 | 4 |
| 5170 | 73.94 | 114 | 3.1 | 4 |
| 5171 | 74.84 | 227 | 3.1 | 4 |
| 5172 | 74.3 | 238 | 5.7 | 4 |
| 5173 | 76.28 | 229 | 5.7 | 3 |
| 5174 | 76.46 | 237 | 7.2 | 3 |
| 5175 | 75.56 | 233 | 4.6 | 3 |
| 5176 | 74.84 | 248 | 4.1 | 3 |
| 5177 | 73.94 | 258 | 4.6 | 3 |
| 5178 | 73.04 | 262 | 3.6 | 3 |
| 5179 | 71.06 | 262 | 3.1 | 4 |
| 5180 | 69.26 | 242 | 2.1 | 5 |
| 5181 | 68.9 | 245 | 2.1 | 5 |
| 5182 | 68.36 | 245 | 2.1 | 5 |
| 5183 | 67.28 | 243 | 2.1 | 5 |
| 5184 | 66.74 | 239 | 2.6 | 5 |
| 5185 | 66.74 | 240 | 2.6 | 5 |
| 5186 | 66.02 | 82 | 2.1 | 5 |
| 5187 | 67.28 | 114 | 2.1 | 5 |
| 5188 | 67.1 | 85 | 1.5 | 6 |
| 5189 | 67.28 | 71 | 1.5 | 6 |
| 5190 | 67.28 | 75 | 1.5 | 5 |
| 5191 | 68 | 86 | 3.6 | 4 |
| 5192 | 69.44 | 111 | 3.1 | 4 |
| 5193 | 70.7 | 104 | 3.1 | 4 |
| 5194 | 72.5 | 132 | 3.6 | 4 |
| 5195 | 76.1 | 121 | 3.1 | 2 |
| 5196 | 75.74 | 258 | 4.6 | 2 |
| 5197 | 76.64 | 243 | 5.7 | 3 |
| 5198 | 76.1 | 242 | 5.1 | 2 |
| 5199 | 75.74 | 242 | 6.2 | 4 |
| 5200 | 74.12 | 240 | 5.7 | 3 |
| 5201 | 73.4 | 226 | 5.1 | 3 |
| 5202 | 73.22 | 241 | 5.1 | 3 |
| 5203 | 73.22 | 241 | 5.1 | 3 |
| 5204 | 68 | 250 | 4.6 | 3 |
| 5205 | 66.74 | 248 | 5.1 | 5 |
| 5206 | 66.2 | 270 | 4.1 | 5 |
| 5207 | 65.66 | 257 | 3.1 | 5 |
| 5208 | 65.48 | 250 | 3.1 | 5 |
| 5209 | 65.48 | 252 | 3.1 | 5 |
| 5210 | 66.56 | 305 | 3.1 | 5 |
| 5211 | 66.38 | 298 | 3.1 | 5 |
| 5212 | 66.74 | 298 | 2.6 | 5 |
| 5213 | 67.28 | 304 | 2.6 | 5 |
| 5214 | 67.28 | 296 | 2.1 | 5 |
| 5215 | 67.82 | 273 | 2.1 | 4 |
| 5216 | 67.82 | 266 | 2.1 | 4 |
| 5217 | 70.34 | 243 | 2.1 | 4 |
| 5218 | 72.14 | 244 | 2.6 | 4 |
| 5219 | 71.78 | 242 | 3.6 | 4 |
| 5220 | 73.76 | 256 | 4.1 | 4 |
| 5221 | 75.38 | 266 | 4.6 | 4 |
| 5222 | 75.38 | 272 | 4.6 | 4 |
| 5223 | 73.58 | 256 | 7.2 | 4 |
| 5224 | 73.04 | 260 | 7.7 | 4 |
| 5225 | 72.14 | 265 | 7.7 | 4 |
| 5226 | 69.62 | 271 | 7.2 | 4 |
| 5227 | 68.36 | 254 | 6.2 | 4 |
| 5228 | 66.56 | 248 | 5.7 | 4 |
| 5229 | 66.02 | 236 | 4.1 | 4 |
| 5230 | 66.02 | 236 | 4.1 | 4 |
| 5231 | 65.66 | 244 | 2.6 | 4 |
| 5232 | 65.48 | 238 | 2.1 | 4 |
| 5233 | 65.48 | 241 | 2.1 | 4 |
| 5234 | 65.12 | 242 | 2.1 | 4 |
| 5235 | 65.3 | 241 | 2.1 | 4 |
| 5236 | 64.76 | 241 | 2.1 | 4 |
| 5237 | 64.4 | 238 | 2.1 | 4 |
| 5238 | 64.76 | 241 | 2.1 | 4 |
| 5239 | 66.56 | 109 | 1 | 4 |
| 5240 | 67.46 | 360 | 2.6 | 4 |
| 5241 | 69.08 | 1 | 2.6 | 4 |
| 5242 | 69.08 | 2 | 2.6 | 4 |
| 5243 | 73.58 | 253 | 3.6 | 4 |
| 5244 | 73.94 | 260 | 3.6 | 2 |
| 5245 | 74.66 | 246 | 4.1 | 2 |
| 5246 | 74.66 | 257 | 4.6 | 2 |
| 5247 | 73.76 | 264 | 6.2 | 4 |
| 5248 | 73.04 | 266 | 7.7 | 4 |
| 5249 | 73.04 | 268 | 7.7 | 4 |
| 5250 | 73.04 | 271 | 7.7 | 4 |
| 5251 | 73.04 | 266 | 7.7 | 4 |
| 5252 | 73.04 | 266 | 7.7 | 4 |
| 5253 | 73.04 | 268 | 7.7 | 4 |
| 5254 | 73.04 | 271 | 7.7 | 4 |
| 5255 | 73.04 | 266 | 7.7 | 6 |
| 5256 | 65.84 | 246 | 2.1 | 5 |
| 5257 | 65.66 | 247 | 2.1 | 5 |
| 5258 | 66.2 | 250 | 2.1 | 5 |
| 5259 | 66.74 | 237 | 1.5 | 6 |
| 5260 | 66.56 | 234 | 2.6 | 5 |
| 5261 | 66.74 | 242 | 2.6 | 5 |
| 5262 | 67.1 | 207 | 1.5 | 6 |
| 5263 | 67.64 | 226 | 2.1 | 4 |
| 5264 | 68.54 | 229 | 2.1 | 4 |
| 5265 | 69.26 | 239 | 2.1 | 4 |
| 5266 | 69.26 | 244 | 3.1 | 4 |
| 5267 | 72.14 | 264 | 4.1 | 3 |
| 5268 | 72.68 | 256 | 4.1 | 3 |
| 5269 | 73.94 | 258 | 4.1 | 3 |
| 5270 | 74.66 | 245 | 4.6 | 3 |
| 5271 | 73.94 | 251 | 6.2 | 4 |
| 5272 | 71.6 | 262 | 6.7 | 4 |
| 5273 | 68.72 | 251 | 6.2 | 4 |
| 5274 | 68.54 | 228 | 5.1 | 4 |
| 5275 | 67.1 | 238 | 4.1 | 4 |
| 5276 | 67.28 | 230 | 3.1 | 5 |
| 5277 | 66.74 | 227 | 2.6 | 5 |
| 5278 | 66.38 | 231 | 2.1 | 5 |
| 5279 | 66.74 | 228 | 2.1 | 5 |
| 5280 | 66.2 | 348 | 2.1 | 5 |
| 5281 | 66.02 | 247 | 2.1 | 5 |
| 5282 | 66.38 | 222 | 2.6 | 5 |
| 5283 | 66.92 | 235 | 2.6 | 5 |
| 5284 | 66.38 | 281 | 2.1 | 5 |
| 5285 | 66.38 | 268 | 2.1 | 5 |
| 5286 | 66.2 | 254 | 2.1 | 5 |
| 5287 | 66.92 | 253 | 1.5 | 3 |
| 5288 | 66.92 | 254 | 1.5 | 4 |
| 5289 | 73.76 | 253 | 2.6 | 4 |
| 5290 | 72.86 | 249 | 3.6 | 2 |
| 5291 | 73.04 | 263 | 3.1 | 4 |
| 5292 | 73.76 | 260 | 4.1 | 2 |
| 5293 | 74.12 | 253 | 5.7 | 3 |
| 5294 | 74.3 | 261 | 6.2 | 3 |
| 5295 | 74.3 | 255 | 5.7 | 3 |
| 5296 | 72.86 | 244 | 6.2 | 4 |
| 5297 | 72.14 | 260 | 5.7 | 4 |
| 5298 | 69.8 | 247 | 3.1 | 4 |
| 5299 | 68.18 | 233 | 2.6 | 4 |
| 5300 | 67.64 | 217 | 2.1 | 5 |
| 5301 | 68 | 239 | 2.1 | 5 |
| 5302 | 67.28 | 252 | 2.1 | 5 |
| 5303 | 67.64 | 304 | 2.1 | 5 |
| 5304 | 67.46 | 308 | 2.6 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 5305 | 67.64 | 295 | 2.1 | 6 |
| 5306 | 67.1 | 292 | 2.1 | 5 |
| 5307 | 66.92 | 297 | 2.6 | 5 |
| 5308 | 66.56 | 253 | 1.5 | 5 |
| 5309 | 66.74 | 260 | 1.5 | 6 |
| 5310 | 66.74 | 258 | 1.5 | 6 |
| 5311 | 66.92 | 272 | 1.5 | 3 |
| 5312 | 66.92 | 275 | 1.5 | 3 |
| 5313 | 69.62 | 17 | 2.1 | 4 |
| 5314 | 72.32 | 212 | 2.6 | 2 |
| 5315 | 74.84 | 252 | 5.1 | 4 |
| 5316 | 73.58 | 249 | 5.1 | 3 |
| 5317 | 75.2 | 254 | 5.1 | 3 |
| 5318 | 73.94 | 250 | 5.7 | 4 |
| 5319 | 73.76 | 248 | 5.1 | 4 |
| 5320 | 73.04 | 253 | 5.1 | 3 |
| 5321 | 72.32 | 252 | 6.2 | 4 |
| 5322 | 70.34 | 231 | 4.6 | 4 |
| 5323 | 69.26 | 244 | 3.6 | 4 |
| 5324 | 68.72 | 243 | 3.1 | 4 |
| 5325 | 67.82 | 228 | 3.1 | 5 |
| 5326 | 68.18 | 251 | 3.6 | 5 |
| 5327 | 67.28 | 241 | 2.1 | 5 |
| 5328 | 67.1 | 228 | 2.1 | 5 |
| 5329 | 67.1 | 254 | 1.5 | 6 |
| 5330 | 67.64 | 248 | 2.1 | 5 |
| 5331 | 67.28 | 282 | 2.1 | 5 |
| 5332 | 67.1 | 281 | 2.1 | 5 |
| 5333 | 67.1 | 243 | 2.1 | 5 |
| 5334 | 67.64 | 317 | 2.1 | 5 |
| 5335 | 68.18 | 325 | 1.5 | 3 |
| 5336 | 69.44 | 322 | 1.5 | 3 |
| 5337 | 73.22 | 136 | 2.6 | 4 |
| 5338 | 76.46 | 144 | 2.6 | 4 |
| 5339 | 76.46 | 138 | 2.6 | 4 |
| 5340 | 76.82 | 226 | 4.6 | 4 |
| 5341 | 76.46 | 237 | 5.7 | 3 |
| 5342 | 76.1 | 244 | 5.1 | 2 |
| 5343 | 75.74 | 249 | 5.7 | 3 |
| 5344 | 76.46 | 256 | 6.2 | 4 |
| 5345 | 74.12 | 258 | 7.2 | 4 |
| 5346 | 72.68 | 249 | 6.2 | 4 |
| 5347 | 71.42 | 236 | 4.1 | 4 |
| 5348 | 68.72 | 239 | 4.1 | 4 |
| 5349 | 68.54 | 251 | 2.6 | 5 |
| 5350 | 68 | 238 | 2.6 | 5 |
| 5351 | 68.54 | 246 | 2.6 | 5 |
| 5352 | 68.18 | 243 | 2.1 | 5 |
| 5353 | 67.46 | 243 | 2.1 | 5 |
| 5354 | 67.82 | 238 | 2.6 | 5 |
| 5355 | 67.28 | 297 | 2.1 | 6 |
| 5356 | 66.92 | 299 | 2.1 | 6 |
| 5357 | 67.28 | 297 | 2.1 | 6 |
| 5358 | 67.1 | 246 | 1.5 | 6 |
| 5359 | 67.1 | 269 | 2.6 | 4 |
| 5360 | 68.54 | 246 | 3.6 | 4 |
| 5361 | 72.68 | 230 | 3.1 | 3 |
| 5362 | 74.84 | 244 | 3.6 | 2 |
| 5363 | 77 | 246 | 4.6 | 3 |
| 5364 | 77.18 | 266 | 5.7 | 3 |
| 5365 | 75.92 | 264 | 5.7 | 3 |
| 5366 | 75.02 | 259 | 6.7 | 3 |
| 5367 | 75.02 | 256 | 6.2 | 4 |
| 5368 | 74.84 | 256 | 5.7 | 3 |
| 5369 | 74.48 | 248 | 5.7 | 3 |
| 5370 | 73.04 | 252 | 4.6 | 3 |
| 5371 | 71.6 | 246 | 3.6 | 3 |
| 5372 | 70.52 | 229 | 4.1 | 3 |
| 5373 | 69.8 | 235 | 3.1 | 3 |
| 5374 | 69.62 | 252 | 2.1 | 6 |
| 5375 | 69.98 | 251 | 2.1 | 6 |
| 5376 | 70.16 | 252 | 2.1 | 6 |
| 5377 | 69.08 | 252 | 2.1 | 6 |
| 5378 | 69.26 | 255 | 1.5 | 6 |
| 5379 | 70.16 | 183 | 2.1 | 6 |
| 5380 | 69.8 | 225 | 2.1 | 6 |
| 5381 | 68.72 | 259 | 1.5 | 6 |
| 5382 | 69.08 | 250 | 1 | 6 |
| 5383 | 69.8 | 356 | 1.5 | 3 |
| 5384 | 73.22 | 86 | 1 | 2 |
| 5385 | 77.54 | 5 | 2.1 | 3 |
| 5386 | 79.88 | 216 | 3.1 | 3 |
| 5387 | 83.66 | 221 | 3.1 | 2 |
| 5388 | 82.4 | 246 | 5.7 | 3 |
| 5389 | 79.16 | 243 | 5.7 | 3 |
| 5390 | 79.52 | 246 | 5.1 | 2 |
| 5391 | 78.26 | 252 | 5.1 | 3 |
| 5392 | 77.9 | 260 | 4.1 | 3 |
| 5393 | 77.9 | 258 | 4.1 | 3 |
| 5394 | 76.1 | 264 | 3.6 | 3 |
| 5395 | 74.3 | 258 | 2.6 | 4 |
| 5396 | 73.04 | 247 | 3.1 | 5 |
| 5397 | 71.6 | 243 | 2.1 | 5 |
| 5398 | 71.78 | 230 | 2.1 | 6 |
| 5399 | 70.88 | 239 | 2.1 | 5 |
| 5400 | 71.78 | 243 | 2.1 | 5 |
| 5401 | 72.5 | 11 | 2.1 | 5 |
| 5402 | 72.68 | 85 | 3.1 | 5 |
| 5403 | 72.32 | 66 | 2.1 | 5 |
| 5404 | 71.96 | 118 | 2.1 | 6 |
| 5405 | 71.6 | 96 | 2.1 | 6 |
| 5406 | 71.6 | 346 | 2.1 | 6 |
| 5407 | 74.3 | 320 | 2.1 | 4 |
| 5408 | 79.16 | 132 | 1.5 | 2 |
| 5409 | 83.84 | 144 | 2.1 | 3 |
| 5410 | 80.24 | 243 | 4.1 | 3 |
| 5411 | 80.24 | 245 | 4.1 | 3 |
| 5412 | 80.24 | 240 | 4.1 | 3 |
| 5413 | 82.22 | 238 | 4.6 | 3 |
| 5414 | 81.68 | 248 | 4.6 | 2 |
| 5415 | 80.96 | 252 | 5.1 | 3 |
| 5416 | 79.88 | 257 | 5.7 | 3 |
| 5417 | 78.98 | 247 | 4.1 | 3 |
| 5418 | 77.72 | 255 | 3.6 | 3 |
| 5419 | 74.66 | 256 | 3.6 | 3 |
| 5420 | 74.66 | 262 | 3.6 | 3 |
| 5421 | 74.66 | 263 | 3.6 | 5 |
| 5422 | 74.66 | 258 | 3.6 | 5 |
| 5423 | 74.66 | 263 | 3.6 | 6 |
| 5424 | 74.66 | 265 | 3.6 | 6 |
| 5425 | 74.66 | 257 | 3.6 | 6 |
| 5426 | 74.66 | 257 | 3.6 | 6 |
| 5427 | 74.66 | 256 | 3.6 | 6 |
| 5428 | 74.66 | 265 | 3.6 | 6 |
| 5429 | 74.66 | 262 | 3.6 | 6 |
| 5430 | 74.66 | 258 | 3.6 | 6 |
| 5431 | 74.66 | 257 | 3.6 | 4 |
| 5432 | 74.66 | 259 | 3.6 | 3 |
| 5433 | 74.66 | 264 | 3.6 | 3 |
| 5434 | 78.62 | 256 | 5.1 | 3 |
| 5435 | 77 | 275 | 4.1 | 3 |
| 5436 | 82.4 | 263 | 2.6 | 3 |
| 5437 | 82.76 | 253 | 4.1 | 3 |
| 5438 | 80.42 | 257 | 5.7 | 3 |
| 5439 | 79.7 | 255 | 4.6 | 3 |
| 5440 | 80.96 | 242 | 4.6 | 3 |
| 5441 | 78.44 | 256 | 4.1 | 3 |
| 5442 | 78.8 | 262 | 3.1 | 3 |
| 5443 | 77.9 | 255 | 2.6 | 3 |
| 5444 | 74.84 | 254 | 2.1 | 6 |
| 5445 | 72.68 | 246 | 2.1 | 6 |
| 5446 | 73.22 | 254 | 2.1 | 6 |
| 5447 | 72.86 | 252 | 2.1 | 6 |
| 5448 | 73.22 | 258 | 3.1 | 6 |
| 5449 | 72.5 | 336 | 2.6 | 6 |
| 5450 | 72.14 | 309 | 2.6 | 6 |
| 5451 | 73.58 | 42 | 2.6 | 5 |
| 5452 | 72.86 | 92 | 2.6 | 5 |
| 5453 | 73.22 | 79 | 2.1 | 5 |
| 5454 | 72.14 | 66 | 1.5 | 6 |
| 5455 | 72.86 | 99 | 2.1 | 4 |
| 5456 | 75.56 | 98 | 2.6 | 4 |
| 5457 | 81.32 | 100 | 2.1 | 3 |
| 5458 | 77.9 | 245 | 4.6 | 3 |
| 5459 | 77 | 252 | 4.1 | 3 |
| 5460 | 80.42 | 262 | 3.6 | 2 |
| 5461 | 79.34 | 255 | 5.1 | 2 |
| 5462 | 79.88 | 256 | 4.6 | 2 |
| 5463 | 79.52 | 254 | 4.6 | 3 |
| 5464 | 78.44 | 255 | 5.1 | 3 |
| 5465 | 76.64 | 273 | 5.7 | 4 |
| 5466 | 73.76 | 267 | 4.6 | 4 |
| 5467 | 71.96 | 255 | 4.1 | 4 |
| 5468 | 70.88 | 252 | 4.6 | 4 |
| 5469 | 70.16 | 259 | 3.6 | 5 |
| 5470 | 69.44 | 242 | 2.1 | 5 |
| 5471 | 69.08 | 254 | 2.1 | 5 |
| 5472 | 68.54 | 247 | 2.1 | 5 |
| 5473 | 68.36 | 248 | 1.5 | 6 |
| 5474 | 67.64 | 253 | 2.1 | 6 |
| 5475 | 68 | 250 | 2.1 | 5 |
| 5476 | 68.54 | 246 | 2.1 | 5 |
| 5477 | 69.26 | 248 | 1.5 | 6 |
| 5478 | 70.52 | 247 | 2.6 | 5 |
| 5479 | 70.88 | 254 | 2.1 | 4 |
| 5480 | 72.32 | 249 | 2.1 | 4 |
| 5481 | 77.36 | 254 | 2.1 | 4 |
| 5482 | 77.36 | 238 | 4.1 | 4 |
| 5483 | 77.18 | 238 | 4.1 | 4 |
| 5484 | 76.64 | 246 | 5.1 | 2 |
| 5485 | 76.28 | 254 | 5.7 | 3 |
| 5486 | 74.66 | 239 | 6.2 | 4 |
| 5487 | 74.48 | 255 | 5.1 | 4 |
| 5488 | 72.5 | 272 | 6.2 | 4 |
| 5489 | 70.52 | 272 | 6.2 | 4 |
| 5490 | 68.72 | 262 | 6.2 | 4 |
| 5491 | 67.82 | 268 | 3.6 | 4 |
| 5492 | 66.56 | 261 | 3.1 | 5 |
| 5493 | 65.66 | 269 | 3.6 | 5 |
| 5494 | 65.3 | 232 | 2.6 | 5 |
| 5495 | 65.84 | 247 | 2.1 | 5 |
| 5496 | 66.2 | 237 | 1.5 | 6 |
| 5497 | 67.1 | 288 | 1.5 | 6 |
| 5498 | 67.46 | 255 | 2.1 | 5 |
| 5499 | 67.46 | 254 | 2.1 | 5 |
| 5500 | 67.46 | 248 | 2.1 | 5 |
| 5501 | 67.46 | 251 | 2.1 | 5 |
| 5502 | 67.46 | 250 | 2.1 | 5 |
| 5503 | 67.46 | 252 | 2.1 | 4 |
| 5504 | 69.98 | 94 | 2.6 | 4 |
| 5505 | 71.6 | 94 | 2.6 | 4 |
| 5506 | 74.12 | 93 | 2.6 | 4 |
| 5507 | 77.54 | 248 | 3.6 | 2 |
| 5508 | 76.28 | 241 | 5.1 | 2 |
| 5509 | 77 | 252 | 5.7 | 3 |
| 5510 | 77.18 | 240 | 7.2 | 3 |
| 5511 | 76.64 | 251 | 4.6 | 3 |
| 5512 | 76.46 | 261 | 4.6 | 3 |
| 5513 | 73.76 | 264 | 5.1 | 3 |
| 5514 | 71.96 | 263 | 5.1 | 3 |
| 5515 | 69.26 | 258 | 5.1 | 4 |
| 5516 | 67.1 | 265 | 4.6 | 5 |
| 5517 | 66.56 | 240 | 3.1 | 6 |
| 5518 | 66.02 | 235 | 3.1 | 6 |
| 5519 | 66.74 | 243 | 1.5 | 6 |
| 5520 | 68 | 224 | 2.1 | 5 |
| 5521 | 68.72 | 310 | 3.1 | 5 |
| 5522 | 68.72 | 311 | 2.1 | 5 |
| 5523 | 69.08 | 275 | 2.1 | 5 |
| 5524 | 69.08 | 271 | 1.5 | 6 |
| 5525 | 69.08 | 250 | 2.1 | 6 |
| 5526 | 69.44 | 262 | 1.5 | 6 |
| 5527 | 69.44 | 261 | 1.5 | 6 |
| 5528 | 71.24 | 125 | 2.1 | 4 |
| 5529 | 72.14 | 121 | 2.1 | 4 |
| 5530 | 75.38 | 124 | 3.1 | 4 |
| 5531 | 77.18 | 246 | 4.6 | 4 |
| 5532 | 77.36 | 253 | 4.6 | 2 |
| 5533 | 77.72 | 234 | 5.7 | 3 |
| 5534 | 77 | 242 | 5.7 | 3 |
| 5535 | 76.82 | 232 | 5.1 | 3 |
| 5536 | 74.12 | 253 | 5.7 | 3 |
| 5537 | 73.04 | 258 | 6.7 | 4 |
| 5538 | 70.88 | 259 | 6.2 | 4 |
| 5539 | 69.26 | 255 | 5.1 | 4 |
| 5540 | 67.28 | 247 | 4.6 | 4 |
| 5541 | 66.92 | 233 | 3.1 | 5 |
| 5542 | 66.38 | 259 | 2.6 | 5 |
| 5543 | 66.2 | 246 | 2.6 | 5 |
| 5544 | 65.3 | 252 | 2.1 | 5 |
| 5545 | 64.4 | 249 | 2.1 | 6 |
| 5546 | 65.48 | 254 | 2.1 | 5 |
| 5547 | 64.58 | 108 | 1 | 6 |
| 5548 | 64.94 | 132 | 1 | 6 |
| 5549 | 64.76 | 226 | 1 | 6 |
| 5550 | 65.84 | 65 | 1 | 6 |
| 5551 | 65.66 | 56 | 2.1 | 4 |
| 5552 | 67.64 | 117 | 2.1 | 4 |
| 5553 | 72.14 | 230 | 3.1 | 4 |
| 5554 | 74.12 | 241 | 3.6 | 2 |
| 5555 | 74.48 | 251 | 5.1 | 3 |
| 5556 | 74.3 | 264 | 4.6 | 3 |
| 5557 | 75.92 | 249 | 4.6 | 2 |
| 5558 | 76.28 | 246 | 5.7 | 3 |
| 5559 | 76.1 | 247 | 5.1 | 3 |
| 5560 | 74.84 | 258 | 6.2 | 3 |
| 5561 | 74.3 | 252 | 5.7 | 4 |
| 5562 | 72.68 | 257 | 4.6 | 4 |
| 5563 | 70.34 | 237 | 4.1 | 4 |
| 5564 | 69.26 | 239 | 3.6 | 5 |
| 5565 | 68.9 | 236 | 2.1 | 5 |
| 5566 | 68.36 | 245 | 2.1 | 6 |
| 5567 | 67.28 | 255 | 2.1 | 6 |
| 5568 | 66.92 | 251 | 2.1 | 6 |
| 5569 | 67.46 | 230 | 1 | 6 |
| 5570 | 67.82 | 199 | 2.1 | 6 |
| 5571 | 66.92 | 292 | 1 | 6 |
| 5572 | 65.84 | 248 | 1 | 6 |
| 5573 | 65.3 | 136 | 2.1 | 6 |
| 5574 | 64.4 | 55 | 2.1 | 6 |
| 5575 | 65.3 | 51 | 2.1 | 4 |
| 5576 | 69.26 | 99 | 2.6 | 3 |
| 5577 | 74.12 | 97 | 2.1 | 3 |
| 5578 | 80.42 | 100 | 2.1 | 2 |
| 5579 | 79.88 | 251 | 4.1 | 3 |
| 5580 | 80.42 | 262 | 4.1 | 3 |
| 5581 | 80.24 | 244 | 4.1 | 2 |
| 5582 | 79.34 | 249 | 5.1 | 2 |
| 5583 | 79.52 | 253 | 6.7 | 4 |
| 5584 | 77.54 | 255 | 5.7 | 3 |
| 5585 | 77.54 | 248 | 5.7 | 3 |
| 5586 | 75.92 | 254 | 5.1 | 3 |
| 5587 | 72.32 | 250 | 4.1 | 4 |
| 5588 | 70.52 | 237 | 4.1 | 5 |
| 5589 | 69.8 | 245 | 3.1 | 6 |
| 5590 | 70.52 | 244 | 2.6 | 6 |
| 5591 | 69.62 | 227 | 2.1 | 6 |
| 5592 | 69.44 | 171 | 2.6 | 6 |
| 5593 | 68.72 | 176 | 2.1 | 6 |
| 5594 | 68.72 | 243 | 2.6 | 6 |
| 5595 | 67.64 | 234 | 2.1 | 6 |
| 5596 | 67.28 | 339 | 1 | 6 |
| 5597 | 66.02 | 257 | 2.1 | 6 |
| 5598 | 66.56 | 236 | 2.1 | 6 |
| 5599 | 67.1 | 243 | 2.1 | 4 |
| 5600 | 67.1 | 238 | 2.1 | 3 |
| 5601 | 73.22 | 243 | 3.1 | 3 |
| 5602 | 74.48 | 245 | 3.1 | 3 |
| 5603 | 76.46 | 241 | 3.6 | 2 |
| 5604 | 75.92 | 241 | 4.1 | 2 |
| 5605 | 76.28 | 248 | 4.6 | 2 |
| 5606 | 76.64 | 252 | 7.2 | 2 |
| 5607 | 77.72 | 245 | 4.6 | 2 |
| 5608 | 76.82 | 265 | 5.1 | 3 |
| 5609 | 75.38 | 264 | 5.1 | 3 |
| 5610 | 74.12 | 247 | 4.6 | 3 |
| 5611 | 70.7 | 261 | 4.6 | 4 |
| 5612 | 68.72 | 263 | 4.6 | 5 |
| 5613 | 68.54 | 251 | 2.6 | 6 |
| 5614 | 68 | 256 | 2.6 | 6 |
| 5615 | 68.36 | 236 | 2.1 | 6 |
| 5616 | 67.82 | 254 | 2.1 | 6 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 5617 | 67.28 | 249 | 2.1 | 6 |
| 5618 | 66.56 | 249 | 2.1 | 6 |
| 5619 | 67.46 | 254 | 2.1 | 6 |
| 5620 | 66.02 | 251 | 1.5 | 6 |
| 5621 | 65.66 | 249 | 1.5 | 6 |
| 5622 | 66.02 | 252 | 2.1 | 5 |
| 5623 | 67.46 | 253 | 2.1 | 5 |
| 5624 | 70.16 | 252 | 2.6 | 3 |
| 5625 | 73.4 | 246 | 2.6 | 3 |
| 5626 | 73.22 | 262 | 3.6 | 2 |
| 5627 | 73.4 | 265 | 4.1 | 2 |
| 5628 | 75.02 | 237 | 4.6 | 2 |
| 5629 | 75.92 | 248 | 6.2 | 3 |
| 5630 | 75.2 | 251 | 6.7 | 3 |
| 5631 | 75.92 | 258 | 7.2 | 4 |
| 5632 | 75.38 | 254 | 6.7 | 4 |
| 5633 | 73.76 | 238 | 5.1 | 4 |
| 5634 | 73.94 | 242 | 3.1 | 3 |
| 5635 | 70.7 | 255 | 5.1 | 4 |
| 5636 | 68.9 | 240 | 5.1 | 4 |
| 5637 | 67.64 | 262 | 2.6 | 5 |
| 5638 | 68 | 245 | 2.6 | 6 |
| 5639 | 68 | 228 | 2.6 | 5 |
| 5640 | 67.64 | 245 | 2.1 | 5 |
| 5641 | 67.1 | 244 | 2.1 | 6 |
| 5642 | 66.02 | 245 | 2.1 | 5 |
| 5643 | 65.12 | 359 | 1 | 6 |
| 5644 | 65.48 | 154 | 1 | 6 |
| 5645 | 65.48 | 116 | 1 | 6 |
| 5646 | 66.38 | 2 | 1.5 | 6 |
| 5647 | 66.56 | 237 | 2.6 | 4 |
| 5648 | 67.1 | 230 | 2.1 | 4 |
| 5649 | 69.8 | 249 | 3.1 | 4 |
| 5650 | 73.4 | 251 | 4.1 | 4 |
| 5651 | 73.94 | 254 | 4.1 | 3 |
| 5652 | 77 | 251 | 5.1 | 3 |
| 5653 | 75.56 | 249 | 6.2 | 3 |
| 5654 | 75.56 | 247 | 7.7 | 3 |
| 5655 | 75.56 | 250 | 7.7 | 3 |
| 5656 | 75.56 | 249 | 7.7 | 4 |
| 5657 | 75.56 | 250 | 7.7 | 4 |
| 5658 | 75.56 | 255 | 7.7 | 3 |
| 5659 | 75.56 | 254 | 7.7 | 3 |
| 5660 | 68.9 | 216 | 3.1 | 6 |
| 5661 | 68.18 | 249 | 2.1 | 6 |
| 5662 | 68.36 | 249 | 2.1 | 6 |
| 5663 | 68.36 | 248 | 2.1 | 6 |
| 5664 | 68.36 | 246 | 2.1 | 6 |
| 5665 | 67.28 | 250 | 2.1 | 6 |
| 5666 | 66.2 | 252 | 2.1 | 6 |
| 5667 | 66.38 | 131 | 1 | 6 |
| 5668 | 66.38 | 153 | 1 | 6 |
| 5669 | 65.84 | 88 | 1 | 6 |
| 5670 | 64.94 | 5 | 2.1 | 6 |
| 5671 | 65.84 | 315 | 1 | 3 |
| 5672 | 70.52 | 4 | 2.1 | 3 |
| 5673 | 72.32 | 263 | 3.6 | 3 |
| 5674 | 74.84 | 253 | 5.1 | 3 |
| 5675 | 76.1 | 248 | 4.1 | 3 |
| 5676 | 76.82 | 254 | 4.6 | 3 |
| 5677 | 74.66 | 242 | 4.6 | 3 |
| 5678 | 75.2 | 237 | 5.1 | 2 |
| 5679 | 76.1 | 255 | 6.7 | 2 |
| 5680 | 76.1 | 253 | 10.3 | 2 |
| 5681 | 76.28 | 233 | 8.2 | 2 |
| 5682 | 78.08 | 226 | 7.7 | 4 |
| 5683 | 76.64 | 229 | 5.7 | 4 |
| 5684 | 76.28 | 227 | 6.2 | 4 |
| 5685 | 73.76 | 231 | 3.6 | 4 |
| 5686 | 70.7 | 218 | 3.1 | 6 |
| 5687 | 70.7 | 228 | 2.1 | 6 |
| 5688 | 69.8 | 193 | 2.6 | 6 |
| 5689 | 68.36 | 193 | 2.6 | 6 |
| 5690 | 66.74 | 192 | 2.6 | 6 |
| 5691 | 66.02 | 192 | 2.1 | 6 |
| 5692 | 66.2 | 190 | 2.6 | 6 |
| 5693 | 66.38 | 188 | 2.6 | 6 |
| 5694 | 65.66 | 187 | 2.1 | 6 |
| 5695 | 66.2 | 191 | 1.5 | 3 |
| 5696 | 69.26 | 139 | 1 | 2 |
| 5697 | 73.58 | 356 | 2.1 | 3 |
| 5698 | 77 | 358 | 2.1 | 2 |
| 5699 | 75.02 | 236 | 4.1 | 2 |
| 5700 | 76.46 | 255 | 6.2 | 2 |
| 5701 | 74.12 | 238 | 6.7 | 3 |
| 5702 | 74.12 | 252 | 7.2 | 3 |
| 5703 | 73.4 | 248 | 8.7 | 4 |
| 5704 | 73.4 | 246 | 6.7 | 4 |
| 5705 | 73.76 | 254 | 5.7 | 4 |
| 5706 | 73.04 | 256 | 5.7 | 4 |
| 5707 | 69.8 | 256 | 5.1 | 4 |
| 5708 | 68.74 | 245 | 3.1 | 6 |
| 5709 | 67.82 | 241 | 3.1 | 6 |
| 5710 | 67.28 | 244 | 2.6 | 6 |
| 5711 | 67.28 | 240 | 2.6 | 6 |
| 5712 | 66.92 | 124 | 2.1 | 6 |
| 5713 | 66.38 | 125 | 2.1 | 6 |
| 5714 | 66.2 | 121 | 1.5 | 6 |
| 5715 | 65.12 | 122 | 2.6 | 6 |
| 5716 | 65.66 | 124 | 2.1 | 6 |
| 5717 | 64.76 | 121 | 2.1 | 6 |
| 5718 | 65.12 | 119 | 1.5 | 6 |
| 5719 | 66.02 | 95 | 2.6 | 4 |
| 5720 | 70.34 | 90 | 2.1 | 3 |
| 5721 | 75.38 | 88 | 2.1 | 3 |
| 5722 | 80.42 | 94 | 2.1 | 3 |
| 5723 | 78.44 | 245 | 4.6 | 3 |
| 5724 | 77.36 | 252 | 5.1 | 3 |
| 5725 | 77.72 | 253 | 5.1 | 2 |
| 5726 | 77.36 | 255 | 5.1 | 2 |
| 5727 | 78.62 | 256 | 5.7 | 3 |
| 5728 | 78.44 | 260 | 6.2 | 4 |
| 5729 | 77 | 252 | 5.7 | 4 |
| 5730 | 73.76 | 249 | 4.6 | 3 |
| 5731 | 71.24 | 252 | 4.1 | 3 |
| 5732 | 70.34 | 244 | 3.1 | 6 |
| 5733 | 68.9 | 254 | 2.1 | 6 |
| 5734 | 69.08 | 229 | 2.1 | 6 |
| 5735 | 68.18 | 241 | 2.6 | 6 |
| 5736 | 67.1 | 254 | 2.1 | 6 |
| 5737 | 67.28 | 246 | 2.6 | 6 |
| 5738 | 67.82 | 302 | 2.6 | 6 |
| 5739 | 67.1 | 271 | 1 | 6 |
| 5740 | 66.2 | 161 | 1 | 6 |
| 5741 | 64.76 | 1 | 2.1 | 6 |
| 5742 | 64.58 | 57 | 2.1 | 6 |
| 5743 | 64.58 | 105 | 3.1 | 4 |
| 5744 | 70.7 | 61 | 2.1 | 3 |
| 5745 | 73.76 | 118 | 2.6 | 3 |
| 5746 | 81.5 | 241 | 4.1 | 3 |
| 5747 | 77.9 | 245 | 4.1 | 3 |
| 5748 | 78.62 | 254 | 4.6 | 3 |
| 5749 | 80.24 | 248 | 5.1 | 2 |
| 5750 | 79.88 | 254 | 4.6 | 2 |
| 5751 | 79.88 | 254 | 4.6 | 3 |
| 5752 | 79.88 | 272 | 6.2 | 3 |
| 5753 | 77.72 | 259 | 5.1 | 3 |
| 5754 | 75.74 | 259 | 4.1 | 3 |
| 5755 | 73.4 | 254 | 4.1 | 3 |
| 5756 | 70.52 | 248 | 2.6 | 6 |
| 5757 | 72.14 | 250 | 2.6 | 6 |
| 5758 | 71.6 | 252 | 2.6 | 6 |
| 5759 | 72.14 | 253 | 1.5 | 6 |
| 5760 | 72.86 | 236 | 3.1 | 6 |
| 5761 | 71.42 | 13 | 2.6 | 6 |
| 5762 | 71.24 | 3 | 2.1 | 6 |
| 5763 | 69.62 | 93 | 1.5 | 6 |
| 5764 | 70.34 | 54 | 2.1 | 6 |
| 5765 | 69.44 | 47 | 2.1 | 6 |
| 5766 | 69.44 | 100 | 2.1 | 6 |
| 5767 | 69.8 | 100 | 2.1 | 4 |
| 5768 | 73.58 | 104 | 2.6 | 3 |
| 5769 | 79.34 | 58 | 2.6 | 3 |
| 5770 | 84.02 | 58 | 2.6 | 3 |
| 5771 | 88.52 | 249 | 3.6 | 3 |
| 5772 | 84.92 | 217 | 4.1 | 2 |
| 5773 | 84.74 | 246 | 5.7 | 3 |
| 5774 | 82.04 | 257 | 5.7 | 3 |
| 5775 | 80.6 | 251 | 6.7 | 3 |
| 5776 | 80.06 | 246 | 5.7 | 3 |
| 5777 | 78.98 | 239 | 6.2 | 4 |
| 5778 | 75.38 | 263 | 4.6 | 3 |
| 5779 | 73.22 | 250 | 3.6 | 3 |
| 5780 | 71.42 | 244 | 3.1 | 6 |
| 5781 | 72.86 | 198 | 3.1 | 6 |
| 5782 | 72.86 | 203 | 2.1 | 6 |
| 5783 | 72.68 | 202 | 2.1 | 6 |
| 5784 | 70.7 | 205 | 2.1 | 6 |
| 5785 | 70.88 | 239 | 2.1 | 6 |
| 5786 | 69.98 | 239 | 2.1 | 6 |
| 5787 | 70.88 | 318 | 2.1 | 6 |
| 5788 | 70.52 | 316 | 2.1 | 6 |
| 5789 | 70.52 | 319 | 2.1 | 6 |
| 5790 | 69.8 | 318 | 2.1 | 6 |
| 5791 | 71.78 | 320 | 2.1 | 4 |
| 5792 | 76.46 | 97 | 2.6 | 3 |
| 5793 | 77.18 | 94 | 3.1 | 3 |
| 5794 | 87.44 | 21 | 2.6 | 2 |
| 5795 | 91.22 | 20 | 2.6 | 2 |
| 5796 | 89.6 | 243 | 5.1 | 2 |
| 5797 | 96.44 | 222 | 3.1 | 2 |
| 5798 | 90.32 | 252 | 5.1 | 2 |
| 5799 | 85.1 | 247 | 5.1 | 3 |
| 5800 | 81.86 | 247 | 5.1 | 3 |
| 5801 | 80.42 | 254 | 4.1 | 3 |
| 5802 | 78.44 | 247 | 3.6 | 3 |
| 5803 | 73.76 | 252 | 4.1 | 4 |
| 5804 | 72.14 | 250 | 3.1 | 4 |
| 5805 | 72.68 | 248 | 2.1 | 4 |
| 5806 | 74.48 | 119 | 2.1 | 6 |
| 5807 | 75.02 | 67 | 2.6 | 5 |
| 5808 | 75.92 | 98 | 3.1 | 5 |
| 5809 | 75.2 | 98 | 3.1 | 5 |
| 5810 | 73.76 | 93 | 2.1 | 5 |
| 5811 | 72.5 | 94 | 2.1 | 5 |
| 5812 | 71.96 | 81 | 2.1 | 6 |
| 5813 | 71.6 | 78 | 2.1 | 5 |
| 5814 | 71.6 | 83 | 1.5 | 6 |
| 5815 | 71.78 | 102 | 2.1 | 4 |
| 5816 | 75.2 | 115 | 2.6 | 3 |
| 5817 | 76.64 | 102 | 3.1 | 3 |
| 5818 | 84.92 | 107 | 4.1 | 3 |
| 5819 | 87.8 | 133 | 4.1 | 3 |
| 5820 | 91.04 | 152 | 3.1 | 2 |
| 5821 | 83.12 | 258 | 5.1 | 2 |
| 5822 | 81.5 | 250 | 4.6 | 2 |
| 5823 | 80.96 | 254 | 4.6 | 3 |
| 5824 | 78.8 | 246 | 5.7 | 3 |
| 5825 | 78.8 | 248 | 5.7 | 3 |
| 5826 | 75.56 | 237 | 3.1 | 3 |
| 5827 | 72.5 | 245 | 3.6 | 3 |
| 5828 | 71.42 | 251 | 2.6 | 5 |
| 5829 | 71.96 | 245 | 2.6 | 5 |
| 5830 | 71.6 | 256 | 2.1 | 5 |
| 5831 | 72.14 | 176 | 1 | 6 |
| 5832 | 72.68 | 120 | 3.1 | 6 |
| 5833 | 71.78 | 110 | 2.1 | 6 |
| 5834 | 71.42 | 94 | 2.1 | 6 |
| 5835 | 71.42 | 88 | 2.1 | 6 |
| 5836 | 71.42 | 88 | 2.1 | 5 |
| 5837 | 72.14 | 94 | 2.1 | 5 |
| 5838 | 72.32 | 88 | 2.1 | 5 |
| 5839 | 72.5 | 94 | 2.6 | 4 |
| 5840 | 73.58 | 86 | 2.6 | 4 |
| 5841 | 75.74 | 114 | 3.1 | 4 |
| 5842 | 78.8 | 156 | 2.6 | 2 |
| 5843 | 82.76 | 122 | 3.6 | 2 |
| 5844 | 80.24 | 234 | 4.1 | 2 |
| 5845 | 79.7 | 231 | 5.1 | 2 |
| 5846 | 79.88 | 233 | 5.1 | 2 |
| 5847 | 78.98 | 228 | 5.1 | 3 |
| 5848 | 77.72 | 248 | 4.1 | 3 |
| 5849 | 75.92 | 248 | 3.6 | 3 |
| 5850 | 74.12 | 241 | 4.1 | 3 |
| 5851 | 71.42 | 262 | 4.1 | 3 |
| 5852 | 69.8 | 264 | 3.1 | 5 |
| 5853 | 67.82 | 259 | 2.6 | 5 |
| 5854 | 68.72 | 263 | 2.1 | 5 |
| 5855 | 68.36 | 262 | 2.1 | 5 |
| 5856 | 68.36 | 256 | 2.1 | 5 |
| 5857 | 68.18 | 326 | 2.1 | 5 |
| 5858 | 68.36 | 340 | 2.1 | 6 |
| 5859 | 68.54 | 90 | 1.5 | 6 |
| 5860 | 68.36 | 86 | 1.5 | 6 |
| 5861 | 69.44 | 324 | 2.1 | 6 |
| 5862 | 70.52 | 337 | 1 | 6 |
| 5863 | 71.78 | 5 | 2.1 | 4 |
| 5864 | 73.22 | 80 | 2.1 | 4 |
| 5865 | 74.48 | 84 | 2.6 | 4 |
| 5866 | 77 | 97 | 2.6 | 4 |
| 5867 | 78.44 | 254 | 3.1 | 4 |
| 5868 | 78.44 | 236 | 4.1 | 2 |
| 5869 | 78.44 | 229 | 5.1 | 2 |
| 5870 | 77.72 | 234 | 5.1 | 3 |
| 5871 | 75.92 | 234 | 6.2 | 4 |
| 5872 | 75.02 | 252 | 6.7 | 4 |
| 5873 | 72.68 | 263 | 6.7 | 4 |
| 5874 | 69.98 | 271 | 6.2 | 4 |
| 5875 | 68.9 | 248 | 4.6 | 4 |
| 5876 | 68.9 | 256 | 3.1 | 5 |
| 5877 | 68.72 | 246 | 2.6 | 5 |
| 5878 | 68.9 | 269 | 2.1 | 5 |
| 5879 | 69.26 | 275 | 2.1 | 5 |
| 5880 | 68.54 | 267 | 2.1 | 5 |
| 5881 | 68.9 | 266 | 2.1 | 5 |
| 5882 | 70.16 | 268 | 2.1 | 5 |
| 5883 | 70.7 | 270 | 1.5 | 5 |
| 5884 | 70.7 | 269 | 2.1 | 5 |
| 5885 | 70.34 | 271 | 1.5 | 5 |
| 5886 | 69.98 | 273 | 1.5 | 5 |
| 5887 | 69.8 | 265 | 1.5 | 3 |
| 5888 | 70.52 | 261 | 2.1 | 4 |
| 5889 | 70.7 | 252 | 2.1 | 4 |
| 5890 | 72.14 | 261 | 2.1 | 4 |
| 5891 | 77 | 319 | 3.1 | 4 |
| 5892 | 76.46 | 246 | 4.1 | 2 |
| 5893 | 76.82 | 246 | 4.6 | 2 |
| 5894 | 73.58 | 245 | 4.6 | 2 |
| 5895 | 72.68 | 246 | 5.1 | 2 |
| 5896 | 71.6 | 247 | 6.2 | 2 |
| 5897 | 69.26 | 266 | 6.7 | 2 |
| 5898 | 67.64 | 256 | 6.2 | 2 |
| 5899 | 65.66 | 245 | 6.2 | 2 |
| 5900 | 64.94 | 242 | 5.1 | 4 |
| 5901 | 64.94 | 242 | 3.6 | 5 |
| 5902 | 64.94 | 240 | 2.6 | 5 |
| 5903 | 64.22 | 258 | 2.1 | 5 |
| 5904 | 64.04 | 263 | 2.1 | 5 |
| 5905 | 63.86 | 263 | 2.1 | 5 |
| 5906 | 63.86 | 262 | 2.1 | 5 |
| 5907 | 64.04 | 262 | 2.1 | 5 |
| 5908 | 64.22 | 261 | 2.1 | 5 |
| 5909 | 64.4 | 264 | 2.1 | 5 |
| 5910 | 64.22 | 247 | 2.1 | 5 |
| 5911 | 64.04 | 256 | 1.5 | 3 |
| 5912 | 65.12 | 229 | 2.1 | 4 |
| 5913 | 65.3 | 251 | 2.1 | 4 |
| 5914 | 67.1 | 262 | 2.1 | 4 |
| 5915 | 68.72 | 200 | 3.1 | 4 |
| 5916 | 71.24 | 249 | 3.6 | 4 |
| 5917 | 70.88 | 281 | 3.6 | 2 |
| 5918 | 70.16 | 265 | 5.7 | 3 |
| 5919 | 68.9 | 255 | 6.7 | 4 |
| 5920 | 68.72 | 243 | 7.2 | 4 |
| 5921 | 68.36 | 252 | 6.2 | 4 |
| 5922 | 67.1 | 264 | 5.7 | 4 |
| 5923 | 64.94 | 254 | 5.1 | 4 |
| 5924 | 64.4 | 244 | 4.6 | 4 |
| 5925 | 64.58 | 251 | 3.1 | 4 |
| 5926 | 64.4 | 245 | 2.1 | 5 |
| 5927 | 64.76 | 237 | 2.1 | 5 |
| 5928 | 64.22 | 237 | 1.5 | 6 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 5929 | 63.32 | 184 | 1 | 6 |
| 5930 | 64.4 | 5 | 2.1 | 6 |
| 5931 | 63.86 | 358 | 2.1 | 6 |
| 5932 | 63.86 | 357 | 2.1 | 6 |
| 5933 | 63.86 | 5 | 2.1 | 6 |
| 5934 | 63.5 | 3 | 2.1 | 6 |
| 5935 | 64.22 | 2 | 2.1 | 4 |
| 5936 | 64.22 | 3 | 2.1 | 4 |
| 5937 | 70.52 | 2 | 2.6 | 3 |
| 5938 | 74.48 | 356 | 2.6 | 3 |
| 5939 | 74.48 | 253 | 4.6 | 3 |
| 5940 | 75.02 | 226 | 4.1 | 3 |
| 5941 | 75.56 | 236 | 3.6 | 2 |
| 5942 | 74.84 | 240 | 5.1 | 2 |
| 5943 | 74.84 | 255 | 5.7 | 3 |
| 5944 | 72.68 | 241 | 6.2 | 3 |
| 5945 | 71.42 | 248 | 7.7 | 3 |
| 5946 | 69.62 | 261 | 6.7 | 3 |
| 5947 | 67.28 | 248 | 5.7 | 4 |
| 5948 | 66.02 | 237 | 5.1 | 4 |
| 5949 | 65.48 | 240 | 4.1 | 4 |
| 5950 | 65.48 | 236 | 4.1 | 4 |
| 5951 | 65.66 | 244 | 3.6 | 5 |
| 5952 | 65.66 | 234 | 3.1 | 6 |
| 5953 | 65.48 | 231 | 2.1 | 6 |
| 5954 | 65.3 | 110 | 1 | 6 |
| 5955 | 66.02 | 330 | 2.1 | 6 |
| 5956 | 65.48 | 352 | 2.6 | 6 |
| 5957 | 65.48 | 252 | 1 | 6 |
| 5958 | 65.66 | 60 | 1.5 | 6 |
| 5959 | 65.66 | 273 | 1 | 3 |
| 5960 | 69.08 | 142 | 2.1 | 3 |
| 5961 | 73.22 | 139 | 2.1 | 3 |
| 5962 | 74.48 | 241 | 4.1 | 3 |
| 5963 | 75.02 | 240 | 4.1 | 3 |
| 5964 | 76.28 | 240 | 4.6 | 3 |
| 5965 | 76.46 | 228 | 5.1 | 2 |
| 5966 | 76.64 | 251 | 5.1 | 3 |
| 5967 | 76.46 | 246 | 6.2 | 4 |
| 5968 | 75.74 | 262 | 6.7 | 4 |
| 5969 | 75.74 | 257 | 6.7 | 4 |
| 5970 | 72.5 | 264 | 6.7 | 4 |
| 5971 | 70.34 | 253 | 6.7 | 4 |
| 5972 | 69.08 | 234 | 5.1 | 5 |
| 5973 | 68.72 | 235 | 5.1 | 5 |
| 5974 | 69.26 | 241 | 3.6 | 5 |
| 5975 | 68.9 | 225 | 3.6 | 5 |
| 5976 | 68.18 | 224 | 1.5 | 6 |
| 5977 | 68.18 | 218 | 2.6 | 6 |
| 5978 | 68.36 | 217 | 1.5 | 6 |
| 5979 | 67.64 | 223 | 2.1 | 6 |
| 5980 | 67.82 | 222 | 2.1 | 6 |
| 5981 | 67.28 | 225 | 1.5 | 6 |
| 5982 | 67.28 | 206 | 1 | 6 |
| 5983 | 67.64 | 3 | 2.1 | 4 |
| 5984 | 71.42 | 93 | 2.1 | 3 |
| 5985 | 75.2 | 205 | 2.1 | 3 |
| 5986 | 76.1 | 249 | 4.1 | 3 |
| 5987 | 77 | 261 | 4.1 | 3 |
| 5988 | 77 | 259 | 5.1 | 3 |
| 5989 | 77.72 | 238 | 5.7 | 3 |
| 5990 | 77.72 | 255 | 7.2 | 4 |
| 5991 | 76.82 | 245 | 7.2 | 4 |
| 5992 | 77.54 | 255 | 7.2 | 4 |
| 5993 | 76.1 | 276 | 6.7 | 4 |
| 5994 | 74.12 | 241 | 6.2 | 4 |
| 5995 | 71.6 | 238 | 5.7 | 4 |
| 5996 | 69.26 | 239 | 4.6 | 5 |
| 5997 | 68.72 | 246 | 4.1 | 5 |
| 5998 | 67.82 | 245 | 3.6 | 5 |
| 5999 | 67.28 | 248 | 3.1 | 6 |
| 6000 | 66.56 | 247 | 3.6 | 5 |
| 6001 | 66.38 | 229 | 3.1 | 6 |
| 6002 | 65.66 | 249 | 3.1 | 6 |
| 6003 | 65.66 | 236 | 3.1 | 6 |
| 6004 | 65.48 | 247 | 2.6 | 6 |
| 6005 | 66.02 | 240 | 2.6 | 6 |
| 6006 | 65.66 | 249 | 2.6 | 6 |
| 6007 | 65.84 | 246 | 2.6 | 4 |
| 6008 | 68.36 | 230 | 2.6 | 3 |
| 6009 | 71.96 | 227 | 2.1 | 3 |
| 6010 | 73.94 | 216 | 3.6 | 2 |
| 6011 | 74.48 | 239 | 5.1 | 2 |
| 6012 | 74.12 | 239 | 5.7 | 3 |
| 6013 | 73.4 | 240 | 6.2 | 3 |
| 6014 | 75.02 | 255 | 6.7 | 4 |
| 6015 | 75.74 | 242 | 6.7 | 4 |
| 6016 | 73.94 | 249 | 6.7 | 4 |
| 6017 | 73.04 | 252 | 7.2 | 4 |
| 6018 | 70.88 | 263 | 6.2 | 4 |
| 6019 | 68.72 | 247 | 5.7 | 4 |
| 6020 | 67.28 | 250 | 5.1 | 5 |
| 6021 | 67.1 | 239 | 4.6 | 5 |
| 6022 | 66.74 | 245 | 3.1 | 6 |
| 6023 | 66.74 | 242 | 3.1 | 6 |
| 6024 | 66.2 | 245 | 2.1 | 6 |
| 6025 | 65.48 | 249 | 3.1 | 6 |
| 6026 | 66.02 | 229 | 2.6 | 6 |
| 6027 | 66.2 | 158 | 2.1 | 5 |
| 6028 | 65.84 | 257 | 2.1 | 6 |
| 6029 | 64.58 | 254 | 3.1 | 6 |
| 6030 | 64.94 | 133 | 1 | 6 |
| 6031 | 64.58 | 245 | 2.1 | 4 |
| 6032 | 66.74 | 252 | 3.1 | 3 |
| 6033 | 71.06 | 228 | 2.6 | 3 |
| 6034 | 72.86 | 234 | 4.1 | 3 |
| 6035 | 75.02 | 234 | 4.6 | 3 |
| 6036 | 75.92 | 257 | 4.6 | 3 |
| 6037 | 75.56 | 265 | 5.7 | 3 |
| 6038 | 74.3 | 255 | 7.2 | 4 |
| 6039 | 72.5 | 244 | 7.2 | 4 |
| 6040 | 72.14 | 255 | 7.2 | 4 |
| 6041 | 70.7 | 251 | 6.7 | 4 |
| 6042 | 69.44 | 245 | 6.2 | 4 |
| 6043 | 67.82 | 269 | 5.1 | 4 |
| 6044 | 66.38 | 259 | 6.2 | 4 |
| 6045 | 65.84 | 239 | 4.1 | 5 |
| 6046 | 65.3 | 249 | 4.1 | 5 |
| 6047 | 64.76 | 243 | 3.6 | 5 |
| 6048 | 64.76 | 230 | 3.6 | 5 |
| 6049 | 63.68 | 275 | 1 | 6 |
| 6050 | 63.32 | 249 | 3.6 | 5 |
| 6051 | 63.5 | 239 | 3.6 | 5 |
| 6052 | 63.14 | 240 | 2.1 | 5 |
| 6053 | 63.14 | 360 | 1 | 6 |
| 6054 | 62.78 | 245 | 1.5 | 6 |
| 6055 | 62.78 | 226 | 2.1 | 4 |
| 6056 | 63.32 | 245 | 3.6 | 4 |
| 6057 | 65.48 | 263 | 5.1 | 4 |
| 6058 | 68.54 | 257 | 4.6 | 4 |
| 6059 | 69.62 | 257 | 4.6 | 4 |
| 6060 | 71.24 | 258 | 4.6 | 4 |
| 6061 | 71.96 | 251 | 5.7 | 3 |
| 6062 | 73.22 | 246 | 6.2 | 3 |
| 6063 | 73.22 | 256 | 8.2 | 4 |
| 6064 | 72.32 | 248 | 8.2 | 4 |
| 6065 | 71.06 | 260 | 6.2 | 4 |
| 6066 | 69.62 | 246 | 6.2 | 4 |
| 6067 | 67.46 | 243 | 5.7 | 4 |
| 6068 | 66.56 | 228 | 4.1 | 5 |
| 6069 | 66.56 | 235 | 3.1 | 6 |
| 6070 | 64.94 | 244 | 3.1 | 6 |
| 6071 | 64.04 | 250 | 3.1 | 5 |
| 6072 | 64.04 | 249 | 3.1 | 5 |
| 6073 | 64.04 | 249 | 3.1 | 5 |
| 6074 | 64.04 | 248 | 3.1 | 5 |
| 6075 | 64.04 | 249 | 3.1 | 6 |
| 6076 | 64.04 | 253 | 3.1 | 6 |
| 6077 | 64.04 | 255 | 3.1 | 6 |
| 6078 | 64.04 | 254 | 3.1 | 6 |
| 6079 | 64.04 | 249 | 3.1 | 4 |
| 6080 | 64.04 | 248 | 3.1 | 4 |
| 6081 | 64.04 | 253 | 3.1 | 3 |
| 6082 | 64.04 | 254 | 3.1 | 3 |
| 6083 | 69.98 | 237 | 4.1 | 3 |
| 6084 | 75.2 | 155 | 2.1 | 2 |
| 6085 | 71.6 | 236 | 6.7 | 4 |
| 6086 | 72.32 | 246 | 6.7 | 4 |
| 6087 | 71.24 | 253 | 6.7 | 4 |
| 6088 | 71.6 | 253 | 6.7 | 4 |
| 6089 | 70.88 | 252 | 7.2 | 4 |
| 6090 | 68.72 | 239 | 6.2 | 4 |
| 6091 | 66.38 | 253 | 5.1 | 4 |
| 6092 | 64.22 | 236 | 4.1 | 5 |
| 6093 | 64.76 | 262 | 3.1 | 6 |
| 6094 | 64.76 | 228 | 3.1 | 6 |
| 6095 | 64.94 | 221 | 3.1 | 6 |
| 6096 | 64.4 | 225 | 2.6 | 6 |
| 6097 | 62.78 | 250 | 3.6 | 5 |
| 6098 | 63.32 | 297 | 1 | 5 |
| 6099 | 60.98 | 83 | 3.1 | 6 |
| 6100 | 61.7 | 56 | 2.6 | 6 |
| 6101 | 61.52 | 155 | 1 | 6 |
| 6102 | 61.88 | 356 | 1.5 | 6 |
| 6103 | 62.42 | 357 | 2.1 | 4 |
| 6104 | 62.42 | 359 | 2.1 | 4 |
| 6105 | 68.18 | 247 | 3.1 | 3 |
| 6106 | 70.34 | 274 | 3.1 | 2 |
| 6107 | 70.34 | 270 | 3.1 | 2 |
| 6108 | 70.34 | 266 | 3.1 | 3 |
| 6109 | 70.34 | 273 | 3.1 | 3 |
| 6110 | 72.32 | 238 | 6.7 | 3 |
| 6111 | 72.32 | 253 | 6.2 | 4 |
| 6112 | 72.32 | 249 | 6.2 | 4 |
| 6113 | 69.8 | 254 | 5.7 | 4 |
| 6114 | 69.26 | 254 | 4.6 | 4 |
| 6115 | 67.1 | 253 | 5.7 | 4 |
| 6116 | 67.28 | 238 | 6.7 | 4 |
| 6117 | 67.28 | 239 | 6.7 | 4 |
| 6118 | 67.28 | 240 | 6.7 | 5 |
| 6119 | 64.4 | 249 | 5.7 | 4 |
| 6120 | 64.22 | 237 | 3.1 | 5 |
| 6121 | 63.86 | 240 | 3.1 | 5 |
| 6122 | 63.86 | 230 | 3.1 | 5 |
| 6123 | 64.22 | 226 | 3.1 | 5 |
| 6124 | 63.14 | 247 | 3.6 | 5 |
| 6125 | 63.68 | 240 | 2.6 | 5 |
| 6126 | 64.94 | 197 | 2.1 | 5 |
| 6127 | 65.48 | 185 | 3.1 | 4 |
| 6128 | 66.02 | 241 | 2.6 | 4 |
| 6129 | 66.02 | 236 | 2.6 | 4 |
| 6130 | 66.02 | 244 | 2.6 | 4 |
| 6131 | 66.02 | 239 | 2.6 | 4 |
| 6132 | 66.02 | 241 | 2.6 | 4 |
| 6133 | 66.02 | 245 | 2.6 | 4 |
| 6134 | 71.6 | 244 | 5.1 | 3 |
| 6135 | 71.6 | 240 | 5.1 | 3 |
| 6136 | 71.6 | 241 | 5.1 | 3 |
| 6137 | 69.44 | 249 | 6.7 | 4 |
| 6138 | 67.64 | 253 | 6.7 | 4 |
| 6139 | 65.48 | 239 | 5.7 | 4 |
| 6140 | 64.76 | 254 | 4.1 | 4 |
| 6141 | 64.04 | 246 | 3.6 | 5 |
| 6142 | 64.22 | 218 | 3.6 | 5 |
| 6143 | 64.58 | 224 | 2.1 | 6 |
| 6144 | 63.86 | 137 | 3.1 | 6 |
| 6145 | 63.5 | 126 | 3.1 | 6 |
| 6146 | 62.42 | 80 | 3.1 | 6 |
| 6147 | 61.88 | 80 | 2.6 | 6 |
| 6148 | 61.52 | 7 | 2.6 | 6 |
| 6149 | 61.7 | 80 | 2.6 | 5 |
| 6150 | 61.7 | 81 | 2.1 | 6 |
| 6151 | 60.8 | 80 | 2.1 | 6 |
| 6152 | 63.5 | 85 | 3.1 | 6 |
| 6153 | 66.92 | 118 | 3.6 | 3 |
| 6154 | 70.7 | 101 | 2.6 | 2 |
| 6155 | 73.76 | 148 | 3.1 | 2 |
| 6156 | 71.6 | 230 | 5.1 | 2 |
| 6157 | 73.04 | 262 | 5.1 | 2 |
| 6158 | 72.86 | 247 | 5.7 | 2 |
| 6159 | 72.32 | 251 | 4.6 | 3 |
| 6160 | 70.34 | 249 | 5.7 | 3 |
| 6161 | 69.98 | 251 | 4.6 | 3 |
| 6162 | 68.18 | 259 | 3.6 | 4 |
| 6163 | 65.84 | 256 | 4.1 | 4 |
| 6164 | 65.3 | 255 | 3.1 | 4 |
| 6165 | 65.66 | 227 | 2.6 | 6 |
| 6166 | 65.48 | 340 | 3.1 | 6 |
| 6167 | 65.84 | 342 | 2.6 | 6 |
| 6168 | 66.2 | 340 | 2.6 | 6 |
| 6169 | 65.12 | 104 | 4.1 | 5 |
| 6170 | 64.4 | 82 | 4.1 | 4 |
| 6171 | 64.04 | 81 | 4.1 | 4 |
| 6172 | 64.22 | 66 | 3.6 | 5 |
| 6173 | 63.5 | 87 | 3.1 | 5 |
| 6174 | 64.58 | 91 | 2.6 | 5 |
| 6175 | 65.12 | 76 | 3.1 | 4 |
| 6176 | 66.02 | 91 | 3.1 | 4 |
| 6177 | 67.64 | 136 | 3.1 | 4 |
| 6178 | 72.86 | 138 | 2.6 | 4 |
| 6179 | 70.34 | 256 | 5.7 | 4 |
| 6180 | 72.68 | 243 | 5.7 | 4 |
| 6181 | 73.58 | 229 | 5.1 | 3 |
| 6182 | 73.58 | 232 | 5.1 | 3 |
| 6183 | 73.58 | 228 | 5.1 | 4 |
| 6184 | 73.58 | 230 | 5.1 | 3 |
| 6185 | 73.58 | 232 | 5.1 | 4 |
| 6186 | 73.58 | 232 | 5.1 | 4 |
| 6187 | 66.74 | 251 | 5.7 | 4 |
| 6188 | 65.84 | 229 | 4.1 | 5 |
| 6189 | 64.94 | 248 | 3.1 | 6 |
| 6190 | 64.94 | 230 | 3.1 | 5 |
| 6191 | 64.76 | 245 | 2.6 | 5 |
| 6192 | 64.58 | 210 | 1.5 | 5 |
| 6193 | 65.66 | 212 | 2.6 | 5 |
| 6194 | 64.76 | 208 | 2.1 | 5 |
| 6195 | 64.4 | 178 | 1 | 5 |
| 6196 | 64.4 | 356 | 2.6 | 5 |
| 6197 | 64.4 | 2 | 2.1 | 5 |
| 6198 | 64.04 | 84 | 2.1 | 5 |
| 6199 | 65.12 | 78 | 1.5 | 3 |
| 6200 | 66.2 | 80 | 1.5 | 3 |
| 6201 | 68.18 | 230 | 2.1 | 4 |
| 6202 | 69.8 | 144 | 3.6 | 4 |
| 6203 | 72.5 | 231 | 4.6 | 4 |
| 6204 | 72.86 | 240 | 5.1 | 4 |
| 6205 | 73.4 | 233 | 6.2 | 4 |
| 6206 | 73.04 | 255 | 6.2 | 4 |
| 6207 | 72.32 | 261 | 6.2 | 4 |
| 6208 | 70.88 | 252 | 6.7 | 4 |
| 6209 | 69.8 | 249 | 6.2 | 4 |
| 6210 | 68.9 | 244 | 5.7 | 4 |
| 6211 | 66.92 | 234 | 4.6 | 4 |
| 6212 | 67.1 | 230 | 4.1 | 4 |
| 6213 | 66.74 | 241 | 3.1 | 5 |
| 6214 | 66.02 | 236 | 3.1 | 5 |
| 6215 | 65.66 | 247 | 3.1 | 5 |
| 6216 | 64.76 | 254 | 2.6 | 6 |
| 6217 | 63.32 | 249 | 2.6 | 6 |
| 6218 | 63.32 | 253 | 2.1 | 6 |
| 6219 | 62.6 | 248 | 2.1 | 6 |
| 6220 | 62.24 | 252 | 2.1 | 6 |
| 6221 | 62.24 | 250 | 2.1 | 6 |
| 6222 | 61.88 | 92 | 2.1 | 6 |
| 6223 | 61.88 | 95 | 2.1 | 6 |
| 6224 | 61.88 | 90 | 2.1 | 4 |
| 6225 | 68.72 | 112 | 2.6 | 4 |
| 6226 | 68.72 | 106 | 2.6 | 2 |
| 6227 | 73.58 | 245 | 3.6 | 2 |
| 6228 | 73.76 | 246 | 6.2 | 4 |
| 6229 | 73.04 | 232 | 6.2 | 4 |
| 6230 | 73.76 | 254 | 6.7 | 4 |
| 6231 | 73.04 | 250 | 7.2 | 4 |
| 6232 | 72.32 | 254 | 7.2 | 4 |
| 6233 | 71.06 | 235 | 6.2 | 4 |
| 6234 | 69.26 | 245 | 6.2 | 4 |
| 6235 | 67.64 | 226 | 5.1 | 4 |
| 6236 | 66.92 | 226 | 4.1 | 4 |
| 6237 | 66.56 | 178 | 3.1 | 6 |
| 6238 | 66.56 | 237 | 3.1 | 6 |
| 6239 | 65.66 | 237 | 1.5 | 6 |
| 6240 | 66.02 | 238 | 2.6 | 6 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 6241 | 66.02 | 9 | 3.1 | 6 |
| 6242 | 65.84 | 40 | 3.1 | 5 |
| 6243 | 64.4 | 49 | 3.1 | 5 |
| 6244 | 64.04 | 70 | 2.6 | 5 |
| 6245 | 64.22 | 57 | 2.6 | 5 |
| 6246 | 64.58 | 61 | 2.1 | 6 |
| 6247 | 64.94 | 69 | 3.1 | 4 |
| 6248 | 66.74 | 67 | 2.6 | 4 |
| 6249 | 69.8 | 85 | 3.6 | 3 |
| 6250 | 71.78 | 100 | 3.6 | 4 |
| 6251 | 72.32 | 102 | 2.6 | 4 |
| 6252 | 74.12 | 245 | 5.7 | 4 |
| 6253 | 75.56 | 249 | 6.2 | 4 |
| 6254 | 74.12 | 236 | 6.7 | 4 |
| 6255 | 71.96 | 250 | 7.2 | 4 |
| 6256 | 70.7 | 248 | 7.7 | 4 |
| 6257 | 70.7 | 248 | 7.7 | 4 |
| 6258 | 68 | 244 | 6.2 | 4 |
| 6259 | 66.56 | 236 | 5.1 | 4 |
| 6260 | 66.2 | 239 | 4.1 | 4 |
| 6261 | 65.66 | 236 | 3.6 | 4 |
| 6262 | 65.84 | 217 | 3.1 | 5 |
| 6263 | 65.84 | 208 | 2.6 | 5 |
| 6264 | 65.48 | 239 | 2.1 | 5 |
| 6265 | 65.12 | 242 | 2.1 | 6 |
| 6266 | 64.94 | 241 | 2.1 | 6 |
| 6267 | 64.58 | 320 | 2.6 | 6 |
| 6268 | 64.22 | 314 | 2.1 | 6 |
| 6269 | 63.68 | 315 | 2.1 | 6 |
| 6270 | 63.68 | 2 | 1 | 6 |
| 6271 | 64.4 | 287 | 2.6 | 4 |
| 6272 | 64.4 | 292 | 2.6 | 4 |
| 6273 | 68.54 | 228 | 3.1 | 3 |
| 6274 | 70.34 | 244 | 3.6 | 2 |
| 6275 | 72.5 | 258 | 5.1 | 2 |
| 6276 | 72.68 | 253 | 5.1 | 3 |
| 6277 | 72.86 | 257 | 6.2 | 3 |
| 6278 | 72.5 | 247 | 6.7 | 3 |
| 6279 | 73.4 | 255 | 6.2 | 3 |
| 6280 | 71.06 | 244 | 7.2 | 3 |
| 6281 | 70.16 | 249 | 6.7 | 3 |
| 6282 | 68.54 | 246 | 5.1 | 4 |
| 6283 | 66.74 | 255 | 4.6 | 4 |
| 6284 | 66.56 | 227 | 3.1 | 4 |
| 6285 | 66.74 | 230 | 3.1 | 5 |
| 6286 | 66.2 | 245 | 3.1 | 5 |
| 6287 | 65.84 | 241 | 3.1 | 5 |
| 6288 | 65.12 | 233 | 2.6 | 5 |
| 6289 | 64.76 | 240 | 2.1 | 5 |
| 6290 | 66.38 | 67 | 2.1 | 5 |
| 6291 | 66.92 | 90 | 3.6 | 5 |
| 6292 | 66.92 | 90 | 2.6 | 5 |
| 6293 | 66.56 | 109 | 3.1 | 5 |
| 6294 | 65.3 | 51 | 3.1 | 5 |
| 6295 | 64.76 | 49 | 2.6 | 4 |
| 6296 | 67.28 | 47 | 1.5 | 3 |
| 6297 | 70.52 | 55 | 2.6 | 3 |
| 6298 | 73.22 | 49 | 2.6 | 3 |
| 6299 | 74.3 | 236 | 3.6 | 3 |
| 6300 | 74.12 | 244 | 4.6 | 3 |
| 6301 | 74.3 | 240 | 5.1 | 3 |
| 6302 | 73.76 | 249 | 5.1 | 3 |
| 6303 | 73.76 | 250 | 5.7 | 3 |
| 6304 | 72.86 | 253 | 6.7 | 4 |
| 6305 | 72.86 | 252 | 6.7 | 4 |
| 6306 | 68 | 245 | 4.6 | 4 |
| 6307 | 65.84 | 254 | 4.6 | 4 |
| 6308 | 66.2 | 241 | 4.1 | 4 |
| 6309 | 66.56 | 257 | 3.1 | 5 |
| 6310 | 65.84 | 267 | 2.6 | 5 |
| 6311 | 65.48 | 237 | 2.6 | 5 |
| 6312 | 65.66 | 260 | 2.6 | 5 |
| 6313 | 65.66 | 256 | 2.6 | 5 |
| 6314 | 65.66 | 259 | 2.1 | 5 |
| 6315 | 65.84 | 177 | 1 | 5 |
| 6316 | 64.22 | 238 | 2.6 | 5 |
| 6317 | 64.58 | 289 | 2.6 | 5 |
| 6318 | 64.58 | 262 | 2.1 | 5 |
| 6319 | 64.58 | 257 | 2.1 | 4 |
| 6320 | 65.66 | 295 | 1 | 4 |
| 6321 | 66.92 | 238 | 3.6 | 4 |
| 6322 | 68.18 | 244 | 4.1 | 4 |
| 6323 | 69.26 | 257 | 4.1 | 3 |
| 6324 | 69.26 | 258 | 4.1 | 3 |
| 6325 | 71.06 | 259 | 5.7 | 3 |
| 6326 | 71.6 | 237 | 5.7 | 3 |
| 6327 | 70.34 | 263 | 6.2 | 4 |
| 6328 | 69.44 | 258 | 6.2 | 4 |
| 6329 | 67.64 | 248 | 6.2 | 4 |
| 6330 | 65.48 | 252 | 6.2 | 4 |
| 6331 | 64.22 | 242 | 5.1 | 4 |
| 6332 | 64.04 | 252 | 3.6 | 5 |
| 6333 | 64.04 | 285 | 3.1 | 5 |
| 6334 | 63.5 | 235 | 2.6 | 5 |
| 6335 | 63.5 | 233 | 2.6 | 5 |
| 6336 | 63.5 | 239 | 2.6 | 5 |
| 6337 | 63.86 | 250 | 2.6 | 5 |
| 6338 | 64.58 | 252 | 2.1 | 5 |
| 6339 | 64.4 | 234 | 2.6 | 5 |
| 6340 | 64.4 | 235 | 2.6 | 6 |
| 6341 | 64.4 | 231 | 2.6 | 6 |
| 6342 | 64.4 | 235 | 2.6 | 5 |
| 6343 | 64.4 | 226 | 2.6 | 4 |
| 6344 | 65.66 | 231 | 2.6 | 4 |
| 6345 | 65.66 | 234 | 2.6 | 4 |
| 6346 | 65.66 | 232 | 2.6 | 4 |
| 6347 | 65.66 | 231 | 2.6 | 4 |
| 6348 | 74.66 | 228 | 2.6 | 2 |
| 6349 | 73.04 | 253 | 5.7 | 2 |
| 6350 | 71.6 | 242 | 5.7 | 3 |
| 6351 | 69.8 | 242 | 6.2 | 3 |
| 6352 | 70.16 | 240 | 6.2 | 3 |
| 6353 | 67.82 | 256 | 6.2 | 4 |
| 6354 | 66.2 | 251 | 4.6 | 4 |
| 6355 | 63.86 | 261 | 4.6 | 4 |
| 6356 | 63.5 | 250 | 3.6 | 4 |
| 6357 | 63.68 | 238 | 3.1 | 4 |
| 6358 | 63.5 | 240 | 3.1 | 5 |
| 6359 | 63.32 | 217 | 2.6 | 5 |
| 6360 | 62.96 | 260 | 2.1 | 5 |
| 6361 | 63.86 | 262 | 2.1 | 5 |
| 6362 | 64.22 | 265 | 3.1 | 5 |
| 6363 | 64.4 | 258 | 2.1 | 5 |
| 6364 | 64.4 | 258 | 2.1 | 5 |
| 6365 | 64.4 | 264 | 2.1 | 5 |
| 6366 | 64.4 | 256 | 2.1 | 5 |
| 6367 | 64.4 | 263 | 2.1 | 4 |
| 6368 | 64.4 | 256 | 2.1 | 4 |
| 6369 | 64.4 | 263 | 2.1 | 4 |
| 6370 | 64.4 | 264 | 2.1 | 4 |
| 6371 | 64.4 | 262 | 2.1 | 4 |
| 6372 | 64.4 | 256 | 2.1 | 3 |
| 6373 | 64.4 | 256 | 2.1 | 3 |
| 6374 | 64.4 | 262 | 2.1 | 3 |
| 6375 | 64.4 | 256 | 2.1 | 4 |
| 6376 | 64.4 | 260 | 2.1 | 4 |
| 6377 | 64.4 | 265 | 2.1 | 4 |
| 6378 | 64.4 | 261 | 2.1 | 4 |
| 6379 | 64.76 | 244 | 6.2 | 4 |
| 6380 | 64.22 | 228 | 4.1 | 4 |
| 6381 | 64.04 | 226 | 3.1 | 4 |
| 6382 | 64.04 | 226 | 3.1 | 4 |
| 6383 | 63.86 | 234 | 2.6 | 6 |
| 6384 | 63.68 | 228 | 2.6 | 5 |
| 6385 | 64.76 | 241 | 2.6 | 5 |
| 6386 | 65.48 | 212 | 3.1 | 5 |
| 6387 | 65.3 | 181 | 2.1 | 5 |
| 6388 | 65.12 | 211 | 2.1 | 5 |
| 6389 | 64.94 | 198 | 1.5 | 5 |
| 6390 | 65.12 | 111 | 2.1 | 5 |
| 6391 | 65.12 | 237 | 2.1 | 4 |
| 6392 | 65.84 | 240 | 2.6 | 4 |
| 6393 | 66.02 | 241 | 3.1 | 4 |
| 6394 | 67.28 | 212 | 2.6 | 4 |
| 6395 | 67.82 | 213 | 3.6 | 4 |
| 6396 | 68.18 | 240 | 4.1 | 4 |
| 6397 | 71.06 | 246 | 5.7 | 4 |
| 6398 | 70.7 | 247 | 7.7 | 4 |
| 6399 | 69.62 | 254 | 7.7 | 4 |
| 6400 | 68.9 | 256 | 7.2 | 4 |
| 6401 | 68.18 | 258 | 6.2 | 4 |
| 6402 | 65.66 | 261 | 6.2 | 4 |
| 6403 | 63.68 | 246 | 6.7 | 4 |
| 6404 | 63.5 | 256 | 6.2 | 4 |
| 6405 | 63.5 | 248 | 4.6 | 4 |
| 6406 | 64.04 | 241 | 3.1 | 5 |
| 6407 | 63.5 | 246 | 3.1 | 5 |
| 6408 | 63.86 | 246 | 3.1 | 5 |
| 6409 | 64.4 | 227 | 3.1 | 5 |
| 6410 | 64.58 | 230 | 2.1 | 5 |
| 6411 | 64.76 | 199 | 1 | 6 |
| 6412 | 64.76 | 254 | 3.1 | 5 |
| 6413 | 64.76 | 24 | 1 | 5 |
| 6414 | 64.94 | 307 | 2.1 | 5 |
| 6415 | 65.12 | 336 | 2.6 | 4 |
| 6416 | 65.66 | 21 | 1 | 4 |
| 6417 | 66.2 | 249 | 3.1 | 4 |
| 6418 | 67.28 | 254 | 4.6 | 4 |
| 6419 | 69.26 | 254 | 3.1 | 4 |
| 6420 | 70.7 | 246 | 5.1 | 4 |
| 6421 | 71.78 | 238 | 6.2 | 4 |
| 6422 | 70.52 | 245 | 5.7 | 4 |
| 6423 | 71.24 | 251 | 7.2 | 4 |
| 6424 | 68.9 | 252 | 6.7 | 4 |
| 6425 | 67.28 | 251 | 7.2 | 4 |
| 6426 | 65.66 | 238 | 6.7 | 4 |
| 6427 | 64.58 | 238 | 6.2 | 4 |
| 6428 | 64.4 | 250 | 5.1 | 4 |
| 6429 | 64.22 | 247 | 3.6 | 4 |
| 6430 | 64.58 | 251 | 3.1 | 5 |
| 6431 | 64.58 | 258 | 3.1 | 5 |
| 6432 | 64.58 | 268 | 2.6 | 5 |
| 6433 | 64.76 | 267 | 3.1 | 5 |
| 6434 | 64.58 | 252 | 2.6 | 5 |
| 6435 | 64.58 | 255 | 2.6 | 5 |
| 6436 | 64.4 | 251 | 2.1 | 5 |
| 6437 | 64.04 | 278 | 2.1 | 5 |
| 6438 | 63.68 | 254 | 3.1 | 5 |
| 6439 | 63.86 | 233 | 2.6 | 5 |
| 6440 | 64.4 | 224 | 2.1 | 4 |
| 6441 | 65.12 | 213 | 2.6 | 4 |
| 6442 | 66.56 | 239 | 3.6 | 4 |
| 6443 | 68.72 | 243 | 5.7 | 4 |
| 6444 | 69.44 | 240 | 5.1 | 3 |
| 6445 | 69.98 | 243 | 6.2 | 3 |
| 6446 | 68.9 | 231 | 6.2 | 4 |
| 6447 | 70.52 | 255 | 5.7 | 4 |
| 6448 | 69.26 | 244 | 6.2 | 4 |
| 6449 | 67.46 | 270 | 6.7 | 4 |
| 6450 | 65.84 | 247 | 5.7 | 4 |
| 6451 | 64.04 | 273 | 5.1 | 4 |
| 6452 | 63.68 | 257 | 4.6 | 4 |
| 6453 | 63.68 | 259 | 3.6 | 5 |
| 6454 | 63.32 | 262 | 3.1 | 5 |
| 6455 | 63.14 | 264 | 3.6 | 5 |
| 6456 | 62.96 | 258 | 3.6 | 5 |
| 6457 | 62.78 | 275 | 2.6 | 5 |
| 6458 | 63.14 | 322 | 3.1 | 5 |
| 6459 | 63.32 | 297 | 2.6 | 5 |
| 6460 | 63.5 | 303 | 2.6 | 5 |
| 6461 | 63.86 | 300 | 2.1 | 5 |
| 6462 | 64.4 | 298 | 1.5 | 5 |
| 6463 | 64.76 | 302 | 2.1 | 5 |
| 6464 | 65.12 | 305 | 2.1 | 4 |
| 6465 | 65.3 | 297 | 1.5 | 4 |
| 6466 | 66.2 | 222 | 3.1 | 4 |
| 6467 | 66.38 | 222 | 3.6 | 4 |
| 6468 | 68.54 | 219 | 3.6 | 4 |
| 6469 | 71.24 | 264 | 4.1 | 3 |
| 6470 | 71.42 | 260 | 6.2 | 3 |
| 6471 | 69.62 | 258 | 7.2 | 4 |
| 6472 | 69.44 | 253 | 6.7 | 4 |
| 6473 | 67.82 | 262 | 6.2 | 4 |
| 6474 | 66.38 | 251 | 5.1 | 4 |
| 6475 | 66.38 | 254 | 5.1 | 4 |
| 6476 | 66.38 | 253 | 5.1 | 5 |
| 6477 | 66.38 | 248 | 5.1 | 4 |
| 6478 | 66.38 | 251 | 5.1 | 4 |
| 6479 | 66.38 | 251 | 5.1 | 5 |
| 6480 | 66.38 | 248 | 5.1 | 5 |
| 6481 | 66.38 | 254 | 5.1 | 5 |
| 6482 | 66.38 | 248 | 5.1 | 5 |
| 6483 | 66.38 | 252 | 5.1 | 5 |
| 6484 | 66.38 | 251 | 5.1 | 5 |
| 6485 | 66.38 | 253 | 5.1 | 5 |
| 6486 | 66.38 | 247 | 5.1 | 5 |
| 6487 | 66.38 | 255 | 5.1 | 5 |
| 6488 | 66.38 | 252 | 5.1 | 5 |
| 6489 | 66.38 | 246 | 5.1 | 4 |
| 6490 | 66.38 | 254 | 5.1 | 4 |
| 6491 | 66.38 | 248 | 5.1 | 4 |
| 6492 | 66.38 | 246 | 5.1 | 4 |
| 6493 | 66.38 | 247 | 5.1 | 4 |
| 6494 | 66.38 | 254 | 5.1 | 4 |
| 6495 | 66.38 | 249 | 5.1 | 3 |
| 6496 | 66.38 | 246 | 5.1 | 4 |
| 6497 | 66.38 | 248 | 5.1 | 3 |
| 6498 | 66.38 | 249 | 5.1 | 3 |
| 6499 | 66.38 | 246 | 5.1 | 5 |
| 6500 | 66.38 | 249 | 5.1 | 5 |
| 6501 | 66.38 | 251 | 5.1 | 5 |
| 6502 | 66.38 | 248 | 5.1 | 6 |
| 6503 | 66.38 | 246 | 5.1 | 6 |
| 6504 | 66.38 | 253 | 5.1 | 6 |
| 6505 | 66.38 | 253 | 5.1 | 6 |
| 6506 | 66.38 | 248 | 5.1 | 6 |
| 6507 | 66.38 | 247 | 5.1 | 5 |
| 6508 | 66.38 | 249 | 5.1 | 5 |
| 6509 | 66.38 | 247 | 5.1 | 5 |
| 6510 | 66.38 | 246 | 5.1 | 5 |
| 6511 | 66.38 | 249 | 5.1 | 5 |
| 6512 | 66.38 | 246 | 5.1 | 5 |
| 6513 | 66.38 | 250 | 5.1 | 5 |
| 6514 | 66.38 | 254 | 5.1 | 3 |
| 6515 | 66.38 | 246 | 5.1 | 2 |
| 6516 | 66.38 | 246 | 5.1 | 2 |
| 6517 | 66.38 | 254 | 5.1 | 2 |
| 6518 | 66.38 | 249 | 5.1 | 2 |
| 6519 | 66.38 | 246 | 5.1 | 3 |
| 6520 | 66.38 | 246 | 5.1 | 3 |
| 6521 | 66.38 | 248 | 5.1 | 3 |
| 6522 | 66.38 | 252 | 5.1 | 4 |
| 6523 | 66.38 | 246 | 5.1 | 4 |
| 6524 | 66.38 | 249 | 5.1 | 5 |
| 6525 | 63.86 | 255 | 2.6 | 5 |
| 6526 | 64.04 | 242 | 2.1 | 5 |
| 6527 | 64.4 | 171 | 2.1 | 5 |
| 6528 | 64.76 | 92 | 3.1 | 5 |
| 6529 | 64.04 | 92 | 3.1 | 5 |
| 6530 | 64.22 | 125 | 2.1 | 5 |
| 6531 | 64.04 | 123 | 1.5 | 5 |
| 6532 | 63.68 | 255 | 3.1 | 5 |
| 6533 | 63.68 | 44 | 1 | 5 |
| 6534 | 63.86 | 3 | 2.1 | 5 |
| 6535 | 63.68 | 116 | 2.1 | 5 |
| 6536 | 64.22 | 86 | 3.1 | 5 |
| 6537 | 64.76 | 95 | 3.6 | 5 |
| 6538 | 68 | 86 | 1.5 | 3 |
| 6539 | 70.52 | 231 | 3.1 | 3 |
| 6540 | 69.08 | 256 | 4.6 | 3 |
| 6541 | 70.16 | 233 | 5.1 | 4 |
| 6542 | 69.62 | 256 | 5.1 | 4 |
| 6543 | 69.62 | 242 | 5.1 | 4 |
| 6544 | 69.08 | 250 | 4.6 | 3 |
| 6545 | 69.08 | 248 | 4.6 | 3 |
| 6546 | 64.94 | 264 | 5.1 | 4 |
| 6547 | 64.04 | 238 | 4.1 | 4 |
| 6548 | 63.32 | 247 | 2.1 | 5 |
| 6549 | 63.5 | 263 | 2.6 | 5 |
| 6550 | 64.22 | 230 | 2.1 | 5 |
| 6551 | 64.76 | 199 | 2.1 | 5 |
| 6552 | 64.94 | 233 | 2.1 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 6553 | 65.48 | 131 | 3.1 | 5 |
| 6554 | 65.12 | 145 | 3.1 | 5 |
| 6555 | 64.4 | 126 | 2.1 | 5 |
| 6556 | 64.4 | 128 | 1.5 | 5 |
| 6557 | 64.58 | 86 | 2.1 | 5 |
| 6558 | 64.58 | 86 | 2.1 | 5 |
| 6559 | 64.22 | 90 | 2.1 | 5 |
| 6560 | 65.12 | 92 | 2.1 | 4 |
| 6561 | 65.84 | 84 | 3.6 | 4 |
| 6562 | 67.28 | 93 | 4.1 | 4 |
| 6563 | 67.64 | 115 | 3.1 | 4 |
| 6564 | 67.1 | 180 | 3.1 | 4 |
| 6565 | 68.18 | 208 | 3.1 | 4 |
| 6566 | 68.18 | 208 | 3.1 | 4 |
| 6567 | 68.18 | 212 | 3.1 | 4 |
| 6568 | 68.9 | 247 | 3.6 | 3 |
| 6569 | 68 | 257 | 5.1 | 3 |
| 6570 | 66.56 | 265 | 3.1 | 3 |
| 6571 | 64.58 | 256 | 5.1 | 5 |
| 6572 | 64.58 | 252 | 5.7 | 4 |
| 6573 | 63.68 | 253 | 4.6 | 5 |
| 6574 | 63.5 | 218 | 3.1 | 6 |
| 6575 | 63.5 | 233 | 2.6 | 6 |
| 6576 | 62.96 | 320 | 1 | 6 |
| 6577 | 62.06 | 107 | 2.1 | 6 |
| 6578 | 62.42 | 147 | 2.1 | 6 |
| 6579 | 63.32 | 246 | 2.1 | 5 |
| 6580 | 64.22 | 255 | 2.6 | 5 |
| 6581 | 63.86 | 82 | 2.1 | 5 |
| 6582 | 63.14 | 88 | 1.5 | 6 |
| 6583 | 63.86 | 107 | 2.1 | 5 |
| 6584 | 64.4 | 129 | 2.1 | 4 |
| 6585 | 65.66 | 144 | 2.1 | 4 |
| 6586 | 67.46 | 136 | 1.5 | 4 |
| 6587 | 67.64 | 245 | 4.1 | 4 |
| 6588 | 68 | 253 | 4.1 | 4 |
| 6589 | 71.42 | 253 | 4.1 | 4 |
| 6590 | 70.88 | 247 | 5.7 | 3 |
| 6591 | 69.62 | 245 | 6.2 | 4 |
| 6592 | 68.9 | 262 | 5.7 | 4 |
| 6593 | 68 | 226 | 5.1 | 4 |
| 6594 | 66.02 | 252 | 6.2 | 4 |
| 6595 | 64.4 | 265 | 6.2 | 4 |
| 6596 | 63.32 | 254 | 4.6 | 4 |
| 6597 | 63.14 | 256 | 3.1 | 5 |
| 6598 | 62.24 | 264 | 2.6 | 6 |
| 6599 | 62.42 | 252 | 2.1 | 6 |
| 6600 | 61.88 | 248 | 1.5 | 6 |
| 6601 | 61.88 | 246 | 1.5 | 5 |
| 6602 | 61.34 | 239 | 2.1 | 5 |
| 6603 | 61.52 | 252 | 2.1 | 5 |
| 6604 | 62.06 | 322 | 2.1 | 5 |
| 6605 | 60.8 | 249 | 3.1 | 5 |
| 6606 | 60.98 | 246 | 2.1 | 5 |
| 6607 | 60.98 | 239 | 2.1 | 5 |
| 6608 | 61.88 | 218 | 2.1 | 5 |
| 6609 | 64.94 | 240 | 2.6 | 3 |
| 6610 | 66.74 | 265 | 3.1 | 3 |
| 6611 | 67.82 | 262 | 2.6 | 2 |
| 6612 | 66.74 | 242 | 3.1 | 4 |
| 6613 | 68.18 | 255 | 5.1 | 4 |
| 6614 | 66.92 | 246 | 3.6 | 2 |
| 6615 | 65.84 | 254 | 4.6 | 2 |
| 6616 | 64.76 | 275 | 3.6 | 4 |
| 6617 | 63.86 | 253 | 3.1 | 4 |
| 6618 | 63.5 | 247 | 3.1 | 4 |
| 6619 | 62.42 | 265 | 2.6 | 5 |
| 6620 | 62.24 | 272 | 2.1 | 5 |
| 6621 | 61.88 | 269 | 2.1 | 5 |
| 6622 | 61.52 | 222 | 2.1 | 5 |
| 6623 | 61.88 | 134 | 1.5 | 6 |
| 6624 | 62.06 | 107 | 2.1 | 5 |
| 6625 | 61.88 | 128 | 2.1 | 5 |
| 6626 | 62.24 | 133 | 2.1 | 5 |
| 6627 | 62.24 | 22 | 1 | 6 |
| 6628 | 61.52 | 356 | 2.1 | 5 |
| 6629 | 61.16 | 58 | 2.1 | 5 |
| 6630 | 60.8 | 57 | 2.1 | 5 |
| 6631 | 60.8 | 229 | 1 | 6 |
| 6632 | 61.7 | 229 | 2.6 | 4 |
| 6633 | 62.78 | 204 | 1.5 | 3 |
| 6634 | 64.76 | 198 | 4.1 | 3 |
| 6635 | 69.08 | 258 | 2.6 | 2 |
| 6636 | 69.26 | 256 | 3.1 | 2 |
| 6637 | 69.08 | 254 | 4.1 | 2 |
| 6638 | 68.36 | 249 | 4.6 | 3 |
| 6639 | 66.92 | 265 | 4.6 | 3 |
| 6640 | 65.12 | 272 | 5.1 | 3 |
| 6641 | 64.04 | 252 | 4.1 | 4 |
| 6642 | 63.5 | 252 | 3.1 | 4 |
| 6643 | 62.96 | 248 | 3.1 | 4 |
| 6644 | 62.96 | 251 | 2.6 | 5 |
| 6645 | 62.6 | 249 | 2.6 | 5 |
| 6646 | 63.14 | 252 | 2.6 | 5 |
| 6647 | 63.86 | 247 | 2.6 | 5 |
| 6648 | 64.22 | 247 | 2.6 | 5 |
| 6649 | 63.32 | 118 | 2.1 | 5 |
| 6650 | 62.42 | 75 | 2.1 | 5 |
| 6651 | 62.06 | 34 | 2.6 | 5 |
| 6652 | 62.06 | 48 | 2.1 | 5 |
| 6653 | 61.7 | 293 | 1 | 5 |
| 6654 | 61.52 | 45 | 1 | 6 |
| 6655 | 61.7 | 47 | 1 | 6 |
| 6656 | 62.6 | 251 | 1 | 3 |
| 6657 | 63.68 | 134 | 3.1 | 4 |
| 6658 | 67.64 | 153 | 2.1 | 3 |
| 6659 | 70.7 | 238 | 4.1 | 3 |
| 6660 | 69.62 | 231 | 4.6 | 3 |
| 6661 | 68.36 | 252 | 5.1 | 4 |
| 6662 | 68.54 | 260 | 4.6 | 4 |
| 6663 | 67.46 | 261 | 4.6 | 4 |
| 6664 | 66.56 | 271 | 3.6 | 4 |
| 6665 | 64.58 | 244 | 4.1 | 4 |
| 6666 | 64.22 | 243 | 2.6 | 4 |
| 6667 | 63.68 | 248 | 2.1 | 5 |
| 6668 | 63.5 | 255 | 2.1 | 5 |
| 6669 | 63.14 | 250 | 2.1 | 5 |
| 6670 | 63.68 | 255 | 2.6 | 5 |
| 6671 | 64.4 | 253 | 2.6 | 5 |
| 6672 | 64.22 | 254 | 2.6 | 5 |
| 6673 | 63.86 | 250 | 2.6 | 5 |
| 6674 | 64.22 | 251 | 2.1 | 5 |
| 6675 | 63.14 | 342 | 1 | 5 |
| 6676 | 62.42 | 251 | 2.1 | 6 |
| 6677 | 62.42 | 250 | 2.1 | 5 |
| 6678 | 62.24 | 282 | 3.1 | 5 |
| 6679 | 62.06 | 271 | 1.5 | 6 |
| 6680 | 62.6 | 265 | 2.1 | 4 |
| 6681 | 64.22 | 261 | 2.1 | 4 |
| 6682 | 66.38 | 264 | 2.6 | 4 |
| 6683 | 71.78 | 256 | 2.1 | 4 |
| 6684 | 70.16 | 253 | 5.1 | 3 |
| 6685 | 69.98 | 254 | 5.7 | 3 |
| 6686 | 70.34 | 242 | 6.2 | 3 |
| 6687 | 68.54 | 252 | 6.7 | 3 |
| 6688 | 67.64 | 273 | 6.2 | 4 |
| 6689 | 65.48 | 268 | 6.2 | 4 |
| 6690 | 63.32 | 249 | 5.7 | 4 |
| 6691 | 62.96 | 235 | 4.1 | 4 |
| 6692 | 62.78 | 237 | 3.1 | 5 |
| 6693 | 62.96 | 193 | 3.6 | 5 |
| 6694 | 63.14 | 239 | 3.1 | 5 |
| 6695 | 63.14 | 176 | 2.1 | 5 |
| 6696 | 63.14 | 122 | 2.1 | 5 |
| 6697 | 63.5 | 249 | 1.5 | 6 |
| 6698 | 63.32 | 244 | 1.5 | 6 |
| 6699 | 63.32 | 256 | 1.5 | 6 |
| 6700 | 63.5 | 217 | 1.5 | 6 |
| 6701 | 62.78 | 311 | 2.6 | 6 |
| 6702 | 62.06 | 248 | 2.6 | 5 |
| 6703 | 61.7 | 236 | 2.6 | 5 |
| 6704 | 62.42 | 327 | 2.1 | 4 |
| 6705 | 64.4 | 230 | 2.1 | 4 |
| 6706 | 67.64 | 241 | 3.6 | 3 |
| 6707 | 68.54 | 251 | 4.6 | 3 |
| 6708 | 69.08 | 264 | 4.6 | 3 |
| 6709 | 68.36 | 259 | 5.7 | 3 |
| 6710 | 68.36 | 256 | 5.7 | 3 |
| 6711 | 65.84 | 247 | 5.7 | 4 |
| 6712 | 64.76 | 248 | 5.7 | 4 |
| 6713 | 64.76 | 252 | 5.7 | 4 |
| 6714 | 64.76 | 247 | 5.7 | 4 |
| 6715 | 64.76 | 247 | 5.7 | 4 |
| 6716 | 64.76 | 249 | 5.7 | 5 |
| 6717 | 64.76 | 246 | 5.7 | 5 |
| 6718 | 64.76 | 255 | 5.7 | 5 |
| 6719 | 64.76 | 255 | 5.7 | 6 |
| 6720 | 64.76 | 251 | 5.7 | 5 |
| 6721 | 64.76 | 255 | 5.7 | 5 |
| 6722 | 64.76 | 249 | 5.7 | 5 |
| 6723 | 64.76 | 250 | 5.7 | 5 |
| 6724 | 64.76 | 251 | 5.7 | 5 |
| 6725 | 64.76 | 246 | 5.7 | 5 |
| 6726 | 64.76 | 255 | 5.7 | 6 |
| 6727 | 64.76 | 251 | 5.7 | 6 |
| 6728 | 64.76 | 249 | 5.7 | 3 |
| 6729 | 64.76 | 247 | 5.7 | 4 |
| 6730 | 64.76 | 250 | 5.7 | 4 |
| 6731 | 64.76 | 251 | 5.7 | 4 |
| 6732 | 64.76 | 252 | 5.7 | 3 |
| 6733 | 64.76 | 254 | 5.7 | 3 |
| 6734 | 64.76 | 249 | 5.7 | 3 |
| 6735 | 64.76 | 253 | 5.7 | 3 |
| 6736 | 64.76 | 255 | 5.7 | 4 |
| 6737 | 64.76 | 248 | 5.7 | 4 |
| 6738 | 64.76 | 254 | 5.7 | 4 |
| 6739 | 64.76 | 250 | 5.7 | 4 |
| 6740 | 64.76 | 247 | 5.7 | 4 |
| 6741 | 64.76 | 255 | 5.7 | 4 |
| 6742 | 64.76 | 254 | 5.7 | 5 |
| 6743 | 64.76 | 247 | 5.7 | 5 |
| 6744 | 64.76 | 251 | 5.7 | 5 |
| 6745 | 64.76 | 246 | 5.7 | 5 |
| 6746 | 64.76 | 253 | 5.7 | 5 |
| 6747 | 64.76 | 254 | 5.7 | 5 |
| 6748 | 64.76 | 252 | 5.7 | 6 |
| 6749 | 64.76 | 247 | 5.7 | 6 |
| 6750 | 61.34 | 198 | 1 | 6 |
| 6751 | 61.7 | 318 | 1 | 6 |
| 6752 | 62.6 | 200 | 1 | 6 |
| 6753 | 64.04 | 3 | 2.6 | 4 |
| 6754 | 66.56 | 265 | 2.6 | 4 |
| 6755 | 67.64 | 241 | 4.1 | 4 |
| 6756 | 66.74 | 241 | 4.1 | 4 |
| 6757 | 67.46 | 258 | 5.1 | 4 |
| 6758 | 65.48 | 272 | 5.7 | 4 |
| 6759 | 65.48 | 265 | 5.7 | 4 |
| 6760 | 63.86 | 265 | 4.6 | 4 |
| 6761 | 63.86 | 264 | 4.6 | 4 |
| 6762 | 63.86 | 257 | 4.6 | 4 |
| 6763 | 63.86 | 261 | 4.6 | 4 |
| 6764 | 63.86 | 263 | 4.6 | 4 |
| 6765 | 63.86 | 261 | 4.6 | 5 |
| 6766 | 63.86 | 256 | 4.6 | 5 |
| 6767 | 63.86 | 256 | 4.6 | 5 |
| 6768 | 63.86 | 264 | 4.6 | 5 |
| 6769 | 63.86 | 259 | 4.6 | 5 |
| 6770 | 63.86 | 259 | 4.6 | 6 |
| 6771 | 63.86 | 264 | 4.6 | 5 |
| 6772 | 63.86 | 261 | 4.6 | 5 |
| 6773 | 63.86 | 259 | 4.6 | 5 |
| 6774 | 63.86 | 262 | 4.6 | 6 |
| 6775 | 60.08 | 113 | 1.5 | 6 |
| 6776 | 62.06 | 222 | 2.1 | 4 |
| 6777 | 62.06 | 236 | 3.1 | 4 |
| 6778 | 65.84 | 232 | 3.1 | 4 |
| 6779 | 65.84 | 235 | 3.1 | 4 |
| 6780 | 69.08 | 257 | 4.6 | 3 |
| 6781 | 69.08 | 268 | 5.1 | 3 |
| 6782 | 68 | 261 | 3.6 | 3 |
| 6783 | 68.18 | 258 | 4.1 | 3 |
| 6784 | 69.26 | 274 | 4.1 | 3 |
| 6785 | 68 | 268 | 4.6 | 3 |
| 6786 | 63.86 | 262 | 3.1 | 4 |
| 6787 | 63.14 | 255 | 2.1 | 4 |
| 6788 | 63.68 | 270 | 2.1 | 6 |
| 6789 | 63.86 | 232 | 3.1 | 6 |
| 6790 | 63.5 | 255 | 2.1 | 6 |
| 6791 | 61.88 | 228 | 2.1 | 6 |
| 6792 | 60.62 | 245 | 2.6 | 6 |
| 6793 | 57.2 | 244 | 3.1 | 6 |
| 6794 | 56.66 | 255 | 2.1 | 6 |
| 6795 | 57.2 | 229 | 2.1 | 6 |
| 6796 | 57.56 | 67 | 1.5 | 6 |
| 6797 | 57.02 | 74 | 1.5 | 6 |
| 6798 | 57.92 | 72 | 2.1 | 6 |
| 6799 | 57.38 | 67 | 2.1 | 5 |
| 6800 | 57.74 | 120 | 2.1 | 5 |
| 6801 | 57.74 | 119 | 2.1 | 5 |
| 6802 | 66.74 | 241 | 3.1 | 3 |
| 6803 | 67.64 | 244 | 4.1 | 3 |
| 6804 | 69.44 | 251 | 4.1 | 3 |
| 6805 | 69.62 | 249 | 4.6 | 3 |
| 6806 | 68.18 | 247 | 5.1 | 3 |
| 6807 | 68.9 | 250 | 5.1 | 3 |
| 6808 | 68 | 259 | 6.2 | 4 |
| 6809 | 66.56 | 260 | 5.1 | 3 |
| 6810 | 64.58 | 255 | 3.6 | 4 |
| 6811 | 61.88 | 264 | 3.6 | 4 |
| 6812 | 62.78 | 246 | 4.1 | 5 |
| 6813 | 61.88 | 239 | 2.1 | 6 |
| 6814 | 61.7 | 239 | 2.1 | 6 |
| 6815 | 61.34 | 238 | 2.1 | 5 |
| 6816 | 61.16 | 236 | 2.1 | 5 |
| 6817 | 60.26 | 250 | 1.5 | 6 |
| 6818 | 60.26 | 112 | 2.1 | 6 |
| 6819 | 60.8 | 246 | 1.5 | 6 |
| 6820 | 60.98 | 186 | 2.1 | 5 |
| 6821 | 60.98 | 188 | 2.1 | 5 |
| 6822 | 59.36 | 255 | 2.1 | 5 |
| 6823 | 59.72 | 260 | 2.1 | 5 |
| 6824 | 60.62 | 264 | 2.6 | 4 |
| 6825 | 62.6 | 243 | 3.6 | 4 |
| 6826 | 62.6 | 273 | 2.6 | 4 |
| 6827 | 66.92 | 248 | 3.6 | 2 |
| 6828 | 67.1 | 264 | 4.1 | 3 |
| 6829 | 66.38 | 262 | 4.1 | 3 |
| 6830 | 68 | 247 | 3.6 | 3 |
| 6831 | 67.28 | 255 | 4.6 | 3 |
| 6832 | 66.74 | 253 | 5.7 | 3 |
| 6833 | 65.84 | 253 | 4.1 | 3 |
| 6834 | 63.32 | 256 | 4.6 | 4 |
| 6835 | 62.06 | 239 | 3.6 | 4 |
| 6836 | 62.06 | 227 | 3.1 | 6 |
| 6837 | 62.42 | 201 | 3.1 | 6 |
| 6838 | 62.6 | 168 | 2.6 | 6 |
| 6839 | 63.14 | 168 | 2.1 | 5 |
| 6840 | 61.88 | 173 | 2.1 | 6 |
| 6841 | 60.44 | 173 | 2.1 | 6 |
| 6842 | 59.9 | 172 | 2.6 | 6 |
| 6843 | 58.28 | 172 | 2.6 | 6 |
| 6844 | 59.36 | 170 | 2.6 | 6 |
| 6845 | 57.2 | 168 | 2.6 | 5 |
| 6846 | 57.92 | 167 | 2.1 | 5 |
| 6847 | 59.18 | 171 | 2.1 | 5 |
| 6848 | 61.16 | 84 | 2.1 | 4 |
| 6849 | 62.42 | 126 | 2.1 | 4 |
| 6850 | 64.94 | 128 | 3.1 | 4 |
| 6851 | 69.62 | 76 | 1.5 | 2 |
| 6852 | 72.14 | 45 | 2.1 | 2 |
| 6853 | 70.16 | 238 | 5.7 | 3 |
| 6854 | 69.08 | 242 | 5.7 | 3 |
| 6855 | 69.62 | 238 | 4.1 | 3 |
| 6856 | 68.72 | 246 | 5.1 | 3 |
| 6857 | 68 | 244 | 3.6 | 3 |
| 6858 | 64.58 | 256 | 3.6 | 4 |
| 6859 | 63.14 | 226 | 2.6 | 4 |
| 6860 | 62.78 | 235 | 2.1 | 4 |
| 6861 | 62.78 | 231 | 2.1 | 5 |
| 6862 | 62.78 | 234 | 2.1 | 6 |
| 6863 | 62.78 | 230 | 2.1 | 5 |
| 6864 | 62.78 | 234 | 2.1 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 6865 | 62.78 | 235 | 2.1 | 5 |
| 6866 | 62.78 | 231 | 2.1 | 5 |
| 6867 | 62.78 | 232 | 2.1 | 5 |
| 6868 | 62.78 | 234 | 2.1 | 5 |
| 6869 | 62.78 | 231 | 2.1 | 5 |
| 6870 | 62.78 | 229 | 2.1 | 5 |
| 6871 | 62.06 | 125 | 2.6 | 5 |
| 6872 | 62.42 | 160 | 2.6 | 4 |
| 6873 | 64.04 | 118 | 3.1 | 4 |
| 6874 | 67.46 | 114 | 3.1 | 4 |
| 6875 | 70.34 | 125 | 2.6 | 2 |
| 6876 | 68.36 | 262 | 2.6 | 2 |
| 6877 | 68.9 | 253 | 5.7 | 2 |
| 6878 | 68.18 | 265 | 5.7 | 3 |
| 6879 | 69.44 | 246 | 4.6 | 3 |
| 6880 | 68.36 | 240 | 3.6 | 3 |
| 6881 | 67.28 | 242 | 4.6 | 3 |
| 6882 | 65.12 | 229 | 4.1 | 4 |
| 6883 | 63.5 | 262 | 3.6 | 4 |
| 6884 | 62.96 | 254 | 2.1 | 5 |
| 6885 | 62.96 | 254 | 1.5 | 6 |
| 6886 | 63.32 | 249 | 2.1 | 6 |
| 6887 | 62.78 | 251 | 2.1 | 6 |
| 6888 | 63.5 | 4 | 3.1 | 5 |
| 6889 | 62.06 | 221 | 1 | 6 |
| 6890 | 60.8 | 92 | 2.1 | 5 |
| 6891 | 60.62 | 101 | 2.1 | 5 |
| 6892 | 59.9 | 74 | 2.1 | 5 |
| 6893 | 59.9 | 71 | 1.5 | 5 |
| 6894 | 59.36 | 87 | 2.1 | 5 |
| 6895 | 60.08 | 95 | 2.1 | 5 |
| 6896 | 61.7 | 91 | 2.1 | 4 |
| 6897 | 63.5 | 248 | 2.1 | 4 |
| 6898 | 63.68 | 241 | 3.6 | 4 |
| 6899 | 65.12 | 235 | 4.1 | 4 |
| 6900 | 67.1 | 264 | 3.6 | 4 |
| 6901 | 67.1 | 258 | 3.6 | 4 |
| 6902 | 67.1 | 264 | 3.6 | 4 |
| 6903 | 67.1 | 264 | 3.6 | 4 |
| 6904 | 67.1 | 262 | 3.6 | 4 |
| 6905 | 67.1 | 259 | 3.6 | 4 |
| 6906 | 67.1 | 259 | 3.6 | 4 |
| 6907 | 67.1 | 264 | 3.6 | 4 |
| 6908 | 67.1 | 258 | 3.6 | 5 |
| 6909 | 67.1 | 260 | 3.6 | 5 |
| 6910 | 67.1 | 262 | 3.6 | 6 |
| 6911 | 67.1 | 263 | 3.6 | 5 |
| 6912 | 67.1 | 256 | 3.6 | 6 |
| 6913 | 67.1 | 263 | 3.6 | 5 |
| 6914 | 67.1 | 263 | 3.6 | 5 |
| 6915 | 67.1 | 263 | 3.6 | 5 |
| 6916 | 67.1 | 264 | 3.6 | 5 |
| 6917 | 67.1 | 257 | 3.6 | 5 |
| 6918 | 67.1 | 260 | 3.6 | 5 |
| 6919 | 67.1 | 260 | 3.6 | 5 |
| 6920 | 67.1 | 264 | 3.6 | 5 |
| 6921 | 67.1 | 258 | 3.6 | 4 |
| 6922 | 67.1 | 258 | 3.6 | 4 |
| 6923 | 67.1 | 259 | 3.6 | 4 |
| 6924 | 67.1 | 257 | 3.6 | 2 |
| 6925 | 67.1 | 256 | 3.6 | 2 |
| 6926 | 67.1 | 257 | 3.6 | 3 |
| 6927 | 67.1 | 261 | 3.6 | 4 |
| 6928 | 66.2 | 246 | 4.1 | 3 |
| 6929 | 64.94 | 249 | 4.1 | 3 |
| 6930 | 62.96 | 263 | 4.1 | 3 |
| 6931 | 61.7 | 260 | 3.6 | 5 |
| 6932 | 61.52 | 274 | 3.6 | 5 |
| 6933 | 60.44 | 248 | 2.6 | 5 |
| 6934 | 60.62 | 253 | 2.6 | 6 |
| 6935 | 61.7 | 222 | 2.1 | 6 |
| 6936 | 61.88 | 145 | 2.6 | 5 |
| 6937 | 61.7 | 89 | 2.6 | 5 |
| 6938 | 61.7 | 66 | 1 | 5 |
| 6939 | 60.8 | 88 | 2.6 | 5 |
| 6940 | 61.34 | 86 | 2.6 | 5 |
| 6941 | 60.26 | 89 | 2.6 | 5 |
| 6942 | 59.9 | 88 | 2.6 | 5 |
| 6943 | 60.26 | 350 | 3.1 | 5 |
| 6944 | 61.16 | 327 | 2.6 | 5 |
| 6945 | 65.48 | 34 | 2.6 | 4 |
| 6946 | 68 | 31 | 2.6 | 4 |
| 6947 | 69.08 | 30 | 2.1 | 4 |
| 6948 | 70.52 | 233 | 3.1 | 4 |
| 6949 | 70.16 | 252 | 5.1 | 3 |
| 6950 | 69.98 | 252 | 5.7 | 3 |
| 6951 | 68 | 257 | 5.7 | 3 |
| 6952 | 67.64 | 247 | 6.2 | 4 |
| 6953 | 65.84 | 244 | 5.7 | 4 |
| 6954 | 64.04 | 247 | 4.6 | 4 |
| 6955 | 62.96 | 242 | 3.6 | 5 |
| 6956 | 62.06 | 260 | 2.6 | 6 |
| 6957 | 62.42 | 238 | 2.6 | 6 |
| 6958 | 62.6 | 229 | 2.1 | 6 |
| 6959 | 62.24 | 227 | 2.1 | 6 |
| 6960 | 61.88 | 228 | 2.1 | 6 |
| 6961 | 61.7 | 223 | 1 | 6 |
| 6962 | 61.52 | 340 | 1 | 6 |
| 6963 | 59.72 | 274 | 1 | 6 |
| 6964 | 58.82 | 316 | 1 | 6 |
| 6965 | 59 | 245 | 1 | 6 |
| 6966 | 59.36 | 3 | 1 | 6 |
| 6967 | 59.36 | 69 | 1 | 6 |
| 6968 | 60.98 | 25 | 2.1 | 4 |
| 6969 | 61.88 | 332 | 2.6 | 4 |
| 6970 | 63.5 | 257 | 1.5 | 3 |
| 6971 | 64.22 | 263 | 3.6 | 4 |
| 6972 | 66.74 | 252 | 3.6 | 4 |
| 6973 | 66.92 | 248 | 4.1 | 3 |
| 6974 | 66.92 | 240 | 5.1 | 3 |
| 6975 | 67.1 | 254 | 5.7 | 3 |
| 6976 | 65.66 | 246 | 5.7 | 4 |
| 6977 | 64.58 | 258 | 5.1 | 3 |
| 6978 | 62.78 | 257 | 4.1 | 4 |
| 6979 | 62.06 | 245 | 4.1 | 4 |
| 6980 | 62.6 | 241 | 4.1 | 4 |
| 6981 | 61.88 | 245 | 4.1 | 4 |
| 6982 | 61.7 | 166 | 3.1 | 5 |
| 6983 | 62.78 | 176 | 1.5 | 6 |
| 6984 | 62.78 | 180 | 2.1 | 5 |
| 6985 | 63.32 | 320 | 3.1 | 5 |
| 6986 | 63.14 | 324 | 2.6 | 5 |
| 6987 | 63.5 | 318 | 2.1 | 5 |
| 6988 | 63.5 | 268 | 1 | 6 |
| 6989 | 62.96 | 104 | 2.1 | 6 |
| 6990 | 62.78 | 118 | 1.5 | 6 |
| 6991 | 62.78 | 134 | 2.1 | 5 |
| 6992 | 63.14 | 126 | 1.5 | 5 |
| 6993 | 63.32 | 296 | 1 | 3 |
| 6994 | 64.76 | 346 | 4.1 | 3 |
| 6995 | 70.88 | 2 | 4.1 | 4 |
| 6996 | 73.04 | 314 | 3.6 | 2 |
| 6997 | 71.24 | 261 | 6.7 | 2 |
| 6998 | 68.36 | 253 | 7.7 | 2 |
| 6999 | 68.18 | 248 | 7.7 | 4 |
| 7000 | 67.46 | 248 | 10.3 | 4 |
| 7001 | 66.02 | 258 | 10.3 | 4 |
| 7002 | 63.32 | 251 | 8.2 | 4 |
| 7003 | 62.42 | 252 | 6.7 | 4 |
| 7004 | 64.22 | 274 | 4.1 | 5 |
| 7005 | 64.58 | 339 | 5.7 | 5 |
| 7006 | 63.68 | 3 | 5.1 | 5 |
| 7007 | 62.96 | 2 | 7.2 | 4 |
| 7008 | 62.06 | 336 | 4.6 | 5 |
| 7009 | 62.24 | 336 | 6.7 | 4 |
| 7010 | 61.34 | 350 | 4.6 | 4 |
| 7011 | 59.9 | 10 | 3.1 | 6 |
| 7012 | 59.18 | 356 | 4.6 | 5 |
| 7013 | 57.92 | 4 | 3.6 | 5 |
| 7014 | 57.92 | 360 | 4.1 | 5 |
| 7015 | 55.04 | 65 | 2.6 | 6 |
| 7016 | 58.28 | 30 | 3.6 | 6 |
| 7017 | 62.96 | 14 | 3.6 | 6 |
| 7018 | 65.48 | 7 | 3.6 | 6 |
| 7019 | 68 | 14 | 3.1 | 6 |
| 7020 | 69.62 | 6 | 2.6 | 2 |
| 7021 | 71.6 | 239 | 3.1 | 2 |
| 7022 | 73.22 | 234 | 5.7 | 2 |
| 7023 | 68.72 | 254 | 7.2 | 4 |
| 7024 | 67.46 | 252 | 7.7 | 4 |
| 7025 | 65.84 | 253 | 7.2 | 4 |
| 7026 | 63.86 | 251 | 6.7 | 4 |
| 7027 | 62.78 | 248 | 7.7 | 4 |
| 7028 | 64.58 | 306 | 4.1 | 4 |
| 7029 | 63.14 | 306 | 3.1 | 6 |
| 7030 | 63.14 | 309 | 2.1 | 6 |
| 7031 | 62.78 | 5 | 5.1 | 5 |
| 7032 | 61.16 | 27 | 4.1 | 5 |
| 7033 | 59.9 | 346 | 3.1 | 6 |
| 7034 | 60.62 | 28 | 2.6 | 6 |
| 7035 | 57.02 | 100 | 2.1 | 6 |
| 7036 | 55.94 | 79 | 3.6 | 5 |
| 7037 | 56.3 | 11 | 2.1 | 5 |
| 7038 | 53.06 | 13 | 2.1 | 5 |
| 7039 | 55.94 | 125 | 2.1 | 6 |
| 7040 | 57.38 | 121 | 2.6 | 6 |
| 7041 | 63.68 | 122 | 2.6 | 6 |
| 7042 | 66.2 | 121 | 3.1 | 6 |
| 7043 | 69.8 | 139 | 3.6 | 6 |
| 7044 | 73.58 | 136 | 2.1 | 6 |
| 7045 | 73.76 | 226 | 4.6 | 6 |
| 7046 | 74.66 | 245 | 4.6 | 6 |
| 7047 | 75.74 | 266 | 5.1 | 6 |
| 7048 | 73.58 | 267 | 6.2 | 6 |
| 7049 | 72.5 | 246 | 4.1 | 6 |
| 7050 | 68.9 | 206 | 5.1 | 6 |
| 7051 | 65.66 | 235 | 4.1 | 6 |
| 7052 | 66.02 | 252 | 3.6 | 6 |
| 7053 | 65.66 | 312 | 3.1 | 6 |
| 7054 | 64.04 | 67 | 1 | 6 |
| 7055 | 62.78 | 218 | 3.1 | 6 |
| 7056 | 62.24 | 243 | 2.1 | 6 |
| 7057 | 58.46 | 25 | 1 | 6 |
| 7058 | 55.04 | 112 | 3.1 | 6 |
| 7059 | 55.76 | 72 | 1.5 | 6 |
| 7060 | 54.5 | 71 | 2.1 | 6 |
| 7061 | 53.42 | 74 | 2.6 | 6 |
| 7062 | 56.3 | 347 | 3.6 | 6 |
| 7063 | 55.22 | 36 | 3.1 | 6 |
| 7064 | 57.38 | 39 | 2.1 | 6 |
| 7065 | 60.62 | 41 | 4.1 | 6 |
| 7066 | 66.74 | 42 | 3.6 | 6 |
| 7067 | 72.68 | 30 | 3.1 | 6 |
| 7068 | 74.48 | 29 | 3.1 | 6 |
| 7069 | 75.92 | 31 | 2.6 | 6 |
| 7070 | 72.14 | 275 | 7.2 | 6 |
| 7071 | 70.34 | 275 | 7.7 | 6 |
| 7072 | 70.7 | 273 | 6.7 | 6 |
| 7073 | 67.46 | 242 | 6.2 | 6 |
| 7074 | 65.66 | 244 | 6.7 | 6 |
| 7075 | 65.3 | 264 | 6.7 | 6 |
| 7076 | 66.56 | 284 | 3.6 | 6 |
| 7077 | 64.04 | 261 | 3.1 | 6 |
| 7078 | 63.32 | 5 | 1 | 6 |
| 7079 | 61.7 | 117 | 3.1 | 6 |
| 7080 | 57.02 | 87 | 3.6 | 6 |
| 7081 | 55.58 | 84 | 2.6 | 6 |
| 7082 | 55.4 | 85 | 2.1 | 6 |
| 7083 | 55.58 | 58 | 2.6 | 6 |
| 7084 | 55.58 | 97 | 2.6 | 6 |
| 7085 | 52.88 | 95 | 2.6 | 6 |
| 7086 | 54.86 | 113 | 1.5 | 6 |
| 7087 | 53.42 | 102 | 3.1 | 6 |
| 7088 | 53.42 | 103 | 3.1 | 6 |
| 7089 | 59.72 | 102 | 4.1 | 6 |
| 7090 | 64.4 | 96 | 3.6 | 6 |
| 7091 | 68.18 | 123 | 4.1 | 6 |
| 7092 | 70.88 | 96 | 4.1 | 6 |
| 7093 | 71.78 | 216 | 5.1 | 6 |
| 7094 | 69.08 | 240 | 6.2 | 6 |
| 7095 | 68.54 | 235 | 5.1 | 6 |
| 7096 | 70.52 | 221 | 4.1 | 6 |
| 7097 | 67.82 | 238 | 3.6 | 6 |
| 7098 | 65.48 | 251 | 3.6 | 6 |
| 7099 | 63.86 | 208 | 3.6 | 6 |
| 7100 | 64.22 | 217 | 3.1 | 6 |
| 7101 | 62.78 | 140 | 2.6 | 6 |
| 7102 | 62.6 | 136 | 1.5 | 6 |
| 7103 | 62.6 | 144 | 1.5 | 6 |
| 7104 | 59.36 | 74 | 3.1 | 6 |
| 7105 | 58.46 | 51 | 3.1 | 6 |
| 7106 | 57.2 | 48 | 3.1 | 6 |
| 7107 | 56.66 | 90 | 2.6 | 6 |
| 7108 | 56.12 | 72 | 2.1 | 6 |
| 7109 | 55.04 | 95 | 2.1 | 6 |
| 7110 | 54.5 | 80 | 2.6 | 6 |
| 7111 | 54.5 | 83 | 2.1 | 6 |
| 7112 | 57.56 | 32 | 2.6 | 6 |
| 7113 | 59.9 | 99 | 3.1 | 6 |
| 7114 | 64.04 | 101 | 4.1 | 6 |
| 7115 | 66.74 | 100 | 3.6 | 6 |
| 7116 | 70.16 | 150 | 2.6 | 6 |
| 7117 | 71.42 | 148 | 2.6 | 6 |
| 7118 | 71.96 | 151 | 2.6 | 6 |
| 7119 | 71.96 | 146 | 2.6 | 6 |
| 7120 | 71.96 | 152 | 2.6 | 6 |
| 7121 | 71.96 | 147 | 2.6 | 6 |
| 7122 | 71.96 | 154 | 2.6 | 6 |
| 7123 | 71.96 | 153 | 2.6 | 6 |
| 7124 | 71.96 | 154 | 2.6 | 6 |
| 7125 | 71.96 | 155 | 2.6 | 6 |
| 7126 | 71.96 | 151 | 2.6 | 6 |
| 7127 | 71.96 | 155 | 2.6 | 6 |
| 7128 | 71.96 | 154 | 2.6 | 6 |
| 7129 | 71.96 | 148 | 2.6 | 6 |
| 7130 | 71.96 | 147 | 2.6 | 6 |
| 7131 | 71.96 | 153 | 2.6 | 6 |
| 7132 | 71.96 | 152 | 2.6 | 6 |
| 7133 | 71.96 | 155 | 2.6 | 6 |
| 7134 | 71.96 | 154 | 2.6 | 6 |
| 7135 | 71.96 | 153 | 2.6 | 6 |
| 7136 | 71.96 | 153 | 2.6 | 6 |
| 7137 | 71.96 | 155 | 2.6 | 6 |
| 7138 | 66.74 | 329 | 4.6 | 6 |
| 7139 | 66.74 | 331 | 4.6 | 6 |
| 7140 | 68.54 | 259 | 10.3 | 6 |
| 7141 | 66.92 | 258 | 12.3 | 6 |
| 7142 | 67.1 | 265 | 11.3 | 6 |
| 7143 | 65.84 | 265 | 12.3 | 6 |
| 7144 | 64.04 | 255 | 14.4 | 6 |
| 7145 | 62.24 | 266 | 15.4 | 6 |
| 7146 | 60.8 | 251 | 10.3 | 4 |
| 7147 | 62.24 | 308 | 8.7 | 4 |
| 7148 | 62.24 | 309 | 8.7 | 4 |
| 7149 | 60.44 | 256 | 5.1 | 5 |
| 7150 | 58.28 | 315 | 4.1 | 4 |
| 7151 | 57.02 | 328 | 4.1 | 4 |
| 7152 | 55.58 | 327 | 3.6 | 5 |
| 7153 | 56.48 | 319 | 5.7 | 4 |
| 7154 | 56.48 | 299 | 4.6 | 4 |
| 7155 | 56.12 | 316 | 8.7 | 4 |
| 7156 | 55.58 | 297 | 6.2 | 4 |
| 7157 | 55.58 | 320 | 6.2 | 4 |
| 7158 | 55.76 | 319 | 7.2 | 4 |
| 7159 | 56.12 | 306 | 5.7 | 4 |
| 7160 | 57.74 | 330 | 4.1 | 4 |
| 7161 | 61.7 | 327 | 6.2 | 4 |
| 7162 | 63.32 | 356 | 6.7 | 4 |
| 7163 | 65.66 | 329 | 5.1 | 3 |
| 7164 | 67.82 | 69 | 3.6 | 3 |
| 7165 | 70.7 | 100 | 3.6 | 3 |
| 7166 | 72.86 | 45 | 6.2 | 4 |
| 7167 | 71.06 | 212 | 5.1 | 3 |
| 7168 | 72.68 | 19 | 5.7 | 4 |
| 7169 | 70.88 | 12 | 8.2 | 4 |
| 7170 | 68.72 | 23 | 7.2 | 4 |
| 7171 | 66.92 | 7 | 6.2 | 4 |
| 7172 | 65.48 | 10 | 5.1 | 5 |
| 7173 | 65.66 | 19 | 7.7 | 4 |
| 7174 | 64.4 | 25 | 6.2 | 4 |
| 7175 | 64.04 | 22 | 7.2 | 4 |
| 7176 | 63.5 | 15 | 9.3 | 4 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 7177 | 62.78 | 19 | 8.7 | 4 |
| 7178 | 62.78 | 19 | 6.2 | 4 |
| 7179 | 60.26 | 318 | 5.1 | 4 |
| 7180 | 59.36 | 317 | 3.6 | 5 |
| 7181 | 59.54 | 324 | 3.6 | 5 |
| 7182 | 58.82 | 348 | 3.6 | 5 |
| 7183 | 59.72 | 5 | 3.6 | 5 |
| 7184 | 59 | 22 | 3.1 | 4 |
| 7185 | 61.34 | 128 | 3.1 | 3 |
| 7186 | 65.84 | 114 | 3.1 | 3 |
| 7187 | 68.54 | 194 | 4.1 | 3 |
| 7188 | 69.44 | 147 | 4.1 | 3 |
| 7189 | 69.62 | 215 | 6.2 | 4 |
| 7190 | 69.8 | 195 | 6.2 | 4 |
| 7191 | 69.98 | 214 | 6.2 | 4 |
| 7192 | 66.2 | 245 | 7.2 | 4 |
| 7193 | 63.68 | 241 | 9.3 | 4 |
| 7194 | 62.42 | 225 | 5.1 | 4 |
| 7195 | 62.96 | 189 | 5.1 | 4 |
| 7196 | 63.86 | 209 | 5.1 | 4 |
| 7197 | 61.52 | 239 | 4.1 | 4 |
| 7198 | 59.9 | 259 | 4.1 | 4 |
| 7199 | 59.9 | 263 | 4.1 | 5 |
| 7200 | 60.08 | 320 | 3.1 | 5 |
| 7201 | 61.16 | 5 | 3.6 | 5 |
| 7202 | 60.08 | 329 | 4.6 | 5 |
| 7203 | 58.28 | 19 | 3.1 | 5 |
| 7204 | 55.76 | 50 | 2.6 | 5 |
| 7205 | 53.42 | 50 | 3.6 | 5 |
| 7206 | 55.04 | 15 | 3.1 | 5 |
| 7207 | 54.32 | 6 | 1.5 | 5 |
| 7208 | 54.5 | 115 | 3.1 | 4 |
| 7209 | 60.62 | 343 | 4.1 | 4 |
| 7210 | 60.62 | 337 | 4.1 | 4 |
| 7211 | 66.92 | 217 | 3.6 | 4 |
| 7212 | 67.28 | 208 | 1.5 | 3 |
| 7213 | 68.72 | 231 | 5.1 | 3 |
| 7214 | 67.82 | 236 | 6.7 | 4 |
| 7215 | 66.02 | 246 | 6.2 | 4 |
| 7216 | 64.4 | 248 | 6.2 | 4 |
| 7217 | 62.24 | 230 | 6.2 | 4 |
| 7218 | 59.54 | 236 | 6.2 | 4 |
| 7219 | 58.1 | 243 | 6.2 | 4 |
| 7220 | 58.1 | 258 | 5.1 | 4 |
| 7221 | 57.92 | 265 | 5.1 | 4 |
| 7222 | 57.56 | 254 | 4.1 | 4 |
| 7223 | 57.38 | 240 | 3.1 | 5 |
| 7224 | 57.56 | 239 | 2.1 | 5 |
| 7225 | 57.56 | 239 | 2.1 | 5 |
| 7226 | 56.3 | 118 | 3.6 | 5 |
| 7227 | 53.06 | 79 | 3.1 | 5 |
| 7228 | 53.6 | 83 | 3.1 | 5 |
| 7229 | 52.16 | 85 | 3.1 | 5 |
| 7230 | 51.8 | 94 | 3.1 | 5 |
| 7231 | 52.34 | 119 | 2.6 | 5 |
| 7232 | 53.42 | 98 | 2.6 | 4 |
| 7233 | 54.86 | 103 | 3.6 | 4 |
| 7234 | 54.86 | 104 | 3.6 | 4 |
| 7235 | 62.42 | 127 | 6.2 | 4 |
| 7236 | 65.12 | 135 | 6.7 | 4 |
| 7237 | 65.48 | 116 | 6.7 | 4 |
| 7238 | 64.94 | 126 | 6.7 | 4 |
| 7239 | 64.94 | 133 | 6.2 | 4 |
| 7240 | 64.58 | 133 | 6.2 | 4 |
| 7241 | 64.04 | 152 | 5.1 | 4 |
| 7242 | 64.04 | 149 | 5.1 | 4 |
| 7243 | 64.04 | 153 | 5.1 | 4 |
| 7244 | 64.04 | 146 | 5.1 | 4 |
| 7245 | 64.04 | 152 | 5.1 | 4 |
| 7246 | 64.04 | 148 | 5.1 | 4 |
| 7247 | 64.04 | 151 | 5.1 | 4 |
| 7248 | 64.04 | 155 | 5.1 | 4 |
| 7249 | 64.04 | 150 | 5.1 | 4 |
| 7250 | 64.04 | 155 | 5.1 | 4 |
| 7251 | 64.04 | 153 | 5.1 | 4 |
| 7252 | 64.04 | 146 | 5.1 | 4 |
| 7253 | 64.04 | 148 | 5.1 | 4 |
| 7254 | 64.04 | 146 | 5.1 | 4 |
| 7255 | 64.04 | 147 | 5.1 | 4 |
| 7256 | 64.04 | 149 | 5.1 | 4 |
| 7257 | 64.04 | 147 | 5.1 | 4 |
| 7258 | 64.04 | 154 | 5.1 | 4 |
| 7259 | 64.04 | 150 | 5.1 | 4 |
| 7260 | 64.04 | 146 | 5.1 | 4 |
| 7261 | 64.04 | 153 | 5.1 | 4 |
| 7262 | 64.04 | 148 | 5.1 | 4 |
| 7263 | 64.04 | 153 | 5.1 | 4 |
| 7264 | 59.9 | 239 | 7.2 | 4 |
| 7265 | 59 | 254 | 8.2 | 4 |
| 7266 | 56.84 | 264 | 7.2 | 4 |
| 7267 | 55.94 | 263 | 7.2 | 4 |
| 7268 | 55.76 | 258 | 7.2 | 4 |
| 7269 | 55.76 | 259 | 6.7 | 4 |
| 7270 | 55.76 | 240 | 6.2 | 4 |
| 7271 | 56.66 | 259 | 6.2 | 4 |
| 7272 | 55.22 | 267 | 3.6 | 5 |
| 7273 | 53.6 | 340 | 2.1 | 6 |
| 7274 | 51.98 | 90 | 2.1 | 6 |
| 7275 | 51.08 | 66 | 2.6 | 6 |
| 7276 | 51.08 | 67 | 2.6 | 5 |
| 7277 | 51.08 | 70 | 2.6 | 5 |
| 7278 | 51.08 | 67 | 2.6 | 5 |
| 7279 | 48.74 | 95 | 2.6 | 5 |
| 7280 | 50.18 | 51 | 3.1 | 5 |
| 7281 | 54.5 | 66 | 4.1 | 5 |
| 7282 | 57.56 | 74 | 4.1 | 3 |
| 7283 | 59.36 | 109 | 4.1 | 3 |
| 7284 | 60.98 | 81 | 2.6 | 4 |
| 7285 | 60.08 | 245 | 2.1 | 4 |
| 7286 | 61.16 | 244 | 5.7 | 4 |
| 7287 | 61.52 | 250 | 4.1 | 4 |
| 7288 | 61.88 | 251 | 4.1 | 4 |
| 7289 | 61.88 | 249 | 4.1 | 4 |
| 7290 | 57.38 | 253 | 5.1 | 4 |
| 7291 | 56.48 | 249 | 4.1 | 5 |
| 7292 | 57.02 | 274 | 4.6 | 5 |
| 7293 | 56.12 | 246 | 3.6 | 5 |
| 7294 | 55.22 | 248 | 2.6 | 6 |
| 7295 | 55.76 | 254 | 2.1 | 6 |
| 7296 | 55.22 | 327 | 2.6 | 6 |
| 7297 | 54.14 | 346 | 2.6 | 6 |
| 7298 | 54.14 | 350 | 2.6 | 6 |
| 7299 | 53.06 | 60 | 2.6 | 6 |
| 7300 | 50 | 57 | 2.6 | 6 |
| 7301 | 49.64 | 70 | 2.6 | 6 |
| 7302 | 48.56 | 61 | 2.1 | 6 |
| 7303 | 49.46 | 70 | 2.1 | 6 |
| 7304 | 51.44 | 75 | 3.1 | 4 |
| 7305 | 56.3 | 68 | 3.1 | 3 |
| 7306 | 62.06 | 71 | 2.1 | 3 |
| 7307 | 65.84 | 68 | 1.5 | 2 |
| 7308 | 70.16 | 70 | 2.1 | 2 |
| 7309 | 70.88 | 252 | 4.1 | 3 |
| 7310 | 70.7 | 267 | 5.1 | 3 |
| 7311 | 68.9 | 271 | 5.7 | 4 |
| 7312 | 68.36 | 269 | 5.7 | 4 |
| 7313 | 66.02 | 251 | 5.1 | 4 |
| 7314 | 61.7 | 259 | 5.1 | 4 |
| 7315 | 61.52 | 256 | 4.6 | 5 |
| 7316 | 60.8 | 265 | 3.6 | 5 |
| 7317 | 61.7 | 257 | 2.1 | 6 |
| 7318 | 60.98 | 260 | 2.1 | 6 |
| 7319 | 60.62 | 262 | 2.1 | 6 |
| 7320 | 60.08 | 100 | 1.5 | 6 |
| 7321 | 58.28 | 104 | 1.5 | 6 |
| 7322 | 59.18 | 102 | 2.6 | 6 |
| 7323 | 55.22 | 338 | 1 | 6 |
| 7324 | 55.04 | 266 | 2.1 | 6 |
| 7325 | 52.88 | 67 | 1.5 | 6 |
| 7326 | 53.06 | 71 | 2.1 | 6 |
| 7327 | 51.62 | 243 | 1 | 6 |
| 7328 | 53.24 | 81 | 2.6 | 4 |
| 7329 | 59 | 116 | 2.6 | 3 |
| 7330 | 64.4 | 208 | 4.1 | 3 |
| 7331 | 64.58 | 226 | 4.6 | 3 |
| 7332 | 66.38 | 253 | 5.1 | 3 |
| 7333 | 66.02 | 229 | 5.7 | 3 |
| 7334 | 66.38 | 242 | 5.7 | 3 |
| 7335 | 65.48 | 238 | 6.2 | 4 |
| 7336 | 63.86 | 240 | 5.7 | 4 |
| 7337 | 62.42 | 242 | 4.1 | 4 |
| 7338 | 61.7 | 242 | 3.6 | 4 |
| 7339 | 60.62 | 251 | 3.6 | 5 |
| 7340 | 60.98 | 89 | 1 | 6 |
| 7341 | 60.8 | 158 | 3.1 | 5 |
| 7342 | 59.9 | 240 | 2.1 | 5 |
| 7343 | 60.08 | 345 | 1.5 | 6 |
| 7344 | 58.1 | 70 | 2.6 | 6 |
| 7345 | 57.2 | 62 | 2.6 | 6 |
| 7346 | 56.3 | 118 | 2.6 | 6 |
| 7347 | 55.22 | 128 | 2.1 | 6 |
| 7348 | 55.58 | 36 | 3.1 | 6 |
| 7349 | 54.86 | 62 | 3.1 | 6 |
| 7350 | 53.96 | 84 | 2.1 | 6 |
| 7351 | 54.86 | 78 | 2.6 | 6 |
| 7352 | 54.68 | 90 | 1.5 | 3 |
| 7353 | 59 | 90 | 4.1 | 3 |
| 7354 | 61.52 | 114 | 4.6 | 3 |
| 7355 | 63.32 | 131 | 4.1 | 3 |
| 7356 | 65.12 | 90 | 4.1 | 3 |
| 7357 | 65.12 | 93 | 4.1 | 3 |
| 7358 | 66.02 | 135 | 3.6 | 3 |
| 7359 | 64.76 | 231 | 5.1 | 4 |
| 7360 | 61.7 | 242 | 5.1 | 4 |
| 7361 | 60.98 | 239 | 4.1 | 4 |
| 7362 | 59.36 | 264 | 3.6 | 4 |
| 7363 | 58.46 | 264 | 2.1 | 4 |
| 7364 | 58.1 | 260 | 2.1 | 6 |
| 7365 | 58.28 | 1 | 2.6 | 6 |
| 7366 | 57.38 | 106 | 1.5 | 6 |
| 7367 | 58.28 | 107 | 2.1 | 6 |
| 7368 | 57.56 | 319 | 1 | 6 |
| 7369 | 57.56 | 89 | 2.1 | 5 |
| 7370 | 57.74 | 93 | 2.6 | 5 |
| 7371 | 56.84 | 88 | 2.1 | 5 |
| 7372 | 57.2 | 102 | 2.1 | 5 |
| 7373 | 57.56 | 100 | 2.1 | 5 |
| 7374 | 57.56 | 102 | 2.1 | 5 |
| 7375 | 58.1 | 27 | 1 | 6 |
| 7376 | 58.1 | 90 | 1 | 4 |
| 7377 | 60.44 | 2 | 2.6 | 4 |
| 7378 | 62.78 | 356 | 2.1 | 4 |
| 7379 | 62.78 | 5 | 2.1 | 4 |
| 7380 | 64.4 | 216 | 2.6 | 2 |
| 7381 | 64.94 | 242 | 4.6 | 3 |
| 7382 | 63.68 | 254 | 5.1 | 3 |
| 7383 | 63.32 | 250 | 4.6 | 3 |
| 7384 | 62.24 | 254 | 5.1 | 3 |
| 7385 | 60.44 | 255 | 5.1 | 4 |
| 7386 | 58.1 | 255 | 5.7 | 4 |
| 7387 | 57.2 | 246 | 5.1 | 4 |
| 7388 | 57.2 | 236 | 3.6 | 4 |
| 7389 | 57.38 | 248 | 4.1 | 5 |
| 7390 | 57.38 | 217 | 3.1 | 6 |
| 7391 | 57.02 | 227 | 2.6 | 5 |
| 7392 | 57.02 | 228 | 2.1 | 6 |
| 7393 | 54.68 | 99 | 3.1 | 5 |
| 7394 | 53.6 | 90 | 2.1 | 5 |
| 7395 | 55.4 | 89 | 2.1 | 5 |
| 7396 | 55.94 | 112 | 1 | 6 |
| 7397 | 56.66 | 357 | 2.1 | 6 |
| 7398 | 56.12 | 1 | 2.1 | 6 |
| 7399 | 55.58 | 349 | 2.6 | 5 |
| 7400 | 54.5 | 347 | 2.1 | 4 |
| 7401 | 57.02 | 355 | 3.1 | 4 |
| 7402 | 60.08 | 100 | 3.6 | 4 |
| 7403 | 62.6 | 142 | 3.1 | 3 |
| 7404 | 62.24 | 225 | 3.6 | 2 |
| 7405 | 63.68 | 259 | 5.7 | 3 |
| 7406 | 61.88 | 236 | 5.7 | 3 |
| 7407 | 62.06 | 270 | 6.2 | 3 |
| 7408 | 61.34 | 238 | 4.6 | 3 |
| 7409 | 60.44 | 218 | 3.1 | 4 |
| 7410 | 60.44 | 224 | 3.1 | 4 |
| 7411 | 57.92 | 266 | 3.6 | 5 |
| 7412 | 56.84 | 239 | 2.6 | 5 |
| 7413 | 56.84 | 246 | 2.6 | 5 |
| 7414 | 56.3 | 267 | 2.1 | 6 |
| 7415 | 57.38 | 278 | 2.1 | 6 |
| 7416 | 57.02 | 279 | 2.1 | 6 |
| 7417 | 54.14 | 112 | 2.1 | 6 |
| 7418 | 53.6 | 51 | 2.1 | 6 |
| 7419 | 51.44 | 70 | 2.1 | 6 |
| 7420 | 51.44 | 84 | 2.1 | 6 |
| 7421 | 51.44 | 85 | 2.1 | 6 |
| 7422 | 51.44 | 82 | 2.1 | 6 |
| 7423 | 50.72 | 222 | 1 | 6 |
| 7424 | 51.8 | 92 | 1 | 3 |
| 7425 | 56.12 | 148 | 3.6 | 4 |
| 7426 | 64.04 | 304 | 3.6 | 4 |
| 7427 | 67.64 | 298 | 2.6 | 3 |
| 7428 | 68.36 | 303 | 2.1 | 2 |
| 7429 | 69.8 | 227 | 2.6 | 2 |
| 7430 | 69.98 | 227 | 4.1 | 3 |
| 7431 | 70.34 | 165 | 4.1 | 3 |
| 7432 | 68.9 | 174 | 4.1 | 3 |
| 7433 | 65.84 | 229 | 3.6 | 4 |
| 7434 | 62.6 | 176 | 3.1 | 4 |
| 7435 | 61.34 | 185 | 2.6 | 6 |
| 7436 | 59 | 77 | 2.6 | 6 |
| 7437 | 59 | 70 | 2.6 | 6 |
| 7438 | 59 | 85 | 2.6 | 6 |
| 7439 | 59.54 | 31 | 2.1 | 6 |
| 7440 | 59.9 | 33 | 2.1 | 6 |
| 7441 | 57.56 | 20 | 2.6 | 6 |
| 7442 | 55.4 | 107 | 3.1 | 6 |
| 7443 | 52.88 | 100 | 2.6 | 6 |
| 7444 | 52.16 | 70 | 2.6 | 6 |
| 7445 | 55.58 | 69 | 2.1 | 6 |
| 7446 | 54.32 | 71 | 2.1 | 6 |
| 7447 | 52.16 | 79 | 2.1 | 6 |
| 7448 | 59.18 | 77 | 3.1 | 4 |
| 7449 | 64.04 | 25 | 1.5 | 3 |
| 7450 | 66.38 | 79 | 3.6 | 3 |
| 7451 | 73.22 | 16 | 3.6 | 3 |
| 7452 | 75.56 | 134 | 3.1 | 2 |
| 7453 | 79.16 | 100 | 2.6 | 2 |
| 7454 | 81.32 | 139 | 2.6 | 2 |
| 7455 | 84.2 | 140 | 2.6 | 3 |
| 7456 | 78.26 | 253 | 4.6 | 3 |
| 7457 | 75.92 | 282 | 4.1 | 4 |
| 7458 | 71.42 | 295 | 5.1 | 4 |
| 7459 | 69.8 | 304 | 3.1 | 6 |
| 7460 | 72.86 | 351 | 5.7 | 4 |
| 7461 | 71.96 | 347 | 4.1 | 5 |
| 7462 | 69.08 | 87 | 3.6 | 5 |
| 7463 | 71.06 | 87 | 2.6 | 6 |
| 7464 | 68 | 350 | 3.6 | 5 |
| 7465 | 66.02 | 16 | 3.6 | 5 |
| 7466 | 62.78 | 39 | 2.6 | 6 |
| 7467 | 61.16 | 107 | 2.6 | 6 |
| 7468 | 61.52 | 28 | 2.6 | 6 |
| 7469 | 60.08 | 49 | 2.6 | 6 |
| 7470 | 61.88 | 32 | 2.6 | 6 |
| 7471 | 57.92 | 87 | 2.1 | 6 |
| 7472 | 63.32 | 53 | 3.6 | 4 |
| 7473 | 68 | 28 | 4.6 | 4 |
| 7474 | 75.2 | 34 | 5.1 | 3 |
| 7475 | 79.88 | 17 | 4.1 | 3 |
| 7476 | 83.48 | 8 | 3.6 | 2 |
| 7477 | 87.08 | 19 | 3.6 | 2 |
| 7478 | 89.06 | 347 | 3.6 | 2 |
| 7479 | 91.04 | 3 | 5.1 | 3 |
| 7480 | 89.96 | 358 | 3.6 | 3 |
| 7481 | 87.98 | 318 | 4.6 | 4 |
| 7482 | 84.92 | 342 | 5.1 | 4 |
| 7483 | 80.96 | 352 | 3.1 | 5 |
| 7484 | 78.98 | 352 | 3.1 | 5 |
| 7485 | 77 | 355 | 4.6 | 4 |
| 7486 | 75.92 | 355 | 2.6 | 5 |
| 7487 | 69.98 | 63 | 3.1 | 5 |
| 7488 | 73.94 | 359 | 3.1 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 7489 | 68 | 360 | 2.6 | 5 |
| 7490 | 70.52 | 342 | 2.6 | 5 |
| 7491 | 69.44 | 344 | 2.1 | 6 |
| 7492 | 65.3 | 345 | 2.6 | 6 |
| 7493 | 71.24 | 21 | 5.1 | 5 |
| 7494 | 69.26 | 25 | 2.6 | 6 |
| 7495 | 61.88 | 86 | 2.6 | 5 |
| 7496 | 69.8 | 21 | 4.1 | 4 |
| 7497 | 69.98 | 74 | 3.1 | 4 |
| 7498 | 79.16 | 2 | 5.1 | 3 |
| 7499 | 83.84 | 21 | 3.6 | 3 |
| 7500 | 86.9 | 38 | 4.1 | 3 |
| 7501 | 90.5 | 3 | 4.1 | 3 |
| 7502 | 93.02 | 2 | 3.6 | 2 |
| 7503 | 91.58 | 252 | 5.1 | 3 |
| 7504 | 86.54 | 250 | 5.1 | 3 |
| 7505 | 83.84 | 276 | 3.6 | 4 |
| 7506 | 82.94 | 261 | 3.1 | 4 |
| 7507 | 79.52 | 251 | 3.6 | 5 |
| 7508 | 81.32 | 250 | 2.1 | 5 |
| 7509 | 77 | 238 | 3.6 | 5 |
| 7510 | 75.92 | 30 | 2.6 | 5 |
| 7511 | 77.54 | 17 | 2.1 | 5 |
| 7512 | 75.2 | 50 | 5.1 | 4 |
| 7513 | 75.02 | 2 | 3.6 | 5 |
| 7514 | 72.68 | 25 | 3.1 | 5 |
| 7515 | 68.18 | 88 | 3.1 | 5 |
| 7516 | 67.46 | 78 | 2.6 | 5 |
| 7517 | 64.04 | 74 | 3.1 | 5 |
| 7518 | 63.5 | 66 | 2.6 | 5 |
| 7519 | 64.76 | 103 | 2.6 | 5 |
| 7520 | 64.94 | 76 | 2.6 | 4 |
| 7521 | 71.78 | 43 | 3.1 | 4 |
| 7522 | 80.24 | 34 | 4.1 | 3 |
| 7523 | 84.56 | 32 | 4.1 | 3 |
| 7524 | 86.54 | 16 | 3.1 | 2 |
| 7525 | 76.82 | 256 | 5.1 | 3 |
| 7526 | 75.02 | 252 | 3.6 | 2 |
| 7527 | 75.74 | 246 | 4.1 | 3 |
| 7528 | 73.76 | 250 | 4.1 | 3 |
| 7529 | 73.76 | 255 | 4.1 | 3 |
| 7530 | 72.14 | 261 | 3.1 | 4 |
| 7531 | 70.34 | 244 | 2.6 | 4 |
| 7532 | 70.52 | 218 | 2.6 | 5 |
| 7533 | 71.78 | 216 | 2.6 | 5 |
| 7534 | 68.72 | 216 | 2.6 | 5 |
| 7535 | 67.82 | 224 | 2.1 | 5 |
| 7536 | 67.82 | 88 | 3.6 | 5 |
| 7537 | 67.82 | 91 | 3.6 | 5 |
| 7538 | 67.82 | 92 | 3.6 | 5 |
| 7539 | 67.82 | 91 | 3.6 | 5 |
| 7540 | 67.82 | 91 | 3.6 | 5 |
| 7541 | 67.82 | 88 | 3.6 | 6 |
| 7542 | 67.82 | 91 | 3.6 | 5 |
| 7543 | 67.82 | 87 | 3.6 | 6 |
| 7544 | 67.82 | 90 | 3.6 | 3 |
| 7545 | 67.82 | 91 | 3.6 | 3 |
| 7546 | 67.82 | 92 | 3.6 | 3 |
| 7547 | 67.82 | 93 | 3.6 | 3 |
| 7548 | 67.82 | 90 | 3.6 | 2 |
| 7549 | 67.82 | 86 | 3.6 | 3 |
| 7550 | 67.82 | 87 | 3.6 | 3 |
| 7551 | 67.82 | 94 | 3.6 | 3 |
| 7552 | 67.82 | 86 | 3.6 | 3 |
| 7553 | 67.82 | 88 | 3.6 | 4 |
| 7554 | 67.82 | 91 | 3.6 | 4 |
| 7555 | 67.82 | 86 | 3.6 | 6 |
| 7556 | 67.82 | 86 | 3.6 | 6 |
| 7557 | 67.82 | 88 | 3.6 | 6 |
| 7558 | 67.82 | 91 | 3.6 | 6 |
| 7559 | 67.82 | 86 | 3.6 | 6 |
| 7560 | 64.58 | 86 | 1.5 | 6 |
| 7561 | 62.96 | 87 | 1.5 | 6 |
| 7562 | 61.34 | 135 | 1 | 6 |
| 7563 | 60.08 | 244 | 1 | 6 |
| 7564 | 59 | 341 | 1 | 6 |
| 7565 | 60.08 | 114 | 1 | 6 |
| 7566 | 58.82 | 357 | 2.1 | 5 |
| 7567 | 58.28 | 356 | 2.1 | 5 |
| 7568 | 60.8 | 359 | 2.1 | 4 |
| 7569 | 64.94 | 319 | 2.6 | 4 |
| 7570 | 69.44 | 324 | 2.1 | 4 |
| 7571 | 71.96 | 234 | 2.1 | 4 |
| 7572 | 73.58 | 236 | 5.1 | 3 |
| 7573 | 77.18 | 248 | 4.1 | 3 |
| 7574 | 74.48 | 245 | 3.1 | 2 |
| 7575 | 69.98 | 241 | 3.1 | 3 |
| 7576 | 71.24 | 272 | 2.6 | 3 |
| 7577 | 70.16 | 251 | 2.1 | 4 |
| 7578 | 65.66 | 238 | 2.6 | 4 |
| 7579 | 64.04 | 228 | 2.1 | 5 |
| 7580 | 63.68 | 220 | 2.1 | 5 |
| 7581 | 63.14 | 217 | 2.1 | 5 |
| 7582 | 63.68 | 221 | 2.1 | 5 |
| 7583 | 63.68 | 218 | 2.1 | 6 |
| 7584 | 61.34 | 218 | 1.5 | 6 |
| 7585 | 59.36 | 117 | 2.1 | 5 |
| 7586 | 57.2 | 232 | 2.1 | 5 |
| 7587 | 58.28 | 335 | 2.1 | 5 |
| 7588 | 56.48 | 331 | 2.1 | 5 |
| 7589 | 57.92 | 290 | 1 | 5 |
| 7590 | 56.66 | 4 | 1 | 5 |
| 7591 | 56.12 | 48 | 1 | 6 |
| 7592 | 56.3 | 26 | 1 | 6 |
| 7593 | 57.92 | 70 | 1 | 3 |
| 7594 | 57.92 | 119 | 3.1 | 4 |
| 7595 | 60.98 | 133 | 2.1 | 4 |
| 7596 | 60.98 | 130 | 2.1 | 4 |
| 7597 | 63.5 | 253 | 3.6 | 4 |
| 7598 | 63.5 | 251 | 3.6 | 4 |
| 7599 | 59 | 265 | 3.6 | 4 |
| 7600 | 58.64 | 274 | 2.1 | 4 |
| 7601 | 58.28 | 240 | 2.1 | 4 |
| 7602 | 58.28 | 237 | 2.1 | 4 |
| 7603 | 57.02 | 253 | 2.6 | 5 |
| 7604 | 56.66 | 247 | 2.1 | 5 |
| 7605 | 55.94 | 179 | 2.1 | 5 |
| 7606 | 55.04 | 232 | 2.1 | 5 |
| 7607 | 55.22 | 234 | 1.5 | 6 |
| 7608 | 54.5 | 88 | 2.1 | 5 |
| 7609 | 54.5 | 115 | 2.1 | 5 |
| 7610 | 55.22 | 122 | 1.5 | 5 |
| 7611 | 55.58 | 97 | 1.5 | 5 |
| 7612 | 55.58 | 73 | 2.1 | 5 |
| 7613 | 55.4 | 80 | 2.1 | 5 |
| 7614 | 55.4 | 78 | 2.1 | 5 |
| 7615 | 55.04 | 82 | 2.1 | 5 |
| 7616 | 55.04 | 85 | 2.1 | 4 |
| 7617 | 56.3 | 77 | 1.5 | 3 |
| 7618 | 57.74 | 122 | 2.1 | 4 |
| 7619 | 57.74 | 122 | 2.1 | 4 |
| 7620 | 57.74 | 119 | 2.1 | 3 |
| 7621 | 59.72 | 234 | 2.1 | 3 |
| 7622 | 59.72 | 230 | 2.1 | 4 |
| 7623 | 59.18 | 238 | 2.1 | 4 |
| 7624 | 58.28 | 243 | 3.6 | 4 |
| 7625 | 58.1 | 242 | 2.1 | 4 |
| 7626 | 57.92 | 241 | 2.1 | 4 |
| 7627 | 58.28 | 194 | 1.5 | 6 |
| 7628 | 58.1 | 213 | 1.5 | 6 |
| 7629 | 58.46 | 108 | 1.5 | 6 |
| 7630 | 58.46 | 1 | 1 | 6 |
| 7631 | 58.82 | 1 | 2.6 | 5 |
| 7632 | 57.74 | 88 | 1.5 | 6 |
| 7633 | 57.38 | 104 | 1.5 | 6 |
| 7634 | 57.2 | 78 | 1.5 | 6 |
| 7635 | 56.84 | 332 | 1.5 | 6 |
| 7636 | 55.76 | 251 | 1.5 | 6 |
| 7637 | 55.22 | 13 | 1.5 | 6 |
| 7638 | 52.88 | 327 | 1.5 | 6 |
| 7639 | 53.42 | 25 | 1.5 | 6 |
| 7640 | 54.68 | 262 | 1.5 | 3 |
| 7641 | 56.84 | 346 | 2.1 | 4 |
| 7642 | 59.18 | 354 | 2.1 | 4 |
| 7643 | 59.18 | 348 | 2.1 | 4 |
| 7644 | 60.26 | 246 | 2.6 | 4 |
| 7645 | 60.26 | 247 | 2.6 | 4 |
| 7646 | 60.98 | 254 | 3.1 | 4 |
| 7647 | 60.62 | 249 | 4.1 | 4 |
| 7648 | 60.62 | 246 | 4.1 | 4 |
| 7649 | 60.44 | 258 | 5.1 | 4 |
| 7650 | 59.18 | 259 | 3.6 | 4 |
| 7651 | 60.08 | 266 | 4.1 | 4 |
| 7652 | 59.54 | 269 | 2.1 | 4 |
| 7653 | 59.54 | 341 | 2.6 | 4 |
| 7654 | 58.46 | 338 | 2.1 | 4 |
| 7655 | 57.92 | 246 | 2.6 | 4 |
| 7656 | 58.82 | 283 | 3.6 | 4 |
| 7657 | 57.02 | 283 | 2.1 | 4 |
| 7658 | 56.66 | 258 | 4.1 | 4 |
| 7659 | 56.84 | 307 | 2.1 | 4 |
| 7660 | 55.94 | 309 | 2.1 | 4 |
| 7661 | 53.6 | 297 | 2.1 | 4 |
| 7662 | 51.8 | 16 | 2.1 | 4 |
| 7663 | 52.52 | 79 | 2.1 | 4 |
| 7664 | 52.52 | 76 | 2.1 | 4 |
| 7665 | 54.86 | 60 | 3.1 | 4 |
| 7666 | 57.92 | 64 | 3.1 | 4 |
| 7667 | 60.26 | 106 | 2.6 | 4 |
| 7668 | 63.14 | 106 | 3.1 | 4 |
| 7669 | 65.12 | 234 | 3.1 | 2 |
| 7670 | 64.22 | 229 | 3.1 | 2 |
| 7671 | 62.96 | 246 | 3.1 | 3 |
| 7672 | 61.52 | 226 | 4.6 | 3 |
| 7673 | 59.9 | 238 | 3.6 | 4 |
| 7674 | 57.56 | 242 | 3.6 | 5 |
| 7675 | 57.02 | 246 | 2.1 | 5 |
| 7676 | 55.58 | 249 | 1.5 | 5 |
| 7677 | 55.4 | 255 | 2.1 | 5 |
| 7678 | 55.58 | 252 | 2.1 | 5 |
| 7679 | 56.66 | 23 | 1 | 6 |
| 7680 | 57.38 | 137 | 1 | 6 |
| 7681 | 57.38 | 212 | 2.1 | 5 |
| 7682 | 57.74 | 50 | 1 | 5 |
| 7683 | 56.84 | 113 | 2.1 | 5 |
| 7684 | 56.66 | 145 | 2.1 | 5 |
| 7685 | 56.3 | 79 | 2.1 | 5 |
| 7686 | 56.3 | 93 | 1.5 | 6 |
| 7687 | 57.2 | 106 | 1.5 | 6 |
| 7688 | 57.02 | 56 | 1.5 | 3 |
| 7689 | 58.1 | 115 | 2.1 | 4 |
| 7690 | 59.54 | 136 | 2.1 | 4 |
| 7691 | 60.62 | 131 | 2.1 | 4 |
| 7692 | 62.96 | 226 | 3.1 | 4 |
| 7693 | 63.5 | 233 | 3.6 | 2 |
| 7694 | 63.32 | 236 | 4.6 | 3 |
| 7695 | 62.96 | 252 | 3.6 | 4 |
| 7696 | 61.16 | 240 | 4.6 | 4 |
| 7697 | 60.26 | 238 | 3.1 | 4 |
| 7698 | 59.54 | 254 | 2.6 | 4 |
| 7699 | 58.64 | 248 | 2.1 | 5 |
| 7700 | 57.74 | 237 | 2.6 | 5 |
| 7701 | 57.74 | 243 | 2.1 | 5 |
| 7702 | 57.38 | 250 | 1.5 | 6 |
| 7703 | 57.74 | 229 | 1.5 | 6 |
| 7704 | 57.92 | 303 | 1.5 | 6 |
| 7705 | 58.46 | 321 | 2.1 | 5 |
| 7706 | 58.82 | 325 | 1.5 | 6 |
| 7707 | 58.46 | 246 | 2.1 | 6 |
| 7708 | 58.28 | 8 | 2.1 | 6 |
| 7709 | 57.38 | 6 | 1.5 | 6 |
| 7710 | 56.48 | 16 | 1.5 | 6 |
| 7711 | 54.86 | 157 | 1 | 6 |
| 7712 | 54.86 | 62 | 1.5 | 3 |
| 7713 | 58.82 | 24 | 2.6 | 4 |
| 7714 | 62.6 | 103 | 2.6 | 3 |
| 7715 | 65.3 | 105 | 2.6 | 3 |
| 7716 | 66.02 | 250 | 3.1 | 3 |
| 7717 | 64.58 | 248 | 4.6 | 3 |
| 7718 | 64.4 | 238 | 4.6 | 3 |
| 7719 | 63.68 | 262 | 5.1 | 3 |
| 7720 | 62.96 | 257 | 3.6 | 3 |
| 7721 | 60.62 | 237 | 5.1 | 4 |
| 7722 | 59.54 | 255 | 3.6 | 5 |
| 7723 | 59.18 | 246 | 3.6 | 5 |
| 7724 | 58.28 | 262 | 3.1 | 5 |
| 7725 | 58.82 | 253 | 2.1 | 5 |
| 7726 | 59.36 | 248 | 2.6 | 5 |
| 7727 | 58.82 | 233 | 2.1 | 5 |
| 7728 | 58.28 | 255 | 2.1 | 5 |
| 7729 | 58.82 | 217 | 2.1 | 5 |
| 7730 | 58.82 | 57 | 1.5 | 5 |
| 7731 | 58.64 | 56 | 2.1 | 5 |
| 7732 | 58.64 | 105 | 2.1 | 5 |
| 7733 | 58.46 | 72 | 2.1 | 5 |
| 7734 | 58.28 | 8 | 2.1 | 5 |
| 7735 | 57.74 | 207 | 1.5 | 6 |
| 7736 | 58.28 | 111 | 1 | 6 |
| 7737 | 58.82 | 94 | 2.1 | 6 |
| 7738 | 59.72 | 36 | 2.1 | 6 |
| 7739 | 60.62 | 25 | 2.1 | 6 |
| 7740 | 59.54 | 263 | 4.6 | 4 |
| 7741 | 58.82 | 243 | 2.1 | 4 |
| 7742 | 59.9 | 227 | 2.1 | 4 |
| 7743 | 58.64 | 265 | 4.1 | 4 |
| 7744 | 58.28 | 272 | 3.1 | 4 |
| 7745 | 58.46 | 256 | 4.6 | 4 |
| 7746 | 57.92 | 262 | 3.6 | 5 |
| 7747 | 58.82 | 245 | 3.6 | 5 |
| 7748 | 59 | 234 | 2.6 | 5 |
| 7749 | 58.64 | 266 | 3.6 | 5 |
| 7750 | 57.38 | 14 | 2.6 | 5 |
| 7751 | 57.38 | 12 | 2.1 | 5 |
| 7752 | 59.54 | 348 | 1.5 | 6 |
| 7753 | 59.54 | 346 | 1.5 | 6 |
| 7754 | 58.1 | 339 | 2.1 | 6 |
| 7755 | 57.38 | 352 | 2.1 | 6 |
| 7756 | 56.12 | 42 | 2.1 | 6 |
| 7757 | 56.12 | 69 | 2.1 | 6 |
| 7758 | 56.84 | 96 | 1.5 | 6 |
| 7759 | 57.92 | 59 | 1.5 | 6 |
| 7760 | 58.82 | 98 | 1.5 | 3 |
| 7761 | 60.44 | 100 | 2.1 | 4 |
| 7762 | 61.88 | 105 | 2.1 | 4 |
| 7763 | 63.86 | 192 | 2.1 | 4 |
| 7764 | 65.84 | 262 | 3.6 | 3 |
| 7765 | 65.3 | 255 | 4.1 | 3 |
| 7766 | 64.22 | 246 | 4.1 | 4 |
| 7767 | 64.94 | 244 | 4.6 | 4 |
| 7768 | 61.88 | 245 | 3.1 | 4 |
| 7769 | 61.52 | 253 | 2.6 | 4 |
| 7770 | 60.62 | 247 | 2.1 | 5 |
| 7771 | 60.44 | 245 | 2.1 | 5 |
| 7772 | 60.62 | 222 | 2.1 | 5 |
| 7773 | 60.98 | 219 | 2.1 | 5 |
| 7774 | 60.62 | 222 | 1.5 | 6 |
| 7775 | 60.98 | 134 | 1.5 | 6 |
| 7776 | 61.16 | 127 | 1.5 | 6 |
| 7777 | 61.34 | 128 | 2.1 | 5 |
| 7778 | 61.7 | 153 | 1.5 | 5 |
| 7779 | 61.34 | 180 | 1 | 5 |
| 7780 | 61.7 | 126 | 2.1 | 5 |
| 7781 | 61.34 | 128 | 1.5 | 5 |
| 7782 | 60.98 | 267 | 1 | 5 |
| 7783 | 60.98 | 49 | 1 | 6 |
| 7784 | 60.98 | 109 | 2.6 | 4 |
| 7785 | 61.34 | 104 | 1.5 | 3 |
| 7786 | 61.88 | 118 | 2.1 | 3 |
| 7787 | 62.42 | 108 | 2.1 | 3 |
| 7788 | 62.42 | 126 | 1.5 | 3 |
| 7789 | 62.42 | 124 | 1.5 | 3 |
| 7790 | 62.6 | 139 | 1.5 | 3 |
| 7791 | 63.14 | 185 | 2.6 | 3 |
| 7792 | 62.78 | 182 | 2.1 | 3 |
| 7793 | 62.6 | 222 | 2.1 | 3 |
| 7794 | 62.42 | 159 | 1 | 3 |
| 7795 | 62.24 | 178 | 2.1 | 3 |
| 7796 | 62.6 | 171 | 2.1 | 3 |
| 7797 | 62.06 | 169 | 2.1 | 3 |
| 7798 | 62.42 | 152 | 1.5 | 3 |
| 7799 | 62.42 | 167 | 1.5 | 3 |
| 7800 | 62.24 | 187 | 2.1 | 3 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 7801 | 62.42 | 188 | 2.1 | 3 |
| 7802 | 62.24 | 195 | 5.1 | 3 |
| 7803 | 61.52 | 224 | 4.1 | 3 |
| 7804 | 60.8 | 238 | 5.1 | 3 |
| 7805 | 60.8 | 241 | 4.1 | 3 |
| 7806 | 59.9 | 260 | 7.2 | 3 |
| 7807 | 58.82 | 252 | 7.2 | 3 |
| 7808 | 58.82 | 254 | 6.2 | 3 |
| 7809 | 60.26 | 254 | 7.2 | 3 |
| 7810 | 61.16 | 263 | 8.2 | 3 |
| 7811 | 62.96 | 258 | 7.2 | 3 |
| 7812 | 62.96 | 241 | 6.2 | 3 |
| 7813 | 63.32 | 242 | 6.2 | 3 |
| 7814 | 63.32 | 240 | 6.2 | 3 |
| 7815 | 62.78 | 221 | 6.2 | 3 |
| 7816 | 61.16 | 241 | 5.1 | 3 |
| 7817 | 59.54 | 264 | 6.2 | 3 |
| 7818 | 60.08 | 253 | 7.2 | 3 |
| 7819 | 60.26 | 258 | 3.6 | 3 |
| 7820 | 59.9 | 255 | 5.1 | 3 |
| 7821 | 59.9 | 260 | 7.2 | 3 |
| 7822 | 59 | 255 | 6.2 | 3 |
| 7823 | 59.18 | 253 | 4.1 | 3 |
| 7824 | 59.36 | 254 | 5.1 | 3 |
| 7825 | 58.28 | 240 | 2.6 | 3 |
| 7826 | 59 | 271 | 3.1 | 3 |
| 7827 | 56.3 | 245 | 2.1 | 3 |
| 7828 | 56.3 | 241 | 2.1 | 3 |
| 7829 | 54.32 | 240 | 2.1 | 3 |
| 7830 | 53.6 | 242 | 2.1 | 3 |
| 7831 | 53.24 | 241 | 2.1 | 3 |
| 7832 | 55.04 | 245 | 2.1 | 3 |
| 7833 | 57.02 | 91 | 3.1 | 3 |
| 7834 | 60.08 | 94 | 3.1 | 3 |
| 7835 | 62.96 | 86 | 2.6 | 3 |
| 7836 | 65.3 | 93 | 2.6 | 3 |
| 7837 | 67.1 | 164 | 2.1 | 3 |
| 7838 | 65.84 | 242 | 4.1 | 3 |
| 7839 | 65.66 | 262 | 4.1 | 3 |
| 7840 | 65.12 | 263 | 3.1 | 3 |
| 7841 | 62.96 | 248 | 3.6 | 3 |
| 7842 | 59.9 | 259 | 3.6 | 3 |
| 7843 | 59.18 | 265 | 2.1 | 3 |
| 7844 | 58.46 | 247 | 2.1 | 3 |
| 7845 | 58.46 | 253 | 1.5 | 3 |
| 7846 | 58.82 | 239 | 1.5 | 3 |
| 7847 | 57.74 | 246 | 1.5 | 3 |
| 7848 | 57.56 | 252 | 2.1 | 3 |
| 7849 | 57.56 | 299 | 2.6 | 3 |
| 7850 | 57.02 | 304 | 2.6 | 3 |
| 7851 | 54.32 | 296 | 1.5 | 3 |
| 7852 | 53.78 | 67 | 2.6 | 3 |
| 7853 | 52.52 | 91 | 2.1 | 3 |
| 7854 | 52.16 | 88 | 2.1 | 3 |
| 7855 | 52.16 | 86 | 2.1 | 3 |
| 7856 | 53.06 | 107 | 1.5 | 3 |
| 7857 | 56.48 | 90 | 2.1 | 3 |
| 7858 | 62.96 | 51 | 2.1 | 3 |
| 7859 | 66.2 | 241 | 3.1 | 3 |
| 7860 | 66.74 | 254 | 4.1 | 3 |
| 7861 | 69.08 | 249 | 4.1 | 3 |
| 7862 | 66.56 | 246 | 4.1 | 3 |
| 7863 | 66.2 | 257 | 4.1 | 3 |
| 7864 | 64.94 | 258 | 2.6 | 3 |
| 7865 | 64.22 | 252 | 3.1 | 3 |
| 7866 | 60.8 | 247 | 4.1 | 4 |
| 7867 | 59.54 | 247 | 2.6 | 5 |
| 7868 | 59.54 | 249 | 2.6 | 5 |
| 7869 | 59.72 | 236 | 2.1 | 5 |
| 7870 | 60.26 | 205 | 1.5 | 6 |
| 7871 | 59.36 | 125 | 2.6 | 5 |
| 7872 | 58.1 | 141 | 2.1 | 5 |
| 7873 | 56.3 | 95 | 2.1 | 6 |
| 7874 | 55.4 | 89 | 1.5 | 6 |
| 7875 | 54.14 | 202 | 1 | 6 |
| 7876 | 53.78 | 101 | 1.5 | 6 |
| 7877 | 52.34 | 86 | 1.5 | 6 |
| 7878 | 51.98 | 95 | 2.1 | 6 |
| 7879 | 52.16 | 91 | 2.1 | 5 |
| 7880 | 54.68 | 89 | 2.1 | 4 |
| 7881 | 57.38 | 87 | 2.1 | 4 |
| 7882 | 62.06 | 110 | 3.1 | 4 |
| 7883 | 67.82 | 111 | 2.6 | 4 |
| 7884 | 68.18 | 232 | 4.1 | 4 |
| 7885 | 68 | 254 | 3.6 | 4 |
| 7886 | 65.66 | 269 | 3.1 | 4 |
| 7887 | 67.1 | 263 | 5.7 | 4 |
| 7888 | 64.58 | 255 | 3.6 | 4 |
| 7889 | 64.22 | 258 | 3.1 | 4 |
| 7890 | 60.8 | 264 | 3.1 | 5 |
| 7891 | 60.98 | 200 | 2.6 | 5 |
| 7892 | 61.34 | 117 | 2.6 | 6 |
| 7893 | 61.52 | 125 | 2.1 | 6 |
| 7894 | 59.54 | 124 | 2.1 | 6 |
| 7895 | 58.46 | 117 | 2.1 | 6 |
| 7896 | 58.28 | 121 | 2.1 | 5 |
| 7897 | 57.74 | 56 | 2.1 | 5 |
| 7898 | 57.2 | 73 | 2.1 | 6 |
| 7899 | 54.68 | 94 | 2.1 | 6 |
| 7900 | 53.42 | 92 | 1.5 | 6 |
| 7901 | 53.24 | 87 | 1.5 | 6 |
| 7902 | 53.06 | 266 | 1 | 6 |
| 7903 | 52.88 | 93 | 2.1 | 6 |
| 7904 | 51.8 | 313 | 1 | 3 |
| 7905 | 55.4 | 113 | 2.6 | 4 |
| 7906 | 59.72 | 105 | 2.6 | 3 |
| 7907 | 68.36 | 351 | 2.6 | 3 |
| 7908 | 72.68 | 201 | 2.6 | 3 |
| 7909 | 68.36 | 238 | 4.6 | 3 |
| 7910 | 69.62 | 242 | 3.6 | 3 |
| 7911 | 72.68 | 225 | 3.1 | 3 |
| 7912 | 73.58 | 255 | 3.1 | 3 |
| 7913 | 75.92 | 354 | 4.1 | 4 |
| 7914 | 73.04 | 17 | 5.1 | 5 |
| 7915 | 70.88 | 21 | 3.1 | 6 |
| 7916 | 70.16 | 13 | 4.6 | 5 |
| 7917 | 68.9 | 21 | 2.6 | 6 |
| 7918 | 68.9 | 6 | 2.1 | 6 |
| 7919 | 65.48 | 126 | 2.1 | 6 |
| 7920 | 65.3 | 144 | 2.6 | 6 |
| 7921 | 66.56 | 9 | 2.1 | 6 |
| 7922 | 63.32 | 359 | 2.1 | 6 |
| 7923 | 61.16 | 34 | 2.1 | 6 |
| 7924 | 59.72 | 31 | 2.1 | 6 |
| 7925 | 52.88 | 29 | 2.1 | 6 |
| 7926 | 55.4 | 32 | 2.1 | 6 |
| 7927 | 54.86 | 133 | 3.1 | 6 |
| 7928 | 58.64 | 112 | 2.1 | 4 |
| 7929 | 60.62 | 156 | 3.1 | 4 |
| 7930 | 65.48 | 152 | 2.6 | 4 |
| 7931 | 67.46 | 145 | 2.1 | 3 |
| 7932 | 69.44 | 147 | 2.1 | 3 |
| 7933 | 69.62 | 248 | 4.1 | 3 |
| 7934 | 69.26 | 241 | 3.6 | 3 |
| 7935 | 69.26 | 228 | 3.1 | 3 |
| 7936 | 70.88 | 184 | 2.6 | 3 |
| 7937 | 69.8 | 188 | 2.1 | 4 |
| 7938 | 63.5 | 232 | 3.6 | 5 |
| 7939 | 63.86 | 225 | 2.1 | 6 |
| 7940 | 63.86 | 150 | 2.1 | 6 |
| 7941 | 61.52 | 332 | 2.6 | 6 |
| 7942 | 59.9 | 335 | 2.1 | 6 |
| 7943 | 59.18 | 48 | 2.1 | 5 |
| 7944 | 59.9 | 55 | 2.1 | 5 |
| 7945 | 56.84 | 54 | 2.1 | 5 |
| 7946 | 54.86 | 125 | 2.1 | 5 |
| 7947 | 51.98 | 119 | 2.1 | 5 |
| 7948 | 49.28 | 87 | 2.6 | 6 |
| 7949 | 49.82 | 94 | 2.1 | 6 |
| 7950 | 48.38 | 182 | 1 | 6 |
| 7951 | 49.1 | 289 | 1 | 6 |
| 7952 | 52.16 | 330 | 2.6 | 4 |
| 7953 | 51.8 | 99 | 3.6 | 4 |
| 7954 | 57.38 | 111 | 3.1 | 3 |
| 7955 | 64.04 | 114 | 2.1 | 3 |
| 7956 | 67.82 | 111 | 3.1 | 3 |
| 7957 | 67.64 | 249 | 4.1 | 3 |
| 7958 | 66.38 | 217 | 3.6 | 3 |
| 7959 | 63.68 | 240 | 4.6 | 3 |
| 7960 | 62.42 | 239 | 5.1 | 4 |
| 7961 | 60.8 | 240 | 4.6 | 4 |
| 7962 | 59.18 | 245 | 3.6 | 4 |
| 7963 | 59.54 | 254 | 8.7 | 4 |
| 7964 | 58.46 | 246 | 7.2 | 4 |
| 7965 | 57.02 | 339 | 4.1 | 5 |
| 7966 | 56.84 | 19 | 4.6 | 5 |
| 7967 | 56.84 | 18 | 4.6 | 5 |
| 7968 | 56.84 | 16 | 4.6 | 5 |
| 7969 | 57.38 | 10 | 7.7 | 4 |
| 7970 | 57.38 | 12 | 7.7 | 4 |
| 7971 | 58.1 | 346 | 13.4 | 4 |
| 7972 | 56.3 | 356 | 8.2 | 4 |
| 7973 | 56.12 | 348 | 7.2 | 4 |
| 7974 | 55.22 | 5 | 6.2 | 4 |
| 7975 | 54.86 | 360 | 8.2 | 4 |
| 7976 | 55.22 | 354 | 10.3 | 4 |
| 7977 | 55.76 | 353 | 8.7 | 4 |
| 7978 | 57.38 | 3 | 7.2 | 4 |
| 7979 | 59.9 | 358 | 5.1 | 4 |
| 7980 | 61.7 | 4 | 6.7 | 4 |
| 7981 | 63.68 | 332 | 7.2 | 4 |
| 7982 | 63.68 | 327 | 7.2 | 4 |
| 7983 | 62.24 | 265 | 7.7 | 4 |
| 7984 | 61.88 | 253 | 8.2 | 4 |
| 7985 | 61.88 | 253 | 8.2 | 4 |
| 7986 | 61.88 | 246 | 8.2 | 4 |
| 7987 | 61.88 | 249 | 8.2 | 4 |
| 7988 | 61.88 | 247 | 8.2 | 4 |
| 7989 | 61.88 | 251 | 8.2 | 5 |
| 7990 | 61.88 | 248 | 8.2 | 4 |
| 7991 | 61.88 | 248 | 8.2 | 4 |
| 7992 | 61.88 | 253 | 8.2 | 4 |
| 7993 | 61.88 | 253 | 8.2 | 5 |
| 7994 | 61.88 | 252 | 8.2 | 5 |
| 7995 | 61.88 | 252 | 8.2 | 6 |
| 7996 | 61.88 | 250 | 8.2 | 6 |
| 7997 | 61.88 | 248 | 8.2 | 6 |
| 7998 | 61.88 | 247 | 8.2 | 5 |
| 7999 | 61.88 | 251 | 8.2 | 5 |
| 8000 | 61.88 | 254 | 8.2 | 4 |
| 8001 | 61.88 | 246 | 8.2 | 4 |
| 8002 | 61.88 | 248 | 8.2 | 4 |
| 8003 | 61.88 | 246 | 8.2 | 4 |
| 8004 | 61.88 | 255 | 8.2 | 3 |
| 8005 | 61.88 | 248 | 8.2 | 3 |
| 8006 | 61.88 | 252 | 8.2 | 3 |
| 8007 | 61.88 | 248 | 8.2 | 3 |
| 8008 | 61.88 | 246 | 8.2 | 3 |
| 8009 | 61.88 | 254 | 8.2 | 3 |
| 8010 | 61.88 | 246 | 8.2 | 5 |
| 8011 | 61.88 | 246 | 8.2 | 6 |
| 8012 | 61.88 | 255 | 8.2 | 6 |
| 8013 | 56.84 | 241 | 3.1 | 6 |
| 8014 | 55.04 | 134 | 3.1 | 6 |
| 8015 | 53.6 | 120 | 2.1 | 6 |
| 8016 | 55.4 | 144 | 2.6 | 6 |
| 8017 | 50.54 | 105 | 3.1 | 6 |
| 8018 | 50.54 | 71 | 2.1 | 6 |
| 8019 | 48.74 | 92 | 2.1 | 6 |
| 8020 | 47.84 | 94 | 2.1 | 6 |
| 8021 | 46.94 | 81 | 2.6 | 6 |
| 8022 | 46.94 | 69 | 2.6 | 6 |
| 8023 | 45.68 | 105 | 2.6 | 6 |
| 8024 | 44.96 | 100 | 3.1 | 6 |
| 8025 | 48.92 | 88 | 4.1 | 6 |
| 8026 | 54.32 | 104 | 3.6 | 6 |
| 8027 | 57.92 | 115 | 3.1 | 6 |
| 8028 | 61.16 | 142 | 2.6 | 3 |
| 8029 | 63.32 | 223 | 3.6 | 3 |
| 8030 | 60.8 | 255 | 5.1 | 3 |
| 8031 | 60.44 | 246 | 4.6 | 3 |
| 8032 | 60.08 | 250 | 3.6 | 3 |
| 8033 | 59.36 | 242 | 3.1 | 4 |
| 8034 | 56.66 | 239 | 3.1 | 6 |
| 8035 | 56.66 | 222 | 3.1 | 6 |
| 8036 | 55.94 | 244 | 3.6 | 5 |
| 8037 | 59.72 | 334 | 6.7 | 4 |
| 8038 | 59.18 | 339 | 7.2 | 4 |
| 8039 | 59.72 | 331 | 9.3 | 4 |
| 8040 | 58.46 | 324 | 5.7 | 4 |
| 8041 | 56.48 | 346 | 5.7 | 4 |
| 8042 | 56.12 | 2 | 5.1 | 5 |
| 8043 | 50 | 41 | 2.1 | 6 |
| 8044 | 46.94 | 64 | 2.6 | 6 |
| 8045 | 53.06 | 21 | 3.6 | 5 |
| 8046 | 52.52 | 27 | 3.6 | 5 |
| 8047 | 48.74 | 75 | 3.1 | 5 |
| 8048 | 51.8 | 41 | 4.1 | 4 |
| 8049 | 52.52 | 78 | 3.1 | 4 |
| 8050 | 58.1 | 61 | 4.1 | 4 |
| 8051 | 61.7 | 75 | 4.6 | 4 |
| 8052 | 65.3 | 64 | 5.1 | 3 |
| 8053 | 69.08 | 58 | 3.6 | 3 |
| 8054 | 68.54 | 274 | 5.1 | 3 |
| 8055 | 65.66 | 264 | 4.1 | 3 |
| 8056 | 62.42 | 242 | 4.1 | 3 |
| 8057 | 61.16 | 249 | 3.1 | 4 |
| 8058 | 57.56 | 239 | 4.1 | 4 |
| 8059 | 57.74 | 224 | 2.6 | 4 |
| 8060 | 57.74 | 198 | 2.1 | 6 |
| 8061 | 57.92 | 200 | 2.1 | 6 |
| 8062 | 55.4 | 102 | 2.6 | 6 |
| 8063 | 54.32 | 103 | 1.5 | 6 |
| 8064 | 56.84 | 16 | 2.1 | 6 |
| 8065 | 53.6 | 53 | 2.6 | 6 |
| 8066 | 54.14 | 23 | 2.6 | 6 |
| 8067 | 51.62 | 13 | 3.6 | 5 |
| 8068 | 49.82 | 54 | 3.1 | 5 |
| 8069 | 49.1 | 47 | 3.1 | 6 |
| 8070 | 50.36 | 60 | 3.1 | 6 |
| 8071 | 51.98 | 20 | 3.1 | 6 |
| 8072 | 50.9 | 74 | 2.6 | 4 |
| 8073 | 53.42 | 68 | 3.1 | 4 |
| 8074 | 57.92 | 58 | 3.6 | 3 |
| 8075 | 62.78 | 49 | 3.6 | 3 |
| 8076 | 65.66 | 107 | 2.6 | 3 |
| 8077 | 66.56 | 246 | 5.1 | 3 |
| 8078 | 64.22 | 257 | 4.1 | 3 |
| 8079 | 62.96 | 261 | 5.7 | 3 |
| 8080 | 61.34 | 266 | 5.1 | 3 |
| 8081 | 59.9 | 249 | 4.1 | 4 |
| 8082 | 58.1 | 243 | 4.1 | 5 |
| 8083 | 57.56 | 240 | 2.1 | 6 |
| 8084 | 58.28 | 234 | 3.1 | 6 |
| 8085 | 55.94 | 208 | 2.1 | 6 |
| 8086 | 56.48 | 123 | 2.6 | 6 |
| 8087 | 55.58 | 112 | 2.6 | 5 |
| 8088 | 55.94 | 115 | 2.6 | 5 |
| 8089 | 54.14 | 109 | 2.1 | 5 |
| 8090 | 51.98 | 109 | 2.1 | 5 |
| 8091 | 50.18 | 88 | 2.1 | 5 |
| 8092 | 50.36 | 66 | 2.1 | 5 |
| 8093 | 49.28 | 89 | 2.1 | 6 |
| 8094 | 48.38 | 88 | 1.5 | 6 |
| 8095 | 48.02 | 90 | 1.5 | 6 |
| 8096 | 49.1 | 37 | 2.1 | 4 |
| 8097 | 53.42 | 34 | 2.1 | 4 |
| 8098 | 57.02 | 121 | 3.1 | 3 |
| 8099 | 62.6 | 120 | 2.1 | 3 |
| 8100 | 66.02 | 123 | 3.1 | 3 |
| 8101 | 65.48 | 242 | 4.1 | 3 |
| 8102 | 65.48 | 252 | 4.1 | 3 |
| 8103 | 65.3 | 267 | 3.6 | 3 |
| 8104 | 62.6 | 257 | 5.1 | 3 |
| 8105 | 62.6 | 264 | 5.1 | 4 |
| 8106 | 62.6 | 257 | 5.1 | 4 |
| 8107 | 62.6 | 262 | 5.1 | 5 |
| 8108 | 58.64 | 240 | 2.6 | 5 |
| 8109 | 58.1 | 228 | 3.1 | 5 |
| 8110 | 57.02 | 159 | 2.6 | 6 |
| 8111 | 55.04 | 117 | 2.6 | 5 |
| 8112 | 56.48 | 138 | 2.1 | 5 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 8113 | 54.14 | 138 | 2.1 | 5 |
| 8114 | 53.6 | 113 | 3.1 | 5 |
| 8115 | 51.8 | 84 | 2.6 | 5 |
| 8116 | 51.44 | 111 | 2.1 | 5 |
| 8117 | 50.36 | 48 | 2.6 | 5 |
| 8118 | 48.56 | 83 | 2.6 | 5 |
| 8119 | 50 | 42 | 2.1 | 5 |
| 8120 | 50 | 45 | 2.1 | 4 |
| 8121 | 51.98 | 52 | 2.6 | 4 |
| 8122 | 55.76 | 87 | 4.1 | 4 |
| 8123 | 57.74 | 113 | 3.1 | 4 |
| 8124 | 58.82 | 112 | 2.6 | 4 |
| 8125 | 57.92 | 148 | 2.6 | 4 |
| 8126 | 57.56 | 150 | 2.1 | 4 |
| 8127 | 57.38 | 154 | 2.6 | 4 |
| 8128 | 56.84 | 116 | 2.1 | 4 |
| 8129 | 56.84 | 108 | 2.1 | 4 |
| 8130 | 56.66 | 117 | 2.1 | 5 |
| 8131 | 56.66 | 95 | 2.6 | 5 |
| 8132 | 56.66 | 101 | 3.6 | 5 |
| 8133 | 56.66 | 95 | 3.6 | 5 |
| 8134 | 56.66 | 96 | 3.6 | 5 |
| 8135 | 56.84 | 76 | 3.1 | 5 |
| 8136 | 56.66 | 100 | 3.6 | 5 |
| 8137 | 56.66 | 90 | 3.1 | 5 |
| 8138 | 56.12 | 94 | 2.6 | 5 |
| 8139 | 56.12 | 68 | 2.1 | 5 |
| 8140 | 56.12 | 88 | 2.1 | 5 |
| 8141 | 56.48 | 94 | 2.1 | 5 |
| 8142 | 56.84 | 28 | 3.1 | 5 |
| 8143 | 56.66 | 94 | 2.1 | 5 |
| 8144 | 57.02 | 236 | 2.1 | 4 |
| 8145 | 57.38 | 244 | 2.1 | 4 |
| 8146 | 57.92 | 236 | 2.6 | 4 |
| 8147 | 59.18 | 232 | 3.1 | 4 |
| 8148 | 61.52 | 264 | 3.6 | 3 |
| 8149 | 61.7 | 251 | 3.6 | 3 |
| 8150 | 61.88 | 233 | 3.6 | 3 |
| 8151 | 61.88 | 228 | 3.6 | 3 |
| 8152 | 60.26 | 238 | 2.6 | 4 |
| 8153 | 59.18 | 258 | 2.6 | 4 |
| 8154 | 58.28 | 241 | 2.1 | 5 |
| 8155 | 58.1 | 222 | 2.6 | 5 |
| 8156 | 57.92 | 224 | 2.1 | 5 |
| 8157 | 58.1 | 189 | 2.1 | 5 |
| 8158 | 57.56 | 143 | 2.1 | 5 |
| 8159 | 57.38 | 112 | 2.1 | 5 |
| 8160 | 56.3 | 76 | 2.1 | 5 |
| 8161 | 55.22 | 86 | 1.5 | 6 |
| 8162 | 55.04 | 70 | 2.1 | 6 |
| 8163 | 52.88 | 90 | 2.1 | 6 |
| 8164 | 52.34 | 56 | 2.1 | 6 |
| 8165 | 51.44 | 71 | 1 | 6 |
| 8166 | 49.64 | 80 | 2.1 | 6 |
| 8167 | 50.18 | 75 | 1.5 | 6 |
| 8168 | 49.64 | 80 | 1.5 | 3 |
| 8169 | 51.98 | 114 | 3.1 | 3 |
| 8170 | 55.76 | 57 | 2.1 | 3 |
| 8171 | 55.76 | 64 | 2.1 | 3 |
| 8172 | 55.76 | 56 | 2.1 | 3 |
| 8173 | 55.76 | 59 | 2.1 | 3 |
| 8174 | 55.76 | 64 | 2.1 | 3 |
| 8175 | 55.76 | 64 | 2.1 | 3 |
| 8176 | 55.76 | 62 | 2.1 | 3 |
| 8177 | 60.8 | 283 | 4.1 | 4 |
| 8178 | 56.48 | 251 | 3.1 | 6 |
| 8179 | 56.3 | 248 | 2.6 | 6 |
| 8180 | 56.3 | 266 | 3.6 | 5 |
| 8181 | 56.48 | 246 | 3.1 | 6 |
| 8182 | 56.48 | 269 | 3.6 | 5 |
| 8183 | 56.3 | 255 | 2.6 | 6 |
| 8184 | 55.94 | 237 | 1.5 | 6 |
| 8185 | 55.04 | 246 | 1.5 | 6 |
| 8186 | 56.12 | 348 | 2.1 | 6 |
| 8187 | 55.22 | 10 | 1.5 | 6 |
| 8188 | 53.6 | 59 | 1.5 | 6 |
| 8189 | 53.78 | 71 | 1.5 | 6 |
| 8190 | 50.36 | 93 | 2.1 | 6 |
| 8191 | 49.64 | 105 | 1.5 | 6 |
| 8192 | 51.98 | 331 | 1.5 | 6 |
| 8193 | 56.3 | 322 | 3.1 | 4 |
| 8194 | 59.72 | 231 | 3.1 | 3 |
| 8195 | 63.86 | 239 | 3.1 | 3 |
| 8196 | 66.38 | 226 | 2.6 | 3 |
| 8197 | 67.82 | 226 | 4.1 | 3 |
| 8198 | 66.2 | 245 | 3.1 | 3 |
| 8199 | 66.56 | 236 | 3.1 | 3 |
| 8200 | 64.94 | 247 | 2.6 | 3 |
| 8201 | 60.8 | 246 | 5.1 | 4 |
| 8202 | 58.1 | 236 | 3.1 | 4 |
| 8203 | 57.74 | 245 | 4.1 | 4 |
| 8204 | 57.02 | 232 | 3.1 | 6 |
| 8205 | 56.3 | 232 | 2.6 | 6 |
| 8206 | 55.4 | 180 | 2.1 | 5 |
| 8207 | 54.68 | 108 | 2.1 | 6 |
| 8208 | 55.76 | 113 | 2.1 | 5 |
| 8209 | 57.02 | 223 | 2.1 | 5 |
| 8210 | 56.66 | 222 | 1.5 | 5 |
| 8211 | 55.94 | 222 | 1.5 | 5 |
| 8212 | 56.3 | 46 | 1 | 5 |
| 8213 | 55.94 | 4 | 2.1 | 5 |
| 8214 | 54.32 | 87 | 2.6 | 5 |
| 8215 | 53.96 | 76 | 2.1 | 5 |
| 8216 | 54.86 | 89 | 1.5 | 6 |
| 8217 | 55.58 | 91 | 3.6 | 4 |
| 8218 | 56.12 | 92 | 2.1 | 4 |
| 8219 | 57.38 | 90 | 2.1 | 4 |
| 8220 | 58.28 | 99 | 2.1 | 4 |
| 8221 | 57.56 | 101 | 3.6 | 4 |
| 8222 | 57.02 | 135 | 3.1 | 4 |
| 8223 | 56.66 | 105 | 6.2 | 4 |
| 8224 | 56.48 | 113 | 5.7 | 4 |
| 8225 | 56.12 | 112 | 6.7 | 4 |
| 8226 | 57.02 | 144 | 6.2 | 4 |
| 8227 | 57.92 | 144 | 3.1 | 5 |
| 8228 | 60.44 | 224 | 6.7 | 5 |
| 8229 | 60.44 | 201 | 6.7 | 4 |
| 8230 | 59.72 | 215 | 8.2 | 4 |
| 8231 | 59.54 | 217 | 7.7 | 4 |
| 8232 | 59.18 | 197 | 4.6 | 4 |
| 8233 | 59.72 | 214 | 4.6 | 4 |
| 8234 | 59.18 | 175 | 3.6 | 4 |
| 8235 | 59 | 168 | 3.1 | 5 |
| 8236 | 58.64 | 167 | 3.1 | 5 |
| 8237 | 58.28 | 115 | 2.1 | 5 |
| 8238 | 55.58 | 103 | 2.1 | 5 |
| 8239 | 57.2 | 172 | 2.1 | 5 |
| 8240 | 57.2 | 113 | 3.1 | 5 |
| 8241 | 58.64 | 122 | 3.6 | 4 |
| 8242 | 59.9 | 136 | 4.6 | 4 |
| 8243 | 61.88 | 193 | 4.6 | 4 |
| 8244 | 60.98 | 166 | 3.6 | 4 |
| 8245 | 61.7 | 176 | 4.6 | 4 |
| 8246 | 61.52 | 180 | 4.1 | 4 |
| 8247 | 61.88 | 185 | 3.6 | 4 |
| 8248 | 61.16 | 151 | 2.6 | 4 |
| 8249 | 60.44 | 128 | 3.1 | 4 |
| 8250 | 59.36 | 151 | 2.1 | 5 |
| 8251 | 59.18 | 128 | 2.1 | 5 |
| 8252 | 58.46 | 127 | 2.1 | 5 |
| 8253 | 58.46 | 120 | 1.5 | 6 |
| 8254 | 58.46 | 116 | 1.5 | 6 |
| 8255 | 58.46 | 184 | 2.1 | 5 |
| 8256 | 58.1 | 114 | 2.1 | 5 |
| 8257 | 58.28 | 121 | 2.1 | 5 |
| 8258 | 58.28 | 98 | 2.1 | 5 |
| 8259 | 58.46 | 110 | 3.1 | 5 |
| 8260 | 58.28 | 192 | 2.1 | 5 |
| 8261 | 56.84 | 75 | 5.7 | 5 |
| 8262 | 56.84 | 80 | 5.1 | 5 |
| 8263 | 57.02 | 83 | 4.6 | 5 |
| 8264 | 56.84 | 82 | 3.1 | 5 |
| 8265 | 57.2 | 79 | 3.1 | 5 |
| 8266 | 57.74 | 81 | 2.6 | 4 |
| 8267 | 58.64 | 80 | 4.6 | 4 |
| 8268 | 58.64 | 80 | 4.6 | 4 |
| 8269 | 60.08 | 78 | 2.1 | 4 |
| 8270 | 60.98 | 191 | 2.6 | 4 |
| 8271 | 60.8 | 216 | 2.6 | 4 |
| 8272 | 60.62 | 222 | 2.6 | 4 |
| 8273 | 60.62 | 227 | 2.1 | 4 |
| 8274 | 60.26 | 254 | 1.5 | 6 |
| 8275 | 59.72 | 213 | 2.1 | 5 |
| 8276 | 59.72 | 244 | 2.1 | 5 |
| 8277 | 59.72 | 195 | 2.6 | 5 |
| 8278 | 59.9 | 211 | 2.1 | 5 |
| 8279 | 59.72 | 195 | 2.1 | 5 |
| 8280 | 59.72 | 194 | 3.1 | 5 |
| 8281 | 59.54 | 188 | 2.1 | 5 |
| 8282 | 59.18 | 247 | 2.1 | 5 |
| 8283 | 59.36 | 253 | 1.5 | 5 |
| 8284 | 59.36 | 92 | 1.5 | 5 |
| 8285 | 59.36 | 72 | 1 | 5 |
| 8286 | 59.18 | 4 | 2.1 | 5 |
| 8287 | 59.36 | 93 | 1 | 6 |
| 8288 | 59.18 | 263 | 3.1 | 5 |
| 8289 | 59.36 | 225 | 2.1 | 5 |
| 8290 | 59.9 | 219 | 2.6 | 5 |
| 8291 | 60.98 | 241 | 2.1 | 5 |
| 8292 | 61.34 | 269 | 4.1 | 4 |
| 8293 | 62.96 | 298 | 3.6 | 4 |
| 8294 | 63.86 | 225 | 4.1 | 3 |
| 8295 | 61.88 | 235 | 4.1 | 4 |
| 8296 | 59.9 | 245 | 4.1 | 4 |
| 8297 | 58.64 | 226 | 2.6 | 4 |
| 8298 | 58.64 | 251 | 5.1 | 4 |
| 8299 | 58.64 | 248 | 2.1 | 5 |
| 8300 | 59 | 239 | 2.1 | 5 |
| 8301 | 59.54 | 196 | 2.1 | 5 |
| 8302 | 59.36 | 125 | 2.6 | 5 |
| 8303 | 59.54 | 98 | 2.1 | 5 |
| 8304 | 59 | 67 | 2.6 | 5 |
| 8305 | 59 | 129 | 2.6 | 5 |
| 8306 | 59.36 | 119 | 2.1 | 5 |
| 8307 | 59.36 | 116 | 2.6 | 5 |
| 8308 | 59 | 337 | 2.6 | 5 |
| 8309 | 57.92 | 310 | 2.1 | 5 |
| 8310 | 57.02 | 309 | 2.1 | 5 |
| 8311 | 56.48 | 306 | 2.1 | 5 |
| 8312 | 56.48 | 310 | 2.6 | 5 |
| 8313 | 57.02 | 307 | 3.1 | 4 |
| 8314 | 57.74 | 306 | 2.6 | 4 |
| 8315 | 61.16 | 309 | 2.1 | 4 |
| 8316 | 63.5 | 309 | 2.1 | 3 |
| 8317 | 62.42 | 250 | 4.1 | 3 |
| 8318 | 60.8 | 245 | 4.1 | 3 |
| 8319 | 60.62 | 232 | 3.1 | 3 |
| 8320 | 59.54 | 249 | 2.1 | 3 |
| 8321 | 57.38 | 262 | 2.6 | 4 |
| 8322 | 56.12 | 243 | 2.6 | 5 |
| 8323 | 56.48 | 247 | 1.5 | 6 |
| 8324 | 56.84 | 200 | 1.5 | 6 |
| 8325 | 56.3 | 329 | 2.1 | 5 |
| 8326 | 56.66 | 85 | 2.1 | 5 |
| 8327 | 55.76 | 102 | 1.5 | 6 |
| 8328 | 55.58 | 95 | 1.5 | 6 |
| 8329 | 55.58 | 89 | 1.5 | 6 |
| 8330 | 55.58 | 89 | 1.5 | 6 |
| 8331 | 55.4 | 88 | 2.1 | 6 |
| 8332 | 55.04 | 77 | 2.1 | 6 |
| 8333 | 54.68 | 84 | 2.1 | 6 |
| 8334 | 54.14 | 88 | 2.6 | 6 |
| 8335 | 53.42 | 95 | 1.5 | 6 |
| 8336 | 53.06 | 82 | 3.1 | 6 |
| 8337 | 53.06 | 78 | 3.1 | 6 |
| 8338 | 52.52 | 124 | 2.6 | 4 |
| 8339 | 58.82 | 124 | 1.5 | 4 |
| 8340 | 67.1 | 227 | 2.6 | 4 |
| 8341 | 68.36 | 235 | 4.1 | 3 |
| 8342 | 69.26 | 235 | 3.1 | 3 |
| 8343 | 73.04 | 244 | 3.1 | 3 |
| 8344 | 72.5 | 245 | 2.6 | 3 |
| 8345 | 70.34 | 241 | 2.6 | 4 |
| 8346 | 70.34 | 265 | 2.1 | 5 |
| 8347 | 67.1 | 299 | 2.6 | 6 |
| 8348 | 70.16 | 349 | 4.1 | 5 |
| 8349 | 64.22 | 159 | 2.6 | 6 |
| 8350 | 63.32 | 119 | 2.6 | 6 |
| 8351 | 63.14 | 163 | 3.6 | 5 |
| 8352 | 62.6 | 140 | 2.6 | 6 |
| 8353 | 62.06 | 165 | 2.6 | 6 |
| 8354 | 57.92 | 159 | 2.1 | 6 |
| 8355 | 56.3 | 129 | 2.1 | 6 |
| 8356 | 57.02 | 180 | 3.6 | 5 |
| 8357 | 56.66 | 180 | 2.1 | 6 |
| 8358 | 52.52 | 135 | 2.6 | 6 |
| 8359 | 48.2 | 86 | 3.1 | 6 |
| 8360 | 48.38 | 75 | 2.1 | 6 |
| 8361 | 55.22 | 173 | 5.1 | 4 |
| 8362 | 60.26 | 157 | 3.1 | 4 |
| 8363 | 62.6 | 117 | 3.1 | 3 |
| 8364 | 68.18 | 188 | 3.1 | 3 |
| 8365 | 70.88 | 241 | 3.1 | 3 |
| 8366 | 70.88 | 236 | 4.1 | 3 |
| 8367 | 70.34 | 236 | 3.1 | 3 |
| 8368 | 69.62 | 258 | 2.1 | 3 |
| 8369 | 68.54 | 280 | 3.1 | 4 |
| 8370 | 65.84 | 296 | 4.6 | 5 |
| 8371 | 63.68 | 333 | 2.6 | 6 |
| 8372 | 60.98 | 48 | 2.1 | 6 |
| 8373 | 60.26 | 95 | 1 | 6 |
| 8374 | 59.72 | 334 | 4.1 | 4 |
| 8375 | 59.9 | 320 | 6.2 | 4 |
| 8376 | 56.48 | 89 | 3.1 | 5 |
| 8377 | 53.06 | 89 | 2.6 | 5 |
| 8378 | 55.04 | 18 | 3.1 | 6 |
| 8379 | 54.32 | 19 | 4.1 | 5 |
| 8380 | 55.04 | 13 | 4.1 | 5 |
| 8381 | 51.08 | 65 | 2.6 | 6 |
| 8382 | 53.6 | 24 | 2.1 | 6 |
| 8383 | 49.28 | 29 | 2.1 | 6 |
| 8384 | 50.18 | 335 | 1 | 6 |
| 8385 | 56.3 | 13 | 2.6 | 4 |
| 8386 | 60.8 | 44 | 2.1 | 3 |
| 8387 | 66.74 | 307 | 2.1 | 3 |
| 8388 | 66.56 | 275 | 3.1 | 3 |
| 8389 | 64.4 | 236 | 4.1 | 3 |
| 8390 | 65.48 | 246 | 2.6 | 3 |
| 8391 | 65.12 | 253 | 2.6 | 3 |
| 8392 | 63.86 | 243 | 3.1 | 3 |
| 8393 | 60.98 | 252 | 1.5 | 3 |
| 8394 | 57.92 | 249 | 2.6 | 5 |
| 8395 | 58.1 | 233 | 2.1 | 5 |
| 8396 | 56.12 | 236 | 1.5 | 6 |
| 8397 | 57.2 | 242 | 1.5 | 6 |
| 8398 | 56.3 | 228 | 2.1 | 5 |
| 8399 | 54.86 | 271 | 2.1 | 5 |
| 8400 | 55.4 | 225 | 2.1 | 5 |
| 8401 | 53.78 | 220 | 2.1 | 6 |
| 8402 | 52.52 | 25 | 1.5 | 6 |
| 8403 | 51.8 | 133 | 1.5 | 6 |
| 8404 | 49.82 | 56 | 2.1 | 6 |
| 8405 | 49.64 | 58 | 1.5 | 6 |
| 8406 | 49.64 | 56 | 1.5 | 6 |
| 8407 | 49.1 | 312 | 1 | 6 |
| 8408 | 50.54 | 119 | 2.1 | 5 |
| 8409 | 51.62 | 217 | 2.1 | 4 |
| 8410 | 61.34 | 84 | 2.6 | 4 |
| 8411 | 65.66 | 100 | 2.1 | 4 |
| 8412 | 71.42 | 286 | 2.6 | 3 |
| 8413 | 74.12 | 263 | 3.6 | 3 |
| 8414 | 75.56 | 208 | 3.1 | 3 |
| 8415 | 75.56 | 193 | 3.1 | 3 |
| 8416 | 72.5 | 239 | 3.1 | 3 |
| 8417 | 69.26 | 244 | 3.1 | 3 |
| 8418 | 67.46 | 244 | 3.1 | 5 |
| 8419 | 67.28 | 223 | 2.1 | 5 |
| 8420 | 65.12 | 188 | 2.1 | 5 |
| 8421 | 64.22 | 189 | 3.1 | 5 |
| 8422 | 63.14 | 150 | 4.1 | 4 |
| 8423 | 61.7 | 189 | 3.6 | 5 |
| 8424 | 61.52 | 187 | 4.1 | 4 |

| HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|
| 8425 | 59.54 | 110 | 2.1 | 5 |
| 8426 | 54.86 | 220 | 2.1 | 5 |
| 8427 | 55.4 | 146 | 2.1 | 6 |
| 8428 | 56.84 | 147 | 4.1 | 5 |
| 8429 | 54.14 | 20 | 1.5 | 6 |
| 8430 | 47.66 | 87 | 1.5 | 6 |
| 8431 | 47.66 | 45 | 2.6 | 6 |
| 8432 | 46.22 | 61 | 2.1 | 5 |
| 8433 | 47.84 | 106 | 2.6 | 4 |
| 8434 | 59.9 | 294 | 2.1 | 3 |
| 8435 | 62.78 | 129 | 3.1 | 3 |
| 8436 | 62.78 | 131 | 3.1 | 3 |
| 8437 | 66.38 | 125 | 4.6 | 3 |
| 8438 | 68 | 74 | 3.1 | 3 |
| 8439 | 69.26 | 110 | 2.6 | 3 |
| 8440 | 69.44 | 111 | 2.1 | 3 |
| 8441 | 68 | 109 | 2.6 | 3 |
| 8442 | 63.5 | 323 | 3.6 | 5 |
| 8443 | 62.24 | 134 | 1 | 6 |
| 8444 | 60.26 | 344 | 2.1 | 5 |
| 8445 | 58.28 | 346 | 2.1 | 5 |
| 8446 | 56.66 | 18 | 3.1 | 5 |
| 8447 | 57.02 | 24 | 2.1 | 5 |
| 8448 | 56.48 | 17 | 2.6 | 5 |
| 8449 | 52.34 | 16 | 2.1 | 6 |
| 8450 | 55.22 | 20 | 2.1 | 6 |
| 8451 | 52.52 | 20 | 2.1 | 6 |
| 8452 | 51.26 | 17 | 1.5 | 6 |
| 8453 | 51.62 | 20 | 1.5 | 6 |
| 8454 | 50.54 | 11 | 1.5 | 6 |
| 8455 | 50.54 | 20 | 2.1 | 6 |
| 8456 | 46.94 | 65 | 2.1 | 6 |
| 8457 | 51.44 | 58 | 3.1 | 4 |
| 8458 | 58.46 | 31 | 2.6 | 4 |
| 8459 | 62.6 | 8 | 4.1 | 4 |
| 8460 | 65.48 | 10 | 2.1 | 4 |
| 8461 | 67.1 | 12 | 2.1 | 4 |
| 8462 | 68.18 | 247 | 3.6 | 4 |
| 8463 | 66.38 | 251 | 4.6 | 4 |
| 8464 | 62.6 | 259 | 4.6 | 4 |
| 8465 | 61.16 | 251 | 3.6 | 4 |
| 8466 | 56.66 | 259 | 4.1 | 4 |
| 8467 | 55.22 | 256 | 3.1 | 5 |
| 8468 | 56.12 | 255 | 2.6 | 6 |
| 8469 | 56.66 | 327 | 2.6 | 5 |
| 8470 | 54.86 | 50 | 1.5 | 6 |
| 8471 | 54.5 | 62 | 2.1 | 6 |
| 8472 | 55.94 | 60 | 2.1 | 6 |
| 8473 | 52.16 | 74 | 3.1 | 6 |
| 8474 | 53.6 | 72 | 2.6 | 6 |
| 8475 | 51.26 | 71 | 1.5 | 6 |
| 8476 | 49.1 | 66 | 1.5 | 6 |
| 8477 | 45.86 | 87 | 2.1 | 6 |
| 8478 | 48.38 | 51 | 2.6 | 5 |
| 8479 | 47.3 | 86 | 2.6 | 5 |
| 8480 | 46.04 | 91 | 2.6 | 6 |
| 8481 | 52.52 | 66 | 3.6 | 4 |
| 8482 | 56.12 | 78 | 3.1 | 4 |
| 8483 | 60.08 | 116 | 3.1 | 4 |
| 8484 | 64.58 | 143 | 1.5 | 4 |
| 8485 | 64.58 | 139 | 1.5 | 3 |
| 8486 | 64.58 | 142 | 1.5 | 3 |
| 8487 | 64.22 | 248 | 5.1 | 3 |
| 8488 | 63.68 | 240 | 3.1 | 3 |
| 8489 | 60.8 | 252 | 2.6 | 4 |
| 8490 | 56.84 | 262 | 4.6 | 4 |
| 8491 | 55.58 | 221 | 2.1 | 5 |
| 8492 | 56.3 | 229 | 2.1 | 5 |
| 8493 | 56.3 | 228 | 2.1 | 5 |
| 8494 | 54.14 | 80 | 2.1 | 5 |
| 8495 | 53.78 | 95 | 1.5 | 6 |
| 8496 | 53.42 | 90 | 3.1 | 5 |
| 8497 | 52.34 | 92 | 3.6 | 5 |
| 8498 | 51.08 | 78 | 2.6 | 5 |
| 8499 | 49.46 | 78 | 2.1 | 5 |
| 8500 | 49.1 | 76 | 1.5 | 5 |
| 8501 | 49.82 | 204 | 1 | 6 |
| 8502 | 49.82 | 94 | 1 | 6 |
| 8503 | 50.18 | 98 | 2.1 | 5 |
| 8504 | 49.82 | 80 | 2.1 | 5 |
| 8505 | 51.08 | 90 | 3.1 | 4 |
| 8506 | 53.06 | 104 | 3.6 | 4 |
| 8507 | 53.06 | 101 | 3.6 | 4 |
| 8508 | 58.46 | 100 | 3.6 | 4 |
| 8509 | 58.1 | 123 | 4.6 | 4 |
| 8510 | 57.92 | 185 | 3.6 | 4 |
| 8511 | 57.56 | 231 | 4.6 | 4 |
| 8512 | 57.92 | 232 | 4.1 | 4 |
| 8513 | 57.2 | 209 | 5.1 | 4 |
| 8514 | 56.48 | 194 | 2.1 | 5 |
| 8515 | 56.12 | 134 | 2.6 | 5 |
| 8516 | 56.3 | 130 | 3.6 | 5 |
| 8517 | 56.12 | 131 | 3.1 | 5 |
| 8518 | 56.12 | 136 | 3.6 | 5 |
| 8519 | 55.76 | 117 | 4.1 | 4 |
| 8520 | 56.48 | 144 | 5.1 | 4 |
| 8521 | 56.48 | 139 | 5.1 | 4 |
| 8522 | 56.66 | 153 | 4.1 | 4 |
| 8523 | 56.84 | 178 | 3.1 | 4 |
| 8524 | 57.02 | 172 | 4.6 | 4 |
| 8525 | 57.38 | 180 | 6.2 | 4 |
| 8526 | 57.92 | 192 | 6.7 | 4 |
| 8527 | 55.58 | 185 | 6.7 | 4 |
| 8528 | 58.1 | 180 | 9.8 | 4 |
| 8529 | 58.64 | 182 | 10.8 | 4 |
| 8530 | 58.64 | 196 | 10.3 | 4 |
| 8531 | 57.74 | 205 | 9.8 | 4 |
| 8532 | 59 | 196 | 10.3 | 4 |
| 8533 | 60.26 | 222 | 8.7 | 4 |
| 8534 | 60.62 | 224 | 7.7 | 4 |
| 8535 | 61.52 | 240 | 6.7 | 4 |
| 8536 | 60.44 | 244 | 5.7 | 4 |
| 8537 | 59.18 | 255 | 5.1 | 4 |
| 8538 | 57.2 | 255 | 4.1 | 5 |
| 8539 | 55.94 | 246 | 5.1 | 5 |
| 8540 | 55.94 | 246 | 6.2 | 4 |
| 8541 | 55.76 | 248 | 5.1 | 5 |
| 8542 | 57.2 | 267 | 6.2 | 4 |
| 8543 | 56.12 | 257 | 4.1 | 5 |
| 8544 | 56.84 | 288 | 4.1 | 4 |
| 8545 | 55.4 | 39 | 2.6 | 6 |
| 8546 | 52.7 | 260 | 1.5 | 6 |
| 8547 | 51.08 | 239 | 3.1 | 6 |
| 8548 | 53.42 | 290 | 2.6 | 6 |
| 8549 | 47.84 | 77 | 2.6 | 6 |
| 8550 | 47.48 | 71 | 1.5 | 6 |
| 8551 | 48.38 | 59 | 1.5 | 6 |
| 8552 | 48.38 | 57 | 1.5 | 5 |
| 8553 | 48.38 | 65 | 1.5 | 4 |
| 8554 | 48.38 | 60 | 1.5 | 3 |
| 8555 | 48.38 | 62 | 1.5 | 3 |
| 8556 | 48.38 | 65 | 1.5 | 3 |
| 8557 | 48.38 | 59 | 1.5 | 4 |
| 8558 | 48.38 | 56 | 1.5 | 3 |
| 8559 | 61.7 | 240 | 5.1 | 3 |
| 8560 | 60.44 | 248 | 6.7 | 4 |
| 8561 | 58.64 | 268 | 6.2 | 4 |
| 8562 | 56.3 | 254 | 3.6 | 5 |
| 8563 | 57.02 | 196 | 2.1 | 5 |
| 8564 | 55.76 | 129 | 2.1 | 5 |
| 8565 | 55.94 | 126 | 2.6 | 6 |
| 8566 | 53.78 | 127 | 2.1 | 5 |
| 8567 | 53.78 | 128 | 2.1 | 5 |
| 8568 | 55.22 | 129 | 2.6 | 5 |
| 8569 | 52.7 | 132 | 2.1 | 5 |
| 8570 | 49.82 | 121 | 2.6 | 5 |
| 8571 | 50 | 70 | 2.1 | 5 |
| 8572 | 47.3 | 104 | 2.1 | 5 |
| 8573 | 49.46 | 35 | 1.5 | 5 |
| 8574 | 49.28 | 72 | 2.1 | 5 |
| 8575 | 51.26 | 17 | 2.1 | 5 |
| 8576 | 49.82 | 32 | 2.1 | 5 |
| 8577 | 55.4 | 18 | 4.1 | 4 |
| 8578 | 56.12 | 34 | 3.6 | 4 |
| 8579 | 60.26 | 38 | 3.6 | 4 |
| 8580 | 62.78 | 33 | 4.6 | 4 |
| 8581 | 64.4 | 357 | 3.6 | 4 |
| 8582 | 66.38 | 357 | 2.6 | 4 |
| 8583 | 67.28 | 5 | 3.1 | 4 |
| 8584 | 70.88 | 334 | 4.6 | 4 |
| 8585 | 65.48 | 299 | 4.1 | 4 |
| 8586 | 59.72 | 246 | 3.6 | 5 |
| 8587 | 61.7 | 335 | 4.6 | 4 |
| 8588 | 60.62 | 357 | 4.6 | 4 |
| 8589 | 60.08 | 360 | 4.1 | 4 |
| 8590 | 59.54 | 355 | 4.6 | 5 |
| 8591 | 58.46 | 41 | 4.1 | 5 |
| 8592 | 57.2 | 13 | 4.1 | 5 |
| 8593 | 56.66 | 10 | 4.1 | 5 |
| 8594 | 57.38 | 7 | 4.1 | 5 |
| 8595 | 56.12 | 10 | 3.6 | 5 |
| 8596 | 49.28 | 110 | 3.1 | 6 |
| 8597 | 48.02 | 109 | 3.1 | 6 |
| 8598 | 48.74 | 21 | 3.1 | 6 |
| 8599 | 48.74 | 19 | 2.1 | 6 |
| 8600 | 49.46 | 67 | 3.1 | 6 |
| 8601 | 51.62 | 85 | 4.1 | 4 |
| 8602 | 59.72 | 39 | 1.5 | 4 |
| 8603 | 64.04 | 56 | 3.1 | 3 |
| 8604 | 67.82 | 134 | 2.6 | 3 |
| 8605 | 71.96 | 300 | 1.5 | 2 |
| 8606 | 65.48 | 249 | 5.7 | 2 |
| 8607 | 64.22 | 250 | 5.7 | 4 |
| 8608 | 62.24 | 273 | 4.1 | 3 |
| 8609 | 60.62 | 262 | 4.1 | 4 |
| 8610 | 55.94 | 265 | 4.1 | 5 |
| 8611 | 55.4 | 254 | 3.6 | 5 |
| 8612 | 54.68 | 261 | 3.1 | 6 |
| 8613 | 55.76 | 187 | 3.1 | 6 |
| 8614 | 54.32 | 177 | 2.6 | 6 |
| 8615 | 55.22 | 127 | 3.6 | 5 |
| 8616 | 53.06 | 70 | 3.6 | 5 |
| 8617 | 51.98 | 76 | 2.1 | 5 |
| 8618 | 51.44 | 79 | 2.1 | 5 |
| 8619 | 50.54 | 87 | 3.1 | 5 |
| 8620 | 50 | 88 | 4.1 | 4 |
| 8621 | 50.72 | 79 | 4.1 | 4 |
| 8622 | 50.9 | 72 | 4.6 | 4 |
| 8623 | 51.8 | 87 | 3.1 | 5 |
| 8624 | 52.7 | 103 | 4.1 | 4 |
| 8625 | 54.14 | 58 | 3.1 | 4 |
| 8626 | 54.86 | 94 | 4.6 | 4 |
| 8627 | 56.48 | 87 | 5.1 | 4 |
| 8628 | 57.74 | 88 | 6.2 | 4 |
| 8629 | 58.82 | 99 | 5.1 | 4 |
| 8630 | 59.36 | 107 | 5.1 | 4 |
| 8631 | 59.72 | 123 | 5.1 | 4 |
| 8632 | 59.54 | 118 | 5.7 | 4 |
| 8633 | 58.82 | 118 | 6.2 | 4 |
| 8634 | 57.56 | 162 | 4.1 | 4 |
| 8635 | 56.66 | 132 | 3.6 | 5 |
| 8636 | 57.02 | 152 | 2.6 | 5 |
| 8637 | 56.66 | 135 | 3.1 | 5 |
| 8638 | 56.3 | 105 | 3.6 | 5 |
| 8639 | 56.12 | 93 | 3.6 | 5 |
| 8640 | 55.94 | 39 | 3.6 | 5 |
| 8641 | 55.4 | 100 | 3.6 | 5 |
| 8642 | 53.96 | 92 | 2.1 | 5 |
| 8643 | 54.14 | 94 | 4.1 | 4 |
| 8644 | 54.5 | 95 | 2.1 | 4 |
| 8645 | 54.68 | 91 | 2.1 | 4 |
| 8646 | 54.5 | 95 | 1.5 | 6 |
| 8647 | 54.68 | 288 | 1 | 6 |
| 8648 | 53.6 | 91 | 1.5 | 6 |
| 8649 | 54.14 | 74 | 2.6 | 4 |
| 8650 | 53.96 | 92 | 2.6 | 4 |
| 8651 | 54.5 | 91 | 3.6 | 4 |
| 8652 | 54.68 | 88 | 3.6 | 4 |
| 8653 | 55.04 | 113 | 3.6 | 4 |
| 8654 | 55.22 | 72 | 4.1 | 4 |
| 8655 | 55.58 | 92 | 4.1 | 4 |
| 8656 | 55.76 | 80 | 6.7 | 4 |
| 8657 | 56.3 | 86 | 4.6 | 4 |
| 8658 | 56.3 | 111 | 4.6 | 4 |
| 8659 | 55.94 | 61 | 3.6 | 5 |
| 8660 | 56.48 | 90 | 4.1 | 4 |
| 8661 | 56.12 | 78 | 3.6 | 5 |
| 8662 | 55.58 | 90 | 4.6 | 4 |
| 8663 | 55.94 | 57 | 4.1 | 4 |
| 8664 | 56.3 | 60 | 3.6 | 5 |
| 8665 | 56.3 | 62 | 4.1 | 4 |
| 8666 | 56.3 | 65 | 3.6 | 4 |
| 8667 | 56.3 | 78 | 2.1 | 4 |
| 8668 | 55.94 | 118 | 1.5 | 6 |
| 8669 | 56.12 | 74 | 1.5 | 6 |
| 8670 | 55.94 | 116 | 2.6 | 6 |
| 8671 | 55.76 | 33 | 2.6 | 5 |
| 8672 | 55.58 | 206 | 2.6 | 5 |
| 8673 | 56.3 | 173 | 3.1 | 4 |
| 8674 | 57.92 | 184 | 2.1 | 4 |
| 8675 | 60.98 | 182 | 2.1 | 4 |
| 8676 | 60.8 | 86 | 4.1 | 4 |
| 8677 | 60.8 | 186 | 3.6 | 4 |
| 8678 | 59 | 262 | 5.1 | 4 |
| 8679 | 60.62 | 256 | 4.6 | 4 |
| 8680 | 59.54 | 270 | 5.1 | 4 |
| 8681 | 58.64 | 265 | 4.1 | 4 |
| 8682 | 56.48 | 251 | 4.1 | 4 |
| 8683 | 55.94 | 244 | 3.6 | 4 |
| 8684 | 55.22 | 238 | 2.6 | 5 |
| 8685 | 56.12 | 276 | 3.6 | 5 |
| 8686 | 55.94 | 276 | 2.1 | 5 |
| 8687 | 56.3 | 124 | 3.1 | 5 |
| 8688 | 55.22 | 118 | 3.1 | 5 |
| 8689 | 54.5 | 91 | 4.1 | 4 |
| 8690 | 54.32 | 82 | 3.6 | 5 |
| 8691 | 55.22 | 81 | 2.6 | 5 |
| 8692 | 55.58 | 21 | 2.6 | 5 |
| 8693 | 55.76 | 8 | 3.1 | 5 |
| 8694 | 55.58 | 11 | 1.5 | 6 |
| 8695 | 54.68 | 97 | 3.1 | 5 |
| 8696 | 55.22 | 40 | 3.1 | 5 |
| 8697 | 53.6 | 71 | 4.1 | 5 |
| 8698 | 55.22 | 72 | 3.6 | 5 |
| 8699 | 57.02 | 83 | 2.6 | 5 |
| 8700 | 62.06 | 80 | 2.1 | 4 |
| 8701 | 62.06 | 76 | 2.1 | 4 |
| 8702 | 62.06 | 77 | 2.1 | 4 |
| 8703 | 62.06 | 84 | 2.1 | 4 |
| 8704 | 62.06 | 76 | 2.1 | 4 |
| 8705 | 62.06 | 78 | 2.1 | 4 |
| 8706 | 62.06 | 81 | 2.1 | 4 |
| 8707 | 62.06 | 76 | 2.1 | 4 |
| 8708 | 62.06 | 76 | 2.1 | 4 |
| 8709 | 62.06 | 78 | 2.1 | 5 |
| 8710 | 57.02 | 251 | 5.1 | 4 |
| 8711 | 57.74 | 286 | 5.1 | 4 |
| 8712 | 57.2 | 256 | 5.1 | 4 |
| 8713 | 57.38 | 277 | 4.1 | 4 |
| 8714 | 57.38 | 250 | 5.1 | 4 |
| 8715 | 57.02 | 267 | 4.1 | 4 |
| 8716 | 56.48 | 244 | 3.1 | 5 |
| 8717 | 56.12 | 72 | 3.1 | 5 |
| 8718 | 56.3 | 97 | 4.1 | 5 |
| 8719 | 56.12 | 66 | 4.1 | 4 |
| 8720 | 56.12 | 169 | 1.5 | 6 |
| 8721 | 57.38 | 169 | 1.5 | 3 |
| 8722 | 58.64 | 264 | 3.6 | 4 |
| 8723 | 59 | 324 | 4.1 | 4 |
| 8724 | 59.54 | 246 | 4.6 | 4 |
| 8725 | 59.72 | 298 | 4.1 | 4 |
| 8726 | 59.72 | 225 | 3.6 | 4 |
| 8727 | 63.32 | 241 | 3.6 | 4 |
| 8728 | 62.6 | 227 | 1 | 3 |
| 8729 | 59.9 | 261 | 5.1 | 4 |
| 8730 | 59 | 268 | 4.1 | 4 |
| 8731 | 58.28 | 238 | 4.1 | 4 |
| 8732 | 57.38 | 240 | 2.6 | 4 |
| 8733 | 57.74 | 257 | 3.1 | 5 |
| 8734 | 58.64 | 301 | 3.6 | 5 |
| 8735 | 58.64 | 298 | 3.6 | 5 |
| 8736 | 57.74 | 218 | 3.6 | 5 |

| HOUR | TEMP | WD | WS | STAB | HOUR | TEMP | WD | WS | STAB | HOUR | TEMP | WD | WS | STAB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8737 | 57.38 | 197 | 1.5 | 5 | | | | | | | | | | |
| 8738 | 57.92 | 332 | 2.1 | 5 | | | | | | | | | | |
| 8739 | 57.38 | 335 | 1.5 | 5 | | | | | | | | | | |
| 8740 | 57.02 | 331 | 1.5 | 5 | | | | | | | | | | |
| 8741 | 56.48 | 328 | 2.1 | 5 | | | | | | | | | | |
| 8742 | 57.56 | 334 | 1.5 | 6 | | | | | | | | | | |
| 8743 | 57.02 | 333 | 1.5 | 6 | | | | | | | | | | |
| 8744 | 57.2 | 94 | 4.1 | 4 | | | | | | | | | | |
| 8745 | 57.2 | 93 | 4.1 | 4 | | | | | | | | | | |
| 8746 | 57.2 | 89 | 4.1 | 4 | | | | | | | | | | |
| 8747 | 57.2 | 93 | 4.1 | 4 | | | | | | | | | | |
| 8748 | 57.2 | 90 | 4.1 | 4 | | | | | | | | | | |
| 8749 | 57.2 | 93 | 4.1 | 4 | | | | | | | | | | |
| 8750 | 57.2 | 91 | 4.1 | 4 | | | | | | | | | | |
| 8751 | 62.06 | 235 | 4.1 | 4 | | | | | | | | | | |
| 8752 | 61.16 | 254 | 4.1 | 4 | | | | | | | | | | |
| 8753 | 61.16 | 250 | 4.1 | 4 | | | | | | | | | | |
| 8754 | 59.72 | 227 | 3.6 | 5 | | | | | | | | | | |
| 8755 | 60.62 | 293 | 2.1 | 5 | | | | | | | | | | |
| 8756 | 61.34 | 287 | 1.5 | 6 | | | | | | | | | | |
| 8757 | 61.88 | 89 | 2.1 | 6 | | | | | | | | | | |
| 8758 | 62.78 | 152 | 2.6 | 5 | | | | | | | | | | |
| 8759 | 62.6 | 116 | 1 | 6 | | | | | | | | | | |
| 8760 | 61.52 | 308 | 2.6 | 5 | | | | | | | | | | |

# Attachment T
# Runway / Taxiway / Queue / Gate Assignments

Aircraft Runway/Taxiway/Gate Assignments
No Action/No Project– 2005

Passenger Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 100 | 24L | U (East) | - | - | T1 | 25R | J (East) | - | - | T7 |
| 310 | 24L | U (East) | - | - | TBIT N | 25R | J (East) | - | - | T6 |
| 319 | 24L | U (East) | - | - | T2 | 25R | U (East) | 49 | J (East) | T3 |
| 320 | 24L | JTERM | 48 | U (East) | T7 | 25R | J (East) | - | - | T5 |
| 330 | 24L | U (East) | - | - | T2 | 25R | U (East) | 49 | J (East) | TBIT N |
| 340 | 24L | U (West) | U (Ctr) | U (East) | IWP | 25R | J (East) | - | - | TBIT S |
| 72S | 24L | JTERM | 48 | U (East) | T5 | 25R | 75 | J (West) | J (East) | IWP |
| 733 | 24L | U (East) | - | - | T1 | 25R | U (East) | 49 | J (East) | T2 |
| 734 | 24L | U (West) | U (Ctr) | U (East) | IWP | 25R | J (East) | - | - | T5 |
| 73S | 24L | U (East) | - | - | T1 | 25R | J (East) | - | - | T6 |
| 744 | 24L | JTERM | 48 | U (East) | T6 | 25R | J (East) | - | - | T7 |
| 747 | 24L | U (East) | - | - | T2 | 25R | 75 | J (West) | J (East) | IWP |
| 74M | 24L | JTERM | 48 | U (East) | TBIT S | 25R | J (East) | - | - | T7 |
| 757 | 24L | JTERM | 48 | U (East) | T7 | 25R | J (East) | - | - | T5 |
| 763 | 24L | JTERM | 48 | U (East) | T4 | 25R | J (East) | - | - | T6 |
| 767 | 24L | U (East) | - | - | TBIT N | 25R | U (East) | 49 | J (East) | T3 |
| 777 | 24L | U (East) | - | - | T3 | 25R | J (East) | - | - | T7 |
| AB3 | 24L | JTERM | 48 | U (East) | T4 | 25R | J (East) | - | - | T6 |
| AT7 | 24L | JTERM | 48 | U (East) | UZ | 25R | U (East) | 49 | J (East) | T3 |
| ATR | 24L | 48 | U (East) | - | R1 | 25R | J (East) | - | - | R1 |
| BE1 | 24L | U (East) | - | - | T3 | 25R | CADEP | - | - | UZ |
| C50 | 24R | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| CNA | - | - | - | - | - | 25L | F (East) | - | - | GA1 |
| D10 | 24L | JTERM | 48 | U (East) | T4 | 25R | J (East) | - | - | T6 |
| D9S | 24L | JTERM | 48 | U (East) | T7 | - | - | - | - | - |
| DS7 | 24L | 48 | U (East) | - | R1 | 25R | J (East) | - | - | R1 |
| EM2 | 24L | JTERM | 48 | U (East) | UZ | 25R | U (East) | 49 | J (East) | T3 |
| EMB | 24L | U (East) | - | - | T3 | 25R | CADEP | - | - | UZ |
| F50 | 24L | 48 | U (East) | - | R1 | - | - | - | - | - |
| F70 | 24L | 48 | U (East) | - | R1 | 25R | CADEP | - | - | UZ |
| GAJ | - | - | - | - | - | 25L | F (East) | - | - | GA1 |
| ILU | 24L | U (East) | - | - | T2 | - | - | - | - | - |
| J31 | 24L | 48 | U (East) | - | R1 | 25R | CADEP | - | - | UZ |
| L10 | 24L | JTERM | 48 | U (East) | T6 | 25R | J (East) | - | - | T7 |
| M11 | 24L | U (East) | - | - | T2 | 25R | J (East) | - | - | T5 |
| M80 | 24L | U (East) | - | - | T2 | 25R | J (East) | - | - | T4 |
| M87 | 24L | JTERM | 48 | U (East) | T5 | - | - | - | - | - |
| M90 | 24L | U (East) | - | - | T1 | 25R | U (East) | 49 | J (East) | T2 |
| M95 | 24L | U (East) | - | - | T3 | 25R | J (East) | - | - | T7 |
| S20 | 24L | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| S38 | 24L | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| SF3 | 24L | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| SWM | 24L | U (East) | - | - | T3 | 25R | J (East) | - | - | R1 |

Aircraft Runway/Taxiway/Gate Assignments
No Action/No Project– 2005

Cargo Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 300 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| 310 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| 737 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| 744 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| 747 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| 757 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| 767 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| BE1 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| CNA | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| D10 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| M11 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |

Aircraft Runway/Taxiway/Gate Assignments
All Alternatives – 2005

Passenger Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 100 | 24L | T20/T30 | W (West) | W (East) | T3CS | 25R | W (East) | 48/49 | JDEP | T7 |
| 310 | 24L | T20/T30 | W (West) | W (East) | T30N | 25R | JDEP | - | - | TBIT S |
| 319 | 24L | J (Ctr) | 48/49 | W (East) | T7 | 25R | W (East) | 48/49 | JDEP | T1 |
| 320 | 24L | W (East) | - | - | TBIT-N | 25R | JDEP | - | - | T6 |
| 330 | 24L | W (East) | - | - | T2 | 25R | T20/T30 | J (West) | JDEP | T20S |
| 340 | 24L | J (Ctr) | 48/49 | W (East) | T5 | 25R | T20/T30 | J (West) | JDEP | T30N |
| 72S | 24R | W (East) | - | - | T1 | 25R | JDEP | - | - | T5 |
| 733 | 24L | J (Ctr) | 48/49 | W (East) | T8 | 25R | JDEP | - | - | T7 |
| 734 | 24L | W (East) | - | - | T1 | 25R | JDEP | - | - | TBIT-S |
| 73S | 24L | T20/T30 | W (West) | W (East) | T30S | 25R | W (East) | 48/49 | JDEP | T1 |
| 744 | 24L | W (East) | - | - | T2 | 25R | W (East) | 48/49 | JDEP | TBIT-N |
| 747 | 24L | J (Ctr) | 48/49 | W (East) | TBIT-S | 25R | T20/T30 | J (West) | JDEP | T20S |
| 74M | 24L | W (East) | - | - | TBIT-N | 25L | T20/T30 | J (West) | JDEP | T20S |
| 757 | 24L | J (Ctr) | 48/49 | W (East) | T4 | 25R | T20/T30 | J (West) | JDEP | T20N |
| 763 | 24L | W (East) | - | - | T3 | 25R | JDEP | - | - | T5 |
| 767 | 24L | W (East) | - | - | TBIT-N | 25R | T20/T30 | J (West) | JDEP | T30S |
| 777 | 24L | W (East) | - | - | TBIT-N | 25R | T20/T30 | J (West) | JDEP | T30S |
| AB3 | 24L | J (Ctr) | 48/49 | W (East) | T6 | 25R | W (East) | 48/49 | JDEP | T2 |
| AT7 | 24L | W (East) | - | - | T3 | 25R | T20/T30 | J (West) | JDEP | T20N |
| ATR | 24L | W (East) | - | - | T3 | 25R | JDEP | - | - | TBIT-S |
| BE1 | 24L | W (East) | - | - | T3 | 25R | T20/T30 | J (West) | JDEP | T20N |
| C50 | 24L | W (East) | - | - | T3 | 25R | JDEP | - | - | TBIT-S |
| CNA | - | - | - | - | - | 25R | CA3/GA East | - | - | GA |
| D10 | 24L | W (East) | - | - | T2 | 25R | T20/T30 | J (West) | JDEP | T20N |
| D9S | 24L | J (Ctr) | 48/49 | W (East) | T7 | - | - | - | - | - |
| DS7 | 24L | W (East) | - | - | T3 | 25R | W (East) | 48/49 | JDEP | T3 |
| EM2 | 24L | T20/T30 | W (West) | W (East) | T20N | 25R | W (East) | 48/49 | JDEP | T3 |
| EMB | 24L | W (East) | - | - | T3 | 25R | T20/T30 | J (West) | JDEP | T20N |
| F50 | 24L | J (Ctr) | 48/49 | W (East) | TBIT-S | - | - | - | - | - |
| F70 | 24L | W (East) | - | - | T3 | 25R | JDEP | - | - | TBIT-S |
| GAJ | - | - | - | - | - | 25R | CA3/GA East | - | - | GA |
| ILU | 24L | W (East) | - | - | T2 | - | - | - | - | - |
| J31 | 24L | W (East) | - | - | T3 | 25R | T20/T30 | J (West) | JDEP | T20N |
| L10 | 24L | J (Ctr) | 48/49 | W (East) | T4 | 25R | JDEP | - | - | T5 |
| M11 | 24L | W (East) | - | - | T2 | 25R | W (East) | 48/49 | JDEP | TBIT-N |
| M80 | 24L | T20/T30 | W (West) | W (East) | T20S | 25L | JDEP | - | - | T6 |
| M87 | 24L | T20/T30 | W (West) | W (East) | T30S | 25R | JDEP | - | - | T4 |
| M90 | 24L | J (Ctr) | 48/49 | W (East) | T5 | 25R | JDEP | - | - | T8 |
| M95 | 24R | J (Ctr) | 48/49 | W (East) | T4 | 25R | W (East) | 48/49 | JDEP | T1 |
| S20 | 24R | W (East) | - | - | T3 | 25R | JDEP | - | - | TBIT-S |
| S36 | 24L | J (Ctr) | 48/49 | W (East) | TBIT-S | 25R | T20/T30 | J (West) | JDEP | T20S |
| SF3 | 24L | J (Ctr) | 48/49 | W (East) | TBIT-S | 25R | W (East) | 48/49 | JDEP | T3 |
| SWM | 24L | W (East) | - | - | T3 | 25R | JDEP | - | - | TBIT-S |

Aircraft Runway/Taxiway/Gate Assignments
All Alternatives – 2005

Cargo Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 300 | - | - | - | - | - | 25R | CA3/GA East | - | - | CA3 |
| 310 | 24L | CA1 | - | - | CA1 | 25R | CA3/GA East | - | - | CA3 |
| 72S | - | - | - | - | - | 25R | CA3/GA East | - | - | CA3 |
| 737 | 24L | JDEP | 48/49 | W (East) | CA2 | 25R | CA3/GA East | - | - | CA3 |
| 744 | 24L | CA1 | - | - | CA1 | 25R | J (East) | - | - | CA2 |
| 747 | 24L | JDEP | 48/49 | W (East) | CA2 | 25R | CA3/GA East | - | - | CA3 |
| 757 | - | - | - | - | - | 25R | CA3/GA East | - | - | CA3 |
| 767 | - | - | - | - | - | 25R | CA3/GA East | - | - | CA3 |
| BE1 | 24R | CA1 | - | - | CA1 | 25R | J (East) | - | - | CA2 |
| CNA | 24L | CA1 | - | - | CA1 | 25R | J (East) | - | - | CA2 |
| D10 | - | - | - | - | - | 25R | CA3/GA East | - | - | CA3 |
| D9S | 24L | CA1 | - | - | CA1 | 25R | CA3/GA East | - | - | CA3 |
| M11 | 24L | CA1 | - | - | CA1 | 25R | CA3/GA East | - | - | CA3 |

Aircraft Runway/Taxiway/Gate Assignments
No Action/No Project – 2015

Passenger Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 100 | 24L | U (East) | - | - | T2 | 25R | J (East) | - | - | T4 |
| 310 | 24L | U (West) | U (Ctr) | U (East) | IWP | 25R | J (East) | - | - | T4 |
| 319 | 24L | U (East) | - | - | T1 | 25R | U (East) | 49 | J (East) | T1 |
| 320 | 24L | JTERM | 48 | U (East) | T7 | 25R | J (East) | - | - | T6 |
| 330 | 24L | JTERM | 48 | U (East) | T7 | 25R | U (East) | 49 | J (East) | T1 |
| 340 | 24L | U (East) | - | - | T2 | 25R | U (East) | 49 | J (East) | TBIT N |
| 733 | 24L | JTERM | 48 | U (East) | T8 | 25R | J (East) | - | - | T4 |
| 734 | 24L | U (East) | - | - | T1 | 25R | U (East) | 49 | J (East) | T1 |
| 735 | 24L | U (East) | - | - | T3 | 25R | J (East) | - | - | T7 |
| 744 | 24L | JTERM | 48 | U (East) | T5 | 25R | J (East) | - | - | T6 |
| 747 | 24L | U (West) | U (Ctr) | U (East) | IWP | 25R | U (East) | 49 | J (East) | TBIT N |
| 74M | 24L | U (East) | - | - | TBIT N | 25R | 75 | J (West) | J (East) | IWP |
| 74X | - | - | - | - | - | 25L | 75 | J (West) | J (East) | IWP |
| 757 | 24L | U (East) | - | - | T2 | 25R | J (East) | - | - | T6 |
| 763 | 24L | U (East) | - | - | T3 | 25R | U (East) | 49 | J (East) | T2 |
| 767 | 24L | U (East) | - | - | T3 | 25R | J (East) | - | - | T6 |
| 777 | 24L | JTERM | 48 | U (East) | TBIT S | 25R | J (East) | - | - | T7 |
| AB3 | 24L | U (East) | - | - | T3 | 25R | J (East) | - | - | T4 |
| AT7 | 24L | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| ATR | 24R | JTERM | 48 | U (East) | UZ | 25R | J (East) | - | - | R1 |
| BE1 | 24L | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| C50 | 24L | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| C70 | 24L | JTERM | 48 | U (East) | UZ | - | - | - | - | - |
| CNA | - | - | - | - | - | 25L | F (East) | - | - | GA1 |
| DS7 | 24L | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| EM2 | 24L | U (East) | - | - | T3 | 25R | U (East) | 49 | J (East) | T1 |
| EMB | 24L | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| F50 | 24L | 48 | U (East) | - | R1 | 25R | CADEP | - | - | UZ |
| F70 | 24L | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| GAI | - | - | - | - | - | 25L | F (East) | - | - | GA1 |
| J31 | 24L | U (East) | - | - | T3 | 25R | CADEP | - | - | UZ |
| M11 | 24L | JTERM | 48 | U (East) | TBIT S | 25R | J (East) | - | - | T5 |
| M80 | 24L | U (East) | | - | T2 | 25R | U (East) | 49 | J (East) | T1 |
| M87 | 24L | JTERM | 48 | U (East) | T7 | - | - | - | - | - |
| M90 | 24L | JTERM | 48 | U (East) | T7 | 25R | J (East) | - | - | T5 |
| M95 | 24L | JTERM | 48 | U (East) | T7 | 25R | 75 | J (West) | J (East) | IWP |
| S20 | 24L | 48 | U (East) | - | R1 | 25R | U (East) | 49 | J (East) | T3 |
| S36 | 24L | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| SF3 | 24L | JTERM | 48 | U (East) | UZ | 25R | CADEP | - | - | UZ |
| SWM | 24L | 48 | U (East) | - | R1 | 25R | J (East) | - | - | R1 |

Aircraft Runway/Taxiway/Gate Assignments
No Action/No Project – 2015

Cargo Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 300 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| 310 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| 737 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| 744 | - | - | - | - | - | 25L | CADEP | - | - | CA1 |
| 747 | - | - | - | - | - | 25L | CADEP | - | - | CA1 |
| 757 | - | - | - | | - | 25L | F (East) | - | - | CA2 |
| 767 | - | - | - | - | - | 25L | F (East) | - | - | CA2 |
| BE1 | - | - | - | - | - | 25L | CADEP | - | - | CA1 |
| CNA | - | - | - | - | - | 25L | CADEP | - | - | CA1 |
| D10 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |
| M11 | - | - | - | - | - | 25L | F (East) | - | - | CA3 |

Aircraft Runway/Taxiway/Gate Assignments
Alternative A – 2015

Passenger Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 100 | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | J (East) | - | - | T7 |
| 310 | 24L | W (East) | - | - | New W | 25R | 49 | J (East) | - | New W |
| 319 | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | T10/T20 | T20DEPS | J (East) | T10NW |
| 320 | - | - | - | - | - | 25R | J (East) | - | - | TBIT S |
| 330 | 24L | W (East) | - | - | T10NE | 25R | T20/T30 | T20DEPS | J (East) | T20N |
| 340 | 24L | T10/T20 | T20DEPN | W (East) | T10SW | 25R | T20DEPS | J (East) | - | T10SW |
| 733 | 24L | 48 | W (East) | - | T10SE | 25R | W (East) | 49 | J (East) | New C |
| 734 | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | T20/T30 | T20DEPS | J (East) | T20N |
| 73S | 24L | J (Ctr) | 48 | W (East) | T8 | 25R | T20/T30 | T20DEPS | J (East) | T20N |
| 744 | 24L | W (West) | W (East) | - | T30NW | 25R | J (East) | - | - | T5 |
| 747 | 24L | W (East) | - | - | T1CNE | 25R | T10/T20 | T20DEPS | J (East) | T20N |
| 74M | 24L | W (East) | - | - | New W | 25R | J (East) | - | - | T8 |
| 74X | 24L | T10/T20 | T20DEPN | W (East) | T10SW | - | - | - | - | - |
| 757 | 24L | W (East) | - | - | New C | 25R | J (West) | J (East) | - | T30SE |
| 763 | 24L | 48 | W (East) | - | TBIT S | 25R | T20/T30 | T20DEPS | J (East) | T30NE |
| 767 | 24L | T20/T30 | T20DEPN | W (East) | T30SE | 25R | J (East) | - | - | T5 |
| 777 | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | J (East) | - | - | TBIT S |
| AB3 | 24L | T20/T30 | T20DEPN | W (East) | T30SE | 25R | 49 | J (East) | - | T10NE |
| AT7 | 24L | W (East) | - | - | T10C | 25L | J (East) | - | - | T7 |
| ATR | 24C | W (East) | - | - | T10C | 25L | 49 | J (East) | - | T10C |
| BE1 | 24L | W (West) | W (East) | - | T30NW | 25L | T20/T30 | T20DEPS | J (East) | T30NW |
| C50 | 24C | T20/T30 | T20DEPN | W (East) | T30SW | 25L | 49 | J (East) | - | T10C |
| C70 | 24C | W (East) | - | - | T10C | - | - | - | - | - |
| CNA | 24L | GA | J (East) | W (East) | GA | 25R | GA | - | - | GA |
| DS7 | 24L | J (Ctr) | 48 | W (East) | T7 | 25L | 49 | J (East) | - | T10C |
| EM2 | 24L | W (East) | - | - | T10C | 25L | J (East) | - | - | T8 |
| EMB | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | J (East) | - | - | T8 |
| F50 | 24L | W (East) | - | - | T10C | 25R | J (East) | - | - | T7 |
| F70 | 24L | W (East) | - | - | T10C | 25R | 49 | J (East) | - | T10C |
| GAJ | 24L | GA | J (East) | W (East) | GA | 25R | GA | - | - | GA |
| J31 | 24L | W (East) | - | - | T10C | 25L | J (East) | - | - | T8 |
| M11 | 24L | W (East) | - | - | T10NE | 25R | T20DEPS | J (East) | - | T20S |
| M80 | 24L | J (Ctr) | 48 | W (East) | T5 | 25R | W (East) | 49 | J (East) | New E |
| M87 | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | J (East) | - | - | T5 |
| M90 | 24L | J (Ctr) | 48 | W (East) | T8 | 25R | T10/T20 | T20DEPS | J (East) | T10NW |
| M95 | 24L | T20/T30 | T20DEPN | W (East) | T20S | 25R | T10/T20 | T20DEPS | J (East) | T10NW |
| S20 | 24L | J (Ctr) | 48 | W (East) | T7 | 25L | T20/T30 | T20DEPS | J (East) | T30NW |
| S36 | 24L | W (West) | W (East) | - | T30NW | 25R | J (West) | J (East) | - | T30SW |
| SF3 | 24L | W (West) | W (East) | - | T30NW | 25R | J (West) | J (East) | - | T30SW |
| SWM | 24L | J (Ctr) | 48 | W (East) | T7 | 25L | J (East) | - | - | T8 |

Aircraft Runway/Taxiway/Gate Assignments
Alternative A – 2015

Cargo Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 300 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 310 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 737 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 744 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 747 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 757 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 767 | - | - | - | - | - | 25R | GA | - | - | CA3 |
| BE1 | - | - | - | - | - | 25R | GA | - | - | CA3 |
| CNA | 24C | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| D10 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| M11 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |

Aircraft Runway/Taxiway/Gate Assignments
Alternative B – 2015

Passenger Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 100 | 24L | W (Ctr) | - | - | T10NE | - | - | - | - | - |
| 310 | 24L | T20/T30 | T20DEPN | W (Ctr) | T30SW | 25R | T20DEPS | J (East) | - | T30SE |
| 319 | 24L | J (Ctr) | 48 | W (Ctr) | New W | 25R | J (West) | J (East) | - | T30SW |
| 320 | 24L | W (Ctr) | - | - | T10NE | 25R | T20DEPS | J (East) | - | T10SW |
| 330 | 24L | T10/T20 | T20DEPN | W (Ctr) | T10SW | 25R | T10/T20 | T20DEPS | J (East) | T10NW |
| 340 | 24L | T20DEPN | W (Ctr) | - | T20N | 25R | W (Ctr) | 49 | J (East) | New T2 |
| 733 | 24L | T20/T30 | T20DEPN | W (Ctr) | T30SE | 25R | J (East) | - | - | New W |
| 734 | 24L | 48 | W (Ctr) | - | T10SE | 25R | T10/T20 | T20DEPS | J (East) | T10NW |
| 73S | 24L | J (Ctr) | 48 | W (Ctr) | New W | 25R | J (West) | J (East) | - | T30SW |
| 744 | 24L | T20DEPN | W (Ctr) | - | T20N | 25R | J (East) | - | - | New C |
| 747 | 24L | W (West) | W (Ctr) | - | T30NW | 25R | W (Ctr) | 49 | J (East) | New T2 |
| 74M | 24L | W (Ctr) | - | - | TBIT-N | 25R | W (Ctr) | 49 | J (East) | New T1 |
| 74X | 24L | T10/T20 | T20DEPN | W (Ctr) | T10SW | - | - | - | - | - |
| 757 | 24L | W (Ctr) | - | - | New T4 | 25R | W (Ctr) | 49 | J (East) | New T1 |
| 763 | 24L | T20/T30 | T20DEPN | W (Ctr) | T30SW | 25R | J (East) | - | - | New C |
| 767 | 24L | 48 | W (Ctr) | - | T10SE | 25R | T20DEPS | J (East) | - | T30SE |
| 777 | 24L | J (Ctr) | 48 | W (Ctr) | New C | 25R | T20/T30 | T20DEPS | J (East) | T30NW |
| AB3 | 24L | W (Ctr) | - | - | TBIT-N | 25R | T20DEPS | J (East) | - | T10SW |
| AT7 | 24L | W (Ctr) | - | - | T10CTR | 25C | J (East) | - | - | New E |
| ATR | 24R | W (Ctr) | - | - | T10CTR | 25C | J (East) | - | - | New E |
| BE1 | 24L | J (Ctr) | 48 | W (Ctr) | New E | 25C | J (West) | J (East) | - | T30SW |
| C50 | 24R | W (West) | W (Ctr) | - | T30NW | 25R | 49 | J (East) | - | T10CTR |
| C70 | 24R | J (Ctr) | 48 | W (Ctr) | New E | - | - | - | - | - |
| CNA | 24L | J (East) | 48 | W (Ctr) | GA | 25C | GA | Rwy 25 Link | - | GA |
| DS7 | 24L | W (West) | W (Ctr) | - | T30NW | 25C | T20/T30 | T20DEPS | J (East) | T30NW |
| EM2 | 24L | W (Ctr) | - | - | TBIT-N | 25C | T20/T30 | T20DEPS | J (East) | T30NW |
| EMB | 24L | W (Ctr) | - | - | T10CTR | 25C | J (West) | J (East) | - | T30SW |
| F50 | 24L | T20/T30 | T20DEPN | W (Ctr) | T30SW | 25R | J (East) | - | - | New E |
| F70 | 24L | W (Ctr) | - | - | T10CTR | 25C | J (West) | J (East) | - | T30SW |
| GAJ | 24L | J (East) | 48 | W (Ctr) | GA | 25R | GA | Rwy 25 Link | - | GA |
| J31 | 24L | W (Ctr) | - | - | T10CTR | 25C | 49 | J (East) | - | T10CTR |
| M11 | 24L | W (Ctr) | - | - | New T4 | 25R | W (Ctr) | 49 | J (East) | New T3 |
| M80 | 24L | 48 | W (Ctr) | - | T10SE | 25R | J (West) | J (East) | - | T30SW |
| M87 | - | - | - | - | - | 25R | T20DEPS | J (East) | - | T20S |
| M90 | 24L | T20DEPN | W (Ctr) | - | T20N | 25R | J (East) | - | - | New W |
| M95 | 24L | T20DEPN | W (Ctr) | - | T20N | 25R | 49 | J (East) | - | T10NE |
| S20 | 24L | J (Ctr) | 48 | W (Ctr) | New E | 25C | 49 | J (East) | - | T10CTR |
| S36 | 24L | W (Ctr) | - | - | New T1 | 25C | W (Ctr) | 49 | J (East) | New T1 |
| SF3 | 24L | W (West) | W (Ctr) | - | T30NW | 25C | 49 | J (East) | - | TBIT-N |
| SWM | 24L | J (Ctr) | 48 | W (Ctr) | New E | 25C | J (East) | - | - | New E |

Aircraft Runway/Taxiway/Gate Assignments
Alternative B – 2015

Cargo Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 300 | 24L | J (East) | 48 | W (Ctr) | CA2 | 25R | Rwy 25 Link | - | - | CA3 |
| 310 | 24L | W (East) | - | - | CA1 | 25R | Rwy 25 Link | - | - | CA3 |
| 737 | 24L | J (East) | 48 | W (Ctr) | CA2 | 25R | CA2DEP | - | - | CA2 |
| 744 | 24L | J (East) | 48 | W (Ctr) | CA2 | 25R | CA2DEP | - | - | CA2 |
| 747 | 24L | W (East) | - | - | CA1 | 25R | Rwy 25 Link | - | - | CA3 |
| 757 | 24L | W (East) | - | - | CA1 | 25R | Rwy 25 Link | - | - | CA3 |
| 767 | - | - | - | - | - | 25R | CA2DEP | - | - | CA2 |
| BE1 | - | - | - | - | - | 25C | Rwy 25 Link | - | - | CA3 |
| CNA | 24L | W (East) | - | - | CA1 | 25C | Rwy 25 Link | - | - | CA3 |
| D10 | 24L | J (East) | 48 | W (Ctr) | CA2 | 25R | Rwy 25 Link | - | - | CA3 |
| M11 | 24L | W (East) | - | - | CA1 | 25R | CA2DEP | - | - | CA2 |

Aircraft Runway/Taxiway/Gate Assignments
Alternative C – 2015

Passenger Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 100 | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | J (East) | - | - | T7 |
| 310 | 24L | W (East) | - | - | New W | 25R | 49 | J (East) | - | New W |
| 319 | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | T10/T20 | T20DEPS | J (East) | T10NW |
| 320 | 24L | 48 | W (East) | - | TBIT S | - | - | - | - | - |
| 330 | 24L | W (East) | - | - | T10NE | 25R | T20/T30 | T20DEPS | J (East) | T20N |
| 340 | 24L | T10/T20 | T20DEPN | W (East) | T10SW | 25R | T20DEPS | J (East) | - | T10SW |
| 733 | 24L | 48 | W (East) | - | T10SE | 25R | W (East) | 49 | J (East) | New C |
| 734 | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | T20/T30 | T20DEPS | J (East) | T20N |
| 73S | 24L | J (Ctr) | 48 | W (East) | T6 | 25R | T20/T30 | T20DEPS | J (East) | T20N |
| 744 | 24L | W (West) | W (East) | - | T30NW | 25R | J (East) | - | - | T5 |
| 747 | 24L | W (East) | - | - | T10NE | 25R | T10/T20 | T20DEPS | J (East) | T20N |
| 74M | 24L | W (East) | - | - | New W | 25R | J (East) | - | - | T8 |
| 74X | 24L | T10/T20 | T20DEPN | W (East) | T10SW | - | - | - | - | - |
| 757 | 24L | W (East) | - | - | New C | 25R | J (West) | J (East) | - | T30SE |
| 763 | 24L | 48 | W (East) | - | TBIT S | 25R | T20/T30 | T20DEPS | J (East) | T30NE |
| 767 | 24L | T20/T30 | T20DEPN | W (East) | T30SE | 25R | J (East) | - | - | T6 |
| 777 | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | J (East) | - | - | TBIT S |
| AB3 | 24L | T20/T30 | T20DEPN | W (East) | T30SE | 25R | 49 | J (East) | - | T10NE |
| AT7 | 24L | W (East) | - | - | T10C | 25L | J (East) | - | - | T7 |
| ATR | 24C | W (East) | - | - | T10C | 25L | 49 | J (East) | - | T10C |
| BE1 | 24L | W (West) | W (East) | - | T30NW | 25L | T20/T30 | T20DEPS | J (East) | T30NW |
| C50 | 24C | T20/T30 | T20DEPN | W (East) | T30SW | 25L | 49 | J (East) | - | T10C |
| C70 | 24C | W (East) | - | - | T10C | - | - | - | - | - |
| CNA | 24L | GA | J (East) | W (East) | GA | 25R | GA | - | - | GA |
| DS7 | 24L | J (Ctr) | 48 | W (East) | T7 | 25L | 49 | J (East) | - | T10C |
| EM2 | 24L | W (East) | - | - | T10C | 25L | J (East) | - | - | T8 |
| EMB | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | J (East) | - | - | T8 |
| F50 | 24L | W (East) | - | - | T10C | 25R | J (East) | - | - | T7 |
| F70 | 24L | W (East) | - | - | T10C | 25R | 49 | J (East) | - | T10C |
| GAJ | 24L | GA | J (East) | W (East) | GA | 25R | GA | - | - | GA |
| J31 | 24L | W (East) | - | - | T10C | 25L | J (East) | - | - | T8 |
| M11 | 24L | W (East) | - | - | T10NE | 25R | T20DEPS | J (East) | - | T20S |
| M80 | 24L | J (Ctr) | 48 | W (East) | T5 | 25R | W (East) | 49 | J (East) | New E |
| M87 | 24L | J (Ctr) | 48 | W (East) | T7 | 25R | J (East) | - | - | T5 |
| M90 | 24L | J (Ctr) | 48 | W (East) | T8 | 25R | T10/T20 | T20DEPS | J (East) | T10NW |
| M95 | 24L | T20/T30 | T20DEPN | W (East) | T20S | 25R | T10/T20 | T20DEPS | J (East) | T10NW |
| S20 | 24L | J (Ctr) | 48 | W (East) | T7 | 25L | T20/T30 | T20DEPS | J (East) | T30NW |
| S36 | 24L | W (West) | W (East) | - | T30NW | 25R | J (West) | J (East) | - | T30SW |
| SF3 | 24L | W (West) | W (East) | - | T30NW | 25R | J (West) | J (East) | - | T30SW |
| SWM | 24L | J (Ctr) | 48 | W (East) | T7 | 25L | J (East) | - | - | T8 |

Aircraft Runway/Taxiway/Gate Assignments
Alternative C – 2015

Cargo Aircraft

| ID | North Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate | South Runway | Taxiway 1 | Taxiway 2 | Taxiway 3 | Gate |
|---|---|---|---|---|---|---|---|---|---|---|
| 300 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 310 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 737 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 744 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 747 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 757 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| 767 | - | - | - | - | - | 25R | GA | - | - | CA3 |
| BE1 | - | - | - | - | - | 25R | GA | - | - | CA3 |
| CNA | 24C | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| D10 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |
| M11 | 24L | J (East) | 48 | W (East) | CA2 | 25R | GA | - | - | CA3 |

# Attachment U
# Arrival / Departure / Queue Assignments

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**No Action/No Project 2005**

**Arrival**

| | Runway 24L | | | Runway 24R | | | Runway 25L | | | Runway 25R | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small |
| 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 6 | 1 | 8 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 9 | 1 | 3 |
| 7 | 2 | 4 | 1 | 0 | 9 | 8 | 5 | 10 | 13 | 3 | 1 | 0 |
| 8 | 1 | 0 | 0 | 1 | 12 | 3 | 3 | 3 | 3 | 0 | 0 | 0 |
| 9 | 5 | 0 | 0 | 3 | 16 | 5 | 6 | 14 | 13 | 0 | 5 | 2 |
| 10 | 6 | 0 | 0 | 3 | 18 | 8 | 9 | 12 | 14 | 0 | 9 | 3 |
| 11 | 10 | 0 | 0 | 7 | 14 | 8 | 3 | 19 | 19 | 0 | 8 | 3 |
| 12 | 11 | 0 | 0 | 2 | 12 | 4 | 7 | 14 | 7 | 0 | 1 | 2 |
| 13 | 7 | 0 | 0 | 9 | 8 | 2 | 9 | 12 | 11 | 0 | 1 | 0 |
| 14 | 8 | 0 | 0 | 3 | 15 | 8 | 7 | 9 | 22 | 0 | 0 | 2 |
| 15 | 7 | 0 | 0 | 1 | 17 | 6 | 4 | 12 | 13 | 0 | 0 | 2 |
| 16 | 3 | 0 | 0 | 6 | 12 | 5 | 4 | 13 | 12 | 0 | 2 | 2 |
| 17 | 1 | 0 | 0 | 6 | 21 | 6 | 7 | 14 | 16 | 0 | 5 | 4 |
| 18 | 3 | 0 | 0 | 3 | 17 | 4 | 4 | 8 | 18 | 0 | 1 | 2 |
| 19 | 9 | 0 | 0 | 5 | 18 | 5 | 4 | 15 | 17 | 0 | 3 | 4 |
| 20 | 6 | 0 | 0 | 7 | 11 | 5 | 7 | 12 | 11 | 0 | 3 | 5 |
| 21 | 1 | 0 | 0 | 9 | 18 | 8 | 6 | 18 | 13 | 0 | 6 | 6 |
| 22 | 2 | 0 | 3 | 2 | 14 | 1 | 2 | 12 | 6 | 2 | 1 | 2 |
| 23 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 |

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**No Action/No Project 2005**

**Departure and Queue**

| | Runway 24L | | | | Runway 24R | | | | Runway 25L | | | | Runway 25R | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour | Large | Med. | Small | Queue Depth (# aircraft) | Large | Med. | Small | Queue Depth (# aircraft) | Large | Med. | Small | Queue Depth (# aircraft) | Large | Mediu m | Small | Queue Depth (# aircraft) |
| 0 | 2 | 3 | 0 | 0.33 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 6 | 7 | 0 | 0.79 |
| 1 | 0 | 1 | 0 | 0.13 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 2 | 4 | 0 | 0.63 |
| 2 | 3 | 1 | 0 | 0.32 | 0 | 0 | 0 | 0.00 | 3 | 1 | 1 | 0.37 | 4 | 4 | 0 | 0.62 |
| 3 | 2 | 0 | 0 | 0.16 | 0 | 0 | 0 | 0.00 | 2 | 2 | 2 | 0.39 | 1 | 2 | 0 | 0.16 |
| 4 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.01 |
| 5 | 0 | 1 | 0 | 0.08 | 0 | 0 | 0 | 0.00 | 2 | 1 | 0 | 0.24 | 0 | 0 | 0 | 0.00 |
| 6 | 1 | 7 | 0 | 0.66 | 0 | 0 | 0 | 0.00 | 3 | 4 | 0 | 0.43 | 0 | 1 | 0 | 0.08 |
| 7 | 0 | 18 | 7 | 2.34 | 0 | 3 | 0 | 0.28 | 2 | 1 | 6 | 1.65 | 10 | 8 | 5 | 2.14 |
| 8 | 6 | 18 | 11 | 6.14 | 0 | 2 | 5 | 1.47 | 2 | 1 | 6 | 0.80 | 13 | 8 | 10 | 5.19 |
| 9 | 5 | 24 | 3 | 3.37 | 0 | 2 | 0 | 0.31 | 1 | 2 | 4 | 1.15 | 13 | 10 | 4 | 7.30 |
| 10 | 7 | 12 | 8 | 2.97 | 0 | 1 | 1 | 0.30 | 1 | 2 | 5 | 1.46 | 5 | 11 | 8 | 3.96 |
| 11 | 4 | 17 | 4 | 7.79 | 0 | 1 | 3 | 0.79 | 0 | 0 | 2 | 3.77 | 7 | 10 | 5 | 5.05 |
| 12 | 6 | 16 | 5 | 10.55 | 1 | 4 | 4 | 2.97 | 3 | 7 | 6 | 4.17 | 9 | 11 | 7 | 8.38 |
| 13 | 10 | 19 | 5 | 12.41 | 0 | 0 | 6 | 3.63 | 4 | 5 | 4 | 3.68 | 13 | 9 | 6 | 10.21 |
| 14 | 14 | 12 | 4 | 7.04 | 1 | 1 | 1 | 0.51 | 0 | 2 | 2 | 3.78 | 17 | 10 | 4 | 6.72 |
| 15 | 6 | 18 | 7 | 8.67 | 1 | 1 | 5 | 2.01 | 1 | 2 | 9 | 4.15 | 15 | 5 | 10 | 5.72 |
| 16 | 8 | 24 | 4 | 6.65 | 0 | 2 | 3 | 1.38 | 3 | 1 | 2 | 1.37 | 11 | 9 | 7 | 4.75 |
| 17 | 4 | 17 | 4 | 2.79 | 0 | 2 | 0 | 0.40 | 2 | 0 | 3 | 0.83 | 9 | 8 | 3 | 1.93 |
| 18 | 5 | 20 | 10 | 4.77 | 0 | 3 | 6 | 1.44 | 2 | 1 | 4 | 0.70 | 5 | 11 | 8 | 2.37 |
| 19 | 1 | 17 | 10 | 3.35 | 0 | 3 | 1 | 0.59 | 1 | 0 | 1 | 1.50 | 3 | 6 | 5 | 1.45 |
| 20 | 2 | 15 | 6 | 1.76 | 0 | 2 | 5 | 0.55 | 7 | 2 | 5 | 3.92 | 1 | 4 | 7 | 1.18 |
| 21 | 5 | 9 | 3 | 1.65 | 0 | 1 | 0 | 0.30 | 3 | 0 | 3 | 0.74 | 3 | 2 | 6 | 1.32 |
| 22 | 5 | 12 | 6 | 1.85 | 0 | 1 | 2 | 0.20 | 0 | 1 | 2 | 0.31 | 12 | 10 | 11 | 2.73 |
| 23 | 4 | 7 | 5 | 1.56 | 0 | 0 | 0 | 0.03 | 0 | 1 | 2 | 0.29 | 5 | 8 | 1 | 1.89 |

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**All Alternatives 2005**

**Arrival**

| | Runway 24L | | | Runway 24R | | | Runway 25L | | | Runway 25R | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 |
| 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 |
| 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 6 | 3 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 14 |
| 7 | 1 | 3 | 4 | 3 | 5 | 7 | 4 | 11 | 11 | 0 | 2 | 1 |
| 8 | 0 | 0 | 0 | 1 | 7 | 1 | 4 | 9 | 5 | 0 | 0 | 0 |
| 9 | 3 | 3 | 1 | 4 | 12 | 4 | 5 | 14 | 13 | 3 | 4 | 1 |
| 10 | 0 | 5 | 1 | 9 | 14 | 9 | 10 | 18 | 10 | 4 | 6 | 0 |
| 11 | 3 | 2 | 3 | 10 | 11 | 6 | 8 | 14 | 16 | 1 | 11 | 0 |
| 12 | 5 | 3 | 0 | 6 | 7 | 6 | 5 | 15 | 10 | 3 | 3 | 0 |
| 13 | 5 | 1 | 0 | 9 | 8 | 1 | 11 | 7 | 11 | 3 | 4 | 0 |
| 14 | 1 | 4 | 3 | 4 | 10 | 8 | 8 | 8 | 17 | 4 | 5 | 1 |
| 15 | 3 | 2 | 3 | 8 | 9 | 4 | 6 | 12 | 13 | 2 | 4 | 0 |
| 16 | 0 | 5 | 0 | 6 | 8 | 4 | 6 | 9 | 14 | 1 | 4 | 1 |
| 17 | 0 | 7 | 1 | 8 | 11 | 7 | 7 | 16 | 12 | 3 | 7 | 0 |
| 18 | 1 | 6 | 0 | 7 | 6 | 4 | 6 | 8 | 16 | 0 | 4 | 0 |
| 19 | 2 | 6 | 2 | 11 | 5 | 5 | 3 | 19 | 15 | 3 | 8 | 1 |
| 20 | 3 | 3 | 0 | 13 | 5 | 4 | 9 | 14 | 9 | 3 | 8 | 0 |
| 21 | 1 | 7 | 0 | 10 | 8 | 8 | 7 | 12 | 17 | 4 | 8 | 0 |
| 22 | 1 | 6 | 0 | 2 | 9 | 3 | 2 | 15 | 4 | 3 | 4 | 2 |
| 23 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 0 |

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**All Alternatives 2005**

**Departure and Queue**

| | Runway 24L | | | | Runway 24R | | | | Runway 25L | | | | Runway 25R | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Queue Depth | | | | Queue Depth | | | | Queue Depth | | | | Queue Depth |
| Hour | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) |
| 0 | 1 | 2 | 0 | 0.11 | 0 | 0 | 0 | 0.00 | 1 | 3 | 0 | 0.04 | 6 | 6 | 0 | 0.87 |
| 1 | 0 | 1 | 0 | 0.09 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 2 | 3 | 0 | 0.45 |
| 2 | 5 | 1 | 0 | 0.49 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 5 | 8 | 0 | 0.86 |
| 3 | 0 | 2 | 0 | 0.16 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 1 | 2 | 2 | 0.47 |
| 4 | 2 | 0 | 0 | 0.16 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 5 | 2 | 0 | 0 | 0.16 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 1 | 2 | 0 | 0.23 |
| 6 | 1 | 5 | 0 | 0.64 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 4 | 5 | 1 | 0.78 |
| 7 | 2 | 14 | 8 | 2.28 | 0 | 6 | 3 | 0.76 | 0 | 0 | 1 | 0.08 | 12 | 8 | 10 | 3.26 |
| 8 | 7 | 12 | 11 | 3.30 | 0 | 6 | 3 | 1.02 | 0 | 4 | 2 | 0.83 | 12 | 14 | 11 | 4.33 |
| 9 | 7 | 10 | 4 | 2.19 | 0 | 7 | 0 | 0.64 | 1 | 2 | 0 | 0.45 | 14 | 9 | 9 | 8.13 |
| 10 | 6 | 7 | 9 | 1.74 | 0 | 4 | 1 | 0.54 | 1 | 3 | 1 | 1.50 | 4 | 16 | 12 | 3.47 |
| 11 | 3 | 17 | 5 | 3.26 | 0 | 5 | 2 | 0.46 | 1 | 4 | 2 | 3.18 | 8 | 14 | 5 | 6.16 |
| 12 | 7 | 11 | 3 | 7.22 | 1 | 2 | 6 | 0.81 | 2 | 6 | 1 | 2.63 | 9 | 16 | 10 | 5.79 |
| 13 | 11 | 11 | 7 | 8.93 | 1 | 4 | 6 | 1.16 | 1 | 3 | 3 | 2.01 | 14 | 12 | 7 | 9.67 |
| 14 | 18 | 9 | 1 | 3.32 | 0 | 2 | 0 | 0.12 | 1 | 5 | 1 | 1.72 | 14 | 7 | 8 | 9.73 |
| 15 | 9 | 11 | 10 | 3.97 | 1 | 4 | 6 | 1.43 | 1 | 2 | 1 | 1.03 | 12 | 10 | 14 | 6.18 |
| 16 | 8 | 10 | 3 | 2.19 | 0 | 8 | 1 | 0.84 | 0 | 2 | 2 | 0.58 | 12 | 14 | 9 | 6.09 |
| 17 | 4 | 5 | 4 | 1.57 | 0 | 3 | 0 | 0.29 | 1 | 2 | 0 | 0.50 | 9 | 9 | 6 | 2.62 |
| 18 | 7 | 12 | 9 | 3.55 | 0 | 8 | 7 | 1.31 | 2 | 3 | 2 | 2.09 | 5 | 19 | 9 | 3.67 |
| 19 | 1 | 8 | 10 | 1.98 | 0 | 6 | 2 | 0.72 | 0 | 0 | 0 | 0.03 | 5 | 13 | 8 | 2.32 |
| 20 | 2 | 5 | 10 | 1.37 | 0 | 4 | 2 | 0.65 | 0 | 0 | 1 | 0.12 | 5 | 13 | 11 | 2.35 |
| 21 | 4 | 6 | 3 | 0.92 | 0 | 1 | 0 | 0.06 | 1 | 0 | 0 | 0.12 | 7 | 5 | 8 | 1.41 |
| 22 | 6 | 11 | 8 | 1.84 | 0 | 3 | 2 | 0.35 | 0 | 1 | 2 | 0.37 | 10 | 11 | 8 | 2.98 |
| 23 | 6 | 5 | 3 | 1.34 | 0 | 1 | 1 | 0.06 | 0 | 1 | 0 | 0.22 | 6 | 9 | 4 | 2.20 |

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**No Action/No Project 2015**

**Arrival**

| | Runway 24L | | | Runway 24R | | | Runway 25L | | | Runway 25R | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small |
| 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 |
| 6 | 0 | 0 | 7 | 0 | 0 | 0 | 6 | 0 | 1 | 2 | 2 | 9 |
| 7 | 2 | 0 | 0 | 0 | 11 | 3 | 3 | 11 | 14 | 0 | 0 | 1 |
| 8 | 2 | 0 | 0 | 3 | 14 | 2 | 7 | 9 | 5 | 0 | 0 | 0 |
| 9 | 6 | 0 | 0 | 4 | 15 | 4 | 4 | 16 | 12 | 1 | 3 | 0 |
| 10 | 5 | 0 | 0 | 7 | 15 | 10 | 10 | 11 | 12 | 5 | 3 | 0 |
| 11 | 7 | 0 | 0 | 9 | 16 | 7 | 6 | 13 | 19 | 4 | 4 | 0 |
| 12 | 10 | 0 | 0 | 4 | 11 | 3 | 9 | 10 | 12 | 5 | 1 | 0 |
| 13 | 10 | 0 | 0 | 6 | 10 | 1 | 7 | 6 | 16 | 1 | 0 | 0 |
| 14 | 7 | 0 | 0 | 6 | 12 | 9 | 8 | 7 | 18 | 2 | 5 | 0 |
| 15 | 10 | 0 | 0 | 5 | 16 | 7 | 9 | 13 | 11 | 0 | 0 | 0 |
| 16 | 8 | 0 | 0 | 2 | 12 | 9 | 8 | 12 | 11 | 2 | 0 | 0 |
| 17 | 4 | 0 | 0 | 8 | 14 | 7 | 10 | 6 | 12 | 2 | 6 | 0 |
| 18 | 5 | 0 | 0 | 4 | 19 | 2 | 7 | 11 | 13 | 5 | 3 | 0 |
| 19 | 9 | 0 | 0 | 3 | 21 | 3 | 6 | 14 | 16 | 3 | 4 | 0 |
| 20 | 6 | 0 | 0 | 12 | 12 | 1 | 9 | 12 | 14 | 1 | 3 | 0 |
| 21 | 3 | 0 | 0 | 12 | 15 | 5 | 7 | 12 | 16 | 3 | 2 | 0 |
| 22 | 3 | 3 | 0 | 5 | 10 | 2 | 5 | 10 | 4 | 2 | 5 | 1 |
| 23 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 | 1 |

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**No Action/No Project 2015**

**Departure and Queue**

| | Runway 24L | | | | Runway 24R | | | | Runway 25L | | | | Runway 25R | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Queue Depth | | | | Queue Depth | | | | Queue Depth | | | | Queue Depth |
| Hour | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) | Large | Medium | Small | (# aircraft) |
| 0 | 2 | 0 | 0 | 0.23 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 6 | 13 | 0 | 1.45 |
| 1 | 1 | 1 | 0 | 0.16 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 2 | 5 | 0 | 0.68 |
| 2 | 7 | 0 | 0 | 0.42 | 0 | 0 | 0 | 0.00 | 3 | 0 | 1 | 0.24 | 0 | 4 | 0 | 0.41 |
| 3 | 2 | 0 | 0 | 0.16 | 0 | 0 | 0 | 0.00 | 2 | 2 | 2 | 0.55 | 2 | 1 | 0 | 0.24 |
| 4 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 5 | 0 | 1 | 0 | 0.16 | 0 | 0 | 0 | 0.00 | 2 | 1 | 0 | 0.24 | 0 | 0 | 0 | 0.00 |
| 6 | 1 | 5 | 0 | 0.42 | 0 | 0 | 0 | 0.00 | 3 | 5 | 0 | 0.62 | 0 | 1 | 0 | 0.06 |
| 7 | 5 | 21 | 3 | 2.50 | 0 | 3 | 2 | 0.43 | 4 | 0 | 7 | 1.92 | 9 | 9 | 4 | 2.25 |
| 8 | 9 | 24 | 6 | 6.48 | 0 | 2 | 3 | 0.90 | 0 | 0 | 4 | 0.66 | 10 | 17 | 6 | 7.19 |
| 9 | 9 | 15 | 2 | 4.78 | 1 | 1 | 2 | 0.82 | 1 | 0 | 4 | 2.07 | 11 | 14 | 5 | 7.93 |
| 10 | 8 | 18 | 4 | 4.35 | 1 | 2 | 3 | 1.42 | 2 | 0 | 5 | 1.66 | 8 | 8 | 10 | 6.63 |
| 11 | 5 | 15 | 5 | 4.10 | 0 | 1 | 4 | 0.85 | 0 | 0 | 2 | 1.14 | 7 | 14 | 8 | 11.05 |
| 12 | 14 | 12 | 4 | 8.84 | 0 | 2 | 3 | 0.85 | 1 | 0 | 3 | 0.95 | 11 | 12 | 6 | 10.71 |
| 13 | 7 | 16 | 7 | 10.55 | 2 | 5 | 6 | 2.59 | 3 | 1 | 2 | 1.24 | 18 | 8 | 8 | 18.95 |
| 14 | 10 | 14 | 4 | 6.32 | 2 | 2 | 1 | 1.05 | 3 | 0 | 5 | 1.86 | 12 | 11 | 6 | 17.80 |
| 15 | 13 | 7 | 4 | 10.21 | 1 | 4 | 4 | 2.69 | 2 | 0 | 5 | 1.42 | 14 | 10 | 8 | 11.46 |
| 16 | 11 | 13 | 5 | 13.53 | 1 | 4 | 5 | 2.12 | 2 | 0 | 4 | 1.25 | 7 | 10 | 7 | 3.83 |
| 17 | 10 | 17 | 4 | 7.66 | 1 | 5 | 3 | 1.40 | 3 | 0 | 2 | 0.94 | 9 | 6 | 4 | 2.09 |
| 18 | 10 | 12 | 8 | 5.06 | 0 | 2 | 6 | 1.56 | 1 | 0 | 4 | 0.83 | 7 | 11 | 9 | 3.21 |
| 19 | 2 | 23 | 4 | 2.78 | 0 | 1 | 3 | 0.64 | 3 | 1 | 2 | 1.22 | 5 | 3 | 2 | 1.19 |
| 20 | 2 | 15 | 5 | 1.52 | 1 | 1 | 2 | 0.71 | 6 | 1 | 5 | 4.79 | 1 | 3 | 5 | 0.96 |
| 21 | 8 | 15 | 1 | 2.10 | 0 | 4 | 0 | 0.53 | 4 | 0 | 2 | 0.96 | 4 | 4 | 6 | 1.24 |
| 22 | 10 | 4 | 8 | 1.92 | 0 | 0 | 4 | 0.61 | 3 | 1 | 2 | 0.53 | 9 | 6 | 7 | 1.86 |
| 23 | 6 | 1 | 2 | 1.11 | 0 | 0 | 0 | 0.04 | 0 | 0 | 2 | 0.20 | 12 | 4 | 2 | 1.84 |

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**Alternative A 2015**

**Arrival**

| | Runway 24C | | | Runway 24R | | | Runway 25L | | | Runway 25R | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small |
| 0 | 1 | 2 | 0 | -- | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1 | 1 | 1 | 0 | -- | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 2 | 0 | 2 | 0 | -- | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 |
| 3 | 0 | 2 | 0 | -- | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| 4 | 0 | 0 | 0 | -- | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 |
| 5 | 6 | 1 | 0 | -- | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 6 | 4 | 1 | 16 | -- | 0 | 1 | 4 | 2 | 0 | 3 | 0 | 3 |
| 7 | 4 | 3 | 1 | -- | 4 | 17 | 2 | 21 | 4 | 0 | 2 | 0 |
| 8 | 7 | 0 | 0 | -- | 5 | 13 | 0 | 15 | 3 | 0 | 0 | 0 |
| 9 | 18 | 4 | 0 | -- | 13 | 17 | 10 | 15 | 5 | 0 | 0 | 0 |
| 10 | 29 | 1 | 0 | -- | 18 | 17 | 15 | 13 | 4 | 0 | 0 | 0 |
| 11 | 26 | 4 | 0 | -- | 19 | 17 | 16 | 13 | 3 | 0 | 0 | 0 |
| 12 | 16 | 7 | 0 | -- | 14 | 21 | 10 | 19 | 3 | 0 | 0 | 0 |
| 13 | 22 | 0 | 0 | -- | 10 | 15 | 15 | 10 | 4 | 0 | 0 | 0 |
| 14 | 22 | 6 | 0 | -- | 7 | 25 | 13 | 11 | 6 | 0 | 0 | 0 |
| 15 | 20 | 2 | 0 | -- | 15 | 10 | 8 | 12 | 8 | 0 | 0 | 0 |
| 16 | 16 | 3 | 0 | -- | 12 | 16 | 5 | 19 | 9 | 0 | 0 | 0 |
| 17 | 22 | 6 | 0 | -- | 12 | 20 | 10 | 20 | 4 | 0 | 0 | 0 |
| 18 | 11 | 0 | 0 | -- | 11 | 13 | 5 | 15 | 5 | 0 | 0 | 0 |
| 19 | 21 | 6 | 0 | -- | 12 | 22 | 8 | 20 | 7 | 0 | 0 | 0 |
| 20 | 19 | 5 | 0 | -- | 9 | 14 | 13 | 12 | 3 | 0 | 0 | 0 |
| 21 | 22 | 7 | 0 | -- | 11 | 21 | 8 | 23 | 2 | 0 | 0 | 0 |
| 22 | 12 | 8 | 0 | -- | 12 | 3 | 1 | 13 | 4 | 0 | 3 | 2 |
| 23 | 4 | 8 | 0 | -- | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**Alternative A 2015**

**Departure and Queue**

| | Runway 24C | | | | Runway 24L | | | | Runway 25L | | | | Runway 25R | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Queue Depth | | | | Queue Depth | | | | Queue Depth | | | | Queue Depth |
| **Hour** | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) |
| 0 | -- | -- | 2 | 0.22 | 0 | 3 | 0 | 0.15 | -- | -- | 0 | 0.00 | 8 | 9 | 0 | 0.71 |
| 1 | -- | -- | 0 | 0.01 | 0 | 0 | 0 | 0.02 | -- | -- | 0 | 0.00 | 3 | 6 | 0 | 0.64 |
| 2 | -- | -- | 0 | 0.13 | 8 | 0 | 0 | 0.65 | -- | -- | 0 | 0.00 | 5 | 9 | 1 | 1.02 |
| 3 | -- | -- | 0 | 0.05 | 4 | 0 | 0 | 0.26 | -- | -- | 0 | 0.00 | 3 | 1 | 2 | 0.47 |
| 4 | -- | -- | 0 | 0.01 | 0 | 1 | 0 | 0.07 | -- | -- | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 5 | -- | -- | 0 | 0.04 | 3 | 0 | 0 | 0.20 | -- | -- | 0 | 0.00 | 0 | 2 | 0 | 0.08 |
| 6 | -- | -- | 0 | 0.06 | 0 | 4 | 0 | 0.20 | -- | -- | 0 | 0.00 | 5 | 5 | 0 | 0.76 |
| 7 | -- | -- | 5 | 0.70 | 3 | 19 | 8 | 1.44 | -- | -- | 6 | 1.21 | 13 | 14 | 4 | 2.76 |
| 8 | -- | -- | 10 | 1.92 | 8 | 26 | 9 | 4.19 | -- | -- | 6 | 1.14 | 14 | 20 | 4 | 6.11 |
| 9 | -- | -- | 5 | 1.41 | 15 | 14 | 6 | 3.89 | -- | -- | 5 | 1.21 | 20 | 12 | 1 | 5.94 |
| 10 | -- | -- | 5 | 1.16 | 10 | 9 | 10 | 2.29 | -- | -- | 7 | 1.42 | 12 | 21 | 4 | 4.93 |
| 11 | -- | -- | 2 | 1.31 | 14 | 20 | 5 | 5.18 | -- | -- | 6 | 1.41 | 11 | 22 | 3 | 7.44 |
| 12 | -- | -- | 7 | 2.32 | 17 | 13 | 4 | 6.77 | -- | -- | 6 | 2.33 | 11 | 21 | 5 | 6.85 |
| 13 | -- | -- | 6 | 3.14 | 16 | 17 | 5 | 14.59 | -- | -- | 7 | 2.73 | 17 | 15 | 7 | 12.93 |
| 14 | -- | -- | 2 | 2.21 | 21 | 10 | 6 | 11.97 | -- | -- | 4 | 1.73 | 17 | 16 | 4 | 13.89 |
| 15 | -- | -- | 7 | 3.33 | 20 | 9 | 7 | 12.92 | -- | -- | 8 | 3.36 | 16 | 17 | 5 | 19.27 |
| 16 | -- | -- | 2 | 1.90 | 13 | 20 | 9 | 11.29 | -- | -- | 8 | 3.36 | 21 | 9 | 7 | 14.80 |
| 17 | -- | -- | 3 | 1.77 | 14 | 17 | 10 | 4.29 | -- | -- | 5 | 1.70 | 18 | 13 | 1 | 6.79 |
| 18 | -- | -- | 9 | 2.34 | 6 | 20 | 5 | 2.72 | -- | -- | 9 | 2.03 | 13 | 20 | 5 | 5.97 |
| 19 | -- | -- | 6 | 1.07 | 2 | 13 | 7 | 1.28 | -- | -- | 4 | 0.82 | 8 | 15 | 0 | 2.09 |
| 20 | -- | -- | 6 | 0.99 | 0 | 14 | 11 | 1.37 | -- | -- | 9 | 1.07 | 12 | 11 | 1 | 1.97 |
| 21 | -- | -- | 2 | 0.49 | 7 | 7 | 3 | 0.92 | -- | -- | 5 | 0.90 | 8 | 9 | 0 | 1.07 |
| 22 | -- | -- | 2 | 0.90 | 11 | 8 | 7 | 1.56 | -- | -- | 7 | 2.03 | 15 | 13 | 5 | 3.01 |
| 23 | -- | -- | 2 | 0.28 | 11 | 6 | 0 | 0.82 | -- | -- | 3 | 0.24 | 9 | 10 | 2 | 1.89 |

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**Alternative B 2015**

**Arrival**

| | Runway 24L | | | Runway 24R | | | Runway 25C | | | Runway 25L | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small |
| 0 | 1 | -- | 1 | 0 | 0 | 0 | 0 | 3 | 0 | -- | 0 | 0 |
| 1 | 2 | -- | 0 | 0 | 0 | 0 | 2 | 1 | 0 | -- | 0 | 0 |
| 2 | 2 | -- | 0 | 0 | 0 | 0 | 3 | 3 | 0 | -- | 0 | 0 |
| 3 | 1 | -- | 0 | 0 | 0 | 0 | 1 | 3 | 0 | -- | 0 | 0 |
| 4 | 1 | -- | 0 | 0 | 0 | 0 | 1 | 3 | 0 | -- | 0 | 0 |
| 5 | 8 | -- | 0 | 0 | 0 | 0 | 3 | 1 | 0 | -- | 0 | 0 |
| 6 | 10 | -- | 2 | 1 | 0 | 0 | 0 | 2 | 18 | -- | 1 | 1 |
| 7 | 0 | -- | 0 | 6 | 3 | 0 | 0 | 19 | 7 | -- | 9 | 14 |
| 8 | 0 | -- | 0 | 7 | 0 | 0 | 0 | 14 | 2 | -- | 7 | 12 |
| 9 | 0 | -- | 0 | 22 | 3 | 0 | 7 | 12 | 11 | -- | 16 | 12 |
| 10 | 0 | -- | 0 | 27 | 3 | 0 | 17 | 11 | 4 | -- | 18 | 18 |
| 11 | 0 | -- | 0 | 25 | 5 | 0 | 14 | 11 | 8 | -- | 20 | 14 |
| 12 | 0 | -- | 0 | 18 | 6 | 0 | 9 | 12 | 10 | -- | 19 | 12 |
| 13 | 0 | -- | 0 | 24 | 3 | 0 | 14 | 7 | 7 | -- | 13 | 14 |
| 14 | 0 | -- | 0 | 23 | 4 | 0 | 11 | 4 | 15 | -- | 15 | 14 |
| 15 | 0 | -- | 0 | 22 | 3 | 0 | 8 | 11 | 5 | -- | 15 | 13 |
| 16 | 0 | -- | 0 | 18 | 4 | 1 | 4 | 10 | 11 | -- | 18 | 12 |
| 17 | 0 | -- | 0 | 18 | 8 | 0 | 9 | 16 | 8 | -- | 15 | 17 |
| 18 | 0 | -- | 0 | 12 | 3 | 1 | 6 | 14 | 5 | -- | 10 | 13 |
| 19 | 0 | -- | 0 | 23 | 4 | 0 | 6 | 16 | 14 | -- | 19 | 14 |
| 20 | 0 | -- | 0 | 27 | 2 | 0 | 7 | 12 | 6 | -- | 14 | 11 |
| 21 | 0 | -- | 0 | 19 | 9 | 0 | 10 | 13 | 8 | -- | 18 | 15 |
| 22 | 4 | -- | 1 | 9 | 3 | 0 | 0 | 20 | 4 | -- | 11 | 4 |
| 23 | 4 | -- | 0 | 0 | 1 | 0 | 0 | 13 | 0 | -- | 0 | 0 |

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**Alternative B 2015**

**Departure and Queue**

| | Runway 24L | | | | Runway 24R | | | | Runway 25C | | | | Runway 25R | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Queue Depth | | | | Queue Depth | | | | Queue Depth | | | | Queue Depth |
| Hour | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) |
| 0 | 0 | 3 | 2 | 0.30 | -- | -- | 0 | 0.00 | -- | -- | 0 | 0.36 | 6 | 9 | 0 | 0.83 |
| 1 | 0 | 0 | 0 | 0.06 | -- | -- | 0 | 0.00 | -- | -- | 0 | 0.13 | 5 | 6 | 0 | 0.54 |
| 2 | 6 | 0 | 0 | 0.47 | -- | -- | 0 | 0.00 | -- | -- | 1 | 0.20 | 5 | 7 | 0 | 0.61 |
| 3 | 5 | 1 | 0 | 0.46 | -- | -- | 0 | 0.00 | -- | -- | 2 | 0.24 | 2 | 3 | 0 | 0.29 |
| 4 | 1 | 0 | 0 | 0.06 | -- | -- | 0 | 0.00 | -- | -- | 0 | 0.04 | 1 | 0 | 0 | 0.06 |
| 5 | 2 | 0 | 0 | 0.16 | -- | -- | 0 | 0.00 | -- | -- | 0 | 0.02 | 0 | 1 | 0 | 0.06 |
| 6 | 2 | 6 | 0 | 0.51 | -- | -- | 0 | 0.00 | -- | -- | 0 | 0.20 | 4 | 6 | 0 | 0.66 |
| 7 | 1 | 18 | 9 | 2.27 | -- | -- | 2 | 0.24 | -- | -- | 7 | 1.33 | 13 | 15 | 3 | 2.20 |
| 8 | 9 | 24 | 8 | 8.02 | -- | -- | 11 | 1.65 | -- | -- | 6 | 2.27 | 17 | 17 | 1 | 3.81 |
| 9 | 15 | 15 | 8 | 5.83 | -- | -- | 2 | 0.24 | -- | -- | 7 | 2.67 | 16 | 14 | 2 | 4.14 |
| 10 | 11 | 9 | 11 | 3.75 | -- | -- | 5 | 0.57 | -- | -- | 7 | 2.49 | 11 | 19 | 2 | 3.01 |
| 11 | 16 | 20 | 4 | 6.36 | -- | -- | 3 | 0.38 | -- | -- | 6 | 3.76 | 12 | 21 | 6 | 4.13 |
| 12 | 15 | 16 | 3 | 7.62 | -- | -- | 7 | 1.12 | -- | -- | 8 | 4.65 | 10 | 20 | 5 | 3.90 |
| 13 | 16 | 14 | 6 | 19.74 | -- | -- | 4 | 1.06 | -- | -- | 8 | 3.37 | 17 | 18 | 4 | 11.59 |
| 14 | 18 | 13 | 7 | 16.86 | -- | -- | 4 | 0.64 | -- | -- | 5 | 2.54 | 20 | 16 | 3 | 9.98 |
| 15 | 23 | 3 | 4 | 19.81 | -- | -- | 7 | 1.51 | -- | -- | 12 | 4.47 | 17 | 16 | 3 | 11.16 |
| 16 | 13 | 20 | 11 | 18.92 | -- | -- | 2 | 0.28 | -- | -- | 9 | 2.64 | 20 | 11 | 5 | 9.16 |
| 17 | 15 | 18 | 9 | 10.19 | -- | -- | 1 | 0.50 | -- | -- | 4 | 2.41 | 17 | 13 | 0 | 3.48 |
| 18 | 7 | 22 | 8 | 5.07 | -- | -- | 10 | 1.40 | -- | -- | 8 | 3.65 | 11 | 20 | 5 | 3.90 |
| 19 | 2 | 13 | 4 | 1.87 | -- | -- | 7 | 0.70 | -- | -- | 5 | 1.93 | 9 | 14 | 2 | 1.99 |
| 20 | 1 | 14 | 14 | 2.54 | -- | -- | 5 | 0.45 | -- | -- | 7 | 2.00 | 11 | 12 | 1 | 1.28 |
| 21 | 7 | 7 | 2 | 1.27 | -- | -- | 2 | 0.20 | -- | -- | 6 | 0.96 | 7 | 7 | 2 | 1.01 |
| 22 | 14 | 10 | 7 | 2.80 | -- | -- | 1 | 0.19 | -- | -- | 6 | 2.02 | 11 | 14 | 3 | 2.12 |
| 23 | 10 | 8 | 1 | 1.46 | -- | -- | 2 | 0.15 | -- | -- | 5 | 0.93 | 11 | 7 | 0 | 1.11 |

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**Alternative C 2015**

**Arrival**

| | Runway 24L | | | Runway 24R | | | Runway 25L | | | Runway 25R | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Hour** | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small | Large | Med. | Small |
| **0** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 |
| 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 |
| 6 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 2 | 5 |
| 7 | 1 | 3 | 3 | 1 | 9 | 2 | 7 | 9 | 11 | 0 | 3 | 0 |
| 8 | 0 | 3 | 0 | 7 | 7 | 0 | 3 | 15 | 5 | 0 | 1 | 0 |
| 9 | 3 | 5 | 0 | 12 | 8 | 1 | 8 | 14 | 10 | 3 | 4 | 1 |
| 10 | 1 | 5 | 1 | 13 | 8 | 4 | 13 | 10 | 9 | 3 | 7 | 1 |
| 11 | 1 | 5 | 2 | 14 | 11 | 3 | 11 | 18 | 7 | 7 | 3 | 1 |
| 12 | 4 | 1 | 0 | 14 | 4 | 4 | 9 | 18 | 7 | 3 | 4 | 0 |
| 13 | 5 | 3 | 0 | 12 | 5 | 0 | 10 | 9 | 10 | 4 | 2 | 1 |
| 14 | 2 | 4 | 1 | 10 | 7 | 3 | 8 | 9 | 18 | 2 | 6 | 0 |
| 15 | 3 | 4 | 0 | 16 | 8 | 4 | 12 | 14 | 9 | 1 | 8 | 0 |
| 16 | 5 | 3 | 1 | 6 | 8 | 2 | 9 | 17 | 8 | 3 | 2 | 0 |
| 17 | 2 | 4 | 2 | 12 | 9 | 3 | 9 | 15 | 10 | 2 | 8 | 1 |
| 18 | 1 | 2 | 2 | 9 | 7 | 3 | 10 | 14 | 6 | 2 | 1 | 2 |
| 19 | 2 | 3 | 2 | 12 | 13 | 2 | 8 | 18 | 12 | 1 | 9 | 1 |
| 20 | 3 | 6 | 0 | 17 | 5 | 1 | 11 | 14 | 8 | 2 | 7 | 0 |
| 21 | 5 | 3 | 1 | 12 | 4 | 4 | 8 | 16 | 11 | 2 | 3 | 2 |
| 22 | 3 | 4 | 0 | 5 | 7 | 1 | 7 | 14 | 1 | 0 | 3 | 3 |
| 23 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 0 |

Source: Camp Dresser & McKee, Inc., 1999

**Arrival/Departure/Queue Assignments for ISCST3 Modeling**

**Alternative C 2015**

**Departure and Queue**

| | Runway 24L | | | | Runway 24R | | | | Runway 25L | | | | Runway 25R | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Queue Depth | | | | Queue Depth | | | | Queue Depth | | | | Queue Depth |
| **Hour** | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) | Large | Med. | Small | (# aircraft) |
| 0 | 3 | 1 | 0 | 0.31 | 0 | 0 | 0 | 0.00 | 1 | 4 | 0 | 0.43 | 5 | 9 | 0 | 0.76 |
| 1 | 1 | 2 | 0 | 0.27 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 2 | 3 | 0 | 0.41 |
| 2 | 9 | 0 | 0 | 0.54 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.04 | 3 | 5 | 1 | 0.56 |
| 3 | 5 | 2 | 0 | 0.55 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 2 | 1 | 2 | 0.31 |
| 4 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 5 | 3 | 1 | 0 | 0.31 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 0 | 2 | 0 | 0.16 |
| 6 | 1 | 7 | 0 | 0.75 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 | 4 | 5 | 0 | 0.79 |
| 7 | 7 | 12 | 7 | 3.09 | 0 | 12 | 2 | 1.48 | 0 | 0 | 0 | 0.05 | 10 | 7 | 9 | 1.96 |
| 8 | 11 | 15 | 4 | 6.29 | 0 | 7 | 3 | 1.40 | 1 | 4 | 1 | 1.25 | 12 | 14 | 8 | 6.47 |
| 9 | 8 | 17 | 3 | 7.72 | 0 | 7 | 1 | 0.81 | 0 | 4 | 0 | 0.99 | 12 | 10 | 7 | 8.92 |
| 10 | 14 | 10 | 4 | 5.51 | 0 | 4 | 1 | 0.64 | 1 | 7 | 0 | 2.25 | 11 | 7 | 7 | 6.46 |
| 11 | 8 | 12 | 5 | 4.27 | 0 | 8 | 0 | 0.99 | 2 | 5 | 3 | 3.23 | 6 | 8 | 8 | 4.85 |
| 12 | 16 | 11 | 2 | 8.38 | 0 | 7 | 2 | 1.10 | 4 | 3 | 0 | 2.48 | 10 | 13 | 3 | 6.37 |
| 13 | 18 | 5 | 4 | 12.77 | 0 | 8 | 2 | 0.99 | 3 | 6 | 2 | 6.30 | 13 | 7 | 7 | 12.24 |
| 14 | 21 | 7 | 3 | 10.57 | 0 | 3 | 0 | 0.29 | 1 | 6 | 0 | 4.18 | 12 | 6 | 8 | 14.66 |
| 15 | 13 | 7 | 4 | 12.03 | 0 | 6 | 4 | 1.36 | 1 | 6 | 0 | 3.15 | 14 | 7 | 9 | 11.27 |
| 16 | 14 | 11 | 3 | 14.93 | 0 | 8 | 2 | 1.25 | 2 | 3 | 1 | 1.79 | 12 | 10 | 8 | 9.33 |
| 17 | 15 | 10 | 3 | 13.40 | 0 | 8 | 0 | 0.81 | 1 | 3 | 0 | 0.70 | 10 | 7 | 4 | 3.06 |
| 18 | 12 | 17 | 3 | 7.31 | 0 | 4 | 4 | 0.81 | 5 | 3 | 1 | 1.70 | 8 | 11 | 10 | 3.90 |
| 19 | 4 | 10 | 7 | 2.75 | 1 | 7 | 2 | 1.68 | 2 | 2 | 0 | 1.27 | 8 | 6 | 3 | 2.11 |
| 20 | 1 | 11 | 6 | 1.84 | 0 | 7 | 1 | 1.05 | 1 | 0 | 0 | 0.21 | 10 | 6 | 10 | 1.79 |
| 21 | 7 | 11 | 2 | 1.94 | 2 | 4 | 0 | 0.58 | 0 | 0 | 0 | 0.03 | 4 | 4 | 5 | 0.82 |
| 22 | 16 | 5 | 6 | 2.35 | 0 | 2 | 3 | 0.41 | 0 | 0 | 0 | 0.01 | 8 | 7 | 5 | 1.40 |
| 23 | 10 | 5 | 2 | 1.66 | 0 | 1 | 0 | 0.06 | 1 | 0 | 0 | 0.17 | 10 | 3 | 5 | 1.85 |

Source: Camp Dresser & McKee, Inc., 1999

# Attachment V
# Incremental Emissions by Alternative and Year

# ESTIMATED ANNUAL NOx EMISSIONS
## ALTERNATIVES A, B, C, NO ACTION/NO PROJECT, & ENVIRONMENTAL BASELINE FOR 2005 (tons/year)
## LAX Master Plan

| Source Classification | Alternative A 71.2 MAP TPY | % | Alternative B 71.2 MAP TPY | % | Alternative C 71.2 MAP TPY | % | No Project 68.5 MAP TPY | % | 1996 Baseline 58.0 MAP TPY | % | Increase/ (Decrease) Alt. A vs NP 2.7 TPY | Increase/ (Decrease) Alt. B vs NP 2.7 TPY | Increase/ (Decrease) Alt. C vs NP 2.7 TPY | Increase/ (Decrease) Alt. A vs BASE 13.2 TPY | Increase/ (Decrease) Alt. B vs BASE 13.2 TPY | Increase/ (Decrease) Alt. C vs BASE 13.2 TPY | Increase/ (Decrease) NP vs BASE 10.5 TPY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MOBILE SOURCES:** | | | | | | | | | | | | | | | | | |
| **Aircraft Operations** | | | | | | | | | | | | | | | | | |
| Approach | 532.6 | 9.30% | 532.6 | 9.30% | 532.6 | 9.24% | 528.8 | 8.67% | 399.1 | 7.71% | 3.8 | 3.8 | 3.8 | 133.5 | 133.5 | 133.5 | 129.7 |
| Climbout | 1,760.7 | 30.74% | 1,760.7 | 30.74% | 1,760.7 | 30.53% | 1,743.0 | 28.57% | 1,364.2 | 26.36% | 17.7 | 17.7 | 17.7 | 396.4 | 396.4 | 396.4 | 378.8 |
| Takeoff | 1,677.4 | 29.28% | 1,677.4 | 29.28% | 1,677.4 | 29.09% | 1,660.0 | 27.21% | 1,310.9 | 25.33% | 17.4 | 17.4 | 17.4 | 366.5 | 366.5 | 366.5 | 349.1 |
| Taxi | 709.3 | 12.38% | 709.3 | 12.39% | 709.3 | 12.30% | 697.2 | 11.43% | 488.8 | 9.45% | 12.1 | 12.1 | 12.1 | 220.5 | 220.5 | 220.5 | 208.4 |
| Queue | 186.6 | 3.26% | 186.6 | 3.26% | 186.6 | 3.23% | 225.4 | 3.69% | 158.4 | 3.06% | (38.8) | (38.8) | (38.8) | 28.1 | 28.1 | 28.1 | 66.9 |
| *Aircraft Operations Subtotal* | *4,866.5* | *84.96%* | *4,866.5* | *84.98%* | *4,866.5* | *84.38%* | *4,854.4* | *79.58%* | *3,721.6* | *71.91%* | *12.2* | *12.2* | *12.2* | *1,145.0* | *1,145.0* | *1,145.0* | *1,132.8* |
| **Aircraft Support** | | | | | | | | | | | | | | | | | |
| GSE | 356.8 | 6.23% | 356.8 | 6.23% | 356.8 | 6.19% | 603.3 | 9.89% | 386.9 | 7.48% | (246.5) | (246.5) | (246.5) | (30.0) | (30.0) | (30.0) | 216.5 |
| APU | 49.7 | 0.87% | 49.7 | 0.87% | 49.7 | 0.86% | 49.4 | 0.81% | 34.0 | 0.66% | 0.3 | 0.3 | 0.3 | 15.7 | 15.7 | 15.7 | 15.4 |
| *Aircraft Support Subtotal* | *406.5* | *7.10%* | *406.5* | *7.10%* | *406.5* | *7.05%* | *652.7* | *10.70%* | *420.8* | *8.13%* | *(246.2)* | *(246.2)* | *(246.2)* | *(14.3)* | *(14.3)* | *(14.3)* | *231.9* |
| **On-Airport Traffic** | | | | | | | | | | | | | | | | | |
| CTA Area | | | | | | | | | | | | | | | | | |
| Traffic | 101.9 | 1.78% | 107.1 | 1.87% | 115.6 | 2.00% | 206.6 | 3.39% | 243.2 | 4.70% | (104.8) | (99.6) | (91.1) | (141.3) | (136.1) | (127.6) | (36.6) |
| Parking | 18.4 | 0.32% | 14.7 | 0.26% | 22.6 | 0.39% | 40.2 | 0.66% | 53.1 | 1.03% | (21.8) | (25.5) | (17.8) | (34.6) | (38.4) | (30.5) | (12.9) |
| *CTA Area Subtotal* | 120.3 | 2.10% | 121.8 | 2.13% | 138.2 | 2.40% | 246.9 | 4.05% | 296.3 | 5.73% | (126.6) | (125.1) | (108.7) | (176.0) | (174.5) | (158.1) | (49.4) |
| West Terminal Area | | | | | | | | | | | | | | | | | |
| Traffic | 43.7 | 0.76% | 43.7 | 0.76% | 38.2 | 0.66% | 0.0 | 0.00% | | 0.00% | 43.7 | 43.7 | 38.2 | 43.7 | 43.7 | 38.2 | 0.0 |
| Parking | 8.7 | 0.15% | 12.8 | 0.22% | 7.5 | 0.13% | 0.0 | 0.00% | | 0.00% | 8.7 | 12.8 | 7.5 | 8.7 | 12.8 | 7.5 | 0.0 |
| *West Terminal Area* | 52.4 | 0.91% | 56.5 | 0.99% | 45.7 | 0.79% | 0.0 | 0.00% | 0.0 | 0.00% | 52.4 | 56.5 | 45.7 | 52.4 | 56.5 | 45.7 | 0.0 |
| Miscellaneous On-Airport Traffic | | | | | | | | | | | | | | | | | |
| Cargo/Ancillary | 82.5 | 1.44% | 75.0 | 1.31% | 115.8 | 2.01% | 142.5 | 2.34% | 138.2 | 2.67% | (60.0) | (67.4) | (26.6) | (55.7) | (63.1) | (22.3) | 4.3 |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 5.1 | 0.08% | 0.0 | 0.00% | (5.1) | (5.1) | (5.1) | 0.0 | 0.0 | 0.0 | 5.1 |
| Westchester Southside | 3.0 | 0.05% | 3.6 | 0.06% | 2.3 | 0.04% | 0.0 | 0.00% | 0.0 | 0.00% | 3.0 | 3.6 | 2.3 | 3.0 | 3.6 | 2.3 | 0.0 |
| *Miscellaneous On-Airport Traffic* | 85.5 | 1.49% | 78.7 | 1.37% | 118.1 | 2.05% | 147.6 | 2.42% | 138.2 | 2.67% | (62.0) | (68.9) | (29.4) | (52.7) | (59.5) | (20.0) | 9.4 |
| *On-Airport Traffic Subtotal* | *258.2* | *4.51%* | *256.9* | *4.49%* | *302.0* | *5.24%* | *394.4* | *6.47%* | *434.5* | *8.40%* | *(136.2)* | *(137.5)* | *(92.4)* | *(176.2)* | *(177.5)* | *(132.4)* | *(40.0)* |
| ***MOBILE SUBTOTAL (LAX Local Area)*** | *5,531.3* | *96.56%* | *5,530.0* | *96.56%* | *5,575.1* | *96.67%* | *5,901.5* | *96.74%* | *4,576.8* | *88.44%* | *(370.2)* | *(371.5)* | *(326.4)* | *954.4* | *953.1* | *998.2* | *1,324.6* |
| **STATIONARY:** | | | | | | | | | | | | | | | | | |
| **Airport** | | | | | | | | | | | | | | | | | |
| Airline Maintenance | 20.4 | 0.36% | 20.4 | 0.36% | 20.4 | 0.35% | 20.2 | 0.33% | 355.1 | 6.86% | 0.1 | 0.1 | 0.1 | (334.8) | (334.8) | (334.8) | (334.9) |
| Flight Kitchens | 10.6 | 0.18% | 10.6 | 0.19% | 10.6 | 0.18% | 10.2 | 0.17% | 8.6 | 0.17% | 0.4 | 0.4 | 0.4 | 2.0 | 2.0 | 2.0 | 1.6 |
| Existing CUP/Boilers/Generators/CTs | 39.4 | 0.69% | 39.4 | 0.68% | 39.4 | 0.68% | 39.5 | 0.65% | 111.2 | 2.15% | (0.0) | (0.0) | (0.0) | (71.8) | (71.8) | (71.8) | (71.8) |
| West CUP/CTs | 1.4 | 0.02% | 1.4 | 0.02% | 0.8 | 0.01% | 0.0 | 0.00% | | 0.00% | 1.4 | 1.4 | 0.8 | 1.4 | 1.4 | 0.8 | 0.0 |
| Fuel Farm | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 2.0 | 0.04% | 0.0 | 0.0 | 0.0 | (2.0) | (2.0) | (2.0) | (2.0) |
| Aircraft Fueling | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Restaurants | 3.5 | 0.06% | 3.5 | 0.06% | 3.5 | 0.06% | 3.3 | 0.05% | 2.8 | 0.05% | 0.1 | 0.1 | 0.1 | 0.6 | 0.6 | 0.6 | 0.5 |
| Engine Testing | 118.9 | 2.08% | 118.9 | 2.08% | 114.8 | 1.99% | 118.9 | 1.95% | 118.4 | 2.29% | 0.0 | 0.0 | (4.1) | 0.5 | 0.5 | (3.6) | 0.5 |
| *Airport Subtotal* | *194.2* | *3.39%* | *194.2* | *3.39%* | *189.5* | *3.29%* | *192.1* | *3.15%* | *598.2* | *11.56%* | *2.0* | *2.0* | *(2.6)* | *(404.1)* | *(404.1)* | *(408.7)* | *(406.1)* |
| **Collateral/Acquisition Areas (Nat. gas use)** | | | | | | | | | | | | | | | | | |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 6.6 | 0.11% | 0.0 | 0.00% | (6.6) | (6.6) | (6.6) | 0.0 | 0.0 | 0.0 | 6.6 |
| Westchester Southside | 2.6 | 0.05% | 2.6 | 0.05% | 2.6 | 0.05% | 0.0 | 0.00% | 0.0 | 0.00% | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 0.0 |
| *Collateral/Acquisition Areas Subtotal* | *2.6* | *0.05%* | *2.6* | *0.05%* | *2.6* | *0.05%* | *6.6* | *0.11%* | *0.0* | *0.00%* | *(4.0)* | *(4.0)* | *(4.0)* | *2.6* | *2.6* | *2.6* | *6.6* |
| ***STATIONARY SUBTOTAL*** | *196.8* | *3.44%* | *196.8* | *3.44%* | *192.1* | *3.33%* | *198.8* | *3.26%* | *598.2* | *11.56%* | *(2.0)* | *(2.0)* | *(6.7)* | *(401.5)* | *(401.5)* | *(406.1)* | *(399.5)* |
| ***CONSTRUCTION SUBTOTAL***** | *3,715.0* | | *4,249.0* | | *3,847.0* | | *405.0* | | | | *3,310.0* | *3,844.0* | *3,442.0* | *3,715.0* | *4,249.0* | *3,847.0* | *405.0* |
| **Subtotal is for construction which occurs in 2005 only. | | | | | | | | | | | | | | | | | |
| ***GRAND TOTAL (LAX Local Area)****** | 5,728.1 | 100.0% | 5,726.8 | 100.0% | 5,767.2 | 100.0% | 6,100.2 | 100.0% | 5,175.1 | 100.0% | (372.2) | (373.5) | (333.1) | 553.0 | 551.7 | 592.1 | 925.1 |
| ***Does not include construction. | | | | | | | | | | | | | | | | | |
| **Off-Airport Traffic (Unmitigated)** | | | | | | | | | | | | | | | | | |
| Tier I (included in SCAB) | *815.9* | | *794.5* | | *813.3* | | *831.6* | | *581.1* | | *(15.7)* | *(37.1)* | *(18.3)* | *234.8* | *213.4* | *232.2* | *250.5* |
| South Coast Air Basin (SCAB) | *5,359.4* | | *5,681.1* | | *5,658.8* | | *5,540.1* | | *3,658.9* | | *(180.7)* | *141.0* | *118.7* | *1,700.5* | *2,022.2* | *1,999.9* | *1,881.2* |
| Outside of SCAB | *43.4* | | *42.1* | | *41.1* | | *43.2* | | *34.2* | | *0.2* | *(1.1)* | *(2.1)* | *9.2* | *7.9* | *6.9* | *9.0* |
| ***Off-Airport Traffic*** | *5,402.8* | | *5,723.2* | | *5,696.9* | | *5,583.3* | | *3,693.1* | | *(180.5)* | *139.9* | *116.6* | *1,709.7* | *2,030.1* | *2,006.8* | *1,890.2* |
| ***UNMITIGATED MOBILE SUBTOTAL (Regional)*** | *10,934.1* | | *11,253.2* | | *11,276.0* | | *11,484.8* | | *8,269.9* | | *(550.7)* | *(231.6)* | *(209.8)* | *2,664.1* | *2,983.2* | *3,005.0* | *3,214.8* |
| ***UNMITIGATED GRAND TOTAL (Regional)*** | 11,130.9 | | 11,450.0 | | 11,467.1 | | 11,683.5 | | 8,868.2 | | (552.7) | (233.6) | (216.5) | 2,262.7 | 2,581.8 | 2,598.9 | 2,815.3 |

Data revised 4/18/00 from files dated 3/27/00.

ESTIMATED ANNUAL HC (or VOC) EMISSIONS
ALTERNATIVES A, B, C, NO ACTION/NO PROJECT, & ENVIRONMENTAL BASELINE FOR 2005 (tons/year)
LAX Master Plan

| Source Classification | Alternative A 71.2 MAP TPY | % | Alternative B 71.2 MAP TPY | % | Alternative C 71.2 MAP TPY | % | No Project 68.5 MAP TPY | % | 1996 Baseline 58.0 MAP TPY | % | Increase/ (Decrease) Alt. A vs NP 2.7 TPY | Increase/ (Decrease) Alt. B vs NP 2.7 TPY | Increase/ (Decrease) Alt. C vs NP 2.7 TPY | Increase/ (Decrease) Alt. A vs BASE 13.2 TPY | Increase/ (Decrease) Alt. B vs BASE 13.2 TPY | Increase/ (Decrease) Alt. C vs BASE 13.2 TPY | Increase/ (Decrease) NP vs BASE 10.5 TPY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MOBILE SOURCES:** | | | | | | | | | | | | | | | | | |
| **Aircraft Operations** | | | | | | | | | | | | | | | | | |
| Approach | 20.0 | 1.14% | 20.0 | 1.14% | 20.0 | 1.14% | 19.5 | 0.99% | 26.4 | 1.28% | 0.4 | 0.4 | 0.4 | (6.4) | (6.4) | (6.4) | (6.9) |
| Climbout | 12.5 | 0.71% | 12.5 | 0.72% | 12.5 | 0.71% | 12.1 | 0.61% | 17.8 | 0.86% | 0.4 | 0.4 | 0.4 | (5.3) | (5.3) | (5.3) | (5.7) |
| Takeoff | 9.2 | 0.53% | 9.2 | 0.53% | 9.2 | 0.53% | 9.0 | 0.46% | 12.5 | 0.60% | 0.3 | 0.3 | 0.3 | (3.2) | (3.2) | (3.2) | (3.5) |
| Taxi | 876.3 | 49.91% | 876.3 | 50.08% | 876.3 | 49.96% | 857.0 | 43.54% | 809.5 | 39.13% | 19.3 | 19.3 | 19.3 | 66.8 | 66.8 | 66.8 | 47.5 |
| Queue | 241.0 | 13.72% | 241.0 | 13.77% | 241.0 | 13.74% | 275.0 | 13.97% | 262.4 | 12.68% | (34.1) | (34.1) | (34.1) | (21.4) | (21.4) | (21.4) | 12.7 |
| *Aircraft Operations Subtotal* | *1,159.0* | *66.01%* | *1,159.0* | *66.23%* | *1,159.0* | *66.08%* | *1,172.6* | *59.57%* | *1,128.6* | *54.55%* | *(13.7)* | *(13.7)* | *(13.7)* | *30.4* | *30.4* | *30.4* | *44.0* |
| **Aircraft Support** | | | | | | | | | | | | | | | | | |
| GSE | 202.0 | 11.51% | 202.0 | 11.54% | 202.0 | 11.52% | 248.5 | 12.63% | 198.3 | 9.58% | (46.5) | (46.5) | (46.5) | 3.7 | 3.7 | 3.7 | 50.3 |
| APU | 4.3 | 0.24% | 4.3 | 0.25% | 4.3 | 0.25% | 4.3 | 0.22% | 3.9 | 0.19% | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 | 0.4 | 0.4 |
| *Aircraft Support Subtotal* | *206.3* | *11.75%* | *206.3* | *11.79%* | *206.3* | *11.76%* | *252.8* | *12.84%* | *202.1* | *9.77%* | *(46.5)* | *(46.5)* | *(46.5)* | *4.2* | *4.2* | *4.2* | *50.7* |
| **On-Airport Traffic** | | | | | | | | | | | | | | | | | |
| CTA Area | | | | | | | | | | | | | | | | | |
| Traffic | 112.1 | 6.38% | 109.8 | 6.28% | 111.1 | 6.34% | 257.4 | 13.08% | 300.9 | 14.54% | (145.3) | (147.6) | (146.3) | (188.8) | (191.1) | (189.8) | (43.5) |
| Parking | 85.9 | 4.89% | 63.8 | 3.64% | 89.2 | 5.09% | 113.9 | 5.79% | 207.5 | 10.03% | (28.0) | (50.2) | (24.7) | (121.5) | (143.7) | (118.2) | (93.5) |
| *CTA Area Subtotal* | 198.0 | 11.26% | 173.6 | 9.92% | 200.4 | 11.42% | 371.4 | 18.87% | 508.4 | 24.57% | (173.3) | (197.8) | (171.0) | (310.3) | (334.8) | (308.0) | (137.0) |
| West Terminal Area | | | | | | | | | | | | | | | | | |
| Traffic | 24.4 | 1.39% | 20.2 | 1.15% | 21.4 | 1.22% | 0.0 | 0.00% | | 0.00% | 24.4 | 20.2 | 21.4 | 24.4 | 20.2 | 21.4 | 0.0 |
| Parking | 27.9 | 1.59% | 51.5 | 2.94% | 22.2 | 1.27% | 0.0 | 0.00% | | 0.00% | 27.9 | 51.5 | 22.2 | 27.9 | 51.5 | 22.2 | 0.0 |
| *West Terminal Area* | 52.3 | 2.98% | 71.7 | 4.10% | 43.6 | 2.48% | 0.0 | 0.00% | 0.0 | 0.00% | 52.3 | 71.7 | 43.6 | 52.3 | 71.7 | 43.6 | 0.0 |
| Miscellaneous On-Airport Traffic | | | | | | | | | | | | | | | | | |
| Cargo/Ancillary | 51.2 | 2.91% | 49.8 | 2.84% | 56.9 | 3.24% | 85.0 | 4.32% | 86.5 | 4.18% | (33.9) | (35.4) | (28.1) | (35.3) | (36.9) | (29.6) | (1.5) |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 4.9 | 0.25% | 0.0 | 0.00% | (4.9) | (4.9) | (4.9) | 0.0 | 0.0 | 0.0 | 4.9 |
| Westchester Southside | 2.9 | 0.16% | 3.5 | 0.20% | 2.2 | 0.12% | 0.0 | 0.00% | 0.0 | 0.00% | 2.9 | 3.5 | 2.2 | 2.9 | 3.5 | 2.2 | 0.0 |
| *Miscellaneous On-Airport Traffic* | 54.0 | 3.08% | 53.1 | 3.04% | 59.1 | 3.37% | 89.9 | 4.57% | 86.5 | 4.18% | (35.8) | (36.8) | (30.8) | (32.5) | (33.4) | (27.4) | 3.4 |
| *On-Airport Traffic Subtotal* | *304.4* | *17.35%* | *298.4* | *17.05%* | *303.0* | *17.28%* | *461.3* | *23.43%* | *594.9* | *28.75%* | *(156.9)* | *(162.9)* | *(158.3)* | *(290.6)* | *(296.6)* | *(291.9)* | *(133.6)* |
| *MOBILE SUBTOTAL (LAX Local Area)* | *1,669.6* | *95.09%* | *1,663.7* | *95.07%* | *1,668.3* | *95.12%* | *1,886.7* | *95.85%* | *1,925.6* | *93.07%* | *(217.1)* | *(223.0)* | *(218.4)* | *(256.0)* | *(262.0)* | *(257.4)* | *(38.9)* |
| **STATIONARY:** | | | | | | | | | | | | | | | | | |
| Airport | | | | | | | | | | | | | | | | | |
| Airline Maintenance | 21.7 | 1.24% | 21.7 | 1.24% | 21.7 | 1.24% | 21.6 | 1.10% | 62.5 | 3.02% | 0.1 | 0.1 | 0.1 | (40.7) | (40.7) | (40.7) | (40.9) |
| Flight Kitchens | 4.4 | 0.25% | 4.4 | 0.25% | 4.4 | 0.25% | 4.2 | 0.21% | 3.6 | 0.17% | 0.2 | 0.2 | 0.2 | 0.8 | 0.8 | 0.8 | 0.7 |
| Existing CUP/Boilers/Generators | 18.0 | 1.02% | 18.0 | 1.03% | 18.0 | 1.02% | 18.0 | 0.91% | 18.0 | 0.87% | 0.0 | 0.0 | 0.0 | (0.0) | (0.0) | (0.0) | (0.0) |
| West CUP | 1.2 | 0.07% | 1.2 | 0.07% | 0.7 | 0.04% | 0.0 | 0.00% | | 0.00% | 1.2 | 1.2 | 0.7 | 1.2 | 1.2 | 0.7 | 0.0 |
| Fuel Farm | 4.1 | 0.23% | 4.1 | 0.23% | 4.1 | 0.23% | 3.8 | 0.19% | 8.0 | 0.39% | 0.3 | 0.3 | 0.3 | (3.9) | (3.9) | (3.9) | (4.2) |
| Aircraft Fueling | 31.0 | 1.77% | 31.0 | 1.77% | 31.0 | 1.77% | 28.4 | 1.44% | 24.4 | 1.18% | 2.7 | 2.7 | 2.7 | 6.6 | 6.6 | 6.6 | 4.0 |
| Restaurants | 2.4 | 0.14% | 2.4 | 0.14% | 2.4 | 0.14% | 2.3 | 0.12% | 1.9 | 0.09% | 0.1 | 0.1 | 0.1 | 0.4 | 0.4 | 0.4 | 0.4 |
| Engine Testing | 3.3 | 0.19% | 3.3 | 0.19% | 3.2 | 0.18% | 3.2 | 0.16% | 25.0 | 1.21% | 0.0 | 0.0 | (0.1) | (21.7) | (21.7) | (21.8) | (21.8) |
| *Airport Subtotal* | *86.1* | *4.90%* | *86.1* | *4.92%* | *85.6* | *4.88%* | *81.4* | *4.14%* | *143.4* | *6.93%* | *4.6* | *4.7* | *4.1* | *(57.3)* | *(57.3)* | *(57.8)* | *(61.9)* |
| **Collateral/Acquisition Areas (Not, gas use)** | | | | | | | | | | | | | | | | | |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.3 | 0.01% | 0.0 | 0.00% | (0.3) | (0.3) | (0.3) | 0.0 | 0.0 | 0.0 | 0.3 |
| Westchester Southside | 0.1 | 0.01% | 0.1 | 0.01% | 0.1 | 0.01% | 0.0 | 0.00% | 0.0 | 0.00% | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| *Collateral/Acquisition Areas Subtotal* | *0.1* | *0.01%* | *0.1* | *0.01%* | *0.1* | *0.01%* | *0.3* | *0.01%* | *0.0* | *0.00%* | *(0.2)* | *(0.2)* | *(0.2)* | *0.1* | *0.1* | *0.1* | *0.3* |
| *STATIONARY SUBTOTAL* | *86.2* | *4.91%* | *86.2* | *4.83%* | *85.7* | *4.88%* | *81.7* | *4.15%* | *143.4* | *6.93%* | *4.5* | *4.5* | *3.9* | *(57.2)* | *(57.1)* | *(57.7)* | *(61.6)* |
| *CONSTRUCTION SUBTOTAL*** | *411.0* | | *468.0* | | *423.0* | | *909.0* | | | | *(498.0)* | *(441.0)* | *(486.0)* | *411.0* | *468.0* | *423.0* | *909.0* |
| **Subtotal is for construction which occurs in 2005 only. | | | | | | | | | | | | | | | | | |
| *GRAND TOTAL (LAX Local Area)**** | 1,755.8 | 100.0% | 1,749.9 | 100.0% | 1,753.9 | 100.0% | 1,968.4 | 100.0% | 2,069.0 | 100.0% | (212.6) | (218.5) | (214.5) | (313.2) | (319.1) | (315.0) | (100.6) |
| ***Does not include construction. | | | | | | | | | | | | | | | | | |
| **Off-Airport Traffic (Unmitigated)** | | | | | | | | | | | | | | | | | |
| Tier I (included in SCAB) | *4,918.0* | | *4,674.2* | | *4,473.5* | | *5,020.7* | | *3,383.8* | | *(102.7)* | *(346.5)* | *(547.2)* | *1,534.2* | *1,290.4* | *1,089.7* | *1,636.9* |
| South Coast Air Basin (SCAB) | *9,131.2* | | *8,631.5* | | *8,513.0* | | *9,288.9* | | *6,346.8* | | *(157.7)* | *(457.4)* | *(775.9)* | *2,784.4* | *2,484.7* | *2,166.2* | *2,942.1* |
| Outside of SCAB | *45.3* | | *43.2* | | *41.9* | | *43.8* | | *34.1* | | *1.5* | *(0.6)* | *(1.9)* | *11.2* | *9.1* | *7.8* | *9.7* |
| *Off-Airport Traffic* | *9,176.5* | | *8,674.7* | | *8,554.9* | | *9,332.7* | | *6,380.9* | | *(158.2)* | *(458.0)* | *(777.8)* | *2,795.6* | *2,493.8* | *2,174.0* | *2,951.8* |
| *UNMITIGATED MOBILE SUBTOTAL (Regional)* | *10,846.1* | | *10,538.4* | | *10,223.2* | | *11,219.4* | | *8,306.5* | | *(373.3)* | *(681.0)* | *(996.2)* | *2,539.6* | *2,231.8* | *1,916.6* | *2,912.9* |
| *UNMITIGATED GRAND TOTAL (Regional)* | 10,932.3 | | 10,624.6 | | 10,308.8 | | 11,301.1 | | 8,449.9 | | (368.8) | (676.5) | (992.3) | 2,482.4 | 2,174.7 | 1,859.0 | 2,851.2 |

Data revised 4/18/00 from files dated 3/27/00.

ESTIMATED ANNUAL CO EMISSIONS
ALTERNATIVES A, B, C, NO ACTION/NO PROJECT, & ENVIRONMENTAL BASELINE FOR 2005 (tons/year)
LAX Master Plan

| Source Classification | Alternative A 71.2 MAP TPY | % | Alternative B 71.2 MAP TPY | % | Alternative C 71.2 MAP TPY | % | No Project 68.5 MAP TPY | % | 1996 Baseline 58.0 MAP TPY | % | Increase/ (Decrease) Alt. A vs NP 2.7 TPY | Increase/ (Decrease) Alt. B vs NP 2.7 TPY | Increase/ (Decrease) Alt. C vs NP 2.7 TPY | Increase/ (Decrease) Alt. A vs BASE 13.2 TPY | Increase/ (Decrease) Alt. B vs BASE 13.2 TPY | Increase/ (Decrease) Alt. C vs BASE 13.2 TPY | Increase/ (Decrease) NP vs BASE 10.5 TPY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MOBILE SOURCES:** | | | | | | | | | | | | | | | | | |
| **Aircraft Operations** | | | | | | | | | | | | | | | | | |
| Approach | 147.7 | 1.15% | 147.7 | 1.16% | 147.7 | 1.15% | 145.8 | 0.89% | 133.7 | 0.81% | 1.9 | 1.9 | 1.9 | 14.0 | 14.0 | 14.0 | 12.1 |
| Climbout | 45.0 | 0.35% | 45.0 | 0.35% | 45.0 | 0.35% | 44.5 | 0.27% | 43.7 | 0.26% | 0.5 | 0.5 | 0.5 | 1.3 | 1.3 | 1.3 | 0.8 |
| Takeoff | 29.8 | 0.23% | 29.8 | 0.23% | 29.8 | 0.23% | 29.4 | 0.18% | 30.4 | 0.18% | 0.4 | 0.4 | 0.4 | (0.6) | (0.6) | (0.6) | (1.0) |
| Taxi | 4,533.3 | 35.32% | 4,533.3 | 35.58% | 4,533.3 | 35.26% | 4,418.5 | 26.87% | 3,502.8 | 21.11% | 114.8 | 114.8 | 114.8 | 1,030.6 | 1,030.6 | 1,030.6 | 915.7 |
| Queue | 1,195.3 | 9.31% | 1,195.3 | 9.38% | 1,195.3 | 9.30% | 1,432.1 | 8.71% | 1,135.3 | 6.84% | (236.8) | (236.8) | (236.8) | 60.0 | 60.0 | 60.0 | 296.8 |
| *Aircraft Operations Subtotal* | *5,951.1* | *46.37%* | *5,951.1* | *46.71%* | *5,951.1* | *46.28%* | *6,070.3* | *36.91%* | *4,845.9* | *29.21%* | *(119.2)* | *(119.2)* | *(119.2)* | *1,105.2* | *1,105.2* | *1,105.2* | *1,224.5* |
| **Aircraft Support** | | | | | | | | | | | | | | | | | |
| GSE | 4,118.0 | 32.08% | 4,118.0 | 32.32% | 4,118.0 | 32.03% | 6,219.8 | 37.82% | 5,702.0 | 34.37% | (2,101.8) | (2,101.8) | (2,101.8) | (1,584.1) | (1,584.1) | (1,584.1) | 517.7 |
| APU | 92.6 | 0.72% | 92.6 | 0.73% | 92.6 | 0.72% | 91.8 | 0.56% | 77.6 | 0.47% | 0.7 | 0.7 | 0.7 | 15.0 | 15.0 | 15.0 | 14.3 |
| *Aircraft Support Subtotal* | *4,210.5* | *32.80%* | *4,210.5* | *33.05%* | *4,210.5* | *32.75%* | *6,311.6* | *38.38%* | *5,779.6* | *34.84%* | *(2,101.1)* | *(2,101.1)* | *(2,101.1)* | *(1,569.1)* | *(1,569.1)* | *(1,569.1)* | *532.0* |
| **On-Airport Traffic** | | | | | | | | | | | | | | | | | |
| CTA Area | | | | | | | | | | | | | | | | | |
| Traffic | 1,316.7 | 10.26% | 1,275.0 | 10.01% | 1,302.2 | 10.13% | 2,799.5 | 17.02% | 3,794.9 | 22.88% | (1,482.8) | (1,524.5) | (1,497.4) | (2,478.2) | (2,519.9) | (2,492.7) | (995.3) |
| Parking | 354.5 | 2.76% | 274.1 | 2.15% | 361.6 | 2.81% | 493.4 | 3.00% | 1,155.8 | 6.97% | (138.9) | (219.3) | (131.8) | (801.0) | (881.4) | (794.0) | (662.1) |
| *CTA Area Subtotal* | 1,671.3 | 13.02% | 1,549.2 | 12.16% | 1,663.8 | 12.94% | 3,293.0 | 20.02% | 4,950.5 | 29.84% | (1,621.7) | (1,743.8) | (1,629.2) | (3,279.2) | (3,401.3) | (3,286.7) | (1,657.5) |
| West Terminal Area | | | | | | | | | | | | | | | | | |
| Traffic | 350.2 | 2.73% | 302.3 | 2.37% | 347.2 | 2.70% | 0.0 | 0.00% | | 0.00% | 350.2 | 302.3 | 347.2 | 350.2 | 302.3 | 347.2 | 0.0 |
| Parking | 127.0 | 0.99% | 211.4 | 1.66% | 108.5 | 0.84% | 0.0 | 0.00% | | 0.00% | 127.0 | 211.4 | 108.5 | 127.0 | 211.4 | 108.5 | 0.0 |
| *West Terminal Area* | 477.1 | 3.72% | 513.7 | 4.03% | 455.8 | 3.54% | 0.0 | 0.00% | 0.0 | 0.00% | 477.1 | 513.7 | 455.8 | 477.1 | 513.7 | 455.8 | 0.0 |
| Miscellaneous On-Airport Traffic | | | | | | | | | | | | | | | | | |
| Cargo/Ancillary | 383.3 | 2.99% | 344.3 | 2.70% | 427.9 | 3.33% | 589.3 | 3.58% | 720.5 | 4.34% | (226.1) | (245.0) | (161.4) | (357.3) | (376.2) | (292.6) | (131.2) |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 70.2 | 0.43% | 0.0 | 0.00% | (70.2) | (70.2) | (70.2) | 0.0 | 0.0 | 0.0 | 70.2 |
| Westchester Southside | 41.6 | 0.32% | 50.3 | 0.39% | 31.5 | 0.24% | 0.0 | 0.00% | 0.0 | 0.00% | 41.6 | 50.3 | 31.5 | 41.6 | 50.3 | 31.5 | 0.0 |
| *Miscellaneous On-Airport Traffic* | 404.8 | 3.15% | 394.6 | 3.10% | 459.4 | 3.57% | 659.5 | 4.01% | 720.5 | 4.34% | (254.7) | (265.0) | (200.2) | (315.7) | (326.0) | (261.2) | (61.0) |
| *On-Airport Traffic Subtotal* | *2,553.3* | *19.89%* | *2,457.5* | *19.29%* | *2,578.9* | *20.06%* | *3,952.5* | *24.03%* | *5,671.0* | *34.16%* | *(1,399.3)* | *(1,495.1)* | *(1,373.8)* | *(3,117.7)* | *(3,213.5)* | *(3,092.1)* | *(1,718.5)* |
| ***MOBILE SUBTOTAL (LAX Local Area)*** | *12,714.9* | *99.06%* | *12,619.1* | *99.06%* | *12,740.6* | *99.09%* | *16,334.5* | *99.32%* | *16,296.5* | *98.24%* | *(3,619.6)* | *(3,715.4)* | *(3,593.9)* | *(3,581.6)* | *(3,677.4)* | *(3,555.9)* | *38.0* |
| **STATIONARY:** | | | | | | | | | | | | | | | | | |
| **Airport** | | | | | | | | | | | | | | | | | |
| Airline Maintenance | 16.5 | 0.13% | 16.5 | 0.13% | 16.5 | 0.13% | 16.4 | 0.10% | 167.8 | 1.01% | 0.1 | 0.1 | 0.1 | (151.2) | (151.2) | (151.2) | (151.3) |
| Flight Kitchens | 9.8 | 0.08% | 9.8 | 0.08% | 9.8 | 0.08% | 9.4 | 0.06% | 8.0 | 0.05% | 0.4 | 0.4 | 0.4 | 1.8 | 1.8 | 1.8 | 1.5 |
| Existing CUP/Boilers/Generators/CTs | 57.9 | 0.45% | 57.9 | 0.45% | 57.9 | 0.45% | 57.9 | 0.35% | 58.0 | 0.35% | 0.0 | 0.0 | 0.0 | (0.1) | (0.1) | (0.1) | (0.1) |
| West CUP/CTs | 8.3 | 0.06% | 8.3 | 0.07% | 5.1 | 0.04% | 0.0 | 0.00% | | 0.00% | 8.3 | 8.3 | 5.1 | 8.3 | 8.3 | 5.1 | 0.0 |
| Fuel Farm | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.4 | 0.00% | 0.0 | 0.0 | 0.0 | (0.4) | (0.4) | (0.4) | (0.4) |
| Aircraft Fueling | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Restaurants | 6.2 | 0.05% | 6.2 | 0.05% | 6.2 | 0.05% | 6.0 | 0.04% | 5.0 | 0.03% | 0.2 | 0.2 | 0.2 | 1.2 | 1.2 | 1.2 | 0.9 |
| Engine Testing | 21.1 | 0.16% | 21.1 | 0.17% | 21.0 | 0.16% | 21.1 | 0.13% | 53.5 | 0.32% | 0.0 | 0.0 | (0.0) | (32.4) | (32.4) | (32.5) | (32.4) |
| *Airport Subtotal* | *119.8* | *0.93%* | *119.8* | *0.94%* | *116.6* | *0.91%* | *110.8* | *0.67%* | *292.7* | *1.76%* | *9.0* | *9.0* | *5.8* | *(172.9)* | *(172.9)* | *(176.2)* | *(181.9)* |
| **Collateral/Acquisition Areas (Nat. gas use)** | | | | | | | | | | | | | | | | | |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 1.1 | 0.01% | 0.0 | 0.00% | (1.1) | (1.1) | (1.1) | 0.0 | 0.0 | 0.0 | 1.1 |
| Westchester Southside | 0.4 | 0.00% | 0.4 | 0.00% | 0.4 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.0 |
| *Collateral/Acquisition Areas Subtotal* | *0.4* | *0.00%* | *0.4* | *0.00%* | *0.4* | *0.00%* | *1.1* | *0.01%* | *0.0* | *0.00%* | *(0.7)* | *(0.7)* | *(0.7)* | *0.4* | *0.4* | *0.4* | *1.1* |
| ***STATIONARY SUBTOTAL*** | *120.2* | *0.94%* | *120.3* | *0.94%* | *117.0* | *0.91%* | *111.9* | *0.68%* | *292.7* | *1.76%* | *8.3* | *8.4* | *5.1* | *(172.5)* | *(172.5)* | *(176.7)* | *(180.8)* |
| ***CONSTRUCTION SUBTOTAL**** | *1,991.0* | | *2,276.0* | | *2,061.0* | | *667.0* | | | | *1,324.0* | *1,609.0* | *1,394.0* | *1,991.0* | *2,276.0* | *2,061.0* | *667.0* |
| *Subtotal is for construction which occurs in 2005 only. | | | | | | | | | | | | | | | | | |
| ***GRAND TOTAL (LAX Local Area)***** | 12,835.1 | 100.0% | 12,739.3 | 100.0% | 12,857.5 | 100.0% | 16,446.4 | 100.0% | 16,589.2 | 100.0% | (3,611.3) | (3,707.0) | (3,588.8) | (3,754.1) | (3,849.8) | (3,731.8) | (142.8) |
| ***Does not include construction. | | | | | | | | | | | | | | | | | |
| **Off-Airport Traffic (Unmitigated)** | | | | | | | | | | | | | | | | | |
| Tier I (included in SCAB) | *7,180.8* | | *6,992.2* | | *6,832.9* | | *7,539.4* | | *5,053.0* | | *(358.5)* | *(547.2)* | *(706.5)* | *2,127.9* | *1,939.2* | *1,779.9* | *2,486.4* |
| South Coast Air Basin (SCAB) | *38,886.0* | | *39,579.3* | | *38,967.6* | | *39,128.5* | | *27,403.9* | | *(242.5)* | *450.8* | *(160.9)* | *11,482.1* | *12,175.4* | *11,563.7* | *11,724.6* |
| Outside of SCAB | *586.8* | | *567.7* | | *555.7* | | *561.5* | | *442.8* | | *25.3* | *6.2* | *(5.8)* | *144.0* | *124.9* | *112.9* | *118.7* |
| *Off-Airport Traffic* | *39,472.8* | | *40,147.0* | | *39,523.3* | | *39,690.0* | | *27,846.7* | | *(217.2)* | *457.0* | *(166.7)* | *11,626.1* | *12,300.3* | *11,676.6* | *11,843.3* |
| ***UNMITIGATED MOBILE SUBTOTAL (Regional)*** | *52,187.7* | | *52,766.1* | | *52,263.9* | | *56,024.5* | | *44,143.2* | | *(3,835.8)* | *(3,258.4)* | *(3,760.6)* | *8,044.6* | *8,622.9* | *8,120.7* | *11,881.3* |
| ***UNMITIGATED GRAND TOTAL (Regional)*** | 52,307.9 | | 52,886.3 | | 52,380.8 | | 56,135.4 | | 44,435.9 | | (3,826.5) | (3,250.0) | (3,755.5) | 7,872.0 | 8,450.5 | 7,945.0 | 11,700.5 |

Data revised 4/18/00 from files dated 3/27/00.

ESTIMATED ANNUAL SO2 EMISSIONS
ALTERNATIVES A, B, C, NO ACTION/NO PROJECT, & ENVIRONMENTAL BASELINE FOR 2005 (tons/year)
LAX Master Plan

| Source Classification | Alternative A 71.2 MAP TPY | % | Alternative B 71.2 MAP TPY | % | Alternative C 71.2 MAP TPY | % | No Project 68.5 MAP TPY | % | 1996 Baseline 58.0 MAP TPY | % | Increase/ (Decrease) Alt. A vs NP 2.7 TPY | Increase/ (Decrease) Alt. B vs NP 2.7 TPY | Increase/ (Decrease) Alt. C vs NP 2.7 TPY | Increase/ (Decrease) Alt. A vs BASE 13.2 TPY | Increase/ (Decrease) Alt. B vs BASE 13.2 TPY | Increase/ (Decrease) Alt. C vs BASE 13.2 TPY | Increase/ (Decrease) NP vs BASE 10.5 TPY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MOBILE SOURCES:** | | | | | | | | | | | | | | | | | |
| **Aircraft Operations** | | | | | | | | | | | | | | | | | |
| Approach | 28.6 | 12.84% | 28.6 | 12.84% | 28.6 | 12.83% | 28.3 | 12.15% | 22.9 | 12.51% | 0.3 | 0.3 | 0.3 | 5.7 | 5.7 | 5.7 | 5.5 |
| Climbout | 38.5 | 17.28% | 38.5 | 17.29% | 38.5 | 17.27% | 38.1 | 16.35% | 30.7 | 16.77% | 0.4 | 0.4 | 0.4 | 7.8 | 7.8 | 7.8 | 7.5 |
| Takeoff | 28.9 | 12.99% | 28.9 | 12.99% | 28.9 | 12.98% | 28.7 | 12.28% | 23.2 | 12.69% | 0.3 | 0.3 | 0.3 | 5.7 | 5.7 | 5.7 | 5.4 |
| Taxi | 90.9 | 40.80% | 90.9 | 40.81% | 90.9 | 40.77% | 89.0 | 38.16% | 67.2 | 36.75% | 1.9 | 1.9 | 1.9 | 23.7 | 23.7 | 23.7 | 21.8 |
| Queue | 23.8 | 10.70% | 23.8 | 10.71% | 23.8 | 10.70% | 28.8 | 12.35% | 21.8 | 11.91% | (5.0) | (5.0) | (5.0) | 2.1 | 2.1 | 2.1 | 7.0 |
| *Aircraft Operations Subtotal* | *210.8* | *94.62%* | *210.8* | *94.63%* | *210.8* | *94.56%* | *213.0* | *91.30%* | *165.8* | *90.63%* | *(2.2)* | *(2.2)* | *(2.2)* | *45.0* | *45.0* | *45.0* | *47.2* |
| **Aircraft Support** | | | | | | | | | | | | | | | | | |
| GSE | 4.2 | 1.88% | 4.2 | 1.88% | 4.2 | 1.88% | 12.1 | 5.17% | 8.1 | 4.42% | (7.9) | (7.9) | (7.9) | (3.9) | (3.9) | (3.9) | 4.0 |
| APU | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| *Aircraft Support Subtotal* | *4.2* | *1.88%* | *4.2* | *1.88%* | *4.2* | *1.88%* | *12.1* | *5.17%* | *8.1* | *4.42%* | *(7.9)* | *(7.9)* | *(7.9)* | *(3.9)* | *(3.9)* | *(3.9)* | *4.0* |
| **On-Airport Traffic** | | | | | | | | | | | | | | | | | |
| CTA Area | | | | | | | | | | | | | | | | | |
| Traffic | 1.1 | 0.47% | 1.1 | 0.48% | 1.1 | 0.50% | 1.8 | 0.79% | 1.4 | 0.75% | (0.8) | (0.8) | (0.7) | (0.3) | (0.3) | (0.3) | 0.5 |
| Parking | 0.1 | 0.04% | 0.1 | 0.04% | 0.1 | 0.05% | 0.2 | 0.07% | 0.2 | 0.10% | (0.1) | (0.1) | (0.1) | (0.1) | (0.1) | (0.1) | (0.0) |
| *CTA Area Subtotal* | 1.2 | 0.52% | 1.1 | 0.51% | 1.2 | 0.54% | 2.0 | 0.86% | 1.5 | 0.84% | (0.8) | (0.9) | (0.8) | (0.4) | (0.4) | (0.3) | 0.5 |
| West Terminal Area | | | | | | | | | | | | | | | | | |
| Traffic | 0.5 | 0.21% | 0.5 | 0.20% | 0.5 | 0.24% | 0.0 | 0.00% | | 0.00% | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 |
| Parking | 0.0 | 0.02% | 0.1 | 0.03% | 0.0 | 0.02% | 0.0 | 0.00% | | 0.00% | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| *West Terminal Area* | 0.5 | 0.23% | 0.5 | 0.23% | 0.6 | 0.26% | 0.0 | 0.00% | 0.0 | 0.00% | 0.5 | 0.5 | 0.6 | 0.5 | 0.5 | 0.6 | 0.0 |
| Miscellaneous On-Airport Traffic | | | | | | | | | | | | | | | | | |
| Cargo/Ancillary | 0.3 | 0.15% | 0.3 | 0.13% | 0.5 | 0.23% | 0.6 | 0.25% | 0.4 | 0.21% | (0.2) | (0.3) | (0.1) | (0.0) | (0.1) | 0.1 | 0.2 |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Westchester Southside | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| *Miscellaneous On-Airport Traffic* | 0.3 | 0.15% | 0.3 | 0.13% | 0.5 | 0.23% | 0.6 | 0.25% | 0.4 | 0.21% | (0.2) | (0.3) | (0.1) | (0.0) | (0.1) | 0.1 | 0.2 |
| *On-Airport Traffic Subtotal* | *2.0* | *0.90%* | *2.0* | *0.88%* | *2.3* | *1.03%* | *2.6* | *1.10%* | *1.9* | *1.05%* | *(0.8)* | *(0.8)* | *(0.3)* | *0.1* | *0.0* | *0.4* | *0.6* |
| ***MOBILE SUBTOTAL (LAX Local Area)*** | *217.0* | *97.39%* | *216.9* | *97.39%* | *217.3* | *97.47%* | *227.6* | *97.57%* | *175.8* | *96.10%* | *(10.6)* | *(10.7)* | *(10.3)* | *41.2* | *41.1* | *41.5* | *51.8* |
| **STATIONARY:** | | | | | | | | | | | | | | | | | |
| **Airport** | | | | | | | | | | | | | | | | | |
| Airline Maintenance | 0.2 | 0.09% | 0.2 | 0.09% | 0.2 | 0.09% | 0.2 | 0.09% | 6.7 | 3.66% | 0.0 | 0.0 | 0.0 | (6.5) | (6.5) | (6.5) | (6.5) |
| Flight Kitchens | 0.1 | 0.03% | 0.1 | 0.03% | 0.1 | 0.03% | 0.1 | 0.02% | 0.0 | 0.03% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Existing CUP/Boilers/Generators/CTs | 0.3 | 0.14% | 0.3 | 0.14% | 0.3 | 0.14% | 0.3 | 0.14% | 0.3 | 0.18% | 0.0 | 0.0 | 0.0 | (0.0) | (0.0) | (0.0) | (0.0) |
| West CUP/CTs | 0.1 | 0.06% | 0.1 | 0.06% | 0.1 | 0.04% | 0.0 | 0.00% | | 0.00% | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| Fuel Farm | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.02% | 0.0 | 0.0 | 0.0 | (0.0) | (0.0) | (0.0) | (0.0) |
| Aircraft Fueling | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Restaurants | 0.0 | 0.02% | 0.0 | 0.02% | 0.0 | 0.02% | 0.0 | 0.02% | 0.0 | 0.02% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Engine Testing | 5.1 | 2.27% | 5.1 | 2.27% | 4.9 | 2.21% | 5.1 | 2.17% | 0.0 | 0.00% | 0.0 | 0.0 | (0.1) | 5.1 | 5.1 | 4.9 | 5.0 |
| *Airport Subtotal* | *5.8* | *2.61%* | *5.8* | *2.61%* | *5.6* | *2.53%* | *5.7* | *2.43%* | *7.1* | *3.90%* | *0.1* | *0.1* | *(0.0)* | *(1.3)* | *(1.3)* | *(1.5)* | *(1.5)* |
| **Collateral/Acquisition Areas (Nat. gas use)** | | | | | | | | | | | | | | | | | |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Westchester Southside | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| *Collateral/Acquisition Areas Subtotal* | *0.0* | *0.00%* | *0.0* | *0.00%* | *0.0* | *0.00%* | *0.0* | *0.00%* | *0.0* | *0.00%* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* |
| ***STATIONARY SUBTOTAL*** | *5.8* | *2.61%* | *5.8* | *2.61%* | *5.6* | *2.53%* | *5.7* | *2.43%* | *7.1* | *3.90%* | *0.1* | *0.1* | *(0.0)* | *(1.3)* | *(1.3)* | *(1.5)* | *(1.5)* |
| ***CONSTRUCTION SUBTOTAL**** | *359.0* | | *408.0* | | *359.0* | | *87.0* | | | | *272.0* | *321.0* | *282.0* | *359.0* | *408.0* | *359.0* | *87.0* |
| **Subtotal is for construction which occurs in 2005 only. | | | | | | | | | | | | | | | | | |
| ***GRAND TOTAL (LAX Local Area)***** | 222.8 | 100.0% | 222.7 | 100.0% | 222.9 | 100.0% | 233.3 | 100.0% | 182.9 | 100.0% | (10.5) | (10.5) | (10.3) | 39.8 | 39.8 | 40.0 | 50.3 |
| ***Does not include construction. | | | | | | | | | | | | | | | | | |
| **Off-Airport Traffic (Unmitigated)** | | | | | | | | | | | | | | | | | |
| Tier I (included in SCAB) | *23.7* | | *23.2* | | *23.7* | | *23.8* | | *16.6* | | *(0.1)* | *(0.6)* | *(0.1)* | *7.1* | *6.8* | *7.1* | *7.2* |
| South Coast Air Basin (SCAB) | *158.8* | | *168.5* | | *167.9* | | *164.5* | | *117.4* | | *(5.7)* | *4.0* | *3.4* | *41.4* | *51.1* | *50.5* | *47.1* |
| Outside of SCAB | *1.2* | | *1.2* | | *1.2* | | *1.3* | | *1.0* | | *(0.0)* | *(0.0)* | *(0.1)* | *0.2* | *0.2* | *0.2* | *0.3* |
| *Off-Airport Traffic* | *160.0* | | *169.7* | | *168.1* | | *165.8* | | *118.4* | | *(5.7)* | *4.0* | *3.3* | *41.6* | *51.3* | *50.7* | *47.4* |
| ***UNMITIGATED MOBILE SUBTOTAL (Regional)*** | *377.0* | | *386.7* | | *386.4* | | *393.3* | | *294.2* | | *(16.3)* | *(6.7)* | *(7.0)* | *82.8* | *92.4* | *92.2* | *98.1* |
| ***UNMITIGATED GRAND TOTAL (Regional)*** | 382.8 | | 392.5 | | 392.0 | | 399.0 | | 301.3 | | (16.2) | (6.5) | (7.0) | 81.5 | 91.1 | 90.7 | 97.7 |

Data revised 4/18/00 from files dated 3/27/00.

**ESTIMATED ANNUAL PM10 EMISSIONS**
**ALTERNATIVES A, B, C, NO ACTION/NO PROJECT, & ENVIRONMENTAL BASELINE FOR 2005 (tons/year)**
**LAX Master Plan**

| Source Classification | Alternative A 71.2 MAP TPY | % | Alternative B 71.2 MAP TPY | % | Alternative C 71.2 MAP TPY | % | No Project 68.5 MAP TPY | % | 1996 Baseline 58.0 MAP TPY | % | Increase/ (Decrease) Alt. A vs NP 2.7 TPY | Increase/ (Decrease) Alt. B vs NP 2.7 TPY | Increase/ (Decrease) Alt. C vs NP 2.7 TPY | Increase/ (Decrease) Alt. A vs BASE 13.2 TPY | Increase/ (Decrease) Alt. B vs BASE 13.2 TPY | Increase/ (Decrease) Alt. C vs BASE 13.2 TPY | Increase/ (Decrease) NP vs BASE 10.5 TPY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MOBILE SOURCES:** | | | | | | | | | | | | | | | | | |
| Aircraft Operations | | | | | | | | | | | | | | | | | |
| Approach | 6.9 | 4.97% | 6.9 | 5.03% | 6.9 | 4.82% | 6.9 | 4.21% | 5.5 | 3.47% | 0.1 | 0.1 | 0.1 | 1.4 | 1.4 | 1.4 | 1.4 |
| Climbout | 17.1 | 12.21% | 17.1 | 12.35% | 17.1 | 11.85% | 16.9 | 10.33% | 14.5 | 9.14% | 0.2 | 0.2 | 0.2 | 2.5 | 2.5 | 2.5 | 2.4 |
| Takeoff | 15.0 | 10.71% | 15.0 | 10.84% | 15.0 | 10.39% | 14.8 | 9.06% | 13.0 | 8.20% | 0.1 | 0.1 | 0.1 | 1.9 | 1.9 | 1.9 | 1.8 |
| Taxi | 16.9 | 12.12% | 16.9 | 12.26% | 16.9 | 11.76% | 16.5 | 10.12% | 13.8 | 8.72% | 0.4 | 0.4 | 0.4 | 3.1 | 3.1 | 3.1 | 2.7 |
| Queue | 4.3 | 3.05% | 4.3 | 3.09% | 4.3 | 2.96% | 5.2 | 3.15% | 4.3 | 2.72% | (0.9) | (0.9) | (0.9) | (0.1) | (0.1) | (0.1) | 0.8 |
| *Aircraft Operations Subtotal* | *60.2* | *43.05%* | *60.2* | *43.57%* | *60.2* | *41.79%* | *60.3* | *36.87%* | *51.2* | *32.28%* | *(0.1)* | *(0.1)* | *(0.1)* | *8.9* | *8.9* | *8.9* | *9.0* |
| Aircraft Support | | | | | | | | | | | | | | | | | |
| GSE | 5.6 | 4.02% | 5.6 | 4.07% | 5.6 | 3.90% | 22.6 | 13.85% | 12.7 | 7.97% | (17.0) | (17.0) | (17.0) | (7.0) | (7.0) | (7.0) | 10.0 |
| APU | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| *Aircraft Support Subtotal* | *5.6* | *4.02%* | *5.6* | *4.07%* | *5.6* | *3.90%* | *22.6* | *13.85%* | *12.7* | *7.97%* | *(17.0)* | *(17.0)* | *(17.0)* | *(7.0)* | *(7.0)* | *(7.0)* | *10.0* |
| On-Airport Traffic | | | | | | | | | | | | | | | | | |
| CTA Area | | | | | | | | | | | | | | | | | |
| Traffic | 20.5 | 14.67% | 19.9 | 14.43% | 20.2 | 14.07% | 33.0 | 20.18% | 23.7 | 14.89% | (12.5) | (13.1) | (12.7) | (3.2) | (3.7) | (3.4) | 9.3 |
| Parking | 0.4 | 0.31% | 0.4 | 0.27% | 0.5 | 0.35% | 0.9 | 0.57% | 1.2 | 0.74% | (0.5) | (0.6) | (0.4) | (0.7) | (0.8) | (0.7) | (0.2) |
| *CTA Area Subtotal* | *20.9* | *14.98%* | *20.3* | *14.69%* | *20.8* | *14.42%* | *33.9* | *20.74%* | *24.8* | *15.63%* | *(13.0)* | *(13.6)* | *(13.2)* | *(3.9)* | *(4.5)* | *(4.1)* | *9.1* |
| West Terminal Area | | | | | | | | | | | | | | | | | |
| Traffic | 8.8 | 6.31% | 8.5 | 6.17% | 11.0 | 7.63% | 0.0 | 0.00% | | 0.00% | 8.8 | 8.5 | 11.0 | 8.8 | 8.5 | 11.0 | 0.0 |
| Parking | 0.2 | 0.16% | 0.3 | 0.22% | 0.2 | 0.15% | 0.0 | 0.00% | | 0.00% | 0.2 | 0.3 | 0.2 | 0.2 | 0.3 | 0.2 | 0.0 |
| *West Terminal Area* | 9.0 | 6.46% | 8.8 | 6.39% | 11.2 | 7.78% | 0.0 | 0.00% | 0.0 | 0.00% | 9.0 | 8.8 | 11.2 | 9.0 | 8.8 | 11.2 | 0.0 |
| Miscellaneous On-Airport Traffic | | | | | | | | | | | | | | | | | |
| Cargo/Ancillary | 6.6 | 4.75% | 5.8 | 4.20% | 9.6 | 6.63% | 12.1 | 7.42% | 16.5 | 10.39% | (5.5) | (6.3) | (2.3) | (9.9) | (10.7) | (6.7) | (4.4) |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.4 | 0.23% | 0.0 | 0.00% | (0.4) | (0.4) | (0.4) | 0.0 | 0.0 | 0.0 | 0.4 |
| Westchester Southside | 0.2 | 0.16% | 0.3 | 0.20% | 0.2 | 0.12% | 0.0 | 0.00% | 0.0 | 0.00% | 0.2 | 0.3 | 0.2 | 0.2 | 0.3 | 0.2 | 0.0 |
| *Miscellaneous On-Airport Traffic* | 6.9 | 4.92% | 6.1 | 4.40% | 10.0 | 6.95% | 12.5 | 7.66% | 16.5 | 10.39% | (5.6) | (6.4) | (2.5) | (9.6) | (10.4) | (6.5) | (4.0) |
| *On-Airport Traffic Subtotal* | *36.8* | *26.37%* | *35.2* | *25.48%* | *42.0* | *29.15%* | *46.4* | *28.40%* | *41.3* | *26.02%* | *(9.6)* | *(11.2)* | *(4.5)* | *(4.5)* | *(6.2)* | *0.8* | *5.1* |
| ***MOBILE SUBTOTAL (LAX Local Area)*** | *102.6* | *73.45%* | *100.9* | *73.12%* | *107.7* | *74.84%* | *129.3* | *79.13%* | *105.2* | *66.24%* | *(26.7)* | *(28.4)* | *(21.8)* | *(2.5)* | *(4.3)* | *2.8* | *24.1* |
| **STATIONARY:** | | | | | | | | | | | | | | | | | |
| Airport | | | | | | | | | | | | | | | | | |
| Airline Maintenance | 17.0 | 12.15% | 17.0 | 12.29% | 17.0 | 11.79% | 16.9 | 10.31% | 39.5 | 24.89% | 0.1 | 0.1 | 0.1 | (22.6) | (22.6) | (22.6) | (22.7) |
| Flight Kitchens | 11.4 | 8.14% | 11.4 | 8.24% | 11.4 | 7.90% | 10.9 | 6.69% | 9.2 | 5.80% | 0.4 | 0.4 | 0.4 | 2.2 | 2.2 | 2.2 | 1.7 |
| Existing CUP/Boilers/Generators | 1.2 | 0.85% | 1.2 | 0.86% | 1.2 | 0.82% | 1.2 | 0.73% | 1.2 | 0.77% | (0.0) | (0.0) | (0.0) | (0.0) | (0.0) | (0.0) | (0.0) |
| West CUP | 2.3 | 1.63% | 2.3 | 1.65% | 1.4 | 0.97% | 0.0 | 0.00% | | 0.00% | 2.3 | 2.3 | 1.4 | 2.3 | 2.3 | 1.4 | 0.0 |
| Fuel Farm | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.1 | 0.09% | 0.0 | 0.0 | 0.0 | (0.1) | (0.1) | (0.1) | (0.1) |
| Aircraft Fueling | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Restaurants | 4.3 | 3.09% | 4.3 | 3.13% | 4.3 | 3.00% | 4.2 | 2.54% | 3.5 | 2.21% | 0.2 | 0.2 | 0.2 | 0.8 | 0.8 | 0.8 | 0.6 |
| Engine Testing | 1.0 | 0.70% | 1.0 | 0.71% | 1.0 | 0.66% | 1.0 | 0.60% | | 0.00% | (0.0) | (0.0) | (0.0) | 1.0 | 1.0 | 1.0 | 1.0 |
| *Airport Subtotal* | *37.1* | *26.55%* | *37.1* | *26.86%* | *36.2* | *25.16%* | *34.1* | *20.87%* | *53.6* | *33.76%* | *3.0* | *3.0* | *2.1* | *(16.5)* | *(16.5)* | *(17.4)* | *(18.5)* |
| Collateral/Acquisition Areas (Nat. gas use) | | | | | | | | | | | | | | | | | |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Westchester Southside | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| *Collateral/Acquisition Areas Subtotal* | *0.0* | *0.00%* | *0.0* | *0.00%* | *0.0* | *0.00%* | *0.0* | *0.00%* | *0.0* | *0.00%* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* |
| ***STATIONARY SUBTOTAL*** | *37.1* | *26.55%* | *37.1* | *26.88%* | *36.2* | *25.16%* | *34.1* | *20.87%* | *53.6* | *33.76%* | *3.0* | *3.0* | *2.1* | *(16.5)* | *(16.5)* | *(17.4)* | *(18.5)* |
| ***CONSTRUCTION SUBTOTAL**** | *875.0* | | *999.0* | | *905.0* | | *69.0* | | | | *806.0* | *930.0* | *836.0* | *875.0* | *999.0* | *905.0* | *69.0* |
| **Subtotal is for construction which occurs in 2005 only. | | | | | | | | | | | | | | | | | |
| ***GRAND TOTAL (LAX Local Area)***** | 139.7 | 100.0% | 138.1 | 100.0% | 143.9 | 100.0% | 163.5 | 100.0% | 158.9 | 100.0% | (23.7) | (25.4) | (19.5) | (19.1) | (20.8) | (14.9) | 4.6 |
| ***Does not include construction. | | | | | | | | | | | | | | | | | |
| Off-Airport Traffic (Unmitigated) | | | | | | | | | | | | | | | | | |
| Tier I (included in SCAB) | *42.7* | | *41.9* | | *41.5* | | *45.3* | | *30.5* | | *(2.6)* | *(3.4)* | *(3.8)* | *12.2* | *11.4* | *11.0* | *14.8* |
| South Coast Air Basin (SCAB) | *371.4* | | *383.6* | | *380.4* | | *252.5* | | *269.8* | | *118.9* | *131.1* | *127.9* | *101.6* | *113.8* | *110.6* | *(17.3)* |
| Outside of SCAB | *2.8* | | *2.8* | | *2.7* | | *2.8* | | *2.2* | | *0.1* | *(0.0)* | *(0.1)* | *0.7* | *0.6* | *0.5* | *0.6* |
| ***Off-Airport Traffic*** | *374.3* | | *386.4* | | *383.1* | | *255.3* | | *272.0* | | *119.0* | *131.1* | *127.8* | *102.3* | *114.4* | *111.1* | *(16.7)* |
| ***UNMITIGATED MOBILE SUBTOTAL (Regional)*** | *476.9* | | *487.3* | | *490.9* | | *384.7* | | *377.2* | | *92.2* | *102.7* | *106.2* | *99.7* | *110.1* | *113.6* | *7.4* |
| ***UNMITIGATED GRAND TOTAL (Regional)*** | 514.0 | | 524.5 | | 527.1 | | 418.8 | | 430.9 | | 95.2 | 105.7 | 108.3 | 83.1 | 93.6 | 96.2 | (12.1) |

Data revised 4/18/00 from files dated 3/27/00.

**ESTIMATED ANNUAL NOx EMISSIONS**
**ALTERNATIVES A, B, C, NO ACTION/NO PROJECT, & ENVIRONMENTAL BASELINE FOR 2015 (tons/year)**
**LAX Master Plan**

| Source Classification | Alternative A 97.9 MAP TPY | % | Alternative B 97.9 MAP TPY | % | Alternative C 89.6 MAP TPY | % | No Project 78.8 MAP TPY | % | 1996 Baseline 58.0 MAP TPY | % | Increase/ (Decrease) Alt. A vs NP 19.1 TPY | Increase/ (Decrease) Alt. B vs NP 19.1 TPY | Increase/ (Decrease) Alt. C vs NP 10.8 TPY | Increase/ (Decrease) Alt. A vs BASE 39.9 TPY | Increase/ (Decrease) Alt. B vs BASE 39.9 TPY | Increase/ (Decrease) Alt. C vs BASE 31.6 TPY | Increase/ (Decrease) NP vs BASE 20.8 TPY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MOBILE SOURCES:** | | | | | | | | | | | | | | | | | |
| **Aircraft Operations** | | | | | | | | | | | | | | | | | |
| Approach | 729.9 | 10.17% | 729.9 | 10.04% | 675.7 | 9.99% | 576.7 | 9.14% | 399.1 | 7.71% | 153.2 | 153.2 | 99.0 | 330.8 | 330.8 | 276.6 | 177.6 |
| Climbout | 2,347.1 | 32.71% | 2,347.1 | 32.28% | 2,179.1 | 32.20% | 1,806.1 | 28.63% | 1,364.2 | 26.36% | 541.0 | 541.0 | 373.0 | 982.9 | 982.9 | 814.9 | 441.8 |
| Takeoff | 2,230.4 | 31.08% | 2,230.4 | 30.68% | 2,072.7 | 30.63% | 1,708.4 | 27.08% | 1,310.9 | 25.33% | 522.0 | 522.0 | 364.3 | 919.5 | 919.4 | 761.8 | 397.5 |
| Taxi | 791.9 | 11.04% | 860.6 | 11.84% | 883.8 | 13.06% | 723.3 | 11.47% | 488.6 | 9.45% | 68.5 | 137.3 | 160.4 | 303.0 | 371.8 | 394.9 | 234.5 |
| Queue | 426.4 | 5.94% | 443.4 | 6.10% | 376.8 | 5.60% | 340.4 | 5.40% | 158.4 | 3.06% | 86.0 | 103.0 | 38.4 | 267.9 | 284.9 | 220.3 | 181.9 |
| ***Aircraft Operations Subtotal*** | *6,525.7* | *90.95%* | *6,611.4* | *90.94%* | *6,190.0* | *91.47%* | *5,154.9* | *81.71%* | *3,721.6* | *71.91%* | *1,370.7* | *1,456.5* | *1,035.1* | *2,804.1* | *2,889.9* | *2,468.5* | *1,433.4* |
| **Aircraft Support** | | | | | | | | | | | | | | | | | |
| GSE | 163.3 | 2.28% | 163.7 | 2.25% | 138.8 | 2.05% | 618.7 | 9.81% | 386.9 | 7.48% | (455.5) | (455.0) | (480.0) | (223.6) | (223.1) | (248.1) | 231.9 |
| APU | 65.4 | 0.91% | 65.3 | 0.90% | 55.7 | 0.82% | 53.8 | 0.85% | 34.0 | 0.66% | 11.7 | 11.6 | 2.0 | 31.4 | 31.4 | 21.8 | 19.8 |
| ***Aircraft Support Subtotal*** | *228.7* | *3.19%* | *229.0* | *3.15%* | *194.5* | *2.87%* | *672.5* | *10.66%* | *420.8* | *8.13%* | *(443.8)* | *(443.4)* | *(478.0)* | *(192.2)* | *(191.8)* | *(226.3)* | *251.7* |
| **On-Airport Traffic** | | | | | | | | | | | | | | | | | |
| CTA Area | | | | | | | | | | | | | | | | | |
| Traffic | 43.4 | 0.60% | 48.2 | 0.66% | 53.4 | 0.79% | 160.3 | 2.54% | 243.2 | 4.70% | (116.9) | (112.1) | (106.9) | (199.8) | (195.0) | (189.8) | (82.9) |
| Parking | 9.6 | 0.13% | 7.7 | 0.11% | 8.6 | 0.13% | 28.1 | 0.44% | 53.1 | 1.03% | (18.4) | (20.4) | (19.4) | (43.4) | (45.4) | (44.5) | (25.0) |
| *CTA Area Subtotal* | 53.0 | 0.74% | 55.9 | 0.77% | 62.0 | 0.92% | 188.4 | 2.99% | 296.3 | 5.73% | (135.3) | (132.5) | (126.3) | (243.2) | (240.4) | (234.3) | (107.9) |
| West Terminal Area | | | | | | | | | | | | | | | | | |
| Traffic | 58.7 | 0.82% | 55.4 | 0.76% | 39.5 | 0.58% | 29.6 | 0.47% | | 0.00% | 29.1 | 25.8 | 9.9 | 58.7 | 55.4 | 39.5 | 29.6 |
| Parking | 9.0 | 0.13% | 9.6 | 0.13% | 8.3 | 0.12% | 0.0 | 0.00% | | 0.00% | 9.0 | 9.6 | 8.3 | 9.0 | 9.6 | 8.3 | 0.0 |
| *West Terminal Area* | 67.7 | 0.94% | 65.0 | 0.89% | 47.8 | 0.71% | 29.6 | 0.47% | 0.0 | 0.00% | 38.1 | 35.4 | 18.2 | 67.7 | 65.0 | 47.9 | 29.6 |
| Miscellaneous On-Airport Traffic | | | | | | | | | | | | | | | | | |
| Cargo/Ancillary | 64.8 | 0.90% | 67.9 | 0.93% | 64.0 | 0.95% | 46.8 | 0.74% | 138.2 | 2.67% | 18.0 | 21.1 | 17.2 | (73.4) | (70.3) | (74.2) | (91.4) |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 6.4 | 0.10% | 0.0 | 0.00% | (6.4) | (6.4) | (6.4) | 0.0 | 0.0 | 0.0 | 6.4 |
| Westchester Southside | 2.3 | 0.03% | 2.3 | 0.03% | 2.3 | 0.03% | 0.0 | 0.00% | 0.0 | 0.00% | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 0.0 |
| *Miscellaneous On-Airport Traffic* | 67.1 | 0.94% | 70.2 | 0.97% | 66.3 | 0.98% | 53.2 | 0.84% | 138.2 | 2.67% | 13.9 | 17.0 | 13.1 | (71.1) | (68.0) | (71.9) | (85.0) |
| ***On-Airport Traffic Subtotal*** | *187.9* | *2.62%* | *191.1* | *2.63%* | *176.1* | *2.60%* | *271.1* | *4.30%* | *434.5* | *8.40%* | *(83.3)* | *(80.0)* | *(95.0)* | *(246.6)* | *(243.4)* | *(258.4)* | *(163.9)* |
| ***MOBILE SUBTOTAL (LAX Local Area)*** | *6,942.2* | *96.75%* | *7,031.5* | *96.71%* | *6,560.6* | *96.95%* | *6,098.5* | *96.67%* | *4,576.8* | *88.44%* | *843.7* | *933.0* | *462.1* | *2,365.4* | *2,454.7* | *1,983.8* | *1,521.7* |
| **STATIONARY:** | | | | | | | | | | | | | | | | | |
| **Airport** | | | | | | | | | | | | | | | | | |
| Airline Maintenance | 24.3 | 0.34% | 24.3 | 0.33% | 20.7 | 0.31% | 20.3 | 0.32% | 355.1 | 6.86% | 3.9 | 3.9 | 0.4 | (330.9) | (330.9) | (334.4) | (334.8) |
| Flight Kitchens | 14.6 | 0.20% | 14.6 | 0.20% | 13.3 | 0.20% | 11.7 | 0.19% | 8.6 | 0.17% | 2.8 | 2.8 | 1.6 | 5.9 | 5.9 | 4.7 | 3.1 |
| Existing CUP/Boilers/Generators/CTs | 39.4 | 0.55% | 39.4 | 0.54% | 39.4 | 0.58% | 39.5 | 0.63% | 111.2 | 2.15% | (0.0) | (0.0) | (0.0) | (71.8) | (71.8) | (71.8) | (71.9) |
| West CUP/CTs | 2.0 | 0.03% | 1.8 | 0.02% | 1.1 | 0.02% | 0.0 | 0.00% | | 0.00% | 2.0 | 1.8 | 1.1 | 2.0 | 1.8 | 1.1 | 0.0 |
| Fuel Farm | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 2.0 | 0.04% | 0.0 | 0.0 | 0.0 | (2.0) | (2.0) | (2.0) | (2.0) |
| Aircraft Fueling | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Restaurants | 4.8 | 0.07% | 4.8 | 0.07% | 4.4 | 0.06% | 3.8 | 0.06% | 2.8 | 0.05% | 0.9 | 0.9 | 0.5 | 1.9 | 1.9 | 1.5 | 1.0 |
| Engine Testing | 142.8 | 1.99% | 148.8 | 2.05% | 122.5 | 1.81% | 121.3 | 1.92% | 118.4 | 2.29% | 21.5 | 27.5 | 1.2 | 24.4 | 30.4 | 4.1 | 2.9 |
| ***Airport Subtotal*** | *227.9* | *3.18%* | *233.7* | *3.21%* | *201.4* | *2.98%* | *196.7* | *3.12%* | *598.2* | *11.56%* | *31.2* | *37.0* | *4.7* | *(370.4)* | *(364.5)* | *(396.8)* | *(401.6)* |
| **Collateral/Acquisition Areas (Nat. gas use)** | | | | | | | | | | | | | | | | | |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 13.2 | 0.21% | 0.0 | 0.00% | (13.2) | (13.2) | (13.2) | 0.0 | 0.0 | 0.0 | 13.2 |
| Westchester Southside | 5.2 | 0.07% | 5.2 | 0.07% | 5.2 | 0.08% | 0.0 | 0.00% | 0.0 | 0.00% | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 0.0 |
| ***Collateral/Acquisition Areas Subtotal*** | *5.2* | *0.07%* | *5.2* | *0.07%* | *5.2* | *0.08%* | *13.2* | *0.21%* | *0.0* | *0.00%* | *(8.0)* | *(8.0)* | *(8.0)* | *5.2* | *5.2* | *5.2* | *13.2* |
| ***STATIONARY SUBTOTAL*** | *233.1* | *3.25%* | *238.9* | *3.29%* | *206.6* | *3.05%* | *209.9* | *3.33%* | *598.2* | *11.56%* | *23.2* | *29.0* | *(3.3)* | *(365.2)* | *(359.4)* | *(391.6)* | *(388.3)* |
| ***CONSTRUCTION SUBTOTAL**** | *556.0* | | *634.0* | | *574.0* | | *0.0* | | *0.0* | | *556.0* | *634.0* | *574.0* | *556.0* | *634.0* | *574.0* | *0.0* |
| *Subtotal is for construction which occurs in 2015 only. | | | | | | | | | | | | | | | | | |
| ***GRAND TOTAL (LAX Local Area)***** | 7,175.3 | 100.0% | 7,270.4 | 100.0% | 6,767.3 | 100.0% | 6,308.4 | 100.0% | 5,175.1 | 100.0% | 866.8 | 961.9 | 458.8 | 2,000.2 | 2,095.3 | 1,592.2 | 1,133.4 |
| ***Does not include construction emissions. | | | | | | | | | | | | | | | | | |
| **Off-Airport Traffic (Unmitigated)** | | | | | | | | | | | | | | | | | |
| Tier I (included in SCAB) | *659.8* | | *660.0* | | *676.7* | | *596.3* | | *373.1* | | *63.3* | *63.7* | *82.4* | *286.5* | *286.9* | *305.6* | *223.2* |
| South Coast Air Basin (SCAB) | *4,661.1* | | *4,669.8* | | *4,672.6* | | *3,767.8* | | *2,556.2* | | *893.3* | *902.0* | *904.8* | *2,104.9* | *2,113.6* | *2,116.4* | *1,211.6* |
| Outside of SCAB | *26.2* | | *26.3* | | *25.7* | | *21.2* | | *15.7* | | *5.0* | *5.1* | *4.5* | *10.5* | *10.6* | *10.0* | *5.5* |
| ***Off-Airport Traffic*** | *4,687.3* | | *4,696.1* | | *4,698.3* | | *3,789.0* | | *2,571.9* | | *898.3* | *907.1* | *909.3* | *2,115.4* | *2,124.2* | *2,126.4* | *1,217.1* |
| ***UNMITIGATED MOBILE SUBTOTAL (Regional)*** | *11,629.5* | | *11,727.6* | | *11,258.9* | | *9,887.5* | | *7,148.7* | | *1,742.0* | *1,840.1* | *1,371.4* | *4,480.8* | *4,579.9* | *4,110.2* | *2,738.8* |
| ***UNMITIGATED GRAND TOTAL (Regional)*** | 11,862.6 | | 11,966.5 | | 11,465.6 | | 10,097.4 | | 7,747.0 | | 1,765.1 | 1,869.0 | 1,368.1 | 4,115.6 | 4,219.5 | 3,718.6 | 2,350.5 |

Data revised 4/18/00 from files dated 3/27/00.

ESTIMATED ANNUAL HC (or VOC) EMISSIONS
ALTERNATIVES A, B, C, NO ACTION/NO PROJECT, & ENVIRONMENTAL BASELINE FOR 2015 (tons/year)
LAX Master Plan

| Source Classification | Alternative A 97.9 MAP TPY | % | Alternative B 97.9 MAP TPY | % | Alternative C 89.6 MAP TPY | % | No Project 78.8 MAP TPY | % | 1996 Baseline 58.0 MAP TPY | % | Increase/ (Decrease) Alt. A vs NP 19.1 TPY | Increase/ (Decrease) Alt. B vs NP 19.1 TPY | Increase/ (Decrease) Alt. C vs NP 10.8 TPY | Increase/ (Decrease) Alt. A vs BASE 39.9 TPY | Increase/ (Decrease) Alt. B vs BASE 39.9 TPY | Increase/ (Decrease) Alt. C vs BASE 31.6 TPY | Increase/ (Decrease) NP vs BASE 20.8 TPY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MOBILE SOURCES:** | | | | | | | | | | | | | | | | | |
| **Aircraft Operations** | | | | | | | | | | | | | | | | | |
| Approach | 19.8 | 1.18% | 19.8 | 1.12% | 18.8 | 1.10% | 16.7 | 0.93% | 26.4 | 1.28% | 3.1 | 3.1 | 2.1 | (6.5) | (6.5) | (7.6) | (9.7) |
| Climbout | 11.8 | 0.70% | 11.8 | 0.67% | 11.3 | 0.66% | 10.3 | 0.57% | 17.8 | 0.86% | 1.6 | 1.6 | 1.0 | (6.0) | (6.0) | (6.5) | (7.6) |
| Takeoff | 9.5 | 0.57% | 9.5 | 0.54% | 9.0 | 0.53% | 8.2 | 0.46% | 12.5 | 0.60% | 1.4 | 1.3 | 0.9 | (2.9) | (2.9) | (3.4) | (4.3) |
| Taxi | 804.7 | 47.82% | 870.8 | 49.24% | 895.4 | 52.35% | 794.9 | 44.43% | 809.5 | 39.13% | 9.8 | 75.9 | 100.5 | (4.9) | 61.3 | 86.9 | (14.8) |
| Queue | 433.3 | 25.75% | 448.6 | 25.36% | 383.7 | 22.43% | 374.1 | 20.91% | 262.4 | 12.68% | 59.2 | 74.5 | 9.7 | 170.9 | 186.2 | 121.3 | 111.7 |
| ***Aircraft Operations Subtotal*** | *1,279.1* | *76.02%* | *1,360.6* | *76.93%* | *1,318.3* | *77.07%* | *1,204.1* | *67.30%* | *1,128.6* | *54.55%* | *75.0* | *156.5* | *114.1* | *150.5* | *232.0* | *189.7* | *75.5* |
| **Aircraft Support** | | | | | | | | | | | | | | | | | |
| GSE | 106.9 | 6.35% | 108.0 | 6.11% | 91.8 | 5.37% | 240.4 | 13.44% | 198.3 | 9.58% | (133.5) | (132.4) | (148.6) | (91.4) | (90.2) | (106.4) | 42.1 |
| APU | 5.3 | 0.31% | 5.3 | 0.30% | 4.8 | 0.28% | 4.4 | 0.25% | 3.9 | 0.19% | 0.9 | 0.9 | 0.4 | 1.4 | 1.4 | 0.9 | 0.5 |
| ***Aircraft Support Subtotal*** | *112.2* | *6.67%* | *113.3* | *6.41%* | *96.6* | *5.65%* | *244.8* | *13.68%* | *202.1* | *9.77%* | *(132.6)* | *(131.5)* | *(148.2)* | *(90.0)* | *(88.8)* | *(105.5)* | *42.7* |
| **On-Airport Traffic** | | | | | | | | | | | | | | | | | |
| CTA Area | | | | | | | | | | | | | | | | | |
| Traffic | 26.1 | 1.55% | 29.3 | 1.66% | 42.6 | 2.49% | 117.9 | 6.59% | 300.9 | 14.54% | (91.8) | (88.6) | (75.3) | (274.8) | (271.6) | (258.3) | (183.0) |
| Parking | 37.9 | 2.25% | 27.5 | 1.55% | 34.6 | 2.02% | 65.2 | 3.64% | 207.5 | 10.03% | (27.3) | (37.7) | (30.6) | (169.6) | (180.0) | (172.9) | (142.3) |
| *CTA Area Subtotal* | 64.0 | 3.80% | 56.8 | 3.21% | 77.2 | 4.51% | 183.1 | 10.23% | 508.4 | 24.57% | (119.1) | (126.3) | (105.9) | (444.4) | (451.6) | (431.2) | (325.3) |
| West Terminal Area | | | | | | | | | | | | | | | | | |
| Traffic | 29.8 | 1.77% | 27.1 | 1.53% | 20.6 | 1.20% | 14.2 | 0.79% | | 0.00% | 15.6 | 12.9 | 6.4 | 29.8 | 27.1 | 20.6 | 14.2 |
| Parking | 40.9 | 2.43% | 54.2 | 3.07% | 49.9 | 2.92% | 0.0 | 0.00% | | 0.00% | 40.9 | 54.2 | 49.9 | 40.9 | 54.2 | 49.9 | 0.0 |
| *West Terminal Area* | 70.7 | 4.20% | 81.3 | 4.60% | 70.5 | 4.12% | 14.2 | 0.79% | 0.0 | 0.00% | 56.5 | 67.1 | 55.3 | 70.7 | 81.3 | 70.5 | 14.2 |
| Miscellaneous On-Airport Traffic | | | | | | | | | | | | | | | | | |
| Cargo/Ancillary | 51.4 | 3.05% | 51.4 | 2.91% | 51.0 | 2.98% | 48.6 | 2.72% | 86.5 | 4.18% | 2.8 | 2.8 | 2.4 | (35.1) | (35.1) | (35.5) | (37.9) |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 3.8 | 0.21% | 0.0 | 0.00% | (3.8) | (3.8) | (3.8) | 0.0 | 0.0 | 0.0 | 3.8 |
| Westchester Southside | 1.4 | 0.08% | 1.4 | 0.08% | 1.4 | 0.08% | 0.0 | 0.00% | 0.0 | 0.00% | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 0.0 |
| *Miscellaneous On-Airport Traffic* | 52.8 | 3.14% | 52.8 | 2.98% | 52.4 | 3.06% | 52.4 | 2.93% | 86.5 | 4.18% | 0.4 | 0.4 | (0.0) | (33.7) | (33.7) | (34.1) | (34.1) |
| ***On-Airport Traffic Subtotal*** | *187.5* | *11.14%* | *190.9* | *10.79%* | *200.1* | *11.70%* | *249.7* | *13.96%* | *594.9* | *28.75%* | *(62.2)* | *(58.8)* | *(49.6)* | *(407.4)* | *(404.0)* | *(394.8)* | *(345.2)* |
| ***MOBILE SUBTOTAL (LAX Local Area)*** | *1,578.8* | *93.83%* | *1,664.8* | *94.13%* | *1,614.9* | *94.41%* | *1,698.6* | *94.94%* | *1,925.6* | *93.07%* | *(119.9)* | *(33.9)* | *(83.7)* | *(346.9)* | *(260.8)* | *(310.7)* | *(227.0)* |
| **STATIONARY:** | | | | | | | | | | | | | | | | | |
| **Airport** | | | | | | | | | | | | | | | | | |
| Airline Maintenance | 25.9 | 1.54% | 25.9 | 1.46% | 22.1 | 1.29% | 21.7 | 1.21% | 62.5 | 3.02% | 4.2 | 4.2 | 0.4 | (36.6) | (36.6) | (40.4) | (40.8) |
| Flight Kitchens | 6.0 | 0.36% | 6.0 | 0.34% | 5.5 | 0.32% | 4.8 | 0.27% | 3.6 | 0.17% | 1.2 | 1.2 | 0.7 | 2.5 | 2.5 | 1.9 | 1.3 |
| Existing CUP/Boilers/Generators | 18.0 | 1.07% | 18.0 | 1.02% | 18.0 | 1.05% | 18.0 | 1.00% | 18.0 | 0.87% | 0.0 | 0.0 | 0.0 | (0.0) | (0.0) | (0.0) | (0.0) |
| West CUP | 1.8 | 0.11% | 1.6 | 0.09% | 0.9 | 0.05% | 0.0 | 0.00% | | 0.00% | 1.8 | 1.6 | 0.9 | 1.8 | 1.6 | 0.9 | 0.0 |
| Fuel Farm | 4.1 | 0.24% | 4.1 | 0.23% | 4.4 | 0.26% | 4.8 | 0.26% | 8.0 | 0.39% | (0.6) | (0.6) | (0.2) | (4.0) | (4.0) | (3.6) | (3.4) |
| Aircraft Fueling | 40.7 | 2.42% | 40.7 | 2.30% | 38.1 | 2.23% | 34.9 | 1.95% | 24.4 | 1.18% | 5.8 | 5.8 | 3.3 | 16.3 | 16.3 | 13.7 | 10.4 |
| Restaurants | 3.3 | 0.19% | 3.3 | 0.19% | 3.0 | 0.18% | 2.8 | 0.15% | 1.9 | 0.09% | 0.6 | 0.6 | 0.4 | 1.3 | 1.3 | 1.1 | 0.7 |
| Engine Testing | 3.9 | 0.23% | 4.1 | 0.23% | 3.3 | 0.20% | 3.3 | 0.19% | 25.0 | 1.21% | 0.6 | 0.8 | 0.0 | (21.1) | (20.9) | (21.7) | (21.7) |
| ***Airport Subtotal*** | *103.6* | *6.16%* | *103.6* | *5.86%* | *95.3* | *5.57%* | *89.9* | *5.03%* | *143.4* | *6.93%* | *13.7* | *13.6* | *5.4* | *(39.8)* | *(39.8)* | *(48.0)* | *(53.4)* |
| **Collateral/Acquisition Areas (Nat. gas use)** | | | | | | | | | | | | | | | | | |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.6 | 0.03% | 0.0 | 0.00% | (0.6) | (0.6) | (0.6) | 0.0 | 0.0 | 0.0 | 0.6 |
| Westchester Southside | 0.2 | 0.01% | 0.2 | 0.01% | 0.2 | 0.01% | 0.0 | 0.00% | 0.0 | 0.00% | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.0 |
| ***Collateral/Acquisition Areas Subtotal*** | *0.2* | *0.01%* | *0.2* | *0.01%* | *0.2* | *0.01%* | *0.6* | *0.03%* | *0.0* | *0.00%* | *(0.4)* | *(0.4)* | *(0.4)* | *0.2* | *0.2* | *0.2* | *0.6* |
| ***STATIONARY SUBTOTAL*** | *103.8* | *6.17%* | *103.8* | *5.87%* | *95.6* | *5.59%* | *90.5* | *5.06%* | *143.4* | *6.93%* | *13.3* | *13.3* | *5.0* | *(39.5)* | *(39.6)* | *(47.8)* | *(52.8)* |
| ***CONSTRUCTION SUBTOTAL**** | *126.0* | | *142.0* | | *129.0* | | *0.0* | | *0.0* | | *126.0* | *142.0* | *129.0* | *126.0* | *142.0* | *129.0* | *0.0* |
| *Subtotal is for construction which occurs in 2015 only. | | | | | | | | | | | | | | | | | |
| ***GRAND TOTAL (LAX Local Area)***** | 1,682.6 | 100.0% | 1,768.6 | 100.0% | 1,710.5 | 100.0% | 1,789.2 | 100.0% | 2,069.0 | 100.0% | (106.6) | (20.6) | (78.7) | (386.4) | (300.4) | (358.5) | (279.8) |
| ***Does not include construction emissions. | | | | | | | | | | | | | | | | | |
| **Off-Airport Traffic (Unmitigated)** | | | | | | | | | | | | | | | | | |
| Tier I (included in SCAB) | *5,239.7* | | *5,175.4* | | *5,131.4* | | *5,043.7* | | *2,859.9* | | *196.0* | *131.7* | *87.7* | *2,379.8* | *2,315.5* | *2,271.5* | *2,183.8* |
| South Coast Air Basin (SCAB) | *9,061.1* | | *8,963.1* | | *8,876.5* | | *8,510.2* | | *4,968.3* | | *550.9* | *452.9* | *366.3* | *4,092.8* | *3,994.8* | *3,908.2* | *3,541.9* |
| Outside of SCAB | *29.3* | | *29.1* | | *29.1* | | *25.5* | | *17.1* | | *3.8* | *3.6* | *3.6* | *12.2* | *12.0* | *12.0* | *8.4* |
| ***Off-Airport Traffic*** | *9,090.4* | | *8,992.2* | | *8,905.6* | | *8,535.7* | | *4,985.4* | | *554.7* | *456.5* | *369.9* | *4,105.0* | *4,006.8* | *3,920.2* | *3,550.3* |
| ***UNMITIGATED MOBILE SUBTOTAL (Regional)*** | *10,669.2* | | *10,657.0* | | *10,520.5* | | *10,234.3* | | *6,911.0* | | *434.8* | *422.6* | *286.2* | *3,758.1* | *3,746.0* | *3,609.5* | *3,323.3* |
| ***UNMITIGATED GRAND TOTAL (Regional)*** | 10,899.0 | | 10,902.8 | | 10,745.1 | | 10,324.9 | | 7,064.4 | | 574.1 | 577.9 | 420.2 | 3,844.6 | 3,848.4 | 3,690.7 | 3,270.5 |

Data revised 4/18/00 from files dated 3/27/00.

ESTIMATED ANNUAL CO EMISSIONS
ALTERNATIVES A, B, C, NO ACTION/NO PROJECT, & ENVIRONMENTAL BASELINE FOR 2015 (tons/year)
LAX Master Plan

| Source Classification | Alternative A 97.9 MAP TPY | % | Alternative B 97.9 MAP TPY | % | Alternative C 89.6 MAP TPY | % | No Project 78.8 MAP TPY | % | 1996 Baseline 58.0 MAP TPY | % | Increase/ (Decrease) Alt. A vs NP 19.1 TPY | Increase/ (Decrease) Alt. B vs NP 19.1 TPY | Increase/ (Decrease) Alt. C vs NP 10.8 TPY | Increase/ (Decrease) Alt. A vs BASE 39.9 TPY | Increase/ (Decrease) Alt. B vs BASE 39.9 TPY | Increase/ (Decrease) Alt. C vs BASE 31.6 TPY | Increase/ (Decrease) NP vs BASE 20.8 TPY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MOBILE SOURCES:** | | | | | | | | | | | | | | | | | |
| **Aircraft Operations** | | | | | | | | | | | | | | | | | |
| Approach | 174.2 | 1.58% | 174.2 | 1.51% | 160.4 | 1.44% | 151.0 | 1.04% | 133.7 | 0.81% | 23.2 | 23.2 | 9.4 | 40.5 | 40.5 | 28.7 | 17.3 |
| Climbout | 52.2 | 0.47% | 52.2 | 0.45% | 48.2 | 0.43% | 45.0 | 0.31% | 43.7 | 0.26% | 7.2 | 7.2 | 3.1 | 8.5 | 8.5 | 4.5 | 1.4 |
| Takeoff | 34.0 | 0.31% | 34.0 | 0.30% | 31.4 | 0.28% | 29.1 | 0.20% | 30.4 | 0.18% | 4.8 | 4.9 | 2.3 | 3.6 | 3.6 | 1.0 | (1.2) |
| Taxi | 4,601.3 | 41.78% | 4,998.4 | 43.45% | 5,190.9 | 46.60% | 4,381.6 | 30.16% | 3,502.8 | 21.11% | 219.7 | 614.8 | 809.3 | 1,098.5 | 1,493.6 | 1,686.1 | 878.8 |
| Queue | 2,477.6 | 22.49% | 2,573.9 | 22.38% | 2,224.7 | 19.97% | 2,061.9 | 14.19% | 1,135.3 | 6.84% | 415.7 | 512.0 | 162.7 | 1,342.3 | 1,438.6 | 1,089.3 | 926.6 |
| *Aircraft Operations Subtotal* | *7,339.3* | *66.63%* | *7,830.7* | *68.09%* | *7,855.6* | *68.72%* | *6,668.7* | *45.90%* | *4,845.9* | *29.21%* | *670.6* | *1,162.0* | *986.9* | *2,493.4* | *2,984.8* | *2,809.7* | *1,822.8* |
| **Aircraft Support** | | | | | | | | | | | | | | | | | |
| GSE | 1,911.5 | 17.35% | 1,892.6 | 16.46% | 1,623.5 | 14.57% | 5,685.9 | 39.13% | 5,702.0 | 34.37% | (3,774.3) | (3,793.3) | (4,062.4) | (3,790.5) | (3,809.4) | (4,078.5) | (16.2) |
| APU | 118.5 | 1.08% | 118.5 | 1.03% | 108.3 | 0.97% | 98.7 | 0.68% | 77.8 | 0.47% | 19.8 | 19.7 | 9.6 | 41.0 | 40.9 | 30.8 | 21.2 |
| *Aircraft Support Subtotal* | *2,030.0* | *18.43%* | *2,011.1* | *17.49%* | *1,731.8* | *15.55%* | *5,784.6* | *39.81%* | *5,779.6* | *34.84%* | *(3,754.6)* | *(3,773.5)* | *(4,052.9)* | *(3,749.5)* | *(3,768.5)* | *(4,047.8)* | *5.0* |
| **On-Airport Traffic** | | | | | | | | | | | | | | | | | |
| CTA Area | | | | | | | | | | | | | | | | | |
| Traffic | 332.0 | 3.01% | 355.8 | 3.09% | 543.0 | 4.87% | 1,209.8 | 8.33% | 3,794.9 | 22.88% | (877.8) | (854.0) | (666.8) | (3,462.9) | (3,439.1) | (3,251.9) | (2,595.1) |
| Parking | 146.6 | 1.33% | 110.9 | 0.96% | 140.1 | 1.26% | 262.2 | 1.80% | 1,155.6 | 6.97% | (115.6) | (151.3) | (122.1) | (1,009.0) | (1,044.7) | (1,015.5) | (893.4) |
| *CTA Area Subtotal* | 478.6 | 4.35% | 466.7 | 4.06% | 683.1 | 6.13% | 1,472.0 | 10.13% | 4,950.5 | 29.84% | (993.4) | (1,005.3) | (788.9) | (4,471.9) | (4,483.8) | (4,267.4) | (3,478.5) |
| West Terminal Area | | | | | | | | | | | | | | | | | |
| Traffic | 461.1 | 4.19% | 440.1 | 3.83% | 359.0 | 3.22% | 117.1 | 0.81% | | 0.00% | 344.0 | 323.0 | 241.9 | 461.1 | 440.1 | 359.0 | 117.1 |
| Parking | 178.1 | 1.62% | 224.0 | 1.95% | 201.3 | 1.81% | 0.0 | 0.00% | | 0.00% | 178.1 | 224.0 | 201.3 | 178.1 | 224.0 | 201.3 | 0.0 |
| *West Terminal Area* | 639.2 | 5.80% | 664.1 | 5.77% | 560.3 | 5.03% | 117.1 | 0.81% | 0.0 | 0.00% | 522.1 | 547.0 | 443.2 | 639.2 | 664.1 | 560.3 | 117.1 |
| Miscellaneous On-Airport Traffic | | | | | | | | | | | | | | | | | |
| Cargo/Ancillary | 364.3 | 3.31% | 365.0 | 3.17% | 360.6 | 3.24% | 302.9 | 2.08% | 720.5 | 4.34% | 61.4 | 62.1 | 57.7 | (356.2) | (355.5) | (359.9) | (417.6) |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 69.1 | 0.48% | 0.0 | 0.00% | (69.1) | (69.1) | (69.1) | 0.0 | 0.0 | 0.0 | 69.1 |
| Westchester Southside | 24.9 | 0.23% | 24.9 | 0.22% | 24.8 | 0.22% | 0.0 | 0.00% | 0.0 | 0.00% | 24.9 | 24.9 | 24.8 | 24.9 | 24.9 | 24.8 | 0.0 |
| *Miscellaneous On-Airport Traffic* | 389.2 | 3.53% | 389.8 | 3.39% | 385.5 | 3.46% | 372.0 | 2.56% | 720.5 | 4.34% | 17.2 | 17.9 | 13.5 | (331.4) | (330.7) | (335.1) | (348.5) |
| *On-Airport Traffic Subtotal* | *1,507.0* | *13.68%* | *1,520.7* | *13.22%* | *1,628.9* | *14.62%* | *1,961.1* | *13.50%* | *5,671.0* | *34.18%* | *(464.1)* | *(440.4)* | *(332.2)* | *(4,164.0)* | *(4,150.3)* | *(4,042.1)* | *(3,709.9)* |
| ***MOBILE SUBTOTAL (LAX Local Area)*** | *10,876.3* | *98.75%* | *11,382.4* | *98.80%* | *11,016.2* | *98.88%* | *14,414.4* | *99.20%* | *16,296.5* | *98.24%* | *(3,538.1)* | *(3,052.0)* | *(3,398.2)* | *(5,428.1)* | *(4,934.0)* | *(5,280.2)* | *(1,882.0)* |
| **STATIONARY:** | | | | | | | | | | | | | | | | | |
| Airport | | | | | | | | | | | | | | | | | |
| Airline Maintenance | 18.7 | 0.18% | 18.7 | 0.17% | 16.8 | 0.15% | 16.5 | 0.11% | 167.8 | 1.01% | 3.2 | 3.2 | 0.3 | (148.1) | (148.1) | (151.0) | (151.3) |
| Flight Kitchens | 13.5 | 0.12% | 13.5 | 0.12% | 12.4 | 0.11% | 10.9 | 0.07% | 8.0 | 0.05% | 2.6 | 2.6 | 1.5 | 5.5 | 5.5 | 4.4 | 2.9 |
| Existing CUP/Boilers/Generators | 57.9 | 0.53% | 57.9 | 0.50% | 57.9 | 0.52% | 57.9 | 0.40% | 58.0 | 0.35% | 0.0 | 0.0 | 0.0 | (0.1) | (0.1) | (0.1) | (0.1) |
| Fuel Farm | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Aircraft Fueling | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.4 | 0.00% | 0.0 | 0.0 | 0.0 | (0.4) | (0.4) | (0.4) | (0.4) |
| West CUP | 12.3 | 0.11% | 11.0 | 0.10% | 6.4 | 0.06% | 0.0 | 0.00% | 0.0 | 0.00% | 12.3 | 11.0 | 6.4 | 12.3 | 11.0 | 6.4 | 0.0 |
| Restaurants | 8.5 | 0.08% | 8.5 | 0.07% | 7.8 | 0.07% | 6.9 | 0.05% | 5.0 | 0.03% | 1.7 | 1.7 | 0.9 | 3.5 | 3.5 | 2.8 | 1.8 |
| Engine Testing | 25.3 | 0.23% | 26.4 | 0.23% | 21.7 | 0.19% | 21.5 | 0.15% | 53.5 | 0.32% | 3.8 | 4.9 | 0.2 | (28.2) | (27.1) | (31.8) | (32.0) |
| *Airport Subtotal* | *137.2* | *1.25%* | *137.0* | *1.19%* | *122.9* | *1.10%* | *113.8* | *0.78%* | *292.7* | *1.76%* | *23.6* | *23.3* | *9.3* | *(155.5)* | *(155.8)* | *(169.8)* | *(179.1)* |
| **Collateral/Acquisition Areas (Nat. gas use)** | | | | | | | | | | | | | | | | | |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 2.2 | 0.02% | 0.0 | 0.00% | (2.2) | (2.2) | (2.2) | 0.0 | 0.0 | 0.0 | 2.2 |
| Westchester Southside | 0.9 | 0.01% | 0.9 | 0.01% | 0.9 | 0.01% | 0.0 | 0.00% | 0.0 | 0.00% | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.0 |
| *Collateral/Acquisition Areas Subtotal* | *0.9* | *0.01%* | *0.9* | *0.01%* | *0.9* | *0.01%* | *2.2* | *0.02%* | *0.0* | *0.00%* | *(1.3)* | *(1.3)* | *(1.3)* | *0.9* | *0.9* | *0.9* | *2.2* |
| ***STATIONARY SUBTOTAL*** | *138.1* | *1.25%* | *137.8* | *1.20%* | *123.8* | *1.11%* | *115.8* | *0.80%* | *292.7* | *1.76%* | *22.3* | *22.0* | *8.0* | *(154.6)* | *(154.9)* | *(168.9)* | *(176.9)* |
| ***CONSTRUCTION SUBTOTAL**** | *635.0* | | *745.0* | | *675.0* | | *0.0* | | *0.0* | | *635.0* | *745.0* | *675.0* | *635.0* | *745.0* | *675.0* | *0.0* |
| **Subtotal is for construction which occurs in 2015 only. | | | | | | | | | | | | | | | | | |
| ***GRAND TOTAL (LAX Local Area)***** | 11,014.4 | 100.0% | 11,520.3 | 100.0% | 11,140.0 | 100.0% | 14,530.2 | 100.0% | 16,589.2 | 100.0% | (3,515.8) | (3,030.0) | (3,390.2) | (5,574.8) | (5,088.9) | (5,449.1) | (2,058.9) |
| ***Does not include construction emissions. | | | | | | | | | | | | | | | | | |
| **Off-Airport Traffic (Unmitigated)** | | | | | | | | | | | | | | | | | |
| Tier I (included in SCAB) | *4,658.2* | | *4,640.8* | | *4,672.7* | | *4,425.2* | | *2,525.3* | | *233.0* | *215.6* | *247.5* | *2,132.9* | *2,115.5* | *2,147.4* | *1,899.9* |
| South Coast Air Basin (SCAB) | *25,239.1* | | *25,158.9* | | *25,071.3* | | *20,644.5* | | *13,147.9* | | *4,594.6* | *4,514.4* | *4,426.8* | *12,091.2* | *12,011.0* | *11,923.4* | *7,496.6* | |
| Outside of SCAB | *328.9* | | *329.0* | | *321.7* | | *253.3* | | *182.6* | | *75.6* | *75.7* | *68.4* | *146.3* | *146.4* | *139.1* | *70.7* |
| *Off-Airport Traffic* | *25,568.0* | | *25,487.9* | | *25,393.0* | | *20,897.8* | | *13,330.5* | | *4,670.2* | *4,590.1* | *4,495.2* | *12,237.5* | *12,157.4* | *12,062.5* | *7,567.3* |
| ***UNMITIGATED MOBILE SUBTOTAL (Regional)*** | *36,444.3* | | *36,850.3* | | *36,409.3* | | *35,312.2* | | *29,627.0* | | *1,132.1* | *1,538.1* | *1,097.0* | *6,817.4* | *7,223.4* | *6,782.3* | *5,685.3* |
| ***UNMITIGATED GRAND TOTAL (Regional)*** | 37,217.4 | | 37,733.2 | | 37,208.0 | | 35,428.0 | | 29,919.7 | | 1,789.4 | 2,305.1 | 1,780.0 | 7,297.7 | 7,813.5 | 7,288.4 | 5,508.4 |

Data revised 4/18/00 from files dated 3/27/00.

# ESTIMATED ANNUAL SO2 EMISSIONS
## ALTERNATIVES A, B, C, NO ACTION/NO PROJECT, & ENVIRONMENTAL BASELINE FOR 2015 (tons/year)
## LAX Master Plan

| Source Classification | Alternative A 97.9 MAP TPY | % | Alternative B 87.9 MAP TPY | % | Alternative C 89.6 MAP TPY | % | No Project 78.8 MAP TPY | % | 1996 Baseline 58.0 MAP TPY | % | Increase/ (Decrease) Alt. A vs NP 19.1 TPY | Increase/ (Decrease) Alt. B vs NP 19.1 TPY | Increase/ (Decrease) Alt. C vs NP 10.8 TPY | Increase/ (Decrease) Alt. A vs BASE 39.9 TPY | Increase/ (Decrease) Alt. B vs BASE 39.9 TPY | Increase/ (Decrease) Alt. C vs BASE 31.6 TPY | Increase/ (Decrease) NP vs BASE 20.8 TPY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MOBILE SOURCES:** | | | | | | | | | | | | | | | | | |
| **Aircraft Operations** | | | | | | | | | | | | | | | | | |
| Approach | 37.3 | 13.04% | 37.3 | 12.57% | 34.5 | 12.20% | 30.2 | 11.97% | 22.9 | 12.51% | 7.2 | 7.2 | 4.4 | 14.4 | 14.4 | 11.6 | 7.3 |
| Climbout | 50.7 | 17.71% | 50.7 | 17.06% | 47.1 | 16.65% | 40.1 | 15.91% | 30.7 | 16.77% | 10.6 | 10.6 | 7.0 | 20.0 | 20.0 | 16.4 | 9.4 |
| Takeoff | 38.1 | 13.31% | 38.1 | 12.83% | 35.5 | 12.54% | 30.1 | 11.94% | 23.2 | 12.69% | 8.0 | 8.0 | 5.4 | 14.9 | 14.9 | 12.3 | 6.9 |
| Taxi | 96.7 | 33.81% | 105.2 | 35.42% | 108.8 | 38.46% | 89.9 | 35.66% | 67.2 | 36.75% | 6.9 | 15.3 | 18.9 | 29.5 | 38.0 | 41.6 | 22.6 |
| Queue | 52.1 | 18.20% | 54.2 | 18.24% | 46.6 | 16.48% | 42.3 | 16.78% | 21.8 | 11.91% | 9.8 | 11.9 | 4.3 | 30.3 | 32.4 | 24.8 | 20.5 |
| ***Aircraft Operations Subtotal*** | ***274.9*** | ***96.07%*** | ***285.4*** | ***96.11%*** | ***272.5*** | ***96.33%*** | ***232.5*** | ***92.25%*** | ***165.8*** | ***90.63%*** | ***42.5*** | ***53.0*** | ***40.1*** | ***109.1*** | ***119.7*** | ***106.7*** | ***66.7*** |
| **Aircraft Support** | | | | | | | | | | | | | | | | | |
| GSE | 1.8 | 0.64% | 1.8 | 0.61% | 1.5 | 0.55% | 11.4 | 4.52% | 8.1 | 4.42% | (9.6) | (9.6) | (9.9) | (6.3) | (6.3) | (6.5) | 3.3 |
| APU | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ***Aircraft Support Subtotal*** | ***1.8*** | ***0.64%*** | ***1.8*** | ***0.61%*** | ***1.5*** | ***0.55%*** | ***11.4*** | ***4.52%*** | ***8.1*** | ***4.42%*** | ***(9.6)*** | ***(9.6)*** | ***(9.9)*** | ***(6.3)*** | ***(6.3)*** | ***(6.5)*** | ***3.3*** |
| **On-Airport Traffic** | | | | | | | | | | | | | | | | | |
| CTA Area | | | | | | | | | | | | | | | | | |
| Traffic | 0.6 | 0.22% | 0.7 | 0.23% | 0.9 | 0.32% | 1.7 | 0.66% | 1.4 | 0.75% | (1.0) | (1.0) | (0.7) | (0.7) | (0.7) | (0.5) | 0.3 |
| Parking | 0.1 | 0.03% | 0.1 | 0.02% | 0.1 | 0.03% | 0.2 | 0.06% | 0.2 | 0.10% | (0.1) | (0.1) | (0.1) | (0.1) | (0.1) | (0.1) | (0.0) |
| *CTA Area Subtotal* | 0.7 | 0.24% | 0.7 | 0.25% | 1.0 | 0.35% | 1.8 | 0.72% | 1.5 | 0.84% | (1.1) | (1.1) | (0.8) | (0.9) | (0.8) | (0.5) | 0.3 |
| West Terminal Area | | | | | | | | | | | | | | | | | |
| Traffic | 1.2 | 0.43% | 1.2 | 0.42% | 1.4 | 0.49% | 0.2 | 0.09% | | 0.00% | 1.0 | 1.0 | 1.2 | 1.2 | 1.2 | 1.4 | 0.2 |
| Parking | 0.1 | 0.04% | 0.1 | 0.04% | 0.1 | 0.04% | 0.0 | 0.00% | | 0.00% | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| *West Terminal Area* | 1.4 | 0.47% | 1.4 | 0.46% | 1.5 | 0.53% | 0.2 | 0.09% | 0.0 | 0.00% | 1.1 | 1.2 | 1.3 | 1.4 | 1.4 | 1.5 | 0.2 |
| Miscellaneous On-Airport Traffic | | | | | | | | | | | | | | | | | |
| Cargo/Ancillary | 0.4 | 0.14% | 0.4 | 0.15% | 0.4 | 0.14% | 0.3 | 0.12% | 0.4 | 0.21% | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 | 0.0 | (0.1) |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Westchester Southside | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| *Miscellaneous On-Airport Traffic* | 0.4 | 0.14% | 0.4 | 0.15% | 0.4 | 0.14% | 0.3 | 0.12% | 0.4 | 0.21% | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 | 0.0 | (0.1) |
| ***On-Airport Traffic Subtotal*** | ***2.5*** | ***0.86%*** | ***2.6*** | ***0.86%*** | ***2.9*** | ***1.02%*** | ***2.3*** | ***0.93%*** | ***1.9*** | ***1.05%*** | ***0.1*** | ***0.2*** | ***0.5*** | ***0.5*** | ***0.6*** | ***1.0*** | ***0.4*** |
| ***MOBILE SUBTOTAL (LAX Local Area)*** | ***279.2*** | ***97.56%*** | ***289.9*** | ***97.58%*** | ***277.0*** | ***97.90%*** | ***246.2*** | ***97.71%*** | ***175.8*** | ***96.10%*** | ***33.0*** | ***43.6*** | ***30.8*** | ***103.4*** | ***114.0*** | ***101.2*** | ***70.4*** |
| **STATIONARY:** | | | | | | | | | | | | | | | | | |
| **Airport** | | | | | | | | | | | | | | | | | |
| Airline Maintenance | 0.2 | 0.08% | 0.2 | 0.08% | 0.2 | 0.07% | 0.2 | 0.08% | 6.7 | 3.66% | 0.0 | 0.0 | 0.0 | (6.5) | (6.5) | (6.5) | (6.5) |
| Flight Kitchens | 0.1 | 0.03% | 0.1 | 0.03% | 0.1 | 0.02% | 0.1 | 0.02% | 0.0 | 0.03% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Existing CUP/Boilers/Generators | 0.3 | 0.11% | 0.3 | 0.11% | 0.3 | 0.11% | 0.3 | 0.13% | 0.3 | 0.18% | 0.0 | 0.0 | 0.0 | (0.0) | (0.0) | (0.0) | (0.0) |
| Fuel Farm | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Aircraft Fueling | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.02% | 0.0 | 0.0 | 0.0 | (0.0) | (0.0) | (0.0) | (0.0) |
| West CUP | 0.2 | 0.07% | 0.2 | 0.06% | 0.1 | 0.04% | 0.0 | 0.00% | 0.0 | 0.00% | 0.2 | 0.2 | 0.1 | 0.2 | 0.2 | 0.1 | 0.0 |
| Restaurants | 0.1 | 0.02% | 0.1 | 0.02% | 0.0 | 0.01% | 0.0 | 0.02% | 0.0 | 0.02% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Engine Testing | 6.1 | 2.12% | 6.3 | 2.13% | 5.2 | 1.84% | 5.2 | 2.05% | 0.0 | 0.00% | 0.9 | 1.2 | 0.0 | 6.1 | 6.3 | 5.2 | 5.2 |
| ***Airport Subtotal*** | ***7.0*** | ***2.44%*** | ***7.2*** | ***2.42%*** | ***6.0*** | ***2.10%*** | ***5.8*** | ***2.29%*** | ***7.1*** | ***3.90%*** | ***1.2*** | ***1.4*** | ***0.2*** | ***(0.2)*** | ***0.1*** | ***(1.2)*** | ***(1.3)*** |
| **Collateral/Acquisition Areas (Nat. gas use)** | | | | | | | | | | | | | | | | | |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Westchester Southside | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ***Collateral/Acquisition Areas Subtotal*** | ***0.0*** | ***0.00%*** | ***0.0*** | ***0.00%*** | ***0.0*** | ***0.00%*** | ***0.0*** | ***0.00%*** | ***0.0*** | ***0.00%*** | ***0.0*** | ***0.0*** | ***0.0*** | ***0.0*** | ***0.0*** | ***0.0*** | ***0.0*** |
| ***STATIONARY SUBTOTAL*** | ***7.0*** | ***2.44%*** | ***7.2*** | ***2.42%*** | ***6.0*** | ***2.10%*** | ***5.8*** | ***2.29%*** | ***7.1*** | ***3.90%*** | ***1.2*** | ***1.4*** | ***0.2*** | ***(0.2)*** | ***0.1*** | ***(1.2)*** | ***(1.3)*** |
| ***CONSTRUCTION SUBTOTAL**** | | | | | | | | | | | ***0.0*** | ***0.0*** | ***0.0*** | ***0.0*** | ***0.0*** | ***0.0*** | ***0.0*** |
| **Subtotal is for construction which occurs in 2015 only. | | | | | | | | | | | | | | | | | |
| ***GRAND TOTAL (LAX Local Area)***** | 286.2 | 100.0% | 297.0 | 100.0% | 282.9 | 100.0% | 252.0 | 100.0% | 182.9 | 100.0% | 34.2 | 45.0 | 30.9 | 103.2 | 114.1 | 100.0 | 69.0 |
| ***Does not include construction emissions. | | | | | | | | | | | | | | | | | |
| **Off-Airport Traffic (Unmitigated)** | | | | | | | | | | | | | | | | | |
| Tier I (included in SCAB) | *31.6* | | *31.6* | | *29.5* | | *27.2* | | *17.3* | | *4.4* | *4.6* | *2.3* | *14.3* | *14.5* | *12.2* | *9.9* |
| South Coast Air Basin (SCAB) | *221.6* | | *222.5* | | *203.9* | | *176.5* | | *120.0* | | *45.1* | *46.0* | *27.4* | *101.6* | *102.5* | *83.9* | *56.5* |
| Outside of SCAB | *1.6* | | *1.5* | | *1.5* | | *1.3* | | *0.9* | | *0.3* | *0.2* | *0.2* | *0.7* | *0.6* | *0.6* | *0.4* |
| ***Off-Airport Traffic*** | ***223.2*** | | ***224.0*** | | ***205.4*** | | ***177.8*** | | ***120.9*** | | ***45.4*** | ***46.2*** | ***27.6*** | ***102.3*** | ***103.1*** | ***84.5*** | ***56.9*** |
| ***UNMITIGATED MOBILE SUBTOTAL (Regional)*** | ***502.4*** | | ***513.8*** | | ***482.4*** | | ***424.0*** | | ***296.7*** | | ***78.4*** | ***89.8*** | ***58.4*** | ***205.7*** | ***217.1*** | ***185.7*** | ***127.3*** |
| ***UNMITIGATED GRAND TOTAL (Regional)*** | 509.4 | | 521.0 | | 488.3 | | 429.8 | | 303.8 | | 79.6 | 91.2 | 58.5 | 205.5 | 217.2 | 184.5 | 125.9 |

Data revised 4/18/00 from files dated 3/27/00.

ESTIMATED ANNUAL PM10 EMISSIONS
ALTERNATIVES A, B, C, NO ACTION/NO PROJECT, & ENVIRONMENTAL BASELINE FOR 2015 (tons/year)
LAX Master Plan

| Source Classification | Alternative A 97.9 MAP TPY | % | Alternative B 97.9 MAP TPY | % | Alternative C 89.6 MAP TPY | % | No Project 78.8 MAP TPY | % | 1996 Baseline 55.0 MAP TPY | % | Increase/ (Decrease) Alt. A vs NP 19.1 TPY | Increase/ (Decrease) Alt. B vs NP 19.1 TPY | Increase/ (Decrease) Alt. C vs NP 10.8 TPY | Increase/ (Decrease) Alt. A vs BASE 39.9 TPY | Increase/ (Decrease) Alt. B vs BASE 39.9 TPY | Increase/ (Decrease) Alt. C vs BASE 31.8 TPY | Increase/ (Decrease) NP vs BASE 20.8 TPY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MOBILE SOURCES:** | | | | | | | | | | | | | | | | | |
| **Aircraft Operations** | | | | | | | | | | | | | | | | | |
| Approach | 9.1 | 5.27% | 9.1 | 5.18% | 8.4 | 5.03% | 12.3 | 7.08% | 6.5 | 3.47% | (3.2) | (3.2) | (3.9) | 3.6 | 3.6 | 2.9 | 6.7 |
| Climbout | 21.6 | 12.53% | 21.6 | 12.31% | 19.8 | 11.90% | 17.5 | 10.09% | 14.5 | 9.14% | 4.1 | 4.1 | 2.3 | 7.1 | 7.1 | 5.3 | 2.9 |
| Takeoff | 18.8 | 10.90% | 18.8 | 10.70% | 17.3 | 10.38% | 15.3 | 8.82% | 13.0 | 8.20% | 3.5 | 3.5 | 2.0 | 5.8 | 5.8 | 4.3 | 2.2 |
| Taxi | 18.8 | 10.90% | 20.5 | 11.70% | 21.3 | 12.78% | 17.8 | 10.29% | 13.8 | 8.72% | 1.0 | 2.7 | 3.4 | 4.9 | 6.7 | 7.4 | 4.0 |
| Queue | 9.4 | 5.44% | 9.6 | 5.45% | 7.8 | 4.66% | 7.4 | 4.27% | 4.3 | 2.72% | 2.0 | 2.2 | 0.4 | 5.1 | 5.3 | 3.4 | 3.1 |
| ***Aircraft Operations Subtotal*** | *77.6* | *45.04%* | *79.6* | *45.34%* | *74.5* | *44.74%* | *70.2* | *40.55%* | *51.2* | *32.25%* | *7.4* | *9.3* | *4.2* | *26.4* | *28.3* | *23.2* | *19.0* |
| **Aircraft Support** | | | | | | | | | | | | | | | | | |
| GSE | 1.0 | 0.58% | 1.0 | 0.57% | 1.0 | 0.60% | 24.0 | 13.86% | 12.7 | 7.97% | (23.0) | (23.0) | (23.0) | (11.7) | (11.7) | (11.7) | 11.3 |
| APU | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ***Aircraft Support Subtotal*** | *1.0* | *0.58%* | *1.0* | *0.57%* | *1.0* | *0.60%* | *24.0* | *13.86%* | *12.7* | *7.97%* | *(23.0)* | *(23.0)* | *(23.0)* | *(11.7)* | *(11.7)* | *(11.7)* | *11.3* |
| **On-Airport Traffic** | | | | | | | | | | | | | | | | | |
| CTA Area | | | | | | | | | | | | | | | | | |
| Traffic | 13.2 | 7.66% | 13.8 | 7.87% | 19.3 | 11.80% | 33.0 | 19.06% | 23.7 | 14.89% | (19.8) | (19.2) | (13.7) | (10.5) | (9.9) | (4.4) | 9.3 |
| Parking | 0.3 | 0.17% | 0.2 | 0.13% | 0.3 | 0.17% | 0.7 | 0.38% | 1.2 | 0.74% | (0.4) | (0.4) | (0.4) | (0.9) | (0.9) | (0.9) | (0.5) |
| *CTA Area Subtotal* | 13.5 | 7.82% | 14.0 | 8.00% | 19.6 | 11.77% | 33.7 | 19.44% | 24.8 | 15.63% | (20.2) | (19.6) | (14.1) | (11.3) | (10.8) | (5.2) | 8.8 |
| West Terminal Area | | | | | | | | | | | | | | | | | |
| Traffic | 26.1 | 15.14% | 26.7 | 15.22% | 24.0 | 14.42% | 3.2 | 1.85% | | 0.00% | 22.9 | 23.5 | 20.8 | 26.1 | 26.7 | 24.0 | 3.2 |
| Parking | 0.4 | 0.25% | 0.5 | 0.28% | 0.4 | 0.25% | 0.0 | 0.00% | | 0.00% | 0.4 | 0.5 | 0.4 | 0.4 | 0.5 | 0.4 | 0.0 |
| *West Terminal Area* | 26.5 | 15.40% | 27.2 | 15.50% | 24.4 | 14.67% | 3.2 | 1.85% | 0.0 | 0.00% | 23.3 | 24.0 | 21.2 | 26.5 | 27.2 | 24.4 | 3.2 |
| Miscellaneous On-Airport Traffic | | | | | | | | | | | | | | | | | |
| Cargo/Ancillary | 5.9 | 3.40% | 6.2 | 3.51% | 5.7 | 3.42% | 4.7 | 2.73% | 16.5 | 10.39% | 1.1 | 1.4 | 1.0 | (10.6) | (10.3) | (10.8) | (11.8) |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.8 | 0.49% | 0.0 | 0.00% | (0.8) | (0.8) | (0.8) | 0.0 | 0.0 | 0.0 | 0.8 |
| Westchester Southside | 0.3 | 0.18% | 0.3 | 0.17% | 0.3 | 0.18% | 0.0 | 0.00% | 0.0 | 0.00% | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.0 |
| *Miscellaneous On-Airport Traffic* | 6.2 | 3.58% | 6.5 | 3.68% | 6.0 | 3.61% | 5.5 | 3.21% | 16.5 | 10.39% | 0.6 | 0.9 | 0.4 | (10.3) | (10.0) | (10.5) | (10.9) |
| ***On-Airport Traffic Subtotal*** | *46.2* | *26.80%* | *47.7* | *27.18%* | *50.0* | *30.05%* | *42.4* | *24.50%* | *41.3* | *26.02%* | *3.8* | *5.3* | *7.6* | *4.9* | *6.4* | *8.7* | *1.1* |
| ***MOBILE SUBTOTAL (LAX Local Area)*** | *124.8* | *72.42%* | *128.2* | *73.09%* | *125.5* | *75.39%* | *136.6* | *78.91%* | *105.2* | *66.24%* | *(11.8)* | *(8.4)* | *(11.2)* | *19.6* | *23.0* | *20.2* | *31.4* |
| **STATIONARY:** | | | | | | | | | | | | | | | | | |
| **Airport** | | | | | | | | | | | | | | | | | |
| Airline Maintenance | 20.2 | 11.73% | 20.2 | 11.53% | 17.2 | 10.36% | 16.9 | 9.78% | 39.5 | 24.89% | 3.3 | 3.3 | 0.3 | (19.3) | (19.3) | (22.3) | (22.6) |
| Flight Kitchens | 15.6 | 9.06% | 15.6 | 8.90% | 14.3 | 8.60% | 12.6 | 7.27% | 9.2 | 5.80% | 3.0 | 3.0 | 1.7 | 6.4 | 6.4 | 5.1 | 3.4 |
| Existing CUP/Boilers/Generators | 1.2 | 0.69% | 1.2 | 0.68% | 1.2 | 0.72% | 1.2 | 0.69% | 1.2 | 0.77% | 0.0 | 0.0 | 0.0 | (0.0) | (0.0) | (0.0) | (0.0) |
| Fuel Farm | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Aircraft Fueling | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.1 | 0.09% | 0.0 | 0.0 | 0.0 | (0.1) | (0.1) | (0.1) | (0.1) |
| West CUP | 3.4 | 1.96% | 3.0 | 1.72% | 1.8 | 1.05% | 0.0 | 0.00% | 0.0 | 0.00% | 3.4 | 3.0 | 1.8 | 3.4 | 3.0 | 1.8 | 0.0 |
| Restaurants | 5.9 | 3.45% | 5.9 | 3.39% | 5.4 | 3.27% | 4.8 | 2.76% | 3.5 | 2.21% | 1.2 | 1.2 | 0.7 | 2.4 | 2.4 | 1.9 | 1.3 |
| Engine Testing | 1.2 | 0.68% | 1.2 | 0.69% | 1.0 | 0.61% | 1.0 | 0.58% | | 0.00% | 0.2 | 0.2 | 0.0 | 1.2 | 1.2 | 1.0 | 1.0 |
| ***Airport Subtotal*** | *47.5* | *27.57%* | *47.2* | *26.90%* | *40.9* | *24.60%* | *36.5* | *21.08%* | *53.6* | *33.76%* | *11.0* | *10.7* | *4.4* | *(6.1)* | *(6.4)* | *(12.7)* | *(17.1)* |
| **Collateral/Acquisition Areas (Nat. gas use)** | | | | | | | | | | | | | | | | | |
| Acquisition Areas | | | | | | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LAX Northside/Continental City | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.01% | 0.0 | 0.00% | (0.0) | (0.0) | (0.0) | 0.0 | 0.0 | 0.0 | 0.0 |
| Westchester Southside | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.01% | 0.0 | 0.00% | 0.0 | 0.00% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ***Collateral/Acquisition Areas Subtotal*** | *0.0* | *0.00%* | *0.0* | *0.00%* | *0.0* | *0.01%* | *0.0* | *0.01%* | *0.0* | *0.00%* | *(0.0)* | *(0.0)* | *(0.0)* | *0.0* | *0.0* | *0.0* | *0.0* |
| ***STATIONARY SUBTOTAL*** | *47.5* | *27.58%* | *47.2* | *26.91%* | *40.9* | *24.61%* | *36.5* | *21.09%* | *53.6* | *33.76%* | *11.0* | *10.7* | *4.4* | *(6.1)* | *(6.4)* | *(12.7)* | *(17.1)* |
| ***CONSTRUCTION SUBTOTAL**** | | | | | | | | | | | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* |
| *Subtotal is for construction which occurs in 2015 only. | | | | | | | | | | | | | | | | | |
| ***GRAND TOTAL (LAX Local Area)***** | 172.4 | 100.0% | 175.4 | 100.0% | 166.4 | 100.0% | 173.2 | 100.0% | 158.9 | 100.0% | (0.8) | 2.3 | (6.8) | 13.5 | 16.6 | 7.6 | 14.3 |
| ***Does not include construction emissions. | | | | | | | | | | | | | | | | | |
| **Off-Airport Traffic (Unmitigated)** | | | | | | | | | | | | | | | | | |
| Tier I (Included in SCAB) | *58.2* | | *58.5* | | *59.2* | | *56.6* | | *32.9* | | *1.6* | *1.9* | *2.6* | *25.3* | *25.6* | *26.3* | *23.7* |
| South Coast Air Basin (SCAB) | *526.3* | | *526.3* | | *526.9* | | *434.9* | | *283.8* | | *91.4* | *91.4* | *92.0* | *242.5* | *242.5* | *243.1* | *151.1* |
| Outside of SCAB | *4.3* | | *4.3* | | *4.2* | | *3.3* | | *2.4* | | *1.0* | *1.0* | *0.9* | *1.9* | *1.9* | *1.8* | *0.9* |
| ***Off-Airport Traffic*** | *530.6* | | *530.6* | | *531.1* | | *438.2* | | *286.2* | | *92.4* | *92.4* | *92.9* | *244.4* | *244.4* | *244.9* | *152.0* |
| ***UNMITIGATED MOBILE SUBTOTAL (Regional)*** | *655.4* | | *658.8* | | *656.6* | | *574.8* | | *391.4* | | *80.6* | *84.0* | *81.7* | *264.0* | *267.4* | *265.1* | *183.4* |
| ***UNMITIGATED GRAND TOTAL (Regional)*** | 703.0 | | 706.0 | | 697.5 | | 611.4 | | 445.1 | | 91.6 | 94.7 | 86.1 | 257.9 | 261.0 | 252.5 | 166.3 |

Data revised 4/18/00 from files dated 3/27/00.

# Attachment W
# LAX Master Plan Interim Year Emissions

**LAX Operational Emissions for Interm Years**

Alternative C (Unmitigated)

**VOC Emissions**

| | Years | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **1996** | 2000 | 2002 | 2003 | **2005** | 2006 | 2007 | 2008 | 2010 | **2015** |
| Aircraft Total, tpy | 1,129 | 1142 | 1149 | 1152 | 1,159 | 1,175 | 1,191 | 1,207 | 1,239 | 1,318 |
| GSE Total, tpy | 202 | 204 | 205 | 205 | 206 | 195 | 184 | 173 | 151 | 97 |
| Stationary Total, tpy | 143 | 118 | 105 | 99 | 86 | 87 | 88 | 89 | 91 | 96 |
| Total MV On Airport, typ | 595 | 465 | 400 | 368 | 303 | 293 | 282 | 272 | 252 | 200 |
| | | | | | | | | | | |
| Operations Total, tpy | 2,069 | 1,929 | 1,859 | 1,824 | 1,754 | 1,750 | 1,745 | 1,741 | 1,732 | 1,710 |
| Operations Total, lbs/day | 11,337 | 10,570 | 10,186 | 9,994 | 9,611 | 9,587 | 9,563 | 9,539 | 9,492 | 9,372 |

**CO Emissions**

| | Years | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **1996** | 2000 | 2002 | 2003 | **2005** | 2006 | 2007 | 2008 | 2010 | **2015** |
| Aircraft Total, tpy | 4,846 | 5337 | 5583 | 5705 | 5,951 | 6,122 | 6,292 | 6,462 | 6,803 | 7,656 |
| GSE Total, tpy | 5,780 | 5082 | 4734 | 4559 | 4,211 | 3,963 | 3,715 | 3,467 | 2,971 | 1,732 |
| Stationary Total, tpy | 293 | 215 | 176 | 156 | 117 | 118 | 118 | 119 | 120 | 124 |
| Total MV On Airport, typ | 5,671 | 4297 | 3610 | 3266 | 2,579 | 2,484 | 2,389 | 2,294 | 2,104 | 1,629 |
| | | | | | | | | | | |
| Operations Total, tpy | 16,589 | 14,931 | 14,101 | 13,687 | 12,858 | 12,686 | 12,514 | 12,342 | 11,999 | 11,140 |
| Operations Total, lbs/day | 90,900 | 81,812 | 77,268 | 74,996 | 70,452 | 69,511 | 68,570 | 67,629 | 65,747 | 61,041 |

**$NO_X$ Emissions**

| | Years | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **1996** | 2000 | 2002 | 2003 | **2005** | 2006 | 2007 | 2008 | 2010 | **2015** |
| Aircraft Total, tpy | 3,722 | 4230 | 4485 | 4612 | 4,867 | 4,999 | 5,131 | 5,264 | 5,528 | 6,190 |
| GSE Total, tpy | 421 | 414 | 411 | 410 | 407 | 385 | 364 | 343 | 301 | 195 |
| Stationary Total, tpy | 598 | 418 | 327 | 282 | 192 | 194 | 195 | 196 | 199 | 207 |
| Total MV On Airport, typ | 434 | 376 | 346 | 331 | 302 | 289 | 277 | 264 | 239 | 176 |
| | | | | | | | | | | |
| Operations Total, tpy | 5,175 | 5,438 | 5,570 | 5,636 | 5,767 | 5,867 | 5,967 | 6,067 | 6,267 | 6,767 |
| Operations Total, lbs/day | 28,357 | 29,799 | 30,520 | 30,880 | 31,601 | 32,149 | 32,697 | 33,245 | 34,341 | 37,081 |

**PM10 Emissions**

| | Years | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **1996** | 2000 | 2002 | 2003 | **2005** | 2006 | 2007 | 2008 | 2010 | **2015** |
| Aircraft Total, tpy | 51 | 55 | 57 | 58 | 60 | 62 | 63 | 64 | 67 | 74 |
| GSE Total, tpy | 13 | 10 | 8 | 7 | 6 | 5 | 5 | 4 | 3 | 1 |
| Stationary Total, tpy | 54 | 46 | 42 | 40 | 36 | 37 | 37 | 38 | 39 | 41 |
| Total MV On Airport, typ | 41 | 42 | 42 | 42 | 42 | 43 | 44 | 44 | 46 | 50 |
| | | | | | | | | | | |
| Operations Total, tpy | 159 | 152 | 149 | 147 | 144 | 146 | 148 | 151 | 155 | 166 |
| Operations Total, lbs/day | 870 | 834 | 816 | 807 | 788 | 801 | 813 | 825 | 850 | 911 |

**$SO_X$ Emissions**

| | Years | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **1996** | 2000 | 2002 | 2003 | **2005** | 2006 | 2007 | 2008 | 2010 | **2015** |
| Aircraft Total, tpy | 166 | 186 | 196 | 201 | 211 | 217 | 223 | 229 | 242 | 273 |
| GSE Total, tpy | 8 | 6 | 5 | 5 | 4 | 4 | 4 | 3 | 3 | 2 |
| Stationary Total, tpy | 7 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Total MV On Airport, typ | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 |
| | | | | | | | | | | |
| Operations Total, tpy | 183 | 201 | 209 | 214 | 223 | 229 | 235 | 241 | 253 | 283 |
| Operations Total, lbs/day | 1,002 | 1,099 | 1,148 | 1,172 | 1,221 | 1,254 | 1,287 | 1,320 | 1,386 | 1,551 |

# Attachment X
# Comprehensive List of Air Quality Mitigation Measures Considered for the LAX Master Plan

**LAX MASTER PLAN EIR/EIS AIR QUALITY MITIGATION OPTIONS**
**(March 8, 2000 Draft)**
**Draft Confidential - For Deliberative**
**Purposes Only**

IN PLACE OR IN PROGRESS

| Primary Strategy | Source | I.D. No. & Description | | Comment(s) | Resolution |
|---|---|---|---|---|---|
| | | **I. Highways & Roadways** | | | |
| On-Airport LAX Access | LAWA | B05. | On-Airport Ground Transportation Improvement Program | In progress; includes increased roadway and intersection capacity, improved signage, changed parking rates to encourage use of long-term lots, modified curbside allocations, increased curbside enforcement, enhanced ITS and establish traffic management center, closed circuit TV cameras for traffic management, and improved coodination with LADOT. | In progress |
| | | **VI. Landside** | | | |
| On-Airport LAX Access | MP Team | F06. | Aggressively ticket and tow vehicles in the terminal areas as necessary for curb-side regulation compliance. | Already in place | In place |
| Signage | LAWA | | "Gateway LAX" | Improved signage & lighting program initiated in 1999 | In place |
| | | **VIII. Aircraft & Airlines** | | | |
| Aircraft | | | Ban Stage 2 Aircraft | In place. | In place |
| | | **X. APU's** | | | |
| | AAA | 32 | Preconditioned air | In place. | In place. |
| | AAA/CARB/AQMD | 30 | Provide central ground power & air | In place & part of M.P. | In place |
| | EDF/Caltrans | 1 | Minimize use of APUs | In place & part of M.P. | In place |
| | | **XI. Stationary Sources** | | | |
| Energy production | AAA | 27 | Boilers | In place as co-generation plant for CTA operated on natural gas. | In place. |
| Energy | | | Green Power Program | Long-term agreement with LA Dept. of Power to purchase non-polluting energy (announced Aug. 1999) | In progress |
| | | **XII. Construction** | | | |
| | | | Taxiway Improvement Projects | Use of new excavation & pavement methods requiring less time | In place |
| | | **XIII. Miscellaneous** | | | |
| | AQMD | 2 | Clean fuel stations (CNG/LN, battery charges) to support alt-fuel vehicle utilization | | In place. |
| Employee Trip Reduction | AAA | 36 | Encourage employee ridesharing | In place for LAWA | In place |
| Employee Trip Reduction | AAA | 34 | Encourage compressed/flexible work week for employees | In place for LAWA | In place |
| Vapor Recovery | EPA | 1 | Vapor recovery of fuel emissions | Not required for jet fuel; in-place for gasoline. | In place. |

Source: The source of the option.
MP Team, this means options compiled by members of the Master Plan consultants team as part of the EIR/EIS process.
AAA means from the ACI-AAAE-ATA Mitigation Options RFP

**LAX MASTER PLAN EIR/EIS AIR QUALITY MITIGATION OPTIONS**
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IN MASTER PLAN

| Primary Strategy | Source | I.D. No. & Description | | Comment(s) | Resolution |
|---|---|---|---|---|---|
| | | **I. Highways & Roadways** | | | |
| * | L.A. DOT | __ | Minimize use of local streets to access LAX | Expy. access/egress and Ring Road will help. | In M.P. |
| | | **II. Transit and Intermodal Facilities** | | | |
| * | MP Team | B02/B03 | Intermodal Center at CTA or West Terminal - Allow clean-fuel transit/shuttle and people mover only. | | In M.P. |
| | | **V. Truck Cargo & Air Freight** | | | |
| On-Airport LAX Access-Cargo | MP Team | C01 | LAX Expressway - Include cargo truck lanes connecting directly to Alt 3 Cargo Area. | Already In M.P. in Alt. 3 | In M.P. |
| Off-Airport LAX Access-Cargo | MP Team | C02 | I-405/I-105 HOV/HOT Connector Lanes - Include cargo HOT access to/from LAX. | ??? | In M.P. |
| On-Airport LAX Access-Cargo | MP Team | C03 | I-405/I-105 Connector Lanes - Include cargo lane direct connections to Alt 3 Cargo areas. | In Master Plan | In M.P. |
| Off-Airport LAX Access-Cargo | MP Team | C10 | I-405 Airport Access Connector - Include dedicated cargo truck route to La Cienega Cargo Area. | In Master Plan | In M.P. |
| | | **VI. Landside** | | | |
| Parking | El Segundo COC | 2 | Provide adequate parking with efficient shuttle services | In Master Plan | In M.P. |
| | | **VII. Airside** | | | |
| Airfield Operation | | | Optimize airfield runway/taxiway configurations | In Master Plan. | In M.P. |
| Airfield Operation | AAA | | Aircraft movement control | | In M.P. |
| Airport Infrastructure | AAA | | (Optimize) runway orientation | | In M.P. |
| Airfield Design | AAA | 17 | (Provide) duel taxiways | | In M.P. |
| Airfield design | AAA | | Make infrastructure improvements | | In M.P. |
| Airfield Design | AAA | 18 | High-speed runway/taxiway turn-offs | | In M.P. |
| | Redondo Bch. | 2 | Evaluate "No new runway" alternative. | Part of MP as Alternative C. | In M.P. |
| | EDF | 1 | Implement air traffic control and ground control systems for efficiency of operations & reducing ground & airborne delays. | | In M.P. |
| | | **VIII. Aircraft & Airlines** | | | |
| Airlines | CARB | 5 | Use larger aircraft | | In M.P. |
| | CARB | 8 | Increase number of seats | | In M.P. |
| | AQMD | 1 | Schedule flights to avoid airport congestion & aircraft queuing | | In M.P. |
| | Redondo Bch. | 3 | Consider regional alternatives to Master Plan. | | In M.P. |
| | Redondo Bch. | 1 | Comprehensive prog. to reduce traffic & upgrade regional roadways in S. Bay | | In M.P. |
| | | **XI. Stationary Sources** | | | |
| Efficient buildings | AAA | 26 | Airport terminals | | In M.P. |
| Energy conservation | AAA | 28 | Energy conservation programs | | In M.P. |
| Aircraft maintenance | AAA | 29 | Aircraft maintenance | Most major maintenance facilities moved to other airports. | In M.P. |
| | | **XIII. Miscellaneous** | | | |
| | L.A. DOT | 3 | Conformity to the Coastal Transportation Corridor Specific Plan | | In M.P. |

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**WILL BE ASSESSED FOR AQ BENEFIT**

| Primary Strategy | Source | I.D. No. & Description | | Comment(s) | Resolution |
|---|---|---|---|---|---|
| | | **II. Transit and Intermodal Facilities** | | | |
| LAX Transit | MP Team | B04. | Implement clean-fuel "smart shuttles" for local trips to/from local businesses and LAX. | Will be assessed. | Applicable (A) |
| Off-Airport LAX Access | MP Team | B06. | Link ITS system with off-airport parking facilities, with ability to divert/direct trips to these facilities. | Will be assessed. | Applicable (A) |
| LAX Transit | MP Team | B10. | Establish network of strategically placed, off-airport intermodal check-in terminals serviced by LAX dedicated clean-fuel buses. | Requires airlines cooperation; under study by LAWA Transportation Office | Applicable (A) |
| LAX Transit | MP Team | B11. | Implement clean-fuel "smart shuttles" for sub-regional trips to/from South Bay, OC, South Central L.A., Westside and LAX. | Requires cooperation from private operators | Applicable (A) |
| Off-Airport LAX Access | MP Team | B12. | Expand ITS/ATCS system, concentrating on I-405 and I-105 corridors, extending into South Bay and Westside surface street corridors. | Requires cooperation from MTA and Caltrans; reduces VHT | Applicable (A) |
| Intermodal | MP Team | B13. | Provide low-priced parking to LAX users of off-airport intermodal terminal facilities. | Compliments concepts of remote terminals (see B10.). | Applicable (A) |
| Regional Transit | MP Team | B15. | Implement clean-fuel "smart shuttles" for trips to/from regional airports. | Potential to expand to business centers. (see B14) | Applicable (A) |
| Technology | MP Team | B18. | Convert all on-airport LAWA and commercial buses, shuttles, and vans to ZEV/SULEV engines. | Currently being implemented; accelerate the program | Applicable (A) |
| | | **V. Truck Cargo & Air Freight** | | | |
| Off-Airport LAX Access-Cargo | MP Team | C06. | Link LAX traffic management system with airport cargo facilities, with ability to reroute cargo trips to/from these facilities. | Marginal potential benefit to reduce VMT. | Applicable (A) |
| Pricing | MP Team | C07. | Promote use of clean-fueled cargo vehicles through on-airport access pricing at cargo facilities. | | Applicable (A) |
| | | **VI. Landside** | | | |
| On-Airport LAX Access | MP Team | NEW | On-airport roadway improvement: widen lower level loop ramp to Northbound Sepulveda; add eastbound right turn lanes to World Way, at Center Way, and one right turn lane to Center Way; provide pedestrian tunnel and additional pedestrian bridge to eliminate pedestrian signals. | | Applicable (A) |
| Technology | MP Team | F03. | Provide free parking, charging stations and preferential parking locations for electric vehicles in all (including employee) LAX lots. | Already in place; expand. | Applicable (A) |
| Technology | MP Team | F04. | Promote "best engine" technology for rental cars using on-airport RAC facilities. | | Applicable (A) |
| | MP Team | F18 | Pay-on-foot (before getting into car) to minimize idle time | | Applicable (A) |
| On-Airport LAX Access | MP Team | F07. | Consolidate non-rental car shuttles. | Consolidate shuttle services from hotels & GTC | Applicable (A) |
| Technology | MP Team | F17. | Fueling Facilities (Truck Stop) for clean fuel trucks (CNG, LNG). | | Applicable (A) |
| | | **VII. Airside** | | | |
| Airfield Operation | MP Team | G01. | Preferential runway/taxiway coordination system. | Requires FAA approval | Applicable (A) |
| Airfield Operation | MP Team | G02. | Aircraft towed to/from maintenance. | Requires FAA approval | Applicable (A) |
| Airfield Operation | MP Team | G04. | Single/reduced engine taxiing . | Requires FAA approval | Applicable (A) |
| Airlines | MP Team | G05. | Incentives to replace older aircraft engines with cleaner ones (e.g., emission fees). | | Applicable (A) |
| Airfield Operation | MP Team | G09. | Runway/taxiway intersection departure for select aircraft. | | Applicable (A) |
| | | **IX. GSE** | | | |
| Operation/technology | MP Team/CARB | G07. | Convert GSE to electric power (or extremely low emission technology, such as fuel cells). | Partially in-place. Accelerate full conversion. | Applicable (A) |
| | | **XII. Construction** | | | |
| Technology | MP Team | F14. | Specify Clean Fuel construction equipment. | | Applicable (A) |
| Technology | MP Team | F15. | Require all construction deliveries to be made with clean fuel vehicles. | | Applicable (A) |
| Technology | MP Team | F19 | Use soil stabilization and/or watering to reduce fugitive dust emissions during construction. | | Applicable (A) |
| Technology | MP Team | F20 | Use on-site rock crushing facility to reuse rock/concrete and minimize truck haul trips. | | Applicable (A) |

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MAY BE ASSESSED FOR AQ BENEFIT

| Primary Strategy | Source | I.D. No. & Description | | Comment(s) | Resolution |
|---|---|---|---|---|---|
| | | **II. Transit and Intermodal Facilities** | | | |
| Pricing incentive | MP Team | B09. | Implement parking pricing mechanisms to reduce SOV use and encourage HOV(3+)/shuttle use. | | Applicable (B) |
| Regional Transit | MP Team | B14. | Expand off-airport Intermodal terminal facility service to other regional airports. | Requires cooperation with other airports (see B10, B13). | Applicable (B) |
| Regional Access | MP Team | B16. | Expand ITS/ATCS system, concentrating on regional airport access, with objective to reduce airport trips/VMT. | Requires cooperation with other airports (See B15). | Applicable (B) |
| Regional Transit | MP Team | B17. | Provide free ride and parking to all (regional) airport users of off-airport Intermodal terminal facilities. | See also B10, B13) | Applicable (B) |
| | | **V. Truck Cargo & Air Freight** | | | |
| On-Airport LAX Access-Cargo | M.P Team | C11 | Ban Non-LAX Cargo Activity on Airport Property | | Applicable (B) |
| | | **VI. Landside** | | | |
| Technology | MP Team | F01. | Require or promote commercial vehicles/trucks/vans using terminal areas (LAX and regional Intermodal) to install SULEV/ZEV engines. | | Applicable (B) |
| On-Airport LAX Access | MP Team | F05. | Maintain enough parking lot attendants and open pay gates to minimize idle time. | | |
| On-Airport LAX Access | MP Team | NEW | Parking pricing policies to encourage single trips (use of long-term lots by travelers) or minimize idle time at curb (by using short-term lots). | | Applicable (B) |
| | | **VIII. Aircraft & Airlines** | | | |
| Airfield Operation | MP Team | G03. | Engines may not be started until take-off slot is approved. | Already in place | In-place |
| Aircraft Operation | AAA | G08 | Minimization of reverse thrust during landing | | Applicable (B) |
| | | **IX. GSE** | | | |
| Operation | MP Team | 1 | Establish operating rules & requirements for GSEs | Reduce the number and improve the condition of GSEs | Applicable (B) |
| | MP Team | 2 | Introduce permitting requirements | | Applicable (B) |
| | | **XII. Construction** | | | |
| Off-airport traffic | L.A. School Dist. | 1 | Prevent Const. traffic past Dist. Schs. or restrict hauling to times when Schs. not in session. | | Applicable (B) |
| Off-airport traffic | L.A. School Dist. | 2 | Prevent staging or parking of const. veh. (including workers veh.) on streets adjacent to Dist. Schs. | | Applicable (B) |
| | | **XIII. Miscellaneous** | | | |
| Technology | MP Team | F12. | Convert School Buses (LAUSD, ESUSD, etc) to clean fuel. | FAA funding restriction. Emission trading possible | Applicable (B) |
| Technology | MP Team | F13. | Convert Municipal Service (LA, El Segundo, etc) Equipment (Garbage Trucks, Street Sweepers, Police Cars, Fire Trucks, etc.) to Alt Fuel. | FAA funding restriction. Emission trading possible | Applicable (B) |
| On-airport traffic | AAA | 37 | Motor vehcile Idle restrictions (at terminal) | | Applicable (B) |
| Employee Trip Reduction | AAA | 35 | Encourage employee telecommuting | | Applicable (B) |
| Vegetation | El Segundo | 1 | Tree-planting program for mitigation of noise, air & water pollution | | Applicable (B) |
| Alternate energy | El Segundo | 2 | Sites for solar & wind energy units | | Applicable (B) |
| Community Improvements | St. Anastasia | 1 | Unmitigated impacts result in payments to trust fund for community improvements | | Applicable (B) |

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SUPPORTIVE BY LAWA, THOUGH NO AQ BENEFIT WILL BE QUANTIFIED

| Primary Strategy | Source | I.D. No. & Description | | Comment(s) | Resolution |
|---|---|---|---|---|---|
| | | **I. Highways & Roadways** | | | |
| " | MP Team | A06. | I-405/I-105 HOV/HOT Connector Lanes - Include passenger HOT access to/from LAX. | Connector lanes in M.P.; HOT access not under LAWA control. | Supportive |
| " | MP Team | A08. | I-405 HOV Lanes - Accelerate construction, including HOV lanes from U.S. 101 and I-110. | Applicable regionally; not under LAWA control. | Supportive |
| Regional Access | MP Team | A09. | Promote/participate in accelerated completion of HOV network and "gap closure" improvements. | Difficult to quantify and not under LAWA control. | Supportive |
| " | MP Team | A10. | I-405/I-105 HOV/HOT Lanes - Expand HOV lane to I-405 @ I-10 and I-105 @ I-110. | Not under LAWA control. | Supportive |
| " | MP Team | A11. | Expand HOT lanes along I-105 and I-110. | Not under LAWA control. | Supportive |
| | | **II. Transit and Intermodal Facilities** | | | |
| LAX Transit | MP Team | B19. | Provide "Eco Transit Incentive Program" for HOV users. | ??? | Supportive |
| " | MP Team | B22 | Subsidize (LAWA & tenant) employee transit use | | Supportive |
| " | MP Team | B23 | Transportation Management Organization | | Supportive |
| Regional Transit | EDF | 7 | Rapid bus network and county-wide bus improvement plan (as in MTA) | | Supportive |
| | | **III. Green Line Facilities** | | | |
| LAX Transit | L.A. Co. MTA | 2 | Green Line Extension, or equivalent rail system from LAX terminals to Westchester Pkwy. | | Supportive |
| | | **IV. High-Speed Rail** | | | |
| Rail Transit (MAGLEV) | MP Team | E01. | Design CTA or West Terminal Intermodal station to accommodate future high-speed rail system. | MTA control | Supportive |
| Rail Transit (MAGLEV) | MP Team | E02. | Include high-speed rail connection from Ontario to Union Station, with transit connection from Union Station to LAX. | MTA control. | Supportive |
| | | **VIII. Aircraft & Airlines** | | | |
| Aircraft - Technology | AAA | 1 | New airplane design | | Supportive |
| Aircraft - Technology | AAA/EDF | 3 | Initiate program to develop clean aircraft engine design | Underway by airlines, NASA, et.al. | Supportive |
| Aircraft - Technology | AAA | 4 | Modify aircraft engines currently in production | | Supportive |
| Aircraft - Technology | AAA | 5 | Change (jet/aircraft) fuel chemistry (to be less polluting) | | Supportive |
| ATM | AAA | 15 | CNS/ATM/ Free flight | | Supportive |
| | CARB | 4 | Establish new engine emission std's | | Supportive |
| | | **IX. GSE** | | | |
| Technology | AAA | 19 | Catalytic converters (retrofit) | | Supportive |
| Technology | AAA | 20 | Particulate traps (retrofit) | | Supportive |
| | AAA | 21 | Cleaner engine technology | | Supportive |
| | AAA | 22 | Engine/Unit retirement | | Supportive |
| | AAA | 23 | Sharing of GSE | | Supportive |
| | AAA | 24 | Sharing of refueling stations | | Supportive |
| | AAA | 25 | More efficient use | | Supportive |
| | | **X. APU's** | | | |
| | AAA | 33 | New APU Design | | Supportive |
| | | **XIII. Miscellaneous** | | | |
| Off-airport traffic | L.A. DOT | 2 | Integration with Congestion Management Program & oppor. to obtain CMP credits | | Supportive |
| Toxic air pollutants | EDF | 4 | Reduce use of toxic chemicals and the emissions from aircraft engines, diesel vehicles, solvents & coatings | Master Plan includes many AQ emission reduction measures. | Supportive. |
| Conference | LAWA | | Annual conference to encourage use of Alt. fuel vehicle / equipment | | Supportive. |

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EVALUATED AND CONSIDERED NOT APPLICABLE OR NOT FEASIBLE

| Primary Strategy | Source | I.D. No. & Description | Comment(s) | Resolution |
|---|---|---|---|---|
| | | **I. Highways & Roadways** | | |
| Local Access | MP Team | A01. LAX Expressway - Include shuttle/HOV(3+) connection with I-405. | The expressway is in M.P. and HOV lanes are considered unnecessary. | Not applicable. |
| " | MP Team | A03. Arbor Vitae - Include shuttle/HOV(3+) lanes from I-405 to Westchester Parkway. | The "Ring Road" is in M.P. and HOV lanes are considered unnecessary. | Not applicable. |
| " | MP Team | A04. I-105/Imperial Highway Extension - Include shuttle/HOV(3+) lanes. | The extension is in M.P. and HOV lanes are considered unnecessary. | Not applicable. |
| " | MP Team | A05. I-405 Airport Access Connector - Include dedicated HOV/cargo truck to La Cienega Cargo Area. | The connector is in Alt. 3 of M.P. and HOV lanes are considered unnecessary. | Not applicable. |
| Technology | MP Team | F11. Reduce speed limit on Ring Road to maintain optimum emission level (~35 mph). | Applies to NOx. Defeats purpose of ring road to move traffic into airport quickly. | Not applicable |
| | | **II. Transit and Intermodal Facilities** | | |
| Intermodal | MP Team | B01. Ban private vehicle (or SOV) access to Central Terminal Area (CTA) and West Terminal. | Not practical and is inconsistent with terminal plans. | Not applicable |
| " | MP Team | B07. Install ground transportation kiosks with both real-time information and personal "trip coordinators/managers." | Low level of VMT reduction effectiveness. | Not applicable |
| Pricing Incentive | MP Team | B08. Install toll both at entrances to CTA and West Terminal Area. | Encourages doubling the number of trips per flight - no AQ benefit. | Not applicable |
| Pricing | MP Team | B20. Make long-term parking free and short-term parking prohibitively expensive to minimize drop-off and pick-up trips. | Considered ineffective for reducing VMT | Not applicable |
| LAX Transit | MP Team | B21. Provide long-term parking lot baggage tram and return | Requires airlines cooperation; and involves security issues | Not applicable. |
| | | **III. Green Line Facilities** | | |
| LAX Transit | MP Team | D01. Green Line Extension - Include passenger/baggage amenities, direct connections, etc. for passengers using Green Line. | Low cost-benefit; MTA control. | Not applicable |
| LAX Transit | MP Team | D02. Green Line Extension - Include "airport friendly" cars on Long Beach-Los Angeles Line to promote transfers of airport to Green Line-LAX. | Low cost-benefit; MTA control. | Not applicable |
| LAX Transit | MP Team | D03. Green Line Extension - Provide free Green Line entry from LAX Station to promote use of Green Line. | Low cost-benefit; MTA control. | Not applicable |
| LAX Transit | MP Team | D04. Green Line Extension - Extend Green Line service toward Santa Monica or into Crenshaw Corridor. | Low cost-benefit; MTA control. | Not applicable |
| | | **V. Truck Cargo & Air Freight** | | |
| Off-Airport LAX Access-Cargo | MP Team | C04. Aviation Blvd. - Include surface street cargo lane access between LAX and I-105. | Marginal potential benefit to reduce VMT. | Not applicable. |
| Off-Airport LAX Access-Cargo | MP Team | C05. Install clean-fuel cargo truck/rail corridor along existing SP and Florence railroad ROWs. | Reduced VHT (Not VMT) | Not applicable |
| Technology | MP Team | C08. Require On-Airport cargo operators to receive only vehicles with lower emission profiles. | May involve interstate commerce issues. | Not applicable |
| LAX Transit | MP Team | C09. Require On-Airport cargo operators to meet minimum employee rideshare requirements. | Incentives may be more acceptable. | Not applicable |
| " | City of Hawthorne | 1 Move all freight operations out of LAX | Doesn't reduce regional emissions. | Not applicable |
| " | Manchester Sq. | 1 Transfer cargo facilities (to extent possible) to regional airports; with connecting rail service. | Doesn't reduce regional emissions. | Not applicable |
| | | **VI. Landside** | | |
| LAX Transit | MP Team | F02. Do not allow private vehicles on the curb. | Not practical/enforceable. | Not applicable |
| On-Airport LAX Access | MP Team | F08. Provide people movers to remote parking lots (including private lots). | Low cost-benefit. | Not applicable |
| Pricing | MP Team | F09. Charge fees for additional looping of terminal areas, or don't allow looping to occur. | Potentially expensive method to enforce. | Not applicable |
| Technology | MP Team | F10. Allow only California registered vehicles in the terminal areas. | Low feasibility | Not applicable |

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|---|---|---|---|---|---|
| LAX Transit | MP Team | F16. | Curb side baggage check for clean fuel shuttles and taxi only. | Not practical and is inconsistent with terminal plans. | Not applicable |
| | | **VII. Airside** | | | |
| Aircraft | MP Team/CARB | G06. | Derated takeoff/climbout thrust. | Requires FAA approval. Not much AQ benefit. | Not applicable |
| | CARB | 1 | Tow aircraft to runway | Requires FAA approval. Not safe. | Not applicable |
| Airfield Operation | CARB | 2 | Transport passengers to aircraft parked at runway end(s) | Requires FAA approval. Not safe. | Not applicable |
| | | **VIII. Aircraft & Airlines** | | | |
| Aircraft Operation | AAA | 13 | Reduced landing flap | Minimal AQ benefit, not quantifiable. | Not applicable |
| Aircraft Operation | AAA | 14 | Optimum flap retraction | Minimal AQ benefit, not quantifiable. | Not applicable |
| Airlines | CARB | 6 | Increase load factor | Load factors are determined by the market. | Not applicable |
| Airlines | CARB | 7 | Limit operations | May increase use of larger aircraft - no AQ benefit. Not legally enforceable. | Not applicable |
| | | **XIII. Miscellaneous** | | | |
| Air Monitoring | Man. Sq. Prop. Owns. | 2 | Monitor pollutant levels; establish acceptable levels with penalties for exceeding limits | Cannot directly relate monitored levels to specific sources - not technologically feasible. | Not applicable. |
| | | | Water Taxi's | No AQ benefit. | Not applicable. |
| De-icing practices | AAA | 8 | Design and/or practice deicing operations to minimize VOCs | Minimal AQ benefit. | Not applicable. |
| Other Environmental Constraints. | AAA | 9 | Modification of other environmentally-based constraints (that affect air quality) | Noise mitigation measures. Not under LAWA's control. | Not applicable. |

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SAME AS ANOTHER OPTION

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|---|---|---|---|---|---|
| | | **I. Highways & Roadways** | | | |
| Off-Airport Traffic | El Segundo COC | 1 | Provide traffic synchronization system | Reduces stop & go driving conditions. **Same as B05, B06, B12.** | |
| | | **II. Transit and Intermodal Facilities** | | | |
| LAX Transit | EPA | 2 | Entrance & parking policies to encourage passenger & employee use of transit, shuttles, carpools/vanpools | **Same as B09.** | |
| LAX Transit | EPA | 3 | Integrate transit and shuttles into M.P. alternatives. | **Same as B04, B10, B11, B13.** | |
| Regional transit | L.A. Co. MTA | 1 | Multimodal transit center at or near existing MTA facility and/or the City Bus Center. | **Same as B10, B14.** | |
| Regional Transit | EDF | 5 | Consider other transit alternatives to Green Line | **Same as E01/E02, B02/B03, B10.** | |
| Regional Transit | EDF | 6 | Improved bus system serving LAX as part of the county multi-modal transportation system | **Same as B04, B10, B11, B14, B15.** | |
| Regional Transit | EDF | 8 | System of busways with a feeder system of buses, shuttles, taxis and other transit services that serve LAX & region (as in SCAG) | **Same as B10, B14.** | |
| | | **VI. Landside** | | | |
| On-Airport Traffic | EDF | 3 | Implement low-emissions approaches to parking operations | Limited-access roadways, reduce stop & go driving, etc. **Same as B09, A01.** | |
| On-Airport Traffic | CARB | 9 | Idle & circulation management | **Same as B05.** | |
| Technology | CARB | 10 | Alt. fuels for rental cars | **Same as F04.** | |
| | | **VII. Airside** | | | |
| Airfield Operation | MP Team/EDF | | Emission-based landing fees (for NOx & CO2) | **Same as G05.** | |
| Airfield Operation | AAA | 16 | Slot control | **Same as G03.** | |
| Airfield Operation | AAA/EDF | 11 | Minimize aircraft engine use while idling & taxiing | **Same as G04.** | |
| | | **VIII. Aircraft & Airlines** | | | |
| Airlines | AAA | 2 | Retrofits engines in production | **Same as G05.** | |
| Airlines | AAA | 6 | (Encourage) early engine/aircraft retirement | **Same as G05.** | |
| Airlines | AAA | 7 | Order lowest emission engines available. | **Same as G05.** | |
| Airlines | AAA | 12 | Reduced thrust take-offs | **Same as G06.** | |
| Airlines | AAA | 39 | Contact incentives to airlines with lower-emission fleets | **Same as G05.** | |
| Airlines | CARB | 3 | Modernize fleet | **Same as G05.** | |
| | | **XIII. Miscellaneous** | | | |
| Off-airport traffic | AQMD | 3 | Incentives for transportation alternatives to SOV for airport trips. | **Same as B09.** | |
| Off-airport traffic | L.A. DOT | 1 | Transportation Demand Management & ITS | **Same as B05, B06, B12, B16.** | |
| Technology | AAA | 38 | Cleaner engine technology - ground access | **Same as F03, F04, B04, B11.** | |
| On-airport traffic | MP Team | 3 | Use T.V. & internet to relay access options | **Same as B05.** | In progress |

Source: The source of the option.
MP Team, this means options compiled by members of the Master Plan consultants team as part of the EIR/EIS process.
AAA means from the ACI-AAAE-ATA Mitigation Options RFP

# Attachment Y
# Technical Reports – Ambient Monitoring and Deposition Monitoring

LAX Master Plan

# TECHNICAL REPORT
# AMBIENT MONITORING

March 1998

Prepared for:

Los Angeles World Airports

Prepared by:

Camp Dresser & McKee, Inc./Planning Consultants Research
233 Wilshire Boulevard, Suite 130
Santa Monica, California 90401
Contact: Bruce Lackow/Robin Ijams

Draft Version #1

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# Ambient Monitoring

## 1.0 Introduction

The original purpose of the ambient monitoring station was to provide confirmation of problems found in FAA's Emissions and Dispersion Modeling System (EDMS) air dispersion model. It was later decided to continue the monitoring effort until at least March 6th, 1998, to include the majority of the winter carbon monoxide (CO) season. This report supercedes a preliminary report of the monitoring data through December 1997 that was prepared for submittal to SCAQMD.

## 2.0 Methodology

Ambient monitoring for CO, nitrogen oxide (NO), nitrogen dioxide ($NO_2$), total nitrogen oxides ($NO_x$), sulfur dioxide ($SO_2$) and particulate matter under 10 microns ($PM_{10}$) concentrations was performed from August 14th, 1997, and is scheduled to be completed on March 6th, 1998. The monitoring station, depicted on **Figure 1**, is located approximately 2020 feet east of the eastern end of Runway 25R on the approach/departure midline. This location was selected due to the significant departure emissions from Runway 25R, the taxi and queue emission from the parallel northern taxiway, and its prevalent downwind location from Runway 25R.

Continuous emission monitors were used to determine hourly CO, $NO_x$ and $SO_2$ concentrations. Twenty-four hour $PM_{10}$ concentrations were determined every other day using volumetrically flow controlled $PM_{10}$ samplers. Hourly meteorological conditions (wind speed and direction, wind sigma theta, 3-meter and 10-meter temperature, and solar radiation) were also monitored. Atmospheric stability was calculated using the monitored meteorological conditions. A more detailed description of the monitoring station is provided in the AeroVironment Environmental Services Inc. report provided as **Attachment A.** Additionally, a third party quality assurance audit of the monitoring station, performed by Mr. Dennis Hause of Visibility Services, Inc., is provided as **Attachment B.**

## 3.0 Results

The hourly pollutant and meteorological monitoring data and 24-hour $PM_{10}$ data is detailed in **Attachment A.** The final monitoring station data, including all data collected through **March 6th, 1998**, will be forwarded in computer file format by the end of March. A summary of the maximum pollutant concentration data recorded at the monitoring station from 4:00 p.m. August 14th, 1997, through 10:00 a.m. February 23rd, 1998, and 24-hour $PM_{10}$ data available through February 3rd, 1998, along with the corresponding National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are shown on **Table 1** as follows:

**Table 1**
**Monitored Concentrations and Ambient Air Quality Standards**

| Pollutant | Averaging Period | Maximum Monitored Concentration | NAAQS | CAAQS |
|---|---|---|---|---|
| Carbon Monoxide | 1-hour | 10.6 ppm | 35 ppm | 20 ppm |
| | 8-hour | 8.6 ppm | 9 ppm | 9.0 ppm |
| Nitrogen Dioxide | 1-hour | 0.15 ppm | – | 0.25 ppm |
| | annual | 0.038[a] | 0.053 ppm | – |
| $PM_{10}$ | 24-hour | 80.2 µg/m³ | 150 µg/m³ | 50 µg/m³ |
| | annual | 36.3, 33.9[a&b] µg/m³ | 50 µg/m³ | 30 µg/m³ |
| Sulfur Dioxide | 1-hour | 0.021 ppm | | 0.25 ppm |
| | 3-hour | 0.017 ppm | 0.5 ppm | – |
| | 24-hour | 0.007 ppm | 0.14 ppm | 0.04 ppm |
| | annual | na | 0.03 ppm | – |

[a]Not a true annual average, the average listed is from available monitoring data.
[b]The first value given is the annual average mean to be compared to the NAAQS, and the second value is the geometric mean to be compared with the CAAQS.





The ambient monitoring period included approximately half of the "summer $NO_x$ season" and more than three quarters of the winter CO season. There were no observed exceedances of NAAQS or CAAQS for CO, $NO_2$ or $SO_2$; and no recorded exceedances of NAAQS for $PM_{10}$. The monitoring data collected indicates that the area of the monitoring station would likely not exceed annual NAAQS for $NO_2$, $SO_2$ and $PM_{10}$. A total of 15 separate exceedances of the 24-hour $PM_{10}$ CAAQS were observed out of a total of 83 non-duplicate samples. The available $PM_{10}$ data indicates that it is likely that the annual $PM_{10}$ CAAQS would be exceeded at the monitoring station. The South Coast Air Basin is currently in non-attainment of the $PM_{10}$ CAAQS; therefore, the observed exceedances were expected.

## 4.0 Analysis of Results

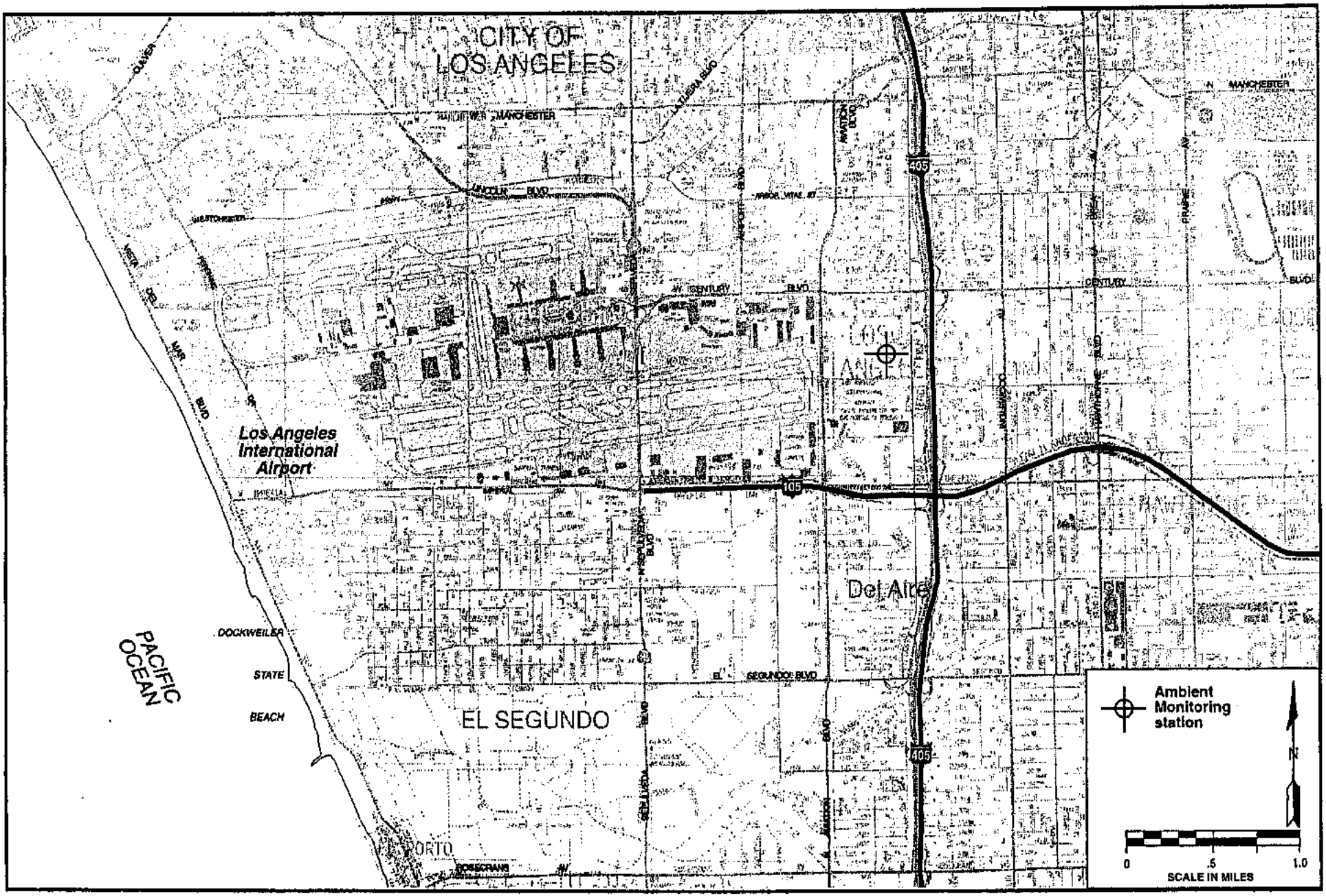
The maximum CO and $NO_x$ concentrations generally occurred during night-time hours when the wind direction was not from the airport. The observed daytime CO and $NO_x$ concentration results, consistent with winds on-airport were generally lower than the observed nighttime results. A comparison of maximum, average, and median concentrations observed during specific hourly average wind directions, where winds from 250 to 310 degrees are considered from on-airport and all other winds are considered to be from off-airport, are shown on **Table 2.**

**Table 2**
**Wind Direction Specific 1-Hour Concentrations and Wind Speeds**

| | | | Wind Direction | | |
|---|---|---|---|---|---|
| Pollutant | Period | On-Airport | Off-Airport | 0 – 180 Degrees | 45 – 135 Degrees |
| Carbon Monoxide | Maximum | 5.3 ppm | 10.6 ppm | 10.6 ppm | 10.6 ppm |
| | Average | 1.1 ppm | 2.1 ppm | 2.5 ppm | 2.7 ppm |
| | Median | 1.0 ppm | 1.8 ppm | 2.2 ppm | 2.4 ppm |
| Nitrogen Oxide | Maximum | 0.379 ppm | 0.560 ppm | 0.560 ppm | 0.560 ppm |
| | Average | 0.018 ppm | 0.080 ppm | 0.103 ppm | 0.113 ppm |
| | Median | 0.011 ppm | 0.039 ppm | 0.074 ppm | 0.088 ppm |
| Nitrogen Dioxide | Maximum | 0.140 ppm | 0.149 ppm | 0.138 ppm | 0.125 ppm |
| | Average | 0.031 ppm | 0.041 ppm | 0.045 ppm | 0.046 ppm |
| | Median | 0.027 ppm | 0.040 ppm | 0.043 ppm | 0.044 ppm |
| Total Nitrogen Oxides | Maximum | 0.440 ppm | 0.637 ppm | 0.637 ppm | 0.637 ppm |
| | Average | 0.049 ppm | 0.122 ppm | 0.148 ppm | 0.158 ppm |
| | Median | 0.039 ppm | 0.085 ppm | 0.121 ppm | 0.134 ppm |
| Sulfur Dioxide | Maximum | 0.018 ppm | 0.021 ppm | 0.021 ppm | 0.012 ppm |
| | Average | 0.0022 ppm | 0.0021 ppm | 0.0022 ppm | 0.0027 ppm |
| | Median | 0.0015 ppm | 0.0016 ppm | 0.0016 ppm | 0.0024 ppm |
| | Wind Speed | | | | |
| | Maximum | 11.6 m/s | 10.9 m/s | 7.7 m/s | 7.7 m/s |
| | Average | 4.4 m/s | 2.0 m/s | 1.8 m/s | 1.8 m/s |
| | Median | 4.3 m/s | 1.6 m/s | 1.5 m/s | 1.5 m/s |

The wind direction sorted concentration data indicates that the highest CO and $NO_x$ air quality impacts are related to wind directions that are off-airport. Evaluating wind directions that are from the direction of the I-405 Freeway and I-105 Freeway east of the I-405 (0 – 180 degrees and 45 – 135 degrees) indicate that the freeways and associated arterial road traffic are likely responsible for the high concentrations seen when wind directions are from off-airport. Additionally, the average off-airport meteorological conditions, namely wind speed and stability class, are less favorable for emission dispersion.

Additionally, the $NO_x$ and CO concentration results indicate that some modification to dispersion modeling inputs are warranted to properly model aircraft taxi, queue, and departure emissions. Current modeling procedures can grossly overestimate the downwind pollutant concentrations near airport runways and taxiways. The highest $NO_x$ and CO concentrations, during persistent on-airport wind conditions, were generally observed during high wind speed conditions. This indicates that the bouyant plume rise, and mechanical plume rise from runway blast gates, need to be included in dispersion analyses for airports.




| | | |
|---|---|---|
| **Los Angeles International Airport Master Plan** | **Ambient Monitoring Station Location** | Figure 1 |

Additionally, the high $NO/NO_2$ ratios seen at the monitoring station indicate that, to properly assess maximum $NO_2$ impacts from airports, initial $NO/NO_2$ ratios from aircraft should be used to assess the maximum potential $NO_2$ concentrations near the runways and taxiways. However, more analysis is required to determine proper jet engine plume height adjustments and jet engine $NO/NO_2$ emission ratios.

## 5.0 SUMMARY AND CONCLUSIONS

The pollutant concentration data collected at the monitoring station from August 14th, 1997, to February 23rd, 1998, observed no exceedances of non-annual NAAQS for CO, $NO_2$, $SO_2$, and $PM_{10}$ and CAAQS for CO, $NO_2$ and $SO_2$. The monitoring data collected indicates that the local area of the monitoring station is likely to be in attainment of annual NAAQS for $NO_2$, $SO_2$ and $PM_{10}$. As expected, several violations of the 24-hour $PM_{10}$ CAAQS were observed and the available data indicates likely non-attainment of the annual $PM_{10}$ CAAQS.

The pollutant concentration and meteorological data, when evaluated together, indicate that the highest $NO_x$ and CO pollutant concentrations are observed when the wind directions are off-airport. Therefore, the highest pollutant concentrations, in the area of the monitoring station, are likely attributable to non-airport emission sources, likely mobile sources from the I-405 Freeway, I-105 Freeway and surrounding arterial roads and collector streets.

The monitoring data indicates that current air dispersion modeling procedures and the source input assumptions used to model jet aircraft emissions are inadequate and further study is necessary to evaluate plume rise and $NO/NO_2$ emission ratios from jet engines.



# Attachment A

# Air Quality and Meteorological Monitoring Program

# Measurements Report

**Prepared By:**

**AeroVironment Environmental Services, Inc.**

AVES-R-50185-0001 (rev)
Project 50185-0001

# LOS ANGELES INTERNATIONAL AIRPORT MASTER PLAN PHASE III ENVIRONMENTAL IMPACT SURVEY/REPORT PREPARATION AIR QUALITY AND METEOROLOGICAL MONITORING PROGRAM

## MEASUREMENTS REPORT

Prepared for

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By

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May 1998

## EXECUTIVE SUMMARY

Between August 13, 1997 and March 31, 1998, AeroVironment Environmental Services, Inc. (AVES) conducted continuous criteria air quality and meteorological monitoring at the Los Angeles International Airport (LAX). The monitoring was conducted as part of the LAX Master Plan Phase III Environmental Impact Survey/Report (EIS/R) preparation. The scope of this program involved the following:

- Installing one new site at LAX to measure carbon monoxide (CO), sulfur dioxide ($SO_2$), nitrogen dioxide ($NO/NO_2/NO_X$), particulate smaller than 10 microns (PM-10), and meteorological conditions (wind speed, wind direction, sigma theta, ambient temperature, delta temperature, and total solar radiation).
- Collecting and processing the data into hourly averages.
- Performing two quarterly calibrations.
- Performing two quarterly audits.
- Retrieving the data daily.
- Providing bimonthly summaries of the data to other project participants.
- Validating the data and providing a final data and measurements report.

This report summarizes the criteria air quality and meteorological data collected at this site.

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# SECTION 1

# INTRODUCTION

Between August 13, 1997 and March 31, 1998, AeroVironment Environmental Services, Inc. (AVES) conducted continuous criteria air pollutant and meteorological monitoring at the Los Angeles International Airport (LAX) (see Figure 1-1). The monitoring was conducted as part of the LAX Master Plan Phase III Environmental Impact Survey/Report (EIS/R) preparation. This report summarizes the data collected between August 13, 1997 and March 31, 1998 for this program.

## 1.1 PROJECT OBJECTIVE

The primary objective of this project was to measure the temporal and spatial concentrations for the carbon monoxide, sulfur dioxide, nitrogen dioxide ($NO_2$), particulate smaller than 10 microns (PM-10), and meteorological conditions at LAX during summer, fall and winter conditions.

## 1.2 SCOPE OF WORK

The project scope involved the following:

- Installing one new site at LAX to measure carbon monoxide (CO), sulfur dioxide ($SO_2$), nitrogen dioxide ($NO/NO_2/NO_X$), particulate smaller than 10 microns (PM-10), and meteorological conditions (wind speed, wind direction, sigma theta, ambient temperature, delta temperature, and total solar radiation).
- Collecting and processing the data into hourly averages.
- Performing two quarterly calibrations.
- Performing two quarterly audits.
- Retrieving the data daily.
- Providing bimonthly summaries of the data to other project participants.
- Validating the data and providing a final data and measurements report.

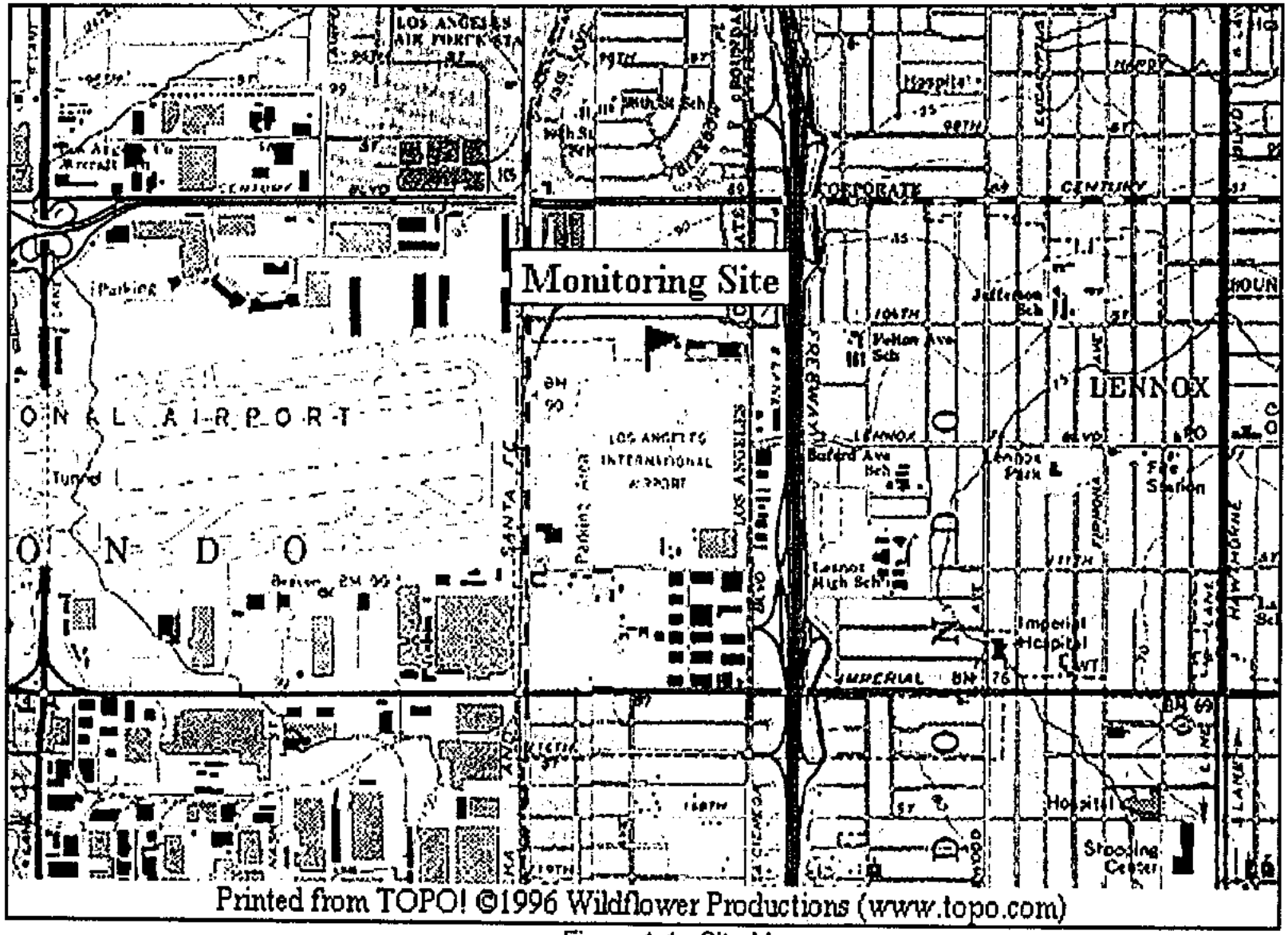



Figure 1-1. Site Map

## Section 2

## MEASUREMENT PROGRAM

The sampling equipment and conditions present during the field study, the quality control procedures, and quality assurance program used to perform the tasks presented in Section 1.2 are described in this section.

### 2.1 SITE SELECTION AND DESCRIPTIONS

#### 2.1.1 Selection Criteria

The runway 25 right (25R) site was designated by Planning Consultants Research (PCR) as the location for the air quality and meteorological data required for the purposes of their study. AVES surveyed the site to determine if the characteristics of the site would allow for sensor and inlet exposure that were consistent with U.S. EPA Prevention of Significant Deterioration (PSD) criteria (EPA, 1987). Although the air quality measurements were not meant to be regional in their scope, the siting of the meteorological measurements were consistent with large-scale wind and temperature patterns.

#### 2.1.2 Site Description

This site was located in a field east of the end of 25R. The field contained lights and other Federal Aviation Administration equipment associated with the runway approach. The field was bounded by Aviation Boulevard on the west, La Cienaga Boulevard on the east, and an airport parking lot and the Proud Bird Restaurant on the south. The monitoring shelter was placed on an asphalt pad directly under the 25R approach approximately 300 meters east of Aviation Boulevard. The wind sensors were mounted on a 10-meter tower that was placed 10 meters south of the monitoring trailer, between 25R and runway 25 left approaches. Figure 1-1 shows a map of the area and the site. Figures 2-1 through 2-3 present photographs of this site. Other than the runway approach lights, light mounting platforms, and equipment sheds, there were no other structures in the area.

The site location was at:

33° 56' 25" N latitude
118° 22' 27" W longitude
21 meters elevation

Figure 2-1. View of Monitoring Site

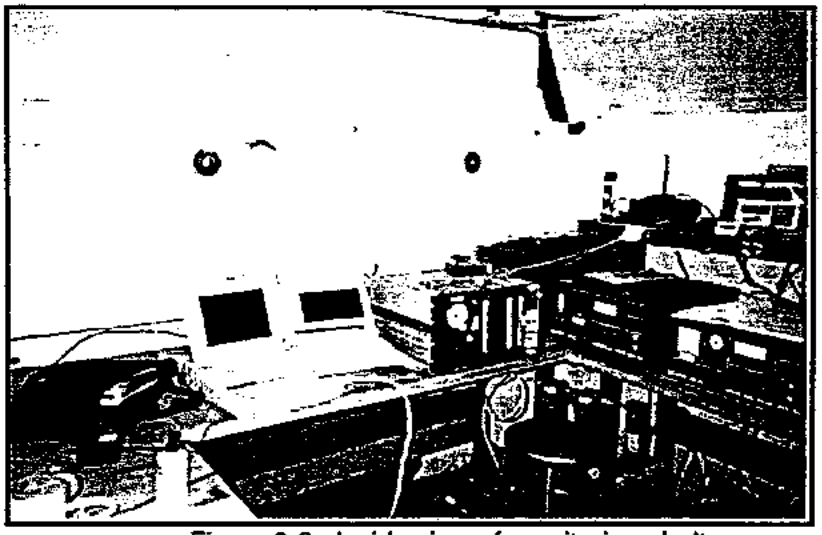


Figure 2-2. Inside view of monitoring shelter

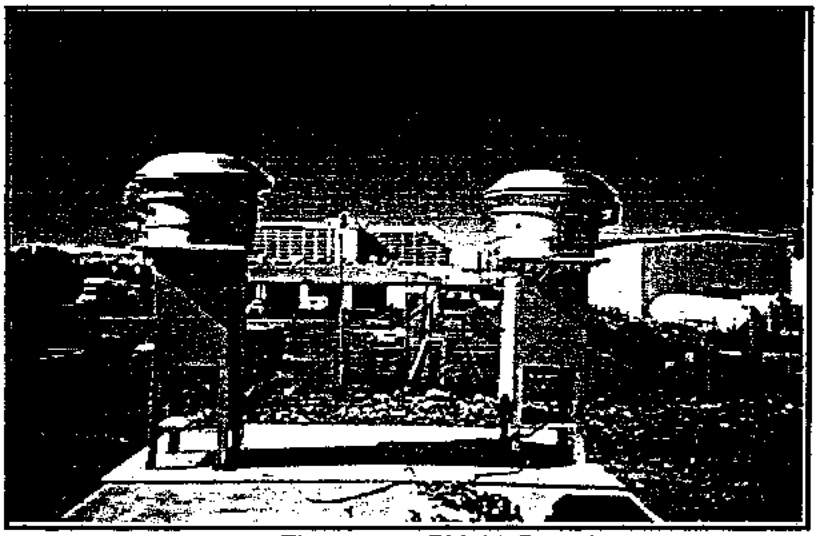


Figure 2-3. PM-10 Samplers

### 2.1.3. Monitoring Station

The air quality and meteorological monitoring station consisted of:

- An air-conditioned air quality shelter for the monitoring equipment that maintained an indoor temperature of 25° ± 5°C. The air quality shelter was sufficiently large which allowed numerous personnel into the shelters at the same time.
- A ten-meter tower for mounting the meteorological sensors.
- Commercial power was supplied by the airport and was sufficient for the instrumentation, air conditioning and lighting.
- A cellular telephone for operator use and for remote modem access to the site data logger.

## 2.2 AIR QUALITY MEASUREMENTS

Air quality monitoring was conducted in accordance with the U.S. EPA monitoring guidelines for prevention of significant deterioration (PSD) (EPA, 1987). These monitoring guidelines cover all aspects of the data collection process including site selection, sensor and inlet exposure, instrument performance, data collection intervals, averaging periods, quality control checks, data processing and archiving, audits, and reporting. Instrument procedures were specified in the EPA guidance documentation for air quality and meteorological data collection (EPA, 1994b).

Table 2-1 lists the continuous air quality sampling, particulate and meteorological monitoring equipment and methods that were employed during this monitoring program.

### 2.2.1 Carbon Monoxide

The continuous carbon monoxide measurement was performed using an EPA reference method analyzer: Dasibi Model 3003 (EPA Reference number RFCA-0381-051). The analysis method was gas filter correlation. The detection limit and sensitivity was 0.5 ppm. An inlet filter made from TFE Teflon was installed to eliminate particulate.

### 2.2.2 Sulfur Dioxide

The sulfur dioxide measurement was performed using an EPA reference method analyzer: Monitor Laboratories, Inc. Model 8850 (EPA Reference number EQSA-0779-039). The analysis method was pulsed fluorescence. The detection limit and sensitivity was 0.5 ppb. An inlet filter made of TFE Teflon was used to eliminate particulate.



TABLE 2-1. Air Quality Samplers.

| Observable | Instrument Manufacturer and Model | Measurement Method | Operating Statistics (Range) | EPA Equivalency Designation |
|---|---|---|---|---|
| Carbon Monoxide | Dasibi 3003 | Gas Filter Correlation | 0 - 50 ppm | RFCA-0381-051 |
| Sulfur Dioxide | Monitor Labs 8850 | Pulsed Fluorescence | 0 - 0.5 ppm | EQSA-0779-039 |
| Nitrogen Dioxide | Monitor Labs 8840 | Chemiluminescence | 0 - 0.5 ppm | RFNA-0677-021 |
| PM-10 (4) | Graseby/Anderson | Size-selective inlet and volumetric flow controller | 0 - 10µm | RFPS-1287-063 |
| Wind Speed | RM Young 5305AQ | Propeller Anemometer | 0 - 50 m/sec | |
| Wind Direction | RM Young 5305AQ | Directional Tail | 0 - 360 deg | |
| Temperature | RM Young 107 | Thermistor | -40 to + 50 C | |
| Delta Temperature | RM Young ASPTC | Thermocouple | -5 to +5 C | |
| Solar Radiation | Eppley Pyranometer | Silicon Pyranometer | 0 - 1200 W/M^2 | |
| Calibrator | Monitor Labs 8500 | Rotameter & Pressure flowmeter dilution | Full range of analyzers | |
| Calibrator | CSI 1600 | Mass flowmeter | Full range of analyzers | |
| Data Logger | Campbell 21X | N/A | Full range of analyzers | |

### 2.2.3 Nitrogen Dioxide

The nitrogen dioxide measurement was performed using an EPA reference method analyzer: Monitor Laboratories, Inc. Model 8840 (EPA Reference number RFNA-0677-021). The analysis method was a single photomultiplier (Chemiluminescence) and solenoid system that switched every ten seconds between NO and $NO_X$ measurements. $NO_2$ was obtained from the calculated difference between $NO_X$ and NO. The detection limit and sensitivity was 0.5 ppb. An inlet filter made of TFE Teflon was used to eliminate particulate.

### 2.2.4 Particulate Smaller than 10 Microns (PM-10)

Four Graseby/Anderson PM-10 samplers (EPA Reference number RFPS-1287-063) were mounted on the roof of the sampling shelter. Particles larger than 10 µm were excluded by means of a constant flow rate (40 cfm) through a Sierra/Anderson Model 1200 PM-10 size-selective sample head. The flow rate was kept constant by drawing air through a critical venturi meter volumetric flow controller. Eight- by ten-inch quartz sample filters were used to collect the particulate samples that were run for 24 hours, every other day. Every third day, a collocated sample was collected that was used to determine the measurement precision.

## 2.3 METEOROLOGICAL MEASUREMENTS

Meteorological monitoring was conducted in accordance with the U.S. EPA monitoring guidelines for prevention of significant deterioration (PSD) (EPA, 1987). These monitoring guidelines cover all aspects of the data collection process including site selection, sensor and inlet exposure, instrument performance, data collection intervals, averaging periods, quality control checks, data processing and archiving, audits, and reporting. Instrument procedures were specified in the EPA guidance documentation for air quality and meteorological data collection (EPA, 1994d).

### 2.3.1 Wind Speed, Wind Direction, and Sigma Theta

The wind speed and direction measurements were made using an R.M. Young Model 05305 wind sensor. This wind system is comprised of a propeller anemometer mounted on a directional wind vane. The model 05305 was designed to meet the starting threshold and accuracy specifications recommended in the EPA PSD Guidelines (EPA, 1987). The wind sensors were mounted on top of a three-section, ten-meter tall, "crank-up" tower. The wind speed and direction signals were scanned once per second by the data loggers for each site and processed into 15- and 60-minute averages. The data logger processed the data into averages and calculated sigma thetas based on the Yamartino method (Campbell, 1996).

### 2.3.2 Ambient and Delta Temperature

Ambient and delta temperature measurements were made using a Campbell Scientific, Inc. Model ASPTC aspirated thermocouple system. The system consisted of two matched thermocouples mounted individually in fan aspirated sun shields. The temperature sensors were mounted on the meteorological sensor tower at two and nine meters above ground level. The signals were scanned once per second by the data logger and processed into 15- and 60-minute averages.

### 2.3.3 Total Solar Radiation

Solar radiation was measured using an Eppley Model PSP pyranometer. The sensor was mounted and leveled on a four-foot-tall post approximately 10 meters south of the meteorological sensor tower. The sensor placement was such that shadows from the tower, tower guy wires, or other objects would not impact the measurements. The signals were scanned once per second by the data logger and processed into 15- and 60-minute averages.

## 2.4 DATA LOGGING EQUIPMENT

A Campbell Model 21X data logger was used to scan, process, and record data from the sensors. The data logger scanned each parameter once per second and then digitally processed these data using running average algorithms into the appropriate 15- and 60-minute values (i.e., average or sigma theta). The data logger had sufficient



internal memory capability to retain the processed data for a week or more. The data logger was connected via modem to a cellular telephone to allow access to the instantaneous data and for daily downloading of the data. A site computer allowed direct manual access to the instantaneous data to conduct data checks and calibrations. The computer was also used for downloading the recorded data.

## 2.5 CALIBRATION EQUIPMENT

### 2.5.1 Air Quality Measurements

The site was equipped with a modified Monitor Labs Model 8500 dilution calibrator. The calibrator performed daily automated zero and span checks, and was used, in the manual mode for weekly zero, span and precision checks by the site operator. An internal ozone generator was used for gas-phase titration (GPT) with nitric oxide for generation of the nitrogen dioxide calibration standard concentrations. The span gases were supplied by a multiblend cylinder of nitric oxide, sulfur dioxide, and carbon monoxide, that were analyzed before the field study by Scott-Marrin, Inc. to an accuracy of ±1% against EPA- or ASTM-approved reference standards.

### 2.5.2 Meteorological Measurements

- **Wind Measurements**

The wind sensors were calibrated during set up and quarterly thereafter. An R.M. Young Model 18801 selectable speed anemometer drive was used to spin the wind speed sensor at rates equivalent to known wind speeds. An R.M. Young Model 18310 torque disc was used to check and quantify the starting threshold for both the wind speed and wind direction sensors. A tripod-mounted Brunton magnetic transit was used to check the sensor orientation relative to magnetic and true north. True north was determined using the local declination angle provided by the pertinent 7.5-minute USGS quadrangle map.

- **Temperature Measurements**

A mercury-in-glass reference thermometer was used to perform single point checks of the temperature sensors. The reference thermometer was compared with AVES's ASTM-Certified standard thermometer and determined to be accurate within the manufacturer's specifications.

- **Total Solar Radiation Measurements**

The solar radiation sensor was calibrated by AVES prior to deployment to the field study by collocating the sensors over several days with a reference pyranomer that was maintained by AVES's Measurement Standards Laboratory.

## 2.6 SITE OPERATING PROCEDURES, QUALITY CONTROL CHECKS AND CALIBRATION

### 2.6.1 Station Check Procedures

- **Site Operator**

Weekly station checks were performed by the AVES station operator. The AVES station operator has more than 20 years' experience with the maintenance repair operation of meteorological instrumentation, as well as the set up and operation of air quality and meteorological monitoring stations.

- **Station Checks**

The purpose of the station check was to ensure that the air monitoring station was operating properly, to provide adequate warning of developing equipment problems, and to identify instrument problems. During each station check, the station operator visually inspected the ambient air sampling inlet system, air sampling equipment and data loggers for proper operation.

A bound logbook was kept at the station for narrative comments concerning the station operation as well as for maintaining a record of station visits. AVES's procedures require that a logbook entry be made whenever a station shelter is entered and left, and for all actions taken at the site. It serves as a legal record of all activities at the station and is used to substantiate the integrity of the collected data. Once a month, the site technician sent copies of all recorded data and logbook pages to AVES-Monrovia for processing.

### 2.6.2 Quality Control Checks and Frequency

The quality control checks included periodic operational checks of the field instruments by the station operator coupled with computerized outlier screening during data processing operations. The site technician performed manual zero, span and precision checks once a week on all air quality instruments. Each air quality analyzer was subjected to a daily automated zero and span check. Each morning, the data were downloaded via telephone and the zero and span check data were reviewed by an AVES data technician.

### 2.6.3 Calibrations

Calibrations verify instrument operation and response, and are used to determine calibration factors which are applied to the data by AVES's data processing group to obtain the final corrected data. Calibration guidelines for air quality and meteorological instrumentation are recommended by the EPA (*Quality Assurance Handbook for Air Pollution Measurement Systems, Volumes II and IV* (EPA, 1994b, 1994d). Scheduled calibrations were performed at the beginning and end of the field study. Otherwise,



calibrations were performed when repairs were made that affected instrument response, if the audits found the equipment to be out of tolerance, and whenever the zero or span checks indicated that the operating criteria had been exceeded.

## 2.7 DATA REDUCTION AND VALIDATION

The objective of the data processing and validation effort is a quality assured data base containing the air quality and meteorological monitoring data in a consistent format. The procedures that AVES implemented for data processing and validation ensure that reported data are valid and comparable to those collected by federal, state and local air pollution agencies. These procedures meet the requirements and guidelines of the Environmental Protection Agency; e.g., Appendices A and B of 40 CFR 58; Quality Assurance Handbook for Air Pollution Measurement Systems, Volumes I and II (1994a, 1994b). A summary of the data processing effort is presented below.

At the beginning of the project, AVES set up a database for the project data. The database was set up in AVES's VAX computer and included the following information:

- project name
- site number(s)
- site name(s)
- component number (e.g., $NO_2$= 44201)
- reporting period
- status code
- units (ppm)
- reporting precision (specifies number of decimal places)
- outlier flags
- date of last access and update

The field data were polled by AVES using Campbell data logger software onto desktop PCs. These data were manually screened on the PCs for completeness and obvious outliers. The data were then transferred over AVES's computer network to the VAX computer. Within the VAX system, data processing activities, including data screening and filtering, universal data editing and handling, and data file indexing and protection were conducted with the aid of the AeroVironment Environmental Database Management System (AVEDMS). The AVEDMS database system has been tested and documented completely. The AVEDMS data system screened the data for outliers and also formatted the data into the "standardized" output format as presented in the appendices to this report. Outliers found by AVEDMS were flagged for review. These flagged data were reviewed by both project scientists and data aides (Level 1 data review).

The Level I reviewed data were output both electronically and in hard copy for further data review. The further (Level II) data review included an intercomparison data review for consistency (parameter-to-parameter comparisons for consistency and trends). This data review was performed by project scientists who were familiar with the

interrelationships of air quality and meteorological parameters, and potential local influences at the sites.

The Level II validated data represent the "final data" produced by AVES for this project. These final data are included in hard copy form in the appendices of this report and have also been submitted to other project contractors in electronic format.

## 2.8 PERFORMANCE AND SYSTEM AUDITS

Audits are an independent check of the station operations, and the accuracy of the measurement systems. The audits were performed by a person who was not associated with the day-to-day operations of the monitoring station, using equipment that was not used to perform routine calibrations, and zero and span checks. The audit standards were certified against higher standards maintained or certified by organizations such as the U.S. EPA and/or the National Institute of Standards and Technology (NIST).

The first quarterly audit was performed by VSI of Phoenix, Arizona, on October 15, 1997, and the second audit was performed on March 3, 1998. The audits consisted of both system and performance audits of the air quality station, meteorological sensors, gaseous analyzers, and particulate samplers. A description of the audits and the corresponding findings are contained in the reports submitted by the auditor (Appendix A). A summary of the audit findings is presented in Section 3.2.



# Section 3

# RESULTS

## 3.1 STUDY PERIOD

The station was set up the week of August 11, 1997. The instruments were turned on, stabilized, calibrated and collecting viable data for all parameters on August 13, 1997. The measurement program is scheduled to end and be demobilized on March 31, 1998. This data report includes the data collected through March 31, 1998.

## 3.2 DATA ACCURACY AND COMPLETENESS

### 3.2.1 Data Accuracy

Accuracy is the difference between the analyzer response and the reference value obtained during the instrument audit. Twice during the study, the air quality analyzers and meteorological measurement systems were audited. The results of the audits performed on October 15, 1997 and March 5 and 6, 1998 are presented in the audit reports from VSI (Appendix A). For instruments that failed the initial audit, the site operator determined the reason for the failure, corrected the problem and calibrated the measurement system. A summary of the problems noted by the auditor during the first audit and the subsequent steps taken to correct these problems are as follows:

Auditor Comments

- The total solar radiation sensor outputs differed from the collocated audit pyranometer by 5.2%, which exceeded the audit criteria of ±5.0%. It was found that the data logger scaling factor was not correct for this sensor. The correct scaling factor was entered into the data logger program to correct the problem. All total sodar radiation data collected before the audit were corrected using the geometric difference between the incorrect and correct scaling factors.

### 3.2.2 Data Completeness

Data were collected over a 231-day period from August 13, 1997 through March 31, 1998. The number of validated hourly average data for each parameter varied from 4,794 to 5,335 (87% to 97%). The average data recovery for the continuous air quality parameters was 88%. The data recovery for the PM-10 sampling was 97%, and the average data recovery for the meteorological parameters was 96%. Table 3-1 presents a summary of the valid data periods for all parameters by site.

TABLE 3.1 Data Recovery Percentage and Number of Valid Data Points

| | Percent Recovery | Hours of valid data |
|---|---|---|
| Wind Speed (scalar) | 97 | 5332 |
| Wind Direction (scalar) | 97 | 5332 |
| Wind Speed (vector) | 95 | 5216 |
| Wind Direction (vector) | 95 | 5216 |
| Wind Direction/ Hourly Standard Deviation | 97 | 5332 |
| Stability Class (Based on Delta T) | 95 | 5216 |
| Stability Class (Based on σΘ) | 90 | 4975 |
| Ambient Temperature | 95 | 5215 |
| Delta Temperature | 88 | 4856 |
| Solar Radiation | 97 | 5321 |
| Carbon Monoxide | 87 | 4794 |
| Sulfur Dioxide | 87 | 4796 |
| Oxides of Nitrogen | 87 | 4794 |
| | | Number of 24-hour samples |
| PM-10 | 97 | 84 |

Note: Data recovery was based on the total hours of date ambient air quality data collected during the program versus the total hours of the program. Scheduled instrument calibrations, audits and maintenance were counted as data loss as well as periods when equipment failed.



## 3.3 DATA SUMMARY

Preliminary (Level I validated) data were sent by e-mail to the PCR project manager every two weeks during the measurement period. These data have since been further reviewed, corrected, and Level II validated. These Level II validated data are presented in Appendix C. Appendix B presents a tabulation of the data codes used for missing data and figures with descriptive details for understanding the structure and information in the hard copy data outputs. Appendix D presents the wind roses and wind frequency tables. Appendix E presents the PM-10 gravimetric data through March 31, 1998.

### 3.3.1 Carbon Monoxide

The hourly average ambient carbon monoxide concentration measured at the site varied from 0 ppm (parts per million) to a maximum hourly average of 11 ppm. Neither the California one-hour standard of 20 ppm nor the eight-hour standard of 9 ppm were exceeded. All but one of the 5,504 hourly average CO concentrations were below 10 ppm. The average one-hour CO concentration was 2 ppm. The maximum 8-hour CO concentration was 8 ppm.

### 3.3.2 Sulfur Dioxide

The hourly average ambient sulfur dioxide concentration measured at the site varied from 0 ppb (parts per billion) to a maximum hourly average of 20 ppb. Neither the California one-hour standard of 250 ppb nor the federal three-hour standard of 500 ppb were exceeded. All but 41 of the 5,504 hourly average $SO_2$ concentrations were below 10 ppb. The average $SO_2$ concentration was 2 ppb.

### 3.3.3 Nitrogen Dioxide

The hourly average ambient nitrogen dioxide concentration measured at the site varied from 2 ppb to a maximum hourly average of 149 ppb. Neither the California one-hour standard of 250 ppb nor the federal annual average standard of 50 ppb were exceeded. All but 22 of the 5,504 hourly average $NO_2$ concentrations were below 100 ppb. The average $NO_2$ concentration was 37 ppb.

### 3.3.4 Meteorology Data

Hourly average wind speeds during the program varied from 0.3 meters per second (m/s) to a high of 11.9 m/s. The average wind speed was 2.8 m/s. Temperatures during the study varied from 6 to 38 degrees Celsius. The average temperature at the site during the program was 19.0°C.

### 3.3.5 Respirable Particulate Matter (PM-10)

The 24-hour PM-10 concentration varied from 7 micrograms per cubic meter ($\mu g/m^3$) to 82 $\mu g/m^3$. The 24-hour California standard of 50 $\mu g/m^3$ was exceeded on 14 occasions. The 150 $\mu g/m^3$ federal 24-hour PM-10 standard was not exceeded. The average 24-hour PM-10 concentration was 33 $\mu g/m^3$.



## SECTION 4

## REFERENCES

40 CFR 58 (1987): Code of Federal Regulations: Protection of the Environment, Title 40, Parts 53 to 60.

Campbell Scientific (1996): CR10X Measurement and Control Module: Operator's Manual. Unnumbered Campbell Document, Revised 7/96.

United States Environmental Protection Agency (1987): Ambient Monitoring Guidelines for Prevention of Significant Deterioration (PSD). EPA Document EPA-450/4-87-007, Environmental Monitoring Systems Laboratory, Research Triangle Park, North Carolina.

United States Environmental Protection Agency (1994a): Quality Assurance Handbook for Air Pollution Measurement Systems, Volume I, A Field Guide to Environmental Quality Assurance. EPA Document EPA/600/R-94/038a, Environmental Monitoring Systems Laboratory, Research Triangle Park, North Carolina.

United States Environmental Protection Agency (1994b): Quality Assurance Handbook for Air Pollution Measurement Systems, Volume II, Ambient Air Specific Methods. EPA Document EPA/600/R-94/038b, Environmental Monitoring Systems Laboratory, Research Triangle Park, North Carolina.

United States Environmental Protection Agency (1994d): Quality Assurance Handbook for Air Pollution Measurement Systems, Volume IV, Meteorological Measurements. EPA Document EPA/600/R-94/038d, Environmental Monitoring Systems Laboratory, Research Triangle Park, North Carolina.

Appendix A

AUDIT REPORTS

OCTOBER 15, 1997

**REPORT**

**AIR MONITORING QUALITY ASSURANCE AUDIT**
**at the**
**LOS ANGELES INTERNATIONAL AIRPORT**
**for**
**AEROVIRONMENT ENVIRONMENTAL SERVICES**

**CONTRACT NO. 101097**

**October 1997**

**by**

**VISIBILITY SERVICES, INC**

October 29, 1997

AeroVironment Environmental Services, Inc.
222 E. Huntington Drive
Suite 200
Monrovia, CA 91016

Attn: Mr. Alex Barnett

Report: Air Monitoring Quality Assurance Audit
Los Angeles International Airport
Contract No. 101097

Dear Mr. Barnett:

Enclosed please find 5 copies of the report on the performance audit of the air quality and meteorological monitoring systems at the Los Angeles International Airport performed by VSI on October 15, 1997. This report describes the audit activities performed by VSI, the results of the audit, and recommendations; included in the appendices are copies of the certificates of traceability for the audit devices and copies of the completed audit forms.

Thank you for the opportunity to work with your organization. I hope the work performed by VSI during this audit has been to your satisfaction. Please call me if you have any questions.

Sincerely,

Dennis Haase
VSI

729 West Lynwood Avenue • Phoenix, Arizona • 85007 • Telephone 602-252-4016

## OVERVIEW

A performance audit of the air monitoring network at the Los Angeles International Airport was performed on October 15, 1997. Results of the performance audit of the four (4) $PM_{10}$ samplers indicated compliance with the EPA Guidelines as outlined in *EPA-600/R-94/038b, Section 2.11.7*. Results of the performance audit of the continuous gas analyzers indicated compliance with the EPA Guidelines as outlined in *EPA-600/R-94/038b, Section 2.0.12*.

The performance audit of the meteorological monitoring system indicated general compliance with the PSD Tolerances as outlined in *EPA-450/4-87-007* and *EPA-454/B-95-005*. Of the five (5) meteorological parameters audited, only the solar radiation was at the limit of the PSD Tolerance. Details of the audit results and corrective actions are discussed in latter sections of this report.

## INTRODUCTION

A quality assurance performance audit of an air monitoring network at the Los Angeles International Airport was accomplished on October 15, 1997. The network consists of four (4) VFC-$PM_{10}$ samplers; continuous gas analyzers for carbon monoxide, sulfur dixoide, and oxides of nitrogen; and a 10-meter tower instrumented with wind speed, wind direction, ambient temperature, delta temperature and total solar radiation sensors. In attendance during the audit were Mr. David B. Wright of AeroVironment Environmental Services, Inc. (AVES) and Mr. Dennis Haase of VSI, who performed the audits. All equipment and forms required for the audits were provided by VSI. Copies of the certificates of traceability to the National Institute of Standards and Technology (NIST) for the audit devices are included in Appendix A; copies of the completed audit forms are provided in Appendix B.

The procedures and tolerances used during the audit followed the general guidelines of *EPA-600/R-94/038b, Quality Assurance Handbook for Air Pollution Measurement Systems: Volume II; EPA-600/R-94/038d, Quality Assurance Handbook for Air Pollution Measurement Systems: Volume IV, Meteorological Measurements; EPA-450/4-87-007, Ambient Monitoring Guidelines for Prevention of Significant Deterioration (PSD); EPA-454/B-95-005, On-Site Meteorological Program Guidance for Regulatory Modeling Applications;* and equipment manufacturer recommendations.

The discussions that follow describe those activities performed by VSI in the completion of the audit, the associated results, and recommendations.

## AUDIT ACTIVITIES AND RESULTS

### AIR QUALITY MONITORING NETWORK

#### PM10

Four volumetric flow-controlled (VFC) $PM_{10}$ samplers were audited on October 15, 1997. The audit of a sampler does not involve the size-selective inlet; during the audit, the SSI was released from the main structure and tilted back to allow the installation of the audit orifice. The audit orifice and faceplate were placed directly on the filter cassette and a new, clean filter.

After allowing each sampler to operate for approximately 5 minutes, a manometer reading was taken from the audit orifice and, based on the calibration relationship for the orifice, an audit flow rate was determined for the site conditions, $Q_a$. The audit flow ($Q_a$) was then compared with the indicated flow ($Q_{table}$), derived by the operator from the manometer reading taken at the stagnation port during the audit.

The audit of the four samplers showed that the indicated flow rates ($Q_{table}$) were well within the EPA requirements. The indicated flow rates were within 1.5% of the audit flow rate ($Q_a$); ± 6.0% is required. Indicated flow rates without the orifice in place were within 3.5% of the design flow of 1.13 $m^3$/min; ± 7.0% is required. A summary of the audit results for the samplers is provided in Table 1; copies of the audit forms are included in Appendix B.

### GAS ANALYZERS

The audit of each of the gas analyzers was accomplished by inputting known concentrations of the respective gas at approximately 10, 20, 40, and 80% of the analyzer's full scale plus "zero air" and comparing the analyzer's corrected response with these concentrations. The corrected responses were based on the most recent calibration relationship for the analyzer provided by the site operator. The inputted concentrations were obtained through the dilution of a certified gas cylinder not associated with this network. The dilution source was a Rockwell blender and the "zero

**TABLE 1**
**AUDIT SUMMARY: $PM_{10}$**
**Los Angeles International Airport**
October 15, 1997

| Sampler I.D. | FLOW RATE ($m^3$/min) Audit | Indicated* | % DIFFERENCE Indicated | Design |
|---|---|---|---|---|
| P2865 | 1.134 | 1.135/1.150 | 0.11 | 1.66 |
| P2866 | 1.140 | 1.143/1.158 | 0.28 | 2.19 |
| P2872 | 1.155 | 1.138/1.151 | -1.45 | 3.34 |
| P2873 | 1.145 | 1.144/1.159 | -0.12 | 2.69 |
| | | Guidelines: | ±6% | ±7% |

*with orifice installed/without orifice installed
Reference: *EPA-600/R-94/038b, Section 2.11.7*

air " source was a cylinder of ultra-pure air. Copies of the cylinder certification, blender flow calibrations, and derivation of the audit concentrations are included in Appendix A.

The audit of the analyzers began with the introduction of "zero air" into the analyzers through the normal sampling line and particulate filter, allowing the analyzers to stabilize, then recording the data logger's responses. This was followed by the introduction of a gas concentration equivalent to approximately 80% of the analyzers' full scales and again allowing the analyzers to stabilize, then recording the data logger responses. This was repeated for each of the remaining points. The recorded responses were then corrected using the latest calibration relationships. A linear regression equation between the inputted concentrations and the corrected responses and the average absolute percent difference for each audit point were then calculated. Each of the analyzer's responses is discussed in the following paragraphs, a summary of the audit results for the gas analyzers is provided in Table 2, and copies of the audit forms are included in Appendix B.

CARBON MONOXIDE

The carbon monoxide analyzer audited was a Dasibi Model 3003. The audit of the analyzer indicated some drift. As the audit proceeded from the high point (80% of full scale) to each lower audit point, the percent difference between the corrected response and the inputted concentration increased until reaching nearly 15% at the last point. A recheck of the zero following the audit indicated the analyzer zero had drifted up by 0.8 ppm. The average absolute difference between the inputted concentrations and the corrected responses was 6.1%. The linear regression values of slope, intercept and correlation coefficient were excellent to satisfactory.

TABLE 2
AUDIT SUMMARY: GAS ANALYZERS
Los Angeles International Airport
October 15, 1997

| Analyzer | Average Absolute % Diff. From Audit Conc. | Slope | Intercept | Correlation Coefficient | Date of Last Calib. |
|---|---|---|---|---|---|
| Carbon Monoxide | 6.1 | 1.0040 | 0.5174 | 0.99992 | 10/10/97 |
| Sulfur Dioxide | 1.5 | 0.9955 | 0.0001 | 0.99986 | 10/10/97 |
| Oxides of Nitrogen: | | | | | |
| NO | 2.4 | 0.9585 | 0.0022 | 0.99999 | 10/10/97 |
| $NO_x$ | 2.0 | 0.9696 | 0.0018 | 0.99999 | 10/10/97 |
| $NO_2$ | 1.8 | 0.9570 | 0.0031 | 0.99999 | 10/10/97 |
| Guidelines: | | | | | |
| Excellent: | | ≤ ± 5% | – | – | |
| Satisfactory: | | ± 6% to ± 15% | ≤ ± 3% F.S. | ≥ 0.9950 | |
| Unsatisfactory: | | > 15% | > ± 3% F.S. | < 0.9950 | |

Reference: *EPA-600/R-94/038b, Section 2.0.12*

SULFUR DIOXIDE

The sulfur dioxide analyzer audited was a Monitor Labs Model 8850. The audit of the analyzer indicated very close agreement between the inputted concentrations and the corrected values. The average absolute difference between the two sets of values was 1.5%, with a maximum difference of -2.4%. The linear regression values of slope, intercept, and correlation coefficient were excellent to satisfactory.

NITROGEN DIOXIDE

The oxides of nitrogen analyzer audited was a Monitor Labs Model 8840. The audit of the analyzer indicated very close agreement between the inputted concentrations and the corrected values. The average absolute difference between the two sets of values was 2.4%, 2.0%, and 1.8% for NO, $NO_x$, and $NO_2$, respectively. The linear regression values of slope, intercept, and correlation coefficient for the three gases was excellent to satisfactory. The converter efficiency was calculated to be 99.63%, which meets the EPA requirements.

## METEOROLOGICAL MONITORING NETWORK

### WIND SPEED

The audit of the wind speed system was performed by rotating the sensor shaft at known rates and recording the data logger responses. Shaft rotations corresponding to speeds of 0.0, 1.02, 2.05, 5.12, 10.24, and 30.71 meters per second (mps) were applied to the sensor; responses of the data logger were within the PSD tolerances at all speeds.

The sensor propeller was inspected and found to be in good condition with no deformities. Sensor bearing wear was checked by measuring the force necessary to initiate rotation of the propeller shaft. The manufacturer indicates that the propeller shaft should begin rotation with a force of less than 1.0 gm-cm, corresponding to a starting threshold of 0.5 mps or less. Measurement with the R.M. Young torque wheel indicated that the sensor bearing torque was within the manufacturer's recommendations. A summary of the audit results are provided in Table 3; a copy of the audit form is included in Appendix B.

### WIND DIRECTION

The wind direction system was audited by aligning the sensor to reference points in each of the four quadrants. The bearing of each reference point was obtained with a compass corrected for the magnetic declination of the area. The declination, approximately $14^{\circ}$ east, was obtained from a *VFR Terminal Area: Los Angeles, NOAA, July 17, 1997*. Results of the audit indicated that the responses of the data logger were within the PSD tolerances.

The sensor vane was inspected and found to be in good conditions with no deformities. Sensor bearing wear was checked by measuring the force necessary to move the vane from a static position. A gram-gauge was applied to the vane at a distance of 5 cm from the vane center and a reading taken when the vane began to move. The manufacturer indicated that the vane should move with a force of less than 11.0 gm-cm, corresponding to a starting threshold of 0.5 mps or less. Measurement

**TABLE 3**
**AUDIT SUMMARY: METEOROLOGICAL SENSORS**
**Los Angeles International Airport**
October 15, 1997

| Sensor | Range | DAS Response | PSD Tolerance |
|---|---|---|---|
| Wind Speed | ≤ 5 mps<br>> 5 mps | ± 0.01 mps<br>+0.0% / -0.4% | ± 0.25 mps<br>± 5% not to exceed 2.5 mps |
| Wind Direction | 0 - 360° | +0.0° / -2.6° | ± 5.0° |
| Temp(2m) | - 50 to +50°C | +0.40°C / -0.00°C | ± 0.50°C |
| Temp(9m) | - 50 to +50°C | +0.20°C / -0.00°C | ± 0.50°C |
| Δ Temp(2-9m) | - 5 to +5°C | +0.064°C / -0.000°C | ± 0.10°C |
| Solar Radiation | 0 to 2000W/m² | +5.2% / - 0.0% | ± 5.0% |

Reference: *EPA-450/4-87-007*
*EPA-454/B-95-005*

with the gauge indicated that the sensor bearing met the manufacturer's recommendations. A summary of the audit results is provided in Table 3; a copy of the audit form is included in Appendix B.

AMBIENT / DELTA TEMPERATURES

The audit of the ambient/delta temperature systems was accomplished by removing the upper aspirator assembly containing the thermocouple and attaching it to the lower assembly. The inability to immerse the thermocouples in a liquid bath precluded auditing the system at temperatures other than ambient. Discussions with the manufacturer indicated that the thermocouples typically don't drift and that without a temperature-controlled chamber, a single-point audit is typical for field audits. Monitoring of the ambient temperature adjacent to the thermocouples was accomplished using a NIST-certified digital thermometer with a resolution of 0.1° F. Results of the audit indicated that the data logger responses were within PSD tolerances. A summary of the audit results is provided in Table 3; copies of the audit forms are included in Appendix B.

SOLAR RADIATION

The audit of the solar radiation sensor began by covering the sensor to block all light and recording the output of the sensor and data logger response. Following this, the output of the sensor was monitored with a NIST-certified digital multi-meter and using the calibration relationship for the sensor, an expected value calculated. This value was then compared with the actual data logger response. The results of the audit indicated that the data logger was approximately 5% high, which is at the PSD tolerance limit. Discussion with the Project Manager for the monitoring network indicated that an error in the data logger program had been discovered and that this accounted for the 5% discrepancy. Subsequent to this discussion, all data collected prior to the audit have been adjusted accordingly. A summary of the audit results is provided in Table 3; a copy of the audit form is included in Appendix B.

## RECOMMENDATIONS

### Solar Radiation

Results of the audit indicated that the solar radiation data were approximately 5% high. A recommendation, which has already been accomplished by AVES, is that the data be adjusted to correct for the discrepancy.

### Carbon Monoxide

Although the audit results for the carbon monoxide analyzer were within the EPA Guidelines, the analyzer drift observed during the audit should be closely monitored and the data corrected using the calibration checks done daily.

## GRASEBY Orifice Transfer Standard Certification Worksheet



**Date:** 09/18/1997 **Rootsmeter S/N:** 9736553 **Ta:** 22.00 C
**Operator:** Jim Tisch **Calibrator S/N:** G73 **Pa:** 755.4 mm Hg
**Calibrator Model #:** G25A **Placed in service:**

| Run | Vol. Init. (m3) | Vol. Final (m3) | Δ Vol. (m3) | Δ Time (min) | ΔP (mm Hg) | ΔH (in H2O) |
|---|---|---|---|---|---|---|
| 1 | 1.00 | 2.00 | 1.00 | 1.355 | 3.18 | 2.00 |
| 2 | 3.00 | 4.00 | 1.00 | 0.951 | 6.17 | 4.00 |
| 3 | 5.00 | 6.00 | 1.00 | 0.856 | 7.75 | 5.00 |
| 4 | 7.00 | 8.00 | 1.00 | 0.820 | 8.50 | 5.50 |
| 5 | 9.00 | 10.00 | 1.00 | 0.678 | 12.33 | 8.00 |

### Data Tabulation

| Vstd (m3) | Qstd (x-axis) | $\sqrt{\Delta H\left(\frac{Pa}{Pstd}\right)\left(\frac{Tstd}{Ta}\right)}$ (y-axis) | Va | Qa (x-axis) | $\sqrt{\Delta H\,(Ta / Pa)}$ (y-axis) |
|---|---|---|---|---|---|
| 1.000 | 0.738 | 1.417 | 0.996 | 0.735 | 0.884 |
| 0.996 | 1.036 | 2.004 | 0.992 | 1.032 | 1.250 |
| 0.994 | 1.161 | 2.241 | 0.990 | 1.156 | 1.398 |
| 0.993 | 1.211 | 2.350 | 0.989 | 1.206 | 1.486 |
| 0.988 | 1.457 | 2.834 | 0.984 | 1.451 | 1.768 |
| | m = | 1.9705 | | m = | 1.2342 |
| | b = | -0.038719 | | b = | -0.024155 |
| | r = | 0.999959 | | r = | 0.999959 |

### Calculations

$$Vstd = \Delta Vol((Pa - \Delta P) / Pstd)(Tstd / Ta) \qquad Va = \Delta Vol((Pa - \Delta P) / Pa)$$

$$Qstd = V_{std} / \Delta Time \qquad Qa = Va / \Delta Time$$

### For subsequent flow rate calculations:

$$Qstd = 1 / m\left(\left(\sqrt{\Delta H\left(\frac{Pa}{Pstd}\right)\left(\frac{Tstd}{Ta}\right)}\right) - b\right) \qquad Qa = 1 / m\left(\left(\sqrt{\Delta H\,(Ta / Pa)}\right) - b\right)$$

Standard Conditions:
Tstd: 298.15 ° K
Pstd: 750 mm Hg

where:
ΔH: calibrator manometer reading (in H2O)
ΔP: rootsmeter manometer reading (mm Hg)
Ta: actual absolute temperature (° K)
Pa: actual barometric pressure (mm Hg)
b: intercept
m: slope

For additional information consult:
1. The Federal Register, Vol. 47, No.234, pp. 54896-54921, Dec. 6, 1982
2. Quality Assurance Handbook, Vol II (EPA 60074-77-277a), Section 2.11
3. Graseby/GMW/Andersen Instruction Manual

**Notes:**
1. Copies of this calibration are not kept on file.
2. EPA recommends calibrators should be recalibrated after one year of use.

CALIBRATION: MASS FLOW CONTROLLER
RANGE: 0 - 10 UNITS: LPM

CALIBRATOR: ROCKWELL
MODEL: BLENDER
SERIAL NO.: 006

OWNER: AeroVironment, Inc.
LOCATION: LAB
DATE: 10/9/97
BY: dh/VSI

FLOW CONTROLLER: TYLAN
MODEL: FC-261
SERIAL NO.: 1303

FLOW METER: BIOS
BASE:
MODEL: DC1B REV 2.05E
SERIAL NO.: B1182

CELL:
MODEL: DC1HC REV E
SERIAL NO.: H531

Temp.: 22.9 deg.Cent.
Pr.: 732 mm Hg.

| POINT: | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.500 | 1.682 | 1.683 | 1.685 | 1.687 | 1.686 | | |
| | | 1.686 | 1.686 | 1.687 | 1.687 | 1.688 | 1.686 | 1.634 |
| 2 | 1.000 | 2.979 | 2.979 | 2.980 | 2.980 | 2.981 | | |
| | | 2.981 | 2.983 | 2.984 | 2.984 | 2.984 | 2.982 | 2.890 |
| 3 | 1.500 | 4.263 | 4.266 | 4.265 | 4.260 | 4.264 | | |
| | | 4.262 | 4.264 | 4.262 | 4.261 | 4.262 | 4.263 | 4.133 |
| 4 | 2.000 | 5.527 | 5.529 | 5.528 | 5.529 | 5.529 | | |
| | | 5.534 | 5.531 | 5.530 | 5.531 | 5.532 | 3.530 | 5.361 |
| 5 | 2.500 | 6.779 | 6.778 | 6.779 | 6.777 | 6.783 | | |
| | | 6.785 | 6.786 | 6.786 | 6.785 | 6.787 | 6.783 | 6.575 |



DATE: 10/9/97
BY: dh/VSI

| | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 6 | 3.000 | 8.050 | 8.049 | 8.051 | 8.049 | 8.051 | | |
| | | 8.049 | 8.054 | 8.057 | 8.060 | 8.053 | 8.052 | 7.806 |
| 7 | 3.500 | 9.319 | 9.322 | 9.322 | 9.319 | 9.320 | | |
| | | 9.325 | 9.322 | 9.326 | 9.333 | 9.329 | 9.324 | 9.039 |
| 8 | 4.000 | 10.600 | 10.600 | 10.600 | 10.590 | 10.600 | | |
| | | 10.600 | 10.600 | 10.600 | 10.600 | 10.600 | 10.599 | 10.275 |
| 9 | 4.500 | 11.860 | 11.860 | 11.880 | 11.880 | 11.890 | | |
| | | 11.880 | 11.890 | 11.880 | 11.890 | 11.890 | 11.880 | 11.517 |
| 10 | | | | | | | | |
| | | | | | | | #DIV/0! | |

X VALUES: 9.000 Y VALUES: 9.000

STP FLOW = 2.465 (DISPLAY) + 0.4193 R2: 0.99999

CALIBRATION: MASS FLOW CONTROLLER
RANGE: 0 - 100 UNITS: CCM

CALIBRATOR: ROCKWELL
MODEL: BLENDER
SERIAL NO.: 006

OWNER: AeroVironment, Inc.
LOCATION: LAB
DATE: 10/9/97
BY: dh/VSI

FLOW CONTROLLER: TYLAN
MODEL: FC-260
SERIAL NO.: AA005005

FLOW METER: BIOS
BASE:
MODEL: DC1B REV 2.05E
SERIAL NO.: B1182

CELL:
MODEL: DC1LC REV E
SERIAL NO.: L268

Temp.: 23.4 deg.Cent.
Pr.: 732 mm Hg.

| POINT: | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.500 | 7.508 | 7.512 | 7.510 | 7.504 | 7.498 | 7.506 | 7.265 |
| 2 | 1.000 | 14.900 | 14.910 | 14.930 | 14.930 | 14.930 | 14.920 | 14.440 |
| 3 | 1.500 | 22.410 | 22.370 | 22.370 | 22.330 | 22.320 | 22.360 | 21.641 |
| 4 | 2.000 | 29.480 | 29.510 | 29.460 | 29.470 | 29.470 | 29.478 | 28.530 |
| 5 | 2.500 | 37.050 | 37.010 | 37.050 | 37.060 | 37.070 | 37.048 | 35.856 |



DATE: 10/9/97
BY: dh/VSI

| | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 6 | 3.000 | 44.160 | 44.100 | 43.990 | 44.070 | 43.900 | 44.044 | 42.627 |
| 7 | 3.500 | 51.750 | 51.650 | 51.730 | 51.730 | 51.790 | 51.730 | 50.066 |
| 8 | 4.000 | 58.280 | 58.300 | 58.330 | 58.380 | 58.330 | 58.324 | 56.448 |
| 9 | 4.500 | 65.490 | 65.370 | 65.580 | 65.630 | 65.620 | 65.538 | 63.430 |
| 10 | 5.000 | 73.960 | 73.950 | 73.890 | 73.870 | 73.890 | 73.912 | 71.535 |

X VALUES: 10.000 Y VALUES: 10.000

STP FLOW = 14.143 (DISPLAY) + 0.2914 R2: 0.99979

CALIBRATION: MASS FLOW CONTROLLER
RANGE: 0 - 10 UNITS: LPM

CALIBRATOR: ROCKWELL
MODEL: BLENDER
SERIAL NO.: 006

OWNER: AeroVironment, Inc.
LOCATION: LAB
DATE: 10/9/97
BY: dh/VSI

FLOW CONTROLLER: TYLAN
MODEL: FC-261
SERIAL NO.: 1303

FLOW METER: BIOS
BASE:
MODEL: DC1B REV 2.05E
SERIAL NO.: B1182

CELL:
MODEL: DC1HC REV E
SERIAL NO.: H531

Temp.: 24.0 deg.Cent.
Pr.: 729 mm Hg.

| POINT: | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 1 | 2.500 | 6.753 | 6.755 | 6.757 | 6.755 | 6.754 | | |
| | | 6.759 | 6.756 | 6.758 | 6.758 | 6.760 | 6.757 | 6.499 |
| 2 | | | | | | | #DIV/0! | |
| | | | | | | | | |
| 3 | | | | | | | #DIV/0! | |
| | | | | | | | | |
| 4 | | | | | | | #DIV/0! | |
| | | | | | | | | |
| 5 | | | | | | | #DIV/0! | |
| | | | | | | | | |



DATE: 10/9/97
BY: dh/VSI

| | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 6 | | | | | | | #DIV/0! | |
| | | | | | | | | |
| 7 | | | | | | | #DIV/0! | |
| | | | | | | | | |
| 8 | | | | | | | #DIV/0! | |
| | | | | | | | | |
| 9 | | | | | | | #DIV/0! | |
| | | | | | | | | |
| 10 | | | | | | | #DIV/0! | |
| | | | | | | | | |

X VALUES: 1.000 Y VALUES: 1.000

STP FLOW = #DIV/0! (DISPLAY) + #DIV/0! R2: #DIV/0!

CALIBRATION: MASS FLOW CONTROLLER
RANGE: 0 - 100 UNITS: CCM

CALIBRATOR: ROCKWELL
MODEL: BLENDER
SERIAL NO.: 006

OWNER: AeroVironment, Inc.
LOCATION: LAB
DATE: 10/9/97
BY: dh/VSI

FLOW CONTROLLER: TYLAN
MODEL: FC-260
SERIAL NO.: AA005005

FLOW METER: BIOS
BASE:
MODEL: DC1B REV 2.05E
SERIAL NO.: B1182

CELL:
MODEL: DC1LC REV E
SERIAL NO.: L268

Temp.: 23.7 deg.Cent.
Pr.: 729 mm Hg.

| POINT: | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.400 | 5.975 | 5.974 | 5.974 | 5.970 | 5.977 | 5.974 | 5.752 |
| 2 | 0.900 | 13.460 | 13.440 | 13.440 | 13.440 | 13.460 | 13.448 | 12.949 |
| 3 | 1.400 | 20.850 | 20.910 | 20.920 | 20.910 | 20.960 | 20.910 | 20.134 |
| 4 | 3.250 | 47.980 | 47.920 | 47.940 | 47.990 | 47.940 | 47.954 | 46.175 |
| 5 | 3.450 | 50.720 | 50.690 | 50.660 | 50.680 | 50.720 | 50.694 | 48.813 |



DATE: 10/9/97
BY: dh/VSI

| | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 6 | | | | | | | #DIV/0! | |
| 7 | | | | | | | #DIV/0! | |
| 8 | | | | | | | #DIV/0! | |
| 9 | | | | | | | #DIV/0! | |
| 10 | | | | | | | #DIV/0! | |

X VALUES: 5.000 Y VALUES: 5.000

STP FLOW = 14.117 (DISPLAY) + 0.2241 R2: 0.99996

SCOTT-MARRIN, INC.
6531 BOX SPRINGS BLVD. • RIVERSIDE, CA 92507
TELEPHONE (909) 653-6780 • FAX (909) 653-2430

## REPORT OF ANALYSIS
## CALIBRATION GAS MIXTURES

AERO01
TO:
ALEX BARNETT
AEROVIRONMENT INC
222 E HUNTINGTON DR #300
MONROVIA, CA 91016-

DATE : 08/15/97

CUSTOMER ORDER NUMBER: ES98-0128

PAGE 1

<><><><><><><><><><><><><><><><><><><><><><><><><><><><><><><><><><><><><><><><>

CYLINDER NO.: JJ15108

CYLINDER NO.:

| COMPONENT | CONCENTRATION(v/v) | COMPONENT | CONCENTRATION(v/v) |
|---|---|---|---|
| Nitric oxide | 60.8 ± 0.6 ppm | | |
| Sulfur dioxide | 61.7 ± 0.6 ppm | | |
| Carbon monoxide | 6060 ± 61 ppm | | |
| Methane | 1173 ± 12 ppm | | |
| Nitrogen,O2-Free | Balance | | |

ppm = umole/mole      % = mole-%

Analyst: M Dodd-Davison
M. Dodd-Davison

Approved:
J.T. Marrin

The only liability of this company for gas which fails to comply with this analysis shall be replacement or reanalysis thereof by the company without extra cost.

---

## AUDIT CONCENTRATIONS

CYLINDER: JJ15108
NO: 60.80 PPM
SO2: 61.70 PPM
CO: 6060 PPM

OWNER: AeroVironment, Inc
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI

CALIBRATOR: ROCKWELL/006

| DILUTION: SETTING | FLOW (SCCM) | GAS: SETTING | FLOW (SCCM) |
|---|---|---|---|
| 2.50 | 6500 | 3.250 | 46.17 |
| | | 1.400 | 20.13 |
| | | 0.900 | 12.95 |
| | | 0.400 | 5.75 |
| | | 3.450 | 48.81 |

| SETTINGS | | | | |
|---|---|---|---|---|
| DILUTION | GAS | NO(PPM) | SO2(PPM) | CO(PPM) |
| 2.50 | 3.25 | 0.429 | 0.435 | 42.7 |
| 2.50 | 1.40 | 0.188 | 0.190 | 18.7 |
| 2.50 | 0.90 | 0.121 | 0.123 | 12.0 |
| 2.50 | 0.40 | 0.054 | 0.055 | 5.4 |
| | 3.45 | 0.453 | | |

## *** CERTIFICATE OF CALIBRATION ***

Cert # 57852

| COMPANY | DATE OF TEST | DATE DUE |
|---|---|---|
| V S I<br>729 West Lynwood Avenue<br>Phoenix, AZ 85007 | 05/01/97 | 05/01/98 |
| | LAST CALIBRATION DATE | LAST CERTIFICATE # |
| | 05/03/96 | 49614 |
| | CONTACT | PHYSICAL LOCATION |
| | Dennis Haase | |

| MANUFACTURER | DESCRIPTION | MODEL | SERIAL |
|---|---|---|---|
| Fluke | Digital Multimeter | 8060A | 4515375 |

| TEMPERATURE | HUMIDITY | PERMISSIBLE ERROR | INTERVAL |
|---|---|---|---|
| 25 °C | 34% | See data sheet | 12 months |

CONDITION AS FOUND: PHYSICAL [ GOOD ]
FUNCTIONAL [ WITHIN TOLERANCE ]

AFTER CALIBRATION: FUNCTIONAL [ WITHIN TOLERANCE ]

REMARKS: See attached data sheets (2)

<< CALIBRATION EQUIPMENT USED >>

| MANUFACTURER | MODEL | SERIAL | DUE DATE | REPORT # | UNCERTAINTY |
|---|---|---|---|---|---|
| Fluke | 5500A | 6470035 | 07/09/97 | 163135 | See comments/data |

PROCEDURE USED: Manufacturer's

NOTES: Page 1 + 2 pages of data

COMMENTS:

FCI 02

<< INSTRUMENT HISTORY >>

| LAST CAL | CERT # | FREQ | FUNCTIONAL CONDITION AS FOUND | FUNCTIONAL CONDITION AFTER CALIBRATION | PERMISSIBLE ERROR |
|---|---|---|---|---|---|
| 05/03/96 | 49614 | 12 | CALIBRATION REJECTED - REQUIRES REPAIR | WITHIN TOLERANCE | See data sheet |
| 05/06/95 | 42991 | 12 | WITHIN TOLERANCE | WITHIN TOLERANCE | Mfg Specs |
| 04/07/94 | 36388 | 12 | WITHIN TOLERANCE | WITHIN TOLERANCE | Mfg Specs |
| 03/05/93 | 31175 | 12 | WITHIN TOLERANCE | WITHIN TOLERANCE | Mfg Specs |
| 09/20/90 | 20338 | 12 | REQUIRES REPAIR OR REPLACEMENT | WITHIN TOLERANCE | Mfg Specs |

Collective uncertainty does not exceed 25% of tolerance for any parameter tested unless annotated under "Remarks". No allowance has been made for the instability of the tested unit due to use, time, etc. Measurement results relate only to the item tested above. The standards used for the calibration of this equipment were calibrated in compliance with ISO Guide 25, ISO 10012, ANSI/NCSLZ540-1-1994, Mil Std 45662A, and with the intent of ISO 9000-series specifications. Calibration is traceable to the NIST through documents on file at:

Field Calibrations, Inc.
116 N. Roosevelt Ave., Ste 116
Chandler, AZ 85226-3432
(602) 961-0360

Michael Machock, Tech/Lab Mgr [BPF]



National Calibration Inc.
The Quality People
Since 1955

3757 East Broadway Road, No. 6
Phoenix, Arizona 85040
(602) 437-0114 • fax 437-8897

## CALIBRATION REPORT

Client
VSI
729 W. LYNWOOD AVE.
PHOENIX, AZ. 85007

| | |
|---|---|
| Equipment Type | DIGITAL ULTIMETER |
| Model No. | 12+ |
| Serial No. | VSI 1 |

| | |
|---|---|
| Service Order No. | 71030 |
| Test Date | 10/7/97 |
| Recall Date | 10/7/98 |
| Manufacturer | PEET BROS. |
| Accuracy | ± 0.1° C |
| Capacity | SEE REPORT |
| Calibration Technician | G. PIKEY |

### EQUIPMENT

| Test Equipment Reading | Equipment Reading | Error | Test Equipment Reading | Equipment Reading | Error |
|---|---|---|---|---|---|
| °C | °C | °C | | | |
| 4.2 | 4.2 | 0.0 | | | |
| 24.2 | 24.2 | 0.0 | | | |
| 27.1 | 27.0 | -0.1 | | | |
| 38.3 | 38.4 | +0.1 | | | |
| 44.0 | 44.1 | +0.1 | | | |
| 49.0 | 49.1 | +0.1 | | | |
| 88.8 | 88.9 | +0.1 | | | |
| 99.6 | 99.7 | +0.1 | | | |
| | | | | | |
| | | | | | |
| | | | | | |

The accuracy of this instrument has been verified under conditions stated above per ISO/IEC Guide 25 and ANSI Regulation Z540-1. Our standards have traceability to NIST and evidence is on file at our Metrology Laboratory. This certificate shall not be reproduced, except in full, without the written approval of NATIONAL CALIBRATION, INC.

READINGS ARE AS FOUND

Equipment Condition Upon Arrival: ☒ Good ☐ Fair ☐ Poor ☐ Other _____

Test Equipment Used: PRECISION THERMOMETERS

Traceability: 7000192

Recall Date: 1/98

Procedure Section: 4.0

Ambient Temperature: 23°C ± 3°C

Relative Humidity: LESS THAN 50%

## CHECK OF BAROMETRIC PRESSURE SENSOR

Manuf./Model: Peet Bros./Ultimeter 12+
Serial No.: VSI-1

| DATE | READING | NWS-PHX | ULTIMETER |
|---|---|---|---|
| 10/13/97 | Alt. Setting | 767 mmHg | 767 mmHg |
| | Station Prs. | 737 | 738 |
| 10/17/97 | Alt. Setting | 759 | 759 |
| | Station Prs. | 729 | 730 |

## R. M. YOUNG COMPANY

**TYPICAL TORQUE VALUES**
**For Checking Anemometer Bearing and Transducer Condition**

| Instrument (Standard Models) | Sensor | Transducer | [1]New Instrument Torque gm-cm | [1]New Instrument Threshold m/s | [2]Max torque for threshold of: 0.5 m/s gm-cm | [2]Max torque for threshold of: 1.0 m/s gm-cm |
|---|---|---|---|---|---|---|
| 03101-5 Wind Sentry Anemometer | 03110 | AC Coil | 0.3 | 0.5 | 0.3 | 1.0 |
| 05103 Wind Monitor | 08234 | AC Coil | 2.4 | 1.0 | | 2.6 |
| 05106 Wind Monitor - MA | 08234 | AC Coil | 2.6 | 1.0 | | 2.6 |
| 05305 Wind Monitor-AQ | 08254 | AC Coil | 0.3 | 0.3 | 1.0 | 2.6 |
| 05701 Wind Monitor - RE | 08274 | AC Coil | 0.3 | 0.2 | 1.3 | 5.0 |
| 12102 Cup Anemometer | 12170C | 2400 mV Tach-Gen | 0.4 | 0.5 | 0.4 | 1.4 |
| 12102D Cup Anemometer/Photo Choper | 12170C | Photo Chopper | 0.1 | 0.3 | 0.4 | 1.4 |
| 21003 Anemometer Bivane | 08274 | 2400 mV Tach-Gen | 0.6 | 0.3 | 1.3 | 5.0 |
| 27106 Propeller Anemometer | 08274 | 500 mV Tach-Gen | 0.5 | 0.3 | 1.3 | 5.0 |
| 27106T Propeller Anemometer | 08254 | 500 mV Tach-Gen | 0.5 | 0.4 | 1.0 | 3.8 |
| 27106D Propeller Anem / Photo Chopper | 08274 | Photo Chopper | 0.3 | | 1.3 | 5.0 |

NOTES:

1. New instrument torque and threshold specifications are maximum values
2. Values shown are maximum torque to maintain instrument threshold at or below 0.5 m/s and 1.0 m/s respectively.
3. EPA and NRC instrument specifications designate 0.5 m/s wind speed starting threshold. ASTM D5096-90 "Standard Test Method for Determining the Performance of a Cup Anemometer or Propeller Anemometer" defines "starting threshold" and outlines a method for its determination.

SENSORS:

03110 Wind Sentry 75 cm Cup Wheel Assembly
08234 18 X 30 cm Polypropylene Propeller (PP)
08254 20 X 30 cm Carbon Fiber Thermoplastic Propeller (CFT)
08274 22 X 30 cm Expanded Polystyrene Propeller (EPS)
12170C 100 cm Cup Wheel Assembly

STANDARD BEARINGS:

Model 05103 Wind Monitor - Double Teflon seals & lubricated with M-28 low torque grease
Model 05106 Wind Monitor - MA - Double Teflon seals & lubricated with "Sta-lube" waterproof grease.
All other models - Double metal shields & lubricated with LOI instrument oil.

## R. M. YOUNG COMPANY

**TYPICAL TORQUE VALUES**
**For Checking Windvane Bearing and Transducer Condition**

| Instrument (Standard Models) | [1]New Instrument | | [2,3]Max torque for threshold of: | |
|---|---|---|---|---|
| | Torque gm-cm | Threshold m/s @ 10° | 0.5 m/s @ 10° gm-cm | 1.0 m/s @ 10° gm-cm |
| 05103 Wind Monitor | 30 | 1.1 | | |
| 05106 Wind Monitor-MA | 30 | 1.1 | | |
| 05305 Wind Monitor-AQ | 9 | 0.5 | 11 | 40 |
| 05701 Wind Monitor-RE | 7 | 0.4 | 11 | 40 |
| 12302/5 Microvane | 11 | 0.4 | 18 | 66 |
| 17003 Bivane | 11 | 0.4 | 16 | 58 |
| 21003 Anemometer Bivane | 11 | 0.5 | 14 | 51 |

NOTES:

1. New instrument torque and threshold specifications are maximum values
2. Values shown are maximum torque permitted to maintain instrument threshold at or below 0.5 m/s and 1.0 m/s respectively at 10° displacement.
3. EPA and NRC instrument specifications designate windvane threshold measurement at 10° displacement from equilibrium position. ASTM D5366-93 "Standard Test Method for Determining the Dynamic Performance of a Wind Vane" defines "starting threshold" and outlines a method for its determination.

STANDARD BEARINGS:

Model 05103 Wind Monitor & 05106 Wind Monitor-MA - Double Teflon seals lubricated with LY-48 wide temperature range grease
Models 05305 Wind Monitor-AQ and 05701 Wind Monitor-RE - Double metal shields lubricated with LOI instrument oil
All other models - Double Teflon seals lubricated with LOI instrument oil

MAR 1995
TDSKSUM2.PM4

## PERFORMANCE AUDIT: PM10 SAMPLER (VFC)

SAMPLER:

MANUF./MODEL: SA/76-100
SERIAL NO: P2865
TABLE DATE: 7/31/95
ASSET NO: NA
ETI READING BEGIN: 66864.5
END: 66868.5

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI
SITE OPERATOR: DBW

| | | | INITIAL | FINAL | AVERAGE |
|---|---|---|---|---|---|
| ORIFICE MODEL: | 25A | TEMPERATURE ($T_a$): | 18.5 | 21.8 | 20.2 °C |
| SERIAL NO.: | G73 | PRESSURE ($P_a$): | 760 | 760 | 760 mmHg |
| CAL DATE: | 9/18/96 | SAMPLER CALIB: | | | |
| SLOPE (m): | 1.2342 | SLOPE: | NA | | |
| INTERCEPT (b): | -0.02416 | INTERCEPT: | NA | | |
| CORRELATION (r): | 0.999590 | DATE: | NA | | |

| ORIFICE MANOMETER (in. $H_2O$) | | | STAGNATION PORT ($\Delta P$) | | | | FLOWS | | |
|---|---|---|---|---|---|---|---|---|---|
| LEFT | RIGHT | TOTAL | (in. $H_2O$) | (mm $H_2O$) | $P_1$ | $P_1/P_a$ | $Q_a$ (cmm) | $Q_{table}$ (cmm) | $Q_{est}$ (cmm) |
| 2.30 | 2.60 | 4.90 | 23.3 | 43.5 | 716.5 | 0.9427 | 1.134 | 1.135 | NA |
| W/O ORIFICE | | | 18.6 | 34.7 | 725.3 | 0.9543 | NA | 1.150 | NA |

| | AUDIT % DIFF. | | | DESIGN FLOW % DIFF. | |
|---|---|---|---|---|---|
| | Table | Estimate | | Table | Estimate |
| W/ORIFICE | 0.11 | NA | W/O ORIFICE | 1.66 | NA |
| | GUIDELINE: ± 6% | | | GUIDELINE: ± 7% | |

$T_a$ : Ambient Temperature (°C)
°C = (°F-32)*5/9

$P_a$ : Ambient Pressure (mm Hg)
mm Hg = inches Hg * 25.4

$P_1 = P_a - \Delta P$

$\Delta H$ = Total Manometer (inches $H_2O$)

$Q_a = [1/m]*[[\Delta H*(T_a+273.16)/P_a]^{1/2} - b]$

Audit % Difference = $[(Q_{ind} - Q_a)/Q_a] * 100$

$Q_{corr} = Q_{ind} * [(100 - \text{Audit \% Diff.})/100]$

Design Flow % Difference = $[(Q_{corr} - 1.13)/1.13] * 100$

where: $Q_a$ = audit flow (from orifice)
$Q_{ind}$ = indicated flow (from table or regression equation)
$Q_{corr}$ = corrected flow

Source: EPA-600/R-94/038b,Section 2.11.7

## PERFORMANCE AUDIT: PM10 SAMPLER (VFC)

SAMPLER:
MANUF./MODEL: SA/76-100
SERIAL NO: P2866
TABLE DATE: 7/31/95
ASSET NO: NA
ETI READING BEGIN: 56765
END: 56771

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI
SITE OPERATOR: DBW

| | | | INITIAL | FINAL | AVERAGE |
|---|---|---|---|---|---|
| ORIFICE MODEL: | 25A | TEMPERATURE ($T_a$): | 22.5 | 24.1 | 23.3 °C |
| SERIAL NO.: | G73 | PRESSURE ($P_a$): | 760 | 760 | 760 mmHg |
| CAL DATE: | 9/18/96 | SAMPLER CALIB: | | | |
| SLOPE (m): | 1.2342 | SLOPE: | NA | | |
| INTERCEPT (b): | -0.02416 | INTERCEPT: | NA | | |
| CORRELATION (r): | 0.999590 | DATE: | NA | | |

| ORIFICE MANOMETER (in. $H_2O$) | | | STAGNATION PORT ($\Delta P$) | | | | FLOWS | | |
|---|---|---|---|---|---|---|---|---|---|
| LEFT | RIGHT | TOTAL | (in. $H_2O$) | (mm $H_g$) | $P_1$ | $P_1/P_a$ | $Q_a$ (cmm) | $Q_{table}$ (cmm) | $Q_{act}$ (cmm) |
| 2.30 | 2.60 | 4.90 | 23.4 | 43.7 | 716.3 | 0.9425 | 1.140 | 1.143 | NA |
| W/O ORIFICE | | | 18.3 | 34.2 | 725.8 | 0.9550 | NA | 1.158 | NA |

| | AUDIT % DIFF. Table | AUDIT % DIFF. Estimate | | DESIGN FLOW % DIFF. Table | DESIGN FLOW % DIFF. Estimate |
|---|---|---|---|---|---|
| W/ORIFICE | 0.28 | NA | W/O ORIFICE | 2.19 | NA |
| | GUIDELINE: ± 6% | | | GUIDELINE: ± 7% | |

$T_a$ : Ambient Temperature (°C)
°C = (°F-32)*5/9
$P_a$ : Ambient Pressure (mm Hg)
mm Hg = inches Hg * 25.4
$P_1 = P_a - \Delta P$
$\Delta H$ = Total Manometer (inches $H_2O$)

$Q_a = [1/m]*[[(\Delta H*(T_a+273.16)/P_a]^{1/2} - b]$
Audit % Difference = $[(Q_{ind} - Q_a)/Q_a] * 100$
$Q_{corr} = Q_{ind} * [(100 - \text{Audit \% Diff.})/100]$
Design Flow % Difference = $[(Q_{corr} - 1.13)/1.13] * 100$
where: $Q_a$ = audit flow (from orifice)
$Q_{ind}$ = indicated flow (from table or regression equation)
$Q_{corr}$ = corrected flow

Source: EPA-600/R-94/038b,Section 2.11.7

## PERFORMANCE AUDIT: PM10 SAMPLER (VFC)

SAMPLER:
MANUF./MODEL: SA/76-100
SERIAL NO: P2872
TABLE DATE: 8/4/95
ASSET NO: NA
ETI READING BEGIN: 76857.7
END: 76871.7

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI
SITE OPERATOR: DBW

| | | | INITIAL | FINAL | AVERAGE |
|---|---|---|---|---|---|
| ORIFICE MODEL: | 25A | TEMPERATURE ($T_a$): | 24.7 | 25.7 | 25.2 °C |
| SERIAL NO.: | G73 | PRESSURE ($P_a$): | 760 | 760 | 760 mmHg |
| CAL DATE: | 9/18/96 | SAMPLER CALIB: | | | |
| SLOPE (m): | 1.2342 | SLOPE: | NA | | |
| INTERCEPT (b): | -0.02416 | INTERCEPT: | NA | | |
| CORRELATION (r): | 0.999590 | DATE: | NA | | |

| ORIFICE MANOMETER (in. $H_2O$) | | | STAGNATION PORT ($\Delta P$) | | | | FLOWS | | |
|---|---|---|---|---|---|---|---|---|---|
| LEFT | RIGHT | TOTAL | (in. $H_2O$) | (mm $H_g$) | $P_1$ | $P_1/P_a$ | $Q_a$ (cmm) | $Q_{table}$ (cmm) | $Q_{act}$ (cmm) |
| 2.40 | 2.60 | 5.00 | 23.4 | 43.7 | 716.3 | 0.9425 | 1.155 | 1.138 | NA |
| W/O ORIFICE | | | 19.3 | 36.0 | 724.0 | 0.9526 | NA | 1.151 | NA |

| | AUDIT % DIFF. Table | AUDIT % DIFF. Estimate | | DESIGN FLOW % DIFF. Table | DESIGN FLOW % DIFF. Estimate |
|---|---|---|---|---|---|
| W/ORIFICE | -1.45 | NA | W/O ORIFICE | 3.34 | NA |
| | GUIDELINE: ± 6% | | | GUIDELINE: ± 7% | |

$T_a$ : Ambient Temperature (°C)
°C = (°F-32)*5/9
$P_a$ : Ambient Pressure (mm Hg)
mm Hg = inches Hg * 25.4
$P_1 = P_a - \Delta P$
$\Delta H$ = Total Manometer (inches $H_2O$)

$Q_a = [1/m]*[[(\Delta H*(T_a+273.16)/P_a]^{1/2} - b]$
Audit % Difference = $[(Q_{ind} - Q_a)/Q_a] * 100$
$Q_{corr} = Q_{ind} * [(100 - \text{Audit \% Diff.})/100]$
Design Flow % Difference = $[(Q_{corr} - 1.13)/1.13] * 100$
where: $Q_a$ = audit flow (from orifice)
$Q_{ind}$ = indicated flow (from table or regression equation)
$Q_{corr}$ = corrected flow

Source: EPA-600/R-94/038b,Section 2.11.7

## PERFORMANCE AUDIT: PM10 SAMPLER (VFC)

SAMPLER:
MANUF./MODEL: SA/76-100
SERIAL NO: P2873
TABLE DATE: 8/4/95
ASSET NO: NA
ETI READING BEGIN: 5277.9
END: 5290.9

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI
SITE OPERATOR: DBW

| | | | INITIAL | FINAL | AVERAGE |
|---|---|---|---|---|---|
| ORIFICE MODEL: | 25A | TEMPERATURE ($T_a$): | 25.4 | 27.2 | 26.3 °C |
| SERIAL NO.: | G73 | PRESSURE ($P_a$): | 760 | 760 | 760 mmHg |
| CAL DATE: | 9/18/96 | SAMPLER CALIB: | | | |
| SLOPE (m): | 1.2342 | SLOPE: | NA | | |
| INTERCEPT (b): | -0.02416 | INTERCEPT: | NA | | |
| CORRELATION (r): | 0.999590 | DATE: | NA | | |

| ORIFICE MANOMETER (in. $H_2O$) | | | STAGNATION PORT ($\Delta P$) | | | | FLOWS | | |
|---|---|---|---|---|---|---|---|---|---|
| LEFT | RIGHT | TOTAL | (in. $H_2O$) | (mm $H_2O$) | $P_1$ | $P_1/P_a$ | $Q_a$ (cmm) | $Q_{table}$ (cmm) | $Q_{est}$ (cmm) |
| 2.30 | 2.60 | 4.90 | 23.6 | 44.1 | 715.9 | 0.9420 | 1.145 | 1.144 | NA |
| W/O ORIFICE | | | 18.9 | 35.3 | 724.7 | 0.9536 | NA | 1.159 | NA |

| | AUDIT % DIFF. | | | DESIGN FLOW % DIFF. | |
|---|---|---|---|---|---|
| | Table | Estimate | | Table | Estimate |
| W/ORIFICE | -0.12 | NA | W/O ORIFICE | 2.69 | NA |
| GUIDELINE: | ± 6% | | GUIDELINE: | ± 7% | |

$T_a$: Ambient Temperature (°C)
°C = (°F-32)*5/9
$P_a$: Ambient Pressure (mm Hg)
mm Hg = inches Hg * 25.4
$P_1 = P_a - \Delta P$
$\Delta H$ = Total Manometer (inches $H_2O$)

$Q_a = [1/m]*[[\Delta H*(T_a+273.16)/P_a]^{1/2} - b]$
Audit % Difference = $[(Q_{ind} - Q_a)/Q_a] * 100$
$Q_{corr} = Q_{ind} * [(100 - \text{Audit \% Diff.})/100]$
Design Flow % Difference = $[(Q_{corr} - 1.13)/1.13] * 100$
where: $Q_a$ = audit flow (from orifice)
$Q_{ind}$ = indicated flow (from table or regression equation)
$Q_{corr}$ = corrected flow

Source: EPA-600/R-94/038b,Section 2.11.7

## PERFORMANCE AUDIT: CARBON MONOXIDE

ANALYZER MODEL: DASIBI 3003
SERIAL NO.: 138
RANGE: 0-50 ppm

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI

AUDIT DEVICE:
MANUF./ MODEL: ROCKWELL/BLENDER
SERIAL NO.: 006

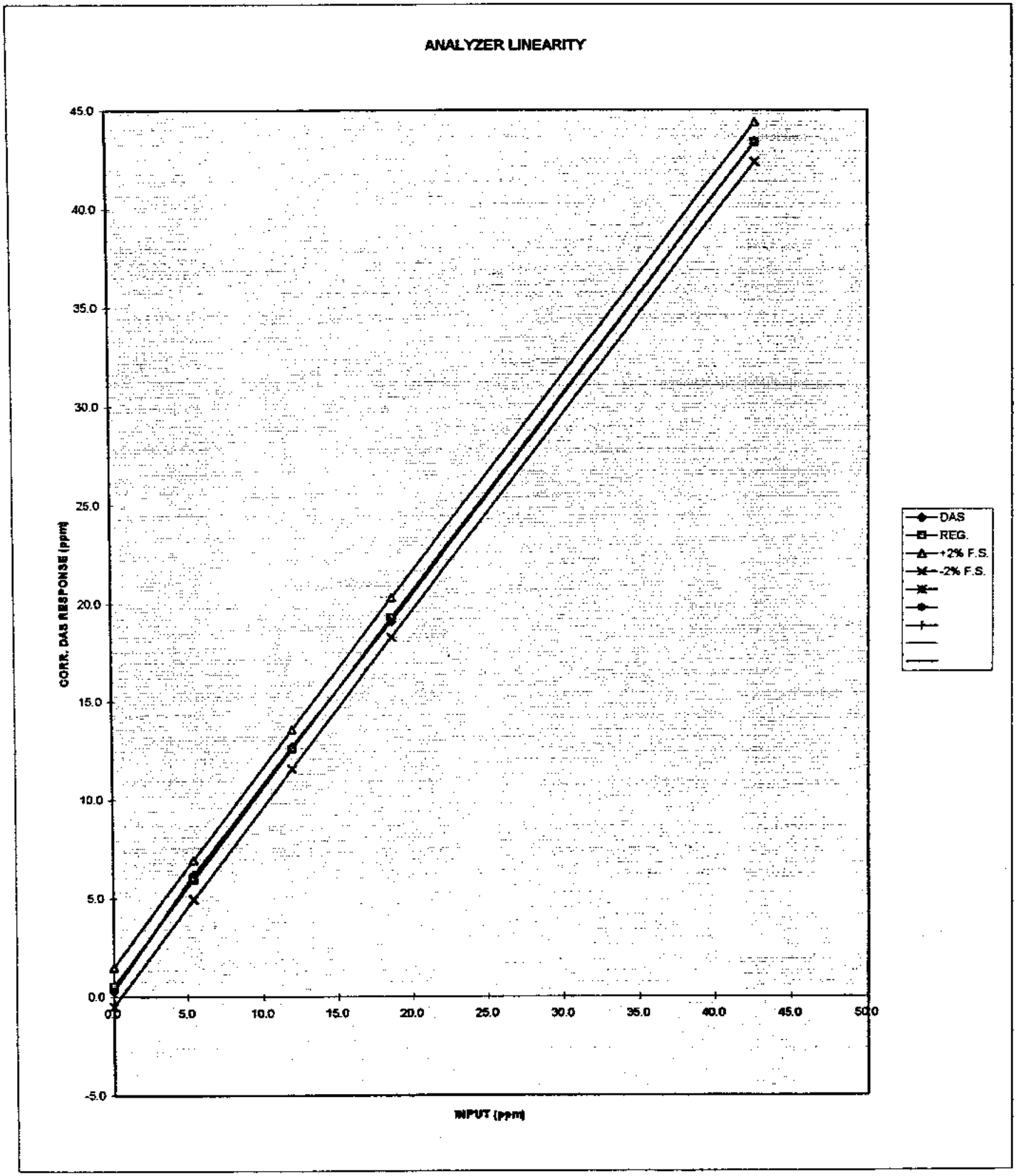
GAS CYL. MANUF.: Scott-Marrin
CYL. SERIAL NO.: JJ15108
CYL. CONC.: 6060 ppm

SITE OPERATOR: DBW

LAST CALIBRATION
SLOPE: 0.977
INTERCEPT: 0.20
DATE: 10/10/97

| INPUT (PPM) | DAS RESPONSE | CORRECTED DAS | % DIFFERENCE |
|---|---|---|---|
| 0.0 | 0.1 | 0.3 | --- |
| 42.7 | 44.2 | 43.4 | 1.6 |
| 18.7 | 19.3 | 19.1 | 2.1 |
| 12.0 | 12.8 | 12.7 | 5.8 |
| 5.4 | 6.1 | 6.2 | 14.8 |
| | | \|AVG\|: | 6.1 |

(CORR. DAS RESPONSE) = 1.0040 (INPUT) + 0.5174 r: 0.99992




AUDIT RESULTS: CARBON MONOXIDE

PERFORMANCE AUDIT: SULFUR DIOXIDE

ANALYZER MODEL: MONITOR LABS 8850
SERIAL NO.: 1357
RANGE: 0-500 ppb

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI

AUDIT DEVICE:
MANUF./ MODEL: ROCKWELL/BLENDER
SERIAL NO.: 006

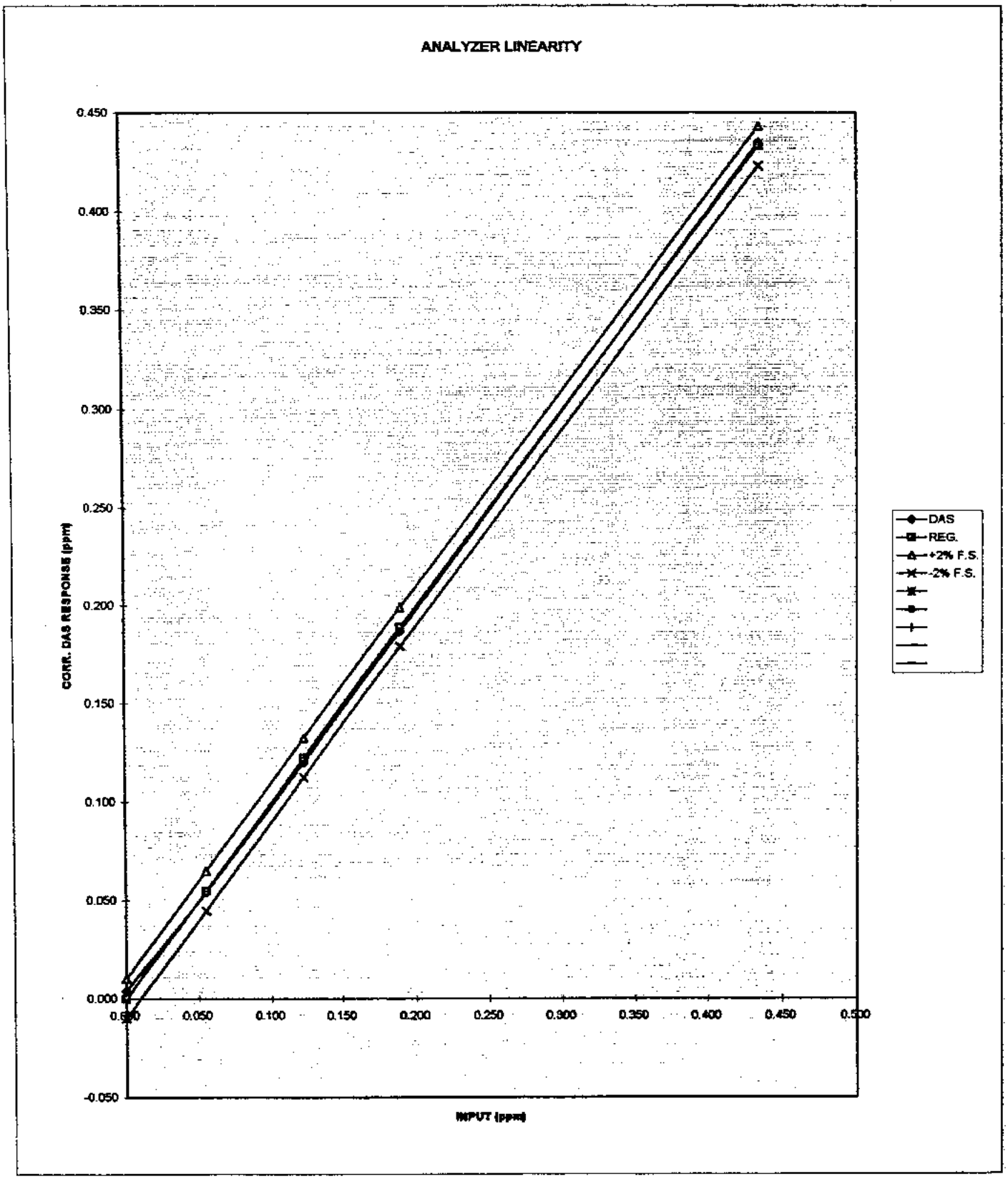
GAS CYL. MANUF.: Scott-Marrin
CYL. SERIAL NO.: JJ15108
CYL. CONC.: 61.7 ppm

SITE OPERATOR: DBW

LAST CALIBRATION
SLOPE: 0.993
INTERCEPT: 0.005
DATE: 10/10/97

| INPUT (PPM) | DAS RESPONSE | CORRECTED DAS | % DIFFERENCE |
|---|---|---|---|
| 0.000 | -0.001 | 0.004 | — |
| 0.433 | 0.434 | 0.435 | 0.0 |
| 0.190 | 0.184 | 0.187 | -1.6 |
| 0.123 | 0.116 | 0.120 | -2.4 |
| 0.055 | 0.050 | 0.054 | -1.8 |
| | | \|AVG\|: | 1.5 |

(CORR. DAS RESPONSE) = 0.9955 (INPUT) + 0.0001 r: 0.99986




AUDIT RESULTS: SULFUR DIOXIDE

PERFORMANCE AUDIT: NO/NO2/NOX

ANALYZER MODEL: MONITOR LABS 8840
SERIAL NO.: 359
RANGE: 0-500 ppb

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/V51

AUDIT DEVICE:
MANUF./MODEL: ROCKWELL/BLENDER
SERIAL NO.: 006

GAS CYL. MANUF.: Scott-Marrin
CYL. SERIAL NO.: JJ15108
CYL. CONC.: 60.8 ppm

SITE OPERATOR: DBW

LAST CALIBRATION

| | NO | NO2 | NOX |
|---|---|---|---|
| SLOPE: | 0.970 | 0.973 | 0.974 |
| INTERCEPT: | 0.000 | 0.002 | 0.003 |
| DATE: | 10/10/97 | 10/10/97 | 10/10/97 |

| | DAS RESPONSE (ppm) | | | CORR. DAS RESPONSE | | | % DIFFERENCE | | |
|---|---|---|---|---|---|---|---|---|---|
| INPUT (PPM) | NO | NO2 | NOX | NO | NO2 | NOX | NO | NO2 | NOX |
| 0.000 | 0.000 | 0.000 | 0.000 | 0.003 | 0.002 | 0.003 | -- | -- | -- |
| 0.429 | 0.424 | 0.001 | 0.426 | 0.414 | 0.003 | 0.418 | -3.5 | -- | -2.6 |
| 0.188 | 0.184 | 0.002 | 0.186 | 0.181 | 0.004 | 0.184 | -3.7 | -- | -2.1 |
| 0.121 | 0.119 | 0.000 | 0.119 | 0.118 | 0.002 | 0.119 | -2.5 | -- | -1.7 |
| 0.054 | 0.053 | -0.002 | 0.051 | 0.054 | 0.000 | 0.053 | 0.0 | -- | -1.9 |
| | | | | | | \|AVG\|: | 2.4 | | 2.0 |

NO RESPONSE (ppm) = 0.9585 (INPUT) + 0.0022 r: 0.99999

NOX RESPONSE (ppm) = 0.9696 (INPUT) + 0.0018 r: 0.99999



LOCATION: LAX
DATE: 10/15/97

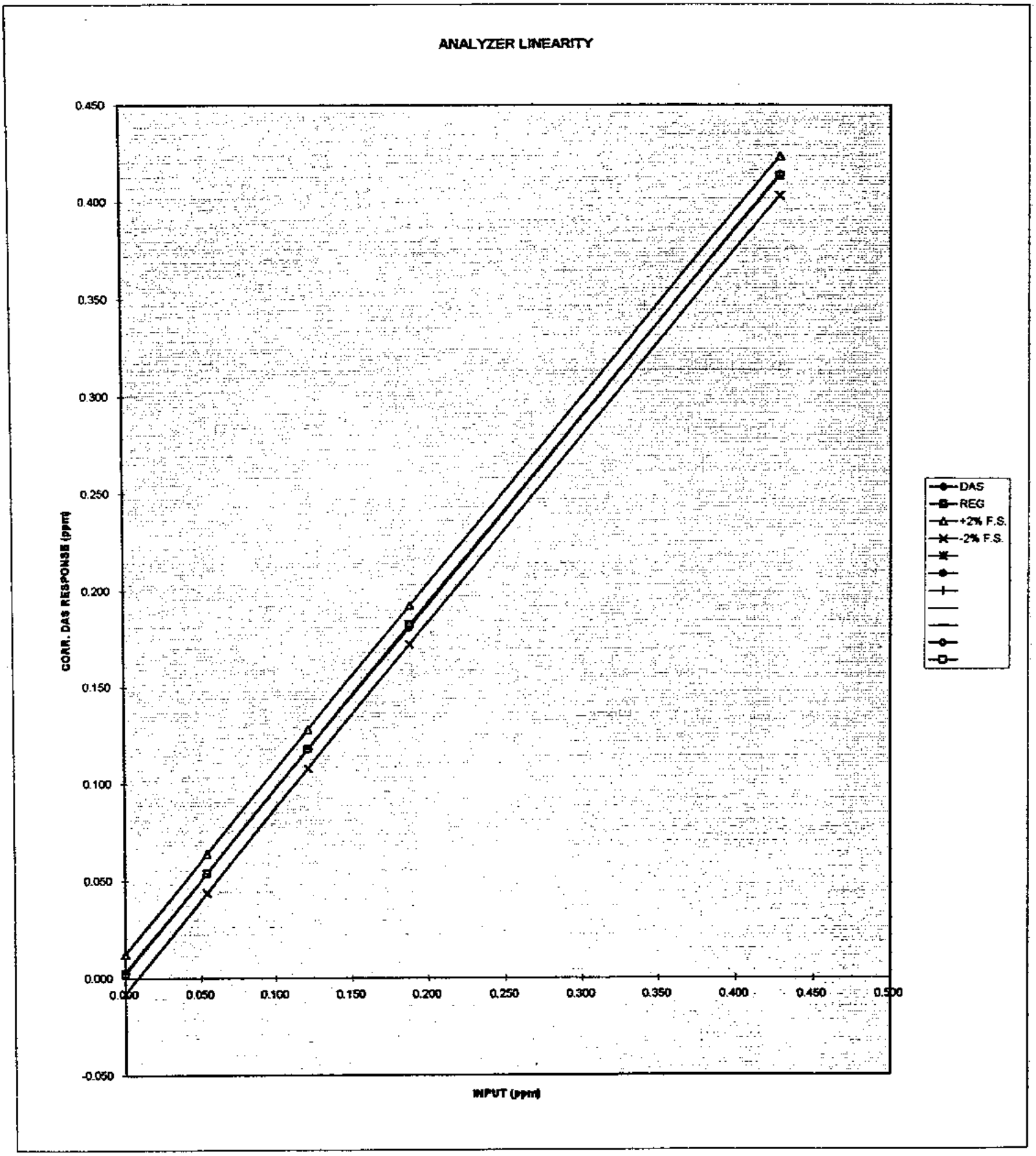
GAS-PHASE TITRATION:

| INPUT (ppm) NOX / NO2 | DAS RESPONSE (ppm) NO | NO2 | NOX | CORR. DAS RESPONSE NO | NO2 | NOX |
|---|---|---|---|---|---|---|
| 0.450 0.000 | 0.444 | 0.000 | 0.444 | 0.434 | 0.002 | 0.435 |
| 0.450 0.400 | 0.043 | 0.400 | 0.443 | 0.045 | 0.391 | 0.434 |
| 0.450 0.180 | 0.263 | 0.182 | 0.445 | 0.258 | 0.179 | 0.436 |
| 0.450 0.090 | 0.356 | 0.090 | 0.445 | 0.348 | 0.090 | 0.436 |
| 0.450 0.050 | 0.393 | 0.051 | 0.445 | 0.384 | 0.052 | 0.436 |

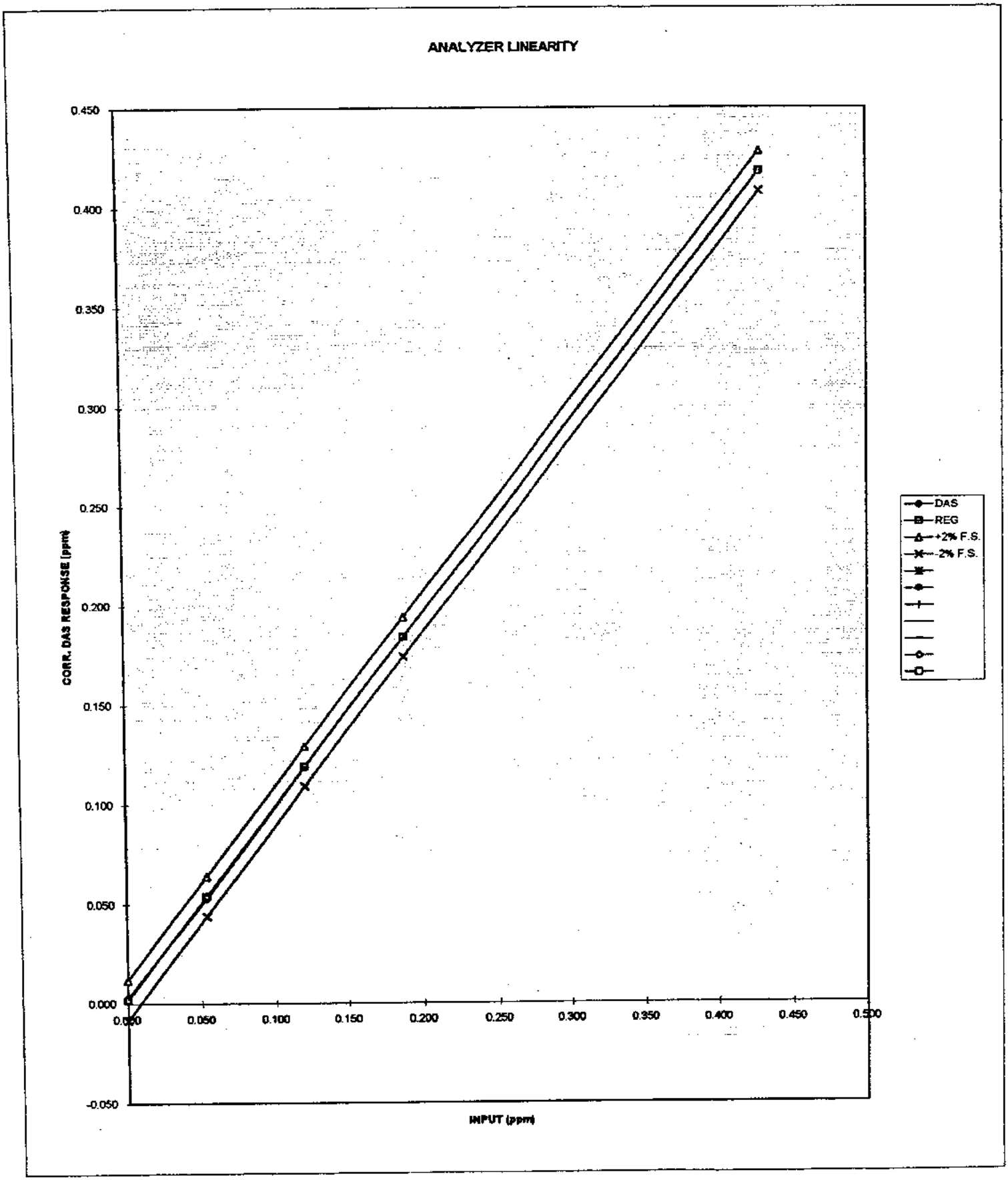
| OUTPUT (NO2) | CORRECTED OUTPUT NO | NOX | DELTA NO | NOX-NO | NO2conv | % DIFFERENCE |
|---|---|---|---|---|---|---|
| 0.002 | 0.450 | 0.447 | 0.000 | -0.003 | 0.000 | --- |
| 0.391 | 0.044 | 0.446 | 0.406 | 0.402 | 0.405 | -3.7 |
| 0.179 | 0.267 | 0.448 | 0.183 | 0.181 | 0.184 | -2.2 |
| 0.090 | 0.361 | 0.448 | 0.089 | 0.087 | 0.090 | 1.1 |
| 0.052 | 0.399 | 0.448 | 0.052 | 0.050 | 0.053 | 0.0 |
| | | | | | \|AVG\|: | 1.8 |

NO2 RESPONSE (PPM) = 0.9570 (INPUT) + 0.0031 r: 0.99997

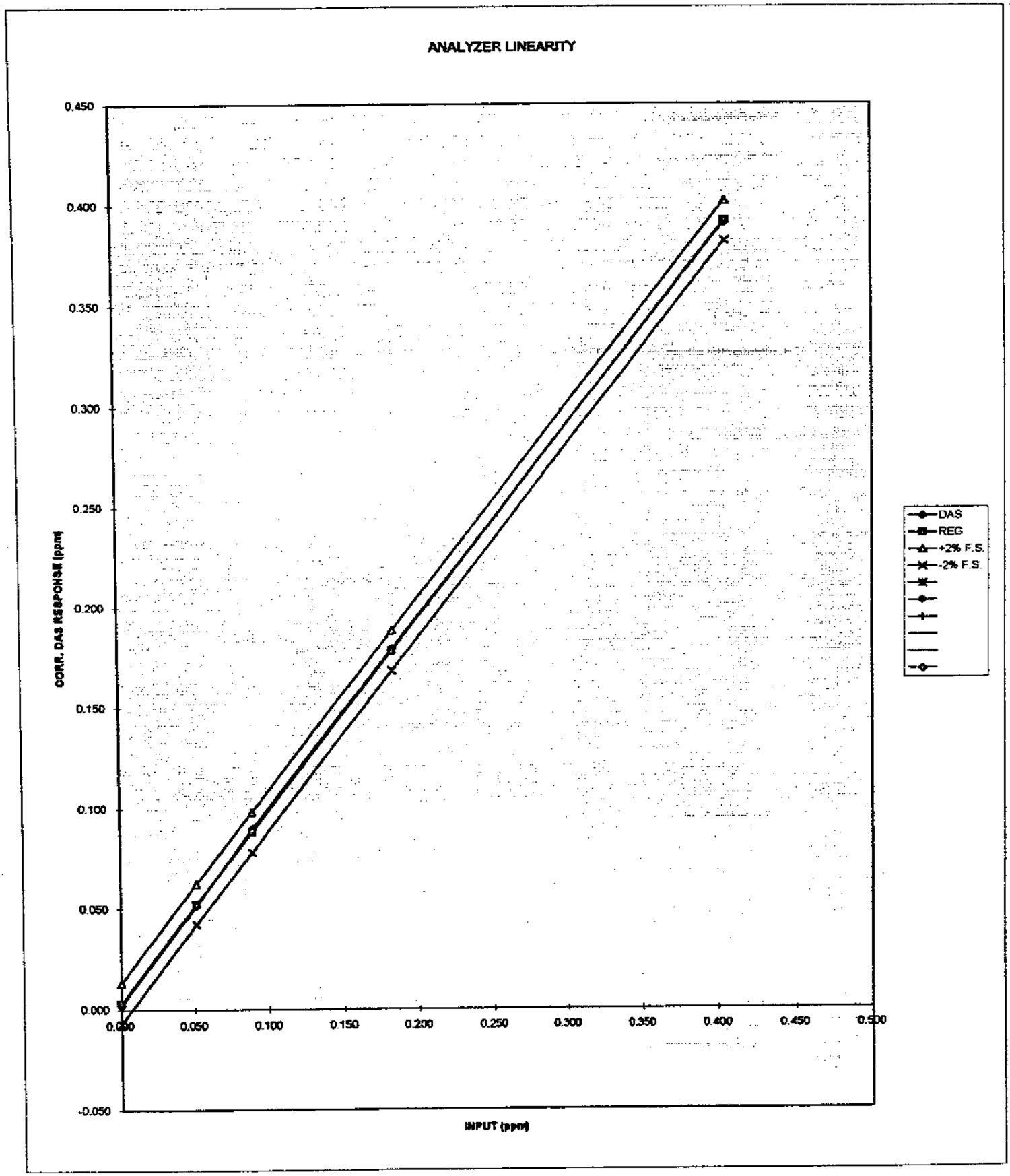
C.E. = 99.63 %




AUDIT RESULTS: NO




AUDIT RESULTS: NOX




AUDIT RESULTS: NO2

PERFORMANCE AUDIT: WIND SPEED

SENSOR:
Manuf./Model: RMY/05305
Serial No.: 17024
Range: 0 - 50 mps

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI

PROPELLER:
Manuf./Model: RMY/08254
Serial No.: 54373

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

CALIB. FACTORS:
WS(mph)=(RPM*0.01145)
WS(mps)=mph/2.2369

AUDIT DEVICE:
Manuf./Model: RMY 18801
Serial No.: NSN

PROPELLER CONDITION: GOOD
BEARING CONDITION: GOOD (<1.0 gm-cm)

SITE OPERATOR: DBW

| INPUT: SPEED | | | DATA ACQUISITION | | |
|---|---|---|---|---|---|
| RPM | (mph) | (mps) | (mph) | (mps) | DIFF (mps) |
| 0 | 0.00 | 0.00 | 0.23 | 0.10 | 0.10 |
| 200 | 2.29 | 1.02 | 2.28 | 1.02 | 0.00 |
| 400 | 4.58 | 2.05 | 4.56 | 2.04 | -0.01 |
| 1000 | 11.45 | 5.12 | 11.43 | 5.11 | -0.01 |
| 2000 | 22.90 | 10.24 | 22.82 | 10.20 | -0.04 |
| 6000 | 68.70 | 30.71 | 68.45 | 30.60 | -0.11 |

PSD TOLERANCES (mps)

| SPEED | CHART | DAS |
|---|---|---|
| 0 mps | ±0.375 | ±0.25 |
| <=5mps | ±0.375 | ±0.25 |
| >5 mps | ±7.5% (≤ 3.75) | ±5.0% (≤ 2.5) |

PERFORMANCE AUDIT: WIND DIRECTION

SENSOR:
Manuf./Model: RMY/05305
Serial No.: 17024
Range: 0-360 Degrees

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI

SITE OPERATOR: DBW

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

VANE CONDITION: GOOD
BEARING CONDITION: GOOD (<11.0 gm-cm)

AUDIT DEVICE:
Manuf./Model: NA
Serial No.: NA

| INPUT: COMPASS POINT (Degrees) | DATA ACQUISITION (Degrees) | DIFFERENCE (Degrees) |
|---|---|---|
| 24 | 21.4 | -2.6 |
| 204 | 202.0 | -2.0 |
| 90 | 88.9 | -1.1 |
| 270 | 270.0 | 0.0 |

PSD TOLERANCES (Degrees)

| CHART | DAS |
|---|---|
| ±7.5 | ±5.0 |

PERFORMANCE AUDIT: AMBIENT TEMP.(2M)

SENSOR:
Manuf./Model: CSI/ASP TC
Serial No.: 1023
Range: -50 to +50°C

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI
SITE OPERATOR: DBW

AUDIT DEVICE:
Manuf./Model: Feet/Ultimeter
Serial No.: VSI-1

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

| INPUT TEMPERATURE (Deg. F) | (Deg. C.) | DATA ACQUISITION (Deg. F) | (Deg. C.) | DIFF. (°C.) DAS |
|---|---|---|---|---|
| 99.1 | 37.3 | 99.9 | 37.7 | 0.40 |

PSD TOLERANCES (Deg. C.)

| CHART | DAS |
|---|---|
| ±0.75 | ±0.50 |

PERFORMANCE AUDIT: AMBIENT TEMP.(9M)

SENSOR:
Manuf./Model: CSI/ASP TC
Serial No.: 1024
Range: -50 to + 50°C

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI
SITE OPERATOR: DBW

AUDIT DEVICE:
Manuf./Model: Feet/Ultimeter
Serial No.: VSI-1

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

| INPUT TEMPERATURE (Deg. F) | (Deg. C.) | DATA ACQUISITION (Deg. F) | (Deg. C.) | DIFF. (°C.) DAS |
|---|---|---|---|---|
| 99.1 | 37.3 | 99.5 | 37.5 | 0.20 |

PSD TOLERANCES (Deg. C.)

| CHART | DAS |
|---|---|
| ±0.75 | ±0.50 |

## PERFORMANCE AUDIT: DELTA TEMPERATURE
(-5 to +5°C)

SENSOR (Upper):
Manuf./Model: CSI/ASP TC
Serial No.: 1024
Range: -50 to +50°C

SENSOR (Lower):
Manuf./Model: CSI/ASP TC
Serial No.: 1023
Range: -50 to +50°C

AUDIT DEVICE:
Manuf./Model: Peet/Ultimeter
Serial No.: VSI-1

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/14/97
BY: DH/VSI
SITE OPERATOR: DBW

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

| INPUT TEMPERATURE (Deg. F) | INPUT TEMPERATURE (Deg. C.) | DATA ACQUISITION (Deg. F) | DATA ACQUISITION (Deg. C.) |
|---|---|---|---|
| 99.1 | 37.30 | 0.115 | 0.064 |

PSD TOLERANCES (Deg. C.)

| CHART | DAS |
|---|---|
| ±0.15 | ±0.1 |

## PERFORMANCE AUDIT: SOLAR RADIATION

SENSOR:
Manuf./Model: EPPLEY/PSP
Serial No.: 1672413
Range: 0-2000 W/m2

CALIB. FACTORS:
Vdc/(W/m2): 9.4E-06

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 10/15/97
BY: dh/VSI
SITE OPERATOR: DBW

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

AUDIT DEVICE:
Manuf./Model: FLUKE/8060A
Serial No.: 4515375

1. Place a dark cover over the sensor and record output.

| Output (mV) | DAS (W/m2) |
|---|---|
| 0.02 | -8.290 |

2. Monitor the sensor output and compare with the expect value from the calibration relationship.

| Output (mV) | EXPECTED DAS (W/m2) | ACTUAL DAS (W/m2) | DIFF.(%) (DAS) |
|---|---|---|---|
| 6.78 | 721 | 759 | 5.2 |

PSD TOLERANCES

| CHART | DAS |
|---|---|
| ±7.5% | ±5.0% |

MARCH 5 AND 6, 1998

REPORT

# AIR MONITORING QUALITY ASSURANCE AUDIT
at the
LOS ANGELES INTERNATIONAL AIRPORT
for
AEROVIRONMENT ENVIRONMENTAL SERVICES

LETTER AGREEMENT (3/4/98)

March 1998

by

VISIBILITY SERVICES, INC

March 12, 1998

AeroVironment Environmental Services, Inc.
222 E. Huntington Drive
Suite 200
Monrovia, CA 91016

Attn: Mr. Alex Barnett

Report: Air Monitoring Quality Assurance Audit
Los Angeles International Airport
Letter Agreement (3/4/98)

Dear Mr. Barnett:

Enclosed please find 5 copies of the report on the performance audit of the air quality and meteorological monitoring systems at the Los Angeles International Airport performed by VSI on March 5 and 6, 1998. This report describes the audit activities performed by VSI and the results of the audit; included in the appendices are copies of the certificates of traceability for the audit devices and copies of the completed audit forms.

Thank you for the opportunity to work with your organization. I hope the work performed by VSI during this audit has been to your satisfaction. Please call me if you have any questions.

Sincerely,

Dennis Haase
VSI

729 West Lynwood Avenue • Phoenix, Arizona • 85007 • Telephone 602/252-4010

## OVERVIEW

A performance audit of the air monitoring network at the Los Angeles International Airport was performed on March 5 and 6, 1998. Results of the performance audit of the three (3) $PM_{10}$ samplers indicated compliance with the EPA Guidelines as outlined in *EPA-600/R-94/038b, Section 2.11.7.* Results of the performance audit of the continuous gas analyzers indicated compliance with the EPA Guidelines as outlined in *EPA-600/R-94/038b, Section 2.0.12.*

The performance audit of the meteorological monitoring system indicated general compliance with the PSD Tolerances as outlined in *EPA-450/4-87-007* and *EPA-454/B-95-005.* Details of the audit results are discussed in latter sections of this report.

## INTRODUCTION

A quality assurance performance audit of an air monitoring network at the Los Angeles International Airport was accomplished on March 5 and 6, 1998. The network consists of four (4) VFC-$PM_{10}$ samplers; continuous gas analyzers for carbon monoxide, sulfur dioxide, and oxides of nitrogen; and a 10-meter tower instrumented with wind speed, wind direction, ambient temperature, delta temperature and total solar radiation sensors. In attendance during the audit were Mr. David B. Wright of AeroVironment Environmental Services, Inc. (AVES) and Mr. Dennis Haase of VSI, who performed the audits. All equipment and forms required for the audits were provided by VSI. Copies of the certificates of traceability to the National Institute of Standards and Technology (NIST) for the audit devices are included in Appendix A; copies of the completed audit forms are provided in Appendix B.

The procedures and tolerances used during the audit followed the general guidelines of *EPA-600/R-94/038b, Quality Assurance Handbook for Air Pollution Measurement Systems: Volume II; EPA-600/R-94/038d, Quality Assurance Handbook for Air Pollution Measurement Systems: Volume IV, Meteorological Measurements; EPA-450/4-87-007, Ambient Monitoring Guidelines for Prevention of Significant Deterioration (PSD); EPA-454/B-95-005, On-Site Meteorological Program Guidance for Regulatory Modeling Applications;* and equipment manufacturer recommendations.

The discussions that follow describe those activities performed by VSI in the completion of the audit and the associated results.

## AUDIT ACTIVITIES AND RESULTS

### AIR QUALITY MONITORING NETWORK

#### PM10

Three volumetric flow-controlled (VFC) $PM_{10}$ samplers were audited on March 6, 1998. The audit of a sampler does not involve the size-selective inlet; during the audit, the SSI was released from the main structure and tilted back to allow the installation of the audit orifice. The audit orifice and faceplate were placed directly on the filter cassette and a new, clean filter.

After allowing each sampler to operate for approximately 5 minutes, a manometer reading was taken from the audit orifice and, based on the calibration relationship for the orifice, an audit flow rate was determined for the site conditions, $Q_a$. The audit flow ($Q_a$) was then compared with the indicated flow ($Q_{table}$), derived by the operator from the manometer reading taken at the stagnation port during the audit.

The audit of the three samplers showed that the indicated flow rates ($Q_{table}$) were well within the EPA requirements. The indicated flow rates were within +1.01% of the audit flow rate ($Q_a$); $\pm$ 6.0% is required. Indicated flow rates without the orifice in place were within +0.53/-1.71% of the design flow of 1.13 $m^3$/min; $\pm$ 7.0% is required. A summary of the audit results for the samplers is provided in Table 1; copies of the audit forms are included in Appendix B.

### GAS ANALYZERS

The audit of each of the gas analyzers was accomplished by inputting known concentrations of the respective gas at approximately 10, 20, 40, and 80% of the analyzer's full scale plus "zero air" and comparing the analyzer's corrected response with these concentrations. The corrected responses were based on the most recent calibration relationship for the analyzer provided by the site operator. The inputted concentrations were obtained through the dilution of a certified gas cylinder not associated with this network. The dilution source was a Rockwell blender and the "zero

**TABLE 1**
**AUDIT SUMMARY: $PM_{10}$**
**Los Angeles International Airport**
March 6, 1998

| Sampler I.D. | FLOW RATE ($m^3$/min) Audit | Indicated* | % DIFFERENCE Indicated | Design |
|---|---|---|---|---|
| P2865 | 1.122 | 1.127/1.139 | 0.44 | 0.35 |
| P2866 | NA | NA | NA | NA |
| P2872 | 1.111 | 1.122/1.122 | 1.01 | -1.71 |
| P2873 | 1.122 | 1.126/1.140 | 0.35 | 0.53 |
| | | Guidelines: | ±6% | ±7% |

*with orifice installed/without orifice installed
Reference: *EPA-600/R-94/038b, Section 2.11.7*

air " source was a cylinder of ultra-pure air. Copies of the cylinder certification, blender flow calibrations, and derivation of the audit concentrations are included in Appendix A.

The audit of the analyzers began with the introduction of "zero air" into the analyzers through the normal sampling line and particulate filter, allowing the analyzers to stabilize, then recording the data logger's responses. This was followed by the introduction of a gas concentration equivalent to approximately 80% of the analyzers' full scales and again allowing the analyzers to stabilize, then recording the data logger responses. This was repeated for each of the remaining points. The recorded responses were then corrected using the latest calibration relationships. A linear regression equation between the inputted concentrations and the corrected responses and the average absolute percent difference for each audit point were then calculated. Each of the analyzer's responses is discussed in the following paragraphs, a summary of the audit results for the gas analyzers is provided in Table 2, and copies of the audit forms are included in Appendix B.

CARBON MONOXIDE

The carbon monoxide analyzer audited was a Dasibi Model 3003. The average absolute difference between the inputted concentrations and the corrected responses was 4.6%. A recheck of the analyzer's zero following the input of the gas concentrations indicated no analyzer drift. The linear regression values of slope, intercept and correlation coefficient were excellent to satisfactory.

SULFUR DIOXIDE

The sulfur dioxide analyzer audited was a Monitor Labs Model 8850. The audit of the analyzer indicated close agreement between the inputted concentrations and the corrected values. The average absolute difference between the two sets of values was 3.5%. A recheck of the analyzer's zero following the input of the gas concentrations indicated no analyzer drift. The linear regression values of slope, intercept, and correlation coefficient were excellent to satisfactory.

TABLE 2
AUDIT SUMMARY: GAS ANALYZERS
Los Angeles International Airport
March 6, 1998

| Analyzer | Average Absolute % Diff. From Audit Conc. | Slope | Intercept | Correlation Coefficient | Date of Last Calib. |
|---|---|---|---|---|---|
| Carbon Monoxide | 4.6 | 0.9989 | -0.3628 | 0.99980 | 3/4/98 |
| Sulfur Dioxide | 3.5 | 1.0134 | 0.0023 | 0.99997 | 3/4/98 |
| Oxides of Nitrogen: | | | | | |
| NO | 2.1 | 1.0247 | -0.0001 | 0.99999 | 3/4/98 |
| $NO_x$ | 2.3 | 1.0260 | -0.0007 | 0.99998 | 3/4/98 |
| $NO_2$ | 4.8 | 1.0182 | 0.0025 | 0.99998 | 3/4/98 |
| Guidelines: | | | | | |
| Excellent: | | $\leq \pm 5\%$ | -- | -- | |
| Satisfactory: | | $\pm 6\%$ to $\pm 15\%$ | $\leq \pm 3\%$ F.S. | $\geq 0.9950$ | |
| Unsatisfactory: | | > 15% | > $\pm 3\%$ F.S. | < 0.9950 | |

Reference: *EPA-600/R-94/038b, Section 2.0.12*

NITROGEN DIOXIDE

The oxides of nitrogen analyzer audited was a Monitor Labs Model 8840. The audit of the analyzer indicated close agreement between the inputted concentrations and the corrected values. The average absolute difference between the two sets of values was 2.1%, 2.3%, and 4.8% for NO, $NO_x$, and $NO_2$, respectively. A recheck of the analyzer's zero following the input of the gas concentrations indicated no analyzer drift. The linear regression values of slope, intercept, and correlation coefficient for the three gases was excellent to satisfactory. The converter efficiency was calculated to be 100.07%, which meets the EPA requirements.

## METEOROLOGICAL MONITORING NETWORK

### WIND SPEED

The audit of the wind speed system was performed by rotating the sensor shaft at known rates and recording the data logger responses. Shaft rotations corresponding to speeds of 0.0, 1.13, 2.05, 5.12, 10.24, and 30.71 meters per second (mps) were applied to the sensor; responses of the data logger were within the PSD tolerances at all speeds.

The sensor propeller was inspected and found to be in good condition with no deformities. Sensor bearing wear was checked by measuring the force necessary to initiate rotation of the propeller shaft. The manufacturer indicates that the propeller shaft should begin rotation with a force of less than 1.0 gm-cm, corresponding to a starting threshold of 0.5 mps or less. Measurement with the R.M. Young torque wheel indicated that the sensor bearing torque was within the manufacturer's recommendations. A summary of the audit results are provided in Table 3; a copy of the audit form is included in Appendix B.

### WIND DIRECTION

The wind direction system was audited by aligning the sensor to reference points in each of the four quadrants. The bearing of each reference point was obtained with a compass corrected for the magnetic declination of the area. The declination, approximately 14° east, was obtained from a *VFR Terminal Area: Los Angeles, NOAA, July 17, 1997*. Results of the audit indicated that the responses of the data logger were within the PSD tolerances.

The sensor vane was inspected and found to be in good conditions with no deformities. Sensor bearing wear was checked by measuring the force necessary to move the vane from a static position. A gram-gauge was applied to the vane at a distance of 5 cm from the vane center and a reading taken when the vane began to move. The manufacturer indicated that the vane should move with a force of less than 11.0 gm-cm, corresponding to a starting threshold of 0.5 mps or less. Measurement

**TABLE 3**
**AUDIT SUMMARY: METEOROLOGICAL SENSORS**
**Los Angeles International Airport**
**March 6, 1998**

| Sensor | Range | DAS Response | PSD Tolerance |
|---|---|---|---|
| Wind Speed | ≤ 5 mps<br>> 5 mps | +0.10/-0.01 mps<br>+0.0% / -0.4% | ± 0.25 mps<br>± 5% not to exceed 2.5 mps |
| Wind Direction | 0 - 360° | +0.1° / -2.0° | ± 5.0° |
| Temp(2m) | - 50 to +50°C | +0.23°C / -0.00°C | ± 0.50°C |
| Temp(9m) | - 50 to +50°C | +0.17°C / -0.00°C | ± 0.50°C |
| Δ Temp(2-9m) | - 5 to +5°C | +0.089°C / -0.000°C | ± 0.10°C |
| Solar Radiation | 0 to 1400W/m² | +3.4% / - 0.0% | ± 5.0% |

Reference: *EPA-450/4-87-007*
*EPA-454/B-95-005*

with the gauge indicated that the sensor bearing met the manufacturer's recommendations. A summary of the audit results is provided in Table 3; a copy of the audit form is included in Appendix B.

## AMBIENT / DELTA TEMPERATURES

The audit of the ambient/delta temperature systems was accomplished by removing the upper aspirator assembly containing the thermocouple and attaching it to the lower assembly. The inability to immerse the thermocouples in a liquid bath precluded auditing the system at temperatures other than ambient. Discussions with the manufacturer indicated that the thermocouples typically don't drift and that without a temperature-controlled chamber, a single-point audit is typical for field audits. Monitoring of the ambient temperature adjacent to the thermocouples was accomplished using a NIST-certified thermometer with a resolution of $0.2^{0}$ F. Results of the audit indicated that the data logger responses were within PSD tolerances. A summary of the audit results is provided in Table 3; copies of the audit forms are included in Appendix B.

## SOLAR RADIATION

The audit of the solar radiation sensor began by covering the sensor to block all light and recording the output of the sensor and data logger response. Following this, a collocated sensor was installed near the audited sensor and the output of the two sensors compared at a low and mid-range level of light; agreement between the two sensors was within approximately 3%. A summary of the audit results is provided in Table 3; a copy of the audit form is included in Appendix B.

**GRASEBY** **Orifice Transfer Standard Certification Worksheet** page 1

**Date:** 09/18/1997 **Rootsmeter S/N:** 9736553 **Ta:** 22.00 C
**Operator:** Jim Tisch **Calibrator S/N:** G73 **Pa:** 755.4 mm Hg
**Calibrator Model #:** G25A **Placed in service:**

| Run | Vol. Init. (m3) | Vol. Final (m3) | ΔVol. (m3) | Δ Time (min) | ΔP (mm Hg) | ΔH (in H2O) |
|---|---|---|---|---|---|---|
| 1 | 1.00 | 2.00 | 1.00 | 1.355 | 3.18 | 2.00 |
| 2 | 3.00 | 4.00 | 1.00 | 0.961 | 6.17 | 4.00 |
| 3 | 5.00 | 6.00 | 1.00 | 0.856 | 7.75 | 5.00 |
| 4 | 7.00 | 8.00 | 1.00 | 0.820 | 8.50 | 5.50 |
| 5 | 9.00 | 10.00 | 1.00 | 0.678 | 12.33 | 8.00 |

**Data Tabulation**

| Vstd (m3) | Qstd (x-axis) | $\sqrt{\Delta H\left(\frac{Pa}{Pstd}\right)\left(\frac{Tstd}{Ta}\right)}$ (y-axis) | Va | Qa (x-axis) | $\sqrt{\Delta H(Ta/Pa)}$ (y-axis) |
|---|---|---|---|---|---|
| 1.000 | 0.738 | 1.417 | 0.996 | 0.735 | 0.884 |
| 0.996 | 1.036 | 2.004 | 0.992 | 1.032 | 1.250 |
| 0.994 | 1.161 | 2.241 | 0.990 | 1.156 | 1.398 |
| 0.993 | 1.211 | 2.350 | 0.989 | 1.206 | 1.466 |
| 0.989 | 1.457 | 2.834 | 0.984 | 1.451 | 1.768 |
| | m = | 1.9705 | | m = | 1.2342 |
| | b = | -0.038719 | | b = | -0.024155 |
| | r = | 0.999959 | | r = | 0.999959 |

**Calculations**

$$Vstd = \Delta Vol((Pa - \Delta P)/Pstd)(Tstd/Ta) \qquad Va = \Delta Vol((Pa - \Delta P)/Pa)$$

$$Qstd = Vstd/\Delta Time \qquad Qa = Va/\Delta Time$$

**For subsequent flow rate calculations:**

$$Qstd = 1/m\left(\left(\sqrt{\Delta H\left(\frac{Pa}{Pstd}\right)\left(\frac{Tstd}{Ta}\right)}\right) - b\right) \qquad Qa = 1/m\left(\left(\sqrt{\Delta H(Ta/Pa)}\right) - b\right)$$

Standard Conditions:
Tstd: 298.18 ° K
Pstd: 760 mm Hg

For additional information consult:
1. The Federal Register, Vol. 47, No.234, pp. 54896-54921, Dec. 8, 1982
2. Quality Assurance Handbook, Vol II (EPA 60074-77-277a), Section 2.11
3. Graseby/GMW/Andersen Instruction Manual

where:
ΔH: calibrator manometer reading (in H2O)
ΔP: rootsmeter manometer reading (mm Hg)
Ta: actual absolute temperature (° K)
Pa: actual barometric pressure (mm Hg)
b: intercept
m: slope

**Notes:**
1. Copies of this calibration are not kept on file.
2. EPA recommends calibrators should be recalibrated after one year of use.

CALIBRATION: MASS FLOW CONTROLLER
RANGE: 0 - 10 UNITS: LPM

CALIBRATOR: ROCKWELL
MODEL: BLENDER
SERIAL NO.: 005

OWNER: AeroVironment, Inc.
LOCATION: LAB
DATE: 2/26/98
BY: dh/VSI

FLOW CONTROLLER: TYLAN
MODEL: FC-260
SERIAL NO.: 10929

FLOW METER: BIOS
BASE: CELL:
MODEL: DC1B REV 2.05E MODEL: DC1HC REV E
SERIAL NO.: B1182 SERIAL NO.: H531

Temp.: 22.4 deg.Cent.
Pr.: 733 mm Hg.

| POINT: | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.500 | 1.272 | 1.272 | 1.272 | 1.272 | 1.271 | 1.272 | 1.237 |
| 2 | 1.000 | 2.356 | 2.357 | 2.356 | 2.356 | 2.357 | 2.356 | 2.291 |
| 3 | 1.500 | 3.423 | 3.423 | 3.423 | 3.423 | 3.423 | 3.423 | 3.329 |
| 4 | 2.000 | 4.454 | 4.456 | 4.455 | 4.455 | 4.455 | 4.455 | 4.332 |
| 5 | 2.500 | 5.474 | 5.474 | 5.474 | 5.475 | 5.473 | 5.474 | 5.323 |



DATE: 2/26/98
BY: dh/VSI

| | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 6 | 3.000 | 6.498 | 6.498 | 6.499 | 6.499 | 6.498 | 6.498 | 6.319 |
| 7 | 3.500 | 7.539 | 7.537 | 7.537 | 7.539 | 7.539 | 7.538 | 7.330 |
| 8 | 4.000 | 8.599 | 8.601 | 8.607 | 8.604 | 8.604 | 8.603 | 8.366 |
| 9 | 4.500 | 9.691 | 9.687 | 9.692 | 9.691 | 9.694 | 9.691 | 9.424 |
| 10 | | | | | | | #DIV/0! | |

X VALUES: 9.000 Y VALUES: 9.000

STP FLOW = 2.032 (DISPLAY) + 0.2478 R2: 0.99992

CALIBRATION: MASS FLOW CONTROLLER
RANGE: 0 - 50 UNITS: CCM

CALIBRATOR: ROCKWELL
MODEL: BLENDER
SERIAL NO.: 005

OWNER: AeroVironment, Inc.
LOCATION: LAB
DATE: 2/26/98
BY: dh/VSI

FLOW CONTROLLER: TYLAN
MODEL: FC-260
SERIAL NO.: 11172

FLOW METER: BIOS
BASE:
MODEL: DC1B REV 2.05E
SERIAL NO.: B1182

CELL:
MODEL: DC1LC REV E
SERIAL NO.: L268

Temp.: 24.0 deg.Cent.
Pr.: 733 mm Hg.

| POINT: | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.500 | 6.688 | 6.681 | 6.675 | 6.671 | 6.680 | 6.679 | 6.460 |
| 2 | 1.000 | 12.540 | 12.530 | 12.530 | 12.550 | 12.530 | 12.536 | 12.125 |
| 3 | 1.500 | 18.250 | 18.270 | 18.230 | 18.260 | 18.290 | 18.260 | 17.661 |
| 4 | 2.000 | 23.850 | 23.960 | 23.830 | 23.900 | 23.950 | 23.898 | 23.114 |
| 5 | 2.500 | 29.550 | 29.520 | 29.530 | 29.480 | 29.490 | 29.514 | 28.546 |



DATE: 2/26/98
BY: dh/VSI

| | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 6 | 3.000 | 35.550 | 35.610 | 35.610 | 35.560 | 35.580 | 35.582 | 34.415 |
| 7 | 3.500 | 41.380 | 41.330 | 41.320 | 41.350 | 41.360 | 41.348 | 39.992 |
| 8 | 4.000 | 47.060 | 47.090 | 46.930 | 47.030 | 47.090 | 47.040 | 45.497 |
| 9 | 4.500 | 52.860 | 52.670 | 52.730 | 52.710 | 52.830 | 52.760 | 51.029 |
| 10 | | | | | | | #DIV/0! | |

X VALUES: 9.000 Y VALUES: 9.000

STP FLOW = 11.145 (DISPLAY) + 0.8968 R2: 0.99996

CALIBRATION: MASS FLOW CONTROLLER
RANGE: 0 - 10 UNITS: LPM

CALIBRATOR: ROCKWELL
MODEL: BLENDER
SERIAL NO.: 005

OWNER: AeroVironment, Inc.
LOCATION: LAB
DATE: 2/26/98
BY: dh/VSI

FLOW CONTROLLER: TYLAN
MODEL: FC-260
SERIAL NO.: 10929

FLOW METER: BIOS
BASE:
MODEL: DC1B REV 2.05E
SERIAL NO.: B1182

CELL:
MODEL: DC1HC REV E
SERIAL NO.: H531

Temp.: 23.0 deg.Cent.
Pr.: 733 mm Hg.

| POINT: | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 1 | 3.100 | 6.715 | 6.715 | 6.711 | 6.714 | 6.717 | | |
| | | 6.714 | 6.712 | 6.714 | 6.713 | 6.714 | 6.714 | 6.516 |
| 2 | | | | | | | #DIV/0! | |
| 3 | | | | | | | #DIV/0! | |
| 4 | | | | | | | #DIV/0! | |
| 5 | | | | | | | #DIV/0! | |



DATE: 2/26/98
BY: dh/VSI

| | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 6 | | | | | | | #DIV/0! | |
| 7 | | | | | | | #DIV/0! | |
| 8 | | | | | | | #DIV/0! | |
| 9 | | | | | | | #DIV/0! | |
| 10 | | | | | | | #DIV/0! | |

X VALUES: 1.000 Y VALUES: 1.000

STP FLOW = #DIV/0! (DISPLAY) + #DIV/0! R2: #DIV/0!

CALIBRATION: MASS FLOW CONTROLLER
RANGE: 0 - 100 UNITS: CCM

CALIBRATOR: ROCKWELL
MODEL: BLENDER
SERIAL NO.: 005

OWNER: AeroVironment, Inc.
LOCATION: LAB
DATE: 2/26/98
BY: dh/VSI

FLOW CONTROLLER: TYLAN
MODEL: FC-260
SERIAL NO.: 11172

FLOW METER: BIOS
BASE:
MODEL: DC1B REV 2.05E
SERIAL NO.: B1182

CELL:
MODEL: DC1LC REV E
SERIAL NO.: L268

Temp.: 24.0 deg.Cent.
Pr.: 733 mm Hg.

| POINT: | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | | | | | SITE FLOW | STP FLOW |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.450 | 6.101 | 6.066 | 6.100 | 6.104 | 6.088 | 6.092 | 5.892 |
| 2 | 1.100 | 13.620 | 13.580 | 13.600 | 13.600 | 13.610 | 13.602 | 13.156 |
| 3 | 1.750 | 21.000 | 21.060 | 21.050 | 21.040 | 21.040 | 21.038 | 20.348 |
| 4 | 4.250 | 49.860 | 50.260 | 50.020 | 50.140 | 49.930 | 50.042 | 48.401 |
| 5 | | | | | | | #DIV/0! | |



DATE: 2/26/98
BY: dh/VSI

| | CALIB. DISPLAY | AVERAGE FLOW RATE (TEN/AVG) | SITE FLOW | STP FLOW |
|---|---|---|---|---|
| 6 | | | #DIV/0! | |
| 7 | | | #DIV/0! | |
| 8 | | | #DIV/0! | |
| 9 | | | #DIV/0! | |
| 10 | | | #DIV/0! | |

X VALUES: 4.000 Y VALUES: 4.000

STP FLOW = 11.189 (DISPLAY) + 0.8306 R2: 0.99999

SCOTT-MARRIN, INC.
6531 BOX SPRINGS BLVD. • RIVERSIDE, CA 92507
TELEPHONE (909) 653-6760 • FAX (909) 653-2430

# REPORT OF ANALYSIS
# CALIBRATION GAS MIXTURES

AERO01

TO:
ALEX BARNETT
AEROVIRONMENT INC
222 E HUNTINGTON DR #200
MONROVIA, CA 91016-

DATE : 08/15/97

CUSTOMER ORDER NUMBER: ES98-0128

PAGE 1

CYLINDER NO.: JJ15108

CYLINDER NO.:

| COMPONENT | CONCENTRATION(v/v) | COMPONENT | CONCENTRATION(v/v) |
|---|---|---|---|
| Nitric oxide | 60.8 ± 0.6 ppm | | |
| Sulfur dioxide | 61.7 ± 0.6 ppm | | |
| Carbon monoxide | 6060 ± 61 ppm | | |
| Methane | 1173 ± 12 ppm | | |
| Nitrogen,O2-Free | Balance | | |

ppm = umole/mole % = mole-%

Analyst: M. Dodd-Davison

Approved: J.T. Marrin

The only liability of this company for gas which fails to comply with this analysis shall be replacement or reanalysis thereof by the company without extra cost.

AUDIT CONCENTRATIONS

CYLINDER: JJ15108
NO: 60.80 PPM
SO2: 61.70 PPM
CO: 6060 PPM

OWNER: AeroVironment, Inc
LOCATION: LAX
DATE: 3/6/98
BY: dh/VSI

CALIBRATOR: ROCKWELL/005

| | DILUTION SETTING | DILUTION FLOW (SCCM) | GAS SETTING | GAS FLOW (SCCM) |
|---|---|---|---|---|
| | 3.10 | 6516 | 4.000 | 45.50 |
| | | | 1.750 | 20.35 |
| | | | 1.100 | 13.16 |
| | | | 0.450 | 5.89 |
| | | | 4.250 | 48.40 |

SETTINGS

| DILUTION | GAS | NO(PPM) | SO2(PPM) | CO(PPM) |
|---|---|---|---|---|
| 3.10 | 4.00 | 0.422 | 0.428 | 42.0 |
| 3.10 | 1.75 | 0.189 | 0.192 | 18.9 |
| 3.10 | 1.10 | 0.123 | 0.124 | 12.2 |
| 3.10 | 0.45 | 0.055 | 0.056 | 5.5 |
| | 4.25 | 0.448 | | |

## *** CERTIFICATE OF CALIBRATION ***

Cert # 57852

| COMPANY | DATE OF TEST | DATE DUE |
|---|---|---|
| V S I<br>729 West Lynwood Avenue<br>Phoenix, AZ 85007 | 05/01/97 | 05/01/98 |
| | LAST CALIBRATION DATE | LAST CERTIFICATE # |
| | 05/03/96 | 49614 |
| | CONTACT | PHYSICAL LOCATION |
| | Dennis Haase | |

| MANUFACTURER | DESCRIPTION | MODEL | SERIAL |
|---|---|---|---|
| Fluke | Digital Multimeter | 8060A | 4515375 |

| TEMPERATURE | HUMIDITY | PERMISSIBLE ERROR | INTERVAL |
|---|---|---|---|
| 25 °C | 34% | See data sheet | 12 months |

CONDITION AS FOUND: PHYSICAL [ GOOD ]
FUNCTIONAL [ WITHIN TOLERANCE ]

AFTER CALIBRATION: FUNCTIONAL [ WITHIN TOLERANCE ]

REMARKS: See attached data sheets (2)

<< CALIBRATION EQUIPMENT USED >>

| MANUFACTURER | MODEL | SERIAL | DUE DATE | REPORT # | UNCERTAINTY |
|---|---|---|---|---|---|
| Fluke | 5500A | 6470035 | 07/09/97 | 163135 | See comments/data |

PROCEDURE USED: Manufacturer's

NOTES: Page 1 + 2 pages of data

COMMENTS:

FCI 02

<< INSTRUMENT HISTORY >>

| LAST CAL | CERT # | FREQ | FUNCTIONAL CONDITION AS FOUND | FUNCTIONAL CONDITION AFTER CALIBRATION | PERMISSIBLE ERROR |
|---|---|---|---|---|---|
| 05/03/96 | 49614 | 12 | CALIBRATION REJECTED - REQUIRES REPAIR | WITHIN TOLERANCE | See data sheet |
| 05/06/95 | 42991 | 12 | WITHIN TOLERANCE | WITHIN TOLERANCE | Mfg Specs |
| 04/07/94 | 36388 | 12 | WITHIN TOLERANCE | WITHIN TOLERANCE | Mfg Specs |
| 03/05/93 | 31175 | 12 | WITHIN TOLERANCE | WITHIN TOLERANCE | Mfg Specs |
| 09/20/90 | 20338 | 12 | REQUIRES REPAIR OR REPLACEMENT | WITHIN TOLERANCE | Mfg Specs |

Collective uncertainty does not exceed 25% of tolerance for any parameter tested unless annotated under "Remarks". No allowance has been made for the instability of the tested unit due to use, time, etc. Measurement results relate only to the item tested above. The standards used for the calibration of this equipment were calibrated in compliance with ISO Guide 25, ISO 10012, ANSI/NCSLZ540-1-1994, NIT Std 45662A, and with the intent of ISO 9000-series specifications. Calibration is traceable to the NIST through documents on file at:

Field Calibrations, Inc.
116 N. Roosevelt Ave., Ste 116
Chandler, AZ 85226-3432
(602) 961-0360

Michael Machock, Tech/Lab Mgr (BPF)



National Calibration Inc.
The Quality People
Since 1955

3757 East Broadway Road, No. 6
Phoenix, Arizona 85040
(602) 437-0114 • fax 437-8897

## CALIBRATION REPORT

| | | | |
|---|---|---|---|
| Client | | Service Order No. | 71030 |
| VSI | | Test Date | 10/7/97 |
| 729 W. LYNWOOD AVE. | | Recall Date | 10/7/98 |
| PHOENIX, AZ. 85007 | | Manufacturer | ERTCO |
| Equipment Type | THERMOMETER | Accuracy | ± 0.2° C |
| Model No. | 1002-3 | Capacity | 30 - 120° F |
| Serial No. | A97-125 | Calibration Technician | G. PIKEY |

EQUIPMENT

| Test Equipment Reading | Equipment Reading | Error | Test Equipment Reading | Equipment Reading | Error |
|---|---|---|---|---|---|
| °F | °F | °F | | | |
| 40.0 | 40.0 | 0.0 | | | |
| 60.0 | 60.0 | 0.0 | | | |
| 80.0 | 80.0 | 0.0 | | | |
| 90.0 | 90.1 | +0.1 | | | |
| 100.0 | 100.1 | -0.1 | | | |
| 110.0 | 110.0 | 0.0 | | | |
| 120.0 | 120.0 | 0.0 | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

The accuracy of this instrument has been verified under conditions stated above per ISO/IEC Guide 25 and ANSI Regulation Z540-1. Our standards have traceability to NIST and evidence is on file at our Metrology Laboratory. This certificate shall not be reproduced, except in full, without the written approval of NATIONAL CALIBRATION, INC.

READINGS ARE AS FOUND

Equipment Condition Upon Arrival: ☒ Good ☐ Fair ☐ Poor ☐ Other _____

| | | | |
|---|---|---|---|
| Test Equipment Used: | PRECISION THERMOMETERS | Traceability: | 7000192 |
| | | | |
| Recall Date: | 1/98 | Procedure Section: | 4.0 |

Ambient Temperature: 23°C ± 3°C

Relative Humidity: LESS THAN 50%

**National Calibration Inc.**
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Phoenix, Arizona 85040
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**CALIBRATION REPORT**

| | | | |
|---|---|---|---|
| **Client** | | **Service Order No.** | 71030 |
| VSI | | **Test Date** | 10/7/97 |
| 729 W. LYNWOOD AVE. | | **Recall Date** | 10/7/98 |
| PHOENIX, AZ. 85007 | | **Manufacturer** | PEET BROS. |
| **Equipment Type** | DIGITAL ULTIMETER | **Accuracy** | ± 0.1° C |
| **Model No.** | 12+ | **Capacity** | SEE REPORT |
| **Serial No.** | VSI 1 | **Calibration Technician** | G. PIKEY |

**EQUIPMENT**

| Test Equipment Reading | Equipment Reading | Error | Test Equipment Reading | Equipment Reading | Error |
|---|---|---|---|---|---|
| °C | °C | °C | | | |
| 4.2 | 4.2 | 0.0 | | | |
| 24.2 | 24.2 | 0.0 | | | |
| 27.1 | 27.0 | -0.1 | | | |
| 38.3 | 38.4 | +0.1 | | | |
| 44.0 | 44.1 | +0.1 | | | |
| 49.0 | 49.1 | +0.1 | | | |
| 88.8 | 88.9 | +0.1 | | | |
| 99.6 | 99.7 | +0.1 | | | |
| | | | | | |
| | | | | | |
| | | | | | |



READINGS ARE AS FOUND

Equipment Condition Upon Arrival: ☒ Good ☐ Fair ☐ Poor ☐ Other _____

| | | | |
|---|---|---|---|
| **Test Equipment Used:** | PRECISION THERMOMETERS | **Traceability:** | 7000192 |
| **Recall Date:** | 1/98 | **Procedure Section:** | 4.0 |

**Ambient Temperature:** 23°C ± 3°C

**Relative Humidity:** LESS THAN 50%

## CHECK OF BAROMETRIC PRESSURE SENSOR

Manuf./Model: Peet Bros./Ultimeter 12+
Serial No.: VSI-1

| DATE | READING | NWS-PHX | ULTIMETER |
|---|---|---|---|
| 10/13/97 | Alt. Setting | 767 | 767 |
| | Station Prs. | 737 | 738 |
| 10/17/97 | Alt. Setting | 759 | 759 |
| | Station Prs. | 729 | 730 |
| 11/2/97 | Alt. Setting | 764 | 764 |
| | Station Prs. | 734 | 735 |
| 11/5/97 | Alt. Setting | 763 | 763 |
| | Station Prs. | 733 | 734 |
| 3/3/98 | Alt. Setting | 760 | 761 |
| | Station Prs. | 730 | 732 |
| 3/10/98 | Alt. Setting | 766 | 766 |
| | Station Prs. | 735 | 737 |

## R. M. YOUNG COMPANY

**TYPICAL TORQUE VALUES**
**For Checking Anemometer Bearing and Transducer Condition**

| Instrument (Standard Models) | Sensor | Transducer | [1]New Instrument Torque gm-cm | [1]New Instrument Threshold m/s | [2]Max torque for threshold of: 0.5 m/s gm-cm | [2]Max torque for threshold of: 1.0 m/s gm-cm |
|---|---|---|---|---|---|---|
| 03101-5 Wind Sentry Anemometer | 03110 | AC Coil | 0.3 | 0.5 | 0.3 | 1.0 |
| 05103 Wind Monitor | 08234 | AC Coil | 2.4 | 1.0 | | 2.6 |
| 05106 Wind Monitor - MA | 08234 | AC Coil | 2.6 | 1.0 | | 2.6 |
| 05305 Wind Monitor-AQ | 08254 | AC Coil | 0.3 | 0.3 | 1.0 | 3.6 |
| 05701 Wind Monitor - RE | 08274 | AC Coil | 0.3 | 0.2 | 1.3 | 5.0 |
| 12102 Cup Anemometer | 12170C | 2400 mV Tach-Gen | 0.4 | 0.5 | 0.4 | 1.4 |
| 12102D Cup Anemometer/Photo Choper | 12170C | Photo Chopper | 0.1 | 0.3 | 0.4 | 1.4 |
| 21003 Anemometer Bivane | 08274 | 2400 mV Tach-Gen | 0.6 | 0.3 | 1.3 | 5.0 |
| 27106 Propeller Anemometer | 08274 | 500 mV Tach-Gen | 0.5 | 0.3 | 1.3 | 5.0 |
| 27106T Propeller Anemometer | 08254 | 500 mV Tach-Gen | 0.5 | 0.4 | 1.0 | 3.6 |
| 27106D Propeller Anem / Photo Chopper | 08274 | Photo Chopper | 0.3 | | 1.3 | 5.0 |

NOTES:

1. New instrument torque and threshold specifications are maximum values
2. Values shown are maximum torque to maintain instrument threshold at or below 0.5 m/s and 1.0 m/s respectively.
3. EPA and NRC instrument specifications designate 0.5 m/s wind speed starting threshold. ASTM D5096-90 "Standard Test Method for Determining the Performance of a Cup Anemometer or Propeller Anemometer" defines "starting threshold" and outlines a method for its determination.

SENSORS:

03110 Wind Sentry 75 cm Cup Wheel Assembly
08234 18 X 30 cm Polypropylene Propeller (PP)
08254 20 X 30 cm Carbon Fiber Thermoplastic Propeller (CFT)
08274 22 X 30 cm Expanded Polystyrene Propeller (EPS)
12170C 100 cm Cup Wheel Assembly

STANDARD BEARINGS:

Model 05103 Wind Monitor - Double Teflon seals & lubricated with M-28 low torque grease
Model 05106 Wind Monitor - MA - Double Teflon seals & lubricated with "Sta-lube" waterproof grease.
All other models - Double metal shields & lubricated with LOI instrument oil.



## R. M. YOUNG COMPANY

**TYPICAL TORQUE VALUES**
**For Checking Windvane Bearing and Transducer Condition**

| Instrument (Standard Models) | [1]New Instrument Torque gm-cm | [1]New Instrument Threshold m/s @ 10° | [2,3]Max torque for threshold of: 0.5 m/s @ 10° gm-cm | [2,3]Max torque for threshold of: 1.0 m/s @ 10° gm-cm |
|---|---|---|---|---|
| 05103 Wind Monitor | 30 | 1.1 | | |
| 05106 Wind Monitor-MA | 30 | 1.1 | | |
| 05305 Wind Monitor - AQ | 9 | 0.5 | 11 | 40 |
| 05701 Wind Monitor - RE | 7 | 0.4 | 11 | 40 |
| 12302/5 Microvane | 11 | 0.4 | 18 | 66 |
| 17003 Bivane | 11 | 0.4 | 16 | 58 |
| 21003 Anemometer Bivane | 11 | 0.5 | 14 | 51 |

NOTES:

1. New instrument torque and threshold specifications are maximum values
2. Values shown are maximum torque permitted to maintain instrument threshold at or below 0.5 m/s and 1.0 m/s respectively at 10° displacement.
3. EPA and NRC instrument specifications designate windvane threshold measurement at 10° displacement from equilibrium position. ASTM D5366-93 "Standard Test Method for Determining the Dynamic Performance of a Wind Vane" defines "starting threshold" and outlines a method for its determination.

STANDARD BEARINGS:

Model 05103 Wind Monitor & 05106 Wind Monitor-MA - Double Teflon seals lubricated with LY-48 wide temperature range grease
Models 05305 Wind Monitor-AQ and 05701 Wind Monitor-RE - Double metal shields lubricated with LOI instrument oil
All other models - Double Teflon seals lubricated with LOI instrument oil

PERFORMANCE AUDIT: PM10 SAMPLER (VFC)

SAMPLER:

MANUF./MODEL: SA/76-100
SERIAL NO: P2865
TABLE DATE: 7/31/95
ASSET NO: NA
ETI READING BEGIN: 98623.9
END: 98629.6

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/6/98
BY: dh/VSI
SITE OPERATOR: DBW

| | | | INITIAL | FINAL | AVERAGE |
|---|---|---|---|---|---|
| ORIFICE MODEL: | 25A | TEMPERATURE ($T_0$): | 11.9 | 13.1 | 12.5 °C |
| SERIAL NO.: | G73 | PRESSURE ($P_0$): | 756 | 756 | 756 mmHg |
| CAL DATE: | 9/18/97 | SAMPLER CALIB: | | | |
| SLOPE (m): | 1.2342 | SLOPE: | NA | | |
| INTERCEPT (b): | -0.02416 | INTERCEPT: | NA | | |
| CORRELATION (r): | 0.999590 | DATE: | NA | | |

| ORIFICE MANOMETER (in. $H_2O$) | | | STAGNATION PORT (ΔP) | | | | FLOWS | | |
|---|---|---|---|---|---|---|---|---|---|
| LEFT | RIGHT | TOTAL | (in. $H_2O$) | (mm $H_2$) | $P_1$ | $P_1/P_o$ | $Q_a$ (cmm) | $Q_{table}$ (cmm) | $Q_{est}$ (cmm) |
| 0.00 | 4.90 | 4.90 | 21.5 | 40.2 | 715.8 | 0.9469 | 1.122 | 1.127 | NA |
| W/O ORIFICE | | | 17.6 | 32.9 | 723.1 | 0.9565 | NA | 1.139 | NA |

| | AUDIT % DIFF. | | | DESIGN FLOW % DIFF. | |
|---|---|---|---|---|---|
| | Table | Estimate | | Table | Estimate |
| W/ORIFICE | 0.44 | NA | W/O ORIFICE | 0.35 | NA |

GUIDELINE: ± 6%

GUIDELINE: ± 7%

$T_0$: Ambient Temperature (°C)
°C = (°F-32)*5/9
$P_0$: Ambient Pressure (mm Hg)
mm Hg = inches Hg * 25.4
$P_1 = P_o - \Delta P$
ΔH = Total Manometer (inches $H_2O$)

$Q_a = [1/m]*[[(\Delta H*(T_0+273.16)/P_o]^{1/2} - b]$
Audit % Difference = $[(Q_{ind} - Q_a)/Q_a] * 100$
$Q_{corr} = Q_{ind} * [(100 - \text{Audit \% Diff.})/100]$
Design Flow % Difference = $[(Q_{corr} - 1.13)/1.13] * 100$
where: $Q_a$ = audit flow (from orifice)
$Q_{ind}$ = indicated flow (from table or regression equation)
$Q_{corr}$ = corrected flow

Source: EPA-600/R-94/038b,Section 2.11.7

PERFORMANCE AUDIT: PM10 SAMPLER (VFC)

SAMPLER:

MANUF./MODEL: SA/76-100
SERIAL NO: P2872
TABLE DATE: 8/4/95
ASSET NO: NA
ETI READING BEGIN: 24554.1
END: 24557.1

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/6/98
BY: dh/VSI
SITE OPERATOR: DBW

| | | | INITIAL | FINAL | AVERAGE |
|---|---|---|---|---|---|
| ORIFICE MODEL: | 25A | TEMPERATURE ($T_0$): | 11.9 | 13.1 | 12.5 °C |
| SERIAL NO.: | G73 | PRESSURE ($P_0$): | 756 | 756 | 756 mmHg |
| CAL DATE: | 9/18/97 | SAMPLER CALIB: | | | |
| SLOPE (m): | 1.2342 | SLOPE: | NA | | |
| INTERCEPT (b): | -0.02416 | INTERCEPT: | NA | | |
| CORRELATION (r): | 0.999590 | DATE: | NA | | |

| ORIFICE MANOMETER (in. $H_2O$) | | | STAGNATION PORT (ΔP) | | | | FLOWS | | |
|---|---|---|---|---|---|---|---|---|---|
| LEFT | RIGHT | TOTAL | (in. $H_2O$) | (mm $H_2$) | $P_1$ | $P_1/P_o$ | $Q_a$ (cmm) | $Q_{table}$ (cmm) | $Q_{est}$ (cmm) |
| 0.00 | 4.80 | 4.80 | 21.1 | 39.4 | 716.6 | 0.9479 | 1.111 | 1.122 | NA |
| W/O ORIFICE | | | 20.9 | 39.0 | 717.0 | 0.9484 | NA | 1.122 | NA |

| | AUDIT % DIFF. | | | DESIGN FLOW % DIFF. | |
|---|---|---|---|---|---|
| | Table | Estimate | | Table | Estimate |
| W/ORIFICE | 1.01 | NA | W/O ORIFICE | -1.71 | NA |

GUIDELINE: ± 6%

GUIDELINE: ± 7%

$T_0$: Ambient Temperature (°C)
°C = (°F-32)*5/9
$P_0$: Ambient Pressure (mm Hg)
mm Hg = inches Hg * 25.4
$P_1 = P_o - \Delta P$
ΔH = Total Manometer (inches $H_2O$)

$Q_a = [1/m]*[[(\Delta H*(T_0+273.16)/P_o]^{1/2} - b]$
Audit % Difference = $[(Q_{ind} - Q_a)/Q_a] * 100$
$Q_{corr} = Q_{ind} * [(100 - \text{Audit \% Diff.})/100]$
Design Flow % Difference = $[(Q_{corr} - 1.13)/1.13] * 100$
where: $Q_a$ = audit flow (from orifice)
$Q_{ind}$ = indicated flow (from table or regression equation)
$Q_{corr}$ = corrected flow

Source: EPA-600/R-94/038b,Section 2.11.7

## PERFORMANCE AUDIT: PM10 SAMPLER (VFC)

SAMPLER:
MANUF./MODEL: SA/76-100
SERIAL NO: P2873
TABLE DATE: 8/4/95
ASSET NO: NA
ETI READING BEGIN: 46229.2
END: 46239.7

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/6/98
BY: dh/VSI
SITE OPERATOR: DBW

ORIFICE MODEL: 25A
SERIAL NO.: G73
CAL DATE: 9/18/97
SLOPE (m): 1.2342
INTERCEPT (b): -0.02416
CORRELATION (r): 0.999590

| | INITIAL | FINAL | AVERAGE |
|---|---|---|---|
| TEMPERATURE ($T_a$): | 11.9 | 13.1 | 12.5 °C |
| PRESSURE ($P_a$): | 756 | 756 | 756 mmHg |

SAMPLER CALIB:
SLOPE: NA
INTERCEPT: NA
DATE: NA

| ORIFICE MANOMETER (in. $H_2O$) LEFT | RIGHT | TOTAL | STAGNATION PORT ($\Delta P$) (in. $H_2O$) | (mm $H_g$) | $P_1$ | $P_1/P_a$ | FLOWS $Q_a$ (cmm) | $Q_{table}$ (cmm) | $Q_{reg}$ (cmm) |
|---|---|---|---|---|---|---|---|---|---|
| 0.00 | 4.90 | 4.90 | 21.5 | 40.2 | 715.8 | 0.9469 | 1.122 | 1.126 | NA |
| W/O ORIFICE | | | 16.8 | 31.4 | 724.6 | 0.9585 | NA | 1.140 | NA |

| | AUDIT % DIFF. Table | Estimate | | DESIGN FLOW % DIFF. Table | Estimate |
|---|---|---|---|---|---|
| W/ORIFICE | 0.35 | NA | W/O ORIFICE | 0.53 | NA |
| | GUIDELINE: ± 5% | | | GUIDELINE: ± 7% | |

$T_a$: Ambient Temperature (°C)
°C = (°F-32)*5/9
$P_a$: Ambient Pressure (mm Hg)
mm Hg = inches Hg * 25.4
$P_1 = P_a - \Delta P$
$\Delta H$ = Total Manometer (inches $H_2O$)

Source: EPA-600/R-94/038b,Section 2.11.7

$Q_a = [1/m]*[[(\Delta H*(T_a+273.16)/P_a]^{1/2} - b]$
Audit % Difference = $[(Q_{ind} - Q_a)/Q_a] * 100$
$Q_{corr} = Q_{ind} * [(100 - \text{Audit \% Diff.})/100]$
Design Flow % Difference = $[(Q_{corr} - 1.13)/1.13] * 100$
where: $Q_a$ = audit flow (from orifice)
$Q_{ind}$ = indicated flow (from table or regression equation)
$Q_{corr}$ = corrected flow

## PERFORMANCE AUDIT: CARBON MONOXIDE

ANALYZER MODEL: DASIBI 3003
SERIAL NO.: 138
RANGE: 0-50 ppm

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/6/98
BY: dh/VSI

AUDIT DEVICE:
MANUF./ MODEL: ROCKWELL/BLENDER
SERIAL NO.: 005

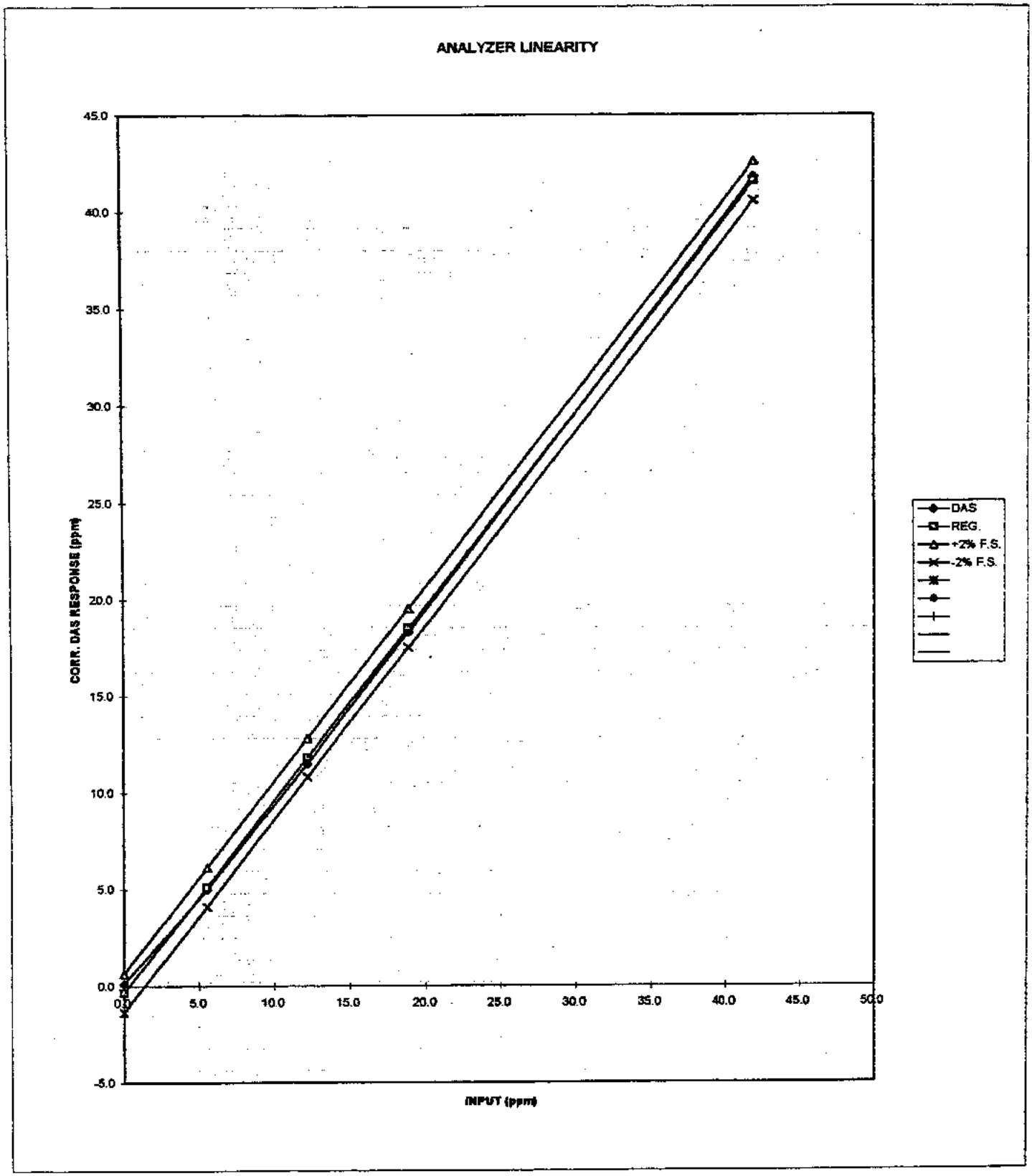
GAS CYL. MANUF.: Scott-Marrin
CYL. SERIAL NO.: JJ15108
CYL. CONC.: 6060 ppm

SITE OPERATOR: DBW

LAST CALIBRATION
SLOPE: 1.006
INTERCEPT: -1.74
DATE: 3/4/98

| INPUT (PPM) | DAS RESPONSE | CORRECTED DAS | % DIFFERENCE |
|---|---|---|---|
| 0.0 | 1.8 | 0.1 | — |
| 42.0 | 43.3 | 41.8 | -0.5 |
| 18.9 | 19.9 | 18.3 | -3.2 |
| 12.2 | 13.2 | 11.5 | -5.7 |
| 5.5 | 6.7 | 5.0 | -9.1 |
| | | \|AVG\|: | 4.6 |

(CORR. DAS RESPONSE) = 0.9989 (INPUT) + -0.3628 r: 0.99980




AUDIT RESULTS: CARBON MONOXIDE

PERFORMANCE AUDIT: SULFUR DIOXIDE

ANALYZER MODEL: MONITOR LABS 8850
SERIAL NO.: 1357
RANGE: 0-500 ppb

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/6/98
BY: dh/VSI

AUDIT DEVICE:
MANUF./ MODEL: ROCKWELL/BLENDER
SERIAL NO.: 005

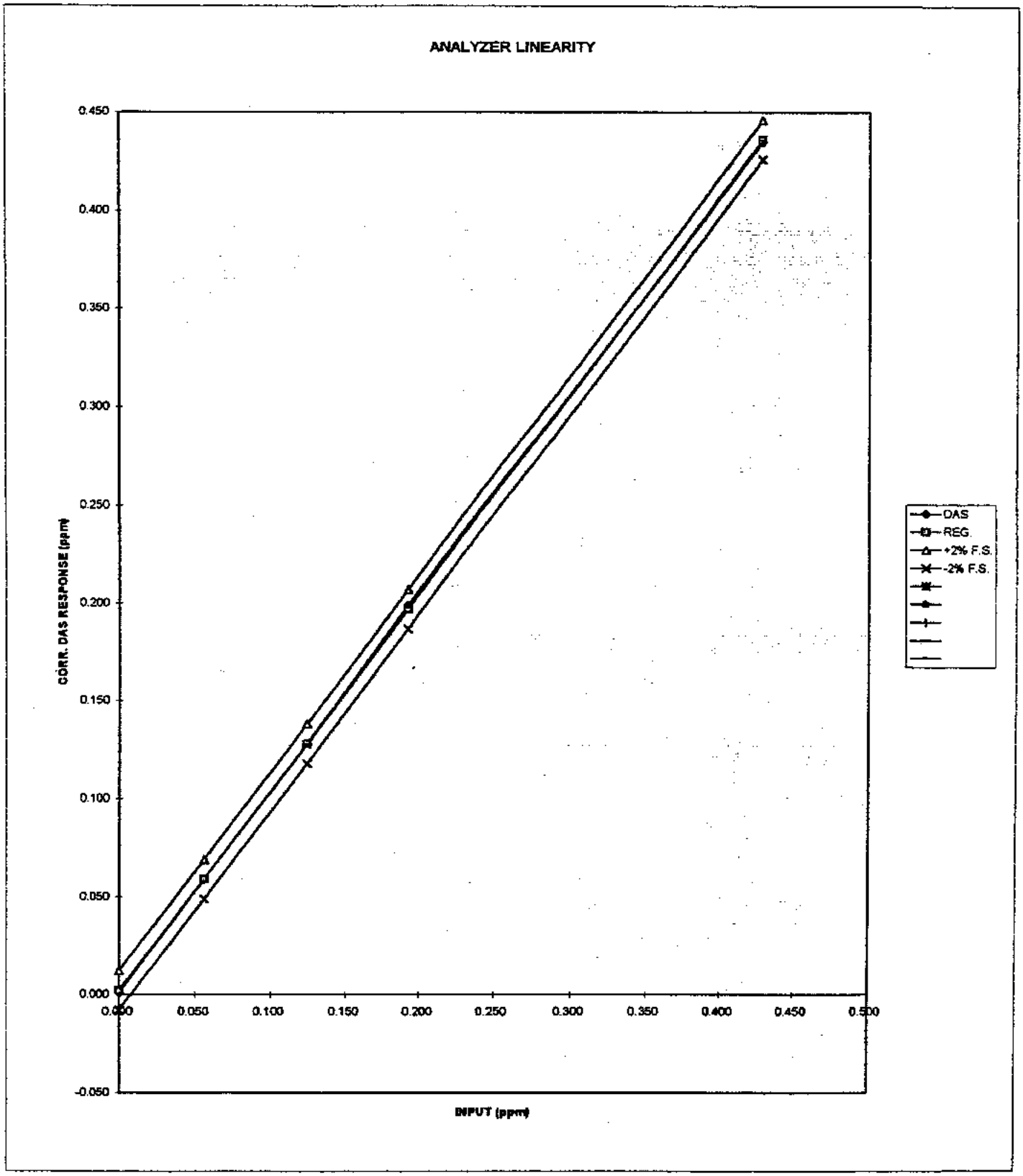
GAS CYL. MANUF.: Scott-Marrin
CYL. SERIAL NO.: JJ15108
CYL. CONC.: 61.7 ppm

SITE OPERATOR: DBW

LAST CALIBRATION
SLOPE: 1.015
INTERCEPT: 0.002
DATE: 3/4/98

| INPUT (PPM) | DAS RESPONSE | CORRECTED DAS | % DIFFERENCE |
|---|---|---|---|
| 0.000 | -0.001 | 0.001 | — |
| 0.428 | 0.427 | 0.435 | 1.6 |
| 0.192 | 0.194 | 0.199 | 3.6 |
| 0.124 | 0.124 | 0.128 | 3.2 |
| 0.056 | 0.056 | 0.059 | 5.4 |
| | | \|AVG\|: | 3.5 |

(CORR. DAS RESPONSE) = 1.0134 (INPUT) + 0.0023 r: 0.99997




AUDIT RESULTS: SULFUR DIOXIDE

PERFORMANCE AUDIT: NO/NO2/NOX

ANALYZER MODEL: MONITOR LABS 8840
SERIAL NO.: 359
RANGE: 0-500 ppb

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/6/98
BY: dh/VSI

AUDIT DEVICE:
MANUF./MODEL: ROCKWELL/BLENDER
SERIAL NO.: 005

GAS CYL. MANUF.: Scott-Marrin
CYL. SERIAL NO.: JJ15108
CYL. CONC.: 60.8 ppm

SITE OPERATOR: DBW

LAST CALIBRATION

| | NO | NO2 | NOX |
|---|---|---|---|
| SLOPE: | 1.006 | 1.006 | 1.003 |
| INTERCEPT: | 0.002 | -0.001 | 0.002 |
| DATE: | 3/4/98 | 3/4/98 | 3/4/98 |

| | DAS RESPONSE (ppm) | | | CORR. DAS RESPONSE | | | % DIFFERENCE | | |
|---|---|---|---|---|---|---|---|---|---|
| INPUT (PPM) | NO | NO2 | NOX | NO | NO2 | NOX | NO | NO2 | NOX |
| 0.000 | -0.002 | 0.001 | -0.002 | 0.000 | 0.000 | 0.000 | -- | -- | -- |
| 0.422 | 0.427 | 0.002 | 0.429 | 0.432 | 0.001 | 0.432 | 2.4 | -- | 2.4 |
| 0.189 | 0.191 | 0.000 | 0.191 | 0.194 | -0.001 | 0.194 | 2.6 | -- | 2.6 |
| 0.123 | 0.124 | 0.000 | 0.124 | 0.127 | -0.001 | 0.126 | 3.3 | -- | 2.4 |
| 0.055 | 0.053 | 0.000 | 0.052 | 0.055 | -0.001 | 0.054 | 0.0 | -- | -1.8 |
| | | | | | | \|AVG\|: | 2.1 | | 2.3 |

NO RESPONSE (ppm) = 1.0247 (INPUT) + -0.0001 r: 0.99999

NOX RESPONSE (ppm) = 1.0260 (INPUT) + -0.0007 r: 0.99998



LOCATION: LAX
DATE: 3/6/98

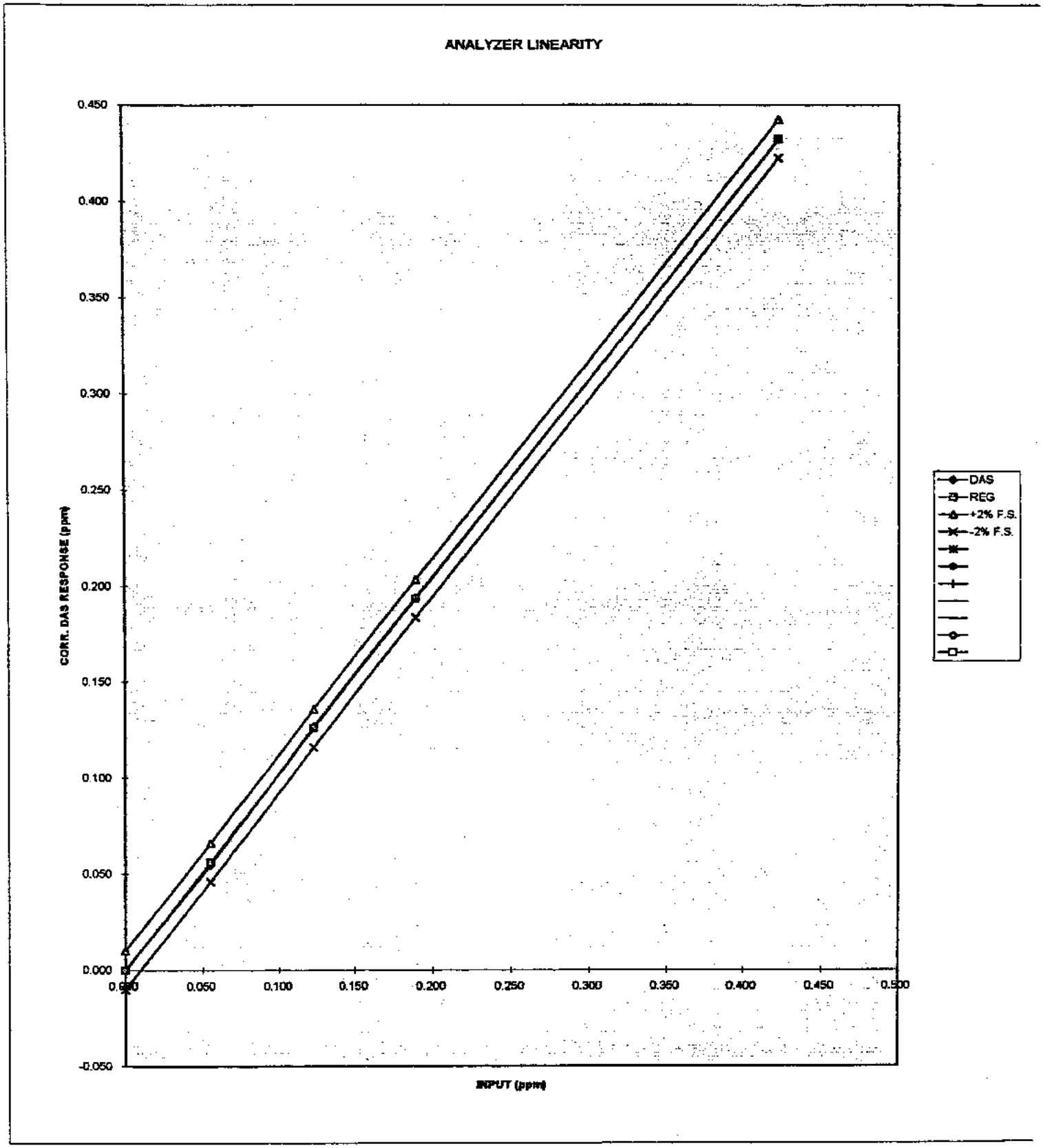
GAS-PHASE TITRATION:

| INPUT (ppm) NOX / NO2 | DAS RESPONSE (ppm) NO | NO2 | NOX | CORR. DAS RESPONSE NO | NO2 | NOX |
|---|---|---|---|---|---|---|
| 0.450 0.000 | 0.454 | 0.003 | 0.457 | 0.459 | 0.002 | 0.460 |
| 0.450 0.400 | 0.057 | 0.399 | 0.458 | 0.059 | 0.400 | 0.461 |
| 0.450 0.180 | 0.277 | 0.178 | 0.457 | 0.281 | 0.178 | 0.460 |
| 0.450 0.090 | 0.367 | 0.090 | 0.457 | 0.371 | 0.090 | 0.460 |
| 0.450 0.050 | 0.406 | 0.052 | 0.459 | 0.410 | 0.051 | 0.462 |

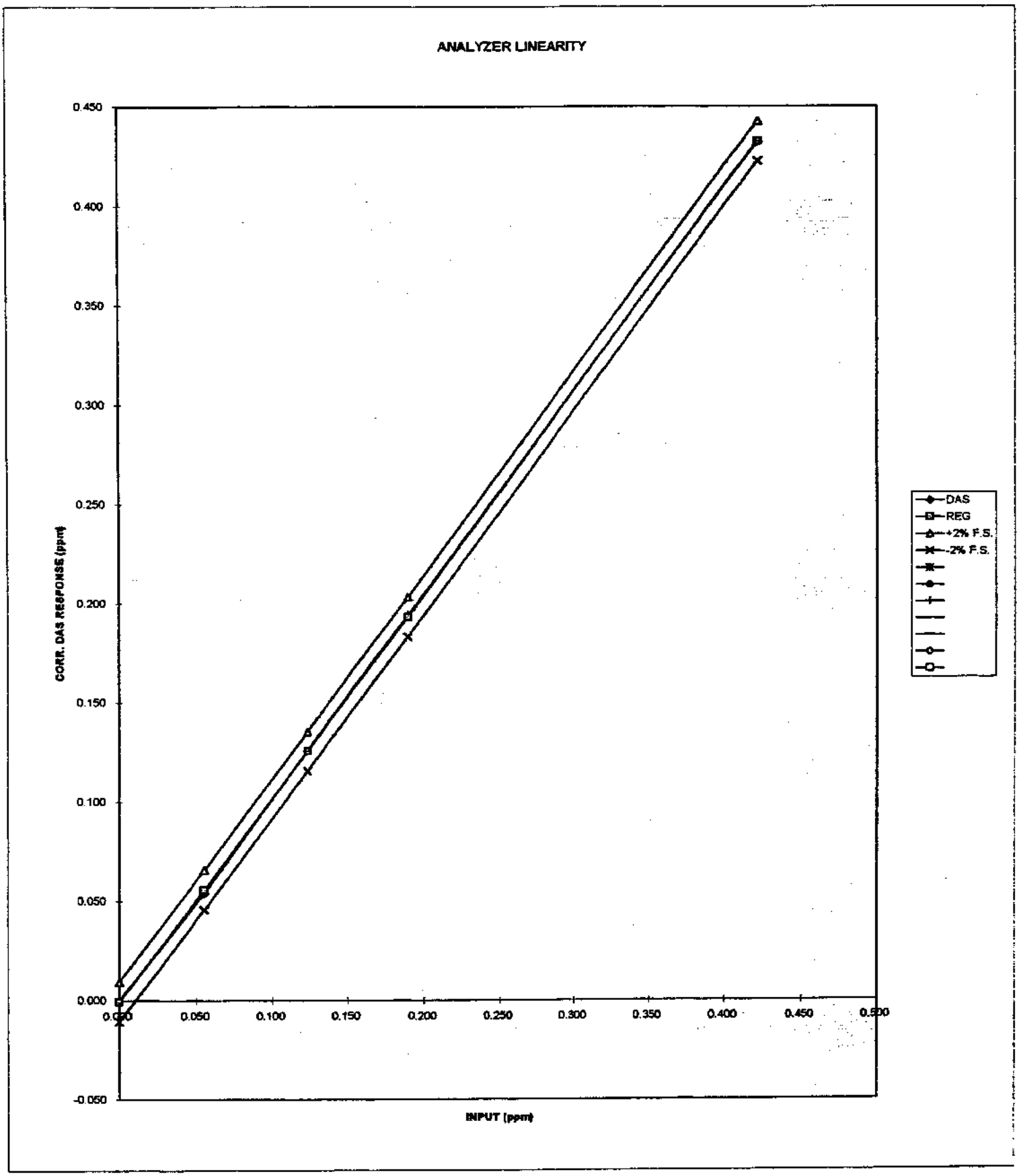
| OUTPUT (NO2) | CORRECTED OUTPUT NO | NOX | DELTA NO | NOX-NO | NO2conv | % DIFFERENCE |
|---|---|---|---|---|---|---|
| 0.002 | 0.448 | 0.449 | 0.000 | 0.002 | 0.000 | -- |
| 0.400 | 0.058 | 0.450 | 0.390 | 0.392 | 0.391 | 2.6 |
| 0.178 | 0.274 | 0.449 | 0.174 | 0.175 | 0.174 | 2.3 |
| 0.090 | 0.362 | 0.449 | 0.085 | 0.087 | 0.085 | 5.9 |
| 0.051 | 0.401 | 0.451 | 0.047 | 0.051 | 0.049 | 8.5 |
| | | | | | \|AVG\|: | 4.8 |

NO2 RESPONSE (PPM) = 1.0182 (INPUT) + 0.0025 r: 0.99998

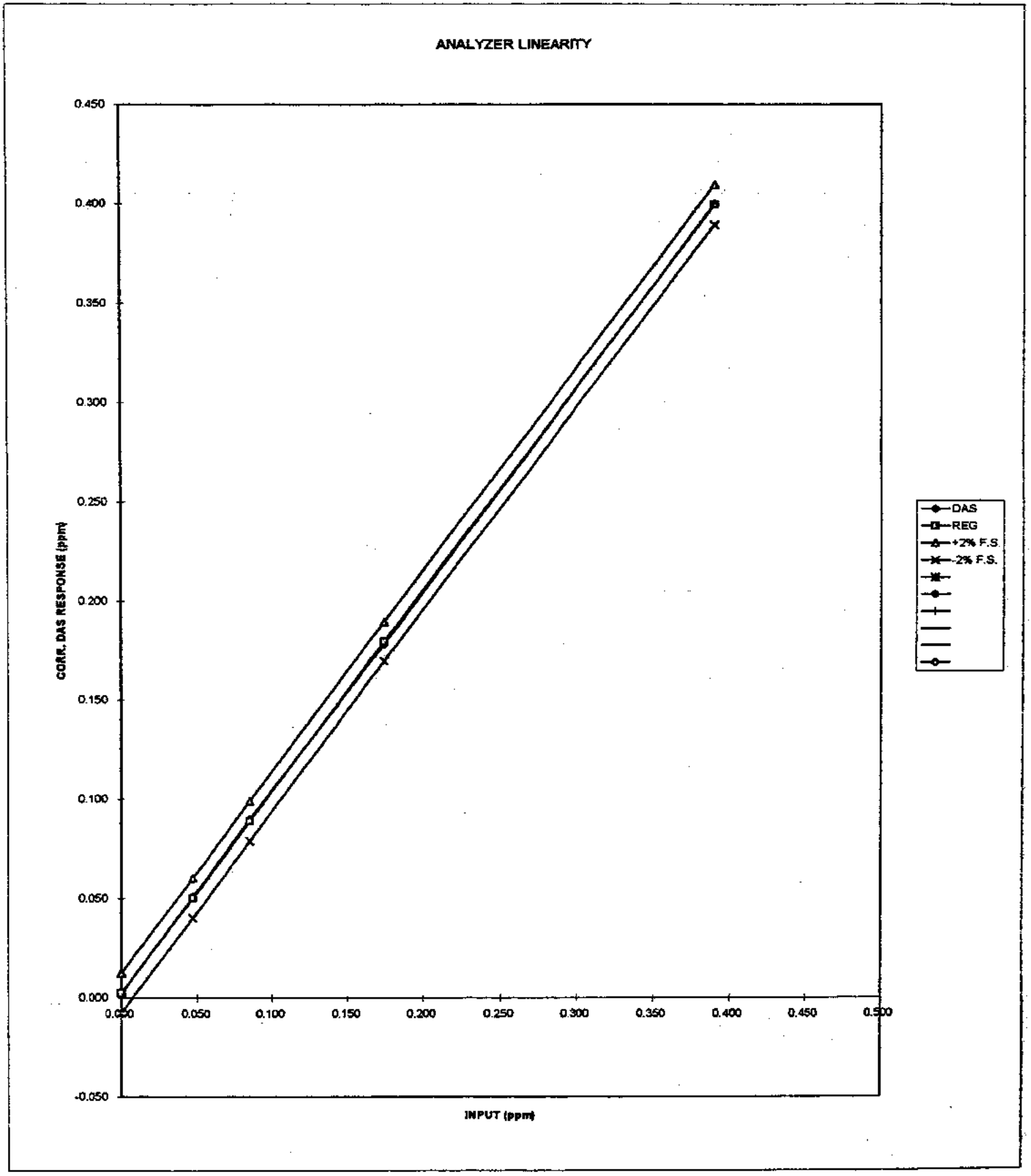
C.E. = 100.07 %




AUDIT RESULTS: NO




AUDIT RESULTS: NOX




AUDIT RESULTS: NO2

## PERFORMANCE AUDIT: WIND SPEED

SENSOR:
Manuf./Model: RMY/05305
Serial No.: 14914
Range: 0 - 50 mps

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/6/98
BY: db/VSI

PROPELLER:
Manuf./Model: RMY/08254
Serial No.: 37058

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

CALIB. FACTORS:
WS(mph)=(RPM*0.01145)
WS(mps)=mph/2.2369

AUDIT DEVICE:
Manuf./Model: RMY 18801
Serial No.: NSN

PROPELLER CONDITION: GOOD
BEARING CONDITION: GOOD (<1.0 gm-cm)

SITE OPERATOR: DBW

| INPUT: | SPEED | | DATA ACQUISITION | | |
|---|---|---|---|---|---|
| RPM | (mph) | (mps) | (mph) | (mps) | DIFF.(mps) |
| 0 | 0.00 | 0.00 | 0.23 | 0.10 | 0.10 |
| 220 | 2.52 | 1.13 | 2.62 | 1.17 | 0.04 |
| 400 | 4.58 | 2.05 | 4.56 | 2.04 | -0.01 |
| 1000 | 11.45 | 5.12 | 11.43 | 5.11 | -0.01 |
| 2000 | 22.90 | 10.24 | 22.82 | 10.20 | -0.04 |
| 6000 | 68.70 | 30.71 | 68.67 | 30.70 | -0.01 |

PSD TOLERANCES (mps)

| SPEED | CHART | DAS |
|---|---|---|
| 0 mps | ±0.375 | ±0.25 |
| <=5mps | ±0.375 | ±0.25 |
| >5 mps | ±7.5% (≤ 3.75) | ±5.0% (≤ 2.5) |

## PERFORMANCE AUDIT: WIND DIRECTION

SENSOR:
Manuf./Model: RMY/05305
Serial No.: 14914
Range: 0-360 Degrees

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/6/98
BY: dh/VSI

SITE OPERATOR: DBW

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

VANE CONDITION: GOOD
BEARING CONDITION: GOOD (<11.0 gm-cm)

AUDIT DEVICE:
Manuf./Model: NA
Serial No.: NA

| INPUT: COMPASS POINT (Degrees) | DATA ACQUISITION (Degrees) | DIFFERENCE (Degrees) |
|---|---|---|
| 24 | 24.1 | 0.1 |
| 204 | 203.0 | -1.0 |
| 90 | 89.9 | -0.1 |
| 270 | 268.0 | -2.0 |

PSD TOLERANCES (Degrees)

| CHART | DAS |
|---|---|
| ±7.5 | ±5.0 |

PERFORMANCE AUDIT: AMBIENT TEMP.(2M)

SENSOR:
Manuf./Model: CSI/ASP TC
Serial No.: 1023
Range: -50 to +50°C

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/5/98
BY: dh/VSI
SITE OPERATOR: DBW

AUDIT DEVICE:
Manuf./Model: Ertco/thermometer
Serial No.: A97-125

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

| INPUT TEMPERATURE (Deg. F) | (Deg. C.) | DATA ACQUISITION (Deg. F) | (Deg. C.) | DIFF. (°C.) DAS |
|---|---|---|---|---|
| 63.8 | 17.7 | 64.2 | 17.9 | 0.23 |

PSD TOLERANCES (Deg. C.)

| CHART | DAS |
|---|---|
| ±0.75 | ±0.50 |

PERFORMANCE AUDIT: AMBIENT TEMP.(9M)

SENSOR:
Manuf./Model: CSI/ASP TC
Serial No.: 1024
Range: -50 to + 50°C

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/5/98
BY: dh/VSI
SITE OPERATOR: DBW

AUDIT DEVICE:
Manuf./Model: Ertco/thermometer
Serial No.: A97-125

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

| INPUT TEMPERATURE (Deg. F) | (Deg. C.) | DATA ACQUISITION (Deg. F) | (Deg. C.) | DIFF. (°C.) DAS |
|---|---|---|---|---|
| 63.2 | 17.3 | 63.5 | 17.5 | 0.17 |

PSD TOLERANCES (Deg. C.)

| CHART | DAS |
|---|---|
| ±0.75 | ±0.50 |

PERFORMANCE AUDIT: DELTA TEMPERATURE

(-5 to +3°C)

SENSOR (Upper):
Manuf./Model: CSI/ASP TC
Serial No.: 1024
Range: -50 to +50°C

SENSOR (Lower):
Manuf./Model: CSI/ASP TC
Serial No.: 1023
Range: -50 to +50°C

AUDIT DEVICE:
Manuf./Model: Ertco/thermometer
Serial No.: A97-125

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/5/98
BY: DH/VSI
SITE OPERATOR: DBW

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

| INPUT TEMPERATURE (Deg. F) | INPUT TEMPERATURE (Deg. C.) | DATA ACQUISITION (Deg. F) | DATA ACQUISITION (Deg. C.) |
|---|---|---|---|
| 64.0 | 17.80 | 0.160 | 0.089 |

PSD TOLERANCES (Deg. C.)

| CHART | DAS |
|---|---|
| ±0.15 | ±0.1 |

PERFORMANCE AUDIT: SOLAR RADIATION

SENSOR:
Manuf./Model: EPPLEY/PSP
Serial No.: 16724F3
Range: 0-2000 W/m2
Calib. Factors:
mVdc/(W/m2): 0.0094 Date: NA

COLL. STD:
Manuf./Model: EPPLEY/PSP
Serial No.: 13672F3
Range: 0-2000 W/m2
Calib. Factors:
mVdc/(W/m2): 0.0090 Date: 4/11/97

OWNER: AeroVironment, Inc.
LOCATION: LAX
DATE: 3/5/98
BY: dh/VSI
SITE OPERATOR: DBW

DATA ACQUISITION:
Manuf./Model: CSI/21X
Serial No.: 2747

1. Place a dark cover over the sensor and record output.

| Output (mV) | DAS (W/m2) |
|---|---|
| -0.03 | -1.000 |

2. Record the output of the Collocated Standard and the Sensor.

| Sensor | Standard | % Difference |
|---|---|---|
| 129 | 126 | 2.4 |
| 827 | 800 | 3.4 |

PSD TOLERANCES

| CHART | DAS |
|---|---|
| ±7.5% | ±5.0% |

## Appendix B

## DATA CODES

### Missing Data Codes.

| | |
|---|---|
| BD | Below detection limit of instrument |
| BM | Begin Monitoring |
| CA | Calibration |
| EC | Converter Efficiency Check |
| EM | End Monitoring |
| FO | Flame out (on the gas chromatographs) |
| IM | Instrument Malfunction (not discovered until after data had been collected) |
| IN | Interference (acts of nature) |
| IR | Instrument Removed |
| IW | Instrument Warm-up |
| LI | Local Interference |
| LF | Data logger failure; strip chart available, but not used |
| MF | Mishandled Filter (label, analysis, or contamination error) |
| MT | Maintenance (changing chart paper, replacing instrument parts) |
| OE | Operator Error |
| OR | Out for Repair (instrument problem has been recognized and the instrument is no longer sampling while being repaired) |
| OS | Off Scale (at top of chart, data is presumed to be good) |
| PA | Performance Audit |
| PC | Precision Check |
| PF | Power Failure (generator failure) |
| RF | Recording System Failure (chart jams, chart runs out, or data acquisition system fails) |
| SA | System Audit |
| SC | Station Check = Precision Check + Instrument Zero/Span Check |
| SE | Special Experiment (instrument off-line for bag sample analysis or removed for special measurements in area) |
| TR | Trace |
| VA | Variable wind direction |
| ZS | Instrument Zero/Span check |

(12) WIND DIRECTION AVERAGE (13) [61102]

(11) DEGREES, COMPASS
LEVEL HEIGHT : 10 METERS

(1)

(3) JUL, 1996 (2)

(4)

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**********************
*                    *
*     FINAL DATA     *
*  AS OF 30/OCT/96   *
*                    *
**********************
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AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

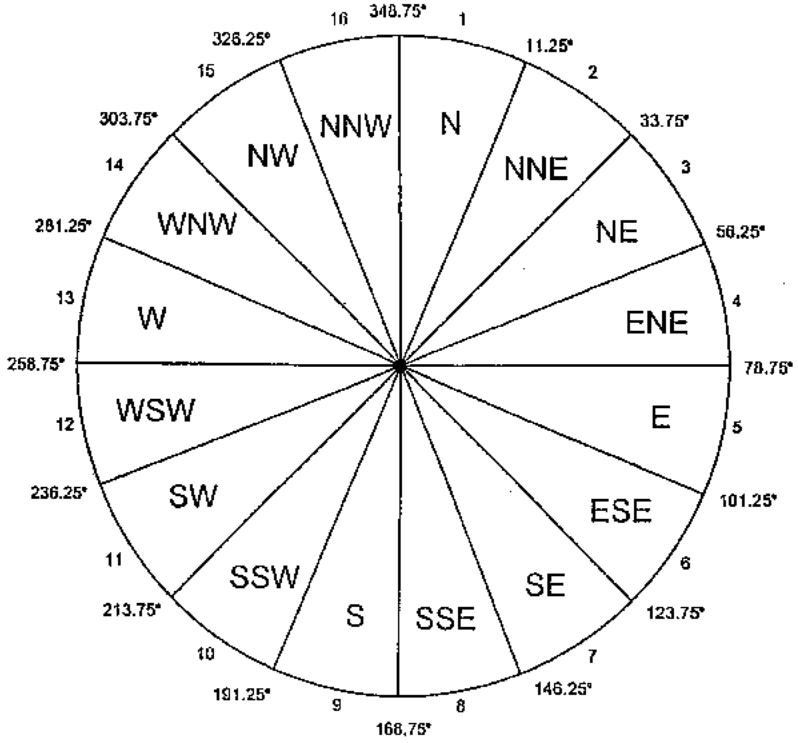
(10) CLOCK HOUR [LOCAL STANDARD TIME]

| (9) DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ENE | NNE | N | NNE | NE | N | NNW | N | NNW | NW | NW | NNW | NW | NW | NW | NNW | NNW | NW | S | S | SSE | SSE | SSE | NNW | NW |
| 2 | ENE | NNE | NNE | N | N | NNE | W | WNW | NW | WNW | WNW | NW | SSW | S | S | S | SSE | S | S | S | S | S | S | S | (VA) |
| 3 | SSE | ESE | NNE | SSE | NNE | NNE | N | NW | SSW | S | SSW | WSW | SSW | NW | WNW | NW | SW | S | S | S | S | S | SSE | N | (VA) |
| 4 | SSE | S | S | NE | NNE | NNE | WNW | WNW | W | SSW | SSW | SSW | SSW | S | S | S | S | S | S | S | SSE | N | SSE | SE | SSE | S |
| 5 | SSE | S | NW | E | SE | NNW | NNW | NNW | NNW | SSW | SSW | SSW | SSW | SSW | SSW | S | S | S | S | S | NNE | NW | SSE | SSE | S |
| 6 | SE | SW | N | S | SSW | NW | SSE | WNW | SW | SSW | SSW | SSW | SSW | SSW | SSW | S | S | S | S | S | SSW | S | S | SSE | S |
| 7 | SSE | S | SSE | NNE | ENE | NE | SSW | SW | SSW | SSW | SSW | SSW | S | S | S | S | S | S | SSW | S | SSW | S | SSE | SSE | S |
| 8 | SSE | S | SSE | SSE | SW | ESE | N | N | SSW | SSW | SSW | S | S | S | S | S | S | S | S | S | SSW | SSW | S | S | S |
| 9 | S | S | SSE | NNW | NNE | WNW | S | N | SW | SSW | SSW | SSW | SSW | SSW | SSW | SSW | SSW | S | S | S | S | S | SSE | S | S |
| 10 | SSE | N | N | N | N | N | N | NNW | NW | NW | SW | SSW | SSW | SSW | SSW | S | S | S | S | S | S | SSW | SSW | S | (VA) |
| 11 | S | SSE | S | ENE | NNE | NNW | NW | NNW | WNW | WSW | SW | SSW | SSW | SSW | SSW | S | S | S | S | S | S | SSE | SSE | SSE | S |
| 12 | SSE | SSE | SSE | SE | S | S | NNW | NNW | NW | NW | WNW | SSW | SSW | SSW | SSW | S | S | S | S | S | S | SSE | S | SSE | S |
| 13 | SSE | S | SSE | SSE | S | S | SSW | WNW | NW | WNW | SW | S | SSW | SSW | SSW | S | S | S | S | S | S | S | S | S | S |
| 14 | S | S | S | S | S | SSW | SSW | SSW | SSW | SSW | SSW | SSW | SSW | SSW | SSW | S | S | S | S | S | SSW | SSW | S | S | S |
| 15 | S | SSE | SSE | SSE | S | NW | N | NW | SW | SSW | SSW | SSW | SSW | SSW | S | S | S | S | S | S | S | S | SW | WSW | S |
| 16 | S | S | S | S | S | S | S | W | SSW | SSW | SSW | SSW | SSW | SSW | SSW | SSW | SSW | S | S | S | S | S | S | S | S |
| 17 | S | S | SSW | W | NW | WSW | NW | SW | SW | NW | W | SW | SSW | SSW | SSW | SSW | S | S | S | S | S | SSW | S | S | S |
| 18 | SSE | NW | SSW | SSE | SSE | SSE | SSW | WNW | NW | WNW | NW | WNW | WNW | SSW | SSW | S | S | S | S | S | S | S | SSE | SSE | S |
| 19 | SSE | S | NE | NE | NE | NNE | N | N | NW | SW | SSW | SSW | SSW | SSW | SSW | SSW | SSW | S | S | S | S | S | SSE | S | S |
| 20 | SE | SSE | NE | SSE | SSE | N | NNW | NNW | NNW | WNW | NW | SSW | SSW | SSW | SSW | SSW | SSW | S | S | S | SSW | WSW | S | S | SSW |
| 21 | NNE | NNE | NNE | NE | NNE | NNE | N | NW | NNW | SSW | SSW | SSW | SSW | SSW | S | S | S | S | S | SSW | S | W | S | ENE | S |
| 22 | S | S | NNE | S | NE | NNE | NNW | NW | WNW | SS(7) [ZS] | SSW | SSW | SSW | SSW | SSW | S | S | S | S | S | NW | SSW | S | S | S |
| 23 | SW | SSE | SSE | N | NNE | S | WSW | NW | NW | WNW | SW | SSW | SSW | SSW | SSW | SSW | S | S | S | S | S | S | SSE | SE | S |
| 24 | S | S | N | NNW | S | SSE | SSW | NNW | NW | NW | WNW | SW | SSW | SSW | SSW | SSW | SSW | S | S | S | SSW | SSW | S | S | S |
| 25 | S | SSW | S | SSE | S | N | NNE | N | SW | SSW | SSW | SSW | SSW | SSW | SSW | SSW | SSW | S | SSW | S | S | SSE | ENE | NNE | SSW |
| 26 | NNW | NNE | N | NNW | NE | S | NW | W | NW | WSW | SSW | SSW | S | SSW | SSW | S | S | S | S | S | S | S | S | S | S |
| 27 | NNW | NE | NNW | SSE | SSE | NNW | E | NNE | NNE | NW | NW | SW | SSW | SSW | SSW | S | S | S | S | S | SSW | SSW | NNW | NNW | S |
| 28 | SW | N | SSE | NE | NNE | N | N | NNW | NW | WNW | WNW | NW | WSW | SSW | SSW | SSW | NE | N | SSW | S | S | S | SSE | SSE | (VA) |
| 29 | SSW | NE | NNE | NNE | N | N | N | N | NNW | WNW | WNW | NW | SSW | SSW | SSW | SSW | S | S | S | S | S | WNW | S | SSW | S |
| 30 | SSE | S | S | N | E | SSE | N | NW | WNW | WSW | W | WSW | SSW | SSW | SSW | S | S | S | S | S | S | S | NNW | N | (VA) |
| 31 | NE | SW | NNE | ESE | S | SSE | N | NW | SSW | SSW | SSW | SSW | SSW | SSW | SSW | S | S | S | S | S | SSW | S | SSE | S | S |
| (5) PV | SSE | S | (VA) | (VA) | (VA) | N | N | NW | (VA) | (VA) | (VA) | SSW | SSW | SSW | SSW | S | S | (VA) | S | S | S | S | S | S | |

(8) OU004 [Program: EDNS_MONTHSUM Version: LC:15-OCT-93]

(1) Project Name, Number and Location
(2) Station Identification Number
(3) Monthly Period Which Data Covers
(4) Changes May Still Be Made To The Data Based On Later Inputs
(5) Monthly Prevailing Winds For Each Hour (16 Point Compass)
(6) Computer Program Name And Revision Date
(7) Letters Indicate Reason For Missing Data (See Missing Data Codes)
(8) Prevailing Daily Wind Direction
(9) Day Of The Month
(10) Beginning Hour, Thus The Hourly Average Under Hour "02" Occured During The Period 0200 To 0300
(11) Heighth Of Sample Probe
(12) Parameter Computer Parameter Code
(13) Computer Parameter Code

# Monthly Parameter Sheet Key - Sixteen Point Compass WD Format




Sixteen-Point Wind Direction Compass

(17)

(18) WIND SPEED (61101)

(1)

(15) METERS/SECOND
LEVEL HEIGHT : 10 METERS

(3) JUL, 1996 (2)

(4) FINAL DATA AS OF 30/OCT/96

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

(14) CLOCK HOUR (LOCAL STANDARD TIME)

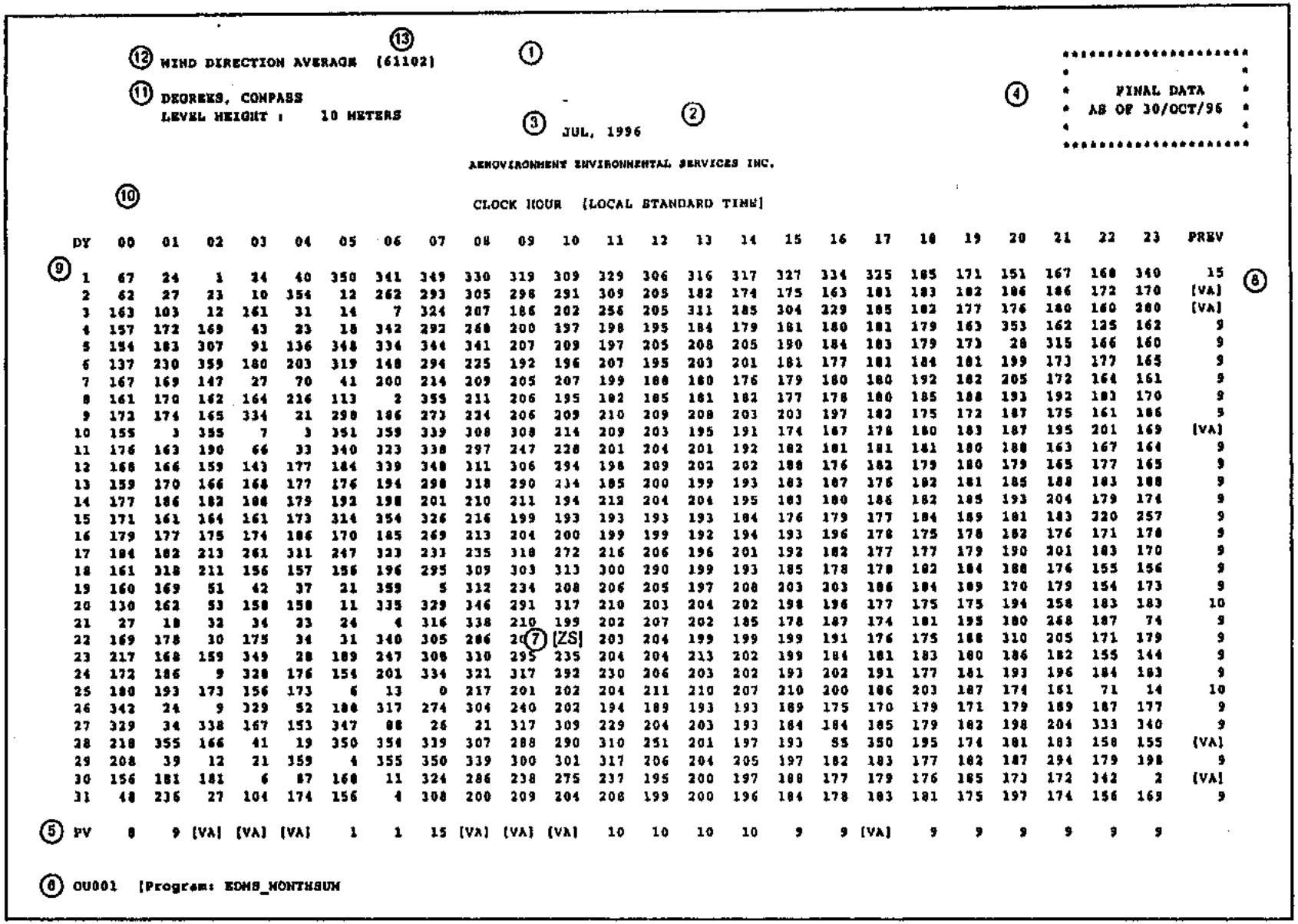
| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG (8) | PEAK (5) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (13) 1 | 0.6 | 1.8 | 1.4 | 1.0 | 1.4 | 0.6 | 1.6 | 1.8 | 1.7 | 1.7 | 3.0 | 2.6 | 3.2 | 3.0 | 3.8 | 5.5 | 6.3 | 5.2 | 2.6 | 1.5 | 1.8 | 1.5 | 1.1 | 0.3 | 2.3 | 6.3 |
| 2 | 0.6 | 0.4 | 0.6 | 0.6 | 0.9 | 0.7 | 0.5 | 1.1 | 1.0 | 1.3 | 1.7 | 1.9 | 4.2 | 6.9 | 6.8 | 5.6 | 6.0 | 4.8 | 4.9 | 4.2 | 4.4 | 4.3 | 0.9 | 2.0 | 2.8 | 6.9 |
| 3 | 2.1 | 0.9 | 0.8 | 2.3 | 2.3 | 2.4 | 2.2 | 1.8 | 3.0 | 3.4 | 4.0 | 1.7 | 0.8 | 2.5 | 3.2 | 2.5 | 4.7 | 6.7 | 5.5 | 3.4 | 3.4 | 1.7 | 1.5 | 0.3 | 2.6 | 6.7 |
| 4 | 0.4 | 0.5 | 0.3 | 0.9 | 0.6 | 0.8 | 1.0 | 0.6 | 1.5 | 2.3 | 3.2 | 4.0 | 5.8 | 7.1 | 7.5 | 7.1 | 6.4 | 5.8 | 4.6 | 2.3 | 0.4 | 0.5 | 0.4 | 0.7 | 2.7 | 7.5 |
| 5 | 0.7 | 0.6 | 0.2 | 0.3 | 0.3 | 0.7 | 1.1 | 1.1 | 1.3 | 2.5 | 2.9 | 3.6 | 4.1 | 5.2 | 6.1 | 6.1 | 5.7 | 5.3 | 5.3 | 3.2 | 1.2 | 0.2 | 0.7 | 1.6 | 2.5 | 6.1 |
| 6 | 0.9 | 0.2 | 0.6 | 0.9 | 0.6 | 0.2 | 0.6 | 0.9 | 1.7 | 2.9 | 3.4 | 3.6 | 3.1 | 4.8 | 6.4 | 6.4 | 6.3 | 5.3 | 4.7 | 4.3 | 2.9 | 2.6 | 1.7 | 0.8 | 2.7 | 6.4 |
| 7 | 0.3 | 1.5 | 0.3 | 0.7 | 1.0 | 0.8 | 1.5 | 1.4 | 1.6 | 2.9 | 4.3 | 5.6 | 6.8 | 7.2 | 7.7 | 7.6 | 7.7 | 6.9 | 5.1 | 3.2 | 1.4 | 1.7 | 2.4 | 2.0 | 3.4 | 7.7 |
| 8 | 1.7 | 1.8 | 1.9 | 0.8 | 0.2 | 0.8 | 1.3 | 1.0 | 1.7 | 3.4 | 4.7 | 5.9 | 6.5 | 6.6 | 7.1 | 7.7 | 7.2 | 7.2 | 5.6 | 4.7 | 3.6 | 2.2 | 1.6 | 2.6 | 3.6 | 7.7 |
| 9 | 2.5 | 0.6 | 0.7 | 0.1 | 0.3 | 0.2 | 0.8 | 1.1 | 1.5 | 3.7 | 4.9 | 5.2 | 4.8 | 5.3 | 6.6 | 7.3 | 6.8 | 6.5 | 6.9 | 5.7 | 3.8 | 1.8 | 2.0 | 1.6 | 3.4 | 7.3 |
| 10 | 0.6 | 0.2 | 0.3 | 0.5 | 0.5 | 0.6 | 1.8 | 2.0 | 1.4 | 1.4 | 2.9 | 5.0 | 4.8 | 6.3 | 6.6 | 4.7 | 4.9 | 6.8 | 6.5 | 5.9 | 4.8 | 3.1 | 1.4 | 1.6 | 3.1 | 6.8 |
| 11 | 1.3 | 2.3 | 0.9 | 0.9 | 1.6 | 1.0 | 1.5 | 1.0 | 1.5 | 2.0 | 2.5 | 4.2 | 4.6 | 5.1 | 6.1 | 6.4 | 6.4 | 6.1 | 5.4 | 4.3 | 2.5 | 2.2 | 2.1 | 2.0 | 3.1 | 6.4 |
| 12 | 1.6 | 1.0 | 0.6 | 0.5 | 0.4 | 0.1 | 0.7 | 1.7 | 1.5 | 1.3 | 2.0 | 2.5 | 4.3 | 4.9 | 6.0 | 6.3 | 6.2 | 5.6 | 5.1 | 3.6 | 3.0 | 2.7 | 2.0 | 1.2 | 2.7 | 6.3 |
| 13 | 2.4 | 2.0 | 1.7 | 3.3 | 2.4 | 2.3 | 1.6 | 0.8 | 1.2 | 1.3 | 2.5 | 3.5 | 4.1 | 5.7 | 6.6 | 6.9 | 6.3 | 6.2 | 5.7 | 4.0 | 2.9 | 3.1 | 4.7 | 3.2 | 3.5 | 6.9 |
| 14 | 3.4 | 3.7 | 3.1 | 2.9 | 3.0 | 2.3 | 2.1 | 1.8 | 2.2 | 2.2 | 2.6 | 3.4 | 3.3 | 5.4 | 6.7 | 7.7 | 7.7 | 7.0 | 6.4 | 5.3 | 3.7 | 1.9 | 2.0 | 2.2 | 3.8 | 7.7 |
| 15 | 2.1 | 1.2 | 1.9 | 2.2 | 1.6 | 1.0 | 1.5 | 1.2 | 1.7 | 1.7 | 4.4 | 5.1 | 5.7 | 6.7 | 8.5 | 9.0 | 8.2 | 7.6 | 6.2 | 5.1 | 4.6 | 3.4 | 1.7 | 0.5 | 3.9 | 9.0 |
| 16 | 1.4 | 1.4 | 1.6 | 2.6 | 2.7 | 0.9 | 0.5 | 1.1 | 2.0 | 3.3 | 3.9 | 5.7 | 7.2 | 7.3 | 7.6 | 7.6 | 7.1 | 7.0 | 7.6 | 6.8 | 5.3 | 4.6 | 3.0 | 2.5 | 4.2 | 7.6 |
| 17 | 2.7 | 1.8 | 1.4 | 1.0 | 1.2 | 1.2 | 0.9 | 1.1 | 1.1 | 1.8 | 2.0 | 2.6 | 3.1 | 4.0 | 5.3 | 6.5 | 6.7 | 6.8 | 6.5 | 5.2 | 3.9 | 2.5 | 1.4 | 1.0 | 3.0 | 6.8 |
| 18 | 1.4 | 0.5 | 0.3 | 1.3 | 2.0 | 0.7 | 0.7 | 0.7 | 0.9 | 1.4 | 1.8 | 2.0 | 3.0 | 6.2 | 6.6 | 6.2 | 6.7 | 6.8 | 5.6 | 4.2 | 1.6 | 1.2 | 2.2 | 2.2 | 2.8 | 6.8 |
| 19 | 3.0 | 2.1 | 0.9 | 2.5 | 1.7 | 0.5 | 1.0 | 1.6 | 1.5 | 2.0 | 3.4 | 4.3 | 6.0 | 6.4 | 6.7 | 6.8 | 7.1 | 6.0 | 4.4 | 2.1 | 1.4 | 0.5 | 0.8 | 0.9 | 3.1 | 7.1 |
| 20 | 0.7 | 0.2 | 0.5 | 0.4 | 0.2 | 0.6 | 0.9 | 1.3 | 1.3 | 1.2 | 1.8 | 2.9 | 4.4 | 5.2 | 6.3 | 6.7 | 7.1 | 7.1 | 6.4 | 6.3 | 4.1 | 0.9 | 0.9 | 0.7 | 2.8 | 7.1 |
| 21 | 1.2 | 1.1 | 1.8 | 0.6 | 1.3 | 0.8 | 1.4 | 0.9 | 1.0 | 1.0 | 2.3 | 2.9 | 4.0 | 7.2 | 8.8 | 8.3 | 6.0 | 6.7 | 5.0 | 2.6 | 1.1 | 0.3 | 0.3 | 0.4 | 2.8 | 8.8 |
| 22 | 1.3 | 0.7 | 0.3 | 0.3 | 0.6 | 0.5 | 0.5 | 0.7 | 1.1 | 2.3 | 3.1 | 4.4 | 4.2 | 5.4 | 6.2 | 6.6 | 6.6 | 6.4 | 6.1 | 3.3 | 0.8 | 0.6 | 1.3 | 0.9 | 2.7 | 6.6 |
| 23 | 0.5 | 2.2 | 1.9 | 0.2 | 0.4 | 0.2 | 0.3 | 0.6 | 0.(7) [ZS] | 2.0 | 2.9 | 4.2 | 3.3 | 5.6 | 6.1 | 6.6 | 6.6 | 5.9 | 5.1 | 3.8 | 2.0 | 2.6 | 0.9 | 2.8 | 6.6 |
| 24 | 1.7 | 1.3 | 0.3 | 0.2 | 0.2 | 1.1 | 0.6 | 1.0 | 1.5 | 1.2 | 1.3 | 2.7 | 4.7 | 3.5 | 3.8 | 5.4 | 5.6 | 5.9 | 6.5 | 5.7 | 4.1 | 3.4 | 2.3 | 3.5 | 2.8 | 6.5 |
| 25 | 3.5 | 1.3 | 0.8 | 0.8 | 0.3 | 0.8 | 1.5 | 1.9 | 1.3 | 1.5 | 3.4 | 5.8 | 5.2 | 6.1 | 6.3 | 6.6 | 6.6 | 6.3 | 5.8 | 4.9 | 3.8 | 3.0 | 2.2 | 2.2 | 3.4 | 6.6 |
| 26 | 1.3 | 1.7 | 1.2 | 0.6 | 1.0 | 0.5 | 0.6 | 0.8 | 1.4 | 2.5 | 4.9 | 5.1 | 6.2 | 6.0 | 6.9 | 6.9 | 6.0 | 4.7 | 4.9 | 4.2 | 3.0 | 2.5 | 2.2 | 2.8 | 3.2 | 6.9 |
| 27 | 1.0 | 1.1 | 1.2 | 1.6 | 2.3 | 0.8 | 1.2 | 2.3 | 2.2 | 1.6 | 2.3 | 4.2 | 6.6 | 6.7 | 6.7 | 6.8 | 7.5 | 6.6 | 5.1 | 4.2 | 2.0 | 1.9 | 0.3 | 0.3 | 3.2 | 7.5 |
| 28 | 0.6 | 0.5 | 0.5 | 0.7 | 1.5 | 1.1 | 1.2 | 1.7 | 1.6 | 1.9 | 2.2 | 2.8 | 4.3 | 7.1 | 8.1 | 7.3 | 3.5 | 2.4 | 3.0 | 3.0 | 1.9 | 1.5 | 0.7 | 0.7 | 2.5 | 8.1 |
| 29 | 0.5 | 1.0 | 1.7 | 1.4 | 1.0 | 1.0 | 1.5 | 1.9 | 1.7 | 1.8 | 2.1 | 2.3 | 4.0 | 5.8 | 7.3 | 7.2 | 6.3 | 4.6 | 4.2 | 3.8 | 2.5 | 0.6 | 0.7 | 0.2 | 2.7 | 7.3 |
| 30 | 0.5 | 1.0 | 0.6 | 0.2 | 0.3 | 0.1 | 0.3 | 0.9 | 1.0 | 1.6 | 1.9 | 2.0 | 4.2 | 6.2 | 6.8 | 6.5 | 5.5 | 5.3 | 4.5 | 2.6 | 1.6 | 0.7 | 0.4 | 0.1 | 2.3 | 6.8 |
| 31 | 0.2 | 0.1 | 0.2 | 0.3 | 0.6 | 0.6 | 1.1 | 0.9 | 2.4 | 3.0 | 2.8 | 2.7 | 4.0 | 6.1 | 6.4 | 6.8 | 6.4 | 5.6 | 5.5 | 3.6 | 1.2 | 1.6 | 2.0 | 1.6 | 2.7 | 6.8 |
| (12) AV | 1.4 | 1.2 | 1.0 | 1.1 | 1.1 | 0.8 | 1.1 | 1.2 | 1.5 | 2.1 | 2.9 | 3.6 | 4.6 | 5.6 | 6.5 | 6.6 | 6.4 | 6.1 | 5.4 | 4.1 | 2.8 | 2.0 | 1.6 | 1.4 | (8) 3.0 | |
| (11) SD | 0.9 | 0.8 | 0.7 | 0.9 | 0.8 | 0.6 | 0.5 | 0.5 | 0.5 | 0.8 | 1.0 | 1.1 | 1.3 | 1.3 | 1.2 | 1.2 | 0.9 | 1.0 | 1.0 | 1.3 | 1.3 | 1.1 | 0.9 | 1.0 | | |
| PK | 3.5 | 3.7 | 3.1 | 3.3 | 3.0 | 2.4 | 2.2 | 2.3 | 3.0 | 3.7 | 4.9 | 5.9 | 7.2 | 7.3 | 8.8 | 9.0 | 8.2 | 7.6 | 7.6 | 6.8 | 5.3 | 4.6 | 4.7 | 3.5 | | 9.0 (18) |

(9)

(10) OU000 [Program: EDNS_MONTHSUM Version: LC:15-OCT-93]

(1) Project Name, Number and Location
(2) Station Identification Number
(3) Monthly Period Which Data Covers
(4) Status And Date The Data Were Finalized
(5) Highest Hourly Average For Each Day
(6) Daily Average Of All Hourly Averages
(7) Letters Indicate Reason For Missing Data (See Missing Data Codes)
(8) Monthly Average Of All Data Values
(9) Monthly Peak Of Each Hour
(10) Computer Program Name And Revision Date
(11) Monthly Standard Deviation Of Each Hour
(12) Monthly Averages Of Each Hour
(13) Day Of The Month
(14) Beginning Hour, Thus The Hourly Average Under Hour "02" Occured During The Period 0200 To 0300.
(15) Units Of Data And Sample Probe Height
(16) Parameter
(17) Computer Parameter Code
(18) Monthly Peak

# Monthly Parameter Sheet Key - Average Peak Format



(12) WIND DIRECTION AVERAGE (13) (61102)

(11) DEGREES, COMPASS
LEVEL HEIGHT : 10 METERS

(1)

(3) JUL, 1996 (2)

(4)
**********
* *
* FINAL DATA *
* AS OF 30/OCT/96 *
* *
**********

AENOVIRONMENT ENVIRONMENTAL SERVICES INC.

(10) CLOCK HOUR (LOCAL STANDARD TIME)

| (9) DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 67 | 24 | 1 | 24 | 40 | 350 | 341 | 349 | 330 | 319 | 309 | 329 | 306 | 316 | 317 | 327 | 334 | 325 | 185 | 171 | 151 | 167 | 168 | 340 | 15 |
| 2 | 62 | 27 | 23 | 10 | 354 | 12 | 262 | 293 | 305 | 296 | 291 | 309 | 205 | 182 | 174 | 175 | 163 | 181 | 183 | 182 | 186 | 186 | 172 | 170 | [VA] |
| 3 | 163 | 103 | 12 | 161 | 31 | 14 | 7 | 324 | 207 | 186 | 202 | 256 | 205 | 311 | 285 | 304 | 329 | 185 | 182 | 177 | 176 | 180 | 160 | 280 | [VA] |
| 4 | 157 | 172 | 169 | 43 | 23 | 18 | 342 | 292 | 268 | 200 | 197 | 198 | 195 | 184 | 179 | 181 | 180 | 181 | 179 | 163 | 353 | 162 | 125 | 162 | 9 |
| 5 | 154 | 183 | 307 | 91 | 136 | 348 | 334 | 344 | 341 | 207 | 209 | 197 | 205 | 208 | 205 | 190 | 184 | 183 | 179 | 173 | 28 | 315 | 166 | 160 | 9 |
| 6 | 137 | 230 | 359 | 180 | 203 | 319 | 148 | 294 | 225 | 192 | 196 | 207 | 195 | 203 | 201 | 181 | 177 | 181 | 184 | 181 | 199 | 173 | 177 | 165 | 9 |
| 7 | 167 | 169 | 147 | 27 | 70 | 41 | 200 | 214 | 209 | 205 | 207 | 199 | 188 | 180 | 176 | 179 | 180 | 180 | 192 | 182 | 205 | 172 | 164 | 161 | 9 |
| 8 | 161 | 170 | 162 | 164 | 216 | 113 | 2 | 355 | 211 | 206 | 195 | 182 | 185 | 181 | 182 | 177 | 178 | 180 | 185 | 188 | 193 | 192 | 181 | 170 | 9 |
| 9 | 172 | 174 | 165 | 334 | 21 | 298 | 186 | 273 | 224 | 206 | 209 | 210 | 209 | 208 | 203 | 203 | 197 | 182 | 175 | 172 | 187 | 175 | 161 | 186 | 9 |
| 10 | 155 | 3 | 355 | 7 | 3 | 351 | 359 | 339 | 308 | 308 | 214 | 209 | 203 | 195 | 191 | 174 | 187 | 178 | 180 | 183 | 187 | 195 | 201 | 169 | [VA] |
| 11 | 176 | 163 | 190 | 66 | 33 | 340 | 323 | 338 | 297 | 247 | 228 | 201 | 204 | 201 | 192 | 182 | 181 | 181 | 181 | 180 | 188 | 163 | 167 | 164 | 9 |
| 12 | 168 | 166 | 159 | 143 | 177 | 184 | 339 | 348 | 311 | 306 | 294 | 198 | 209 | 202 | 202 | 188 | 176 | 182 | 179 | 180 | 179 | 165 | 177 | 165 | 9 |
| 13 | 159 | 170 | 166 | 168 | 177 | 176 | 194 | 298 | 318 | 290 | 234 | 185 | 200 | 199 | 193 | 183 | 187 | 176 | 182 | 181 | 185 | 188 | 183 | 188 | 9 |
| 14 | 177 | 186 | 182 | 188 | 179 | 192 | 198 | 201 | 210 | 211 | 194 | 212 | 204 | 204 | 195 | 183 | 180 | 186 | 182 | 185 | 193 | 204 | 179 | 174 | 9 |
| 15 | 171 | 161 | 164 | 161 | 173 | 314 | 354 | 326 | 216 | 199 | 193 | 193 | 193 | 193 | 184 | 176 | 179 | 177 | 184 | 189 | 181 | 183 | 220 | 257 | 9 |
| 16 | 179 | 177 | 175 | 174 | 186 | 170 | 185 | 269 | 213 | 204 | 200 | 199 | 199 | 192 | 194 | 193 | 196 | 178 | 175 | 178 | 182 | 176 | 171 | 178 | 9 |
| 17 | 184 | 182 | 213 | 261 | 311 | 247 | 333 | 233 | 235 | 318 | 272 | 216 | 206 | 196 | 201 | 192 | 182 | 177 | 177 | 179 | 190 | 201 | 183 | 170 | 9 |
| 18 | 161 | 318 | 211 | 156 | 157 | 156 | 196 | 295 | 309 | 303 | 313 | 300 | 290 | 199 | 193 | 185 | 178 | 178 | 182 | 184 | 188 | 176 | 155 | 156 | 9 |
| 19 | 160 | 169 | 51 | 42 | 37 | 21 | 359 | 5 | 312 | 234 | 208 | 206 | 205 | 197 | 208 | 203 | 203 | 186 | 184 | 189 | 170 | 179 | 154 | 173 | 9 |
| 20 | 130 | 162 | 53 | 158 | 158 | 11 | 335 | 329 | 346 | 291 | 317 | 210 | 203 | 204 | 202 | 198 | 196 | 177 | 175 | 175 | 194 | 258 | 183 | 183 | 10 |
| 21 | 27 | 18 | 32 | 34 | 23 | 24 | 4 | 316 | 338 | 210 | 199 | 202 | 207 | 202 | 185 | 178 | 187 | 174 | 181 | 195 | 180 | 268 | 187 | 74 | 9 |
| 22 | 169 | 178 | 30 | 175 | 34 | 31 | 340 | 305 | 286 | 20(7) | [ZS] | 203 | 204 | 199 | 199 | 199 | 191 | 176 | 175 | 188 | 310 | 205 | 171 | 179 | 9 |
| 23 | 217 | 168 | 159 | 349 | 28 | 189 | 247 | 308 | 310 | 295 | 235 | 204 | 204 | 213 | 202 | 199 | 184 | 181 | 183 | 180 | 186 | 182 | 155 | 144 | 9 |
| 24 | 172 | 186 | 9 | 328 | 176 | 154 | 201 | 334 | 321 | 317 | 292 | 230 | 206 | 203 | 202 | 193 | 202 | 191 | 177 | 181 | 193 | 196 | 184 | 183 | 9 |
| 25 | 180 | 193 | 173 | 156 | 173 | 6 | 13 | 0 | 217 | 201 | 202 | 204 | 211 | 210 | 207 | 210 | 200 | 186 | 203 | 187 | 174 | 161 | 71 | 14 | 10 |
| 26 | 342 | 24 | 9 | 329 | 52 | 186 | 317 | 274 | 304 | 240 | 202 | 194 | 189 | 193 | 193 | 189 | 175 | 170 | 179 | 171 | 179 | 189 | 187 | 177 | 9 |
| 27 | 329 | 34 | 338 | 167 | 153 | 347 | 88 | 26 | 21 | 317 | 309 | 229 | 204 | 203 | 193 | 184 | 184 | 185 | 179 | 182 | 198 | 204 | 333 | 340 | 9 |
| 28 | 218 | 355 | 166 | 41 | 19 | 350 | 354 | 319 | 307 | 288 | 290 | 310 | 251 | 201 | 197 | 193 | 55 | 350 | 195 | 174 | 181 | 183 | 158 | 155 | [VA] |
| 29 | 208 | 39 | 12 | 21 | 359 | 4 | 355 | 350 | 339 | 300 | 301 | 317 | 206 | 204 | 205 | 197 | 182 | 183 | 177 | 182 | 187 | 294 | 179 | 198 | 9 |
| 30 | 156 | 181 | 181 | 6 | 87 | 168 | 11 | 324 | 286 | 238 | 275 | 237 | 195 | 200 | 197 | 188 | 177 | 179 | 176 | 185 | 173 | 172 | 342 | 2 | [VA] |
| 31 | 48 | 236 | 27 | 104 | 174 | 156 | 4 | 308 | 200 | 209 | 204 | 208 | 199 | 200 | 196 | 184 | 178 | 183 | 181 | 175 | 197 | 174 | 156 | 169 | 9 |
| (5) PV | 8 | 9 | [VA] | [VA] | [VA] | 1 | 1 | 15 | [VA] | [VA] | [VA] | 10 | 10 | 10 | 10 | 9 | 9 | [VA] | 9 | 9 | 9 | 9 | 9 | 9 | |

(8) OU001 [Program: EDMS_MONTHSUN

(1) Project Name, Number and Location
(2) Station Identification Number
(3) Monthly Period Which Data Covers
(4) Status And Date The Data Were Finalized
(5) Monthly Prevailing Winds For Each Hour (16 Point Compass)
(6) Computer Program Name And Revision Date
(7) Letters Indicate Reason For Missing Data (See Missing Data Codes)
(8) Prevailing Daily Wind Direction
(9) Day Of The Month
(10) Beginning Hour, Thus The Hourly Average Under Hour "02" Occured During The Period 0200 To 0300
(11) Heighth Of Sample Probe
(12) Parameter Computer Parameter Code
(13) Computer Parameter Code

# Monthly Parameter Sheet Key - Degree Compass WD Format

CARBON MONOXIDE [42101]

PARTS PER MILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.4 | 0.6 | 0.6 | 0.4 | 0.4 | 0.5 | 0.5 | 0.6 | 0.6 | 0.5 | 0.5 | 0.5 | 0.5 | 0.4 | 0.4 | 0.4 | 0.5 | 0.4 | 0.0 | 0.4 | 0.6 |
| 16 | 0.0 | 0.3 | 0.3 | 0.3 | 0.3 | 0.4 | 0.7 | 0.6 | 0.7 | 0.8 | 0.6 | 0.5 | 0.6 | 0.6 | 0.5 | 0.7 | 0.7 | 0.7 | 0.6 | 0.5 | 0.5 | 0.4 | 0.4 | 0.0 | 0.5 | 0.8 |
| 17 | 0.0 | 0.1 | 0.1 | 0.1 | 0.2 | 0.5 | 0.6 | 0.7 | 0.6 | 0.7 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 1.0 | 0.9 | 1.0 | 0.9 | 0.7 | 0.6 | 0.5 | 0.6 | 0.3 | 0.6 | 1.0 |
| 18 | 0.3 | 0.6 | 0.8 | 0.9 | 0.7 | 1.2 | 1.7 | 1.8 | 1.4 | 1.3 | 1.1 | 1.2 | 1.2 | 1.4 | 1.5 | 1.4 | 1.3 | 1.4 | 1.4 | 1.5 | 1.5 | 1.8 | 1.4 | 0.5 | 1.2 | 1.8 |
| 19 | 0.7 | 1.1 | 1.3 | 1.6 | 1.8 | 3.2 | 4.4 | 3.5 | 2.3 | 1.8 | 1.5 | 1.6 | 1.7 | [ZS] | [ZS] | 1.8 | 1.9 | 1.6 | 1.6 | 1.7 | 1.6 | 1.4 | 1.2 | 0.8 | 1.8 | 4.4 |
| 20 | 0.7 | [ZS] | [ZS] | 0.8 | 0.8 | 1.2 | 1.4 | [CA] | [CA] | 1.8 | 1.7 | 1.5 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.5 | 1.5 | 1.4 | 1.3 | 1.2 | 1.0 | 0.6 | 1.3 | 1.8 |
| 21 | 0.7 | [ZS] | [ZS] | 0.8 | 0.7 | 1.1 | 1.0 | 1.2 | 2.0 | 1.7 | 1.5 | 1.4 | 1.4 | 1.4 | 1.6 | 1.6 | 1.6 | 1.5 | 1.4 | 1.3 | 1.2 | 1.2 | 1.1 | 1.1 | 1.3 | 2.0 |
| 22 | 1.1 | [ZS] | [ZS] | 1.1 | 1.1 | 1.4 | 1.6 | 2.1 | 2.1 | 1.7 | 1.5 | 0.0 | 2.0 | 1.7 | 1.7 | 1.7 | 1.6 | 1.5 | 1.5 | 1.5 | 1.3 | 1.3 | 1.5 | 1.6 | 1.5 | 2.1 |
| 23 | 1.8 | [ZS] | [ZS] | 2.0 | 1.9 | 2.4 | 2.5 | 2.3 | 2.5 | 2.4 | 2.0 | 1.8 | 1.9 | 1.9 | 1.9 | 1.8 | 1.7 | 1.6 | 1.5 | 1.4 | 1.3 | 1.2 | 1.1 | 0.8 | 1.8 | 2.5 |
| 24 | 0.7 | [ZS] | [ZS] | 1.5 | 1.6 | 2.3 | 2.4 | 1.9 | 2.0 | 2.1 | 2.2 | 1.9 | 1.9 | 1.8 | 1.8 | 1.8 | 1.8 | 1.6 | 1.5 | 1.4 | 1.4 | 1.6 | 1.1 | 0.7 | 1.7 | 2.4 |
| 25 | 0.7 | [ZS] | [ZS] | 1.0 | 1.2 | 2.1 | 1.8 | 2.2 | 2.4 | 2.4 | 2.0 | 1.9 | 1.9 | 1.9 | 1.9 | 1.8 | 1.8 | 1.6 | 1.5 | 1.3 | 1.2 | 1.1 | 1.1 | 0.9 | 1.6 | 2.4 |
| 26 | 0.8 | [ZS] | [ZS] | 1.1 | 1.5 | 2.4 | 1.7 | 2.0 | 2.2 | 2.2 | [CA] | [CA] | 1.7 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.5 | 1.4 | 1.3 | 1.4 | 1.3 | 0.7 | 1.6 | 2.4 |
| 27 | 0.8 | [ZS] | [ZS] | 1.3 | 1.5 | 2.5 | 3.4 | 3.2 | 3.1 | 3.0 | 2.8 | 2.5 | 1.9 | 1.9 | 2.0 | 2.0 | 2.0 | 2.0 | 1.9 | 1.8 | 1.6 | 1.4 | 1.3 | 0.8 | 2.0 | 3.4 |
| 28 | 0.8 | [ZS] | [ZS] | 1.2 | 2.0 | 3.2 | 3.0 | 3.4 | 2.7 | 2.3 | 2.2 | 2.1 | 2.1 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.9 | 1.7 | 1.5 | 1.4 | 1.4 | 1.5 | 2.0 | 3.4 |
| 29 | 1.9 | [ZS] | [ZS] | 1.5 | 1.2 | 1.4 | 1.8 | 2.2 | 2.1 | 2.1 | 1.8 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.4 | 1.3 | 1.2 | 1.2 | 1.2 | 1.5 | 1.6 | 2.2 |
| 30 | 1.7 | [ZS] | [ZS] | 1.3 | 1.3 | 1.4 | 1.5 | 1.6 | 1.7 | 1.8 | 1.7 | 1.7 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.6 | 1.3 | 1.2 | 1.2 | 1.1 | 1.2 | 1.1 | 1.5 | 1.9 |
| 31 | 1.0 | [ZS] | [ZS] | 1.6 | 1.7 | 1.9 | 2.1 | 2.1 | 2.2 | 2.3 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 | 1.9 | 1.7 | 1.7 | 1.5 | 1.5 | 1.3 | 1.9 | 2.3 |
| AV | 0.8 | 0.4 | 0.5 | 1.1 | 1.2 | 1.7 | 1.9 | 2.0 | 1.9 | 1.8 | 1.6 | 1.5 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.5 | 1.4 | 1.3 | 1.2 | 1.1 | 1.1 | 0.8 | 1.4 | |
| SD | 0.6 | 0.4 | 0.5 | 0.5 | 0.6 | 0.9 | 1.0 | 0.9 | 0.8 | 0.7 | 0.6 | 0.7 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.4 | 0.4 | 0.5 | 0.4 | 0.4 | 0.4 | 0.5 | | |
| PK | 1.9 | 1.1 | 1.3 | 2.0 | 2.0 | 3.2 | 4.4 | 3.5 | 3.1 | 3.0 | 2.8 | 2.5 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 | 1.9 | 1.8 | 1.7 | 1.8 | 1.5 | 1.6 | | 4.4 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SULFUR DIOXIDE [42401]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | [CA] | [CA] | [CA] | | | | | | | |
| 15 | 0.4 | 0.1 | 0.5 | 0.8 | 1.3 | 1.9 | 1.6 | 1.6 | 1.1 | 0.8 | 0.7 | 0.3 | 0.7 | 0.6 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.5 | 0.2 | 0.1 | 0.6 | 1.9 |
| 16 | 0.0 | 0.4 | 0.6 | 0.0 | 0.0 | 0.0 | 0.7 | 1.2 | 0.7 | 0.6 | 0.4 | 0.3 | 0.2 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 | 0.3 | 0.8 | 0.5 | 0.4 | 1.2 |
| 17 | 0.3 | 0.6 | 0.5 | 0.3 | 0.0 | 0.0 | 0.2 | 0.0 | 0.3 | 1.7 | 2.3 | 0.8 | 0.9 | 0.5 | 1.7 | 3.0 | 1.2 | 1.7 | 1.5 | 1.0 | 0.8 | 0.6 | 0.5 | 0.2 | 0.9 | 3.0 |
| 18 | 0.1 | 0.3 | 0.0 | 0.2 | 0.6 | 0.5 | 0.9 | 1.6 | 4.1 | 2.8 | 1.3 | 2.4 | 1.7 | 2.3 | 1.0 | 1.5 | 1.7 | 2.3 | 2.9 | 5.2 | 3.2 | 2.3 | 2.7 | 0.6 | 1.8 | 5.2 |
| 19 | 0.0 | 0.4 | 0.6 | 0.9 | 1.8 | 2.2 | 3.5 | 3.8 | 4.7 | 9.5 | 8.6 | 5.0 | 3.0 | [ZS] | [ZS] | 1.2 | 0.5 | 2.2 | 1.7 | 2.4 | 1.3 | 0.0 | 0.0 | 0.0 | 2.4 | 9.5 |
| 20 | 0.8 | [ZS] | [ZS] | 1.2 | 2.9 | 0.9 | 0.7 | [CA] | [CA] | 2.5 | 1.9 | 1.3 | 2.0 | 1.3 | 1.0 | 0.6 | 0.2 | 1.7 | 1.6 | 0.5 | 0.3 | 0.0 | 0.1 | 0.6 | 1.1 | 2.9 |
| 21 | 1.3 | [ZS] | [ZS] | 1.2 | 0.3 | 0.0 | 0.7 | 2.0 | 3.9 | 4.1 | 1.3 | 0.5 | 1.1 | 1.5 | 3.1 | 2.5 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 4.1 |
| 22 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.2 | 0.3 | 3.5 | 4.9 | 4.7 | 3.2 | 2.6 | 4.8 | 2.8 | 1.4 | 0.9 | 0.6 | 0.3 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 4.9 |
| 23 | 1.3 | [ZS] | [ZS] | 0.3 | 0.3 | 0.4 | 0.0 | 0.0 | 2.7 | 6.2 | 6.3 | 3.1 | 5.8 | 5.7 | 4.1 | 3.6 | 1.9 | 1.8 | 0.7 | 1.2 | 0.4 | 0.4 | 0.6 | 0.5 | 2.2 | 6.3 |
| 24 | 1.0 | [ZS] | [ZS] | 0.6 | 0.3 | 0.6 | 1.4 | 3.4 | 6.7 | 7.2 | 6.9 | 2.6 | 2.3 | 5.2 | 2.7 | 1.1 | 0.4 | 0.1 | 0.5 | 0.4 | 0.9 | 1.7 | 0.5 | 0.2 | 2.1 | 7.2 |
| 25 | 0.1 | [ZS] | [ZS] | 0.0 | 0.6 | 0.3 | 0.3 | 0.0 | 3.8 | 4.4 | 10.2 | 5.0 | 5.2 | 2.9 | 2.7 | 1.6 | 1.0 | 0.4 | 0.3 | 0.7 | 4.5 | 1.4 | 0.0 | 0.0 | 2.1 | 10.2 |
| 26 | 0.0 | [ZS] | [ZS] | 0.3 | 0.8 | 0.9 | 0.3 | 0.0 | 2.1 | 14.0 | [CA] | [CA] | 3.4 | 2.3 | 2.4 | 1.2 | 2.6 | 5.3 | 6.4 | 4.8 | 4.6 | 4.4 | 1.0 | 0.0 | 2.8 | 14.0 |
| 27 | 0.0 | [ZS] | [ZS] | 0.5 | 0.8 | 1.1 | 1.0 | 0.1 | 2.2 | 4.1 | 6.6 | 5.1 | 5.0 | 4.6 | 2.1 | 1.9 | 1.5 | 1.0 | 0.4 | 1.5 | 3.2 | 1.8 | 0.6 | 0.1 | 2.1 | 6.6 |
| 28 | 0.2 | [ZS] | [ZS] | 0.3 | 0.8 | 1.0 | 0.2 | 1.3 | 4.2 | 5.9 | 4.7 | 2.8 | 2.4 | 2.1 | 1.2 | 1.0 | 0.6 | 2.1 | 0.5 | 1.6 | 0.4 | 0.2 | 0.0 | 0.0 | 1.5 | 5.9 |
| 29 | 0.0 | [ZS] | [ZS] | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 3.5 | 2.8 | 1.4 | 0.1 | 0.0 | 0.5 | 0.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 3.5 |
| 30 | 0.0 | [ZS] | [ZS] | 0.3 | 0.4 | 0.0 | 0.1 | 0.7 | 2.2 | 4.4 | 3.5 | 1.0 | 1.1 | 0.7 | 0.3 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 4.4 |
| 31 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 5.2 | 5.8 | 2.7 | 1.4 | 1.1 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 4.1 | 0.2 | 0.0 | 1.2 | 5.8 |
| AV | 0.3 | 0.4 | 0.4 | 0.4 | 0.6 | 0.6 | 0.7 | 1.2 | 2.7 | 4.6 | 4.2 | 2.6 | 2.6 | 2.1 | 1.6 | 1.4 | 0.7 | 1.1 | 1.0 | 1.1 | 1.3 | 1.0 | 0.4 | 0.2 | 1.4 | |
| SD | 0.5 | 0.2 | 0.3 | 0.4 | 0.8 | 0.7 | 0.9 | 1.4 | 2.0 | 3.4 | 2.9 | 1.8 | 1.8 | 1.8 | 1.2 | 0.9 | 0.8 | 1.4 | 1.6 | 1.6 | 1.6 | 1.4 | 0.7 | 0.3 | | |
| PK | 1.3 | 0.6 | 0.6 | 1.2 | 2.9 | 2.2 | 3.5 | 3.8 | 6.7 | 14.0 | 10.2 | 5.8 | 6.0 | 5.7 | 4.1 | 3.6 | 2.6 | 5.3 | 6.4 | 5.2 | 4.6 | 4.4 | 2.7 | 0.9 | | 14.0 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITRIC OXIDE [42601]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | [CA] | [CA] | [CA] | 7 | 4 | 5 | 4 | 5 | 5 | 7 |
| 15 | 2 | 1 | 1 | 1 | 2 | 6 | 9 | 6 | 8 | 4 | 4 | 7 | 14 | 12 | 12 | 10 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 |
| 16 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 4 | 4 | 3 | 9 | 6 | 7 | 9 | 17 | 5 | 10 | 17 | 6 | 2 | 0 | 0 | 0 | 5 | 17 |
| 17 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 7 | 16 | 14 | 6 | 14 | 9 | 18 | 29 | 10 | 10 | 18 | 8 | 2 | 3 | 2 | 3 | 7 | 29 |
| 18 | 0 | 6 | 8 | 18 | 13 | 26 | 44 | 45 | 40 | 25 | 8 | 13 | 9 | 9 | 5 | 12 | 8 | 11 | 8 | 49 | 16 | 40 | 31 | 5 | 19 | 49 |
| 19 | 1 | 14 | 38 | 58 | 74 | 131 | 157 | 91 | 37 | 18 | 13 | 12 | 10 | [ZS] | [ZS] | 8 | 6 | 17 | 14 | 11 | 9 | 6 | 5 | 2 | 33 | 157 |
| 20 | 1 | [ZS] | [ZS] | 8 | 6 | 4 | 13 | [CA] | [CA] | 25 | 33 | 21 | 28 | 28 | 33 | 20 | 13 | 44 | 28 | 17 | 10 | 10 | 20 | 6 | 18 | 44 |
| 21 | 1 | [ZS] | [ZS] | 2 | 1 | 2 | 6 | 29 | 53 | 41 | 19 | 14 | 17 | 21 | 33 | 26 | 8 | 4 | 3 | 7 | 4 | 1 | 0 | 0 | 13 | 53 |
| 22 | 0 | [ZS] | [ZS] | 0 | 7 | 12 | 25 | 52 | 57 | 30 | 25 | 11 | 18 | 38 | 18 | 6 | 5 | 7 | 4 | 2 | 0 | 1 | 4 | 24 | 16 | 57 |
| 23 | 65 | [ZS] | [ZS] | 45 | 46 | 74 | 51 | 24 | 22 | 14 | 17 | 12 | 27 | 12 | 19 | 30 | 23 | 4 | 9 | 7 | 2 | 1 | 2 | 0 | 23 | 74 |
| 24 | 13 | [ZS] | [ZS] | 33 | 44 | 78 | 74 | 21 | 23 | 35 | 18 | 8 | 25 | 62 | 38 | 17 | 16 | 7 | 6 | 2 | 9 | 48 | 4 | 10 | 27 | 78 |
| 25 | 19 | [ZS] | [ZS] | 18 | 32 | 71 | 34 | 46 | 35 | 25 | 24 | 16 | 29 | 24 | 22 | 17 | 14 | 3 | 5 | 6 | 4 | 1 | 2 | 6 | 21 | 71 |
| 26 | 4 | [ZS] | [ZS] | 31 | 72 | 119 | 47 | 36 | 31 | 41 | [CA] | [CA] | 22 | 11 | 30 | 13 | 23 | 1 | 7 | 9 | 5 | 14 | 15 | 1 | 25 | 119 |
| 27 | 2 | [ZS] | [ZS] | 24 | 61 | 136 | 134 | 74 | 41 | 35 | 49 | 24 | 46 | 32 | 21 | 18 | 10 | 16 | 6 | 18 | 3 | 1 | 2 | 0 | 34 | 136 |
| 28 | 4 | [ZS] | [ZS] | 20 | 74 | 133 | 77 | 92 | 41 | 32 | 16 | 25 | 17 | 14 | 13 | 17 | 10 | 20 | 8 | 3 | 0 | 0 | 0 | 11 | 28 | 133 |
| 29 | 37 | [ZS] | [ZS] | 23 | 5 | 6 | 18 | 28 | 19 | 18 | 15 | 18 | 18 | 10 | 4 | 6 | 6 | 13 | 3 | 1 | 2 | 0 | 3 | 8 | 12 | 37 |
| 30 | 12 | [ZS] | [ZS] | 0 | 0 | 0 | 2 | 5 | 7 | 8 | 10 | 7 | 8 | 13 | 5 | 14 | 6 | 10 | 2 | 2 | 0 | 5 | 0 | 0 | 5 | 14 |
| 31 | 0 | [ZS] | [ZS] | 1 | 0 | 0 | 5 | 7 | 5 | 9 | 8 | 9 | 8 | 4 | 16 | 21 | 5 | 6 | 1 | 4 | 3 | 1 | 2 | 7 | 5 | 21 |
| AV | 9 | 4 | 9 | 16 | 26 | 47 | 41 | 35 | 27 | 22 | 17 | 13 | 19 | 19 | 18 | 17 | 10 | 11 | 8 | 9 | 4 | 8 | 5 | 5 | 17 | |
| SD | 17 | 5 | 16 | 18 | 29 | 54 | 46 | 30 | 18 | 12 | 12 | 6 | 10 | 15 | 11 | 7 | 6 | 10 | 7 | 11 | 4 | 14 | 8 | 6 | | |
| PK | 65 | 14 | 38 | 58 | 74 | 136 | 157 | 92 | 57 | 41 | 49 | 25 | 46 | 62 | 38 | 30 | 23 | 44 | 28 | 49 | 16 | 48 | 31 | 24 | | 157 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITROGEN DIOXIDE [42602]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 2 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 4 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 5 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 6 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 7 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 8 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 9 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 10 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 11 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 12 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 13 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 14 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 15 | 20 | 10 | 13 | 16 | 20 | 28 | 31 | 30 | 25 | 17 | 13 | 10 | 14 | 13 | 13 | 10 | 7 | 10 | 11 | 10 | 10 | 14 | 12 | 17 | 15 | 31 |
| 16 | 12 | 9 | 4 | 2 | 9 | 16 | 27 | 21 | 18 | 16 | 13 | 12 | 10 | 9 | 8 | 12 | 7 | 9 | 13 | 13 | 12 | 14 | 10 | 10 | 12 | 27 |
| 17 | 9 | 6 | 10 | 9 | 8 | 15 | 12 | 19 | 20 | 25 | 26 | 10 | 12 | 9 | 11 | 16 | 10 | 13 | 14 | 18 | 11 | 15 | 27 | 25 | 15 | 27 |
| 18 | 15 | 19 | 29 | 32 | 32 | 35 | 36 | 42 | 44 | 36 | 18 | 24 | 22 | 27 | 25 | 24 | 22 | 40 | 48 | 58 | 56 | 53 | 43 | 29 | 33 | 58 |
| 19 | 20 | 38 | 37 | 38 | 40 | 45 | 59 | 71 | 58 | 40 | 27 | 13 | 8 | [ZS] | [ZS] | 10 | 9 | 24 | 26 | 18 | 16 | 12 | 11 | 9 | 29 | 71 |
| 20 | 11 | [ZS] | [ZS] | 12 | 12 | 15 | 15 | [CA] | [CA] | 16 | 20 | 17 | 18 | 16 | 14 | 10 | 7 | 20 | 19 | 15 | 13 | 9 | 14 | 15 | 14 | 20 |
| 21 | 15 | [ZS] | [ZS] | 17 | 17 | 18 | 21 | 31 | 42 | 32 | 22 | 13 | 16 | 16 | 18 | 18 | 13 | 18 | 13 | 15 | 13 | 14 | 8 | 8 | 18 | 42 |
| 22 | 8 | [ZS] | [ZS] | 7 | 23 | 31 | 28 | 47 | 41 | 32 | 32 | 31 | 37 | 36 | 22 | 17 | 16 | 19 | 24 | 27 | 16 | 22 | 32 | 46 | 27 | 47 |
| 23 | 43 | [ZS] | [ZS] | 33 | 33 | 32 | 35 | 39 | 46 | 44 | 31 | 19 | 28 | 25 | 25 | 25 | 18 | 14 | 20 | 16 | 15 | 16 | 12 | 8 | 26 | 46 |
| 24 | 22 | [ZS] | [ZS] | 22 | 22 | 22 | 27 | 26 | 32 | 38 | 95 | 16 | 19 | 30 | 19 | 12 | 10 | 10 | 12 | 12 | 18 | 36 | 16 | 14 | 21 | 38 |
| 25 | 16 | [ZS] | [ZS] | 20 | 22 | 23 | 21 | 28 | 36 | 40 | 29 | 26 | 34 | 26 | 21 | 13 | 12 | 10 | 16 | 18 | 24 | 12 | 13 | 20 | 22 | 40 |
| 26 | 15 | [ZS] | [ZS] | 24 | 24 | 27 | 29 | 35 | 40 | 38 | [CA] | [CA] | 28 | 17 | 23 | 17 | 22 | 17 | 27 | 26 | 24 | 28 | 25 | 10 | 25 | 40 |
| 27 | 10 | [ZS] | [ZS] | 22 | 26 | 29 | 36 | 49 | 61 | 69 | 72 | 59 | 44 | 28 | 15 | 15 | 21 | 30 | 22 | 27 | 29 | 17 | 17 | 12 | 32 | 72 |
| 28 | 17 | [ZS] | [ZS] | 29 | 30 | 34 | 36 | 50 | 47 | 43 | 35 | 34 | 31 | 27 | 26 | 16 | 14 | 31 | 30 | 32 | 20 | 25 | 19 | 43 | 30 | 50 |
| 29 | 50 | [ZS] | [ZS] | 36 | 28 | 30 | 34 | 39 | 42 | 39 | 29 | 29 | 28 | 15 | 8 | 15 | 15 | 22 | 15 | 13 | 17 | 15 | 32 | 45 | 27 | 50 |
| 30 | 40 | [ZS] | [ZS] | 13 | 15 | 18 | 23 | 26 | 28 | 27 | 24 | 20 | 23 | 21 | 17 | 24 | 16 | 16 | 8 | 12 | 13 | 15 | 17 | 19 | 20 | 40 |
| 31 | 16 | [ZS] | [ZS] | 26 | 28 | 30 | 28 | 26 | 25 | 37 | 30 | 35 | 30 | 22 | 31 | 35 | 16 | 15 | 17 | 18 | 31 | 29 | 30 | 43 | 27 | 43 |
| AV | 20 | 16 | 19 | 21 | 23 | 26 | 29 | 36 | 38 | 35 | 28 | 23 | 24 | 21 | 18 | 17 | 14 | 19 | 20 | 20 | 19 | 20 | 20 | 22 | 23 | |
| SD | 12 | 13 | 14 | 11 | 9 | 8 | 11 | 13 | 13 | 13 | 14 | 13 | 10 | 8 | 7 | 7 | 5 | 9 | 9 | 11 | 11 | 11 | 10 | 14 | | |
| PK | 50 | 38 | 37 | 38 | 40 | 45 | 59 | 71 | 61 | 69 | 72 | 59 | 44 | 36 | 31 | 35 | 22 | 40 | 48 | 58 | 56 | 53 | 43 | 46 | | 72 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

OXIDES OF NITROGEN [42603]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 2 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 4 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 5 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 6 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 7 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 8 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 9 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 10 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 11 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 12 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 13 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 14 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 15 | 22 | 11 | 14 | 17 | 22 | 34 | 39 | 36 | 29 | 21 | 16 | 17 | 27 | 28 | 24 | 20 | 10 | 13 | 11 | 10 | 10 | 14 | 12 | 17 | 20 | 39 |
| 16 | 13 | 9 | 4 | 2 | 9 | 17 | 29 | 23 | 22 | 20 | 16 | 21 | 17 | 16 | 17 | 30 | 12 | 19 | 30 | 19 | 14 | 23 | 11 | 10 | 17 | 30 |
| 17 | 9 | 6 | 10 | 9 | 8 | 17 | 13 | 21 | 27 | 42 | 39 | 15 | 26 | 17 | 29 | 46 | 19 | 23 | 32 | 26 | 14 | 18 | 28 | 29 | 22 | 46 |
| 18 | 15 | 25 | 36 | 50 | 45 | 61 | 80 | 87 | 84 | 59 | 23 | 37 | 32 | 36 | 31 | 36 | 31 | 51 | 56 | 107 | 72 | 92 | 73 | 34 | 52 | 107 |
| 19 | 21 | 52 | 75 | 96 | 115 | 175 | 216 | 162 | 95 | 58 | 41 | 26 | 18 | [ZS] | [ZS] | 17 | 15 | 42 | 40 | 30 | 25 | 18 | 16 | 10 | 62 | 216 |
| 20 | 12 | [ZS] | [ZS] | 20 | 18 | 19 | 28 | [CA] | [CA] | 41 | 53 | 38 | 47 | 44 | 47 | 30 | 20 | 64 | 47 | 33 | 23 | 18 | 36 | 21 | 33 | 64 |
| 21 | 16 | [ZS] | [ZS] | 20 | 18 | 21 | 27 | 61 | 95 | 73 | 41 | 27 | 33 | 37 | 50 | 45 | 18 | 23 | 16 | 22 | 17 | 15 | 8 | 8 | 31 | 95 |
| 22 | 8 | [ZS] | [ZS] | 7 | 30 | 43 | 53 | 100 | 97 | 62 | 57 | 43 | 56 | 74 | 40 | 23 | 22 | 26 | 28 | 29 | 17 | 23 | 36 | 70 | 43 | 100 |
| 23 | 106 | [ZS] | [ZS] | 78 | 79 | 106 | 87 | 63 | 60 | 58 | 48 | 31 | 55 | 37 | 44 | 55 | 40 | 18 | 30 | 23 | 16 | 17 | 14 | 8 | 49 | 108 |
| 24 | 35 | [ZS] | [ZS] | 55 | 66 | 101 | 101 | 47 | 55 | 73 | 53 | 24 | 43 | 92 | 58 | 29 | 25 | 17 | 18 | 14 | 27 | 84 | 20 | 24 | 48 | 101 |
| 25 | 35 | [ZS] | [ZS] | 38 | 54 | 94 | 55 | 74 | 71 | 66 | 53 | 42 | 63 | 50 | 42 | 30 | 26 | 12 | 22 | 23 | 28 | 14 | 15 | 26 | 42 | 94 |
| 26 | 19 | [ZS] | [ZS] | 55 | 96 | 146 | 76 | 71 | 71 | 79 | [CA] | [CA] | 50 | 28 | 53 | 30 | 45 | 18 | 34 | 35 | 29 | 42 | 40 | 10 | 51 | 146 |
| 27 | 13 | [ZS] | [ZS] | 46 | 86 | 165 | 170 | 123 | 102 | 103 | 121 | 83 | 90 | 60 | 36 | 32 | 31 | 45 | 28 | 45 | 33 | 18 | 18 | 12 | 66 | 170 |
| 28 | 21 | [ZS] | [ZS] | 49 | 103 | 167 | 112 | 142 | 88 | 75 | 51 | 59 | 48 | 41 | 39 | 33 | 23 | 51 | 38 | 35 | 21 | 25 | 18 | 54 | 59 | 167 |
| 29 | 87 | [ZS] | [ZS] | 59 | 32 | 36 | 52 | 68 | 61 | 57 | 44 | 47 | 45 | 25 | 12 | 21 | 22 | 35 | 18 | 14 | 19 | 15 | 35 | 53 | 39 | 87 |
| 30 | 52 | [ZS] | [ZS] | 14 | 15 | 18 | 24 | 31 | 35 | 36 | 34 | 27 | 32 | 35 | 22 | 38 | 22 | 26 | 10 | 14 | 13 | 20 | 17 | 19 | 25 | 52 |
| 31 | 16 | [ZS] | [ZS] | 27 | 28 | 30 | 33 | 33 | 30 | 46 | 37 | 43 | 39 | 26 | 46 | 56 | 21 | 21 | 18 | 22 | 34 | 30 | 33 | 50 | 33 | 56 |
| AV | 29 | 21 | 28 | 38 | 49 | 73 | 70 | 71 | 64 | 57 | 45 | 36 | 42 | 40 | 37 | 34 | 24 | 30 | 28 | 29 | 24 | 28 | 25 | 27 | 40 | |
| SD | 26 | 19 | 29 | 27 | 36 | 59 | 55 | 42 | 28 | 21 | 24 | 17 | 18 | 20 | 13 | 11 | 9 | 16 | 13 | 21 | 14 | 23 | 15 | 19 | | |
| PK | 108 | 52 | 75 | 96 | 115 | 175 | 216 | 162 | 102 | 103 | 121 | 83 | 90 | 92 | 58 | 56 | 45 | 64 | 56 | 107 | 72 | 92 | 73 | 70 | | 216 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND SPEED [61101]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
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| 15 | 1.5 | 1.6 | 1.0 | 1.8 | 1.1 | 1.6 | 1.9 | 1.5 | 2.4 | 2.9 | 3.8 | 4.7 | 5.1 | 5.7 | 6.5 | 6.7 | 6.1 | 5.6 | 4.7 | 3.7 | 2.8 | 1.7 | 1.3 | 1.2 | 3.2 | 6.7 |
| 16 | 1.4 | 1.8 | 2.4 | 2.2 | 1.7 | 1.0 | 1.3 | 2.3 | 2.3 | 2.0 | 4.0 | 4.5 | 4.4 | 4.5 | 5.1 | 5.2 | 5.2 | 4.9 | 4.3 | 3.8 | 3.3 | 3.3 | 3.0 | 1.8 | 3.2 | 5.2 |
| 17 | 1.3 | 1.8 | 2.0 | 2.2 | 2.0 | 1.7 | 2.1 | 1.9 | 1.8 | 1.8 | 3.6 | 4.8 | 5.5 | 6.5 | 6.5 | 6.5 | 6.2 | 6.0 | 5.5 | 5.0 | 4.7 | 3.6 | 2.8 | 1.6 | 3.6 | 6.5 |
| 18 | 1.7 | 0.9 | 1.1 | 1.4 | 1.3 | 0.9 | 1.3 | 1.1 | 3.2 | 3.0 | 4.7 | 4.5 | 5.0 | 5.0 | 4.9 | 4.6 | 4.4 | 3.5 | 2.1 | 2.6 | 1.2 | 0.9 | 2.5 | 2.3 | 2.7 | 5.0 |
| 19 | 1.3 | 0.7 | 1.1 | 0.9 | 1.9 | 1.3 | 1.9 | 2.5 | 3.3 | 3.8 | 4.7 | 5.7 | 5.1 | 6.0 | 6.5 | 5.6 | 4.2 | 3.6 | 2.3 | 3.6 | 3.5 | 3.6 | 3.1 | 2.6 | 3.3 | 6.5 |
| 20 | 2.0 | 2.1 | 1.4 | 1.3 | 1.9 | 1.6 | 1.9 | 2.6 | 2.1 | 3.8 | 5.0 | 5.8 | 6.6 | 7.0 | 7.2 | 7.3 | 7.6 | 6.9 | 6.6 | 6.6 | 5.5 | 5.2 | 4.2 | 2.6 | 4.4 | 7.6 |
| 21 | 2.0 | 2.2 | 2.0 | 1.3 | 1.2 | 1.1 | 1.1 | 1.0 | 1.4 | 3.6 | 5.5 | 5.8 | 6.5 | 7.4 | 7.5 | 7.9 | 6.0 | 5.2 | 5.8 | 5.7 | 4.8 | 3.1 | 2.4 | 2.2 | 3.9 | 7.9 |
| 22 | 1.8 | 1.6 | 1.5 | 1.4 | 1.3 | 1.3 | 1.6 | 0.9 | 2.8 | 3.4 | 4.1 | 4.0 | 4.8 | 6.4 | 5.5 | 4.2 | 4.5 | 3.8 | 3.5 | 2.6 | 1.7 | 1.6 | 0.6 | 0.5 | 2.7 | 6.4 |
| 23 | 0.7 | 0.9 | 1.2 | 0.8 | 1.2 | 1.2 | 1.0 | 1.2 | 1.7 | 1.8 | 4.6 | 4.9 | 5.0 | 5.6 | 5.8 | 6.9 | 6.7 | 5.6 | 5.2 | 6.7 | 4.4 | 3.9 | 3.4 | 2.4 | 3.5 | 6.9 |
| 24 | 1.9 | 1.1 | 1.2 | 0.9 | 0.6 | 0.6 | 0.6 | 1.0 | 1.7 | 3.4 | 3.9 | 5.7 | 6.3 | 7.6 | 7.5 | 6.4 | 5.8 | 6.9 | 5.6 | 4.8 | 5.2 | 4.6 | 4.1 | 2.3 | 3.8 | 7.6 |
| 25 | 2.4 | 1.4 | 1.7 | 0.9 | 0.8 | 1.4 | 1.8 | 1.6 | 1.5 | 1.6 | 4.6 | 5.3 | 5.5 | 5.9 | 6.7 | 6.6 | 6.2 | 5.7 | 4.9 | 4.3 | 2.3 | 2.4 | 2.2 | 2.0 | 3.3 | 6.7 |
| 26 | 2.1 | 1.3 | 1.3 | 0.9 | 0.7 | 0.8 | 0.7 | 1.1 | 1.5 | 3.1 | 4.6 | 5.6 | 5.1 | 6.4 | 6.9 | 6.1 | 5.8 | 4.9 | 4.1 | 3.1 | 2.7 | 1.6 | 1.4 | 2.3 | 3.1 | 6.9 |
| 27 | 1.9 | 1.5 | 1.7 | 0.8 | 0.8 | 1.3 | 1.8 | 1.8 | 1.8 | 2.0 | 4.4 | 5.2 | 6.1 | 7.0 | 6.8 | 6.2 | 6.0 | 5.7 | 6.2 | 4.9 | 2.5 | 3.3 | 3.4 | 2.1 | 3.6 | 7.0 |
| 28 | 1.6 | 1.6 | 1.2 | 0.9 | 1.1 | 1.1 | 1.7 | 1.8 | 1.4 | 3.3 | 3.3 | 4.8 | 5.0 | 4.4 | 4.8 | 5.8 | 5.7 | 5.0 | 4.2 | 3.3 | 2.8 | 1.9 | 1.5 | 1.2 | 2.9 | 5.8 |
| 29 | 1.6 | 1.2 | 1.5 | 1.8 | 1.7 | 2.1 | 1.5 | 1.1 | 1.8 | 3.1 | 3.6 | 4.3 | 5.3 | 6.2 | 5.8 | 5.4 | 5.2 | 4.6 | 4.7 | 3.7 | 2.1 | 1.9 | 1.0 | 1.1 | 3.0 | 6.2 |
| 30 | 1.7 | 1.8 | 1.4 | 1.2 | 1.7 | 1.8 | 1.5 | 1.8 | 1.7 | 2.8 | 3.9 | 3.6 | 4.1 | 5.7 | 6.6 | 6.4 | 6.3 | 5.3 | 4.4 | 3.5 | 2.7 | 3.1 | 1.1 | 1.2 | 3.1 | 6.6 |
| 31 | 0.7 | 1.5 | 1.7 | 1.2 | 1.6 | 1.0 | 1.5 | 1.8 | 1.3 | 2.4 | 4.1 | 4.0 | 4.2 | 5.1 | 6.6 | 6.2 | 5.4 | 5.1 | 4.3 | 3.5 | 2.4 | 2.2 | 1.4 | 0.6 | 2.9 | 6.6 |
| AV | 1.6 | 1.5 | 1.5 | 1.3 | 1.3 | 1.2 | 1.5 | 1.6 | 2.0 | 2.8 | 4.3 | 4.9 | 5.3 | 6.0 | 6.3 | 6.1 | 5.6 | 5.3 | 4.7 | 4.2 | 3.2 | 2.9 | 2.3 | 1.8 | 3.3 | |
| SD | 0.5 | 0.4 | 0.4 | 0.5 | 0.4 | 0.3 | 0.4 | 0.5 | 0.6 | 0.7 | 0.6 | 0.7 | 0.7 | 0.9 | 0.9 | 0.9 | 1.2 | 1.0 | 1.3 | 1.2 | 1.2 | 1.2 | 1.1 | 0.7 | | |
| PK | 2.4 | 2.2 | 2.4 | 2.2 | 2.0 | 1.8 | 2.1 | 2.6 | 3.3 | 3.8 | 5.5 | 5.8 | 6.6 | 7.6 | 7.5 | 7.9 | 7.6 | 6.9 | 6.6 | 6.7 | 5.5 | 5.2 | 4.2 | 2.6 | | 7.9 |

CU000 [Program: EDMS_MONTESUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* FINAL DATA *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
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| 15 | NW | WNW | NNE | E | E | E | E | SE | WSW | WSW | WSW | WSW | N | W | W | WSW | WSW | WSW | WSW | WSW | WSW | WSW | SE | SW | [VA] |
| 16 | WSW | SSW | SSW | SSW | W | NW | SSE | SSE | S | SW | WSW | WSW | WSW | WSW | WSW | W | W | WSW | W | W | WSW | WSW | WSW | WSW | WSW |
| 17 | SW | SW | W | W | W | NW | NW | WNW | W | WSW | W | WSW | WSW | WSW | N | W | W | W | W | W | WSW | WSW | WSW | W | W |
| 18 | W | N | N | NW | NNW | NW | NW | SW | W | W | W | W | WSW | WSW | WSW | W | W | W | W | W | WSW | WNW | WSW | WNW | W |
| 19 | NNE | E | E | ESE | NE | ENE | E | E | SE | SE | SE | SSE | SSE | SE | SE | SSW | W | SW | SE | SE | ESE | SE | SE | [VA] | |
| 20 | SSE | SSE | SSE | N | W | SW | WSW | WSW | WSW | WSW | W | W | W | W | W | W | W | W | W | W | WSW | WSW | WSW | W | W |
| 21 | WSW | SW | SSE | WSW | SW | SSW | SSE | S | SSE | WSW | WSW | W | W | W | W | WSW | WSW | WSW | WSW | W | WSW | SSW | SSW | SSW | WSW |
| 22 | SSW | SSW | S | SSW | W | NNW | N | SE | WSW | WSW | W | WSW | WSW | W | WSW | WSW | W | WSW | WSW | WSW | S | S | E | NNW | NNW |
| 23 | N | NE | E | ENE | E | E | NE | E | SE | SSE | W | W | W | W | W | W | W | WSW | WSW | W | WSW | WSW | WSW | SW | W |
| 24 | W | NNE | NE | ENE | SE | ENE | NNE | SE | S | W | WSW | WSW | W | W | W | W | W | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW |
| 25 | W | SW | SSE | E | E | ESE | S | ESE | SSE | S | WSW | W | WSW | WSW | W | W | W | WSW | WSW | WSW | WSW | S | SSE | SE | WSW |
| 26 | SSE | SE | E | E | NNE | N | N | ESE | SSW | WSW | WSW | WSW | W | W | W | W | W | WSW | W | WSW | SE | SSE | S | WSW | |
| 27 | SSE | E | ENE | NE | N | NE | ENE | E | E | SSE | W | W | W | W | W | WSW | W | WSW | WSW | WSW | SSW | SW | WSW | S | W |
| 28 | SW | N | N | NNE | ENE | ENE | E | SE | SSE | W | WSW | WSW | W | W | WSW | W | W | W | W | WSW | WSW | SW | S | ENE | W |
| 29 | ENE | ENE | ENE | ENE | E | ESE | ENE | E | SSE | SW | W | WSW | W | WSW | WSW | WSW | W | WSW | WSW | W | SW | S | SE | ESE | [VA] |
| 30 | ESE | ESE | E | N | S | ESE | E | SE | SSE | SW | WSW | WSW | WSW | WSW | WSW | W | W | WSW | WSW | WSW | WSW | WSW | SW | S | [VA] |
| 31 | SSW | E | ESE | ENE | E | ENE | E | ESE | SSW | W | WSW | WSW | WSW | WSW | W | W | W | W | WSW | WSW | WSW | WSW | S | NNW | WSW |
| PV | [VA] | [VA] | [VA] | ENE | [VA] | [VA] | [VA] | [VA] | [VA] | WSW | WSW | WSW | WSW | W | W | W | W | WSW | WSW | W | [VA] | [VA] | [VA] | [VA] | |

CU004 [Program: EDMS_MONTESUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

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SITE 1 LAX

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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
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| 15 | 310 | 302 | 20 | 82 | 82 | 94 | 91 | 135 | 241 | 248 | 249 | 250 | 261 | 260 | 260 | 255 | 255 | 251 | 247 | 253 | 257 | 238 | 139 | 228 | [VA] |
| 16 | 256 | 207 | 197 | 201 | 269 | 322 | 148 | 162 | 189 | 216 | 255 | 255 | 251 | 257 | 258 | 262 | 261 | 258 | 260 | 262 | 259 | 249 | 246 | 245 | 12 |
| 17 | 214 | 226 | 265 | 267 | 281 | 315 | 320 | 283 | 262 | 245 | 269 | 256 | 258 | 255 | 264 | 270 | 271 | 263 | 261 | 262 | 258 | 251 | 242 | 273 | 13 |
| 18 | 262 | 358 | 5 | 324 | 336 | 322 | 326 | 234 | 272 | 272 | 259 | 262 | 256 | 257 | 252 | 266 | 262 | 270 | 262 | 269 | 238 | 283 | 248 | 288 | 13 |
| 19 | 29 | 97 | 91 | 105 | 50 | 71 | 82 | 99 | 128 | 124 | 130 | 145 | 156 | 150 | 135 | 144 | 202 | 262 | 230 | 137 | 128 | 119 | 126 | 141 | [VA] |
| 20 | 168 | 153 | 164 | 353 | 268 | 236 | 242 | 243 | 256 | 258 | 262 | 262 | 263 | 262 | 260 | 261 | 260 | 264 | 267 | 261 | 257 | 253 | 257 | 260 | 13 |
| 21 | 254 | 215 | 167 | 240 | 218 | 199 | 148 | 170 | 155 | 258 | 258 | 266 | 261 | 262 | 261 | 269 | 250 | 247 | 257 | 260 | 248 | 202 | 193 | 197 | 12 |
| 22 | 195 | 205 | 179 | 199 | 293 | 333 | 354 | 144 | 249 | 257 | 259 | 257 | 258 | 262 | 257 | 241 | 260 | 258 | 257 | 241 | 171 | 170 | 82 | 346 | 12 |
| 23 | 8 | 46 | 100 | 58 | 91 | 92 | 56 | 85 | 140 | 156 | 263 | 262 | 260 | 260 | 260 | 265 | 264 | 257 | 254 | 260 | 245 | 249 | 244 | 224 | 13 |
| 24 | 263 | 25 | 40 | 71 | 128 | 65 | 21 | 145 | 176 | 274 | 250 | 254 | 259 | 264 | 266 | 262 | 262 | 258 | 256 | 252 | 252 | 255 | 250 | 249 | 12 |
| 25 | 264 | 221 | 148 | 82 | 88 | 112 | 179 | 105 | 154 | 176 | 245 | 259 | 256 | 257 | 264 | 260 | 264 | 255 | 255 | 257 | 241 | 177 | 151 | 139 | 12 |
| 26 | 157 | 139 | 98 | 83 | 25 | 4 | 3 | 106 | 193 | 255 | 258 | 256 | 255 | 263 | 261 | 268 | 265 | 259 | 253 | 259 | 243 | 132 | 163 | 188 | 12 |
| 27 | 148 | 97 | 51 | 36 | 5 | 40 | 61 | 101 | 97 | 166 | 260 | 259 | 263 | 269 | 259 | 258 | 263 | 252 | 258 | 252 | 209 | 234 | 240 | 176 | 13 |
| 28 | 223 | 2 | 352 | 27 | 73 | 71 | 96 | 145 | 160 | 262 | 248 | 257 | 259 | 266 | 258 | 264 | 264 | 262 | 259 | 258 | 253 | 220 | 185 | 78 | 13 |
| 29 | 67 | 60 | 66 | 73 | 91 | 111 | 65 | 101 | 156 | 225 | 264 | 257 | 259 | 258 | 257 | 254 | 261 | 256 | 253 | 259 | 224 | 170 | 144 | 112 | [VA] |
| 30 | 123 | 122 | 97 | 4 | 81 | 106 | 99 | 140 | 153 | 235 | 255 | 248 | 252 | 258 | 257 | 261 | 261 | 258 | 252 | 257 | 244 | 251 | 233 | 173 | [VA] |
| 31 | 199 | 95 | 103 | 65 | 96 | 70 | 90 | 120 | 199 | 279 | 252 | 255 | 253 | 256 | 265 | 267 | 262 | 259 | 258 | 250 | 257 | 247 | 189 | 344 | 12 |
| FV | [VA] | [VA] | [VA] | 4 | [VA] | [VA] | [VA] | [VA] | [VA] | 12 | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 12 | 12 | 13 | [VA] | [VA] | [VA] | [VA] | |

00001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT SPEED [61103]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 2 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 4 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 5 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 6 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 7 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 8 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 9 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 10 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 11 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 12 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 13 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 14 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 15 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 16 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 17 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 18 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 19 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 20 | 1.9 | 1.9 | 1.3 | 0.6 | 1.7 | 1.5 | 1.8 | 2.5 | 1.8 | 3.6 | 4.8 | 5.6 | 6.4 | 6.8 | 7.1 | 7.2 | 7.5 | 6.8 | 6.5 | 6.5 | 5.4 | 5.1 | 4.2 | 2.4 | 4.2 | 7.5 |
| 21 | 1.8 | 1.8 | 2.0 | 0.5 | 0.9 | 0.6 | 0.9 | 0.6 | 1.2 | 3.3 | 5.4 | 5.7 | 6.4 | 7.3 | 7.4 | 7.8 | 5.8 | 5.0 | 5.6 | 5.6 | 4.8 | 2.7 | 2.2 | 2.1 | 3.6 | 7.8 |
| 22 | 1.5 | 1.5 | 1.3 | 1.3 | 0.8 | 1.2 | 1.6 | 0.6 | 2.5 | 3.2 | 3.9 | 3.9 | 4.6 | 6.3 | 5.4 | 4.0 | 4.4 | 3.6 | 3.4 | 2.3 | 1.7 | 1.4 | 0.5 | 0.3 | 2.6 | 6.3 |
| 23 | 0.4 | 0.8 | 1.2 | 0.7 | 1.2 | 1.1 | 0.9 | 1.0 | 1.3 | 1.3 | 4.5 | 4.8 | 4.9 | 5.4 | 5.7 | 6.8 | 6.5 | 5.5 | 5.2 | 5.6 | 4.3 | 3.8 | 3.3 | 2.1 | 3.3 | 6.8 |
| 24 | 1.6 | 0.8 | 1.1 | 0.8 | 0.5 | 0.5 | 0.5 | 0.7 | 0.8 | 3.2 | 3.8 | 5.6 | 6.2 | 7.5 | 7.4 | 6.2 | 6.7 | 6.8 | 6.5 | 4.8 | 5.1 | 4.5 | 4.1 | 2.2 | 3.7 | 7.5 |
| 25 | 2.3 | 1.2 | 1.4 | 0.7 | 0.8 | 1.3 | 1.8 | 1.3 | 1.0 | 0.6 | 4.4 | 5.2 | 5.3 | 5.8 | 6.6 | 6.5 | 6.1 | 5.7 | 4.8 | 4.2 | 1.8 | 2.3 | 2.0 | 1.9 | 3.1 | 6.5 |
| 26 | 2.0 | 1.2 | 1.3 | 0.7 | 0.6 | 0.8 | 0.4 | 0.8 | 1.0 | 2.7 | 4.4 | 5.5 | 5.0 | 6.2 | 6.8 | 5.9 | 5.6 | 4.8 | 3.9 | 2.9 | 2.5 | 1.0 | 1.3 | 2.2 | 2.9 | 6.8 |
| 27 | 1.7 | 1.4 | 1.7 | 0.7 | 0.7 | 1.1 | 1.7 | 1.7 | 1.3 | 0.6 | 4.3 | 5.0 | 6.0 | 6.9 | 6.7 | 6.1 | 5.9 | 5.5 | 6.1 | 4.7 | 2.1 | 3.0 | 3.3 | 2.8 | 3.3 | 6.9 |
| 28 | 1.3 | 0.9 | 1.2 | 0.7 | 1.0 | 1.1 | 1.6 | 1.7 | 1.2 | 2.6 | 3.1 | 4.7 | 4.8 | 4.3 | 4.7 | 5.7 | 5.6 | 4.9 | 4.1 | 3.2 | 2.7 | 1.7 | 1.4 | 1.1 | 2.7 | 5.7 |
| 29 | 1.4 | 1.1 | 1.4 | 1.7 | 1.5 | 0.8 | 1.4 | 0.8 | 1.6 | 2.3 | 3.3 | 4.1 | 5.1 | 6.0 | 5.7 | 5.3 | 5.0 | 4.5 | 4.5 | 3.5 | 1.8 | 1.7 | 0.5 | 1.0 | 2.8 | 6.0 |
| 30 | 1.6 | 1.7 | 1.2 | 1.1 | 1.4 | 1.6 | 1.0 | 1.6 | 1.2 | 2.4 | 3.7 | 3.4 | 3.9 | 5.6 | 6.5 | 6.2 | 6.2 | 5.3 | 4.3 | 3.4 | 2.4 | 3.0 | 1.0 | 0.9 | 2.9 | 6.5 |
| 31 | 0.5 | 1.4 | 1.5 | 1.0 | 1.5 | 0.9 | 1.4 | 1.7 | 0.4 | 2.0 | 3.9 | 3.8 | 4.0 | 4.9 | 6.5 | 6.1 | 5.3 | 5.0 | 4.2 | 3.2 | 2.2 | 2.1 | 0.7 | 0.2 | 2.7 | 6.5 |
| AV | 1.5 | 1.3 | 1.4 | 0.9 | 1.1 | 1.0 | 1.3 | 1.3 | 1.3 | 2.3 | 4.1 | 4.8 | 5.2 | 6.1 | 6.4 | 6.1 | 5.7 | 5.1 | 4.7 | 4.2 | 3.1 | 2.7 | 2.1 | 1.6 | 3.2 | |
| SD | 0.6 | 0.4 | 0.3 | 0.3 | 0.4 | 0.3 | 0.5 | 0.6 | 0.5 | 1.0 | 0.6 | 0.8 | 0.8 | 0.9 | 0.8 | 0.9 | 1.0 | 1.0 | 1.4 | 1.4 | 1.3 | 1.2 | 1.3 | 0.8 | | |
| PK | 2.3 | 1.9 | 2.0 | 1.7 | 1.7 | 1.6 | 1.8 | 2.5 | 2.5 | 3.6 | 5.4 | 5.7 | 6.4 | 7.5 | 7.4 | 7.8 | 7.5 | 6.8 | 6.5 | 6.6 | 5.4 | 5.1 | 4.2 | 2.4 | | 7.8 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | SSE | SSE | SSE | NW | W | SW | WSW | WSW | WSW | W | W | W | W | W | W | W | W | W | SW | SE | SE | ESE | SE | SE | SE |
| 21 | WSW | SW | SSE | W | SW | SSW | SSE | SSE | SSE | WSW | WSW | W | W | W | W | W | W | W | W | W | WSW | WSW | WSW | W | W |
| 22 | SSW | SSW | S | SSW | WNW | NNW | N | SSE | WSW | WSW | W | WSW | WSW | W | WSW | WSW | WSW | WSW | WSW | W | WSW | SSW | S | SSW | WSW |
| 23 | WE | NE | E | ENE | E | E | ENE | E | SE | SSE | W | W | W | W | W | W | W | WSW | WSW | WSW | S | S | E | NNW | WSW |
| 24 | W | NNE | NE | ENE | ESE | ENE | NNE | SE | SW | W | WSW | WSW | W | W | W | W | W | WSW | WSW | W | WSW | WSW | WSW | SW | W |
| 25 | W | SW | SSE | E | E | ESE | S | SSE | SSE | S | WSW | W | WSW | WSW | W | W | W | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW |
| 26 | SSE | SE | E | ENE | NE | N | N | ESE | SSW | WSW | WSW | WSW | W | W | W | W | WSW | WSW | WSW | W | WSW | SE | SSE | S | WSW |
| 27 | SSE | E | ENE | NE | N | NE | ENE | E | E | SW | W | W | W | W | W | WSW | W | WSW | W | WSW | SW | WSW | WSW | S | W |
| 28 | SW | N | N | NNE | ENE | ENE | E | SE | SSE | W | WSW | WSW | W | W | WSW | W | W | W | W | W | WSW | SW | S | ENE | W |
| 29 | ENE | ENE | ENE | ENE | E | ESE | ENE | ESE | SSE | WSW | W | WSW | W | WSW | WSW | WSW | W | WSW | WSW | W | SW | S | SSE | ESE | [VA] |
| 30 | ESE | ESE | E | N | E | ESE | ESE | SE | SSE | WSW | WSW | WSW | WSW | WSW | WSW | W | W | WSW | WSW | WSW | WSW | WSW | SW | SSE | [VA] |
| 31 | SSW | E | ESE | ENE | E | ENE | E | ESE | S | W | WSW | WSW | WSW | WSW | WSW | W | W | W | WSW | WSW | W | WSW | SSW | N | WSW |
| PV | [VA] | [VA] | [VA] | [VA] | [VA] | [VA] | [VA] | ESE | [VA] | WSW | WSW | WSW | W | W | W | W | [VA] | WSW | WSW | WSW | WSW | [VA] | [VA] | [VA] | |

OU004 [Program: EDMS_MONTESUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 166 | 154 | 163 | 326 | 266 | 235 | 244 | 243 | 256 | 260 | 262 | 262 | 262 | 262 | 260 | 261 | 260 | 265 | 267 | 261 | 258 | 253 | 257 | 263 | 13 |
| 21 | 258 | 217 | 166 | 261 | 218 | 196 | 157 | 168 | 151 | 258 | 258 | 266 | 261 | 261 | 261 | 269 | 251 | 248 | 257 | 260 | 249 | 200 | 191 | 196 | 12 |
| 22 | 193 | 204 | 178 | 197 | 291 | 343 | 354 | 161 | 255 | 257 | 259 | 256 | 258 | 262 | 259 | 243 | 261 | 259 | 257 | 244 | 171 | 176 | 88 | 344 | 12 |
| 23 | 35 | 50 | 100 | 66 | 91 | 100 | 59 | 89 | 140 | 156 | 263 | 261 | 260 | 260 | 260 | 265 | 264 | 257 | 254 | 260 | 245 | 249 | 244 | 229 | 13 |
| 24 | 262 | 25 | 42 | 74 | 121 | 70 | 23 | 143 | 219 | 272 | 251 | 254 | 259 | 264 | 266 | 262 | 262 | 258 | 256 | 252 | 252 | 255 | 249 | 250 | 12 |
| 25 | 264 | 235 | 155 | 91 | 84 | 117 | 180 | 103 | 148 | 185 | 248 | 259 | 256 | 257 | 264 | 259 | 264 | 255 | 255 | 258 | 241 | 178 | 152 | 138 | 12 |
| 26 | 157 | 139 | 98 | 75 | 37 | 3 | 4 | 109 | 195 | 256 | 258 | 256 | 255 | 263 | 261 | 267 | 265 | 258 | 254 | 261 | 243 | 190 | 166 | 189 | 12 |
| 27 | 150 | 98 | 61 | 43 | 9 | 51 | 62 | 101 | 97 | 215 | 260 | 259 | 263 | 269 | 259 | 258 | 263 | 253 | 259 | 254 | 217 | 242 | 241 | 176 | 13 |
| 28 | 220 | 2 | 351 | 27 | 74 | 74 | 97 | 146 | 164 | 267 | 250 | 257 | 260 | 266 | 258 | 264 | 264 | 261 | 260 | 259 | 253 | 222 | 183 | 75 | 13 |
| 29 | 71 | 64 | 66 | 73 | 88 | 107 | 66 | 111 | 152 | 239 | 265 | 257 | 259 | 258 | 257 | 254 | 262 | 256 | 253 | 259 | 225 | 169 | 166 | 117 | [VA] |
| 30 | 120 | 111 | 96 | 4 | 88 | 111 | 106 | 136 | 153 | 241 | 255 | 249 | 253 | 258 | 257 | 261 | 261 | 258 | 252 | 257 | 244 | 252 | 233 | 161 | [VA] |
| 31 | 193 | 94 | 102 | 72 | 101 | 71 | 89 | 123 | 171 | 272 | 253 | 255 | 253 | 256 | 265 | 266 | 263 | 259 | 258 | 252 | 260 | 247 | 206 | 355 | 12 |
| PV | [VA] | [VA] | [VA] | [VA] | [VA] | [VA] | [VA] | 6 | [VA] | 12 | 12 | 12 | 13 | 13 | 13 | 13 | [VA] | 12 | 12 | 12 | 12 | [VA] | [VA] | [VA] | |

OU001 [Program: EDMS_MONTESUM

Version: LC:15-OCT-93]

SIGMA THETA STABILITY [61191]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

FINAL DATA
AS OF 26/FEB/98

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 2 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 3 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
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| 6 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 7 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 8 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 9 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 10 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 11 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 12 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 13 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 14 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 15 | 6 | 6 | 6 | 6 | 5 | 6 | 5 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 4 | 6 |
| 16 | 6 | 6 | 4 | 5 | 6 | 6 | 6 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 6 |
| 17 | 6 | 5 | 5 | 4 | 6 | 5 | 5 | 6 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 6 |
| 18 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 3 | 4 | 2 | 6 | 5 | 6 | 6 | 4 | 6 |
| 19 | 6 | 5 | 5 | 6 | 5 | 4 | 3 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 2 | 6 | 4 | 4 | 6 | 5 | 4 | 6 |
| 20 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 2 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 6 |
| 21 | 6 | 6 | 5 | 6 | 6 | 6 | 6 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 6 | 4 | 6 |
| 22 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 5 | 4 | 6 |
| 23 | 6 | 6 | 4 | 6 | 4 | 6 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 6 |
| 24 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 6 |
| 25 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 5 | 4 | 6 |
| 26 | 6 | 6 | 5 | 6 | 6 | 4 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 5 | 4 | 6 |
| 27 | 6 | 5 | 4 | 6 | 6 | 6 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 5 | 4 | 5 | 4 | 6 |
| 28 | 6 | 6 | 5 | 6 | 4 | 5 | 2 | 1 | 1 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| 29 | 6 | 6 | 4 | 5 | 6 | 6 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 4 | 6 |
| 30 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 6 | 6 | 4 | 6 |
| 31 | 6 | 5 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 5 | 6 | 6 | 4 | 6 |
| AV | 6 | 6 | 5 | 6 | 6 | 6 | 3 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 6 | 4 | |
| SD | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | |
| PK | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | | 6 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE [62101]

DEGREES CENTIGRADE
LEVEL HEIGHT : 9 METERS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

FINAL DATA
AS OF 26/FEB/98

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 2 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 3 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 4 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
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| 6 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 7 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 8 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
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| 11 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 12 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
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| 14 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 15 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 16 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 17 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 18 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 19 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 20 | 24.0 | 23.8 | 23.7 | 23.6 | 23.3 | 23.3 | 23.7 | 24.1 | 25.1 | 25.4 | 25.2 | 24.7 | 24.6 | 24.5 | 24.2 | 24.1 | 23.3 | 23.0 | 22.6 | 22.5 | 22.2 | 21.8 | 21.9 | 22.1 | 23.6 | 25.4 |
| 21 | 22.3 | 22.1 | 21.8 | 21.5 | 21.3 | 21.6 | 21.8 | 22.8 | 24.6 | 25.0 | 24.0 | 23.6 | 23.9 | 24.0 | 23.8 | 23.9 | 23.4 | 23.1 | 22.4 | 22.2 | 21.8 | 21.9 | 21.8 | 21.3 | 22.7 | 25.0 |
| 22 | 21.1 | 21.0 | 21.2 | 21.3 | 21.7 | 21.7 | 22.0 | 23.7 | 24.7 | 24.9 | 24.1 | 25.7 | 26.9 | 25.0 | 24.0 | 24.8 | 25.4 | 25.6 | 25.1 | 24.4 | 24.5 | 24.6 | 24.8 | 24.8 | 23.9 | 26.9 |
| 23 | 24.3 | 23.8 | 23.2 | 22.9 | 22.7 | 22.7 | 23.1 | 24.5 | 26.2 | 28.1 | 27.7 | 27.0 | 26.8 | 26.8 | 26.8 | 26.1 | 25.3 | 25.2 | 25.1 | 24.5 | 23.9 | 23.7 | 23.4 | 23.5 | 24.9 | 28.1 |
| 24 | 23.6 | 23.7 | 23.4 | 23.0 | 22.9 | 23.0 | 24.1 | 25.2 | 26.4 | 26.4 | 27.2 | 26.4 | 26.6 | 26.6 | 26.5 | 25.9 | 25.3 | 24.6 | 24.0 | 23.8 | 23.7 | 23.7 | 22.7 | 22.4 | 24.6 | 27.2 |
| 25 | 22.1 | 22.0 | 22.0 | 21.7 | 21.8 | 21.8 | 22.3 | 23.6 | 25.3 | 27.1 | 27.0 | 25.9 | 25.5 | 25.0 | 25.3 | 24.7 | 24.1 | 23.9 | 22.8 | 22.6 | 22.7 | 22.5 | 22.4 | 22.3 | 23.6 | 27.1 |
| 26 | 22.0 | 21.8 | 21.6 | 21.5 | 21.5 | 21.5 | 22.3 | 23.5 | 25.0 | 25.8 | 25.8 | 25.7 | 25.4 | 26.0 | 25.9 | 25.5 | 25.2 | 24.7 | 24.0 | 23.5 | 23.2 | 23.3 | 23.2 | 22.5 | 23.8 | 26.0 |
| 27 | 22.3 | 22.0 | 21.9 | 21.9 | 22.0 | 22.1 | 22.5 | 23.9 | 26.1 | 27.8 | 27.0 | 27.3 | 27.7 | 28.0 | 26.6 | 26.7 | 26.5 | 25.3 | 24.4 | 23.8 | 23.5 | 23.0 | 22.4 | 22.5 | 24.5 | 28.0 |
| 28 | 22.5 | 22.3 | 22.1 | 21.8 | 21.4 | 21.7 | 22.4 | 23.2 | 24.5 | 25.1 | 25.8 | 25.8 | 26.0 | 26.1 | 26.0 | 25.4 | 24.8 | 23.9 | 23.1 | 23.6 | 23.4 | 23.2 | 22.9 | 22.8 | 23.7 | 26.1 |
| 29 | 22.5 | 22.3 | 21.8 | 21.2 | 21.2 | 21.3 | 21.3 | 22.1 | 23.9 | 25.0 | 24.9 | 25.6 | 25.7 | 25.6 | 25.2 | 25.0 | 24.2 | 23.6 | 23.1 | 23.1 | 23.2 | 23.2 | 23.2 | 23.3 | 23.4 | 25.7 |
| 30 | 23.0 | 22.8 | 22.7 | 22.6 | 22.5 | 22.0 | 21.9 | 22.4 | 23.7 | 24.7 | 24.4 | 25.0 | 25.2 | 25.0 | 24.8 | 25.0 | 24.6 | 23.3 | 22.7 | 22.6 | 22.6 | 22.5 | 22.5 | 22.6 | 23.4 | 25.2 |
| 31 | 22.4 | 22.6 | 22.7 | 22.5 | 22.3 | 22.3 | 22.2 | 23.0 | 23.9 | 25.9 | 25.0 | 25.5 | 25.7 | 25.7 | 25.5 | 25.2 | 24.6 | 23.8 | 23.2 | 23.2 | 23.2 | 23.1 | 23.1 | 23.1 | 23.7 | 25.9 |
| AV | 22.7 | 22.5 | 22.3 | 22.1 | 22.1 | 22.1 | 22.5 | 23.5 | 24.9 | 25.9 | 25.7 | 25.7 | 26.2 | 26.1 | 25.8 | 25.6 | 25.0 | 24.3 | 23.7 | 23.4 | 23.3 | 23.1 | 22.9 | 22.9 | 24.1 | |
| SD | 0.9 | 0.9 | 0.8 | 0.8 | 0.7 | 0.6 | 0.8 | 0.9 | 0.9 | 1.2 | 1.3 | 1.0 | 1.8 | 1.8 | 1.8 | 1.6 | 1.2 | 1.0 | 1.0 | 0.8 | 0.8 | 0.8 | 0.9 | 0.9 | | |
| PK | 24.3 | 23.8 | 23.7 | 23.6 | 23.3 | 23.3 | 24.1 | 25.2 | 26.4 | 28.1 | 27.7 | 27.3 | 31.1 | 30.8 | 30.8 | 30.2 | 27.9 | 25.7 | 25.1 | 24.7 | 24.5 | 24.6 | 24.8 | 24.8 | | 31.1 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SOLAR RADIATION [63301]

WATTS PER SQUARE METER

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 0 | 0 | 0 | 0 | 0 | 6 | 47 | 104 | 222 | 372 | 629 | 921 | 937 | 906 | 772 | 520 | 213 | 76 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 74 | 249 | 311 | 180 | 255 | 417 | 558 | 659 | 578 | 363 | 108 | 14 | 0 | 0 | 0 | 0 | 0 | 239 | 937 |
| 17 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 49 | 220 | 542 | 539 | 988 | 995 | 931 | 800 | 619 | 407 | 179 | 19 | 0 | 0 | 0 | 0 | 0 | 158 | 659 |
| 18 | 0 | 0 | 0 | 0 | 0 | 17 | 176 | 375 | 569 | 821 | 817 | 985 | 850 | 687 | 414 | 375 | 324 | 72 | 8 | 0 | 0 | 0 | 0 | 0 | 263 | 995 |
| 19 | 0 | 0 | 0 | 0 | 0 | 19 | 192 | 378 | 572 | 753 | 783 | 967 | 939 | 891 | 759 | 595 | 385 | 157 | 5 | 0 | 0 | 0 | 0 | 0 | 270 | 985 |
| 20 | 0 | 0 | 0 | 0 | 0 | 9 | 84 | 202 | 412 | 739 | 901 | 946 | 943 | 860 | 745 | 595 | 332 | 115 | 9 | 0 | 0 | 0 | 0 | 0 | 308 | 967 |
| 21 | 0 | 0 | 0 | 0 | 0 | 8 | 69 | 225 | 564 | 759 | 891 | 975 | 970 | 902 | 773 | 595 | 370 | 154 | 11 | 0 | 0 | 0 | 0 | 0 | 287 | 946 |
| 22 | 0 | 0 | 0 | 0 | 0 | 14 | 173 | 370 | 561 | 755 | 647 | 835 | 950 | 360 | 169 | 425 | 328 | 130 | 10 | 0 | 0 | 0 | 0 | 0 | 303 | 975 |
| 23 | 0 | 0 | 0 | 0 | 0 | 17 | 161 | 356 | 555 | 729 | 874 | 951 | 949 | 881 | 751 | 568 | 348 | 140 | 11 | 0 | 0 | 0 | 0 | 0 | 304 | 951 |
| 24 | 0 | 0 | 0 | 0 | 0 | 15 | 158 | 365 | 567 | 740 | 872 | 953 | 959 | 891 | 767 | 589 | 362 | 142 | 11 | 0 | 0 | 0 | 0 | 0 | 308 | 959 |
| 25 | 0 | 0 | 0 | 0 | 0 | 15 | 170 | 376 | 578 | 757 | 890 | 966 | 972 | 911 | 777 | 589 | 353 | 137 | 8 | 0 | 0 | 0 | 0 | 0 | 312 | 972 |
| 26 | 0 | 0 | 0 | 0 | 0 | 19 | 181 | 383 | 579 | 760 | 893 | 974 | 974 | 908 | 775 | 592 | 342 | 128 | 7 | 0 | 0 | 0 | 0 | 0 | 313 | 974 |
| 27 | 0 | 0 | 0 | 0 | 0 | 15 | 160 | 369 | 574 | 747 | 879 | 958 | 972 | 906 | 773 | 584 | 342 | 125 | 7 | 0 | 0 | 0 | 0 | 0 | 309 | 972 |
| 28 | 0 | 0 | 0 | 0 | 0 | 14 | 154 | 362 | 572 | 720 | 888 | 957 | 969 | 907 | 769 | 577 | 332 | 123 | 5 | 0 | 0 | 0 | 0 | 0 | 306 | 969 |
| 29 | 0 | 0 | 0 | 0 | 0 | 7 | 109 | 308 | 555 | 735 | 879 | 957 | 964 | 899 | 765 | 566 | 310 | 114 | 4 | 0 | 0 | 0 | 0 | 0 | 299 | 964 |
| 30 | 0 | 0 | 0 | 0 | 0 | 6 | 94 | 315 | 556 | 737 | 673 | 978 | 870 | 880 | 643 | 567 | 368 | 73 | 3 | 0 | 0 | 0 | 0 | 0 | 282 | 978 |
| 31 | 0 | 0 | 0 | 0 | 0 | 9 | 104 | 335 | 489 | 755 | 877 | 946 | 946 | 873 | 728 | 534 | 290 | 104 | 2 | 0 | 0 | 0 | 0 | 0 | 291 | 946 |
| AV | 0 | 0 | 0 | 0 | 0 | 11 | 122 | 291 | 494 | 690 | 771 | 912 | 916 | 832 | 696 | 556 | 320 | 116 | 8 | 0 | 0 | 0 | 0 | 0 | 266 | |
| SD | 0 | 0 | 0 | 0 | 0 | 6 | 58 | 115 | 132 | 142 | 190 | 173 | 134 | 154 | 164 | 64 | 90 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | | |
| PK | 0 | 0 | 0 | 0 | 0 | 19 | 192 | 383 | 579 | 821 | 901 | 988 | 995 | 931 | 800 | 619 | 407 | 179 | 19 | 0 | 0 | 0 | 0 | 0 | | 995 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA WS [70012]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 22 | 19 | 22 | 58 | 26 | 21 | 21 | 17 | 32 | 21 | 16 | 14 | 12 | 12 | 12 | 10 | 10 | 10 | 9 | 8 | 12 | 9 | 11 | 22 | 18 | 58 |
| 21 | 26 | 36 | 15 | 65 | 40 | 57 | 33 | 53 | 34 | 22 | 13 | 13 | 12 | 11 | 10 | 10 | 14 | 15 | 14 | 13 | 11 | 30 | 21 | 17 | 24 | 65 |
| 22 | 33 | 18 | 29 | 21 | 51 | 25 | 15 | 47 | 28 | 21 | 15 | 17 | 12 | 10 | 11 | 19 | 12 | 16 | 14 | 29 | 18 | 28 | 26 | 41 | 23 | 51 |
| 23 | 53 | 29 | 8 | 20 | 9 | 22 | 26 | 33 | 37 | 48 | 14 | 12 | 14 | 12 | 10 | 10 | 11 | 11 | 10 | 10 | 12 | 10 | 11 | 30 | 19 | 55 |
| 24 | 32 | 45 | 31 | 26 | 33 | 30 | 32 | 47 | 60 | 20 | 17 | 11 | 10 | 10 | 11 | 12 | 10 | 8 | 8 | 10 | 8 | 9 | 6 | 11 | 21 | 60 |
| 25 | 12 | 34 | 33 | 41 | 21 | 21 | 17 | 36 | 49 | 64 | 19 | 11 | 14 | 11 | 11 | 10 | 10 | 9 | 13 | 15 | 37 | 19 | 26 | 16 | 23 | 64 |
| 26 | 20 | 24 | 14 | 37 | 26 | 10 | 50 | 39 | 48 | 29 | 17 | 11 | 12 | 13 | 10 | 11 | 11 | 11 | 15 | 18 | 19 | 49 | 28 | 16 | 22 | 50 |
| 27 | 27 | 16 | 9 | 36 | 27 | 29 | 23 | 24 | 40 | 68 | 15 | 12 | 10 | 10 | 12 | 11 | 12 | 13 | 10 | 19 | 30 | 24 | 10 | 16 | 21 | 68 |
| 28 | 39 | 54 | 15 | 34 | 12 | 14 | 23 | 24 | 36 | 38 | 20 | 14 | 15 | 15 | 12 | 12 | 12 | 9 | 15 | 13 | 15 | 27 | 16 | 32 | 21 | 54 |
| 29 | 24 | 24 | 12 | 13 | 23 | 44 | 17 | 44 | 29 | 41 | 22 | 17 | 13 | 12 | 11 | 13 | 16 | 11 | 13 | 18 | 31 | 24 | 59 | 27 | 23 | 59 |
| 30 | 23 | 19 | 32 | 28 | 35 | 30 | 48 | 28 | 44 | 28 | 17 | 19 | 19 | 11 | 10 | 12 | 11 | 11 | 11 | 10 | 24 | 11 | 26 | 41 | 23 | 48 |
| 31 | 47 | 15 | 26 | 33 | 23 | 27 | 25 | 24 | 69 | 34 | 17 | 20 | 17 | 14 | 11 | 11 | 13 | 10 | 12 | 24 | 25 | 13 | 55 | 68 | 26 | 69 |
| AV | 30 | 28 | 20 | 34 | 27 | 27 | 27 | 35 | 42 | 36 | 17 | 14 | 13 | 12 | 11 | 12 | 14 | 12 | 15 | 16 | 20 | 21 | 24 | 27 | 22 | |
| SD | 12 | 12 | 9 | 15 | 12 | 13 | 12 | 12 | 12 | 16 | 2 | 3 | 3 | 2 | 1 | 3 | 7 | 3 | 11 | 6 | 9 | 11 | 16 | 16 | | |
| PK | 55 | 54 | 33 | 65 | 51 | 57 | 50 | 53 | 69 | 68 | 22 | 20 | 19 | 17 | 13 | 19 | 35 | 18 | 50 | 29 | 37 | 49 | 59 | 68 | | 69 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

DELTA T STABILITY CLASS [88825]

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
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| 15 | | | | | | | | 2 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 4 | 6 |
| 16 | | | | | | | | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 6 | 4 | 6 |
| 17 | | | | | | | | | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 4 | 6 |
| 18 | | | | | | | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 6 | 4 | 6 |
| 19 | | | | | | | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 6 | 5 | 5 | 5 | 5 | 6 | 3 | 6 |
| 20 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 4 | 6 |
| 21 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 1 | 2 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 4 | 6 |
| 22 | 6 | 6 | 6 | 5 | 5 | 5 | 5 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 2 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 4 | 6 |
| 23 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 5 |
| 24 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 5 |
| 25 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 5 |
| 26 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 3 | 4 | 4 | 5 | 5 | 5 | 4 | 5 |
| 27 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 4 | 5 |
| 28 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 2 | 2 | 2 | 3 | 3 | 2 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 5 |
| 29 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 2 | 2 | 1 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 5 | 5 | 5 | 4 | 5 |
| 30 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 5 | 4 | 5 | 5 | 5 | 4 | 6 |
| 31 | 5 | 5 | 6 | 6 | 6 | 5 | 6 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 6 |
| AV | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 |
| SD | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | | |
| PK | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 6 | 5 | 5 | 5 | 6 | 6 | | 6 |

OU000 [Program: EDAS_MONTHSUM

Version: LC:15-OCT-93]

BATTERY VOLTAGE [99034]

VOLTS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 | 13.8 | 13.9 |
| 16 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 17 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 18 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 |
| 19 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.6 | 13.6 | 13.6 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 20 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 21 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 22 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.6 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 23 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.9 |
| 24 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.9 |
| 25 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 26 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 27 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 28 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 29 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 30 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 31 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| AV | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | | |
| SD | 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 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 | | |
| PK | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | | | 13.9 |

OU000 [Program: EDAS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA (CALCULATE) [99090]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 43 | 44 | 74 | 28 | 52 | 38 | 16 | 62 | 23 | 19 | 16 | 16 | 16 | 13 | 11 | 12 | 10 | 12 | 12 | 13 | 29 | 65 | 79 | 30 | 79 | |
| 16 | 36 | 20 | 10 | 14 | 28 | 80 | 79 | 24 | 24 | 25 | 12 | 11 | 9 | 11 | 11 | 14 | 13 | 12 | 11 | 9 | 14 | 12 | 8 | 15 | 21 | 80 |
| 17 | 24 | 14 | 13 | 11 | 19 | 13 | 15 | 36 | 27 | 26 | 24 | 11 | 12 | 11 | 11 | 12 | 11 | 10 | 11 | 9 | 11 | 7 | 8 | 21 | 15 | 36 |
| 18 | 36 | 63 | 35 | 45 | 47 | 78 | 60 | 50 | 19 | 20 | 15 | 13 | 11 | 12 | 10 | 13 | 11 | 21 | 27 | 22 | 70 | 96 | 16 | 41 | 35 | 96 |
| 19 | 36 | 15 | 14 | 31 | 14 | 11 | 14 | 24 | 19 | 21 | 21 | 15 | 17 | 19 | 14 | 17 | 37 | 21 | 55 | 22 | 18 | 17 | 23 | 17 | 21 | 55 |
| 20 | 24 | 20 | 24 | 89 | 28 | 20 | 23 | 18 | 37 | 21 | 16 | 14 | 13 | 12 | 12 | 10 | 10 | 10 | 10 | 8 | 12 | 9 | 11 | 21 | 20 | 89 |
| 21 | 27 | 35 | 17 | 76 | 38 | 74 | 40 | 70 | 46 | 27 | 14 | 14 | 12 | 11 | 10 | 10 | 15 | 15 | 14 | 12 | 11 | 32 | 22 | 19 | 28 | 76 |
| 22 | 35 | 19 | 31 | 22 | 54 | 40 | 17 | 68 | 36 | 22 | 16 | 17 | 13 | 10 | 11 | 20 | 12 | 15 | 14 | 31 | 22 | 40 | 32 | 55 | 27 | 68 |
| 23 | 74 | 31 | 8 | 26 | 9 | 29 | 28 | 36 | 43 | 56 | 16 | 12 | 14 | 12 | 11 | 10 | 11 | 11 | 10 | 10 | 13 | 11 | 12 | 32 | 22 | 74 |
| 24 | 40 | 67 | 32 | 39 | 47 | 29 | 31 | 60 | 77 | 21 | 18 | 11 | 10 | 10 | 11 | 12 | 10 | 9 | 8 | 10 | 8 | 10 | 7 | 12 | 24 | 77 |
| 25 | 15 | 53 | 36 | 65 | 23 | 34 | 18 | 39 | 61 | 85 | 21 | 11 | 14 | 12 | 11 | 10 | 10 | 9 | 13 | 15 | 39 | 23 | 28 | 16 | 28 | 85 |
| 26 | 22 | 25 | 14 | 51 | 30 | 10 | 48 | 48 | 54 | 31 | 20 | 12 | 12 | 13 | 10 | 11 | 12 | 12 | 14 | 17 | 20 | 72 | 30 | 16 | 25 | 72 |
| 27 | 28 | 17 | 9 | 42 | 27 | 27 | 23 | 23 | 46 | 79 | 15 | 12 | 10 | 10 | 12 | 11 | 12 | 13 | 10 | 20 | 37 | 33 | 10 | 17 | 23 | 79 |
| 28 | 42 | 58 | 16 | 39 | 12 | 15 | 22 | 27 | 50 | 52 | 23 | 14 | 15 | 15 | 12 | 12 | 12 | 10 | 15 | 13 | 13 | 30 | 19 | 36 | 24 | 58 |
| 29 | 21 | 22 | 12 | 14 | 27 | 62 | 19 | 60 | 33 | 57 | 22 | 19 | 13 | 12 | 11 | 13 | 16 | 11 | 13 | 18 | 33 | 28 | 80 | 33 | 27 | 80 |
| 30 | 23 | 19 | 35 | 30 | 40 | 34 | 58 | 39 | 34 | 35 | 18 | 20 | 20 | 12 | 10 | 12 | 12 | 11 | 11 | 10 | 24 | 11 | 33 | 50 | 25 | 58 |
| 31 | 54 | 16 | 27 | 38 | 26 | 38 | 26 | 26 | 89 | 48 | 18 | 20 | 17 | 14 | 11 | 12 | 12 | 10 | 12 | 22 | 23 | 13 | 69 | 100 | 31 | 100 |
| AV | 34 | 32 | 24 | 39 | 31 | 37 | 32 | 42 | 43 | 38 | 19 | 14 | 13 | 12 | 11 | 12 | 16 | 12 | 15 | 15 | 22 | 27 | 27 | 34 | 25 | |
| SD | 14 | 18 | 16 | 22 | 14 | 23 | 19 | 17 | 20 | 21 | 3 | 3 | 3 | 2 | 1 | 3 | 12 | 4 | 11 | 6 | 15 | 23 | 22 | 24 | | |
| PK | 74 | 67 | 74 | 89 | 54 | 80 | 79 | 70 | 89 | 85 | 24 | 20 | 20 | 19 | 14 | 20 | 57 | 21 | 55 | 31 | 70 | 96 | 80 | 100 | | 100 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE 2M HEIGHT [99144]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
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| 18 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 24.1 | 23.9 | 23.8 | 23.7 | 23.4 | 23.4 | 24.0 | 24.6 | 25.8 | 26.7 | 26.9 | 26.6 | 26.6 | 26.5 | 26.2 | 25.8 | 24.4 | 23.5 | 22.8 | 22.6 | 22.2 | 21.9 | 22.0 | 22.1 | 24.3 | 26.9 |
| 21 | 22.3 | 22.2 | 22.0 | 21.6 | 21.4 | 21.7 | 22.0 | 23.1 | 25.4 | 26.2 | 25.8 | 25.5 | 26.0 | 26.1 | 25.8 | 25.4 | 24.6 | 23.6 | 22.4 | 22.0 | 21.6 | 21.8 | 21.5 | 21.4 | 23.4 | 26.2 |
| 22 | 21.1 | 20.8 | 21.3 | 20.8 | 21.4 | 21.6 | 22.3 | 24.1 | 25.7 | 26.1 | 25.3 | 27.1 | 26.5 | 26.2 | 24.6 | 25.9 | 26.2 | 25.9 | 24.9 | 24.1 | 24.3 | 24.3 | 24.4 | 24.3 | 24.2 | 28.5 |
| 23 | 23.8 | 23.6 | 22.9 | 22.7 | 22.4 | 22.4 | 23.3 | 24.9 | 27.0 | 29.0 | 29.3 | 28.7 | 28.6 | 28.7 | 28.5 | 27.6 | 26.4 | 25.6 | 24.9 | 24.4 | 23.6 | 23.4 | 23.1 | 22.9 | 25.3 | 29.3 |
| 24 | 23.1 | 23.4 | 23.2 | 22.7 | 22.4 | 22.8 | 24.3 | 25.7 | 27.2 | 27.6 | 28.7 | 28.4 | 28.7 | 28.8 | 28.4 | 27.4 | 26.4 | 25.1 | 23.8 | 23.4 | 23.4 | 23.3 | 22.2 | 21.7 | 25.1 | 28.8 |
| 25 | 21.6 | 21.5 | 21.6 | 21.3 | 21.4 | 21.3 | 22.4 | 24.1 | 26.0 | 28.1 | 28.7 | 27.8 | 27.4 | 26.9 | 27.1 | 26.4 | 25.2 | 24.3 | 22.6 | 22.3 | 22.3 | 22.4 | 22.3 | 22.0 | 24.0 | 28.7 |
| 26 | 21.8 | 21.5 | 21.2 | 21.1 | 20.9 | 20.8 | 22.3 | 23.9 | 25.7 | 26.8 | 27.2 | 27.2 | 26.9 | 27.4 | 27.2 | 26.3 | 25.7 | 25.0 | 23.8 | 23.1 | 22.8 | 22.9 | 22.8 | 22.1 | 24.0 | 27.4 |
| 27 | 21.9 | 21.7 | 21.7 | 21.4 | 21.2 | 21.8 | 22.5 | 24.4 | 25.8 | 28.8 | 28.3 | 28.7 | 29.1 | 29.3 | 27.8 | 27.6 | 27.1 | 25.5 | 24.2 | 23.5 | 23.1 | 22.5 | 21.9 | 22.1 | 24.7 | 29.3 |
| 28 | 21.8 | 21.9 | 21.9 | 21.4 | 21.0 | 21.3 | 22.4 | 23.7 | 25.3 | 26.1 | 27.1 | 27.3 | 27.4 | 27.4 | 27.2 | 26.3 | 25.4 | 24.2 | 22.8 | 22.9 | 22.6 | 22.5 | 22.5 | 22.5 | 24.0 | 27.4 |
| 29 | 22.3 | 22.0 | 21.5 | 21.0 | 21.2 | 21.3 | 21.3 | 22.4 | 24.8 | 26.1 | 26.2 | 27.0 | 27.1 | 26.9 | 26.3 | 26.0 | 24.8 | 23.9 | 22.9 | 22.9 | 22.9 | 23.1 | 23.0 | 23.0 | 23.7 | 27.1 |
| 30 | 22.7 | 22.7 | 22.7 | 22.6 | 22.5 | 22.0 | 22.0 | 22.8 | 24.5 | 25.9 | 25.5 | 26.5 | 26.6 | 26.4 | 25.9 | 26.0 | 25.3 | 23.5 | 22.7 | 22.5 | 22.6 | 22.3 | 22.2 | 22.4 | 23.8 | 26.6 |
| 31 | 22.1 | 22.5 | 22.7 | 22.5 | 22.2 | 22.3 | 22.4 | 23.5 | 24.5 | 26.9 | 26.4 | 26.9 | 27.2 | 27.2 | 26.7 | 26.1 | 25.2 | 24.1 | 23.0 | 22.8 | 22.7 | 22.4 | 22.4 | 22.6 | 24.1 | 27.2 |
| AV | 22.4 | 22.3 | 22.2 | 21.9 | 21.8 | 21.9 | 22.6 | 23.9 | 25.7 | 27.0 | 27.1 | 27.3 | 27.9 | 27.7 | 27.2 | 26.8 | 25.8 | 24.7 | 23.5 | 23.2 | 23.0 | 22.9 | 22.7 | 22.6 | 24.5 | |
| SD | 0.9 | 0.9 | 0.8 | 0.9 | 0.8 | 0.7 | 0.9 | 0.9 | 0.9 | 1.1 | 1.4 | 1.0 | 1.8 | 1.7 | 1.8 | 1.5 | 1.2 | 1.0 | 1.0 | 0.8 | 0.8 | 0.8 | 0.9 | 0.9 | | |
| PK | 24.1 | 23.9 | 23.8 | 23.7 | 23.4 | 23.4 | 24.3 | 25.7 | 27.2 | 29.0 | 29.3 | 28.7 | 32.9 | 32.3 | 31.9 | 31.3 | 28.8 | 26.3 | 25.2 | 24.8 | 24.6 | 24.4 | 24.4 | 24.3 | | 32.9 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

STATION TEMPERATURE [99231]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 23.0 | 23.0 | 23.0 | 22.8 | 22.6 | 22.5 | 22.5 | 23.4 | 24.3 | 24.6 | 24.9 | 25.4 | 25.5 | 25.5 | 25.4 | 25.4 | 25.1 | 24.6 | 23.6 | 22.7 | 22.1 | 21.6 | 21.3 | 21.1 | 23.6 | 25.5 |
| 21 | 21.3 | 21.4 | 21.5 | 21.2 | 21.0 | 20.9 | 20.9 | 21.5 | 23.1 | 24.5 | 25.1 | 25.0 | 24.9 | 25.0 | 25.1 | 25.0 | 24.9 | 24.8 | 24.0 | 22.7 | 21.7 | 21.1 | 20.8 | 20.7 | 22.8 | 25.1 |
| 22 | 20.5 | 20.1 | 20.1 | 19.9 | 19.6 | 19.5 | 19.9 | 21.9 | 23.6 | 26.0 | 27.9 | 29.1 | 27.1 | 25.6 | 24.5 | 26.1 | 24.2 | 24.3 | 23.9 | 22.9 | 22.1 | 21.6 | 21.1 | 20.8 | 22.9 | 29.1 |
| 23 | 20.7 | 20.5 | 20.5 | 20.1 | 19.8 | 19.6 | 20.1 | 22.2 | 23.3 | 23.9 | 24.6 | 24.8 | 24.9 | 25.1 | 25.3 | 25.3 | 25.0 | 24.5 | 24.0 | 22.9 | 22.1 | 21.4 | 20.9 | 20.5 | 22.6 | 25.3 |
| 24 | 20.1 | 20.0 | 20.1 | 19.9 | 19.5 | 19.3 | 20.0 | 22.3 | 23.3 | 23.9 | 24.3 | 24.7 | 24.8 | 24.9 | 24.9 | 25.0 | 24.9 | 24.6 | 23.8 | 22.4 | 21.5 | 21.1 | 20.6 | 20.0 | 22.3 | 25.0 |
| 25 | 19.4 | 19.1 | 19.0 | 18.8 | 18.3 | 18.2 | 18.6 | 20.7 | 22.8 | 23.5 | 24.2 | 24.4 | 24.4 | 24.5 | 24.6 | 24.6 | 24.5 | 24.3 | 23.2 | 21.6 | 20.6 | 20.0 | 19.6 | 19.4 | 21.6 | 24.6 |
| 26 | 19.3 | 19.1 | 19.0 | 18.5 | 18.3 | 18.4 | 18.8 | 21.0 | 22.9 | 24.1 | 24.9 | 25.1 | 24.6 | 24.4 | 24.4 | 24.4 | 24.2 | 24.1 | 23.3 | 22.0 | 21.0 | 20.2 | 19.7 | 19.3 | 21.7 | 25.1 |
| 27 | 18.9 | 18.5 | 18.4 | 18.0 | 17.9 | 17.9 | 18.4 | 20.4 | 22.6 | 23.3 | 23.9 | 24.1 | 24.2 | 24.4 | 25.1 | 25.0 | 24.9 | 24.3 | 23.4 | 22.0 | 20.9 | 20.1 | 19.5 | 19.0 | 21.5 | 25.1 |
| 28 | 18.8 | 18.6 | 18.5 | 18.3 | 18.1 | 18.1 | 18.7 | 20.7 | 22.8 | 23.5 | 23.8 | 24.1 | 24.2 | 24.4 | 24.8 | 24.8 | 24.5 | 24.2 | 23.3 | 21.6 | 20.6 | 19.9 | 19.6 | 19.4 | 21.5 | 24.8 |
| 29 | 19.2 | 18.9 | 18.8 | 18.5 | 18.6 | 18.7 | 18.7 | 19.7 | 22.0 | 23.6 | 23.9 | 24.0 | 24.2 | 24.4 | 24.5 | 24.6 | 24.5 | 24.2 | 23.2 | 22.0 | 21.4 | 20.9 | 20.6 | 20.1 | 21.6 | 24.6 |
| 30 | 19.8 | 19.8 | 20.1 | 19.9 | 19.7 | 19.6 | 19.4 | 20.1 | 22.3 | 23.3 | 23.5 | 23.7 | 24.0 | 24.1 | 24.2 | 24.2 | 24.2 | 23.8 | 22.5 | 21.4 | 20.7 | 20.3 | 19.9 | 19.5 | 21.7 | 24.2 |
| 31 | 19.3 | 19.2 | 19.6 | 19.7 | 19.7 | 19.5 | 19.4 | 20.4 | 22.4 | 23.4 | 23.8 | 23.9 | 24.1 | 24.4 | 24.5 | 24.4 | 24.3 | 24.1 | 23.2 | 21.8 | 20.9 | 20.3 | 19.7 | 19.3 | 21.7 | 24.5 |
| AV | 20.0 | 19.9 | 19.9 | 19.6 | 19.4 | 19.4 | 19.6 | 21.2 | 23.0 | 24.0 | 24.6 | 24.9 | 24.9 | 25.0 | 25.1 | 25.1 | 24.9 | 24.6 | 23.6 | 22.4 | 21.5 | 20.9 | 20.5 | 20.2 | 22.4 | |
| SD | 1.2 | 1.3 | 1.3 | 1.4 | 1.4 | 1.3 | 1.2 | 1.1 | 0.6 | 0.8 | 1.2 | 1.4 | 1.1 | 1.1 | 1.3 | 1.4 | 1.2 | 0.9 | 0.8 | 0.9 | 1.0 | 1.0 | 1.1 | 1.1 | | |
| PK | 23.0 | 23.0 | 23.0 | 22.8 | 22.6 | 22.5 | 22.5 | 23.4 | 24.3 | 26.0 | 27.9 | 29.1 | 27.3 | 28.3 | 29.2 | 29.6 | 28.9 | 27.4 | 25.9 | 24.8 | 24.2 | 23.7 | 23.4 | 23.1 | | 29.6 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

Delta Temp [99238]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

AUG, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| 18 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.3 | 0.6 | 0.7 | 1.3 | 1.7 | 1.9 | 2.0 | 2.0 | 1.9 | 1.7 | 1.1 | 0.5 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.7 | 2.0 |
| 21 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 | 0.3 | 0.8 | 1.2 | 1.6 | 1.8 | 2.1 | 2.1 | 2.0 | 1.5 | 1.1 | 0.5 | 0.0 | -0.2 | -0.2 | -0.1 | 0.0 | 0.0 | 0.6 | 2.1 |
| 22 | 0.0 | -0.2 | 0.0 | -0.5 | -0.3 | -0.1 | 0.3 | 0.6 | 0.9 | 1.2 | 1.2 | 1.5 | 1.7 | 1.2 | 0.6 | 1.1 | 0.9 | 0.3 | -0.2 | -0.3 | -0.2 | -0.2 | -0.4 | -0.4 | 0.4 | 1.7 |
| 23 | -0.5 | -0.2 | -0.3 | -0.2 | -0.3 | -0.3 | 0.1 | 0.4 | 0.9 | 0.9 | 1.6 | 1.7 | 1.8 | 1.9 | 1.8 | 1.6 | 1.1 | 0.5 | -0.2 | -0.2 | -0.2 | -0.3 | -0.5 | 0.5 | 0.5 | 1.9 |
| 24 | -0.5 | -0.3 | -0.2 | -0.3 | -0.5 | -0.2 | 0.2 | 0.4 | 0.8 | 1.2 | 1.6 | 2.0 | 2.2 | 2.1 | 1.9 | 1.5 | 1.1 | 0.5 | -0.2 | -0.4 | -0.4 | -0.4 | -0.5 | -0.6 | 0.5 | 2.2 |
| 25 | -0.6 | -0.5 | -0.4 | -0.3 | -0.4 | -0.5 | 0.1 | 0.5 | 0.7 | 0.9 | 1.8 | 1.8 | 1.9 | 2.0 | 1.9 | 1.7 | 1.1 | 0.4 | -0.2 | -0.3 | -0.3 | -0.2 | -0.2 | -0.3 | 0.4 | 2.0 |
| 26 | -0.2 | -0.4 | -0.4 | -0.4 | -0.6 | -0.7 | 0.0 | 0.4 | 0.7 | 1.1 | 1.5 | 1.4 | 1.4 | 1.4 | 1.2 | 0.8 | 0.5 | 0.2 | -0.2 | -0.3 | -0.4 | -0.5 | -0.4 | -0.4 | 0.2 | 1.5 |
| 27 | -0.3 | -0.4 | -0.2 | -0.5 | -0.8 | -0.3 | 0.1 | 0.5 | 0.8 | 0.9 | 1.3 | 1.5 | 1.4 | 1.3 | 1.2 | 0.9 | 0.6 | 0.2 | -0.2 | -0.3 | -0.4 | -0.5 | -0.5 | -0.4 | 0.2 | 1.5 |
| 28 | -0.7 | -0.4 | -0.2 | -0.3 | -0.3 | -0.4 | 0.0 | 0.5 | 0.8 | 1.0 | 1.3 | 1.5 | 1.4 | 1.3 | 1.3 | 0.9 | 0.6 | 0.2 | -0.3 | -0.7 | -0.9 | -0.7 | -0.3 | -0.3 | 0.2 | 1.5 |
| 29 | -0.3 | -0.4 | -0.3 | -0.2 | 0.0 | 0.0 | 0.0 | 0.3 | 0.8 | 1.2 | 1.3 | 1.4 | 1.3 | 1.4 | 1.2 | 1.1 | 0.6 | 0.3 | -0.1 | -0.1 | -0.3 | -0.1 | -0.3 | -0.3 | 0.4 | 1.4 |
| 30 | -0.2 | -0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.4 | 0.8 | 1.2 | 1.2 | 1.5 | 1.4 | 1.4 | 1.1 | 0.9 | 0.7 | 0.2 | 0.0 | -0.1 | -0.1 | -0.2 | -0.3 | -0.2 | 0.4 | 1.5 |
| 31 | -0.3 | -0.1 | 0.0 | 0.0 | -0.1 | 0.0 | 0.1 | 0.5 | 0.6 | 1.0 | 1.4 | 1.4 | 1.5 | 1.4 | 1.2 | 0.8 | 0.6 | 0.3 | -0.2 | -0.3 | -0.5 | -0.7 | -0.7 | -0.4 | 0.3 | 1.5 |
| AV | -0.3 | -0.2 | -0.2 | -0.2 | -0.3 | -0.2 | 0.1 | 0.4 | 0.8 | 1.1 | 1.5 | 1.6 | 1.7 | 1.6 | 1.4 | 1.2 | 0.8 | 0.4 | -0.1 | -0.2 | -0.3 | -0.3 | -0.3 | -0.3 | 0.4 | |
| SD | 0.3 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 | 0.3 | 0.3 | 0.4 | 0.3 | 0.2 | 0.1 | 0.1 | 0.2 | 0.3 | 0.3 | 0.2 | 0.2 | | | |
| PK | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.3 | 0.6 | 0.9 | 1.3 | 1.8 | 2.0 | 2.2 | 2.1 | 2.0 | 1.7 | 1.1 | 0.5 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 2.2 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

CARBON MONOXIDE [42101]

PARTS PER MILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1.0 | [ZS] | [ZS] | 1.3 | 1.2 | 2.0 | 1.9 | 1.8 | 2.1 | 2.0 | 2.1 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.9 | 1.9 | 1.9 | 1.9 | 2.0 | 2.1 | 1.6 | 1.9 | 2.1 |
| 2 | 1.9 | [ZS] | [ZS] | 1.5 | 1.4 | 2.4 | [CA] | [CA] | 3.1 | 2.5 | 2.5 | 2.6 | 2.6 | 2.4 | 2.2 | 2.3 | 2.3 | 2.2 | 2.2 | 2.2 | 2.1 | 2.0 | 1.6 | 1.3 | 2.1 | 3.1 |
| 3 | 1.5 | [ZS] | [ZS] | 1.3 | 1.5 | 2.4 | 2.4 | 3.3 | 3.2 | 2.5 | 2.4 | 2.4 | 2.3 | 2.3 | 2.2 | 2.2 | 2.2 | 2.1 | 2.2 | 2.3 | 2.1 | 2.0 | 2.0 | 1.4 | 2.2 | 3.3 |
| 4 | 1.5 | [ZS] | [ZS] | 2.0 | 2.3 | 3.4 | 4.8 | 5.5 | 4.9 | 3.4 | 2.9 | 2.8 | 2.6 | 2.3 | 2.3 | 2.2 | 2.2 | 2.2 | 2.1 | 1.9 | 1.9 | 1.9 | 1.8 | 1.5 | 2.7 | 5.5 |
| 5 | 1.4 | [ZS] | [ZS] | 1.5 | 1.7 | 2.8 | 3.0 | 3.4 | 2.9 | 2.2 | 2.1 | 2.0 | 2.0 | 2.0 | 2.0 | 2.1 | 2.1 | 1.8 | 1.9 | 1.8 | 1.8 | 1.7 | 1.5 | 1.6 | 2.1 | 3.4 |
| 6 | 1.7 | [ZS] | [ZS] | 1.6 | 1.8 | 1.8 | 2.1 | 2.5 | 2.5 | 2.4 | 2.5 | 2.4 | 2.2 | 2.3 | 2.3 | 2.3 | 2.3 | 2.1 | 2.0 | 1.8 | 1.7 | 1.7 | 1.5 | 1.1 | 2.0 | 2.5 |
| 7 | 1.1 | [ZS] | [ZS] | 1.2 | 1.3 | 1.5 | 1.6 | 1.8 | 2.0 | 2.0 | 2.0 | 2.0 | 2.1 | 2.0 | 1.9 | 1.9 | 1.9 | 1.9 | 1.8 | 1.6 | 1.7 | 1.5 | 1.4 | 1.1 | 1.7 | 2.1 |
| 8 | 1.2 | [ZS] | [ZS] | 1.6 | 1.7 | 2.9 | 3.2 | 2.3 | 2.2 | 2.2 | 2.3 | 2.1 | 2.2 | 2.2 | 2.1 | 2.1 | 2.0 | 2.0 | 2.1 | 2.0 | 1.6 | 1.5 | 1.4 | 1.2 | 2.0 | 3.2 |
| 9 | 1.3 | [ZS] | [ZS] | 1.7 | 2.2 | 3.0 | [CA] | [CA] | [CA] | 3.0 | 2.7 | 2.5 | 2.6 | 2.3 | 2.2 | 2.2 | 2.1 | 2.0 | 1.9 | 1.9 | 1.8 | 1.7 | 1.7 | 1.4 | 2.1 | 3.0 |
| 10 | 1.4 | [ZS] | [ZS] | 1.8 | 2.1 | 2.7 | 3.5 | 3.8 | 3.5 | 2.7 | 2.5 | 2.5 | 2.3 | 2.2 | 2.2 | 2.2 | 2.3 | 2.1 | 2.0 | 1.8 | 1.7 | 1.6 | 1.6 | 1.2 | 2.3 | 3.8 |
| 11 | 1.2 | [ZS] | [ZS] | 1.4 | 1.4 | 2.0 | 2.3 | 2.5 | 2.5 | 2.6 | 2.4 | 2.2 | 2.1 | 2.2 | 2.2 | 2.2 | 2.1 | 2.0 | 1.8 | 1.9 | 1.8 | 1.8 | 1.7 | 1.8 | 2.0 | 2.6 |
| 12 | 1.8 | [ZS] | [ZS] | 1.4 | 1.6 | 1.9 | 2.2 | 2.2 | 2.0 | 2.0 | 2.0 | 2.2 | 1.8 | 1.7 | 1.8 | 1.6 | 1.7 | 1.7 | 1.8 | 1.8 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 2.2 |
| 13 | 2.0 | [ZS] | [ZS] | 1.6 | 1.8 | 1.8 | 1.8 | 1.7 | 1.9 | 2.1 | 1.9 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | 1.7 | 1.6 | 1.4 | 1.4 | 1.3 | 1.2 | 1.7 | 2.1 |
| 14 | 1.4 | [ZS] | [ZS] | 2.1 | 2.2 | 2.9 | 3.6 | 3.7 | 3.3 | 3.1 | 2.6 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.2 | 2.1 | 2.0 | 1.9 | 1.8 | 1.7 | 1.7 | 1.4 | 2.3 | 3.7 |
| 15 | 1.3 | [ZS] | [ZS] | 1.4 | 1.4 | 1.8 | 2.3 | 2.5 | 2.8 | [CA] | [CA] | [CA] | 0.2 | 0.2 | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.8 | 2.8 |
| 16 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.1 | 0.5 | 1.3 | 1.9 | 1.7 | 1.2 | 0.9 | 0.4 | 0.3 | [CA] | [CA] | 0.3 | 0.3 | 0.3 | 0.1 | 0.1 | 0.0 | 0.4 | 0.0 | 0.5 | 1.9 |
| 17 | 0.0 | [ZS] | [ZS] | 0.3 | 1.2 | 1.7 | 2.7 | 1.7 | 2.7 | 1.7 | 0.5 | 0.3 | 0.2 | 0.3 | 0.3 | 0.2 | 0.1 | 0.2 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 2.7 |
| 18 | 0.2 | [ZS] | [ZS] | 0.0 | 0.9 | 1.6 | 1.2 | 1.1 | 1.2 | 0.9 | 0.9 | 0.6 | 0.4 | 0.3 | 0.2 | 0.2 | 0.3 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 1.6 |
| 19 | 0.0 | [ZS] | [ZS] | 0.4 | 1.2 | 2.2 | 2.6 | 1.2 | 1.0 | 1.3 | 0.6 | 0.3 | 0.3 | 0.2 | 0.3 | 0.4 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 2.6 |
| 20 | 0.5 | [ZS] | [ZS] | 1.7 | 1.3 | 2.2 | 1.6 | 0.3 | 0.4 | 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 | 0.4 | 2.2 |
| 21 | 0.5 | [ZS] | [ZS] | 0.8 | 0.0 | 0.5 | [CA] | [CA] | 1.4 | 1.4 | 0.4 | 0.2 | 0.3 | 0.2 | 0.3 | 0.3 | 0.2 | 0.2 | 0.0 | 0.2 | 0.5 | 1.1 | 2.0 | 1.7 | 0.6 | 2.0 |
| 22 | 0.4 | [ZS] | [ZS] | 0.0 | 0.0 | 0.5 | 1.3 | 2.1 | 2.7 | 2.7 | 1.8 | 1.0 | 1.0 | 0.7 | 0.9 | 0.6 | 0.8 | 0.6 | 0.5 | 0.4 | 0.4 | 0.6 | 1.5 | 1.5 | 1.0 | 2.7 |
| 23 | 2.4 | [ZS] | [ZS] | 2.9 | 3.1 | 5.0 | 6.8 | 5.0 | 3.6 | 2.1 | 1.4 | 1.4 | 1.0 | 0.9 | 1.0 | 1.0 | 1.2 | 0.7 | 0.6 | 0.6 | 0.5 | 0.2 | 0.2 | 0.2 | 1.9 | 6.8 |
| 24 | 0.3 | [ZS] | [ZS] | 2.0 | 2.0 | 2.3 | 3.7 | 4.0 | 3.2 | 3.4 | 2.8 | 2.2 | 1.1 | 0.8 | 0.9 | 0.7 | 0.6 | 0.6 | 0.6 | 0.4 | 0.5 | 0.9 | 1.2 | 1.5 | 1.6 | 4.0 |
| 25 | 1.6 | [ZS] | [ZS] | 0.6 | 0.8 | 0.5 | 0.7 | 1.5 | 2.0 | 1.7 | 1.2 | 1.2 | 1.2 | 1.3 | 1.2 | 0.6 | 0.6 | 0.5 | 0.5 | 0.7 | 0.6 | 0.4 | 0.0 | 0.0 | 0.9 | 2.0 |
| 26 | 0.0 | [ZS] | [ZS] | 0.0 | 0.1 | 1.0 | 1.3 | 0.7 | 0.6 | 0.7 | 0.6 | 0.4 | 0.5 | 0.5 | 0.5 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 1.3 |
| 27 | 0.0 | [ZS] | [ZS] | 0.0 | 0.4 | 0.8 | 1.1 | 1.5 | 1.7 | 1.6 | 0.9 | [CA] | [CA] | 0.6 | 0.5 | 0.5 | 0.4 | 0.5 | 0.5 | 0.4 | 0.4 | 0.5 | 0.5 | 1.4 | 0.7 | 1.7 |
| 28 | 1.7 | [ZS] | [ZS] | 3.3 | 4.2 | 4.6 | 4.0 | 3.3 | 3.2 | 2.9 | 2.1 | 1.1 | 0.8 | 0.8 | 0.6 | 0.7 | 0.6 | 0.7 | 0.6 | 0.5 | 0.7 | 1.0 | 0.9 | 0.7 | 1.8 | 4.6 |
| 29 | 0.5 | [ZS] | [ZS] | 1.2 | 1.6 | 1.6 | 2.7 | 2.3 | 1.0 | 0.9 | 1.1 | 0.6 | 0.7 | 0.5 | 0.7 | 0.6 | 0.6 | 0.7 | 0.5 | 0.3 | 0.2 | 0.2 | 0.3 | 0.1 | 0.9 | 2.7 |
| 30 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.4 | 0.7 | 1.0 | 1.1 | 0.9 | 0.9 | 0.8 | 0.9 | 0.9 | 0.9 | 0.9 | 0.7 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.5 | 1.1 |
| AV | 1.0 | [ | ] | [ | ] | 1.2 | 1.4 | 2.0 | 2.4 | 2.4 | 2.3 | 2.0 | 1.7 | 1.5 | 1.4 | 1.3 | 1.3 | 1.3 | 1.2 | 1.1 | 1.1 | 1.0 | 1.0 | 1.0 | 0.9 | 1.4 |
| SD | 0.7 | [ | ] | [ | ] | 0.9 | 0.9 | 1.2 | 1.4 | 1.3 | 1.0 | 0.8 | 0.8 | 0.9 | 0.9 | 0.9 | 0.8 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.8 | 0.8 | 0.7 | |
| PK | 2.4 | [ | ] | [ | ] | 3.3 | 4.2 | 6.0 | 6.8 | 5.5 | 4.9 | 3.4 | 2.9 | 2.8 | 2.6 | 2.4 | 2.3 | 2.3 | 2.3 | 2.2 | 2.2 | 2.3 | 2.1 | 2.0 | 2.1 | 1.8 | 6.8 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

CARBON MONOXIDE [42101]

PARTS PER MILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | [ZS] | [ZS] | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 2 | 1 | [ZS] | [ZS] | 2 | 1 | 2 | [CA] | [CA] | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 3 |
| 3 | 2 | [ZS] | [ZS] | 1 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 3 |
| 4 | 2 | [ZS] | [ZS] | 2 | 2 | 3 | 5 | 6 | 5 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 6 |
| 5 | 1 | [ZS] | [ZS] | 2 | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 |
| 6 | 2 | [ZS] | [ZS] | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 3 |
| 7 | 1 | [ZS] | [ZS] | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 |
| 8 | 1 | [ZS] | [ZS] | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 3 |
| 9 | 1 | [ZS] | [ZS] | 2 | 2 | 3 | [CA] | [CA] | [CA] | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 3 |
| 10 | 1 | [ZS] | [ZS] | 2 | 2 | 3 | 4 | 4 | 4 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 4 |
| 11 | 1 | [ZS] | [ZS] | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 |
| 12 | 2 | [ZS] | [ZS] | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 13 | 2 | [ZS] | [ZS] | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 |
| 14 | 1 | [ZS] | [ZS] | 2 | 2 | 3 | 4 | 4 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 4 |
| 15 | 1 | [ZS] | [ZS] | 1 | 1 | 2 | 2 | 3 | 3 | [CA] | [CA] | [CA] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 16 | 0 | [ZS] | [ZS] | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | [CA] | [CA] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17 | 0 | [ZS] | [ZS] | 0 | 1 | 2 | 3 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 18 | 0 | [ZS] | [ZS] | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19 | 0 | [ZS] | [ZS] | 0 | 1 | 2 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 20 | 1 | [ZS] | [ZS] | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21 | 1 | [ZS] | [ZS] | 1 | 0 | 1 | [CA] | [CA] | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 2 |
| 22 | 0 | [ZS] | [ZS] | 0 | 0 | 1 | 1 | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 3 |
| 23 | 2 | [ZS] | [ZS] | 3 | 3 | 6 | 7 | 5 | 4 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 7 |
| 24 | 0 | [ZS] | [ZS] | 2 | 2 | 2 | 4 | 4 | 3 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 4 |
| 25 | 2 | [ZS] | [ZS] | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 |
| 26 | 0 | [ZS] | [ZS] | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 27 | 0 | [ZS] | [ZS] | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 1 | [CA] | [CA] | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 2 |
| 28 | 2 | [ZS] | [ZS] | 3 | 4 | 5 | 4 | 3 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 5 |
| 29 | 1 | [ZS] | [ZS] | 1 | 2 | 2 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 30 | 0 | [ZS] | [ZS] | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| AV | 1 | [ | ] | [ | ] | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| SD | 1 | [ | ] | [ | ] | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| PK | 2 | [ | ] | [ | ] | 3 | 4 | 6 | 7 | 6 | 5 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 7 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SULFUR DIOXIDE [42401]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 4.0 | 5.2 | 4.8 | 3.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 5.2 |
| 2 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | [CA] | [CA] | 1.2 | 5.5 | 6.4 | 8.2 | 6.8 | 3.9 | 1.9 | 0.8 | 0.0 | 1.0 | 1.3 | 1.4 | 2.7 | 1.4 | 0.9 | 0.3 | 2.2 | 8.2 |
| 3 | 0.9 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 10.6 | 5.5 | 3.5 | 0.0 | 1.0 | 2.3 | 1.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 1.4 | 0.0 | 0.0 | 1.4 | 10.6 |
| 4 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 4.2 | 6.3 | 6.4 | 10.2 | 2.3 | 0.8 | 1.6 | 1.6 | 0.1 | 0.0 | 2.5 | 4.6 | 6.6 | 5.5 | 0.0 | 0.0 | 2.5 | 10.2 |
| 5 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 8.4 | 2.4 | 1.9 | 1.8 | 0.0 | 1.0 | 0.0 | 0.7 | 2.6 | 0.3 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 1.1 | 8.4 |
| 6 | 0.0 | [ZS] | [ZS] | 0.0 | 1.1 | 2.2 | 0.0 | 0.0 | 2.5 | 6.0 | 14.0 | 4.9 | 2.8 | 1.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 1.8 | 14.0 |
| 7 | 0.0 | [ZS] | [ZS] | 0.1 | 1.2 | 1.3 | 0.0 | 0.0 | 1.6 | 2.8 | 2.3 | 0.5 | 4.0 | 2.6 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 4.0 |
| 8 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 6.4 | 5.0 | 7.1 | 3.1 | 1.4 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 7.1 |
| 9 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | [CA] | [CA] | [CA] | 2.2 | 2.2 | 1.5 | 7.2 | 4.6 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 1.3 | 7.2 |
| 10 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 2.2 | 0.0 | 0.3 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1.3 | 0.0 | 1.0 | 7.2 |
| 11 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 1.5 | 1.0 | 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 | 0.3 | 2.2 |
| 12 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 |
| 13 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 15 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 1.1 | 0.0 | 0.1 | 1.1 | 1.9 | 2.9 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 2.9 |
| 16 | 2.8 | [ZS] | [ZS] | 1.6 | 1.9 | 1.8 | 1.5 | 2.5 | 3.7 | 2.6 | 4.9 | 5.6 | 4.5 | 3.9 | [CA] | [CA] | 3.9 | 3.1 | 3.9 | 3.8 | 2.7 | 2.8 | 4.0 | 2.1 | 3.2 | 5.6 |
| 17 | 2.4 | [ZS] | [ZS] | 3.3 | 4.0 | 4.5 | 4.8 | 5.0 | 6.8 | 6.6 | 6.3 | 3.6 | 2.4 | 2.6 | 2.4 | 3.3 | 2.3 | 1.9 | 3.0 | 4.2 | 2.0 | 3.2 | 2.2 | 1.8 | 3.6 | 6.8 |
| 18 | 2.0 | [ZS] | [ZS] | 1.1 | 2.0 | 2.8 | 3.1 | 5.7 | 7.4 | 5.3 | 6.6 | 7.1 | 6.6 | 6.5 | 3.1 | 4.4 | 2.0 | 1.5 | 1.1 | 1.6 | 1.5 | 1.2 | 1.3 | 1.5 | 3.4 | 7.4 |
| 19 | 2.1 | [ZS] | [ZS] | 1.9 | 2.3 | 3.2 | 3.9 | 4.8 | 5.0 | 4.9 | 6.0 | 6.1 | 5.4 | 2.5 | 1.6 | 3.3 | 1.5 | 1.5 | 1.6 | 2.2 | 1.5 | 2.2 | 3.8 | 2.4 | 3.2 | 6.1 |
| 20 | 2.8 | [ZS] | [ZS] | 2.6 | 2.1 | 2.7 | 2.4 | 2.0 | 4.5 | 6.2 | 6.9 | 3.7 | 3.4 | 1.7 | 2.7 | 1.4 | 1.2 | 1.8 | 2.0 | 1.7 | 1.3 | 1.7 | 1.4 | 3.6 | 2.7 | 6.9 |
| 21 | 2.3 | [ZS] | [ZS] | 2.0 | 1.3 | 1.6 | [CA] | [CA] | 3.3 | 3.3 | 4.0 | 3.4 | 3.9 | 2.1 | 1.8 | 3.1 | 2.1 | 2.8 | 2.6 | 3.9 | 4.5 | 2.9 | 2.5 | 2.1 | 2.8 | 4.5 |
| 22 | 4.9 | [ZS] | [ZS] | 0.5 | 0.4 | 0.6 | 0.8 | 1.2 | 1.0 | 2.2 | 3.3 | 10.1 | 6.5 | 5.3 | 6.1 | 5.1 | 4.1 | 0.5 | 1.9 | 3.0 | 0.9 | 0.8 | 1.9 | 1.6 | 2.9 | 10.1 |
| 23 | 2.1 | [ZS] | [ZS] | 3.2 | 3.4 | 4.9 | 5.6 | 3.8 | 4.5 | 5.4 | 15.2 | 17.1 | 12.3 | 9.8 | 11.7 | 12.3 | 6.4 | 6.1 | 11.8 | 8.3 | 7.8 | 9.2 | 2.1 | 1.7 | 7.5 | 17.1 |
| 24 | 0.0 | [ZS] | [ZS] | 3.0 | 2.7 | 3.0 | 4.0 | 3.8 | 2.8 | 3.5 | 3.8 | 5.3 | 7.5 | 7.4 | 7.3 | 4.2 | 4.6 | 2.3 | 0.8 | 0.8 | 4.7 | 3.8 | 2.4 | 2.3 | 3.8 | 9.3 |
| 25 | 1.4 | [ZS] | [ZS] | 0.3 | 0.3 | 0.3 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.9 | 1.2 | 2.8 | 4.5 | 3.8 | 3.8 | 3.5 | 0.4 | 1.1 | 4.5 |
| 26 | 0.3 | [ZS] | [ZS] | 0.3 | 0.0 | 0.6 | 0.6 | 0.0 | 0.3 | 0.6 | 1.0 | 1.5 | 15.1 | 18.9 | 18.1 | 2.3 | 0.8 | 0.6 | 0.7 | 1.5 | 2.7 | 4.5 | 1.6 | 0.5 | 3.3 | 18.9 |
| 27 | 0.1 | [ZS] | [ZS] | 0.8 | 0.9 | 0.9 | 1.3 | 0.8 | 0.8 | 3.3 | 5.6 | [CA] | [CA] | 3.6 | 3.4 | 4.9 | 3.9 | 4.8 | 3.6 | 1.9 | 1.4 | 0.3 | 1.0 | 0.8 | 2.2 | 5.6 |
| 28 | 0.8 | [ZS] | [ZS] | 2.5 | 2.0 | 1.6 | 1.5 | 0.4 | 0.1 | 3.6 | 3.9 | 12.2 | 9.4 | 5.2 | 3.6 | 1.8 | 1.5 | 1.6 | 1.3 | 0.9 | 1.4 | 1.3 | 0.5 | 0.1 | 2.6 | 12.2 |
| 29 | 0.0 | [ZS] | [ZS] | 0.8 | 0.9 | 0.3 | 0.3 | 0.0 | 0.6 | 7.7 | 11.6 | 8.3 | 2.4 | 1.7 | 2.9 | 2.3 | 0.4 | 2.2 | 0.7 | 0.5 | 0.4 | 0.9 | 0.8 | 1.4 | 2.1 | 11.6 |
| 30 | 2.2 | [ZS] | [ZS] | 0.9 | 0.5 | 0.5 | 0.1 | 0.4 | 0.3 | 1.6 | 2.0 | 2.1 | 1.7 | 1.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.1 | 1.1 | 0.3 | 2.0 | 2.0 | 1.6 | 1.0 | 2.2 |
| AV | 0.9 | [ | ] | [ | ] | 0.8 | 0.9 | 1.1 | 1.1 | 1.5 | 2.6 | 3.7 | 4.6 | 4.5 | 4.2 | 3.1 | 2.7 | 2.0 | 1.3 | 1.2 | 1.5 | 1.7 | 1.6 | 1.7 | 1.3 | 0.9 | 2.0 | |
| SD | 1.3 | [ | ] | [ | ] | 1.1 | 1.2 | 1.4 | 1.7 | 2.0 | 2.7 | 2.4 | 3.9 | 4.4 | 3.8 | 3.9 | 3.9 | 2.6 | 1.7 | 1.5 | 2.3 | 2.1 | 2.1 | 2.1 | 1.3 | 1.0 | | |
| PK | 4.9 | [ | ] | [ | ] | 3.3 | 4.0 | 4.9 | 5.6 | 5.7 | 10.6 | 8.4 | 15.2 | 17.1 | 15.1 | 18.9 | 18.1 | 12.3 | 6.4 | 6.1 | 11.8 | 8.3 | 7.8 | 9.2 | 4.0 | 3.6 | | 18.9 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITRIC OXIDE [42601]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 6 | [ZS] | [ZS] | 4 | 6 | 30 | 27 | 21 | 30 | 15 | 7 | 8 | 14 | 5 | 9 | 7 | 3 | 3 | 0 | 2 | 6 | 11 | 11 | 9 | 10 | 30 |
| 2 | 0 | [ZS] | [ZS] | 7 | 8 | 32 | [CA] | [CA] | 38 | 23 | 26 | 19 | 16 | 14 | 21 | 23 | 5 | 13 | 20 | 5 | 2 | 2 | 1 | 3 | 14 | 38 |
| 3 | 6 | [ZS] | [ZS] | 1 | 15 | 49 | 42 | 67 | 83 | 21 | 9 | 12 | 29 | 45 | 39 | 32 | 7 | 3 | 1 | 8 | 4 | 12 | 9 | 0 | 22 | 83 |
| 4 | 1 | [ZS] | [ZS] | 45 | 87 | 143 | 180 | 155 | 130 | 60 | 31 | 25 | 6 | 26 | 28 | 40 | 13 | 7 | 9 | 1 | 0 | 0 | 0 | 2 | 45 | 180 |
| 5 | 6 | [ZS] | [ZS] | 0 | 16 | 74 | 62 | 54 | 46 | 44 | 17 | 24 | 25 | 11 | 19 | 10 | 7 | 3 | 13 | 12 | 4 | 12 | 11 | 0 | 21 | 74 |
| 6 | 3 | [ZS] | [ZS] | 1 | 8 | 2 | 9 | 17 | 28 | 22 | 23 | 12 | 26 | 23 | 26 | 27 | 8 | 1 | 8 | 1 | 3 | 0 | 0 | 0 | 11 | 28 |
| 7 | 0 | [ZS] | [ZS] | 2 | 1 | 3 | 6 | 8 | 11 | 15 | 11 | 7 | 20 | 28 | 32 | 22 | 9 | 0 | 2 | 7 | 4 | 1 | 0 | 0 | 9 | 32 |
| 8 | 4 | [ZS] | [ZS] | 22 | 48 | 123 | 127 | 53 | 37 | 33 | 30 | 24 | 12 | 11 | 6 | 3 | 9 | 4 | 2 | 4 | 1 | 0 | 4 | 0 | 25 | 127 |
| 9 | 1 | [ZS] | [ZS] | 44 | 83 | 122 | [CA] | [CA] | [CA] | 35 | 30 | 27 | 66 | 35 | 56 | 26 | 13 | 10 | 24 | 17 | 5 | 23 | 11 | 0 | 33 | 122 |
| 10 | 0 | [ZS] | [ZS] | 25 | 66 | 108 | 135 | 102 | 77 | 35 | 17 | 35 | 72 | 26 | 35 | 22 | 12 | 7 | 34 | 8 | 16 | 7 | 1 | 1 | 38 | 135 |
| 11 | 2 | [ZS] | [ZS] | 8 | 9 | 45 | 40 | 33 | 28 | 26 | 21 | 7 | 27 | 16 | 13 | 11 | 16 | 3 | 11 | 10 | 10 | 2 | 1 | 29 | 17 | 45 |
| 12 | 13 | [ZS] | [ZS] | 1 | 9 | 18 | 21 | 19 | 11 | 11 | 8 | 8 | 8 | 8 | 6 | 4 | 5 | 0 | 1 | 0 | 0 | 2 | 9 | 10 | 8 | 21 |
| 13 | 20 | [ZS] | [ZS] | 0 | 2 | 6 | 5 | 2 | 6 | 8 | 8 | 9 | 14 | 17 | 11 | 26 | 6 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 26 |
| 14 | 8 | [ZS] | [ZS] | 23 | 38 | 64 | 90 | 83 | 54 | 52 | 20 | 10 | 7 | 23 | 10 | 18 | 3 | 7 | 19 | 0 | 1 | 1 | 0 | 0 | 24 | 90 |
| 15 | 0 | [ZS] | [ZS] | 0 | 7 | 1 | 12 | 14 | 40 | [CA] | [CA] | [CA] | 10 | 14 | 20 | 15 | 6 | 6 | 1 | 10 | 3 | 2 | 13 | 15 | 10 | 40 |
| 16 | 24 | [ZS] | [ZS] | 5 | 26 | 32 | 43 | 68 | 98 | 65 | 46 | 41 | 32 | 17 | [CA] | [CA] | 16 | 13 | 9 | 8 | 3 | 6 | 46 | 6 | 30 | 98 |
| 17 | 29 | [ZS] | [ZS] | 81 | 155 | 177 | 198 | 98 | 99 | 53 | 11 | 19 | 15 | 20 | 16 | 12 | 10 | 3 | 21 | 7 | 3 | 19 | 1 | 15 | 48 | 198 |
| 18 | 43 | [ZS] | [ZS] | 28 | 93 | 132 | 99 | 55 | 47 | 26 | 48 | 27 | 22 | 39 | 23 | 30 | 6 | 9 | 9 | 3 | 0 | 0 | 0 | 1 | 34 | 132 |
| 19 | 7 | [ZS] | [ZS] | 59 | 142 | 153 | 142 | 61 | 30 | 28 | 19 | 18 | 7 | 8 | 11 | 20 | 2 | 10 | 6 | 6 | 1 | 2 | 31 | 84 | 38 | 153 |
| 20 | 99 | [ZS] | [ZS] | 169 | 133 | 186 | 128 | 27 | 32 | 21 | 6 | 12 | 31 | 8 | 22 | 14 | 9 | 2 | 5 | 10 | 2 | 1 | 0 | 1 | 42 | 186 |
| 21 | 37 | [ZS] | [ZS] | 49 | 0 | 24 | [CA] | [CA] | 47 | 34 | 14 | 31 | 28 | 12 | 9 | 4 | 5 | 16 | 6 | 5 | 28 | 50 | 98 | 88 | 29 | 98 |
| 22 | 36 | [ZS] | [ZS] | 4 | 6 | 14 | 45 | 92 | 103 | 59 | 20 | 36 | 18 | 9 | 19 | 15 | 16 | 0 | 1 | 6 | 3 | 5 | 43 | 62 | 28 | 103 |
| 23 | 122 | [ZS] | [ZS] | 178 | 221 | 392 | 423 | 233 | 137 | 49 | 55 | 33 | 11 | 22 | 11 | 26 | 2 | 1 | 8 | 5 | 11 | 15 | 3 | 1 | 89 | 423 |
| 24 | 0 | [ZS] | [ZS] | 119 | 118 | 157 | 204 | 208 | 125 | 91 | 69 | 87 | 60 | 52 | 35 | 26 | 14 | 0 | 0 | 0 | 8 | 21 | 31 | 70 | 68 | 208 |
| 25 | 64 | [ZS] | [ZS] | 37 | 38 | 13 | 20 | 41 | 56 | 47 | 36 | 33 | 29 | 23 | 33 | 10 | 6 | 9 | 22 | 17 | 10 | 14 | 37 | 0 | 27 | 64 |
| 26 | 4 | [ZS] | [ZS] | 0 | 18 | 44 | 51 | 21 | 11 | 11 | 8 | 5 | 29 | 6 | 8 | 11 | 17 | 18 | 2 | 2 | 1 | 4 | 12 | 12 | 13 | 51 |
| 27 | 8 | [ZS] | [ZS] | 39 | 59 | 81 | 98 | 60 | 32 | 27 | 21 | [CA] | [CA] | 14 | 4 | 14 | 7 | 4 | 0 | 0 | 0 | 0 | 14 | 36 | 25 | 98 |
| 28 | 45 | [ZS] | [ZS] | 143 | 194 | 210 | 174 | 98 | 60 | 35 | 23 | 46 | 16 | 10 | 29 | 16 | 5 | 10 | 2 | 2 | 3 | 29 | 17 | 10 | 53 | 210 |
| 29 | 8 | [ZS] | [ZS] | 65 | 92 | 85 | 114 | 69 | 23 | 11 | 11 | 8 | 16 | 17 | 16 | 22 | 7 | 3 | 7 | 3 | 0 | 0 | 1 | 7 | 27 | 114 |
| 30 | 21 | [ZS] | [ZS] | 1 | 3 | 3 | 12 | 18 | 16 | 21 | 16 | 16 | 5 | 6 | 3 | 2 | 8 | 9 | 4 | 1 | 0 | 0 | 1 | 5 | 8 | 21 |
| AV | 20 | [ | ] | [ | ] | 39 | 57 | 84 | 92 | 66 | 53 | 34 | 23 | 23 | 23 | 19 | 20 | 17 | 8 | 6 | 8 | 5 | 4 | 8 | 14 | 16 | 28 | |
| SD | 30 | [ | ] | [ | ] | 51 | 62 | 86 | 91 | 57 | 38 | 20 | 15 | 17 | 17 | 12 | 13 | 10 | 4 | 5 | 9 | 5 | 6 | 11 | 21 | 26 | | |
| PK | 122 | [ | ] | [ | ] | 178 | 221 | 392 | 423 | 233 | 138 | 91 | 69 | 87 | 72 | 52 | 56 | 40 | 17 | 18 | 34 | 17 | 28 | 50 | 98 | 88 | | 423 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITROGEN DIOXIDE [42602]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | [ZS] | [ZS] | 30 | 24 | 38 | 40 | 36 | 51 | 36 | 30 | 24 | 21 | 17 | 15 | 16 | 16 | 12 | 17 | 23 | 31 | 36 | 45 | 40 | 29 | 51 |
| 2 | 17 | [ZS] | [ZS] | 30 | 19 | 35 | [CA] | [CA] | 48 | 40 | 43 | 48 | 44 | 34 | 29 | 24 | 18 | 40 | 39 | 41 | 36 | 31 | 25 | 24 | 33 | 48 |
| 3 | 41 | [ZS] | [ZS] | 24 | 32 | 39 | 44 | 69 | 90 | 55 | 34 | 32 | 29 | 41 | 29 | 28 | 18 | 26 | 29 | 44 | 42 | 54 | 41 | 20 | 39 | 90 |
| 4 | 33 | [ZS] | [ZS] | 40 | 41 | 45 | 49 | 75 | 101 | 85 | 66 | 62 | 32 | 34 | 26 | 25 | 18 | 28 | 44 | 31 | 24 | 22 | 9 | 14 | 41 | 101 |
| 5 | 20 | [ZS] | [ZS] | 21 | 32 | 37 | 37 | 47 | 58 | 36 | 23 | 30 | 30 | 19 | 26 | 11 | 17 | 25 | 22 | 22 | 14 | 33 | 31 | 13 | 27 | 58 |
| 6 | 22 | [ZS] | [ZS] | 20 | 35 | 26 | 28 | 33 | 35 | 30 | 33 | 25 | 32 | 26 | 20 | 17 | 11 | 6 | 13 | 13 | 22 | 13 | 9 | 7 | 22 | 35 |
| 7 | 9 | [ZS] | [ZS] | 27 | 28 | 24 | 24 | 20 | 21 | 25 | 23 | 17 | 48 | 32 | 18 | 11 | 7 | 7 | 15 | 17 | 37 | 22 | 10 | 13 | 21 | 48 |
| 8 | 21 | [ZS] | [ZS] | 32 | 33 | 36 | 39 | 45 | 37 | 36 | 43 | 33 | 26 | 23 | 17 | 14 | 29 | 28 | 30 | 33 | 24 | 22 | 32 | 23 | 30 | 45 |
| 9 | 21 | [ZS] | [ZS] | 35 | 36 | 31 | [CA] | [CA] | [CA] | 56 | 45 | 41 | 71 | 52 | 31 | 17 | 17 | 18 | 33 | 31 | 25 | 34 | 29 | 14 | 33 | 71 |
| 10 | 13 | [ZS] | [ZS] | 26 | 28 | 30 | 33 | 43 | 55 | 40 | 32 | 40 | 33 | 13 | 22 | 11 | 20 | 16 | 21 | 20 | 19 | 15 | 17 | 12 | 25 | 55 |
| 11 | 17 | [ZS] | [ZS] | 21 | 23 | 28 | 28 | 25 | 32 | 39 | 23 | 15 | 18 | 23 | 20 | 23 | 27 | 17 | 27 | 38 | 43 | 28 | 23 | 39 | 26 | 43 |
| 12 | 39 | [ZS] | [ZS] | 17 | 27 | 34 | 36 | 36 | 29 | 23 | 21 | 25 | 17 | 19 | 15 | 12 | 13 | 12 | 22 | 37 | 29 | 36 | 36 | 35 | 26 | 39 |
| 13 | 38 | [ZS] | [ZS] | 14 | 21 | 27 | 23 | 16 | 18 | 23 | 21 | 15 | 18 | 20 | 14 | 18 | 17 | 20 | 16 | 14 | 13 | 18 | 20 | 23 | 19 | 38 |
| 14 | 47 | [ZS] | [ZS] | 49 | 45 | 42 | 48 | 65 | 70 | 84 | 60 | 43 | 42 | 57 | 39 | 54 | 37 | 31 | 35 | 27 | 26 | 29 | 12 | 10 | 43 | 84 |
| 15 | 8 | [ZS] | [ZS] | 15 | 18 | 22 | 37 | 36 | 56 | [CA] | [CA] | [CA] | 23 | 27 | 29 | 25 | 22 | 21 | 32 | 52 | 47 | 38 | 54 | 53 | 32 | 56 |
| 16 | 49 | [ZS] | [ZS] | 30 | 36 | 37 | 38 | 43 | 59 | 64 | 63 | 57 | 41 | 41 | [CA] | [CA] | 44 | 39 | 50 | 45 | 35 | 45 | 71 | 51 | 47 | 71 |
| 17 | 53 | [ZS] | [ZS] | 50 | 51 | 55 | 60 | 58 | 94 | 73 | 31 | 31 | 26 | 30 | 40 | 37 | 25 | 24 | 42 | 57 | 27 | 54 | 38 | 33 | 45 | 94 |
| 18 | 46 | [ZS] | [ZS] | 42 | 43 | 44 | 47 | 51 | 58 | 55 | 65 | 54 | 38 | 42 | 27 | 30 | 22 | 20 | 18 | 26 | 26 | 22 | 20 | 16 | 37 | 65 |
| 19 | 26 | [ZS] | [ZS] | 32 | 35 | 40 | 51 | 45 | 42 | 54 | 32 | 19 | 13 | 14 | 13 | 21 | 12 | 19 | 18 | 21 | 13 | 27 | 35 | 38 | 28 | 54 |
| 20 | 41 | [ZS] | [ZS] | 38 | 37 | 36 | 38 | 30 | 42 | 33 | 15 | 15 | 16 | 9 | 15 | 11 | 12 | 14 | 24 | 21 | 17 | 16 | 14 | 21 | 23 | 42 |
| 21 | 39 | [ZS] | [ZS] | 31 | 18 | 32 | [CA] | [CA] | 59 | 64 | 30 | 27 | 27 | 16 | 18 | 12 | 15 | 22 | 34 | 54 | 70 | 61 | 59 | 53 | 37 | 70 |
| 22 | 53 | [ZS] | [ZS] | 30 | 29 | 32 | 40 | 55 | 77 | 91 | 73 | 50 | 38 | 39 | 48 | 44 | 31 | 14 | 30 | 41 | 35 | 44 | 61 | 61 | 46 | 91 |
| 23 | 63 | [ZS] | [ZS] | 64 | 70 | 72 | 77 | 94 | 112 | 94 | 87 | 90 | 56 | 75 | 84 | 102 | 66 | 58 | 55 | 70 | 80 | 65 | 50 | 57 | 75 | 112 |
| 24 | 31 | [ZS] | [ZS] | 82 | 73 | 74 | 70 | 81 | 98 | 125 | 126 | 119 | 63 | 47 | 43 | 49 | 51 | 41 | 34 | 29 | 67 | 82 | 76 | 73 | 70 | 126 |
| 25 | 69 | [ZS] | [ZS] | 39 | 37 | 33 | 35 | 39 | 39 | 39 | 35 | 35 | 35 | 32 | 39 | 27 | 29 | 34 | 39 | 46 | 49 | 47 | 40 | 17 | 38 | 69 |
| 26 | 14 | [ZS] | [ZS] | 16 | 27 | 38 | 39 | 33 | 28 | 28 | 26 | 19 | 28 | 18 | 18 | 12 | 16 | 19 | 23 | 32 | 32 | 23 | 29 | 23 | 25 | 39 |
| 27 | 14 | [ZS] | [ZS] | 23 | 26 | 29 | 31 | 47 | 61 | 73 | 53 | [CA] | [CA] | 24 | 23 | 26 | 28 | 33 | 19 | 21 | 28 | 24 | 45 | 49 | 34 | 73 |
| 28 | 49 | [ZS] | [ZS] | 48 | 47 | 47 | 54 | 72 | 108 | 106 | 83 | 69 | 44 | 29 | 35 | 25 | 21 | 30 | 30 | 33 | 40 | 48 | 40 | 38 | 50 | 108 |
| 29 | 36 | [ZS] | [ZS] | 39 | 40 | 41 | 41 | 46 | 43 | 33 | 35 | 23 | 21 | 19 | 24 | 27 | 20 | 23 | 31 | 29 | 26 | 20 | 33 | 30 | 31 | 46 |
| 30 | 45 | [ZS] | [ZS] | 27 | 20 | 30 | 36 | 34 | 33 | 34 | 33 | 34 | 25 | 22 | 16 | 13 | 16 | 14 | 17 | 21 | 14 | 23 | 37 | 40 | 26 | 45 |
| AV | 34 | [ ] | [ ] | 33 | 34 | 38 | 42 | 47 | 57 | 54 | 44 | 39 | 33 | 30 | 27 | 26 | 23 | 24 | 29 | 33 | 33 | 34 | 35 | 32 | 35 | |
| SD | 16 | [ ] | [ ] | 15 | 13 | 12 | 13 | 19 | 27 | 27 | 25 | 24 | 14 | 15 | 15 | 19 | 13 | 11 | 11 | 14 | 17 | 17 | 18 | 18 | | |
| PK | 69 | [ ] | [ ] | 82 | 73 | 74 | 77 | 94 | 112 | 125 | 126 | 119 | 71 | 75 | 84 | 102 | 66 | 58 | 55 | 70 | 80 | 82 | 76 | 73 | | 126 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

OXIDES OF NITROGEN [42603]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 43 | [ZS] | [ZS] | 33 | 31 | 67 | 67 | 58 | 81 | 52 | 36 | 32 | 35 | 22 | 24 | 23 | 19 | 15 | 17 | 25 | 35 | 47 | 59 | 49 | 39 | 81 |
| 2 | 17 | [ZS] | [ZS] | 37 | 27 | 66 | [CA] | [CA] | 85 | 63 | 69 | 67 | 60 | 48 | 50 | 47 | 23 | 54 | 59 | 46 | 38 | 32 | 26 | 28 | 47 | 85 |
| 3 | 48 | [ZS] | [ZS] | 25 | 46 | 98 | 86 | 136 | 173 | 76 | 43 | 45 | 58 | 86 | 68 | 60 | 24 | 29 | 30 | 52 | 45 | 66 | 50 | 20 | 61 | 173 |
| 4 | 33 | [ZS] | [ZS] | 84 | 129 | 188 | 228 | 229 | 239 | 145 | 96 | 88 | 38 | 60 | 55 | 65 | 31 | 35 | 53 | 32 | 24 | 22 | 9 | 15 | 86 | 239 |
| 5 | 27 | [ZS] | [ZS] | 21 | 48 | 111 | 99 | 101 | 96 | 81 | 39 | 54 | 55 | 30 | 44 | 22 | 24 | 29 | 35 | 34 | 18 | 45 | 42 | 13 | 48 | 111 |
| 6 | 26 | [ZS] | [ZS] | 21 | 43 | 29 | 38 | 50 | 63 | 52 | 55 | 38 | 61 | 48 | 46 | 44 | 19 | 8 | 21 | 13 | 25 | 13 | 9 | 7 | 33 | 63 |
| 7 | 9 | [ZS] | [ZS] | 29 | 29 | 27 | 31 | 28 | 33 | 39 | 33 | 24 | 76 | 60 | 50 | 33 | 15 | 8 | 18 | 24 | 42 | 23 | 11 | 13 | 30 | 76 |
| 8 | 25 | [ZS] | [ZS] | 54 | 82 | 159 | 166 | 97 | 74 | 69 | 73 | 57 | 38 | 34 | 24 | 17 | 38 | 32 | 32 | 37 | 25 | 23 | 35 | 23 | 55 | 166 |
| 9 | 22 | [ZS] | [ZS] | 79 | 119 | 153 | [CA] | [CA] | [CA] | 90 | 75 | 68 | 137 | 87 | 87 | 43 | 30 | 28 | 56 | 48 | 30 | 58 | 40 | 14 | 66 | 153 |
| 10 | 13 | [ZS] | [ZS] | 51 | 94 | 138 | 168 | 145 | 132 | 75 | 48 | 76 | 105 | 39 | 57 | 33 | 32 | 23 | 55 | 27 | 35 | 22 | 18 | 13 | 63 | 160 |
| 11 | 19 | [ZS] | [ZS] | 29 | 32 | 73 | 68 | 59 | 59 | 65 | 44 | 22 | 45 | 39 | 32 | 35 | 43 | 21 | 38 | 48 | 53 | 30 | 24 | 68 | 43 | 73 |
| 12 | 52 | [ZS] | [ZS] | 18 | 36 | 52 | 57 | 55 | 39 | 34 | 29 | 32 | 25 | 27 | 21 | 17 | 18 | 12 | 23 | 37 | 29 | 38 | 45 | 45 | 34 | 57 |
| 13 | 58 | [ZS] | [ZS] | 14 | 23 | 33 | 28 | 19 | 24 | 31 | 29 | 24 | 32 | 36 | 24 | 45 | 23 | 24 | 20 | 14 | 13 | 18 | 20 | 23 | 26 | 58 |
| 14 | 55 | [ZS] | [ZS] | 72 | 83 | 106 | 139 | 148 | 124 | 135 | 80 | 53 | 49 | 80 | 50 | 72 | 39 | 38 | 53 | 28 | 27 | 30 | 12 | 10 | 67 | 148 |
| 15 | 8 | [ZS] | [ZS] | 15 | 27 | 23 | 49 | 50 | 96 | [CA] | [CA] | [CA] | 33 | 41 | 49 | 40 | 28 | 27 | 33 | 62 | 50 | 39 | 67 | 69 | 42 | 96 |
| 16 | 73 | [ZS] | [ZS] | 35 | 63 | 69 | 81 | 111 | 157 | 128 | 109 | 98 | 73 | 58 | [CA] | [CA] | 61 | 53 | 59 | 53 | 38 | 51 | 118 | 57 | 77 | 157 |
| 17 | 82 | [ZS] | [ZS] | 131 | 206 | 232 | 259 | 153 | 194 | 125 | 41 | 50 | 41 | 50 | 56 | 50 | 35 | 27 | 63 | 64 | 30 | 73 | 39 | 48 | 93 | 259 |
| 18 | 89 | [ZS] | [ZS] | 70 | 136 | 177 | 147 | 105 | 105 | 81 | 113 | 81 | 60 | 81 | 51 | 60 | 28 | 28 | 29 | 26 | 22 | 20 | 16 | 71 | 77 | 177 |
| 19 | 33 | [ZS] | [ZS] | 90 | 177 | 194 | 193 | 106 | 72 | 83 | 51 | 38 | 20 | 22 | 24 | 41 | 14 | 29 | 24 | 28 | 14 | 29 | 66 | 122 | 67 | 194 |
| 20 | 140 | [ZS] | [ZS] | 207 | 170 | 222 | 165 | 57 | 74 | 54 | 22 | 27 | 47 | 17 | 37 | 26 | 21 | 16 | 29 | 31 | 19 | 17 | 14 | 22 | 65 | 222 |
| 21 | 75 | [ZS] | [ZS] | 79 | 18 | 57 | [CA] | [CA] | 105 | 98 | 43 | 58 | 55 | 28 | 27 | 16 | 20 | 38 | 40 | 59 | 98 | 112 | 157 | 141 | 66 | 157 |
| 22 | 89 | [ZS] | [ZS] | 34 | 34 | 46 | 85 | 147 | 180 | 150 | 94 | 86 | 56 | 49 | 68 | 59 | 47 | 14 | 31 | 47 | 38 | 58 | 104 | 123 | 74 | 180 |
| 23 | 186 | [ZS] | [ZS] | 242 | 291 | 464 | 500 | 327 | 249 | 143 | 142 | 122 | 67 | 96 | 96 | 128 | 69 | 58 | 62 | 76 | 91 | 80 | 54 | 59 | 164 | 500 |
| 24 | 31 | [ZS] | [ZS] | 201 | 192 | 231 | 275 | 289 | 223 | 216 | 195 | 206 | 124 | 99 | 79 | 81 | 66 | 41 | 34 | 29 | 75 | 104 | 107 | 143 | 138 | 289 |
| 25 | 133 | [ZS] | [ZS] | 76 | 74 | 46 | 56 | 80 | 96 | 85 | 71 | 68 | 64 | 56 | 72 | 36 | 36 | 43 | 61 | 63 | 59 | 61 | 77 | 17 | 65 | 133 |
| 26 | 17 | [ZS] | [ZS] | 16 | 45 | 82 | 90 | 54 | 39 | 39 | 34 | 24 | 57 | 25 | 26 | 23 | 33 | 37 | 26 | 35 | 33 | 27 | 41 | 35 | 38 | 90 |
| 27 | 22 | [ZS] | [ZS] | 62 | 85 | 110 | 119 | 107 | 93 | 99 | 74 | [CA] | [CA] | 39 | 26 | 40 | 36 | 37 | 19 | 21 | 28 | 24 | 59 | 85 | 59 | 119 |
| 28 | 94 | [ZS] | [ZS] | 191 | 241 | 257 | 228 | 170 | 168 | 141 | 107 | 115 | 60 | 40 | 64 | 41 | 26 | 40 | 32 | 35 | 44 | 76 | 57 | 48 | 103 | 257 |
| 29 | 43 | [ZS] | [ZS] | 104 | 132 | 126 | 154 | 115 | 66 | 44 | 46 | 32 | 37 | 37 | 40 | 49 | 27 | 26 | 38 | 32 | 26 | 20 | 34 | 45 | 58 | 154 |
| 30 | 66 | [ZS] | [ZS] | 28 | 23 | 33 | 48 | 53 | 49 | 54 | 50 | 49 | 30 | 28 | 18 | 15 | 24 | 23 | 20 | 21 | 14 | 23 | 38 | 45 | 34 | 66 |
| AV | 54 | [ ] | [ ] | 72 | 91 | 122 | 134 | 113 | 110 | 88 | 67 | 62 | 56 | 49 | 47 | 43 | 32 | 30 | 37 | 38 | 37 | 42 | 48 | 47 | 64 | |
| SD | 43 | [ ] | [ ] | 63 | 73 | 95 | 102 | 75 | 63 | 44 | 39 | 40 | 27 | 23 | 21 | 24 | 14 | 13 | 15 | 16 | 21 | 26 | 35 | 40 | | |
| PK | 186 | [ ] | [ ] | 242 | 291 | 464 | 500 | 327 | 249 | 216 | 195 | 206 | 137 | 99 | 96 | 128 | 69 | 58 | 63 | 76 | 98 | 112 | 157 | 143 | | 500 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND SPEED [61101]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1.1 | 1.4 | 0.6 | 0.7 | 1.6 | 0.9 | 0.4 | 2.2 | 1.4 | 3.3 | 3.0 | 5.5 | 5.7 | 6.0 | 5.4 | 5.8 | 5.1 | 3.4 | 3.2 | 3.1 | 1.7 | 1.5 | 0.7 | 1.1 | 2.7 | 6.0 |
| 2 | 1.0 | 0.8 | 0.7 | 1.1 | 1.4 | 1.0 | 1.1 | 1.2 | 1.8 | 2.9 | 3.4 | 3.4 | 4.6 | 5.3 | 6.2 | 5.9 | 5.6 | 4.8 | 4.1 | 2.7 | 2.8 | 3.4 | 3.2 | 2.1 | 2.9 | 6.2 |
| 3 | 0.5 | 1.0 | 0.9 | 1.0 | 1.0 | 0.6 | 0.8 | 0.9 | 2.0 | 3.5 | 4.5 | 4.5 | 6.3 | 7.3 | 7.5 | 7.2 | 6.2 | 5.4 | 3.9 | 3.5 | 2.6 | 1.8 | 1.8 | 0.9 | 3.2 | 7.5 |
| 4 | 0.7 | 1.0 | 0.6 | 0.7 | 0.4 | 0.5 | 0.9 | 1.5 | 1.7 | 3.4 | 4.6 | 5.3 | 5.5 | 6.2 | 6.8 | 6.9 | 6.3 | 5.3 | 3.7 | 3.2 | 3.0 | 2.6 | 2.7 | 2.3 | 3.2 | 6.9 |
| 5 | 2.3 | 2.5 | 1.7 | 1.1 | 0.6 | 0.9 | 0.5 | 0.7 | 2.4 | 4.5 | 4.6 | 4.6 | 5.4 | 5.9 | 5.5 | 5.8 | 5.7 | 5.8 | 4.6 | 4.7 | 3.8 | 2.9 | 3.0 | 1.9 | 3.4 | 5.9 |
| 6 | 1.0 | 2.8 | 1.4 | 1.4 | 1.6 | 1.5 | 1.0 | 1.3 | 2.5 | 3.1 | 3.5 | 4.5 | 5.7 | 5.9 | 6.8 | 6.6 | 6.5 | 6.3 | 4.9 | 3.5 | 4.1 | 2.1 | 1.3 | 1.1 | 3.3 | 6.8 |
| 7 | 0.8 | 2.1 | 2.0 | 1.2 | 0.7 | 1.4 | 1.5 | 1.5 | 1.9 | 3.0 | 3.8 | 4.7 | 5.3 | 7.0 | 8.6 | 8.2 | 7.2 | 6.8 | 5.7 | 7.3 | 2.7 | 1.9 | 2.1 | 1.3 | 3.7 | 8.6 |
| 8 | 0.9 | 1.7 | 2.0 | 1.8 | 1.0 | 0.6 | 0.7 | 1.7 | 2.6 | 3.5 | 3.8 | 5.9 | 5.5 | 5.8 | 6.1 | 6.6 | 6.4 | 5.5 | 4.4 | 4.7 | 2.9 | 3.6 | 2.8 | 1.7 | 3.4 | 6.6 |
| 9 | 2.0 | 1.8 | 1.1 | 0.8 | 0.9 | 1.1 | 1.0 | 1.5 | 1.3 | 1.8 | 4.6 | 5.5 | 6.2 | 5.7 | 7.7 | 7.1 | 6.3 | 6.1 | 5.1 | 4.2 | 3.0 | 2.4 | 1.8 | 2.4 | 3.4 | 7.7 |
| 10 | 1.4 | 1.0 | 0.7 | 0.4 | 0.4 | 0.9 | 0.8 | 0.8 | 1.3 | 3.9 | 4.2 | 5.2 | 7.7 | 7.3 | 7.3 | 10.1 | 7.3 | 5.2 | 7.4 | 7.1 | 6.0 | 5.0 | 2.5 | 2.3 | 4.0 | 10.1 |
| 11 | 2.3 | 1.9 | 2.1 | 1.8 | 1.6 | 0.9 | 1.0 | 1.9 | 1.4 | 1.8 | 4.8 | 5.5 | 5.4 | 5.5 | 5.3 | 5.2 | 5.5 | 4.5 | 4.3 | 3.0 | 2.0 | 1.3 | 1.1 | 1.6 | 3.0 | 5.5 |
| 12 | 1.6 | 2.5 | 2.6 | 2.2 | 2.7 | 3.1 | 3.1 | 3.0 | 3.3 | 3.4 | 2.3 | 2.7 | 5.8 | 5.6 | 5.9 | 5.2 | 4.4 | 3.9 | 2.8 | 1.6 | 1.4 | 1.8 | 2.1 | 1.8 | 3.1 | 5.9 |
| 13 | 1.9 | 1.8 | 2.1 | 2.1 | 1.8 | 1.6 | 1.9 | 1.3 | 1.5 | 2.0 | 4.0 | 4.5 | 4.3 | 4.6 | 5.3 | 5.6 | 5.3 | 4.8 | 4.5 | 4.1 | 3.6 | 2.4 | 2.2 | 1.2 | 3.1 | 5.6 |
| 14 | 1.3 | 1.1 | 1.5 | 0.9 | 0.8 | 1.0 | 0.8 | 0.6 | 0.8 | 2.2 | 4.3 | 4.7 | 4.3 | 4.5 | 4.3 | 4.5 | 4.6 | 4.8 | 4.5 | 3.7 | 3.5 | 2.1 | 2.1 | 1.8 | 2.7 | 4.8 |
| 15 | 1.1 | 1.1 | 0.9 | 1.5 | 2.0 | 1.5 | 1.4 | 2.2 | 1.2 | 1.5 | 3.1 | 5.3 | 5.4 | 4.7 | 5.1 | 5.2 | 4.9 | 3.6 | 1.7 | 1.3 | 1.8 | 1.6 | 0.6 | 1.0 | 2.5 | 5.4 |
| 16 | 0.8 | 1.4 | 0.6 | 0.6 | 1.4 | 0.8 | 1.4 | 0.9 | 1.0 | 1.3 | 2.2 | 3.6 | 5.3 | 4.5 | [CA] | [CA] | 4.4 | 4.0 | 3.3 | 3.2 | 2.2 | 1.7 | 1.2 | 0.9 | 2.1 | 5.3 |
| 17 | 1.0 | 0.7 | 0.9 | 0.5 | 0.7 | 0.4 | 0.5 | 1.0 | 1.1 | 1.9 | 4.1 | 4.5 | 5.0 | 4.6 | 4.2 | 4.4 | 4.0 | 4.3 | 3.9 | 2.2 | 3.2 | 1.5 | 1.0 | 1.0 | 2.4 | 5.0 |
| 18 | 1.0 | 1.0 | 0.8 | 0.5 | 0.9 | 0.5 | 1.1 | 1.2 | 1.1 | 1.3 | 3.0 | 4.6 | 5.2 | 5.3 | 5.5 | 6.1 | 6.2 | 5.7 | 4.5 | 3.3 | 2.1 | 1.6 | 2.0 | 3.2 | 2.9 | 6.3 |
| 19 | 1.3 | 0.9 | 1.1 | 1.2 | 0.8 | 1.1 | 1.5 | 1.1 | 1.3 | 1.6 | 4.3 | 4.8 | 5.4 | 6.1 | 5.8 | 5.2 | 5.7 | 5.2 | 4.6 | 4.2 | 2.8 | 1.4 | 0.7 | 1.3 | 2.9 | 6.1 |
| 20 | 1.8 | 1.2 | 1.2 | 0.4 | 1.1 | 0.7 | 0.9 | 1.3 | 1.0 | 3.3 | 4.5 | 5.1 | 5.4 | 5.2 | 5.5 | 5.2 | 4.6 | 4.4 | 4.2 | 3.7 | 3.5 | 3.2 | 3.0 | 1.5 | 3.0 | 5.5 |
| 21 | 0.8 | 1.4 | 1.2 | 1.2 | 0.7 | 0.9 | 0.9 | 0.7 | 1.1 | 1.4 | 4.7 | 5.1 | 6.2 | 6.2 | 6.0 | 5.4 | 5.0 | 4.4 | 4.5 | 1.6 | 0.8 | 1.3 | 1.2 | 1.9 | 2.7 | 6.2 |
| 22 | 2.1 | 1.7 | 1.5 | 1.4 | 1.3 | 1.4 | 1.6 | 1.5 | 0.9 | 1.1 | 1.8 | 5.7 | 5.8 | 6.1 | 6.2 | 5.5 | 5.9 | 5.2 | 3.0 | 2.1 | 1.8 | 1.9 | 1.4 | 1.1 | 2.8 | 6.2 |
| 23 | 0.8 | 0.7 | 1.1 | 0.3 | 0.5 | 0.6 | 1.0 | 1.8 | 1.8 | 2.2 | 2.9 | 3.2 | 4.8 | 4.8 | 4.3 | 4.1 | 2.6 | 4.1 | 3.9 | 3.3 | 2.7 | 2.7 | 1.9 | 1.0 | 2.4 | 4.8 |
| 24 | 0.7 | 0.8 | 0.7 | 0.7 | 1.1 | 0.5 | 1.8 | 2.2 | 1.7 | 1.2 | 1.6 | 3.7 | 6.3 | 8.2 | 6.8 | 4.8 | 5.2 | 3.1 | 2.7 | 2.2 | 1.2 | 1.5 | 0.7 | 2.0 | 2.6 | 8.2 |
| 25 | 2.2 | 2.4 | 1.2 | 1.2 | 2.5 | 3.6 | 2.2 | 0.8 | 2.5 | 2.4 | 1.7 | 1.8 | 1.8 | 2.5 | 2.4 | 4.7 | 3.8 | 3.9 | 4.7 | 3.8 | 3.8 | 3.8 | 4.1 | 2.9 | 2.8 | 4.7 |
| 26 | 4.0 | 2.2 | 1.9 | 1.3 | 1.3 | 1.2 | 2.2 | 3.0 | 2.5 | 2.3 | 2.3 | 2.6 | 4.0 | 3.4 | 4.4 | 5.9 | 5.1 | 4.9 | 4.2 | 3.1 | 2.8 | 3.1 | 2.5 | 2.3 | 3.0 | 5.5 |
| 27 | 2.9 | 2.8 | 1.5 | 1.0 | 1.2 | 0.9 | 1.2 | 1.1 | 1.1 | 1.2 | 2.9 | 4.3 | 5.1 | 4.9 | 4.9 | 5.0 | 4.3 | 4.1 | 3.4 | 2.7 | 1.9 | 1.3 | 0.8 | 1.0 | 2.6 | 5.1 |
| 28 | 0.8 | 0.7 | 0.5 | 1.1 | 1.0 | 0.6 | 0.6 | 1.1 | 1.2 | 1.3 | 1.7 | 4.8 | 5.2 | 5.0 | 5.2 | 5.2 | 4.3 | 3.5 | 2.4 | 0.9 | 1.0 | 1.7 | 1.4 | 1.4 | 2.2 | 5.2 |
| 29 | 1.2 | 1.4 | 1.2 | 1.3 | 1.3 | 1.5 | 1.5 | 1.7 | 2.1 | 1.7 | 3.0 | 4.6 | 5.4 | 5.6 | 4.9 | 4.8 | 4.2 | 3.4 | 3.7 | 2.9 | 1.8 | 1.1 | 0.9 | 1.2 | 2.6 | 5.6 |
| 30 | 1.0 | 0.8 | 1.1 | 1.1 | 1.0 | 1.2 | 1.2 | 1.4 | 1.5 | 3.8 | 4.2 | 4.0 | 4.7 | 5.3 | 5.2 | 5.4 | 5.2 | 4.4 | 3.9 | 3.1 | 2.5 | 1.5 | 0.8 | 1.2 | 2.7 | 5.4 |
| AV | 1.4 | 1.5 | 1.2 | 1.1 | 1.2 | 1.1 | 1.2 | 1.4 | 1.6 | 2.4 | 3.4 | 4.5 | 5.3 | 5.5 | 5.7 | 5.8 | 5.3 | 4.7 | 4.1 | 3.3 | 2.6 | 2.2 | 1.8 | 1.6 | 2.9 | |
| SD | 0.8 | 0.7 | 0.6 | 0.5 | 0.6 | 0.7 | 0.6 | 0.6 | 0.6 | 1.0 | 1.0 | 1.0 | 1.0 | 1.1 | 1.3 | 1.2 | 1.0 | 0.9 | 1.1 | 1.4 | 1.1 | 0.9 | 0.9 | 0.6 | | |
| PK | 4.0 | 2.8 | 2.6 | 2.2 | 2.7 | 3.6 | 3.1 | 3.0 | 3.3 | 4.5 | 4.8 | 5.9 | 7.7 | 8.2 | 8.6 | 10.1 | 7.3 | 6.8 | 7.4 | 7.3 | 6.0 | 5.0 | 4.1 | 3.2 | | 10.1 |

OU00D [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | NW | NW | SW | NW | NW | NNW | ENE | WSW | W | WSW | WSW | W&W | WSW | W | WSW | WSW | WSW | WSW | WSW | WSW | NNW | NNW | NNW | NW | [VA] |
| 2 | N | SE | WNW | NW | N | ESE | SE | SSW | SW | WSW | WSW | WSW | W | W | W | W | W | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW |
| 3 | W | N | NNW | WNW | WNW | N | NW | N | WSW | WSW | W | W | W | W | W | W | W | W | WSW | WSW | WSW | WSW | S | S | W |
| 4 | SSE | SSE | SE | SE | SW | NE | N | SE | W | W | WSW | W | WSW | W | W | W | W | WSW | WSW | SW | SW | SW | SSW | WSW | W |
| 5 | W | WSW | WSW | WSW | SSE | N | ESE | SE | SW | W | W | W | W | WSW | W | W | W | W | W | W | WSW | WSW | WSW | SSW | W |
| 6 | S | WNW | WNW | W | W | SW | S | SE | WSW | WSW | WSW | WSW | W | W | W | W | WSW | WSW | WSW | WSW | WSW | SSW | S | SSW | WSW |
| 7 | SSW | WSW | W | W | W | WSW | SW | SW | WSW | WSW | WSW | WSW | W | W | W | W | WSW | WSW | WSW | WSW | WSW | SSW | S | SSW | WSW |
| 8 | SE | ENE | ENE | ENE | E | SE | SSW | WSW | WSW | W | W | W | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | W | SSW | S | SSE | WSW |
| 9 | SE | E | E | ENE | E | ENE | E | SE | SE | SSE | W | W | W | W | W | W | W | WSW | WSW | W | WSW | WSW | WSW | WSW | SSE | [VA] |
| 10 | S | ENE | NE | ESE | NNE | N | NNW | NNW | WSW | WSW | WSW | W | W | WSW | W | W | WSW | WSW | W | W | N | WSW | SW | SSE | WSW |
| 11 | SSE | SE | SSE | SSE | SSE | SE | ESE | E | E | ESE | WSW | WSW | WSW | WSW | WSW | W | W | WSW | W | W | W | WNW | NNE | ENE | WSW |
| 12 | ENE | E | E | E | E | E | E | E | ESE | E | ESE | SE | WSW | WSW | WSW | WSW | WSW | WSW | SW | SSW | SSE | SE | ESE | [VA] |
| 13 | E | E | E | E | ENE | NE | E | E | NE | NE | WSW | W | WSW | WSW | WSW | W | W | W | WSW | W | WSW | WSW | WSW | W | [VA] |
| 14 | W | WNW | NW | NNW | ENE | ENE | E | NNE | NNW | NNW | WSW | WSW | WSW | WSW | WSW | W | W | W | W | WSW | W | WSW | WSW | W | [VA] |
| 15 | SSE | SE | S | S | W | NNW | WNW | WSW | W | S | S | WSW | WSW | WSW | W | W | W | W | SW | W | WSW | NNW | N | SW | WSW |
| 16 | W | W | NNW | NNW | W | NW | N | NNW | NNW | NE | SW | WSW | W | W | [CA] | [CA] | W | W | W | W | WSW | WSW | NW | SSW | [VA] |
| 17 | WSW | NNE | NE | NE | ESE | NNE | ENE | SW | ESE | S | WSW | W | WSW | WSW | W | W | W | W | W | W | W | WSW | SW | SW | W |
| 18 | E | ENE | NW | NNE | NNE | N | N | N | N | ENE | W | WSW | WSW | W | W | W | W | W | W | W | SW | S | S | W | [VA] |
| 19 | S | SSE | ENE | E | ENE | ENE | ENE | E | SE | S | WSW | WSW | WSW | WSW | WSW | WSW | W | W | N | W | WSW | SSW | NNE | E | [VA] |
| 20 | NW | NW | NNE | E | N | E | NNE | N | NNW | WSW | WSW | W | W | WSW | W | WSW | W | WSW | WSW | W | WSW | WSW | WSW | SW | WSW |
| 21 | ENE | ENE | E | E | W | NE | NE | E | ESE | S | WSW | W | W | W | WSW | W | W | WSW | W | W | WSW | WSW | WSW | S | [VA] |
| 22 | E | NE | ENE | E | E | E | E | ESE | NE | NNE | SSE | W | WSW | W | W | W | WNW | W | W | W | W | W | WNW | NW | [VA] |
| 23 | E | E | E | SW | NE | NE | NE | E | SSE | SW | WSW | WSW | WSW | W | W | W | W | WSW | W | SSW | SSE | ESE | E | ENE | [VA] |
| 24 | N | NNW | NNE | NNW | NNW | NNW | ENE | NE | E | ENE | WSW | W | W | W | W | W | W | SW | SSE | SSW | NNW | NNW | NNW | E | [VA] |
| 25 | E | NE | NNE | ENE | NE | NE | NNW | WSW | E | E | E | NE | N | N | NW | W | WSW | WSW | W | W | W | N | WSW | WSW | [VA] |
| 26 | WSW | SW | S | SSW | SE | ESE | ESE | ESE | ESE | SE | SE | S | WSW | WSW | WSW | W | W | W | W | WSW | WSW | WSW | WSW | WSW | [VA] |
| 27 | WSW | WSW | WSW | ENE | E | E | ENE | E | NE | NNW | W | WSW | WSW | W | WSW | W | W | WSW | WSW | W | SW | S | SSE | ESE | WSW |
| 28 | ENE | NNE | NE | E | E | E | NNE | E | SE | SSE | S | W | W | WSW | W | W | W | WSW | SSW | S | SSE | NNE | ENE | E | [VA] |
| 29 | E | ENE | E | ESE | ESE | E | ENE | ESE | SE | ESE | SW | WSW | WSW | W | W | W | W | SW | W | W | WSW | SW | W | W | [VA] |
| 30 | WSW | NW | WSW | SW | WNW | SSE | ESE | E | SE | WSW | W | W | WSW | W | WSW | WSW | WSW | WSW | W | WSW | WSW | SW | S | E | WSW |
| PV | [VA] | ENE | [VA] | E | [VA] | [VA] | ENE | [VA] | [VA] | [VA] | WSW | W | WSW | W | W | W | W | WSW | W | W | WSW | WSW | [VA] | [VA] | |

OU00d [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 324 | 315 | 228 | 306 | 319 | 331 | 69 | 254 | 271 | 252 | 244 | 257 | 256 | 259 | 256 | 252 | 248 | 251 | 248 | 255 | 337 | 336 | 333 | 320 | [VA] |
| 2 | 356 | 142 | 296 | 310 | 4 | 119 | 139 | 194 | 214 | 255 | 247 | 258 | 259 | 261 | 263 | 262 | 263 | 259 | 261 | 258 | 256 | 250 | 252 | 255 | 12 |
| 3 | 270 | 357 | 338 | 283 | 287 | 358 | 315 | 359 | 248 | 256 | 260 | 259 | 261 | 265 | 267 | 264 | 265 | 261 | 253 | 254 | 247 | 239 | 173 | 174 | 13 |
| 4 | 161 | 161 | 130 | 130 | 224 | 39 | 8 | 137 | 276 | 268 | 256 | 259 | 254 | 262 | 264 | 264 | 260 | 256 | 239 | 217 | 227 | 221 | 202 | 250 | 13 |
| 5 | 259 | 255 | 257 | 247 | 159 | 11 | 114 | 124 | 235 | 266 | 259 | 259 | 259 | 258 | 262 | 260 | 263 | 262 | 260 | 266 | 255 | 246 | 253 | 192 | 13 |
| 6 | 183 | 283 | 292 | 259 | 273 | 229 | 171 | 145 | 254 | 248 | 253 | 253 | 259 | 263 | 263 | 260 | 258 | 254 | 251 | 247 | 248 | 205 | 180 | 204 | 12 |
| 7 | 198 | 248 | 262 | 262 | 265 | 241 | 220 | 218 | 250 | 254 | 255 | 257 | 258 | 265 | 263 | 261 | 258 | 252 | 248 | 258 | 266 | 198 | 175 | 168 | 12 |
| 8 | 127 | 67 | 77 | 60 | 93 | 130 | 195 | 242 | 245 | 260 | 261 | 263 | 254 | 258 | 257 | 255 | 252 | 247 | 250 | 254 | 249 | 253 | 254 | 156 | [VA] |
| 9 | 131 | 96 | 82 | 60 | 83 | 76 | 84 | 125 | 125 | 162 | 261 | 262 | 265 | 267 | 265 | 263 | 265 | 258 | 258 | 259 | 252 | 244 | 195 | 183 | [VA] |
| 10 | 176 | 70 | 39 | 103 | 15 | 353 | 341 | 338 | 244 | 255 | 256 | 260 | 268 | 257 | 260 | 262 | 249 | 254 | 261 | 266 | 259 | 250 | 223 | 164 | 12 |
| 11 | 163 | 134 | 161 | 148 | 160 | 128 | 105 | 80 | 92 | 116 | 255 | 250 | 258 | 258 | 258 | 264 | 266 | 252 | 265 | 273 | 277 | 14 | 12 | 73 | 12 |
| 12 | 66 | 82 | 98 | 88 | 81 | 87 | 95 | 97 | 103 | 95 | 112 | 143 | 257 | 255 | 258 | 252 | 258 | 253 | 249 | 217 | 206 | 152 | 125 | 111 | [VA] |
| 13 | 88 | 86 | 90 | 86 | 76 | 50 | 83 | 87 | 52 | 51 | 253 | 259 | 255 | 254 | 256 | 263 | 262 | 260 | 258 | 266 | 254 | 240 | 242 | 269 | [VA] |
| 14 | 268 | 282 | 324 | 332 | 72 | 64 | 80 | 16 | 344 | 290 | 253 | 256 | 252 | 258 | 257 | 261 | 261 | 261 | 259 | 253 | 261 | 231 | 186 | 195 | 12 |
| 15 | 165 | 142 | 178 | 190 | 262 | 343 | 289 | 245 | 278 | 172 | 190 | 241 | 253 | 258 | 259 | 265 | 263 | 263 | 225 | 272 | 251 | 341 | 353 | 220 | 13 |
| 16 | 276 | 272 | 346 | 330 | 281 | 311 | 350 | 331 | 341 | 38 | 227 | 255 | 261 | 261 | [CA] | [CA] | 260 | 271 | 267 | 267 | 242 | 238 | 325 | 204 | [VA] |
| 17 | 257 | 28 | 51 | 53 | 103 | 14 | 61 | 234 | 115 | 189 | 245 | 260 | 255 | 256 | 261 | 267 | 261 | 259 | 266 | 277 | 260 | 246 | 216 | 231 | 13 |
| 18 | 67 | 76 | 323 | 21 | 18 | 1 | 359 | 0 | 6 | 60 | 273 | 257 | 258 | 264 | 263 | 266 | 263 | 258 | 263 | 265 | 222 | 191 | 188 | 260 | [VA] |
| 19 | 189 | 110 | 76 | 98 | 77 | 74 | 63 | 86 | 141 | 173 | 257 | 242 | 248 | 254 | 256 | 257 | 264 | 265 | 266 | 264 | 253 | 194 | 23 | 94 | [VA] |
| 20 | 323 | 317 | 19 | 80 | 7 | 85 | 12 | 11 | 332 | 248 | 255 | 261 | 259 | 254 | 262 | 257 | 259 | 254 | 257 | 261 | 256 | 253 | 250 | 225 | 12 |
| 21 | 73 | 76 | 95 | 100 | 260 | 40 | 41 | 82 | 123 | 171 | 256 | 263 | 260 | 264 | 258 | 259 | 260 | 256 | 261 | 279 | 286 | 123 | 92 | 94 | [VA] |
| 22 | 80 | 51 | 70 | 85 | 79 | 86 | 88 | 110 | 35 | 31 | 147 | 259 | 257 | 261 | 261 | 266 | 266 | 256 | 263 | 207 | 162 | 116 | 79 | 63 | [VA] |
| 23 | 85 | 97 | 93 | 215 | 36 | 44 | 51 | 80 | 150 | 224 | 252 | 252 | 246 | 271 | 260 | 266 | 287 | 259 | 267 | 263 | 260 | 262 | 302 | 309 | [VA] |
| 24 | 357 | 344 | 17 | 327 | 327 | 339 | 73 | 45 | 84 | 72 | 242 | 267 | 263 | 263 | 275 | 273 | 268 | 226 | 147 | 202 | 327 | 330 | 337 | 90 | [VA] |
| 25 | 80 | 38 | 15 | 59 | 48 | 39 | 334 | 250 | 92 | 100 | 90 | 48 | 4 | 9 | 304 | 268 | 247 | 248 | 260 | 274 | 274 | 268 | 258 | 239 | 12 |
| 26 | 252 | 221 | 189 | 193 | 129 | 105 | 104 | 108 | 115 | 135 | 137 | 185 | 258 | 247 | 251 | 260 | 260 | 262 | 259 | 257 | 246 | 241 | 241 | 244 | [VA] |
| 27 | 248 | 249 | 258 | 65 | 89 | 82 | 64 | 79 | 37 | 299 | 262 | 255 | 255 | 260 | 256 | 264 | 263 | 258 | 255 | 260 | 228 | 190 | 150 | 106 | 12 |
| 28 | 78 | 13 | 54 | 98 | 100 | 84 | 28 | 80 | 132 | 150 | 191 | 264 | 259 | 258 | 260 | 259 | 259 | 258 | 212 | 170 | 148 | 22 | 65 | 85 | [VA] |
| 29 | 83 | 59 | 85 | 109 | 110 | 96 | 57 | 119 | 130 | 117 | 234 | 255 | 258 | 261 | 266 | 262 | 260 | 234 | 262 | 261 | 255 | 231 | 273 | 279 | [VA] |
| 30 | 253 | 305 | 256 | 235 | 327 | 148 | 118 | 91 | 138 | 255 | 267 | 262 | 257 | 259 | 253 | 256 | 257 | 255 | 260 | 258 | 257 | 227 | 188 | 82 | 12 |
| FV | [VA] | 4 | [VA] | 5 | [VA] | [VA] | 4 | [VA] | [VA] | [VA] | 12 | 13 | 12 | 13 | 13 | 13 | 13 | 12 | 13 | 13 | 12 | 12 | [VA] | [VA] | |

CU001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT SPEED [61103]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1.1 | 1.3 | 0.2 | 0.5 | 1.3 | 0.9 | 0.1 | 2.1 | 1.0 | 3.1 | 2.7 | 5.4 | 5.6 | 5.9 | 5.3 | 5.7 | 5.0 | 3.2 | 3.1 | 2.9 | 1.5 | 1.5 | 0.6 | 1.0 | 2.5 | 5.9 |
| 2 | 0.7 | 0.4 | 0.5 | 0.6 | 0.9 | 0.8 | 0.8 | 0.8 | 1.4 | 2.7 | 3.2 | 3.2 | 4.4 | 5.2 | 6.0 | 5.8 | 5.4 | 4.7 | 4.0 | 2.5 | 2.7 | 3.4 | 3.2 | 2.0 | 2.7 | 6.0 |
| 3 | 0.5 | 0.8 | 0.9 | 0.9 | 0.7 | 0.4 | 0.6 | 0.7 | 1.6 | 3.2 | 4.4 | 4.4 | 6.3 | 7.2 | 7.4 | 7.1 | 6.0 | 5.2 | 3.9 | 3.3 | 2.5 | 1.7 | 1.4 | 0.7 | 3.0 | 7.4 |
| 4 | 0.6 | 0.8 | 0.4 | 0.6 | 0.1 | 0.3 | 0.8 | 1.2 | 1.1 | 3.3 | 4.5 | 5.2 | 5.5 | 6.1 | 6.7 | 6.8 | 6.2 | 5.2 | 3.4 | 3.0 | 2.9 | 2.3 | 2.6 | 2.2 | 3.0 | 6.8 |
| 5 | 2.3 | 2.5 | 1.7 | 1.1 | 0.2 | 0.8 | 0.1 | 0.2 | 1.9 | 4.3 | 4.5 | 4.5 | 5.3 | 5.7 | 5.4 | 5.7 | 5.6 | 5.7 | 4.5 | 4.7 | 3.7 | 2.9 | 3.0 | 1.5 | 3.2 | 5.7 |
| 6 | 0.2 | 2.6 | 1.2 | 1.2 | 1.3 | 1.2 | 0.7 | 1.0 | 2.2 | 3.0 | 3.4 | 4.4 | 5.6 | 5.8 | 6.7 | 6.5 | 6.3 | 6.3 | 4.9 | 3.3 | 4.0 | 1.9 | 1.2 | 1.0 | 3.2 | 6.7 |
| 7 | 0.8 | 2.0 | 2.0 | 1.1 | 0.6 | 1.3 | 1.4 | 1.3 | 1.2 | 2.0 | 3.6 | 4.5 | 5.2 | 6.9 | 8.5 | 8.0 | 7.1 | 6.7 | 5.6 | 7.1 | 2.3 | 1.8 | 2.0 | 1.2 | 3.5 | 8.5 |
| 8 | 0.6 | 1.7 | 1.9 | 1.8 | 0.6 | 0.3 | 0.6 | 1.5 | 2.5 | 3.3 | 3.6 | 5.7 | 5.4 | 5.6 | 6.0 | 6.5 | 6.3 | 5.4 | 4.4 | 4.6 | 2.8 | 3.6 | 2.7 | 1.5 | 3.3 | 6.5 |
| 9 | 1.9 | 1.7 | 1.0 | 0.8 | 0.8 | 1.0 | 1.0 | 1.2 | 0.8 | 0.8 | 4.5 | 5.4 | 6.0 | 5.6 | 7.6 | 7.0 | 6.2 | 6.0 | 5.1 | 4.1 | 2.8 | 2.3 | 1.6 | 2.3 | 3.2 | 7.6 |
| 10 | 1.3 | 0.9 | 0.7 | 0.3 | 0.2 | 0.8 | 0.7 | 0.4 | 0.8 | 3.7 | 4.1 | 5.1 | 7.6 | 7.2 | 7.2 | 10.0 | 7.2 | 5.1 | 7.3 | 7.0 | 6.0 | 5.0 | 2.3 | 2.3 | 3.9 | 10.0 |
| 11 | 2.3 | 1.8 | 2.0 | 1.7 | 1.6 | 0.6 | 0.7 | 1.7 | 0.9 | 0.9 | 4.5 | 5.4 | 5.3 | 5.3 | 5.2 | 5.1 | 5.4 | 4.4 | 4.2 | 2.9 | 1.8 | 1.1 | 1.1 | 1.6 | 2.8 | 5.4 |
| 12 | 1.6 | 2.4 | 2.5 | 2.2 | 2.7 | 3.0 | 3.1 | 2.9 | 3.2 | 2.9 | 1.7 | 1.5 | 5.7 | 6.5 | 5.8 | 5.1 | 4.2 | 3.9 | 2.6 | 1.4 | 1.2 | 1.6 | 2.0 | 1.8 | 2.9 | 5.8 |
| 13 | 1.9 | 1.8 | 2.0 | 2.0 | 1.7 | 1.5 | 1.8 | 0.9 | 0.8 | 0.2 | 3.8 | 4.4 | 4.1 | 4.4 | 5.2 | 5.5 | 5.2 | 4.7 | 4.4 | 4.0 | 3.5 | 2.4 | 2.2 | 1.0 | 2.9 | 5.5 |
| 14 | 1.1 | 0.9 | 1.2 | 0.7 | 0.5 | 0.9 | 0.7 | 0.5 | 0.5 | 1.7 | 4.2 | 4.6 | 4.2 | 4.4 | 4.1 | 4.4 | 4.5 | 4.7 | 4.4 | 3.6 | 3.3 | 1.8 | 2.0 | 1.8 | 2.5 | 4.7 |
| 15 | 1.1 | 0.9 | 0.8 | 1.4 | 1.9 | 1.4 | 1.2 | 2.1 | 0.7 | 0.9 | 2.3 | 5.1 | 5.3 | 4.6 | 5.0 | 5.1 | 4.8 | 3.5 | 1.2 | 0.9 | 1.6 | 1.3 | 0.5 | 0.7 | 2.3 | 5.3 |
| 16 | 0.3 | 1.1 | 0.4 | 0.5 | 1.2 | 0.5 | 1.2 | 0.6 | 0.7 | 0.8 | 1.6 | 3.4 | 5.2 | 4.4 | [CA] | [CA] | 4.3 | 3.8 | 3.2 | 3.1 | 2.0 | 1.6 | 1.0 | 0.5 | 1.9 | 5.2 |
| 17 | 0.6 | 0.4 | 0.8 | 0.1 | 0.6 | 0.3 | 0.3 | 0.5 | 0.6 | 1.5 | 3.8 | 4.4 | 4.9 | 4.5 | 4.2 | 4.3 | 4.7 | 4.2 | 3.8 | 2.0 | 3.1 | 1.2 | 0.9 | 0.8 | 2.2 | 4.9 |
| 18 | 0.8 | 0.8 | 0.6 | 0.1 | 0.7 | 0.4 | 1.1 | 1.0 | 0.7 | 0.6 | 2.6 | 4.5 | 5.1 | 6.2 | 5.4 | 6.0 | 6.1 | 5.7 | 4.4 | 3.2 | 1.7 | 1.5 | 1.8 | 3.1 | 2.7 | 6.2 |
| 19 | 0.8 | 0.8 | 1.1 | 1.1 | 0.7 | 1.0 | 1.4 | 0.9 | 0.9 | 0.8 | 4.1 | 4.6 | 5.3 | 5.9 | 5.7 | 5.1 | 5.6 | 5.1 | 4.5 | 4.1 | 2.6 | 1.2 | 0.3 | 1.2 | 2.7 | 5.9 |
| 20 | 1.5 | 1.0 | 0.9 | 0.1 | 1.1 | 0.7 | 0.5 | 1.2 | 0.6 | 3.1 | 4.4 | 5.0 | 5.2 | 5.0 | 5.4 | 5.1 | 4.5 | 4.4 | 4.2 | 3.7 | 3.4 | 3.2 | 3.0 | 1.3 | 2.9 | 5.4 |
| 21 | 0.7 | 1.4 | 1.2 | 0.9 | 0.4 | 0.8 | 0.7 | 0.2 | 0.6 | 0.4 | 4.6 | 5.0 | 6.1 | 6.0 | 5.9 | 5.3 | 4.9 | 4.3 | 4.4 | 1.5 | 0.6 | 1.1 | 1.0 | 1.9 | 2.5 | 6.1 |
| 22 | 2.1 | 1.6 | 1.3 | 1.3 | 1.2 | 1.4 | 1.5 | 1.4 | 0.3 | 0.4 | 0.6 | 5.5 | 5.7 | 6.0 | 6.1 | 5.4 | 5.8 | 5.1 | 2.8 | 1.8 | 1.6 | 1.7 | 1.4 | 1.0 | 2.6 | 6.1 |
| 23 | 0.8 | 0.6 | 1.0 | 0.2 | 0.2 | 0.4 | 0.8 | 1.6 | 1.7 | 1.2 | 2.7 | 3.0 | 4.5 | 4.6 | 4.2 | 4.0 | 2.4 | 4.0 | 3.8 | 3.2 | 2.5 | 2.7 | 1.7 | 0.6 | 2.2 | 4.6 |
| 24 | 0.7 | 0.7 | 0.2 | 0.5 | 0.8 | 0.3 | 1.6 | 2.0 | 1.6 | 0.9 | 0.7 | 3.6 | 6.2 | 8.1 | 6.6 | 4.6 | 5.1 | 2.7 | 2.4 | 1.7 | 0.6 | 1.3 | 0.6 | 1.8 | 2.3 | 8.1 |
| 25 | 2.1 | 2.2 | 1.0 | 1.1 | 2.3 | 3.1 | 2.0 | 0.2 | 2.1 | 2.2 | 1.5 | 1.6 | 1.2 | 1.7 | 2.3 | 4.7 | 3.9 | 3.8 | 4.5 | 3.7 | 3.7 | 3.7 | 4.0 | 2.8 | 2.6 | 4.7 |
| 26 | 3.9 | 2.0 | 1.8 | 1.3 | 1.1 | 1.2 | 2.2 | 2.9 | 2.3 | 2.1 | 2.1 | 1.9 | 3.8 | 3.1 | 4.2 | 5.4 | 5.0 | 4.8 | 4.2 | 3.0 | 2.7 | 3.1 | 2.5 | 2.3 | 2.9 | 5.4 |
| 27 | 2.9 | 2.7 | 1.5 | 0.8 | 1.2 | 0.8 | 1.2 | 1.0 | 0.6 | 0.6 | 2.6 | 4.2 | 5.0 | 4.8 | 4.7 | 4.9 | 4.2 | 4.0 | 3.3 | 2.5 | 1.5 | 1.2 | 0.5 | 0.9 | 2.4 | 5.0 |
| 28 | 0.7 | 0.6 | 0.2 | 1.2 | 0.9 | 0.6 | 0.4 | 0.9 | 0.9 | 0.9 | 1.0 | 4.7 | 5.1 | 4.9 | 5.1 | 5.1 | 4.1 | 3.4 | 2.1 | 0.5 | 0.5 | 1.3 | 0.9 | 1.4 | 2.0 | 5.1 |
| 29 | 1.2 | 1.4 | 1.1 | 1.3 | 1.3 | 1.4 | 1.4 | 1.5 | 1.9 | 1.1 | 2.4 | 4.4 | 5.3 | 5.5 | 4.8 | 4.7 | 4.0 | 3.0 | 3.7 | 2.8 | 1.7 | 0.9 | 0.4 | 0.9 | 2.4 | 5.5 |
| 30 | 0.9 | 0.5 | 0.8 | 0.3 | 0.2 | 0.4 | 0.8 | 1.0 | 0.4 | 3.7 | 4.0 | 3.8 | 4.5 | 5.1 | 5.1 | 5.3 | 5.1 | 4.4 | 3.8 | 3.0 | 2.5 | 1.3 | 0.5 | 1.1 | 2.4 | 5.3 |
| AV | 1.3 | 1.3 | 1.1 | 0.9 | 1.0 | 0.9 | 1.0 | 1.2 | 1.2 | 1.9 | 3.1 | 4.3 | 5.2 | 5.4 | 5.6 | 5.7 | 5.2 | 4.6 | 3.9 | 3.2 | 2.4 | 2.1 | 1.6 | 1.5 | 2.7 | |
| SD | 0.8 | 0.7 | 0.6 | 0.6 | 0.6 | 0.7 | 0.7 | 0.7 | 0.7 | 1.2 | 1.2 | 1.1 | 1.1 | 1.2 | 1.3 | 1.2 | 1.0 | 1.0 | 1.1 | 1.5 | 1.2 | 1.0 | 1.0 | 0.7 | | |
| PK | 3.9 | 2.7 | 2.5 | 2.2 | 2.7 | 3.1 | 3.1 | 2.9 | 3.2 | 4.3 | 4.6 | 5.7 | 7.6 | 8.1 | 8.5 | 10.0 | 7.2 | 6.7 | 7.3 | 7.1 | 6.0 | 5.0 | 4.0 | 3.1 | | 10.0 |

CU600 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | NW | NW | SW | W | NW | NNW | E | WSW | W | WSW | WSW | WSW | WSW | W | WSW | WSW | WSW | WSW | WSW | WSW | NNW | NNW | NNW | NW | [VA] |
| 2 | N | SSE | WNW | NW | WNW | ESE | SE | SSW | SW | WSW | WSW | WSW | WSW | W | W | W | W | W | W | W | WSW | WSW | WSW | WSW | WSW |
| 3 | W | NNW | NNW | W | W | N | NW | N | WSW | WSW | W | W | W | N | W | W | W | W | WSW | WSW | WSW | WSW | S | S | N |
| 4 | S | SSE | SE | SE | S | NE | N | SE | W | W | WSW | W | WSW | N | W | W | W | WSW | WSW | SW | SW | SW | SSW | WSW | W |
| 5 | W | WSW | WSW | WSW | ESE | N | ENE | SE | WSW | W | W | W | W | WSW | W | W | N | W | W | WSW | WSW | WSW | SSW | W | W |
| 6 | S | W | WNW | W | W | SW | S | SE | WSW | WSW | WSW | WSW | W | W | W | W | WSW | WSW | WSW | WSW | WSW | WSW | SSW | S | W |
| 7 | SSW | WSW | W | W | W | WSW | SW | SW | WSW | WSW | WSW | WSW | WSW | W | W | W | WSW | WSW | WSW | WSW | WSW | SSW | S | SSW | WSW |
| 8 | ESE | ENE | ENE | ENE | E | ESE | SSW | WSW | WSW | W | W | W | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | W | SSW | S | SSE | WSW |
| 9 | SE | E | E | ENE | E | ENE | E | SE | ESE | S | W | W | W | N | W | W | W | WSW | W | W | WSW | WSW | SSW | S | [VA] |
| 10 | S | ENE | NE | ESE | NNE | N | NNW | NNW | WSW | WSW | WSW | W | W | WSW | W | W | WSW | WSW | W | W | W | WSW | SW | SSE | WSW |
| 11 | SSE | SE | SSE | SSE | SSE | SE | ESE | E | E | ESE | WSW | WSW | WSW | WSW | WSW | W | W | WSW | W | W | W | NNE | N | ENE | WSW |
| 12 | ENE | E | E | E | E | E | E | E | ESE | E | ESE | SE | WSW | WSW | WSW | WSW | WSW | WSW | SW | SSW | SSE | SE | ESE | ESE | [VA] |
| 13 | E | E | E | E | ENE | NE | E | E | ENE | WSW | WSW | WSW | WSW | WSW | WSW | W | W | W | WSW | W | WSW | WSW | WSW | W | [VA] |
| 14 | W | W | NW | NNW | ENE | ENE | E | N | NNW | W | WSW | WSW | WSW | WSW | WSW | W | W | W | W | WSW | W | SW | S | SSW | W |
| 15 | SSE | SE | S | S | WSW | NNW | WNW | WSW | W | S | SSW | WSW | WSW | N | W | W | W | W | SW | W | WSW | NNW | N | SSW | W |
| 16 | WNW | W | NNW | NNW | W | NW | NNW | NNW | NNW | NE | SW | WSW | W | W | [CA] | [CA] | W | W | W | W | WSW | SW | NW | SW | [VA] |
| 17 | WSW | NE | NE | NE | E | N | E | SW | ESE | SSW | WSW | W | WSW | WSW | W | W | W | W | W | W | WSW | SSW | SW | W | W |
| 18 | ENE | ENE | NW | NE | N | N | N | N | N | ENE | W | WSW | WSW | W | W | W | W | WSW | W | W | SW | S | S | WSW | [VA] |
| 19 | SSW | ESE | ENE | E | E | ENE | ENE | E | SE | S | WSW | WSW | WSW | WSW | WSW | WSW | W | W | W | W | WSW | SSW | E | E | [VA] |
| 20 | NW | NW | N | E | N | E | NNE | NNE | NW | WSW | WSW | W | W | WSW | W | WSW | W | WSW | WSW | W | WSW | WSW | WSW | WSW | WSW |
| 21 | ENE | ENE | E | E | WSW | NE | ENE | E | SE | SSW | WSW | W | W | W | WSW | W | W | WSW | W | W | WNW | SE | E | E | [VA] |
| 22 | E | NE | ENE | E | ENE | E | E | ESE | NE | NE | SSW | W | WSW | W | W | W | W | WSW | W | SSW | SSE | ESE | E | ENE | [VA] |
| 23 | E | E | E | E | NNE | ENE | ENE | E | SSE | WSW | WSW | WSW | WSW | W | W | W | W | W | SW | SSE | SSW | WNW | WNW | E | [VA] |
| 24 | N | N | WNW | WNW | NW | NNW | ENE | NE | E | ENE | WSW | W | W | W | W | W | W | W | SW | SSE | SSW | WNW | WNW | NW | [VA] |
| 25 | E | NE | NNE | ENE | NE | NE | NNW | SE | E | E | E | NE | NNE | N | WNW | W | WSW | WSW | W | W | W | W | WSW | WSW | [VA] |
| 26 | WSW | SW | S | SSW | SE | ESE | ESE | ESE | SE | SE | S | N | WSW | WSW | W | W | W | W | W | WSW | WSW | WSW | WSW | WSW | WSW |
| 27 | WSW | WSW | WSW | ENE | E | E | ENE | E | NE | WNW | W | WSW | WSW | W | WSW | W | W | WSW | WSW | W | SW | S | SSE | ESE | WSW |
| 28 | E | NNE | ENE | E | ESE | E | NE | E | SE | SSE | SW | W | W | WSW | W | W | W | WSW | SSW | S | SSE | NNE | ENE | E | [VA] |
| 29 | E | ENE | E | ESE | ESE | E | ENE | SE | SE | ESE | SW | WSW | WSW | W | W | W | W | SW | W | W | WSW | SW | NW | W | [VA] |
| 30 | WSW | NW | W | SW | NNE | SE | ESE | E | S | WSW | W | W | WSW | W | WSW | WSW | WSW | WSW | W | WSW | WSW | SW | S | E | WSW |
| FV | [VA] | ENE | E | E | [VA] | [VA] | ENE | [VA] | [VA] | WSW | WSW | WSW | WSW | W | W | W | W | WSW | W | W | WSW | WSW | [VA] | [VA] | |

OU004 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 326 | 316 | 223 | 280 | 315 | 339 | 82 | 250 | 266 | 253 | 245 | 257 | 256 | 259 | 236 | 252 | 248 | 253 | 250 | 255 | 337 | 337 | 334 | 320 | [VA] |
| 2 | 360 | 154 | 298 | 309 | 348 | 108 | 142 | 194 | 226 | 253 | 247 | 257 | 258 | 261 | 263 | 262 | 263 | 259 | 262 | 261 | 256 | 250 | 252 | 254 | 12 |
| 3 | 269 | 346 | 336 | 273 | 271 | 350 | 304 | 349 | 249 | 256 | 260 | 259 | 261 | 265 | 267 | 264 | 265 | 261 | 253 | 255 | 247 | 245 | 170 | 181 | 13 |
| 4 | 169 | 162 | 130 | 127 | 171 | 35 | 357 | 135 | 276 | 267 | 256 | 259 | 254 | 262 | 264 | 264 | 260 | 256 | 241 | 217 | 227 | 223 | 204 | 246 | 13 |
| 5 | 259 | 255 | 257 | 250 | 118 | 8 | 67 | 134 | 249 | 267 | 260 | 259 | 259 | 258 | 262 | 260 | 263 | 262 | 260 | 268 | 256 | 247 | 253 | 193 | 13 |
| 6 | 177 | 281 | 287 | 266 | 280 | 229 | 170 | 138 | 257 | 248 | 252 | 253 | 259 | 262 | 263 | 260 | 258 | 254 | 252 | 245 | 248 | 209 | 181 | 203 | 12 |
| 7 | 192 | 255 | 262 | 261 | 268 | 243 | 219 | 218 | 253 | 254 | 255 | 257 | 258 | 265 | 263 | 262 | 258 | 252 | 248 | 257 | 258 | 198 | 175 | 168 | 12 |
| 8 | 111 | 67 | 77 | 61 | 82 | 116 | 192 | 242 | 246 | 260 | 259 | 263 | 254 | 258 | 257 | 255 | 253 | 247 | 250 | 255 | 249 | 253 | 252 | 154 | [VA] |
| 9 | 193 | 96 | 83 | 62 | 82 | 77 | 83 | 127 | 121 | 175 | 261 | 262 | 265 | 266 | 265 | 263 | 265 | 258 | 259 | 259 | 254 | 244 | 192 | 184 | [VA] |
| 10 | 178 | 76 | 48 | 107 | 25 | 355 | 341 | 336 | 251 | 254 | 256 | 261 | 268 | 257 | 260 | 262 | 249 | 254 | 261 | 268 | 259 | 251 | 229 | 164 | 12 |
| 11 | 163 | 134 | 161 | 149 | 160 | 124 | 112 | 82 | 99 | 122 | 257 | 250 | 258 | 258 | 258 | 264 | 265 | 252 | 265 | 273 | 272 | 14 | 9 | 74 | 12 |
| 12 | 66 | 83 | 99 | 88 | 82 | 97 | 95 | 97 | 104 | 98 | 110 | 146 | 257 | 255 | 258 | 251 | 258 | 253 | 251 | 216 | 206 | 153 | 126 | 112 | [VA] |
| 13 | 88 | 84 | 89 | 86 | 76 | 51 | 82 | 95 | 58 | 243 | 253 | 258 | 254 | 254 | 255 | 263 | 262 | 260 | 258 | 266 | 257 | 240 | 241 | 262 | [VA] |
| 14 | 263 | 270 | 325 | 329 | 74 | 64 | 85 | 9 | 335 | 276 | 254 | 257 | 252 | 258 | 257 | 261 | 262 | 261 | 260 | 253 | 263 | 234 | 186 | 195 | 13 |
| 15 | 166 | 143 | 175 | 185 | 258 | 342 | 285 | 245 | 268 | 177 | 199 | 242 | 253 | 259 | 259 | 265 | 264 | 263 | 236 | 272 | 253 | 343 | 349 | 210 | 13 |
| 16 | 289 | 274 | 333 | 340 | 275 | 320 | 347 | 333 | 339 | 37 | 225 | 257 | 261 | 261 | [CA] | [CA] | 260 | 269 | 266 | 268 | 243 | 235 | 326 | 214 | [VA] |
| 17 | 243 | 44 | 48 | 53 | 101 | 9 | 90 | 229 | 118 | 192 | 248 | 261 | 255 | 257 | 261 | 267 | 262 | 259 | 264 | 276 | 250 | 246 | 206 | 235 | 13 |
| 18 | 78 | 74 | 323 | 50 | 9 | 2 | 355 | 358 | 6 | 69 | 258 | 257 | 258 | 264 | 263 | 266 | 263 | 258 | 263 | 266 | 227 | 189 | 191 | 256 | [VA] |
| 19 | 199 | 113 | 77 | 101 | 80 | 73 | 64 | 91 | 138 | 180 | 258 | 243 | 249 | 254 | 257 | 257 | 264 | 265 | 266 | 265 | 253 | 194 | 80 | 94 | [VA] |
| 20 | 314 | 319 | 359 | 84 | 1 | 84 | 18 | 12 | 321 | 249 | 255 | 260 | 259 | 254 | 262 | 257 | 260 | 254 | 257 | 261 | 257 | 252 | 250 | 248 | 12 |
| 21 | 75 | 77 | 95 | 100 | 258 | 47 | 66 | 101 | 133 | 198 | 256 | 263 | 260 | 264 | 258 | 259 | 260 | 257 | 262 | 275 | 290 | 128 | 101 | 95 | [VA] |
| 22 | 80 | 53 | 72 | 86 | 76 | 86 | 88 | 113 | 40 | 39 | 203 | 259 | 257 | 261 | 261 | 266 | 266 | 256 | 263 | 207 | 161 | 119 | 79 | 63 | [VA] |
| 23 | 83 | 98 | 91 | 179 | 31 | 61 | 66 | 83 | 150 | 258 | 252 | 251 | 245 | 270 | 260 | 265 | 284 | 259 | 266 | 263 | 262 | 260 | 297 | 309 | [VA] |
| 24 | 358 | 354 | 339 | 327 | 326 | 344 | 70 | 43 | 85 | 70 | 245 | 262 | 261 | 262 | 274 | 273 | 268 | 229 | 148 | 199 | 291 | 331 | 338 | 93 | [VA] |
| 25 | 80 | 43 | 12 | 58 | 51 | 39 | 336 | 131 | 91 | 101 | 92 | 49 | 13 | 9 | 303 | 265 | 247 | 248 | 259 | 272 | 273 | 267 | 255 | 240 | [VA] |
| 26 | 252 | 228 | 190 | 192 | 133 | 107 | 106 | 109 | 117 | 137 | 138 | 188 | 259 | 248 | 253 | 260 | 260 | 262 | 259 | 257 | 246 | 240 | 241 | 244 | 12 |
| 27 | 248 | 250 | 258 | 69 | 89 | 83 | 65 | 79 | 38 | 284 | 260 | 256 | 255 | 260 | 256 | 265 | 263 | 258 | 255 | 259 | 234 | 191 | 147 | 104 | 12 |
| 28 | 85 | 19 | 69 | 100 | 107 | 86 | 42 | 81 | 136 | 155 | 219 | 264 | 259 | 258 | 260 | 259 | 259 | 257 | 211 | 176 | 148 | 23 | 63 | 85 | [VA] |
| 29 | 84 | 59 | 65 | 109 | 113 | 99 | 57 | 124 | 128 | 120 | 236 | 256 | 258 | 261 | 265 | 261 | 261 | 234 | 262 | 261 | 254 | 224 | 315 | 280 | [VA] |
| 30 | 255 | 307 | 262 | 231 | 19 | 126 | 111 | 93 | 175 | 254 | 268 | 262 | 258 | 259 | 253 | 256 | 257 | 255 | 260 | 258 | 256 | 232 | 183 | 82 | 12 |
| FV | [VA] | 4 | 5 | 5 | [VA] | [VA] | 4 | [VA] | [VA] | 12 | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 12 | 13 | 13 | 12 | 12 | [VA] | [VA] | |

OU001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA STABILITY [61191]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 4 | 4 | 6 | 6 | 6 | 6 | 4 | 6 |
| 2 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 3 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 5 | 5 | 5 | 4 | 6 |
| 3 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 4 | 6 |
| 4 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 2 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 4 | 6 |
| 5 | 4 | 4 | 4 | 4 | 5 | 6 | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 5 | 6 | 4 | 6 |
| 6 | 6 | 5 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 6 |
| 7 | 6 | 6 | 4 | 6 | 6 | 5 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| 8 | 6 | 4 | 5 | 4 | 4 | 6 | 1 | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 5 | 6 | 4 | 6 |
| 9 | 5 | 4 | 5 | 6 | 5 | 5 | 2 | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 6 |
| 10 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 5 | 4 | 6 |
| 11 | 5 | 5 | 4 | 6 | 5 | 6 | 1 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 5 | 4 | 6 |
| 12 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 2 | 1 | 1 | 4 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 5 | 4 | 6 |
| 13 | 4 | 5 | 5 | 5 | 5 | 5 | 6 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 5 | 6 | 6 | 6 | 5 | 4 | 4 | 6 |
| 14 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 6 |
| 15 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 2 | 1 | 1 | 3 | 4 | 4 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 6 | 5 | 4 | 6 |
| 16 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 2 | 3 | 3 | 4 | 3 | 4 | 3 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 5 | 6 |
| 17 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 2 | 4 | 3 | 1 | 1 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| 18 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| 19 | 6 | 6 | 4 | 6 | 6 | 6 | 6 | 2 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| 20 | 6 | 6 | 4 | 6 | 6 | 6 | 5 | 3 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 4 | 4 | 6 |
| 21 | 6 | 6 | 6 | 5 | 6 | 6 | 6 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 5 | 4 | 6 |
| 22 | 6 | 4 | 4 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 6 |
| 23 | 4 | 5 | 6 | 5 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 4 | 4 | 6 |
| 24 | 5 | 6 | 5 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 5 | 4 | 4 | 6 |
| 25 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 1 | 4 | 4 | 4 | 5 | 4 | 6 | 6 | 4 | 6 |
| 26 | 5 | 6 | 6 | 6 | 4 | 5 | 6 | 6 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 4 | 6 |
| 27 | 5 | 6 | 6 | 5 | 6 | 5 | 5 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 |
| 28 | 4 | 4 | 5 | 6 | 4 | 6 | 3 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 |
| 29 | 6 | 6 | 6 | 5 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 3 | 4 | 3 | 4 | 3 | 4 | 4 | 4 | 5 | 6 | 6 | 5 | 4 | 4 | 6 |
| 30 | 4 | 4 | 6 | 5 | 6 | 6 | 3 | 1 | 1 | 1 | 2 | 3 | 4 | 3 | 3 | 4 | 4 | 3 | 4 | 6 | 6 | 6 | 6 | 4 | 4 | 6 |
| | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| AV | 5 | 5 | 5 | 6 | 6 | 6 | 3 | 1 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | |
| SD | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | | |
| PK | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | | 6 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE [62101]

DEGREES CENTIGRADE
LEVEL HEIGHT : 9 METERS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 22.9 | 22.8 | 22.6 | 22.4 | 22.1 | 21.8 | 22.6 | 23.8 | 25.4 | 26.2 | 27.5 | 27.2 | 27.2 | 27.3 | 26.5 | 25.7 | 25.1 | 24.3 | 23.9 | 23.7 | 24.0 | 23.9 | 24.2 | 24.0 | 24.5 | 27.5 |
| 2 | 23.6 | 23.9 | 24.0 | 23.9 | 23.7 | 23.9 | 24.6 | 25.5 | 26.5 | 27.1 | 27.6 | 28.6 | 29.0 | 28.3 | 28.3 | 27.4 | 27.0 | 26.3 | 25.4 | 25.5 | 25.2 | 24.7 | 24.3 | 24.3 | 25.8 | 29.0 |
| 3 | 24.8 | 24.7 | 24.6 | 24.2 | 24.2 | 24.3 | 24.9 | 26.5 | 28.3 | 29.2 | 29.4 | 29.5 | 29.6 | 29.1 | 28.7 | 28.6 | 28.2 | 27.9 | 27.2 | 27.3 | 27.4 | 27.6 | 26.9 | 26.3 | 27.1 | 29.6 |
| 4 | 26.0 | 25.6 | 25.5 | 25.5 | 25.7 | 25.9 | 26.4 | 28.3 | 30.2 | 30.7 | 30.8 | 31.1 | 30.7 | 30.3 | 29.0 | 28.1 | 27.5 | 26.6 | 26.4 | 25.9 | 25.3 | 24.7 | 24.3 | 24.1 | 27.3 | 31.1 |
| 5 | 23.8 | 23.4 | 23.4 | 23.4 | 23.5 | 23.9 | 24.6 | 25.3 | 27.4 | 26.9 | 26.6 | 27.0 | 26.9 | 26.8 | 27.3 | 27.0 | 26.1 | 24.8 | 24.3 | 24.0 | 23.8 | 23.9 | 23.7 | 23.6 | 25.1 | 27.4 |
| 6 | 23.6 | 23.6 | 23.4 | 23.3 | 23.2 | 22.9 | 23.1 | 23.5 | 24.6 | 25.3 | 26.1 | 25.5 | 26.4 | 26.4 | 26.1 | 25.7 | 25.0 | 24.0 | 23.5 | 23.5 | 23.6 | 23.5 | 23.4 | 23.3 | 24.3 | 26.4 |
| 7 | 23.2 | 23.1 | 22.8 | 22.7 | 22.7 | 22.6 | 22.8 | 23.5 | 24.8 | 25.2 | 25.5 | 25.5 | 26.1 | 26.6 | 26.6 | 25.7 | 25.3 | 24.2 | 23.8 | 23.7 | 24.0 | 23.3 | 22.8 | 22.7 | 24.1 | 26.6 |
| 8 | 22.5 | 22.4 | 22.4 | 22.4 | 22.2 | 22.4 | 23.2 | 24.9 | 25.3 | 26.2 | 28.0 | 27.3 | 27.5 | 27.2 | 27.9 | 27.4 | 27.2 | 27.3 | 27.3 | 26.9 | 26.2 | 24.9 | 24.4 | 24.4 | 25.3 | 28.0 |
| 9 | 24.0 | 23.8 | 23.9 | 23.9 | 23.6 | 23.4 | 24.1 | 25.7 | 27.7 | 30.0 | 28.6 | 27.7 | 28.9 | 29.8 | 28.4 | 27.1 | 26.8 | 27.0 | 26.0 | 25.8 | 24.6 | 24.9 | 24.6 | 24.0 | 26.0 | 30.0 |
| 10 | 23.7 | 23.7 | 23.8 | 23.6 | 23.7 | 23.7 | 24.3 | 25.7 | 27.3 | 27.1 | 27.3 | 28.0 | 28.5 | 27.8 | 27.8 | 27.4 | 26.5 | 25.6 | 24.2 | 23.6 | 22.8 | 22.4 | 22.3 | 22.1 | 25.1 | 28.5 |
| 11 | 21.8 | 21.7 | 21.5 | 21.2 | 21.1 | 21.1 | 21.5 | 22.4 | 23.5 | 25.2 | 25.4 | 25.2 | 25.5 | 24.8 | 24.6 | 24.6 | 24.5 | 23.3 | 22.5 | 22.7 | 22.7 | 22.4 | 22.3 | 22.2 | 23.1 | 25.5 |
| 12 | 22.1 | 22.6 | 23.0 | 23.2 | 23.3 | 23.2 | 23.2 | 23.5 | 23.9 | 24.9 | 25.9 | 26.6 | 26.3 | 25.5 | 24.7 | 24.2 | 23.8 | 23.0 | 22.8 | 22.9 | 22.6 | 22.6 | 22.3 | 21.9 | 23.7 | 26.6 |
| 13 | 21.5 | 21.8 | 22.1 | 22.1 | 22.0 | 21.9 | 22.2 | 22.5 | 23.5 | 24.5 | 24.8 | 24.8 | 25.2 | 25.2 | 25.1 | 24.6 | 23.7 | 22.9 | 22.4 | 22.2 | 21.9 | 21.9 | 21.8 | 21.7 | 23.0 | 25.2 |
| 14 | 21.5 | 21.5 | 21.3 | 20.7 | 20.8 | 20.5 | 20.8 | 22.2 | 24.6 | 26.2 | 26.0 | 25.0 | 24.7 | 25.7 | 26.1 | 25.5 | 24.4 | 23.8 | 23.4 | 23.5 | 23.4 | 23.6 | 23.5 | 23.3 | 23.4 | 26.2 |
| 15 | 23.2 | 23.3 | 23.5 | 23.4 | 23.2 | 27.2 | 27.5 | 25.8 | 26.6 | 28.7 | 29.6 | 28.8 | 27.5 | 26.2 | 26.1 | 25.7 | 25.3 | 24.3 | 24.4 | 24.9 | 25.0 | 24.8 | 24.9 | 24.6 | 25.6 | 29.6 |
| 16 | 24.2 | 23.7 | 23.4 | 23.2 | 23.2 | 23.1 | 23.2 | 23.9 | 25.9 | 27.7 | 27.9 | 28.1 | [IM] | [IM] | [IM] | [CA] | [CA] | 26.2 | 24.9 | 24.8 | 24.3 | 24.6 | 25.0 | 24.6 | 23.9 | 24.8 | 28.1 |
| 17 | 23.4 | 22.9 | 22.7 | 22.5 | 22.6 | 23.3 | 23.8 | 24.7 | 26.7 | 28.0 | 27.7 | 28.0 | 28.5 | 27.6 | 26.0 | 25.3 | 24.6 | 24.3 | 23.9 | 24.1 | 23.3 | 23.6 | 23.3 | 22.8 | 24.7 | 28.5 |
| 18 | 22.7 | 22.3 | 22.4 | 22.0 | 21.9 | 22.1 | 23.0 | 24.3 | 25.8 | 27.3 | 27.8 | 27.8 | 28.3 | 28.0 | 27.6 | 26.5 | 25.4 | 24.1 | 23.1 | 23.2 | 23.3 | 23.1 | 23.2 | 22.9 | 24.5 | 28.3 |
| 19 | 22.9 | 22.5 | 22.2 | 21.8 | 21.7 | 21.7 | 21.9 | 23.4 | 24.8 | 25.9 | 26.0 | 26.3 | 26.4 | 25.5 | 25.5 | 24.9 | 23.4 | 22.4 | 21.9 | 22.0 | 21.9 | 21.8 | 21.7 | 21.1 | 23.3 | 26.4 |
| 20 | 20.6 | 20.6 | 20.2 | 19.4 | 19.3 | 19.0 | 19.9 | 21.0 | 22.4 | 23.3 | 23.4 | 23.3 | 23.3 | 23.2 | 23.3 | 23.1 | 22.7 | 22.2 | 22.2 | 22.0 | 22.1 | 22.2 | 22.3 | 22.2 | 21.8 | 23.4 |
| 21 | 21.8 | 21.2 | 20.9 | 21.0 | 20.7 | 20.7 | 20.4 | 21.6 | 23.7 | 26.0 | 25.5 | 25.4 | 25.4 | 25.9 | 25.9 | 25.6 | 24.9 | 24.6 | 24.6 | 24.9 | 24.9 | 24.4 | 23.9 | 22.8 | 23.6 | 26.0 |
| 22 | 22.5 | 22.2 | 22.2 | 21.5 | 21.5 | 21.8 | 24.6 | 24.2 | 24.3 | 28.5 | 31.1 | 28.0 | 26.1 | 26.7 | 26.8 | 27.2 | 25.6 | 24.0 | 23.9 | 24.4 | 24.2 | 24.1 | 24.0 | 23.9 | 24.7 | 31.1 |
| 23 | 23.6 | 23.4 | 22.9 | 22.7 | 23.1 | 23.2 | 24.3 | 26.8 | 28.8 | 29.5 | 29.9 | 31.7 | 31.5 | 31.2 | 31.0 | 30.7 | 30.5 | 27.8 | 26.0 | 26.2 | 26.1 | 24.9 | 24.5 | 24.2 | 26.9 | 31.7 |
| 24 | 23.7 | 24.1 | 24.2 | 23.9 | 23.7 | 24.3 | 25.9 | 28.3 | 30.7 | 32.4 | 33.9 | 31.1 | 27.5 | 26.1 | 26.3 | 27.9 | 29.0 | 27.2 | 26.7 | 26.3 | 26.5 | 26.9 | 27.1 | 26.8 | 27.1 | 33.9 |
| 25 | 26.8 | 26.7 | 26.6 | 25.9 | 24.8 | 24.6 | 24.9 | 26.7 | 28.1 | 28.3 | 27.4 | 25.9 | 23.7 | 25.8 | 26.6 | 25.7 | 25.9 | 26.5 | 26.1 | 26.7 | 26.2 | 25.1 | 23.8 | 23.5 | 25.9 | 28.3 |
| 26 | 23.0 | 23.2 | 23.2 | 22.8 | 22.9 | 23.0 | 23.1 | 23.2 | 23.7 | 24.7 | 25.2 | 26.9 | 25.8 | 25.9 | 25.9 | 24.6 | 23.8 | 23.2 | 23.4 | 23.6 | 23.7 | 23.3 | 23.0 | 22.9 | 23.9 | 26.9 |
| 27 | 22.8 | 22.8 | 22.7 | 22.3 | 21.8 | 22.0 | 22.6 | 23.3 | 24.5 | 26.3 | 27.4 | 27.2 | 25.9 | 25.7 | 26.1 | 25.8 | 25.7 | 25.1 | 24.8 | 24.8 | 25.0 | 24.7 | 24.9 | 24.7 | 24.5 | 27.4 |
| 28 | 24.5 | 24.5 | 24.2 | 23.5 | 23.5 | 23.4 | 23.8 | 25.0 | 26.8 | 29.8 | 32.4 | 29.1 | 27.5 | 27.7 | 27.7 | 27.2 | 26.5 | 25.4 | 25.1 | 25.3 | 25.7 | 25.1 | 25.0 | 24.8 | 26.0 | 32.4 |
| 29 | 24.7 | 25.0 | 24.8 | 24.4 | 24.4 | 24.5 | 24.7 | 25.4 | 26.2 | 27.6 | 28.5 | 27.7 | 26.6 | 25.6 | 25.3 | 25.2 | 24.3 | 23.7 | 22.6 | 22.7 | 22.7 | 23.0 | 23.8 | 23.6 | 24.9 | 28.5 |
| 30 | 23.6 | 23.9 | 23.9 | 24.0 | 24.0 | 24.0 | 24.1 | 24.4 | 25.1 | 24.9 | 24.9 | 25.1 | 24.9 | 24.8 | 24.8 | 24.3 | 23.7 | 23.2 | 22.9 | 23.0 | 23.1 | 23.2 | 23.4 | 23.6 | 23.6 | 25.1 |
| AV | 23.3 | 23.2 | 23.1 | 22.9 | 22.8 | 23.0 | 23.5 | 24.5 | 25.9 | 27.1 | 27.6 | 27.3 | 26.9 | 26.8 | 26.6 | 26.1 | 25.6 | 24.8 | 24.3 | 24.3 | 24.2 | 24.0 | 23.8 | 23.5 | 24.8 | |
| SD | 1.3 | 1.3 | 1.3 | 1.4 | 1.3 | 1.6 | 1.7 | 1.8 | 2.0 | 2.1 | 2.4 | 2.0 | 1.9 | 1.8 | 1.6 | 1.6 | 1.8 | 1.6 | 1.5 | 1.5 | 1.5 | 1.4 | 1.3 | 1.3 | | |
| PK | 26.8 | 26.7 | 26.6 | 25.9 | 25.7 | 27.2 | 27.5 | 28.3 | 30.7 | 32.4 | 33.9 | 31.7 | 31.5 | 31.2 | 31.0 | 30.7 | 30.5 | 27.8 | 26.0 | 26.2 | 26.1 | 24.9 | 24.5 | 24.2 | | 33.9 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SOLAR RADIATION [63301]

WATTS PER SQUARE METER

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 9 | 151 | 353 | 547 | 727 | 849 | 896 | 933 | 843 | 617 | 530 | 287 | 107 | 3 | 0 | 0 | 0 | 0 | 0 | 286 | 933 |
| 2 | 0 | 0 | 0 | 0 | 0 | 8 | 99 | 291 | 398 | 614 | 762 | 908 | 906 | 688 | 668 | 520 | 286 | 93 | 2 | 0 | 0 | 0 | 0 | 0 | 261 | 908 |
| 3 | 0 | 0 | 0 | 0 | 0 | 5 | 120 | 209 | 401 | 642 | 739 | 874 | 942 | 806 | 524 | 521 | 280 | 87 | 2 | 0 | 0 | 0 | 0 | 0 | 256 | 942 |
| 4 | 0 | 0 | 0 | 0 | 0 | 8 | 124 | 283 | 461 | 679 | 827 | 878 | 905 | 812 | 695 | 512 | 273 | 83 | 1 | 0 | 0 | 0 | 0 | 0 | 273 | 905 |
| 5 | 0 | 0 | 0 | 0 | 0 | 7 | 131 | 324 | 522 | 704 | 842 | 913 | 908 | 838 | 700 | 510 | 269 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 913 |
| 6 | 0 | 0 | 0 | 0 | 0 | 5 | 67 | 142 | 499 | 708 | 838 | 911 | 913 | 842 | 705 | 511 | 265 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 270 | 913 |
| 7 | 0 | 0 | 0 | 0 | 0 | 6 | 130 | 334 | 551 | 726 | 865 | 940 | 937 | 862 | 722 | 521 | 261 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 289 | 940 |
| 8 | 0 | 0 | 0 | 0 | 0 | 7 | 137 | 332 | 539 | 718 | 849 | 923 | 918 | 838 | 701 | 493 | 242 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 923 |
| 9 | 0 | 0 | 0 | 0 | 0 | 5 | 126 | 327 | 527 | 693 | 829 | 901 | 899 | 830 | 687 | 487 | 237 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 276 | 901 |
| 10 | 0 | 0 | 0 | 0 | 0 | 6 | 121 | 323 | 514 | 690 | 823 | 890 | 901 | 838 | 695 | 487 | 232 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 901 |
| 11 | 0 | 0 | 0 | 0 | 0 | 5 | 138 | 350 | 527 | 710 | 837 | 912 | 923 | 844 | 697 | 477 | 224 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 923 |
| 12 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | 92 | 227 | 668 | 812 | 899 | 897 | 827 | 681 | 460 | 212 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 899 |
| 13 | 0 | 0 | 0 | 0 | 0 | 2 | 43 | 175 | 512 | 713 | 843 | 919 | 919 | 842 | 694 | 462 | 213 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 919 |
| 14 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 202 | 549 | 676 | 791 | 496 | 408 | 622 | 671 | 344 | 137 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 791 |
| 15 | 0 | 0 | 0 | 0 | 0 | 1 | 45 | 155 | 515 | 684 | 843 | 900 | 732 | 597 | 574 | 344 | 212 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 235 | 900 |
| 16 | 0 | 0 | 0 | 0 | 0 | 1 | 56 | 116 | 255 | 329 | 405 | 694 | 537 | 467 | [CA] | [CA] | 76 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 694 |
| 17 | 0 | 0 | 0 | 0 | 0 | 2 | 54 | 293 | 325 | 500 | 606 | 648 | 778 | 410 | 237 | 148 | 128 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 778 |
| 18 | 0 | 0 | 0 | 0 | 0 | 3 | 143 | 187 | 267 | 422 | 676 | 868 | 857 | 791 | 656 | 467 | 229 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 234 | 868 |
| 19 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 319 | 425 | 580 | 815 | 868 | 873 | 806 | 657 | 448 | 195 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 873 |
| 20 | 0 | 0 | 0 | 0 | 0 | 1 | 114 | 321 | 518 | 690 | 835 | 898 | 881 | 812 | 655 | 457 | 216 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 268 | 898 |
| 21 | 0 | 0 | 0 | 0 | 0 | 1 | 117 | 331 | 501 | 675 | 819 | 894 | 875 | 809 | 665 | 451 | 209 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 894 |
| 22 | 0 | 0 | 0 | 0 | 0 | 1 | 49 | 248 | 496 | 665 | 799 | 858 | 841 | 780 | 640 | 436 | 194 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 858 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 290 | 487 | 651 | 783 | 860 | 831 | 765 | 611 | 400 | 173 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 860 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 252 | 396 | 398 | 425 | 236 | 215 | 239 | 221 | 128 | 68 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 425 |
| 25 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 51 | 112 | 136 | 108 | 159 | 189 | 317 | 230 | 106 | 117 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 317 |
| 26 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 136 | 211 | 354 | 393 | 765 | 727 | 716 | 564 | 368 | 153 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 765 |
| 27 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 263 | 453 | 614 | 758 | 831 | 820 | 738 | 588 | 381 | 178 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 831 |
| 28 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 275 | 469 | 644 | 760 | 829 | 820 | 740 | 594 | 382 | 177 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 829 |
| 29 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 256 | 433 | 627 | 743 | 819 | 813 | 737 | 597 | 383 | 176 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 819 |
| 30 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 196 | 436 | 583 | 743 | 804 | 794 | 705 | 479 | 319 | 103 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 804 |
| AV | 0 | 0 | 0 | 0 | 0 | 3 | 90 | 249 | 436 | 607 | 734 | 806 | 796 | 726 | 601 | 416 | 201 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | |
| SD | 0 | 0 | 0 | 0 | 0 | 3 | 39 | 85 | 116 | 143 | 176 | 190 | 199 | 164 | 141 | 117 | 61 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| PK | 0 | 0 | 0 | 0 | 0 | 9 | 151 | 353 | 551 | 727 | 865 | 940 | 942 | 862 | 722 | 530 | 287 | 107 | 3 | 0 | 0 | 0 | 0 | 0 | | 942 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA WS [70012]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 20 | 62 | 42 | 36 | 26 | 68 | 21 | 44 | 20 | 21 | 11 | 11 | 11 | 11 | 10 | 14 | 19 | 15 | 17 | 28 | 17 | 40 | 23 | 25 | 68 |
| 2 | 43 | 55 | 48 | 57 | 49 | 38 | 43 | 44 | 38 | 21 | 16 | 20 | 16 | 10 | 13 | 10 | 13 | 10 | 13 | 24 | 17 | 7 | 7 | 17 | 26 | 57 |
| 3 | 31 | 38 | 19 | 26 | 46 | 49 | 42 | 44 | 39 | 21 | 15 | 13 | 9 | 9 | 8 | 9 | 13 | 12 | 9 | 16 | 19 | 25 | 38 | 36 | 24 | 49 |
| 4 | 38 | 33 | 39 | 28 | 68 | 44 | 32 | 36 | 47 | 17 | 12 | 12 | 9 | 11 | 10 | 9 | 9 | 10 | 24 | 18 | 17 | 26 | 20 | 18 | 24 | 68 |
| 5 | 11 | 8 | 9 | 10 | 62 | 26 | 70 | 70 | 35 | 16 | 16 | 12 | 11 | 11 | 11 | 11 | 11 | 8 | 11 | 11 | 13 | 13 | 8 | 36 | 21 | 70 |
| 6 | 72 | 18 | 34 | 30 | 35 | 39 | 47 | 39 | 24 | 19 | 16 | 15 | 13 | 12 | 10 | 10 | 10 | 9 | 10 | 16 | 12 | 30 | 25 | 21 | 24 | 72 |
| 7 | 22 | 19 | 9 | 23 | 36 | 18 | 21 | 29 | 48 | 22 | 17 | 16 | 13 | 11 | 9 | 11 | 9 | 8 | 10 | 13 | 29 | 20 | 14 | 17 | 18 | 48 |
| 8 | 48 | 10 | 11 | 10 | 52 | 56 | 41 | 29 | 17 | 19 | 20 | 12 | 11 | 12 | 10 | 12 | 12 | 10 | 10 | 12 | 12 | 10 | 11 | 22 | 19 | 56 |
| 9 | 17 | 11 | 16 | 22 | 14 | 13 | 19 | 33 | 50 | 59 | 13 | 12 | 11 | 12 | 9 | 9 | 11 | 10 | 9 | 15 | 23 | 15 | 23 | 13 | 18 | 59 |
| 10 | 25 | 22 | 28 | 40 | 52 | 28 | 28 | 58 | 52 | 17 | 16 | 13 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 7 | 9 | 8 | 24 | 13 | 21 | 58 |
| 11 | 12 | 14 | 12 | 19 | 15 | 45 | 44 | 26 | 51 | 58 | 22 | 13 | 13 | 14 | 12 | 11 | 10 | 10 | 13 | 16 | 29 | 32 | 19 | 13 | 22 | 58 |
| 12 | 11 | 15 | 15 | 10 | 12 | 11 | 12 | 16 | 15 | 29 | 43 | 54 | 11 | 11 | 10 | 13 | 15 | 10 | 22 | 27 | 34 | 26 | 15 | 11 | 18 | 54 |
| 13 | 9 | 18 | 17 | 15 | 12 | 16 | 18 | 43 | 55 | 78 | 19 | 14 | 17 | 14 | 11 | 13 | 11 | 9 | 9 | 12 | 17 | 12 | 10 | 28 | 20 | 78 |
| 14 | 27 | 40 | 36 | 37 | 49 | 19 | 18 | 34 | 48 | 37 | 12 | 11 | 12 | 12 | 14 | 15 | 13 | 9 | 13 | 13 | 22 | 31 | 13 | 12 | 23 | 49 |
| 15 | 21 | 38 | 26 | 25 | 22 | 22 | 29 | 18 | 54 | 50 | 41 | 17 | 12 | 10 | 13 | 12 | 14 | 15 | 45 | 44 | 26 | 32 | 42 | 43 | 28 | 54 |
| 16 | 63 | 33 | 47 | 41 | 28 | 47 | 27 | 43 | 46 | 49 | 40 | 17 | 11 | 14 | [CA] | [CA] | 11 | 19 | 13 | 16 | 22 | 21 | 27 | 52 | 31 | 63 |
| 17 | 48 | 55 | 27 | 74 | 30 | 46 | 58 | 58 | 55 | 35 | 22 | 14 | 11 | 12 | 10 | 11 | 12 | 8 | 13 | 24 | 16 | 38 | 27 | 35 | 31 | 74 |
| 18 | 31 | 39 | 35 | 72 | 38 | 37 | 18 | 25 | 48 | 58 | 27 | 12 | 11 | 12 | 10 | 11 | 10 | 9 | 13 | 15 | 32 | 20 | 28 | 15 | 26 | 72 |
| 19 | 48 | 25 | 9 | 20 | 20 | 17 | 13 | 34 | 45 | 58 | 17 | 17 | 13 | 13 | 12 | 14 | 13 | 10 | 13 | 15 | 18 | 30 | 61 | 14 | 23 | 61 |
| 20 | 36 | 26 | 39 | 68 | 17 | 25 | 50 | 23 | 48 | 20 | 15 | 14 | 14 | 15 | 14 | 13 | 13 | 9 | 8 | 12 | 18 | 8 | 8 | 33 | 23 | 68 |
| 21 | 31 | 8 | 10 | 38 | 52 | 33 | 37 | 68 | 52 | 69 | 11 | 14 | 13 | 11 | 10 | 11 | 12 | 12 | 10 | 23 | 43 | 31 | 34 | 9 | 27 | 69 |
| 22 | 10 | 17 | 26 | 15 | 28 | 18 | 19 | 25 | 65 | 66 | 67 | 13 | 12 | 11 | 11 | 11 | 11 | 8 | 19 | 31 | 25 | 23 | 14 | 10 | 23 | 67 |
| 23 | 17 | 30 | 16 | 56 | 56 | 38 | 37 | 26 | 24 | 55 | 20 | 18 | 19 | 14 | 14 | 12 | 26 | 12 | 13 | 14 | 20 | 15 | 26 | 36 | 25 | 56 |
| 24 | 21 | 24 | 70 | 47 | 40 | 54 | 29 | 19 | 26 | 40 | 61 | 16 | 11 | 8 | 11 | 15 | 12 | 30 | 26 | 38 | 59 | 29 | 32 | 20 | 31 | 70 |
| 25 | 16 | 24 | 28 | 19 | 17 | 31 | 24 | 73 | 32 | 23 | 27 | 25 | 48 | 44 | 19 | 10 | 9 | 12 | 12 | 15 | 12 | 12 | 9 | 9 | 23 | 73 |
| 26 | 7 | 25 | 17 | 14 | 31 | 16 | 13 | 14 | 23 | 22 | 24 | 44 | 18 | 25 | 19 | 11 | 11 | 9 | 10 | 12 | 15 | 11 | 8 | 7 | 17 | 44 |
| 27 | 8 | 14 | 4 | 40 | 8 | 18 | 17 | 22 | 55 | 59 | 26 | 13 | 11 | 14 | 12 | 13 | 13 | 13 | 14 | 21 | 35 | 16 | 51 | 19 | 21 | 59 |
| 28 | 20 | 31 | 60 | 16 | 23 | 22 | 44 | 28 | 45 | 44 | 52 | 12 | 10 | 13 | 10 | 10 | 13 | 13 | 28 | 52 | 55 | 41 | 48 | 10 | 29 | 60 |
| 29 | 10 | 12 | 27 | 13 | 18 | 18 | 12 | 33 | 26 | 47 | 36 | 17 | 12 | 12 | 13 | 11 | 16 | 28 | 13 | 12 | 23 | 32 | 61 | 35 | 22 | 61 |
| 30 | 20 | 47 | 41 | 67 | 71 | 67 | 46 | 40 | 70 | 15 | 18 | 18 | 16 | 13 | 12 | 10 | 11 | 9 | 13 | 16 | 9 | 30 | 44 | 17 | 30 | 71 |
| AV | 26 | 25 | 28 | 33 | 34 | 31 | 33 | 36 | 42 | 38 | 25 | 17 | 14 | 13 | 12 | 11 | 12 | 12 | 15 | 19 | 24 | 22 | 26 | 21 | 24 | |
| SD | 17 | 13 | 17 | 20 | 18 | 15 | 16 | 16 | 14 | 19 | 15 | 9 | 7 | 7 | 3 | 2 | 3 | 5 | 8 | 10 | 12 | 10 | 16 | 12 | | |
| PK | 72 | 55 | 70 | 74 | 71 | 67 | 70 | 73 | 70 | 78 | 67 | 54 | 48 | 44 | 19 | 15 | 26 | 30 | 45 | 52 | 59 | 41 | 61 | 52 | | 78 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

DELTA T STABILITY CLASS [88825]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 6 | 6 | 5 | 5 | 4 | 6 |
| 2 | 5 | 5 | 5 | 5 | 6 | 5 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 3 | 4 | 3 | 4 | 3 | 4 | 5 | 5 | 4 | 4 | 5 | 4 | 6 |
| 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 5 |
| 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 5 | 4 | 5 |
| 6 | 5 | 5 | 6 | 5 | 5 | 5 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 6 |
| 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 8 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 5 | 5 | 4 | 5 |
| 9 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 5 |
| 10 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 4 | 5 |
| 11 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 3 | 4 | 5 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 12 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 | 3 | 3 | 2 | 1 | 1 | 3 | 3 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 13 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 5 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 6 |
| 14 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 2 | 3 | 3 | 5 |
| 15 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 3 | 1 | 1 | 2 | 3 | 3 | 2 | 3 | 4 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 5 |
| 16 | 4 | 3 | 4 | 4 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 17 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 5 | 4 | 5 | 4 | 5 | 5 | 5 | 4 | 5 |
| 18 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 4 | 5 |
| 19 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 20 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 2 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 5 |
| 21 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 2 | 2 | 1 | 1 | 2 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 6 |
| 22 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 23 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 3 | 5 |
| 24 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 3 | 4 | 4 | 5 | 5 | 5 | 6 | 5 | 5 | 4 | 6 |
| 25 | 5 | 5 | 5 | 5 | 5 | 6 | 4 | 5 | 5 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 6 |
| 26 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 2 | 2 | 1 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 5 | 4 | 5 | 5 | 4 | 5 |
| 27 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 1 | 2 | 3 | 2 | 2 | 2 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 28 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 1 | 2 | 3 | 2 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 29 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 1 | 2 | 2 | 3 | 3 | 2 | 2 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 30 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| AV | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 1 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| PK | 5 | 5 | 6 | 5 | 6 | 6 | 6 | 6 | 5 | 3 | 3 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 6 | 6 | 5 | 5 | | 6 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

BATTERY VOLTAGE (99034)

VOLTS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.9 |
| 2 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.8 | 13.9 |
| 3 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 4 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 5 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 6 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.9 |
| 7 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.9 |
| 8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 10 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.9 |
| 11 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 12 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 13 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.8 | 13.9 |
| 14 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 15 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.9 |
| 16 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.5 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 17 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 18 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 19 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 |
| 20 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 |
| 21 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.9 |
| 22 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.9 |
| 23 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 24 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 25 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 26 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.9 |
| 27 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.9 |
| 28 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 29 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.9 |
| 30 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 |
| AV | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | |
| SD | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | | |
| PK | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | | 13.9 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA (CALCULATE) [99090]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 21 | 20 | 68 | 54 | 35 | 38 | 80 | 24 | 57 | 21 | 23 | 11 | 11 | 11 | 11 | 10 | 14 | 17 | 13 | 16 | 28 | 18 | 49 | 23 | 28 | 80 |
| 2 | 60 | 60 | 57 | 87 | 59 | 47 | 47 | 45 | 46 | 24 | 17 | 21 | 17 | 10 | 13 | 11 | 12 | 10 | 13 | 22 | 17 | 7 | 7 | 17 | 30 | 87 |
| 3 | 39 | 45 | 21 | 35 | 74 | 83 | 54 | 47 | 50 | 21 | 15 | 13 | 10 | 9 | 9 | 9 | 12 | 12 | 9 | 15 | 19 | 31 | 40 | 40 | 30 | 83 |
| 4 | 41 | 34 | 70 | 34 | 88 | 52 | 46 | 42 | 64 | 18 | 12 | 13 | 9 | 11 | 10 | 9 | 9 | 10 | 24 | 19 | 17 | 28 | 20 | 20 | 29 | 88 |
| 5 | 12 | 8 | 9 | 12 | 76 | 28 | 99 | 91 | 52 | 16 | 15 | 13 | 11 | 11 | 11 | 11 | 11 | 8 | 11 | 11 | 12 | 13 | 8 | 35 | 24 | 99 |
| 6 | 90 | 18 | 46 | 39 | 34 | 40 | 54 | 45 | 36 | 21 | 19 | 16 | 13 | 12 | 10 | 10 | 10 | 8 | 10 | 16 | 12 | 32 | 27 | 20 | 27 | 90 |
| 7 | 41 | 27 | 10 | 24 | 37 | 17 | 21 | 31 | 64 | 23 | 18 | 17 | 13 | 11 | 9 | 11 | 9 | 8 | 10 | 14 | 33 | 21 | 16 | 18 | 21 | 64 |
| 8 | 63 | 11 | 13 | 10 | 64 | 75 | 56 | 34 | 20 | 19 | 23 | 13 | 11 | 12 | 10 | 12 | 11 | 10 | 10 | 12 | 12 | 10 | 15 | 42 | 24 | 75 |
| 9 | 17 | 11 | 16 | 23 | 16 | 15 | 19 | 36 | 63 | 63 | 13 | 12 | 11 | 12 | 9 | 9 | 11 | 10 | 9 | 14 | 22 | 16 | 28 | 33 | 20 | 63 |
| 10 | 27 | 27 | 45 | 56 | 63 | 29 | 31 | 68 | 73 | 19 | 15 | 13 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 7 | 8 | 8 | 27 | 13 | 25 | 73 |
| 11 | 13 | 14 | 12 | 20 | 16 | 72 | 56 | 29 | 61 | 76 | 38 | 13 | 14 | 14 | 13 | 12 | 10 | 10 | 14 | 16 | 40 | 24 | 22 | 13 | 26 | 76 |
| 12 | 11 | 15 | 15 | 10 | 12 | 11 | 12 | 16 | 15 | 31 | 53 | 58 | 11 | 11 | 10 | 13 | 15 | 10 | 21 | 29 | 33 | 28 | 15 | 12 | 19 | 58 |
| 13 | 10 | 16 | 17 | 16 | 13 | 17 | 20 | 56 | 70 | 89 | 20 | 14 | 17 | 15 | 12 | 13 | 11 | 9 | 9 | 12 | 17 | 12 | 10 | 31 | 22 | 89 |
| 14 | 31 | 51 | 32 | 37 | 58 | 19 | 24 | 40 | 60 | 52 | 13 | 12 | 12 | 12 | 14 | 15 | 13 | 9 | 12 | 12 | 20 | 31 | 15 | 13 | 25 | 60 |
| 15 | 21 | 49 | 43 | 27 | 28 | 27 | 28 | 20 | 67 | 63 | 50 | 18 | 13 | 11 | 13 | 12 | 14 | 14 | 45 | 52 | 25 | 39 | 45 | 60 | 33 | 67 |
| 16 | 71 | 41 | 52 | 49 | 33 | 66 | 30 | 62 | 50 | 57 | 56 | 21 | 11 | 14 | [CA] | [CA] | 11 | 19 | 13 | 17 | 22 | 29 | 29 | 61 | 37 | 71 |
| 17 | 69 | 62 | 31 | 91 | 40 | 54 | 66 | 75 | 67 | 41 | 23 | 14 | 12 | 12 | 11 | 12 | 12 | 8 | 14 | 25 | 14 | 54 | 51 | 55 | 38 | 91 |
| 18 | 37 | 54 | 36 | 97 | 44 | 45 | 20 | 35 | 52 | 75 | 45 | 12 | 11 | 12 | 10 | 11 | 10 | 9 | 13 | 14 | 30 | 24 | 28 | 17 | 31 | 97 |
| 19 | 54 | 26 | 9 | 20 | 22 | 15 | 14 | 42 | 58 | 74 | 22 | 18 | 13 | 12 | 12 | 14 | 13 | 10 | 12 | 15 | 17 | 31 | 86 | 14 | 26 | 86 |
| 20 | 53 | 26 | 54 | 90 | 23 | 25 | 39 | 25 | 58 | 21 | 16 | 15 | 14 | 16 | 14 | 13 | 13 | 9 | 8 | 12 | 17 | 8 | 8 | 49 | 26 | 90 |
| 21 | 42 | 8 | 10 | 40 | 61 | 43 | 55 | 88 | 69 | 93 | 11 | 14 | 13 | 12 | 10 | 11 | 12 | 11 | 9 | 33 | 52 | 43 | 44 | 9 | 33 | 93 |
| 22 | 10 | 17 | 27 | 15 | 22 | 18 | 19 | 27 | 75 | 85 | 87 | 13 | 12 | 11 | 11 | 11 | 11 | 8 | 18 | 30 | 28 | 26 | 14 | 11 | 25 | 87 |
| 23 | 17 | 48 | 17 | 83 | 71 | 47 | 56 | 24 | 27 | 80 | 20 | 18 | 19 | 14 | 14 | 13 | 26 | 11 | 14 | 14 | 20 | 16 | 25 | 37 | 30 | 83 |
| 24 | 23 | 30 | 80 | 58 | 43 | 71 | 28 | 20 | 27 | 48 | 84 | 19 | 11 | 9 | 12 | 14 | 13 | 32 | 28 | 45 | 76 | 34 | 43 | 23 | 36 | 84 |
| 25 | 17 | 25 | 37 | 20 | 27 | 32 | 22 | 90 | 34 | 24 | 29 | 26 | 56 | 47 | 20 | 12 | 8 | 11 | 13 | 14 | 12 | 12 | 13 | 10 | 25 | 90 |
| 26 | 7 | 23 | 18 | 15 | 33 | 17 | 15 | 14 | 24 | 23 | 26 | 49 | 19 | 27 | 21 | 11 | 11 | 9 | 10 | 12 | 14 | 11 | 8 | 7 | 18 | 49 |
| 27 | 8 | 12 | 5 | 52 | 8 | 19 | 17 | 24 | 62 | 72 | 31 | 14 | 11 | 14 | 12 | 13 | 13 | 13 | 13 | 19 | 36 | 20 | 76 | 21 | 24 | 76 |
| 28 | 30 | 39 | 82 | 16 | 24 | 23 | 58 | 29 | 55 | 63 | 61 | 12 | 10 | 13 | 10 | 10 | 13 | 14 | 30 | 69 | 66 | 41 | 50 | 10 | 34 | 82 |
| 29 | 11 | 12 | 27 | 13 | 18 | 18 | 13 | 36 | 27 | 60 | 43 | 18 | 12 | 13 | 14 | 12 | 15 | 29 | 14 | 13 | 27 | 40 | 79 | 38 | 25 | 79 |
| 30 | 27 | 67 | 50 | 76 | 99 | 82 | 64 | 49 | 78 | 15 | 18 | 19 | 16 | 13 | 12 | 10 | 11 | 9 | 13 | 15 | 9 | 31 | 64 | 17 | 36 | 99 |
| AV | 32 | 30 | 34 | 41 | 41 | 38 | 39 | 42 | 52 | 46 | 30 | 18 | 14 | 14 | 12 | 11 | 12 | 12 | 15 | 21 | 25 | 25 | 32 | 25 | 28 | |
| SD | 22 | 17 | 23 | 28 | 25 | 22 | 22 | 22 | 18 | 26 | 21 | 10 | 8 | 7 | 3 | 2 | 3 | 6 | 8 | 14 | 16 | 12 | 22 | 16 | | |
| PK | 90 | 67 | 82 | 97 | 99 | 83 | 99 | 91 | 78 | 93 | 87 | 58 | 56 | 47 | 21 | 15 | 26 | 32 | 45 | 69 | 76 | 54 | 86 | 61 | | 99 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE 2M HEIGHT [99144]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 22.6 | 22.7 | 22.1 | 21.6 | 21.8 | 21.5 | 22.6 | 24.3 | 26.1 | 27.4 | 28.8 | 28.7 | 28.7 | 28.6 | 27.6 | 26.8 | 25.8 | 24.7 | 23.6 | 23.4 | 24.0 | 23.9 | 23.8 | 23.8 | 24.8 | 28.8 |
| 2 | 23.5 | 23.6 | 23.9 | 23.8 | 23.7 | 23.7 | 24.6 | 25.8 | 27.1 | 28.1 | 28.9 | 29.9 | 30.4 | 29.4 | 29.5 | 28.3 | 27.7 | 26.6 | 25.3 | 25.2 | 24.8 | 24.3 | 23.9 | 23.7 | 26.1 | 30.4 |
| 3 | 24.1 | 24.5 | 24.3 | 23.6 | 23.4 | 23.8 | 24.9 | 26.8 | 29.0 | 30.4 | 30.7 | 30.9 | 31.0 | 30.4 | 29.7 | 29.5 | 28.8 | 28.1 | 27.0 | 27.0 | 26.9 | 27.0 | 26.5 | 25.9 | 27.3 | 31.0 |
| 4 | 25.4 | 25.0 | 25.1 | 25.0 | 25.1 | 25.3 | 26.6 | 28.7 | 30.8 | 31.8 | 32.2 | 32.5 | 32.3 | 31.6 | 30.2 | 29.0 | 28.1 | 26.8 | 26.3 | 25.7 | 25.1 | 24.5 | 24.1 | 23.8 | 27.5 | 32.5 |
| 5 | 23.3 | 22.9 | 22.7 | 22.6 | 23.0 | 23.7 | 24.6 | 26.5 | 28.3 | 28.0 | 28.1 | 28.4 | 28.3 | 28.2 | 28.3 | 27.9 | 26.7 | 25.0 | 24.2 | 23.9 | 23.6 | 23.4 | 23.3 | 23.4 | 25.3 | 28.4 |
| 6 | 23.5 | 23.5 | 23.4 | 23.1 | 22.9 | 22.5 | 23.1 | 23.8 | 25.4 | 26.4 | 27.4 | 26.9 | 27.6 | 27.7 | 27.2 | 26.6 | 25.5 | 24.1 | 23.3 | 23.1 | 23.2 | 23.2 | 23.1 | 22.9 | 24.6 | 27.9 |
| 7 | 22.8 | 22.8 | 22.6 | 22.5 | 22.6 | 22.1 | 22.8 | 24.0 | 25.4 | 26.3 | 26.9 | 26.9 | 27.5 | 27.9 | 27.8 | 26.7 | 25.8 | 24.3 | 23.6 | 23.5 | 23.7 | 22.9 | 22.6 | 22.2 | 24.4 | 27.9 |
| 8 | 22.1 | 22.2 | 22.1 | 22.1 | 21.6 | 21.7 | 23.0 | 24.7 | 26.2 | 27.3 | 29.4 | 28.7 | 29.0 | 28.5 | 29.2 | 28.3 | 27.6 | 27.4 | 26.9 | 26.5 | 25.6 | 24.5 | 24.0 | 24.1 | 25.5 | 29.4 |
| 9 | 23.6 | 23.4 | 23.6 | 23.5 | 23.2 | 23.1 | 24.1 | 26.1 | 28.4 | 30.9 | 29.9 | 29.1 | 30.4 | 31.0 | 29.6 | 28.0 | 27.3 | 27.0 | 25.7 | 25.5 | 24.2 | 24.4 | 24.3 | 23.6 | 26.2 | 31.0 |
| 10 | 23.3 | 23.4 | 23.5 | 22.9 | 23.2 | 23.3 | 24.3 | 26.0 | 27.9 | 28.4 | 28.8 | 29.4 | 29.8 | 29.2 | 29.0 | 28.2 | 27.0 | 25.7 | 24.1 | 23.5 | 22.6 | 22.1 | 21.8 | 21.9 | 25.4 | 29.8 |
| 11 | 21.6 | 21.3 | 21.3 | 20.8 | 20.7 | 20.7 | 21.4 | 22.7 | 24.2 | 26.1 | 26.6 | 26.8 | 27.0 | 26.2 | 25.8 | 25.7 | 25.0 | 23.4 | 22.3 | 22.5 | 22.4 | 22.3 | 22.2 | 21.8 | 23.4 | 27.0 |
| 12 | 21.8 | 22.3 | 22.9 | 23.1 | 23.3 | 23.1 | 23.3 | 23.7 | 24.5 | 25.9 | 27.0 | 27.7 | 27.8 | 26.8 | 25.9 | 25.2 | 24.6 | 23.2 | 22.4 | 22.5 | 22.3 | 22.4 | 21.9 | 21.5 | 24.0 | 27.8 |
| 13 | 21.2 | 21.5 | 22.0 | 22.1 | 21.7 | 21.9 | 22.3 | 22.9 | 24.2 | 25.4 | 26.1 | 26.2 | 26.5 | 26.5 | 26.3 | 25.5 | 24.3 | 23.0 | 22.1 | 21.9 | 21.4 | 21.1 | 20.8 | 20.8 | 23.2 | 26.5 |
| 14 | 21.0 | 20.7 | 21.1 | 20.4 | 20.4 | 20.1 | 20.6 | 22.2 | 25.1 | 27.0 | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | 21.9 | 27.0 |
| 15 | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [ ] | [ ] |
| 16 | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [CA] | [CA] | 26.3 | 24.9 | 24.6 | 23.9 | 23.7 | 24.4 | 24.1 | 23.2 | 24.4 | 26.3 |
| 17 | 22.6 | 22.3 | 22.3 | 21.7 | 22.4 | 23.0 | 23.8 | 25.0 | 27.2 | 28.7 | 28.9 | 29.2 | 29.8 | 28.5 | 26.7 | 25.8 | 25.0 | 24.4 | 23.8 | 24.0 | 22.9 | 23.1 | 22.8 | 21.9 | 24.8 | 29.8 |
| 18 | 22.2 | 21.7 | 21.7 | 21.3 | 21.4 | 21.6 | 23.1 | 24.7 | 26.2 | 27.8 | 28.7 | 29.1 | 29.7 | 29.4 | 28.8 | 27.4 | 25.8 | 24.0 | 22.8 | 22.7 | 22.7 | 22.7 | 22.8 | 22.2 | 24.6 | 29.7 |
| 19 | 22.3 | 21.9 | 21.9 | 21.4 | 21.4 | 21.3 | 21.9 | 23.7 | 25.3 | 26.5 | 27.2 | 27.7 | 28.0 | 27.0 | 26.8 | 25.8 | 23.9 | 22.4 | 21.7 | 21.4 | 21.0 | 21.4 | 21.2 | 20.6 | 23.5 | 28.0 |
| 20 | 20.1 | 20.1 | 19.8 | 18.6 | 18.9 | 18.3 | 19.9 | 21.5 | 22.9 | 24.3 | 24.7 | 24.7 | 24.7 | 24.5 | 24.5 | 24.1 | 23.2 | 22.1 | 21.7 | 21.4 | 21.5 | 21.4 | 21.2 | 21.2 | 21.9 | 24.7 |
| 21 | 21.1 | 20.7 | 20.3 | 20.6 | 20.3 | 20.7 | 20.4 | 22.0 | 24.3 | 26.6 | 26.7 | 26.8 | 27.0 | 27.2 | 27.1 | 26.5 | 25.5 | 24.5 | 24.0 | 24.5 | 24.3 | 23.7 | 23.2 | 22.3 | 23.8 | 27.2 |
| 22 | 22.0 | 21.9 | 21.8 | 21.2 | 21.4 | 20.9 | 21.1 | 21.4 | 24.6 | 29.1 | 32.0 | 29.5 | 27.7 | 28.2 | 28.1 | 28.2 | 26.2 | 24.0 | 23.4 | 23.9 | 23.9 | 23.8 | 23.6 | 23.4 | 24.6 | 32.0 |
| 23 | 22.9 | 22.2 | 22.4 | 21.8 | 21.7 | 21.6 | 23.3 | 27.0 | 29.4 | 30.3 | 31.0 | 32.8 | 33.0 | 32.5 | 32.2 | 31.6 | 30.9 | 27.5 | 25.6 | 25.7 | 25.4 | 24.1 | 24.2 | 23.5 | 26.8 | 33.0 |
| 24 | 23.1 | 23.2 | 22.7 | 22.5 | 22.6 | 22.3 | 25.0 | 28.5 | 31.2 | 32.9 | 34.5 | 31.7 | 28.1 | 26.7 | 26.7 | 28.2 | 29.1 | 27.2 | 26.6 | 26.2 | 26.4 | 26.8 | 26.9 | 26.7 | 26.9 | 34.5 |
| 25 | 26.6 | 26.5 | 26.2 | 25.6 | 25.0 | 24.3 | 24.3 | 24.9 | 25.1 | 22.8 | 23.0 | 24.0 | 26.3 | 26.8 | 25.7 | 25.9 | 26.2 | 25.7 | 26.6 | 26.1 | 24.9 | 23.5 | 23.2 | 25.1 | 26.8 | |
| 26 | 22.5 | 22.7 | 22.5 | 21.9 | 22.2 | 22.3 | 22.5 | 22.8 | 23.7 | 25.0 | 25.6 | 27.2 | 26.9 | 27.0 | 27.0 | 25.5 | 24.1 | 22.8 | 22.7 | 22.8 | 22.9 | 22.4 | 21.9 | 21.6 | 23.7 | 27.2 |
| 27 | 21.6 | 21.6 | 21.2 | 21.4 | 21.0 | 20.9 | 21.7 | 22.7 | 24.6 | 26.7 | 28.3 | 28.4 | 27.1 | 26.8 | 27.3 | 26.5 | 25.9 | 24.6 | 23.9 | 23.9 | 24.1 | 23.6 | 23.8 | 23.6 | 24.2 | 28.4 |
| 28 | 23.4 | 23.2 | 22.5 | 22.2 | 22.3 | 22.0 | 22.8 | 24.5 | 27.0 | 30.6 | 32.3 | 30.6 | 29.1 | 29.1 | 29.0 | 28.2 | 27.1 | 25.3 | 24.6 | 24.9 | 25.3 | 24.9 | 24.5 | 24.2 | 25.9 | 32.3 |
| 29 | 24.0 | 23.9 | 23.7 | 23.1 | 23.1 | 23.2 | 23.6 | 24.7 | 26.1 | 28.1 | 29.5 | 29.0 | 28.1 | 26.9 | 26.4 | 26.0 | 24.4 | 23.0 | 21.9 | 21.9 | 21.9 | 22.2 | 22.8 | 22.9 | 24.6 | 29.5 |
| 30 | 22.8 | 23.1 | 23.0 | 23.2 | 23.3 | 23.4 | 23.5 | 24.2 | 25.3 | 25.6 | 25.8 | 26.1 | 26.2 | 25.9 | 25.5 | 24.3 | 23.1 | 22.2 | 21.9 | 22.0 | 22.0 | 22.2 | 22.3 | 22.4 | 23.7 | 26.2 |
| AV | 22.8 | 22.7 | 22.6 | 22.3 | 22.3 | 22.2 | 23.0 | 24.5 | 26.3 | 27.7 | 28.5 | 28.4 | 28.4 | 28.1 | 27.7 | 27.0 | 26.1 | 24.8 | 24.0 | 23.9 | 23.7 | 23.5 | 23.3 | 22.9 | 24.8 | |
| SD | 1.3 | 1.4 | 1.4 | 1.4 | 1.4 | 1.5 | 1.5 | 1.9 | 2.1 | 2.2 | 2.7 | 2.2 | 2.1 | 1.8 | 1.7 | 1.7 | 1.8 | 1.8 | 1.6 | 1.6 | 1.6 | 1.5 | 1.4 | 1.4 | | |
| PK | 26.6 | 26.5 | 26.2 | 25.6 | 25.1 | 25.3 | 26.6 | 28.7 | 31.2 | 32.9 | 34.5 | 32.8 | 33.0 | 32.5 | 32.2 | 31.6 | 30.9 | 28.1 | 27.0 | 27.0 | 26.9 | 27.0 | 26.9 | 26.7 | | 34.5 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

STATION TEMPERATURE [99231]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

FINAL DATA
AS OF 26/FEB/98

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 19.1 | 19.1 | 19.2 | 18.8 | 18.6 | 18.4 | 18.7 | 21.0 | 22.9 | 23.5 | 24.0 | 24.4 | 24.5 | 24.7 | 24.8 | 24.7 | 24.6 | 24.2 | 23.5 | 22.2 | 21.4 | 20.9 | 20.5 | 20.2 | 21.8 | 24.8 |
| 2 | 20.2 | 20.1 | 20.3 | 20.3 | 20.3 | 20.2 | 21.1 | 23.2 | 23.7 | 23.9 | 24.1 | 24.4 | 24.8 | 25.1 | 25.1 | 25.1 | 24.8 | 24.3 | 23.6 | 22.7 | 22.0 | 21.5 | 21.0 | 20.7 | 22.6 | 25.1 |
| 3 | 20.4 | 20.3 | 20.4 | 20.2 | 20.0 | 19.8 | 20.3 | 22.1 | 23.2 | 23.8 | 24.2 | 24.6 | 25.0 | 25.2 | 25.1 | 24.9 | 24.9 | 24.5 | 24.0 | 23.5 | 23.1 | 22.8 | 22.6 | 22.3 | 22.8 | 25.2 |
| 4 | 22.1 | 21.9 | 22.0 | 21.7 | 21.5 | 21.3 | 21.8 | 23.1 | 23.7 | 24.4 | 25.1 | 25.4 | 25.7 | 25.9 | 25.9 | 25.7 | 25.3 | 24.8 | 24.1 | 23.5 | 22.9 | 22.4 | 22.1 | 21.7 | 23.5 | 25.9 |
| 5 | 21.5 | 21.2 | 21.1 | 20.7 | 20.4 | 20.3 | 20.8 | 22.6 | 23.6 | 24.2 | 24.5 | 24.7 | 24.9 | 25.1 | 25.3 | 25.4 | 25.2 | 24.6 | 23.8 | 22.9 | 22.3 | 21.7 | 21.3 | 21.0 | 22.9 | 25.4 |
| 6 | 20.9 | 20.8 | 20.9 | 20.7 | 20.4 | 20.1 | 20.0 | 20.6 | 21.9 | 23.2 | 23.9 | 24.2 | 24.3 | 24.6 | 24.7 | 24.7 | 24.6 | 24.2 | 23.0 | 21.8 | 21.0 | 20.6 | 20.2 | 20.0 | 22.1 | 24.7 |
| 7 | 19.8 | 19.8 | 20.0 | 19.9 | 19.9 | 19.8 | 19.8 | 21.4 | 23.1 | 23.6 | 23.9 | 24.0 | 24.2 | 24.4 | 24.6 | 24.5 | 24.4 | 24.2 | 22.9 | 21.7 | 20.9 | 20.3 | 19.9 | 19.6 | 21.9 | 24.6 |
| 8 | 19.2 | 19.0 | 19.0 | 18.7 | 18.6 | 18.2 | 18.6 | 20.8 | 22.8 | 23.4 | 23.9 | 24.3 | 24.4 | 24.7 | 24.9 | 25.0 | 24.8 | 24.3 | 23.7 | 23.0 | 22.4 | 21.7 | 21.2 | 20.8 | 22.0 | 25.0 |
| 9 | 20.3 | 19.9 | 19.7 | 19.2 | 19.0 | 19.0 | 21.1 | 23.4 | 24.2 | 25.7 | 26.9 | 26.5 | 26.2 | 26.4 | 26.2 | 25.9 | 25.6 | 25.3 | 24.5 | 24.0 | 23.4 | 22.8 | 22.4 | 22.1 | 23.3 | 26.9 |
| 10 | 21.6 | 21.2 | 21.2 | 20.8 | 20.5 | 20.4 | 20.9 | 22.8 | 24.1 | 25.2 | 25.5 | 25.9 | 25.9 | 25.8 | 25.7 | 25.6 | 25.3 | 24.8 | 23.9 | 22.9 | 22.1 | 21.3 | 20.7 | 20.3 | 23.1 | 25.9 |
| 11 | 20.1 | 19.9 | 19.8 | 19.5 | 19.1 | 18.9 | 19.1 | 21.2 | 22.9 | 23.9 | 24.7 | 24.8 | 25.0 | 25.1 | 25.0 | 25.0 | 24.7 | 24.2 | 23.1 | 21.9 | 21.2 | 20.8 | 20.5 | 20.3 | 22.1 | 25.1 |
| 12 | 20.2 | 20.5 | 21.0 | 21.2 | 21.4 | 21.5 | 21.6 | 21.9 | 22.4 | 23.5 | 24.5 | 25.2 | 25.6 | 25.6 | 25.4 | 25.1 | 24.8 | 24.4 | 23.5 | 22.3 | 21.6 | 21.2 | 20.9 | 20.4 | 22.7 | 25.6 |
| 13 | 19.8 | 19.6 | 20.0 | 20.1 | 20.0 | 19.8 | 20.0 | 20.5 | 22.0 | 23.5 | 24.3 | 24.5 | 24.7 | 25.0 | 25.1 | 24.9 | 24.6 | 24.2 | 23.0 | 21.9 | 21.1 | 20.3 | 19.8 | 19.3 | 22.0 | 25.1 |
| 14 | 18.9 | 18.6 | 18.7 | 18.5 | 18.2 | 17.9 | 18.1 | 19.1 | 21.2 | 23.4 | 24.5 | 24.9 | 24.5 | 24.7 | 25.1 | 25.3 | 24.6 | 24.0 | 23.2 | 22.5 | 22.2 | 21.9 | 21.7 | 21.5 | 21.8 | 25.3 |
| 15 | 21.3 | 21.2 | 21.3 | 21.2 | 21.3 | 21.4 | 21.5 | 22.5 | 23.9 | 25.0 | 26.4 | 26.9 | 26.4 | 25.4 | 25.1 | 24.8 | 24.3 | 24.1 | 23.2 | 22.3 | 21.6 | 21.2 | 20.9 | 20.5 | 23.1 | 26.9 |
| 16 | 20.3 | 20.3 | 20.4 | 20.2 | 20.0 | 19.8 | 19.8 | 20.1 | 20.8 | 22.3 | 23.3 | 23.8 | 24.4 | 24.8 | [CA] | [CA] | 24.4 | 24.0 | 23.3 | 22.6 | 22.0 | 21.3 | 21.0 | 20.9 | 21.9 | 24.8 |
| 17 | 20.5 | 20.2 | 20.2 | 20.0 | 19.9 | 20.2 | 20.7 | 21.8 | 23.7 | 24.8 | 25.6 | 25.8 | 26.0 | 26.2 | 25.4 | 24.7 | 24.4 | 24.3 | 23.5 | 22.9 | 22.5 | 22.0 | 21.4 | 21.0 | 22.8 | 26.2 |
| 18 | 20.7 | 20.7 | 20.5 | 20.2 | 20.0 | 19.6 | 19.7 | 21.5 | 23.2 | 24.1 | 24.9 | 25.6 | 26.0 | 26.1 | 26.0 | 25.8 | 25.3 | 24.7 | 23.9 | 22.9 | 22.0 | 21.5 | 21.2 | 20.8 | 22.8 | 26.1 |
| 19 | 20.6 | 20.3 | 20.1 | 19.7 | 19.4 | 19.1 | 19.3 | 21.1 | 23.2 | 24.0 | 25.0 | 25.4 | 25.5 | 25.5 | 25.2 | 25.2 | 24.9 | 24.3 | 22.8 | 21.3 | 20.2 | 19.5 | 19.0 | 18.7 | 22.1 | 25.5 |
| 20 | 18.4 | 18.2 | 18.5 | 19.5 | 19.4 | 19.8 | 19.5 | 20.0 | 22.3 | 23.5 | 24.0 | 24.1 | 24.2 | 24.3 | 24.4 | 24.4 | 24.4 | 23.9 | 22.4 | 21.3 | 20.8 | 20.4 | 20.0 | 19.6 | 21.6 | 24.4 |
| 21 | 19.3 | 19.0 | 18.9 | 18.7 | 19.0 | 18.8 | 19.3 | 21.7 | 23.2 | 23.6 | 24.0 | 24.1 | 24.1 | 24.3 | 24.5 | 24.6 | 24.5 | 24.1 | 23.0 | 21.9 | 21.1 | 20.6 | 20.1 | 19.6 | 21.8 | 24.6 |
| 22 | 19.2 | 19.0 | 19.0 | 18.9 | 19.1 | 19.2 | 19.1 | 19.4 | 21.7 | 23.3 | 24.1 | 24.7 | 24.7 | 24.8 | 25.0 | 25.0 | 24.8 | 24.2 | 23.0 | 21.9 | 21.2 | 20.8 | 20.5 | 20.2 | 21.8 | 25.0 |
| 23 | 19.9 | 19.5 | 19.2 | 18.7 | 18.3 | 18.1 | 18.1 | 19.7 | 22.3 | 23.5 | 24.1 | 24.6 | 25.3 | 25.6 | 25.8 | 25.9 | 25.7 | 25.1 | 24.1 | 23.4 | 22.7 | 22.1 | 21.7 | 21.4 | 22.3 | 25.9 |
| 24 | 20.8 | 20.2 | 19.8 | 19.1 | 18.6 | 18.1 | 18.0 | 19.2 | 22.1 | 23.4 | 24.1 | 24.5 | 24.3 | 24.0 | 23.7 | 23.6 | 23.6 | 23.6 | 23.3 | 22.9 | 22.5 | 22.4 | 22.4 | 22.4 | 21.9 | 24.5 |
| 25 | 22.5 | 22.8 | 22.9 | 22.7 | 22.5 | 22.3 | 22.0 | 21.9 | 22.0 | 22.3 | 22.3 | 22.2 | 22.3 | 23.0 | 24.0 | 24.0 | 23.8 | 23.7 | 23.4 | 23.2 | 23.2 | 22.9 | 22.4 | 22.0 | 22.8 | 24.0 |
| 26 | 21.6 | 21.1 | 21.0 | 20.6 | 20.3 | 20.0 | 19.9 | 20.5 | 21.3 | 22.3 | 23.6 | 24.1 | 24.6 | 24.8 | 25.1 | 24.9 | 24.5 | 23.7 | 22.4 | 21.6 | 21.1 | 20.8 | 20.4 | 20.0 | 22.1 | 25.1 |
| 27 | 19.6 | 19.5 | 19.5 | 19.1 | 18.8 | 18.6 | 18.5 | 19.7 | 21.9 | 23.4 | 24.1 | 24.7 | 25.4 | 25.5 | 25.2 | 25.1 | 24.8 | 24.2 | 23.3 | 22.3 | 21.7 | 21.3 | 21.0 | 20.6 | 22.0 | 25.5 |
| 28 | 20.3 | 19.9 | 19.8 | 19.4 | 19.1 | 18.8 | 18.7 | 20.2 | 22.4 | 23.5 | 24.2 | 25.1 | 25.1 | 25.2 | 25.3 | 25.3 | 25.0 | 24.3 | 23.3 | 22.5 | 21.8 | 21.5 | 21.3 | 21.2 | 22.2 | 25.3 |
| 29 | 21.3 | 21.2 | 21.2 | 20.8 | 20.6 | 20.4 | 20.4 | 21.6 | 23.1 | 23.9 | 24.4 | 24.9 | 25.1 | 25.0 | 25.0 | 24.9 | 24.6 | 23.9 | 22.5 | 21.4 | 20.8 | 20.4 | 20.3 | 20.4 | 22.4 | 25.1 |
| 30 | 20.4 | 20.3 | 20.4 | 20.3 | 20.3 | 20.3 | 20.3 | 20.7 | 22.2 | 23.3 | 23.6 | 23.8 | 24.0 | 24.2 | 25.1 | 25.1 | 24.0 | 22.7 | 21.3 | 20.5 | 20.1 | 19.9 | 19.7 | 19.5 | 21.8 | 25.1 |
| AV | 20.4 | 20.2 | 20.2 | 20.0 | 19.8 | 19.7 | 19.9 | 21.2 | 22.7 | 23.7 | 24.4 | 24.7 | 24.9 | 25.0 | 25.1 | 25.0 | 24.7 | 24.2 | 23.3 | 22.4 | 21.8 | 21.3 | 20.9 | 20.6 | 22.3 | |
| SD | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.1 | 1.1 | 1.2 | 0.9 | 0.8 | 0.9 | 0.9 | 0.8 | 0.7 | 0.5 | 0.5 | 0.5 | 0.5 | 0.6 | 0.8 | 0.9 | 0.9 | 0.9 | 0.9 | | |
| PK | 22.6 | 22.8 | 22.9 | 22.7 | 22.5 | 22.3 | 22.0 | 23.4 | 24.2 | 25.7 | 26.9 | 26.9 | 26.4 | 26.4 | 26.2 | 25.9 | 25.7 | 25.3 | 24.5 | 24.0 | 23.4 | 22.9 | 22.6 | 22.4 | | 26.9 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

Delta Temp [99238]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

SEP, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

FINAL DATA
AS OF 26/FEB/98

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | -0.3 | -0.1 | -0.5 | -0.7 | -0.4 | -0.3 | 0.0 | 0.5 | 0.7 | 1.2 | 1.2 | 1.5 | 1.5 | 1.3 | 1.2 | 1.1 | 0.7 | 0.3 | -0.3 | -0.3 | 0.0 | 0.0 | -0.4 | -0.1 | 0.3 | 1.5 |
| 2 | -0.1 | -0.3 | -0.1 | -0.1 | 0.0 | -0.2 | 0.0 | 0.4 | 0.6 | 1.0 | 1.3 | 1.3 | 1.4 | 1.2 | 1.2 | 0.9 | 0.6 | 0.3 | -0.1 | -0.2 | -0.4 | -0.5 | -0.5 | -0.6 | 0.3 | 1.4 |
| 3 | -0.5 | -0.1 | -0.3 | -0.6 | -0.7 | -0.5 | 0.0 | 0.3 | 0.7 | 1.2 | 1.3 | 1.5 | 1.5 | 1.3 | 1.0 | 0.9 | 0.6 | 0.2 | -0.2 | -0.4 | -0.5 | -0.6 | -0.4 | -0.4 | 0.2 | 1.5 |
| 4 | -0.5 | -0.6 | -0.4 | -0.6 | -0.6 | -0.5 | 0.1 | 0.4 | 0.6 | 1.1 | 1.4 | 1.4 | 1.6 | 1.3 | 1.2 | 0.9 | 0.6 | 0.2 | -0.1 | -0.2 | -0.2 | -0.2 | -0.2 | -0.3 | 0.3 | 1.6 |
| 5 | -0.5 | -0.6 | -0.6 | -0.7 | -0.5 | -0.2 | 0.0 | 0.2 | 0.8 | 1.1 | 1.5 | 1.5 | 1.4 | 1.4 | 1.1 | 0.9 | 0.6 | 0.2 | -0.1 | -0.1 | -0.3 | -0.5 | -0.4 | -0.2 | 0.2 | 1.5 |
| 6 | -0.1 | -0.1 | 0.0 | -0.2 | -0.3 | -0.5 | 0.0 | 0.3 | 0.8 | 1.1 | 1.3 | 1.4 | 1.4 | 1.3 | 1.2 | 0.9 | 0.5 | 0.2 | -0.2 | -0.3 | -0.4 | -0.3 | -0.3 | -0.4 | 0.3 | 1.4 |
| 7 | -0.4 | -0.2 | -0.2 | -0.1 | -0.1 | -0.5 | 0.0 | 0.4 | 0.7 | 1.1 | 1.4 | 1.4 | 1.5 | 1.3 | 1.2 | 1.0 | 0.5 | 0.1 | -0.2 | -0.2 | -0.2 | -0.3 | -0.2 | -0.5 | 0.3 | 1.5 |
| 8 | -0.4 | -0.3 | -0.4 | -0.2 | -0.6 | -0.7 | -0.1 | 0.4 | 0.9 | 1.1 | 1.3 | 1.4 | 1.5 | 1.3 | 1.3 | 0.9 | 0.5 | 0.0 | -0.4 | -0.3 | -0.6 | -0.4 | -0.4 | -0.3 | 0.2 | 1.5 |
| 9 | -0.4 | -0.4 | -0.3 | -0.3 | -0.4 | -0.3 | 0.0 | 0.5 | 0.7 | 0.8 | 1.4 | 1.4 | 1.5 | 1.2 | 1.2 | 0.9 | 0.5 | 0.1 | -0.3 | -0.3 | -0.4 | -0.6 | -0.4 | -0.4 | 0.2 | 1.5 |
| 10 | -0.4 | -0.4 | -0.3 | -0.8 | -0.6 | -0.4 | 0.0 | 0.3 | 0.6 | 1.3 | 1.4 | 1.4 | 1.4 | 1.2 | 0.8 | 0.5 | 0.1 | -0.1 | -0.1 | -0.2 | -0.3 | -0.5 | -0.3 | 0.3 | 0.3 | 1.4 |
| 11 | -0.2 | -0.4 | -0.2 | -0.4 | -0.4 | -0.4 | -0.1 | 0.3 | 0.7 | 0.9 | 1.3 | 1.5 | 1.5 | 1.4 | 1.2 | 0.9 | 0.5 | 0.1 | -0.2 | -0.2 | -0.3 | -0.1 | -0.2 | -0.4 | 0.3 | 1.5 |
| 12 | -0.3 | -0.2 | -0.1 | -0.1 | 0.0 | 0.0 | 0.1 | 0.3 | 0.6 | 1.0 | 1.1 | 1.1 | 1.5 | 1.3 | 1.2 | 1.0 | 0.7 | 0.2 | -0.4 | -0.3 | -0.4 | -0.2 | -0.3 | -0.4 | 0.3 | 1.5 |
| 13 | -0.4 | -0.3 | -0.1 | 0.0 | -0.2 | 0.0 | 0.1 | 0.3 | 0.7 | 1.0 | 1.3 | 1.4 | 1.4 | 1.4 | 1.2 | 1.0 | 0.6 | 0.1 | -0.3 | -0.3 | -0.5 | -0.8 | -1.0 | -0.9 | 0.2 | 1.4 |
| 14 | -0.6 | -0.8 | -0.2 | -0.3 | -0.4 | -0.4 | -0.2 | 0.0 | 0.5 | 0.8 | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | -0.2 | 0.8 |
| 15 | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [ ] | [ ] |
| 16 | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [CA] | [CA] | 0.2 | -0.1 | -0.3 | -0.8 | -0.9 | -0.6 | -0.6 | -0.7 | -0.4 | 0.2 |
| 17 | -0.8 | -0.6 | -0.4 | -0.7 | -0.2 | -0.3 | 0.0 | 0.3 | 0.5 | 0.7 | 1.2 | 1.2 | 1.4 | 0.9 | 0.7 | 0.4 | 0.4 | 0.1 | -0.1 | -0.1 | -0.4 | -0.5 | -0.6 | -0.9 | 0.1 | 1.4 |
| 18 | -0.5 | -0.5 | -0.8 | -0.7 | -0.5 | -0.6 | 0.1 | 0.4 | 0.4 | 0.5 | 0.9 | 1.4 | 1.4 | 1.4 | 1.3 | 0.9 | 0.5 | -0.1 | -0.3 | -0.4 | -0.5 | -0.4 | -0.4 | -0.7 | 0.1 | 1.4 |
| 19 | -0.7 | -0.6 | -0.3 | -0.4 | -0.3 | -0.4 | 0.0 | 0.3 | 0.5 | 0.6 | 1.2 | 1.4 | 1.4 | 1.6 | 1.5 | 1.3 | 1.0 | 0.5 | 0.0 | -0.3 | -0.5 | -0.9 | -0.4 | -0.5 | -0.5 | 0.2 | 1.6 |
| 20 | -0.5 | -0.5 | -0.4 | -0.8 | -0.4 | -0.7 | 0.0 | 0.5 | 0.5 | 1.0 | 1.3 | 1.4 | 1.3 | 1.3 | 1.2 | 1.0 | 0.6 | -0.1 | -0.5 | -0.6 | -0.7 | -0.9 | -1.1 | -1.1 | 0.1 | 1.4 |
| 21 | -0.7 | -0.5 | -0.6 | -0.3 | -0.4 | 0.0 | 0.0 | 0.4 | 0.6 | 0.6 | 1.2 | 1.4 | 1.5 | 1.4 | 1.2 | 1.0 | 0.6 | -0.1 | -0.6 | -0.4 | -0.6 | -0.7 | -0.7 | -0.5 | 0.2 | 1.5 |
| 22 | -0.5 | -0.3 | -0.4 | -0.3 | -0.1 | -0.9 | -3.5 | -2.8 | 0.3 | 0.6 | 0.9 | 1.5 | 1.6 | 1.5 | 1.3 | 1.0 | 0.5 | -0.1 | -0.6 | -0.5 | -0.3 | -0.3 | -0.4 | -0.5 | -0.1 | 1.6 |
| 23 | -0.7 | -1.3 | -0.5 | -0.9 | -1.4 | -1.6 | -1.0 | 0.3 | 0.6 | 0.8 | 1.1 | 1.1 | 1.4 | 1.3 | 1.2 | 0.9 | 0.4 | -0.3 | -0.4 | -0.6 | -0.8 | -0.8 | -0.3 | -0.5 | -0.1 | 1.4 |
| 24 | -0.6 | -0.9 | -1.5 | -1.4 | -1.1 | -2.0 | -0.9 | 0.3 | 0.5 | 0.5 | 0.6 | 0.6 | 0.7 | 0.6 | 0.4 | 0.3 | 0.1 | -0.1 | -0.1 | -0.1 | -0.1 | 0.0 | -0.2 | -0.1 | -0.2 | 0.7 |
| 25 | -0.2 | -0.2 | -0.4 | -0.3 | 0.5 | -0.2 | -0.6 | -2.4 | -3.2 | -3.2 | -4.6 | -2.9 | 0.3 | 0.5 | 0.2 | 0.0 | 0.0 | -0.3 | -0.4 | -0.2 | -0.1 | -0.2 | -0.3 | -0.4 | -0.8 | 0.5 |
| 26 | -0.5 | -0.6 | -0.7 | -0.9 | -0.7 | -0.7 | -0.6 | -0.3 | 0.0 | 0.3 | 0.4 | 0.9 | 1.1 | 1.1 | 1.1 | 0.9 | 0.2 | -0.4 | -0.6 | -0.8 | -0.9 | -0.9 | -1.1 | -1.3 | -0.2 | 1.1 |
| 27 | -1.2 | -1.2 | -1.4 | -1.0 | -0.9 | -1.1 | -0.9 | -0.6 | 0.1 | 0.4 | 0.9 | 1.2 | 1.2 | 1.2 | 1.1 | 0.7 | 0.2 | -0.5 | -0.9 | -1.0 | -0.9 | -1.1 | -1.1 | -1.1 | -0.3 | 1.2 |
| 28 | -1.1 | -1.3 | -1.7 | -1.3 | -1.3 | -1.3 | -1.0 | -0.4 | 0.2 | 0.6 | 0.8 | 1.5 | 1.6 | 1.4 | 1.3 | 1.0 | 0.6 | -0.1 | -0.5 | -0.3 | -0.4 | -0.3 | -0.5 | -0.5 | -0.1 | 1.6 |
| 29 | -0.7 | -1.1 | -1.1 | -1.3 | -1.3 | -1.3 | -1.1 | -0.8 | -0.1 | 0.5 | 0.9 | 1.4 | 1.5 | 1.3 | 1.1 | 0.8 | 0.1 | -0.6 | -0.8 | -0.8 | -0.9 | -0.8 | -0.7 | -0.7 | -0.3 | 1.5 |
| 30 | -0.8 | -0.8 | -0.9 | -0.8 | -0.7 | -0.7 | -0.6 | -0.3 | 0.2 | 0.7 | 0.9 | 1.1 | 1.3 | 1.3 | 1.2 | 0.6 | -0.1 | -0.8 | -1.1 | -1.1 | -1.2 | -1.2 | -1.2 | -1.2 | -0.3 | 1.3 |
| AV | -0.5 | -0.5 | -0.5 | -0.6 | -0.5 | -0.6 | -0.4 | 0.0 | 0.4 | 0.7 | 0.9 | 1.2 | 1.4 | 1.3 | 1.1 | 0.8 | 0.4 | 0.0 | -0.4 | -0.4 | -0.5 | -0.5 | -0.5 | -0.6 | 0.0 | |
| SD | 0.3 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.7 | 0.8 | 0.7 | 0.8 | 1.1 | 0.8 | 0.3 | 0.2 | 0.3 | 0.2 | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | | |
| PK | -0.1 | -0.1 | 0.0 | 0.0 | 0.5 | 0.0 | 0.1 | 0.5 | 0.9 | 1.3 | 1.5 | 1.5 | 1.6 | 1.5 | 1.3 | 1.1 | 0.7 | 0.3 | -0.1 | -0.1 | 0.0 | 0.0 | -0.2 | -0.1 | | 1.6 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

CARBON MONOXIDE [42101]

PARTS PER MILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0 | [ZS] | (ZS) | 0.4 | 0.3 | 0.4 | 0.5 | 0.7 | 0.9 | 1.0 | 1.3 | 1.0 | 0.7 | 0.6 | 0.6 | 1.4 | 1.4 | 1.1 | 1.1 | 0.9 | 0.9 | 0.9 | 1.0 | 1.2 | 0.8 | 1.4 |
| 2 | 1.1 | [ZS] | [ZS] | 1.0 | 1.3 | 1.4 | 1.4 | 1.6 | 1.6 | 1.5 | 1.5 | 1.5 | 1.6 | [CA] | 1.4 | 1.5 | 1.4 | 1.4 | 1.4 | 1.2 | 1.2 | 1.3 | 1.3 | 1.1 | 1.4 | 1.6 |
| 3 | 1.2 | [ZS] | (ZS) | 1.0 | 1.1 | 1.6 | 3.0 | 1.6 | 1.3 | 1.4 | 1.7 | 1.5 | 1.4 | 1.2 | 1.2 | 1.2 | 1.1 | 1.3 | 1.3 | 1.1 | 1.0 | 0.9 | 0.9 | 0.9 | 1.3 | 3.0 |
| 4 | 1.0 | [ZS] | (ZS) | 1.4 | 1.4 | 1.7 | 2.8 | 1.8 | 2.0 | 1.7 | 1.5 | 1.2 | 1.3 | 1.4 | 1.4 | 1.5 | 1.3 | 0.8 | 0.8 | 0.9 | 1.0 | 1.0 | 1.0 | 0.8 | 1.3 | 2.8 |
| 5 | 0.7 | [ZS] | [ZS] | 0.9 | 1.0 | 1.3 | 1.3 | 1.6 | 1.5 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.3 | 1.3 | 1.0 | 0.8 | 0.8 | 0.7 | 0.7 | 0.6 | 0.8 | 0.7 | 1.1 | 1.6 |
| 6 | 0.6 | [ZS] | [ZS] | 0.7 | 0.8 | 1.1 | 1.6 | 2.2 | 1.7 | 0.9 | 0.8 | 0.7 | 0.9 | 0.8 | 0.8 | 0.8 | 0.9 | 0.8 | 0.8 | 0.7 | 0.6 | 0.6 | 0.6 | 0.2 | 0.9 | 2.2 |
| 7 | 0.4 | [ZS] | [ZS] | 0.4 | 0.4 | 0.6 | 0.9 | 0.8 | 0.7 | 0.9 | 1.1 | 1.1 | 1.2 | 1.3 | 1.3 | 1.4 | 1.3 | 0.9 | 0.6 | 0.7 | 0.5 | 0.6 | 0.7 | 1.1 | 0.9 | 1.4 |
| 8 | 0.5 | [ZS] | [ZS] | 0.6 | 1.0 | 2.0 | 3.0 | 3.1 | 2.1 | 1.6 | 1.4 | 1.6 | 1.5 | 1.5 | 1.5 | 1.5 | 1.6 | 1.4 | 1.2 | 1.1 | 1.1 | 1.2 | 2.1 | 2.9 | 1.6 | 3.1 |
| 9 | 2.6 | [ZS] | [ZS] | 2.8 | 2.4 | 3.4 | 4.3 | 4.4 | 2.3 | 2.5 | 2.5 | 2.1 | 1.8 | 1.4 | 1.2 | 1.2 | 1.1 | 1.0 | 1.1 | 1.1 | 1.4 | 1.1 | 1.0 | 0.7 | 2.0 | 4.4 |
| 10 | 0.7 | [ZS] | [ZS] | 2.4 | 2.5 | 2.8 | [CA] | [CA] | [CA] | [CA] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 2.8 |
| 11 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.6 | 0.8 | 0.7 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.1 | 0.0 | 0.0 | 0.3 | 1.4 | 1.5 | 1.7 | 2.0 | 0.4 | 2.0 |
| 13 | 1.8 | [ZS] | [ZS] | 1.3 | 2.1 | 3.4 | 5.6 | 4.1 | 2.6 | 1.9 | 1.0 | 1.0 | 0.8 | 0.9 | 1.1 | 0.8 | 0.5 | 0.4 | 0.8 | 2.2 | 2.8 | 4.9 | 6.2 | 2.4 | 2.2 | 6.2 |
| 14 | 1.6 | [ZS] | [ZS] | 0.8 | 1.2 | 2.4 | 2.5 | 2.2 | 2.6 | 1.0 | 0.9 | 1.0 | 0.8 | 1.0 | 0.7 | 0.8 | 0.8 | 1.0 | 1.3 | 2.2 | 4.1 | 4.9 | 3.5 | 1.4 | 1.8 | 4.9 |
| 15 | 0.8 | [ZS] | [ZS] | 0.7 | 0.6 | 0.8 | [PA] | [PA] | [PA] | [PA] | 1.3 | 0.8 | 0.0 | 0.0 | 1.3 | 1.6 | 1.4 | 1.4 | 1.2 | 1.2 | 3.0 | 3.2 | 4.2 | 2.8 | 1.5 | 4.2 |
| 16 | 2.6 | [ZS] | [ZS] | 0.6 | 0.7 | 0.4 | 1.4 | 2.2 | 1.7 | 1.9 | 1.5 | 1.1 | 1.5 | 2.0 | 1.4 | 1.0 | 1.0 | 1.0 | 1.1 | 0.9 | 1.2 | 2.7 | 3.1 | 2.7 | 1.5 | 3.1 |
| 17 | 4.0 | [ZS] | [ZS] | 3.3 | 3.9 | 5.9 | 6.6 | 5.4 | 3.5 | 2.9 | 2.2 | 1.2 | 1.0 | 0.9 | 0.9 | 0.9 | 0.8 | 0.4 | 0.4 | 0.5 | 0.1 | 0.0 | 1.9 | 1.4 | 2.2 | 6.6 |
| 18 | 1.9 | [ZS] | [ZS] | 0.8 | 0.8 | 0.2 | 1.3 | 1.8 | 2.3 | 1.5 | 0.9 | 0.9 | 1.0 | 0.9 | 0.8 | 0.7 | 0.6 | 0.4 | 0.3 | 0.2 | 0.1 | 0.0 | 0.1 | 0.0 | 0.8 | 2.3 |
| 19 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.2 | 0.3 | 0.4 | 0.3 | 0.4 | 0.4 | 0.6 | 0.4 | 0.4 | 0.4 | 0.3 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.6 |
| 20 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.2 | 0.4 | 0.5 | 0.2 | 0.1 | 0.0 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.5 |
| 21 | 0.5 | [ZS] | [ZS] | 1.0 | 2.1 | 1.4 | [CA] | [CA] | 1.1 | 0.8 | 0.3 | 0.3 | 0.2 | 0.3 | 0.3 | 0.3 | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.7 | 1.0 | 0.5 | 2.1 |
| 22 | 0.3 | [ZS] | [ZS] | 0.3 | 0.7 | 1.5 | 2.0 | 1.9 | 1.2 | 0.9 | 0.3 | 0.4 | 0.4 | 0.4 | 0.3 | 0.3 | 0.2 | 0.1 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 | 0.5 | 2.0 |
| 23 | 0.3 | [ZS] | [ZS] | 0.2 | 0.4 | 0.6 | 1.5 | 1.5 | 0.8 | 0.6 | 0.3 | 0.3 | 0.2 | 0.3 | 0.2 | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 1.5 |
| 24 | 0.0 | [ZS] | [ZS] | 0.5 | 0.6 | 1.1 | 1.8 | 2.3 | 0.9 | 0.2 | 0.2 | 0.3 | 0.3 | 0.4 | 0.3 | 0.1 | 0.0 | 0.0 | 0.2 | 0.5 | 1.3 | 1.2 | 2.5 | 3.1 | 0.8 | 3.1 |
| 25 | 2.4 | [ZS] | [ZS] | 4.1 | 4.7 | 3.4 | 3.2 | 2.5 | 1.9 | 1.0 | 0.3 | 0.4 | 0.5 | 0.6 | 0.7 | 0.5 | 0.4 | 0.4 | 1.2 | 2.9 | 2.1 | 2.6 | 4.4 | 4.1 | 2.0 | 4.7 |
| 26 | 2.4 | [ZS] | [ZS] | 2.4 | 1.8 | 1.0 | 2.2 | 2.5 | 1.5 | 0.5 | 0.3 | 0.2 | 0.3 | 0.3 | 0.5 | 0.4 | 0.2 | 0.0 | 0.1 | 0.2 | 0.5 | 1.5 | 3.1 | 2.6 | 1.1 | 3.1 |
| 27 | 2.2 | [ZS] | [ZS] | 1.0 | 0.9 | 1.6 | 3.4 | [CA] | [CA] | 3.1 | 1.4 | 0.9 | 0.7 | 0.5 | 0.5 | 0.4 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 2.9 | 1.0 | 3.4 |
| 28 | 3.6 | [ZS] | [ZS] | 2.4 | 2.2 | 2.3 | 3.6 | 3.5 | 3.7 | 2.0 | 1.0 | 0.5 | 0.7 | 0.6 | 0.9 | 0.6 | 0.2 | 0.1 | 0.2 | 0.2 | 0.4 | 1.4 | 2.9 | 3.1 | 1.6 | 3.7 |
| 29 | 2.9 | [ZS] | [ZS] | 2.2 | 1.6 | 1.9 | 3.5 | 3.4 | 2.8 | 1.8 | 1.4 | 0.7 | 0.6 | 0.7 | 0.7 | 0.4 | 0.3 | 0.1 | 0.2 | 0.2 | 0.2 | 0.6 | 2.6 | 2.2 | 1.4 | 3.5 |
| 30 | 2.8 | [ZS] | [ZS] | 3.8 | 4.2 | 4.3 | 4.1 | 4.1 | 3.7 | 2.8 | 1.9 | 1.7 | 1.3 | 0.8 | 0.8 | 1.3 | 0.6 | 0.2 | 0.1 | 0.2 | 0.6 | 0.6 | 1.6 | 3.8 | 2.1 | 4.3 |
| 31 | 2.7 | [ZS] | [ZS] | 4.4 | 4.9 | 5.8 | 5.5 | [SC] | [SC] | 3.9 | 3.6 | 2.8 | 2.1 | 1.3 | 0.8 | 1.0 | 1.0 | 1.0 | 0.9 | 0.4 | 0.9 | 2.9 | 5.8 | 7.2 | 2.9 | 7.2 |
| AV | 1.4 | [ ] | [ ] | 1.3 | 1.5 | 1.8 | 2.4 | 2.2 | 1.7 | 1.4 | 1.0 | 0.9 | 0.8 | 0.7 | 0.8 | 0.8 | 0.7 | 0.5 | 0.6 | 0.7 | 0.9 | 1.2 | 1.7 | 1.7 | 1.2 | |
| SD | 1.2 | [ ] | [ ] | 1.3 | 1.4 | 1.5 | 1.7 | 1.4 | 1.1 | 1.0 | 0.8 | 0.7 | 0.6 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.7 | 1.0 | 1.3 | 1.7 | 1.6 | | |
| PK | 4.0 | [ ] | [ ] | 4.4 | 4.9 | 5.9 | 6.6 | 5.4 | 3.7 | 3.9 | 3.6 | 2.8 | 2.1 | 2.0 | 1.5 | 1.6 | 1.6 | 1.4 | 1.4 | 2.9 | 4.1 | 4.9 | 6.2 | 7.2 | | 7.2 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SULFUR DIOXIDE [42401]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.5 | [ZS] | [ZS] | 0.7 | 1.1 | 0.4 | 0.0 | 0.5 | 0.8 | 1.1 | 2.6 | 5.6 | 4.7 | 1.8 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.4 | 1.0 | 1.0 | 5.6 |
| 2 | 1.0 | [ZS] | [ZS] | 0.7 | 0.2 | 0.7 | 0.1 | 0.7 | 0.2 | 1.5 | 1.1 | 0.9 | 0.2 | [CA] | 1.3 | 0.1 | 0.4 | 0.2 | 0.8 | 1.0 | 1.2 | 1.2 | 2.0 | 0.0 | 0.7 | 2.0 |
| 3 | 0.0 | [ZS] | [ZS] | 0.1 | 0.3 | 0.9 | 2.1 | 1.7 | 1.8 | 0.2 | 1.0 | 4.6 | 3.4 | 1.6 | 0.8 | 1.8 | 0.1 | 0.2 | 0.7 | 0.9 | 0.2 | 3.5 | 1.1 | 0.4 | 1.2 | 4.6 |
| 4 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.1 | 0.7 | 0.0 | 0.8 | 0.0 | 0.1 | 0.5 | 0.3 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 | 0.4 | 0.2 | 0.8 |
| 5 | 0.0 | [ZS] | [ZS] | 0.2 | 0.0 | 0.0 | 0.1 | 0.6 | 1.0 | 0.7 | 0.3 | 0.6 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.4 | 0.6 | 1.8 | 1.1 | 0.4 | 1.8 |
| 6 | 0.7 | [ZS] | [ZS] | 2.2 | 3.0 | 2.7 | 2.4 | 1.6 | 1.4 | 0.4 | 0.0 | 0.0 | 0.5 | 1.9 | 0.0 | 0.3 | 0.7 | 0.8 | 2.0 | 2.2 | 0.5 | 0.1 | 0.1 | 0.4 | 1.1 | 3.0 |
| 7 | 0.2 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.9 | 1.4 | 1.2 | 2.7 | 3.1 | 2.1 | 1.6 | 1.3 | 0.4 | 0.0 | 0.4 | 0.0 | 1.0 | 3.1 |
| 8 | 0.9 | [ZS] | [ZS] | 1.1 | 0.8 | 0.9 | 1.4 | 2.0 | 1.6 | 0.0 | 0.0 | 0.0 | 1.0 | 0.4 | 0.6 | 0.0 | 0.6 | 1.2 | 2.1 | 2.3 | 1.6 | 1.3 | 1.5 | 1.6 | 1.0 | 2.3 |
| 9 | 1.2 | [ZS] | [ZS] | 1.3 | 0.9 | 2.0 | 2.5 | 2.1 | 0.5 | 0.1 | 4.9 | 1.8 | 2.9 | 1.4 | 1.1 | 0.4 | 0.8 | 0.0 | 1.0 | 1.3 | 1.7 | 1.3 | 0.8 | 0.2 | 1.4 | 4.9 |
| 10 | 0.0 | [ZS] | [ZS] | 1.0 | 0.7 | 1.1 | [CA] | [CA] | [CA] | [CA] | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.4 | 0.4 | 1.4 | 3.6 | 2.1 | 0.7 | 3.6 |
| 11 | 0.2 | [ZS] | [ZS] | 0.0 | 0.0 | 0.5 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1.6 | 0.9 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1.6 |
| 12 | 0.0 | [ZS] | [ZS] | 0.1 | 0.0 | 0.5 | 1.0 | 0.7 | 0.0 | 1.3 | 0.4 | 3.8 | 3.3 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.8 | 4.4 | 2.1 | 1.6 | 1.9 | 2.2 | 1.1 | 4.4 |
| 13 | 2.1 | [ZS] | [ZS] | 2.1 | 2.8 | 3.7 | 5.0 | 3.3 | 2.2 | 2.1 | 5.5 | 6.6 | 2.6 | 2.9 | 3.4 | 1.8 | 1.2 | 2.3 | 6.2 | 2.9 | 1.3 | 3.3 | 5.0 | 2.3 | 3.2 | 6.6 |
| 14 | 1.7 | [ZS] | [ZS] | 2.1 | 2.6 | 3.3 | 2.3 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.5 | 0.0 | 0.4 | 3.1 | 3.0 | 7.5 | 3.2 | 3.0 | 1.8 | 0.0 | 1.7 | 7.5 |
| 15 | 0.0 | [ZS] | [ZS] | 0.2 | 0.1 | 0.1 | [PA] | [PA] | [PA] | [PA] | 0.0 | 0.0 | 4.6 | 2.1 | 5.8 | 6.4 | 3.8 | 3.8 | 3.2 | 8.1 | 4.2 | 5.2 | 5.9 | 3.9 | 3.2 | 8.1 |
| 16 | 2.6 | [ZS] | [ZS] | 0.9 | 0.8 | 0.1 | 0.7 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 8.6 | 4.1 | 4.8 | 4.2 | 7.3 | 4.4 | 5.9 | 3.2 | 3.2 | 4.4 | 2.6 | 8.6 |
| 17 | 4.8 | [ZS] | [ZS] | 5.3 | 5.9 | 8.0 | 7.2 | 4.3 | 1.2 | 0.7 | 2.6 | 4.3 | 5.1 | 2.6 | 0.9 | 3.8 | 1.6 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 8.0 |
| 18 | 0.0 | [ZS] | [ZS] | 1.0 | 0.6 | 0.0 | 0.3 | 0.3 | 0.5 | 4.5 | 5.9 | 2.9 | 1.9 | 1.0 | 0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.5 | 0.4 | 0.3 | 0.0 | 0.0 | 0.9 | 5.9 |
| 19 | 0.6 | [ZS] | [ZS] | 3.2 | 2.6 | 2.7 | 5.2 | 8.1 | 1.9 | 5.9 | 7.6 | 6.7 | 2.7 | 1.4 | 0.9 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 | 1.5 | 0.6 | 0.4 | 0.0 | 2.4 | 8.1 |
| 20 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 3.1 | 0.8 | 1.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 | 0.7 | 1.7 | 0.5 | 0.0 | 0.5 | 3.1 |
| 21 | 0.0 | [ZS] | [ZS] | 0.6 | 1.3 | 0.6 | [CA] | [CA] | 1.3 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.6 | 0.6 | 0.6 | 0.5 | 0.4 | 1.3 |
| 22 | 0.0 | [ZS] | [ZS] | 1.1 | 1.1 | 0.8 | 1.2 | 1.0 | 0.8 | 2.5 | 3.1 | 2.5 | 3.6 | 1.6 | 2.6 | 3.0 | 0.2 | 1.8 | 1.4 | 3.4 | 2.2 | 0.0 | 0.0 | 0.0 | 1.5 | 3.6 |
| 23 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1.4 | 1.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.9 | 0.6 | 0.0 | 0.0 | 0.0 | 0.2 | 1.5 |
| 24 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.4 | 1.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.9 | 0.0 | 0.3 | 0.3 | 1.6 | 1.2 | 0.3 | 1.6 |
| 25 | 1.3 | [ZS] | [ZS] | 1.8 | 2.2 | 1.7 | 1.0 | 1.2 | 1.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 2.1 | 0.5 | 0.0 | 1.4 | 4.2 | 4.0 | 3.3 | 1.3 | 4.2 |
| 26 | 1.8 | [ZS] | [ZS] | 1.2 | 0.4 | 0.1 | 1.2 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 2.2 | 0.6 | 1.2 | 3.1 | 2.3 | 2.5 | 2.8 | 1.1 | 5.1 | 4.4 | 1.5 | 5.1 |
| 27 | 2.1 | [ZS] | [ZS] | 0.9 | 0.1 | 1.3 | 2.1 | [CA] | [CA] | 2.1 | 3.6 | 4.4 | 2.8 | 0.0 | 0.0 | 0.5 | 0.0 | 1.0 | 0.2 | 0.1 | 1.1 | 0.7 | 0.1 | 0.4 | 1.2 | 4.4 |
| 28 | 0.7 | [ZS] | [ZS] | 2.3 | 0.9 | 1.1 | 1.5 | 3.3 | 4.3 | 2.2 | 2.2 | 1.4 | 2.6 | 0.6 | 1.1 | 1.3 | 1.0 | 1.0 | 0.1 | 0.7 | 1.5 | 1.8 | 0.7 | 0.4 | 1.5 | 4.3 |
| 29 | 0.9 | [ZS] | [ZS] | 0.9 | 0.6 | 0.8 | 1.5 | 0.9 | 1.2 | 2.3 | 3.9 | 2.4 | 2.6 | 1.3 | 1.2 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 1.1 | 0.0 | 0.2 | 0.0 | 1.0 | 3.9 |
| 30 | 0.0 | [ZS] | [ZS] | 1.2 | 1.3 | 1.4 | 2.3 | 2.8 | 2.7 | 2.0 | 2.3 | 5.1 | 5.8 | 4.2 | 2.3 | 1.2 | 0.0 | 0.1 | 0.0 | 0.1 | 0.7 | 0.0 | 0.3 | 0.7 | 1.7 | 5.8 |
| 31 | 0.0 | [ZS] | [ZS] | 0.7 | 0.7 | 1.6 | 1.4 | [SC] | [SC] | 3.7 | 4.5 | 9.4 | 2.3 | 4.1 | 5.5 | 1.4 | 1.9 | 2.6 | 3.3 | 6.2 | 2.5 | 1.1 | 1.6 | 1.8 | 2.8 | 9.4 |
| AV | 0.8 | [ ] | [ ] | 1.1 | 1.0 | 1.2 | 1.6 | 1.5 | 1.0 | 1.3 | 1.8 | 2.1 | 1.8 | 1.3 | 1.4 | 1.0 | 0.7 | 0.9 | 1.2 | 1.7 | 1.3 | 1.3 | 1.4 | 1.1 | 1.3 | |
| SD | 1.1 | [ ] | [ ] | 1.1 | 1.3 | 1.6 | 1.7 | 1.7 | 1.0 | 1.5 | 2.2 | 2.6 | 1.7 | 1.2 | 2.0 | 1.6 | 1.1 | 1.3 | 1.8 | 2.3 | 1.3 | 1.4 | 1.7 | 1.4 | | |
| PK | 4.8 | [ ] | [ ] | 5.3 | 5.9 | 8.0 | 7.2 | 8.1 | 4.3 | 5.9 | 7.6 | 9.4 | 5.8 | 4.2 | 5.8 | 6.4 | 4.8 | 4.2 | 7.3 | 8.1 | 5.9 | 5.2 | 5.9 | 4.4 | | 9.4 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITRIC OXIDE [42601]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | [ZS] | [ZS] | 2 | 3 | 1 | 3 | 5 | 11 | 10 | 10 | 10 | 9 | 11 | 8 | 7 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 11 |
| 2 | 0 | [ZS] | [ZS] | 0 | 0 | 0 | 1 | 5 | 6 | 6 | 5 | 1 | 2 | [CA] | 8 | 7 | 12 | 3 | 10 | 2 | 0 | 0 | 5 | 5 | 4 | 12 |
| 3 | 6 | [ZS] | [ZS] | 28 | 23 | 68 | 127 | 40 | 8 | 7 | 10 | 14 | 12 | 36 | 18 | 44 | 11 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 21 | 127 |
| 4 | 3 | [ZS] | [ZS] | 15 | 19 | 48 | 108 | 26 | 27 | 16 | 5 | 4 | 9 | 15 | 11 | 7 | 10 | 13 | 0 | 4 | 0 | 1 | 0 | 0 | 15 | 108 |
| 5 | 0 | [ZS] | [ZS] | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 2 | 4 | 2 | 3 | 2 | 5 | 1 | 0 | 6 | 1 | 0 | 3 | 0 | 0 | 2 | 6 |
| 6 | 0 | [ZS] | [ZS] | 0 | 0 | 3 | 12 | 38 | 21 | 4 | 3 | 1 | 1 | 14 | 7 | 14 | 19 | 20 | 19 | 8 | 1 | 0 | 0 | 0 | 8 | 38 |
| 7 | 11 | [ZS] | [ZS] | 15 | 9 | 16 | 12 | 8 | 6 | 11 | 25 | 33 | 32 | 32 | 31 | 40 | 28 | 7 | 6 | 15 | 9 | 10 | 7 | 60 | 19 | 60 |
| 8 | 59 | [ZS] | [ZS] | 43 | 62 | 98 | 129 | 114 | 50 | 16 | 9 | 5 | 6 | 5 | 10 | 5 | 14 | 3 | 12 | 2 | 3 | 21 | 61 | 127 | 39 | 129 |
| 9 | 109 | [ZS] | [ZS] | 121 | 94 | 208 | 239 | 167 | 46 | 37 | 46 | 23 | 19 | 19 | 29 | 27 | 24 | 6 | 11 | 7 | 16 | 16 | 5 | 7 | 58 | 239 |
| 10 | 0 | [ZS] | [ZS] | 105 | 118 | 126 | [CA] | [CA] | [CA] | [CA] | 5 | 4 | -26 | 14 | 6 | 2 | 26 | 6 | 9 | 2 | 2 | 14 | 38 | 16 | 29 | 126 |
| 11 | 0 | [ZS] | [ZS] | 1 | 13 | 53 | 68 | 53 | 16 | 13 | 12 | 9 | 11 | 36 | 18 | 18 | 4 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 15 | 68 |
| 12 | 0 | [ZS] | [ZS] | 0 | 13 | 77 | 102 | 91 | 15 | 29 | 13 | 4 | 6 | 5 | 2 | 26 | 4 | 0 | 0 | 46 | 74 | 87 | 113 | 155 | 39 | 155 |
| 13 | 170 | [ZS] | [ZS] | 146 | 242 | 363 | 439 | 266 | 162 | 82 | 32 | 52 | 31 | 28 | 42 | 24 | 31 | 18 | 104 | 199 | 198 | 350 | 511 | 237 | 169 | 511 |
| 14 | 191 | [ZS] | [ZS] | 174 | 233 | 308 | 232 | 162 | 130 | 29 | 17 | 9 | 6 | 23 | 27 | 12 | 17 | 53 | 61 | 170 | 215 | 292 | 229 | 83 | 122 | 308 |
| 15 | 48 | [ZS] | [ZS] | 82 | 81 | 87 | [PA] | [PA] | [PA] | [PA] | 27 | 15 | 21 | 17 | 16 | 77 | 32 | 44 | 30 | 73 | 134 | 165 | 237 | 192 | 77 | 237 |
| 16 | 210 | [ZS] | [ZS] | 117 | 141 | 87 | 127 | 158 | 93 | 81 | 31 | 11 | 26 | 41 | 71 | 38 | 46 | 18 | 27 | 12 | 64 | 126 | 173 | 185 | 86 | 210 |
| 17 | 285 | [ZS] | [ZS] | 305 | 364 | 554 | 529 | 345 | 177 | 106 | 69 | 29 | 45 | 40 | 16 | 32 | 9 | 0 | 2 | 10 | 2 | 3 | 78 | 77 | 141 | 554 |
| 18 | 109 | [ZS] | [ZS] | 53 | 67 | 14 | 64 | 78 | 96 | 62 | 15 | 6 | 5 | 3 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 26 | 109 |
| 19 | 8 | [ZS] | [ZS] | 0 | 0 | 1 | 4 | 11 | 6 | 5 | 3 | 10 | 7 | 9 | 15 | 9 | 9 | 2 | 9 | 2 | 4 | 0 | 0 | 0 | 5 | 15 |
| 20 | 0 | [ZS] | [ZS] | 0 | 2 | 8 | 11 | 13 | 7 | 5 | 4 | 1 | 13 | 6 | 7 | 4 | 3 | 9 | 3 | 1 | 0 | 0 | 13 | 24 | 6 | 24 |
| 21 | 41 | [ZS] | [ZS] | 90 | 181 | 109 | [CA] | [CA] | 42 | 22 | 4 | 5 | 1 | 5 | 6 | 3 | 2 | 0 | 0 | 2 | 1 | 8 | 18 | 49 | 30 | 181 |
| 22 | 16 | [ZS] | [ZS] | 29 | 75 | 93 | 115 | 108 | 43 | 37 | 8 | 9 | 27 | 8 | 1 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 115 |
| 23 | 0 | [ZS] | [ZS] | 1 | 5 | 14 | 48 | 42 | 15 | 9 | 5 | 11 | 4 | 3 | 9 | 16 | 25 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 10 | 48 |
| 24 | 1 | [ZS] | [ZS] | 13 | 37 | 69 | 104 | 113 | 25 | 9 | 2 | 7 | 6 | 10 | 9 | 12 | 19 | 1 | 0 | 3 | 37 | 29 | 100 | 175 | 35 | 175 |
| 25 | 134 | [ZS] | [ZS] | 228 | 273 | 214 | 198 | 162 | 89 | 34 | 7 | 6 | 5 | 11 | 9 | 14 | 35 | 43 | 51 | 146 | 110 | 156 | 266 | 274 | 112 | 274 |
| 26 | 191 | [ZS] | [ZS] | 175 | 137 | 106 | 185 | 205 | 98 | 21 | 10 | 4 | 11 | 34 | 49 | 20 | 12 | 41 | 13 | 8 | 47 | 92 | 176 | 177 | 82 | 205 |
| 27 | 197 | [ZS] | [ZS] | 101 | 107 | 195 | 281 | [CA] | [CA] | 140 | 56 | 34 | 26 | 5 | 11 | 10 | 8 | 14 | 7 | 5 | 4 | 11 | 5 | 143 | 68 | 281 |
| 28 | 196 | [ZS] | [ZS] | 187 | 176 | 158 | 246 | 206 | 105 | 77 | 31 | 11 | 12 | 21 | 15 | 17 | 26 | 14 | 3 | 7 | 8 | 78 | 133 | 149 | 91 | 246 |
| 29 | 171 | [ZS] | [ZS] | 161 | 123 | 178 | 234 | 169 | 137 | 67 | 38 | 13 | 13 | 12 | 3 | 7 | 5 | 2 | 2 | 0 | 4 | 4 | 118 | 85 | 70 | 234 |
| 30 | 118 | [ZS] | [ZS] | 246 | 293 | 289 | 281 | 239 | 161 | 78 | 30 | 47 | 18 | 29 | 34 | 27 | 12 | 7 | 0 | 2 | 14 | 8 | 67 | 179 | 99 | 293 |
| 31 | 126 | [ZS] | [ZS] | 219 | 269 | 394 | 359 | [SC] | [SC] | 135 | 100 | 64 | 28 | 19 | 13 | 8 | 6 | 8 | 29 | 19 | 34 | 139 | 245 | 314 | 126 | 394 |
| AV | 78 | [ ] | [ ] | 86 | 103 | 128 | 152 | 109 | 62 | 40 | 20 | 15 | 14 | 17 | 16 | 17 | 15 | 11 | 14 | 24 | 32 | 52 | 84 | 88 | 53 | |
| SD | 67 | [ ] | [ ] | 90 | 107 | 136 | 139 | 93 | 61 | 40 | 23 | 16 | 11 | 12 | 16 | 16 | 12 | 15 | 22 | 52 | 58 | 88 | 118 | 94 | | |
| PK | 285 | [ ] | [ ] | 305 | 384 | 554 | 529 | 345 | 185 | 140 | 100 | 64 | 45 | 41 | 71 | 77 | 46 | 53 | 104 | 199 | 215 | 350 | 511 | 314 | | 554 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITROGEN DIOXIDE [42602]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 33 | [ZS] | [ZS] | 36 | 28 | 24 | 31 | 35 | 37 | 37 | 46 | 39 | 29 | 24 | 19 | 20 | 10 | 8 | 19 | 16 | 17 | 11 | 12 | 15 | 25 | 46 |
| 2 | 11 | [ZS] | [ZS] | 11 | 11 | 25 | 28 | 41 | 34 | 35 | 25 | 17 | 12 | [CA] | 16 | 15 | 14 | 18 | 23 | 22 | 21 | 23 | 37 | 23 | 22 | 41 |
| 3 | 29 | [ZS] | [ZS] | 41 | 41 | 47 | 50 | 32 | 22 | 24 | 30 | 36 | 28 | 28 | 23 | 35 | 20 | 18 | 22 | 26 | 14 | 14 | 15 | 23 | 28 | 50 |
| 4 | 24 | [ZS] | [ZS] | 38 | 37 | 38 | 40 | 38 | 51 | 45 | 21 | 15 | 16 | 15 | 12 | 9 | 10 | 16 | 10 | 10 | 9 | 18 | 25 | 15 | 23 | 51 |
| 5 | 6 | [ZS] | [ZS] | 19 | 16 | 18 | 19 | 29 | 26 | 21 | 16 | 14 | 13 | 14 | 9 | 10 | 9 | 12 | 12 | 12 | 10 | 16 | 17 | 6 | 15 | 29 |
| 6 | 9 | [ZS] | [ZS] | 13 | 19 | 33 | 39 | 50 | 45 | 26 | 19 | 11 | 8 | 18 | 12 | 18 | 23 | 20 | 25 | 22 | 16 | 16 | 11 | 14 | 21 | 50 |
| 7 | 31 | [ZS] | [ZS] | 28 | 24 | 30 | 31 | 20 | 15 | 18 | 21 | 19 | 20 | 20 | 25 | 24 | 23 | 24 | 30 | 46 | 42 | 38 | 38 | 47 | 28 | 47 |
| 8 | 43 | [ZS] | [ZS] | 39 | 39 | 41 | 46 | 50 | 45 | 32 | 19 | 19 | 19 | 15 | 15 | 14 | 27 | 29 | 35 | 39 | 48 | 66 | 63 | 65 | 37 | 66 |
| 9 | 64 | [ZS] | [ZS] | 63 | 61 | 70 | 73 | 73 | 62 | 72 | 83 | 54 | 43 | 28 | 25 | 19 | 20 | 19 | 23 | 27 | 43 | 36 | 30 | 24 | 46 | 83 |
| 10 | 18 | [ZS] | [ZS] | 36 | 36 | 40 | [CA] | [CA] | [CA] | [CA] | 12 | 8 | 26 | 9 | 6 | 5 | 16 | 14 | 20 | 22 | 20 | 24 | 26 | 18 | 19 | 40 |
| 11 | 15 | [ZS] | [ZS] | 28 | 62 | 99 | 99 | 88 | 35 | 28 | 26 | 19 | 16 | 21 | 16 | 14 | 20 | 19 | 17 | 18 | 26 | 12 | 9 | 9 | 32 | 99 |
| 12 | 10 | [ZS] | [ZS] | 13 | 34 | 37 | 46 | 42 | 23 | 37 | 25 | 14 | 11 | 10 | 11 | 18 | 13 | 14 | 23 | 52 | 47 | 46 | 51 | 58 | 29 | 58 |
| 13 | 74 | [ZS] | [ZS] | 54 | 55 | 57 | 62 | 65 | 76 | 81 | 59 | 89 | 58 | 58 | 69 | 64 | 62 | 67 | 85 | 86 | 69 | 86 | 74 | 75 | 69 | 89 |
| 14 | 61 | [ZS] | [ZS] | 54 | 60 | 57 | 52 | 57 | 62 | 40 | 36 | 32 | 27 | 50 | 55 | 51 | 49 | 74 | 76 | 84 | 66 | 78 | 65 | 49 | 56 | 84 |
| 15 | 45 | [ZS] | [ZS] | 43 | 43 | 42 | [PA] | [PA] | [PA] | [PA] | 44 | 43 | 67 | 67 | 58 | 92 | 83 | 84 | 70 | 82 | 70 | 78 | 84 | 79 | 65 | 92 |
| 16 | 71 | [ZS] | [ZS] | 49 | 44 | 40 | 42 | 49 | 50 | 59 | 50 | 38 | 58 | 92 | 83 | 61 | 62 | 70 | 79 | 64 | 77 | 78 | 76 | 82 | 62 | 92 |
| 17 | 81 | [ZS] | [ZS] | 76 | 77 | 75 | 72 | 71 | 80 | 92 | 89 | 49 | 41 | 32 | 31 | 50 | 32 | 27 | 52 | 54 | 45 | 35 | 54 | 53 | 58 | 92 |
| 18 | 56 | [ZS] | [ZS] | 48 | 47 | 55 | 60 | 65 | 77 | 79 | 40 | 27 | 27 | 18 | 15 | 11 | 18 | 24 | 22 | 36 | 32 | 36 | 22 | 33 | 39 | 79 |
| 19 | 48 | [ZS] | [ZS] | 32 | 28 | 34 | 39 | 40 | 25 | 22 | 22 | 30 | 23 | 22 | 27 | 18 | 22 | 16 | 24 | 20 | 21 | 19 | 22 | 23 | 26 | 48 |
| 20 | 19 | [ZS] | [ZS] | 20 | 29 | 39 | 41 | 43 | 35 | 33 | 25 | 13 | 16 | 14 | 13 | 11 | 15 | 24 | 18 | 20 | 21 | 23 | 36 | 48 | 25 | 48 |
| 21 | 48 | [ZS] | [ZS] | 45 | 46 | 43 | [CA] | [CA] | 46 | 44 | 18 | 16 | 10 | 14 | 12 | 9 | 10 | 13 | 18 | 22 | 20 | 32 | 41 | 51 | 28 | 51 |
| 22 | 48 | [ZS] | [ZS] | 46 | 45 | 44 | 49 | 56 | 51 | 54 | 27 | 27 | 35 | 22 | 14 | 15 | 18 | 19 | 16 | 22 | 26 | 19 | 16 | 20 | 31 | 56 |
| 23 | 28 | [ZS] | [ZS] | 27 | 39 | 50 | 56 | 54 | 43 | 38 | 16 | 17 | 13 | 12 | 11 | 22 | 26 | 12 | 13 | 19 | 16 | 14 | 12 | 22 | 25 | 56 |
| 24 | 15 | [ZS] | [ZS] | 43 | 41 | 40 | 44 | 48 | 40 | 24 | 11 | 10 | 14 | 15 | 12 | 15 | 25 | 31 | 40 | 45 | 53 | 53 | 57 | 58 | 33 | 58 |
| 25 | 57 | [ZS] | [ZS] | 50 | 53 | 53 | 56 | 73 | 59 | 49 | 24 | 23 | 23 | 35 | 36 | 37 | 46 | 66 | 67 | 67 | 65 | 65 | 72 | 73 | 52 | 73 |
| 26 | 66 | [ZS] | [ZS] | 55 | 52 | 60 | 53 | 53 | 54 | 36 | 25 | 15 | 28 | 38 | 46 | 33 | 27 | 40 | 40 | 57 | 62 | 56 | 58 | 59 | 46 | 66 |
| 27 | 57 | [ZS] | [ZS] | 53 | 51 | 53 | 53 | [CA] | [CA] | 90 | 74 | 59 | 44 | 24 | 29 | 28 | 23 | 34 | 31 | 30 | 37 | 38 | 37 | 60 | 45 | 90 |
| 28 | 66 | [ZS] | [ZS] | 66 | 62 | 58 | 58 | 65 | 86 | 75 | 63 | 36 | 40 | 43 | 48 | 34 | 32 | 34 | 28 | 38 | 61 | 74 | 63 | 61 | 54 | 86 |
| 29 | 65 | [ZS] | [ZS] | 69 | 68 | 69 | 68 | 70 | 82 | 79 | 75 | 43 | 37 | 35 | 29 | 21 | 19 | 26 | 40 | 41 | 50 | 49 | 66 | 65 | 53 | 82 |
| 30 | 62 | [ZS] | [ZS] | 71 | 68 | 64 | 65 | 74 | 86 | 91 | 81 | 96 | 71 | 58 | 72 | 86 | 36 | 31 | 23 | 33 | 64 | 59 | 61 | 63 | 64 | 96 |
| 31 | 61 | [ZS] | [ZS] | 76 | 75 | 65 | 74 | [SC] | [SC] | 130 | 149 | 140 | 100 | 73 | 51 | 58 | 82 | 81 | 87 | 73 | 71 | 79 | 97 | 96 | 86 | 149 |
| AV | 43 | [ ] | [ ] | 43 | 45 | 48 | 52 | 53 | 50 | 52 | 41 | 34 | 31 | 31 | 29 | 29 | 29 | 32 | 35 | 39 | 40 | 42 | 43 | 45 | 40 | |
| SD | 23 | [ ] | [ ] | 18 | 17 | 17 | 17 | 16 | 21 | 20 | 31 | 29 | 21 | 21 | 21 | 23 | 20 | 22 | 23 | 22 | 22 | 24 | 25 | 25 | | |
| PK | 81 | [ ] | [ ] | 76 | 77 | 99 | 99 | 88 | 86 | 130 | 149 | 140 | 100 | 92 | 83 | 92 | 83 | 84 | 87 | 86 | 77 | 86 | 97 | 96 | | 149 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

OXIDES OF NITROGEN [42603]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT. 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 34 | [ ] | [ ] | 38 | 31 | 25 | 33 | 40 | 49 | 47 | 56 | 48 | 38 | 35 | 27 | 26 | 10 | 8 | 23 | 16 | 17 | 11 | 12 | 15 | 29 | 56 |
| 2 | 11 | [ ] | [ ] | 11 | 11 | 25 | 26 | 47 | 40 | 41 | 30 | 18 | 15 | [ ] | 25 | 23 | 26 | 22 | 33 | 24 | 22 | 23 | 42 | 27 | 25 | 47 |
| 3 | 35 | [ ] | [ ] | 69 | 64 | 114 | 177 | 71 | 30 | 30 | 40 | 50 | 41 | 64 | 41 | 79 | 31 | 19 | 28 | 20 | 14 | 14 | 15 | 23 | 49 | 177 |
| 4 | 27 | [ ] | [ ] | 53 | 56 | 87 | 148 | 64 | 78 | 64 | 26 | 19 | 25 | 30 | 23 | 16 | 20 | 29 | 10 | 14 | 9 | 19 | 25 | 15 | 39 | 148 |
| 5 | 6 | [ ] | [ ] | 19 | 16 | 18 | 19 | 32 | 29 | 23 | 17 | 18 | 15 | 18 | 11 | 14 | 10 | 12 | 18 | 12 | 10 | 19 | 18 | 6 | 16 | 32 |
| 6 | 9 | [ ] | [ ] | 13 | 19 | 36 | 52 | 88 | 66 | 30 | 22 | 13 | 9 | 31 | 19 | 31 | 42 | 40 | 44 | 31 | 17 | 16 | 11 | 14 | 30 | 88 |
| 7 | 42 | [ ] | [ ] | 42 | 33 | 46 | 43 | 28 | 22 | 30 | 47 | 52 | 53 | 51 | 56 | 65 | 51 | 31 | 36 | 61 | 51 | 48 | 45 | 107 | 47 | 107 |
| 8 | 103 | [ ] | [ ] | 82 | 101 | 140 | 175 | 164 | 95 | 48 | 23 | 24 | 27 | 20 | 24 | 19 | 41 | 32 | 47 | 42 | 52 | 86 | 124 | 192 | 75 | 192 |
| 9 | 174 | [ ] | [ ] | 184 | 155 | 278 | 313 | 241 | 108 | 109 | 129 | 77 | 62 | 47 | 54 | 46 | 45 | 25 | 34 | 34 | 59 | 53 | 35 | 32 | 104 | 313 |
| 10 | 18 | [ ] | [ ] | 141 | 154 | 166 | [ ] | [ ] | [ ] | [ ] | 17 | 12 | 42 | 23 | 12 | 7 | 45 | 20 | 29 | 25 | 22 | 39 | 63 | 34 | 48 | 166 |
| 11 | 15 | [ ] | [ ] | 30 | 75 | 152 | 167 | 141 | 50 | 41 | 38 | 27 | 27 | 58 | 34 | 32 | 24 | 22 | 20 | 19 | 28 | 12 | 9 | 9 | 47 | 167 |
| 12 | 10 | [ ] | [ ] | 13 | 46 | 114 | 148 | 133 | 38 | 66 | 38 | 19 | 17 | 15 | 13 | 44 | 17 | 15 | 23 | 98 | 121 | 134 | 164 | 213 | 68 | 213 |
| 13 | 244 | [ ] | [ ] | 201 | 297 | 420 | 501 | 331 | 238 | 163 | 92 | 141 | 89 | 86 | 111 | 87 | 93 | 84 | 189 | 286 | 268 | 436 | 585 | 312 | 239 | 585 |
| 14 | 252 | [ ] | [ ] | 228 | 294 | 366 | 284 | 220 | 152 | 69 | 53 | 41 | 34 | 74 | 83 | 63 | 66 | 127 | 138 | 254 | 281 | 371 | 294 | 132 | 178 | 371 |
| 15 | 93 | [ ] | [ ] | 125 | 124 | 130 | [ ] | [ ] | [ ] | [ ] | 71 | 57 | 75 | 84 | 74 | 169 | 115 | 128 | 101 | 156 | 204 | 243 | 322 | 271 | 141 | 322 |
| 16 | 282 | [ ] | [ ] | 166 | 185 | 127 | 169 | 208 | 143 | 160 | 80 | 49 | 84 | 132 | 154 | 99 | 108 | 88 | 106 | 76 | 142 | 204 | 251 | 267 | 146 | 282 |
| 17 | 365 | [ ] | [ ] | 381 | 461 | 629 | 601 | 417 | 288 | 198 | 158 | 78 | 87 | 72 | 47 | 82 | 41 | 27 | 55 | 64 | 47 | 38 | 132 | 130 | 199 | 629 |
| 18 | 165 | [ ] | [ ] | 101 | 114 | 68 | 124 | 143 | 174 | 141 | 55 | 33 | 32 | 21 | 18 | 14 | 22 | 24 | 22 | 36 | 32 | 36 | 23 | 33 | 65 | 174 |
| 19 | 56 | [ ] | [ ] | 32 | 28 | 34 | 43 | 50 | 32 | 27 | 26 | 40 | 30 | 31 | 43 | 27 | 31 | 18 | 33 | 22 | 25 | 19 | 22 | 23 | 31 | 56 |
| 20 | 19 | [ ] | [ ] | 20 | 31 | 47 | 52 | 57 | 42 | 37 | 29 | 14 | 29 | 20 | 20 | 15 | 19 | 33 | 21 | 21 | 21 | 23 | 48 | 72 | 31 | 72 |
| 21 | 89 | [ ] | [ ] | 135 | 227 | 153 | [ ] | [ ] | 89 | 65 | 22 | 20 | 11 | 19 | 18 | 11 | 12 | 13 | 18 | 24 | 21 | 39 | 61 | 100 | 57 | 227 |
| 22 | 64 | [ ] | [ ] | 74 | 120 | 137 | 164 | 165 | 94 | 91 | 35 | 36 | 62 | 29 | 15 | 16 | 27 | 19 | 16 | 22 | 26 | 19 | 16 | 20 | 58 | 165 |
| 23 | 28 | [ ] | [ ] | 27 | 44 | 64 | 104 | 96 | 59 | 47 | 21 | 28 | 17 | 15 | 20 | 38 | 51 | 12 | 13 | 24 | 16 | 14 | 12 | 23 | 35 | 104 |
| 24 | 16 | [ ] | [ ] | 56 | 78 | 108 | 148 | 160 | 66 | 34 | 13 | 17 | 20 | 25 | 22 | 27 | 44 | 32 | 40 | 48 | 90 | 83 | 158 | 233 | 69 | 233 |
| 25 | 191 | [ ] | [ ] | 278 | 326 | 267 | 254 | 234 | 148 | 83 | 31 | 29 | 28 | 46 | 45 | 51 | 81 | 110 | 118 | 213 | 175 | 222 | 338 | 348 | 164 | 348 |
| 26 | 257 | [ ] | [ ] | 230 | 190 | 166 | 239 | 258 | 152 | 57 | 34 | 19 | 39 | 72 | 95 | 53 | 39 | 82 | 52 | 65 | 110 | 148 | 234 | 236 | 128 | 258 |
| 27 | 253 | [ ] | [ ] | 154 | 158 | 248 | 334 | [ ] | [ ] | 231 | 130 | 93 | 71 | 29 | 39 | 38 | 32 | 48 | 38 | 35 | 42 | 49 | 42 | 203 | 113 | 334 |
| 28 | 263 | [ ] | [ ] | 253 | 238 | 256 | 304 | 271 | 272 | 152 | 94 | 47 | 53 | 64 | 63 | 51 | 58 | 48 | 31 | 44 | 69 | 152 | 196 | 210 | 145 | 304 |
| 29 | 236 | [ ] | [ ] | 230 | 191 | 247 | 302 | 239 | 219 | 148 | 113 | 56 | 49 | 48 | 32 | 28 | 24 | 28 | 43 | 41 | 54 | 53 | 181 | 149 | 123 | 302 |
| 30 | 180 | [ ] | [ ] | 317 | 361 | 353 | 346 | 313 | 247 | 169 | 111 | 143 | 89 | 87 | 106 | 113 | 48 | 38 | 24 | 35 | 78 | 67 | 128 | 242 | 163 | 361 |
| 31 | 189 | [ ] | [ ] | 295 | 344 | 460 | 434 | [ ] | [ ] | 265 | 249 | 205 | 128 | 92 | 64 | 66 | 88 | 89 | 116 | 92 | 105 | 218 | 343 | 410 | 213 | 460 |
| AV | 120 | [ ] | [ ] | 129 | 147 | 177 | 204 | 162 | 112 | 91 | 61 | 49 | 45 | 48 | 45 | 47 | 44 | 43 | 49 | 63 | 72 | 94 | 127 | 132 | 93 | |
| SD | 107 | [ ] | [ ] | 106 | 121 | 147 | 149 | 105 | 80 | 67 | 52 | 44 | 29 | 29 | 34 | 36 | 28 | 35 | 43 | 70 | 73 | 109 | 138 | 118 | | |
| PK | 365 | [ ] | [ ] | 381 | 461 | 629 | 601 | 417 | 271 | 265 | 249 | 205 | 128 | 132 | 154 | 169 | 115 | 129 | 189 | 286 | 281 | 436 | 585 | 410 | | 629 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND SPEED [61101]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.8 | 1.2 | 1.0 | 1.0 | 1.6 | 1.4 | 1.4 | 1.2 | 1.8 | 1.8 | 1.7 | 3.9 | 5.2 | 5.4 | 5.1 | 5.1 | 5.3 | 5.0 | 4.3 | 3.1 | 2.7 | 2.7 | 1.8 | 1.3 | 2.7 | 5.4 |
| 2 | 1.2 | 0.9 | 1.1 | 1.5 | 2.0 | 1.1 | 1.1 | 1.1 | 1.8 | 3.0 | 2.8 | 3.2 | 3.8 | 3.9 | 4.7 | 4.8 | 5.2 | 4.3 | 4.0 | 3.5 | 2.6 | 1.6 | 0.8 | 1.2 | 2.5 | 5.2 |
| 3 | 0.8 | 0.6 | 0.6 | 1.3 | 1.6 | 1.2 | 0.8 | 1.1 | 1.1 | 1.6 | 2.9 | 4.0 | 5.1 | 6.1 | 5.7 | 6.2 | 6.1 | 5.0 | 4.3 | 3.7 | 3.0 | 3.0 | 2.3 | 1.5 | 2.9 | 6.2 |
| 4 | 0.7 | 0.9 | 0.7 | 0.7 | 1.1 | 0.7 | 0.8 | 0.8 | 1.1 | 2.0 | 3.3 | 4.3 | 5.2 | 5.7 | 6.3 | 6.1 | 5.9 | 5.1 | 4.1 | 3.6 | 3.1 | 2.5 | 1.7 | 1.5 | 2.8 | 6.3 |
| 5 | 1.0 | 0.9 | 0.7 | 1.2 | 1.3 | 1.3 | 1.0 | 0.9 | 1.6 | 2.8 | 2.8 | 2.9 | 3.4 | 4.4 | 5.1 | 4.8 | 4.9 | 4.7 | 5.0 | 3.6 | 3.1 | 2.8 | 1.6 | 1.3 | 2.6 | 5.1 |
| 6 | 1.0 | 1.2 | 0.9 | 1.0 | 1.1 | 1.0 | 1.9 | 2.4 | 1.7 | 2.0 | 2.9 | 3.4 | 4.9 | 5.0 | 4.8 | 6.2 | 6.1 | 6.3 | 6.8 | 5.8 | 4.2 | 3.9 | 3.9 | 2.6 | 3.4 | 6.8 |
| 7 | 2.0 | 3.7 | 2.2 | 2.1 | 2.7 | 3.4 | 3.8 | 6.0 | 7.0 | 6.3 | 6.8 | 8.4 | 8.7 | 10.0 | 10.0 | 10.4 | 10.2 | 7.7 | 4.7 | 2.1 | 2.2 | 1.7 | 1.7 | 1.6 | 5.2 | 10.4 |
| 8 | 2.0 | 2.1 | 2.1 | 2.4 | 2.7 | 2.6 | 2.4 | 2.9 | 3.3 | 3.1 | 2.2 | 2.2 | 5.1 | 5.6 | 5.9 | 5.8 | 5.7 | 5.7 | 4.9 | 4.4 | 2.2 | 0.8 | 1.1 | 0.7 | 3.2 | 5.9 |
| 9 | 1.4 | 1.4 | 0.9 | 0.7 | 1.0 | 0.6 | 0.7 | 1.5 | 1.4 | 1.0 | 3.5 | 5.0 | 5.2 | 5.7 | 6.4 | 7.2 | 6.2 | 5.9 | 5.4 | 4.5 | 2.8 | 2.9 | 2.5 | 2.7 | 3.2 | 7.2 |
| 10 | 1.8 | 1.3 | 1.6 | 1.0 | 1.7 | 1.6 | 1.6 | 1.4 | 1.9 | 2.2 | 4.4 | 6.0 | 8.5 | 9.9 | 8.8 | 9.3 | 10.0 | 8.1 | 7.0 | 6.6 | 7.9 | 7.7 | 8.3 | 8.9 | 5.3 | 10.0 |
| 11 | 5.5 | 1.8 | 2.4 | 2.3 | 2.1 | 2.5 | 1.6 | 3.2 | 4.6 | 6.3 | 7.3 | 5.7 | 5.9 | 9.9 | 9.6 | 7.7 | 6.7 | 6.1 | 6.5 | 5.3 | 4.8 | 6.1 | 4.1 | 6.1 | 5.2 | 9.9 |
| 12 | 4.1 | 3.4 | 3.2 | 3.1 | 1.3 | 1.5 | 0.9 | 0.8 | 1.1 | 1.8 | 2.4 | 3.4 | 4.2 | 5.6 | 5.0 | 5.5 | 5.4 | 4.9 | 2.7 | 0.9 | 2.1 | 1.7 | 1.2 | 0.8 | 2.8 | 5.6 |
| 13 | 0.5 | 0.9 | 0.9 | 1.2 | 0.7 | 0.6 | 0.8 | 1.3 | 1.6 | 1.7 | 1.5 | 2.1 | 2.2 | 3.7 | 4.0 | 3.8 | 3.5 | 2.8 | 0.8 | 1.3 | 1.4 | 1.0 | 0.5 | 1.2 | 1.7 | 4.0 |
| 14 | 0.7 | 0.6 | 0.7 | 0.5 | 0.7 | 0.7 | 2.3 | 1.3 | 1.6 | 2.1 | 1.2 | 1.7 | 2.1 | 3.0 | 4.2 | 3.6 | 3.8 | 2.4 | 1.3 | 1.0 | 1.3 | 1.1 | 1.6 | 2.8 | 1.8 | 4.2 |
| 15 | 2.3 | 2.9 | 2.0 | 1.5 | 2.9 | 1.7 | 1.7 | 1.6 | 2.4 | 2.3 | 1.4 | 1.7 | 2.9 | 4.8 | 5.0 | 5.5 | 4.9 | 4.5 | 3.6 | 1.4 | 2.0 | 1.6 | 1.2 | 1.1 | 2.6 | 5.5 |
| 16 | 0.7 | 1.4 | 2.2 | 1.8 | 1.5 | 2.1 | 1.8 | 2.1 | 1.9 | 3.0 | 2.3 | 1.8 | 3.1 | 5.4 | 5.8 | 5.4 | 5.4 | 4.6 | 4.6 | 4.0 | 1.8 | 1.9 | 1.6 | 1.1 | 2.8 | 5.5 |
| 17 | 0.8 | 0.7 | 1.0 | 1.1 | 0.8 | 0.9 | 1.0 | 1.4 | 2.1 | 1.7 | 2.7 | 5.2 | 5.3 | 6.0 | 5.1 | 4.3 | 4.3 | 3.8 | 2.7 | 1.7 | 1.4 | 1.4 | 1.2 | 0.5 | 2.4 | 6.0 |
| 18 | 0.4 | 0.9 | 0.8 | 0.9 | 0.5 | 0.7 | 0.9 | 0.6 | 1.0 | 2.4 | 3.9 | 4.0 | 4.5 | 5.0 | 4.6 | 4.2 | 4.1 | 3.4 | 2.6 | 1.9 | 1.9 | 1.5 | 1.2 | 0.8 | 2.2 | 5.0 |
| 19 | 1.2 | 1.2 | 1.1 | 1.3 | 1.0 | 0.9 | 1.1 | 1.7 | 1.6 | 1.7 | 1.4 | 3.6 | 4.4 | 4.6 | 4.4 | 4.5 | 4.6 | 4.5 | 4.1 | 3.0 | 2.8 | 1.4 | 0.9 | 1.2 | 2.4 | 4.6 |
| 20 | 1.3 | 1.1 | 1.9 | 3.0 | 2.4 | 2.8 | 2.9 | 2.8 | 3.0 | 2.4 | 3.1 | 3.1 | 4.4 | 4.1 | 5.1 | 5.0 | 4.8 | 4.6 | 4.4 | 3.5 | 1.9 | 1.0 | 0.8 | 0.5 | 2.9 | 5.1 |
| 21 | 0.7 | 0.8 | 0.4 | 0.3 | 0.4 | 0.6 | 0.5 | 1.0 | 0.5 | 0.8 | 1.7 | 2.8 | 3.1 | 3.2 | 3.4 | 2.4 | 1.6 | 1.5 | 1.1 | 0.7 | 0.9 | 0.6 | 0.6 | 0.8 | 1.3 | 3.4 |
| 22 | 1.4 | 1.7 | 0.9 | 0.6 | 0.7 | 0.6 | 0.3 | 0.4 | 0.8 | 2.6 | 3.0 | 3.7 | 5.0 | 5.0 | 5.2 | 4.9 | 4.2 | 3.6 | 3.5 | 2.2 | 1.2 | 1.7 | 1.2 | 0.9 | 2.3 | 5.2 |
| 23 | 1.4 | 1.9 | 2.4 | 2.8 | 2.0 | 2.1 | 1.6 | 1.9 | 2.1 | 2.5 | 5.1 | 5.6 | 4.9 | 5.2 | 5.7 | 6.1 | 5.7 | 5.4 | 4.7 | 3.8 | 2.7 | 3.1 | 2.8 | 3.1 | 3.5 | 6.1 |
| 24 | 1.4 | 0.9 | 1.0 | 0.6 | 1.2 | 0.9 | 1.3 | 1.0 | 1.1 | 3.4 | 3.6 | 4.3 | 5.0 | 5.7 | 6.1 | 5.4 | 4.7 | 2.9 | 2.2 | 0.9 | 1.3 | 1.8 | 0.8 | 1.0 | 2.4 | 6.1 |
| 25 | 1.0 | 0.9 | 0.9 | 0.8 | 1.3 | 0.8 | 0.6 | 1.2 | 1.4 | 1.6 | 1.7 | 1.8 | 1.6 | 3.1 | 4.1 | 3.6 | 3.6 | 3.3 | 1.4 | 1.3 | 2.5 | 2.1 | 1.2 | 1.3 | 1.8 | 4.1 |
| 26 | 1.7 | 1.1 | 1.1 | 1.6 | 1.9 | 1.1 | 0.6 | 0.9 | 1.1 | 1.5 | 1.9 | 1.9 | 3.9 | 5.2 | 5.9 | 6.1 | 6.6 | 7.3 | 5.3 | 1.9 | 1.1 | 2.0 | 2.2 | 2.3 | 2.7 | 7.3 |
| 27 | 0.8 | 0.8 | 0.7 | 1.2 | 1.1 | 1.2 | 1.2 | 1.4 | 1.8 | 1.2 | 2.1 | 2.3 | 4.0 | 4.8 | 5.2 | 5.1 | 5.1 | 4.9 | 3.7 | 3.8 | 2.8 | 3.3 | 2.5 | 1.7 | 2.6 | 5.2 |
| 28 | 1.3 | 1.2 | 0.8 | 1.0 | 0.8 | 1.6 | 1.8 | 2.0 | 1.5 | 1.2 | 1.8 | 3.6 | 4.7 | 5.1 | 6.0 | 6.9 | 6.9 | 5.6 | 4.2 | 3.8 | 1.7 | 0.9 | 2.2 | 2.0 | 2.9 | 6.9 |
| 29 | 1.6 | 1.3 | 1.0 | 1.3 | 1.3 | 0.4 | 1.3 | 2.0 | 1.8 | 2.2 | 1.3 | 3.3 | 4.4 | 4.8 | 4.4 | 4.6 | 4.5 | 3.4 | 2.6 | 1.6 | 1.9 | 1.0 | 0.9 | 0.8 | 2.2 | 4.8 |
| 30 | 1.2 | 1.0 | 1.0 | 0.6 | 0.8 | 0.8 | 1.0 | 1.5 | 1.8 | 1.6 | 1.3 | 3.7 | 4.7 | 5.3 | 5.2 | 5.4 | 5.4 | 4.0 | 3.5 | 2.5 | 1.1 | 0.6 | 1.2 | 1.1 | 2.3 | 5.4 |
| 31 | 1.2 | 1.0 | 1.0 | 0.6 | 0.3 | 1.1 | 0.6 | 0.8 | 1.1 | 1.4 | 1.7 | 3.6 | 4.4 | 4.0 | 4.2 | 4.0 | 2.8 | 2.3 | 1.5 | 0.9 | 1.3 | 0.9 | 0.9 | 1.0 | 1.8 | 4.4 |
| AV | 1.4 | 1.3 | 1.3 | 1.3 | 1.4 | 1.3 | 1.3 | 1.6 | 1.9 | 2.3 | 2.8 | 3.6 | 4.5 | 5.3 | 5.5 | 5.5 | 5.3 | 4.6 | 3.8 | 2.8 | 2.4 | 2.1 | 1.8 | 1.8 | 2.9 | |
| SD | 1.0 | 0.8 | 0.7 | 0.7 | 0.7 | 0.7 | 0.8 | 1.1 | 1.2 | 1.2 | 1.5 | 1.5 | 1.5 | 1.7 | 1.8 | 1.6 | 1.7 | 1.6 | 1.6 | 1.6 | 1.4 | 1.5 | 1.5 | 1.7 | | |
| PK | 5.5 | 3.7 | 3.2 | 3.1 | 2.9 | 3.4 | 3.8 | 6.0 | 7.0 | 6.3 | 7.3 | 8.4 | 8.7 | 10.0 | 10.0 | 10.4 | 10.2 | 8.1 | 7.0 | 6.6 | 7.9 | 7.7 | 8.3 | 8.9 | | 10.4 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ESE | E | ESE | E | SE | ESE | ENE | ESE | ESE | SE | SSE | WSW | WSW | WSW | WSW | W | WSW | WSW | WSW | W | WSW | NSW | SSW | SSE | [VA] |
| 2 | ESE | ESE | SSE | SW | W | WSW | NNW | WNW | SSW | W | NSW | WSW | WSW | WSW | WSW | W | WSW | W | W | W | WSW | SW | NW | N | WSW |
| 3 | NNE | ENE | N | NNW | NNW | NNE | NNE | NE | E | SE | SW | WSW | WSW | W | W | W | W | W | WSW | W | W | WSW | WSW | SW | W |
| 4 | SSW | NE | ENE | N | N | N | NE | NNE | WNW | WNW | WSW | WSW | WSW | WSW | W | N | WSW | W | WSW | W | WSW | WSW | WSW | WSW | WSW |
| 5 | SW | S | W | N | E | E | E | E | SW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | W | W | WSW | SW | SSW | [VA] |
| 6 | WSW | N | N | NE | E | E | ESE | E | SE | NNW | NNW | NSW | NSW | WSW | WSW | W | W | W | W | W | WSW | WSW | WSW | W | WSW |
| 7 | NW | NNW | NNW | NE | NW | NW | NW | NNW | NNW | NNW | W | W | W | W | W | W | W | W | WNW | NW | NNW | NNW | NNE | ENE | [VA] |
| 8 | ENE | NE | NE | NE | ENE | ENE | NE | ENE | E | ESE | SSE | SSW | WSW | W | WSW | W | N | W | W | W | WNW | N | E | ENE | [VA] |
| 9 | NE | ENE | ENE | NNE | N | NNW | NNE | ENE | NE | NW | WSW | WSW | W | WSW | W | W | W | W | W | W | W | W | WNW | WSW | W |
| 10 | WSW | ENE | E | E | ENE | E | ENE | ESE | SE | SSW | SW | WSW | - W | WSW | WSW | WSW | W | W | W | WNW | W | W | W | W | W |
| 11 | WNW | NNW | NW | NNW | NNW | NNW | NSW | NNW | NNW | NNW | NNW | NNW | W | W | W | W | NW | NNW | NNW | NNW | NNW | N | N | N | [VA] |
| 12 | N | NNE | NE | NE | NE | E | NE | NE | N | SSE | SSW | SW | SW | WSW | WSW | W | W | WSW | SW | E | E | E | NE | NNE | [VA] |
| 13 | NNW | ENE | NNE | ENE | SSE | ENE | NNE | E | E | SE | SSW | WSW | WSW | W | W | WNW | W | W | WSW | N | NE | N | N | NE | [VA] |
| 14 | N | NNE | SSW | E | SSW | E | NE | NE | NE | ENE | ENE | ENE | ESE | NW | WNW | WNW | W | W | WSW | NNW | E | NNE | NNE | NNE | NNE |
| 15 | NE | NNE | NNE | NE | NE | NNE | NE | ENE | NE | NNE | NNE | S | SW | SW | SW | SW | SW | WSW | WSW | SW | ESE | ENE | NE | NNE | NNE |
| 16 | NE | NE | NE | NE | NE | NNE | NNE | NNE | NNE | ENE | NE | E | S | S | SE | SE | S | SSW | SSW | SSW | ESE | ENE | NNE | NNE | NNE |
| 17 | NE | NE | NNE | NNE | NE | NE | NE | ENE | ENE | SSE | SSE | SSW | SW | SW | W | W | WSW | WSW | SW | SW | E | ENE | ENE | NE | |
| 18 | WNW | WNW | WSW | N | ENE | SSW | SE | NE | S | SW | W | WSW | WSW | W | WSW | W | WSW | WSW | WSW | WSW | WSW | W | N | SSW | WSW |
| 19 | NNW | NE | E | SE | ESE | E | ESE | ESE | S | E | S | W | WSW | W | W | W | W | W | W | W | WSW | SW | WNW | NNE | [VA] |
| 20 | ENE | E | E | ESE | ESE | ESE | E | ESE | SE | SE | SSE | SW | WSW | WSW | W | W | W | W | W | W | W | NW | NNW | ENE | [VA] |
| 21 | ENE | ENE | NE | NE | NE | NE | NE | ENE | ENE | NE | WNW | W | W | W | W | NW | NW | NW | NW | NNW | NNW | NW | NE | ENE | NE |
| 22 | ESE | SE | ESE | ENE | E | ENE | NE | NE | S | WSW | WSW | W | W | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | SW | S | S | ESE | [VA] |
| 23 | E | E | E | ESE | ESE | ESE | E | E | SE | SSE | WSW | WSW | WSW | WSW | WSW | W | W | WSW | WSW | WSW | WSW | WSW | WSW | W | [VA] |
| 24 | NW | NE | E | E | NNW | NE | NNW | NNE | NNW | WSW | WSW | WSW | WSW | WSW | WSW | W | N | W | WSW | N | E | E | NE | N | [VA] |
| 25 | NNE | ENE | ENE | E | E | ENE | N | E | ESE | ESE | SSE | SSE | S | WSW | WSW | WSW | WSW | W | SE | ENE | E | E | NE | NNE | E |
| 26 | WNW | ENE | N | ENE | ENE | NNW | N | NE | ENE | N | NNW | W | WSW | W | W | W | W | W | W | W | WNW | ENE | E | NE | [VA] |
| 27 | ESE | NNE | NNE | NNE | N | ENE | ESE | NE | ENE | S | SW | WSW | WSW | WSW | WSW | WSW | W | W | WSW | W | W | W | WSW | ENE | WSW |
| 28 | NE | ENE | E | ENE | E | ENE | ENE | E | NNE | NNE | WSW | WSW | WSW | WSW | W | W | W | W | WSW | W | W | NE | E | ENE | [VA] |
| 29 | E | ENE | E | ENE | ENE | SE | ENE | ENE | E | SE | NW | WSW | W | WSW | W | W | W | W | W | W | W | N | ENE | E | [VA] |
| 30 | ENE | NE | ENE | ESE | ENE | NE | ENE | NE | E | ESE | SE | WSW | WSW | WSW | W | W | W | W | WSW | WSW | NW | N | SSE | E | [VA] |
| 31 | NE | ENE | ENE | NE | NNW | NE | NE | ENE | NE | SE | S | WSW | WSW | WSW | W | WSW | W | W | WSW | WSW | N | NNE | ENE | E | [VA] |
| FV | NE | ENE | E | NE | ENE | ENE | NE | NE | [VA] | [VA] | [VA] | WSW | WSW | WSW | W | W | W | W | WSW | W | W | [VA] | [VA] | [VA] | |

00004 [Program: EDMS_MONTESUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 113 | 83 | 114 | 89 | 130 | 102 | 72 | 118 | 121 | 137 | 158 | 254 | 257 | 256 | 258 | 265 | 250 | 249 | 257 | 261 | 254 | 246 | 201 | 165 | [VA] |
| 2 | 104 | 105 | 157 | 226 | 263 | 237 | 340 | 303 | 197 | 269 | 246 | 245 | 249 | 245 | 257 | 261 | 254 | 266 | 272 | 263 | 255 | 233 | 316 | 354 | 12 |
| 3 | 29 | 72 | 350 | 347 | 345 | 18 | 19 | 37 | 82 | 132 | 225 | 253 | 258 | 263 | 265 | 263 | 263 | 259 | 258 | 263 | 260 | 251 | 250 | 222 | 13 |
| 4 | 204 | 52 | 60 | 1 | 349 | 7 | 45 | 14 | 282 | 300 | 254 | 256 | 255 | 257 | 259 | 261 | 258 | 260 | 254 | 262 | 255 | 251 | 240 | 238 | 12 |
| 5 | 215 | 189 | 262 | 353 | 87 | 82 | 91 | 101 | 230 | 241 | 245 | 250 | 254 | 257 | 254 | 255 | 255 | 253 | 257 | 266 | 262 | 251 | 215 | 207 | [VA] |
| 6 | 240 | 360 | 10 | 47 | 86 | 95 | 104 | 96 | 141 | 291 | 290 | 257 | 250 | 256 | 257 | 268 | 267 | 263 | 267 | 271 | 252 | 241 | 251 | 264 | 12 |
| 7 | 314 | 344 | 329 | 311 | 311 | 307 | 326 | 348 | 340 | 330 | 277 | 260 | 263 | 268 | 270 | 272 | 270 | 276 | 287 | 311 | 341 | 329 | 13 | 60 | [VA] |
| 8 | 59 | 45 | 47 | 51 | 64 | 57 | 48 | 62 | 95 | 114 | 153 | 211 | 254 | 260 | 255 | 259 | 270 | 273 | 277 | 276 | 291 | 7 | 80 | 60 | [VA] |
| 9 | 50 | 63 | 66 | 29 | 357 | 335 | 13 | 57 | 42 | 320 | 255 | 258 | 266 | 258 | 262 | 262 | 259 | 263 | 261 | 261 | 281 | 278 | 285 | 255 | 13 |
| 10 | 240 | 65 | 87 | 87 | 62 | 84 | 68 | 103 | 128 | 183 | 225 | 242 | 260 | 256 | 250 | 254 | 262 | 259 | 267 | 284 | 279 | 280 | 276 | 274 | 13 |
| 11 | 290 | 327 | 321 | 336 | 337 | 336 | 332 | 333 | 344 | 345 | 345 | 334 | 280 | 259 | 276 | 278 | 325 | 345 | 348 | 343 | 327 | 357 | 4 | 360 | [VA] |
| 12 | 8 | 30 | 38 | 42 | 53 | 91 | 42 | 35 | 358 | 168 | 194 | 220 | 227 | 253 | 249 | 259 | 260 | 249 | 230 | 79 | 79 | 88 | 35 | 59 | [VA] |
| 13 | 328 | 71 | 63 | 59 | 154 | 61 | 29 | 86 | 81 | 144 | 213 | 295 | 253 | 260 | 270 | 282 | 274 | 262 | 252 | 10 | 43 | 7 | 352 | 41 | [VA] |
| 14 | 351 | 33 | 205 | 84 | 203 | 95 | 56 | 46 | 43 | 61 | 58 | 68 | 123 | 320 | 283 | 286 | 256 | 271 | 242 | 330 | 86 | 22 | 32 | 19 | 2 |
| 15 | 35 | 12 | 22 | 51 | 43 | 25 | 43 | 63 | 39 | 27 | 25 | 177 | 229 | 232 | 218 | 223 | 222 | 237 | 237 | 228 | 104 | 57 | 42 | 21 | 2 |
| 16 | 45 | 39 | 45 | 46 | 40 | 26 | 32 | 23 | 30 | 67 | 34 | 100 | 191 | 176 | 146 | 131 | 186 | 210 | 210 | 206 | 122 | 59 | 31 | 21 | 2 |
| 17 | 50 | 41 | 26 | 32 | 49 | 54 | 39 | 43 | 60 | 64 | 159 | 166 | 193 | 223 | 236 | 259 | 260 | 246 | 243 | 224 | 199 | 169 | 67 | 72 | 3 |
| 18 | 298 | 284 | 239 | 358 | 68 | 199 | 132 | 52 | 169 | 231 | 259 | 256 | 257 | 260 | 257 | 259 | 256 | 252 | 243 | 240 | 250 | 260 | 11 | 213 | 12 |
| 19 | 346 | 49 | 83 | 126 | 123 | 91 | 107 | 102 | 87 | 90 | 173 | 259 | 255 | 264 | 266 | 263 | 268 | 265 | 264 | 259 | 257 | 234 | 290 | 27 | [VA] |
| 20 | 59 | 82 | 91 | 114 | 105 | 110 | 100 | 113 | 126 | 130 | 148 | 214 | 251 | 251 | 260 | 259 | 263 | 268 | 276 | 278 | 277 | 307 | 342 | 61 | [VA] |
| 21 | 61 | 72 | 48 | 48 | 49 | 52 | 55 | 61 | 70 | 40 | 289 | 269 | 265 | 270 | 268 | 313 | 320 | 319 | 313 | 333 | 331 | 323 | 55 | 75 | 3 |
| 22 | 105 | 125 | 110 | 71 | 82 | 73 | 41 | 46 | 175 | 253 | 258 | 263 | 266 | 255 | 247 | 251 | 257 | 255 | 252 | 258 | 219 | 180 | 175 | 111 | [VA] |
| 23 | 84 | 92 | 98 | 106 | 123 | 115 | 84 | 92 | 133 | 152 | 254 | 257 | 241 | 252 | 256 | 263 | 263 | 256 | 253 | 252 | 247 | 247 | 243 | 278 | [VA] |
| 24 | 304 | 37 | 79 | 80 | 341 | 44 | 341 | 14 | 327 | 254 | 245 | 250 | 250 | 255 | 257 | 261 | 265 | 259 | 256 | 2 | 81 | 94 | 50 | 353 | [VA] |
| 25 | 18 | 57 | 69 | 91 | 80 | 74 | 336 | 91 | 102 | 118 | 168 | 150 | 182 | 243 | 258 | 256 | 256 | 262 | 126 | 58 | 94 | 89 | 41 | 24 | 5 |
| 26 | 294 | 78 | 5 | 64 | 70 | 346 | 354 | 51 | 15 | 8 | 330 | 275 | 252 | 260 | 270 | 271 | 274 | 267 | 276 | 277 | 302 | 59 | 86 | 54 | [VA] |
| 27 | 109 | 26 | 19 | 31 | 7 | 57 | 113 | 52 | 66 | 172 | 232 | 255 | 253 | 251 | 258 | 258 | 264 | 266 | 257 | 261 | 270 | 259 | 258 | 57 | 12 |
| 28 | 52 | 75 | 93 | 69 | 83 | 62 | 72 | 87 | 24 | 21 | 247 | 247 | 255 | 258 | 260 | 267 | 263 | 264 | 252 | 266 | 281 | 50 | 91 | 75 | [VA] |
| 29 | 83 | 58 | 91 | 77 | 58 | 131 | 66 | 68 | 95 | 138 | 325 | 255 | 261 | 258 | 260 | 259 | 262 | 259 | 269 | 272 | 271 | 2 | 72 | 84 | [VA] |
| 30 | 59 | 53 | 76 | 113 | 70 | 53 | 65 | 54 | 80 | 108 | 144 | 239 | 256 | 258 | 265 | 262 | 260 | 262 | 252 | 251 | 319 | 357 | 165 | 79 | [VA] |
| 31 | 56 | 61 | 62 | 53 | 331 | 51 | 42 | 75 | 53 | 138 | 186 | 252 | 253 | 258 | 260 | 255 | 260 | 263 | 237 | 253 | 349 | 17 | 60 | 88 | [VA] |
| FV | 3 | 4 | 5 | 3 | 4 | 4 | 3 | 3 | [VA] | [VA] | [VA] | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 12 | 13 | 13 | [VA] | [VA] | [VA] | |

00001 [Program: EDMS_MONTESUM

Version: LC:15-OCT-93]

RESULTANT SPEED [61103]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.7 | 1.1 | 0.6 | 0.8 | 1.2 | 1.1 | 1.2 | 1.1 | 1.7 | 1.4 | 1.0 | 3.7 | 5.1 | 5.3 | 5.0 | 5.0 | 5.3 | 4.9 | 4.2 | 3.0 | 2.6 | 2.6 | 1.7 | 1.1 | 2.6 | 5.3 |
| 2 | 0.7 | 0.7 | 0.6 | 1.2 | 1.9 | 1.0 | 0.9 | 0.6 | 0.6 | 2.8 | 2.7 | 3.1 | 3.6 | 3.8 | 4.6 | 4.7 | 5.1 | 4.2 | 3.9 | 3.4 | 2.5 | 1.6 | 0.3 | 1.1 | 2.3 | 5.1 |
| 3 | 0.6 | 0.4 | 0.4 | 1.2 | 1.5 | 1.1 | 0.6 | 1.0 | 0.7 | 1.2 | 2.2 | 3.8 | 5.0 | 6.0 | 5.6 | 6.1 | 6.0 | 5.0 | 4.3 | 3.5 | 2.9 | 3.0 | 2.2 | 1.4 | 2.7 | 6.1 |
| 4 | 0.1 | 0.8 | 0.6 | 0.6 | 1.0 | 0.6 | 0.6 | 0.7 | 0.4 | 1.8 | 3.1 | 4.1 | 5.1 | 5.6 | 6.2 | 5.9 | 5.2 | 5.0 | 3.9 | 3.5 | 2.9 | 2.5 | 1.6 | 1.5 | 2.6 | 6.2 |
| 5 | 0.7 | 0.7 | 0.6 | 0.7 | 1.0 | 1.1 | 0.5 | 0.6 | 1.5 | 2.8 | 2.6 | 2.8 | 3.2 | 4.2 | 5.0 | 4.7 | 4.7 | 4.7 | 4.9 | 3.5 | 3.0 | 2.7 | 1.4 | 1.1 | 2.4 | 5.0 |
| 6 | 0.8 | 1.0 | 0.8 | 0.9 | 1.0 | 0.9 | 1.8 | 2.4 | 0.5 | 1.7 | 2.7 | 3.2 | 4.9 | 4.9 | 4.6 | 6.1 | 6.0 | 6.2 | 6.7 | 5.7 | 4.1 | 3.9 | 3.9 | 2.5 | 3.2 | 6.7 |
| 7 | 1.8 | 3.6 | 2.1 | 2.1 | 2.5 | 3.3 | 3.6 | 5.8 | 6.7 | 6.0 | 6.2 | 8.2 | 8.6 | 9.8 | 9.9 | 10.3 | 10.1 | 7.6 | 4.5 | 1.6 | 2.0 | 0.5 | 1.5 | 1.6 | 5.0 | 10.3 |
| 8 | 2.0 | 2.0 | 2.1 | 2.3 | 2.6 | 2.6 | 2.4 | 2.9 | 3.0 | 3.0 | 1.4 | 1.6 | 4.9 | 5.5 | 5.8 | 5.6 | 5.6 | 5.6 | 4.8 | 4.2 | 2.1 | 0.5 | 1.0 | 0.6 | 3.1 | 5.8 |
| 9 | 1.4 | 1.4 | 0.9 | 0.6 | 0.9 | 0.5 | 0.6 | 1.4 | 1.2 | 0.6 | 3.2 | 4.8 | 5.0 | 5.6 | 6.3 | 7.1 | 6.2 | 5.8 | 5.2 | 4.3 | 2.7 | 2.8 | 2.4 | 2.7 | 3.1 | 7.1 |
| 10 | 1.7 | 1.2 | 1.5 | 1.0 | 1.6 | 1.5 | 1.5 | 1.3 | 1.7 | 1.9 | 4.1 | 5.7 | 8.4 | 9.8 | 8.7 | 9.2 | 9.9 | 8.0 | 6.8 | 6.5 | 7.8 | 7.6 | 8.2 | 8.7 | 5.2 | 9.9 |
| 11 | 5.3 | 1.6 | 2.2 | 2.2 | 2.0 | 2.4 | 1.5 | 3.1 | 4.4 | 6.0 | 7.0 | 5.0 | 5.3 | 9.7 | 9.5 | 7.6 | 6.1 | 5.9 | 6.2 | 5.0 | 4.6 | 5.8 | 3.8 | 5.9 | 4.9 | 9.7 |
| 12 | 3.8 | 3.0 | 2.9 | 2.7 | 0.7 | 1.3 | 0.1 | 0.6 | 0.8 | 1.4 | 2.0 | 3.2 | 3.7 | 5.4 | 4.9 | 5.4 | 5.2 | 4.8 | 2.5 | 0.3 | 1.9 | 1.6 | 0.9 | 0.6 | 2.5 | 5.4 |
| 13 | 0.4 | 0.8 | 0.8 | 0.9 | 0.2 | 0.2 | 0.6 | 1.2 | 1.5 | 1.4 | 0.6 | 1.6 | 1.2 | 3.5 | 3.8 | 3.7 | 3.4 | 2.8 | 0.4 | 1.0 | 1.0 | 0.7 | 0.2 | 1.0 | 1.4 | 3.8 |
| 14 | 0.2 | 0.1 | 0.6 | 0.2 | 0.2 | 0.4 | 2.2 | 1.2 | 1.5 | 1.7 | 0.8 | 1.3 | 1.5 | 1.6 | 4.1 | 3.4 | 3.7 | 2.3 | 1.1 | 0.4 | 1.0 | 1.0 | 1.5 | 2.7 | 1.4 | 4.1 |
| 15 | 2.2 | 2.9 | 1.9 | 1.3 | 2.9 | 1.5 | 1.3 | 1.4 | 2.3 | 2.2 | 1.0 | 0.7 | 2.1 | 4.6 | 3.9 | 4.3 | 3.9 | 4.0 | 3.4 | 0.8 | 1.9 | 1.5 | 1.1 | 0.9 | 2.3 | 4.6 |
| 16 | 0.5 | 1.2 | 2.1 | 1.7 | 1.1 | 2.0 | 1.7 | 2.0 | 1.8 | 2.5 | 2.0 | 1.1 | 1.8 | 2.7 | 2.4 | 2.5 | 2.9 | 3.1 | 3.2 | 2.6 | 0.3 | 1.6 | 1.5 | 1.0 | 1.9 | 3.2 |
| 17 | 0.6 | 0.6 | 1.0 | 1.1 | 0.6 | 0.7 | 0.9 | 1.4 | 1.7 | 1.5 | 1.4 | 2.7 | 3.4 | 5.2 | 4.7 | 4.2 | 4.2 | 3.7 | 2.6 | 1.4 | 1.3 | 1.2 | 1.2 | 0.4 | 2.0 | 5.2 |
| 18 | 0.2 | 0.7 | 0.6 | 0.6 | 0.3 | 0.4 | 0.7 | 0.4 | 0.9 | 2.0 | 3.8 | 3.8 | 4.4 | 5.0 | 4.5 | 4.2 | 4.0 | 3.3 | 2.4 | 1.9 | 1.8 | 1.0 | 1.0 | 0.6 | 2.0 | 5.0 |
| 19 | 0.8 | 1.1 | 1.0 | 0.9 | 0.8 | 0.9 | 0.8 | 1.5 | 1.3 | 1.2 | 0.9 | 3.4 | 4.3 | 4.4 | 4.2 | 4.3 | 4.5 | 4.4 | 4.0 | 2.9 | 2.6 | 1.2 | 0.6 | 1.1 | 2.2 | 4.5 |
| 20 | 1.2 | 1.0 | 1.8 | 3.0 | 2.4 | 2.7 | 2.8 | 2.7 | 2.7 | 2.2 | 2.9 | 2.6 | 4.2 | 3.9 | 5.0 | 4.9 | 4.7 | 4.5 | 4.3 | 3.3 | 1.6 | 0.6 | 0.4 | 0.4 | 2.7 | 5.0 |
| 21 | 0.7 | 0.7 | 0.4 | 0.3 | 0.4 | 0.6 | 0.5 | 0.9 | 0.4 | 0.1 | 0.8 | 1.7 | 2.0 | 2.0 | 2.1 | 1.8 | 1.4 | 1.3 | 0.9 | 0.6 | 0.7 | 0.5 | 0.4 | 0.7 | 0.9 | 2.1 |
| 22 | 1.0 | 1.2 | 0.8 | 0.6 | 0.7 | 0.5 | 0.3 | 0.4 | 0.6 | 2.2 | 2.8 | 3.5 | 4.9 | 4.9 | 5.0 | 4.7 | 4.1 | 3.4 | 3.4 | 2.0 | 0.7 | 1.6 | 1.1 | 0.7 | 2.1 | 5.0 |
| 23 | 1.3 | 1.8 | 2.3 | 2.7 | 1.9 | 2.0 | 1.6 | 1.8 | 1.8 | 1.6 | 5.0 | 5.5 | 4.6 | 5.0 | 5.6 | 6.0 | 5.6 | 5.3 | 4.6 | 3.7 | 2.5 | 3.0 | 2.8 | 2.9 | 3.4 | 6.0 |
| 24 | 1.4 | 0.7 | 0.9 | 0.5 | 1.2 | 0.7 | 1.2 | 0.8 | 0.4 | 3.1 | 3.5 | 4.1 | 4.8 | 5.6 | 6.0 | 5.3 | 4.6 | 2.8 | 2.2 | 0.6 | 1.1 | 1.7 | 0.7 | 0.9 | 2.5 | 6.0 |
| 25 | 0.9 | 0.6 | 0.6 | 0.6 | 1.0 | 0.7 | 0.5 | 0.4 | 1.1 | 1.2 | 0.7 | 1.2 | 0.8 | 2.0 | 4.0 | 3.5 | 3.5 | 3.2 | 0.9 | 1.0 | 2.4 | 1.8 | 1.0 | 0.7 | 1.4 | 4.0 |
| 26 | 0.5 | 0.8 | 0.1 | 1.5 | 1.7 | 0.9 | 0.2 | 0.7 | 0.8 | 1.3 | 1.6 | 0.9 | 3.7 | 5.1 | 5.2 | 5.9 | 6.5 | 7.2 | 5.1 | 1.8 | 0.3 | 1.7 | 2.0 | 2.2 | 2.4 | 7.2 |
| 27 | 0.5 | 0.6 | 0.5 | 0.9 | 0.5 | 0.9 | 0.9 | 1.3 | 1.7 | 0.7 | 1.9 | 1.9 | 3.8 | 4.7 | 5.0 | 5.0 | 5.0 | 4.8 | 3.7 | 3.7 | 2.6 | 3.2 | 2.1 | 1.6 | 2.4 | 5.0 |
| 28 | 1.1 | 1.2 | 0.7 | 0.9 | 0.5 | 1.6 | 1.8 | 1.9 | 1.2 | 0.6 | 1.0 | 3.5 | 4.5 | 5.0 | 5.8 | 6.8 | 6.8 | 5.5 | 4.2 | 3.6 | 1.6 | 0.3 | 2.0 | 2.0 | 2.7 | 6.8 |
| 29 | 1.6 | 1.3 | 0.9 | 1.2 | 1.3 | 0.2 | 1.2 | 1.9 | 1.6 | 1.9 | 0.6 | 3.1 | 4.3 | 4.7 | 4.3 | 4.5 | 4.5 | 3.4 | 2.6 | 1.4 | 1.6 | 0.8 | 0.8 | 0.7 | 2.1 | 4.7 |
| 30 | 1.1 | 0.9 | 0.9 | 0.3 | 0.6 | 0.6 | 0.7 | 1.4 | 1.7 | 1.2 | 0.7 | 3.2 | 4.6 | 5.1 | 5.1 | 5.3 | 5.3 | 3.9 | 3.3 | 2.4 | 0.6 | 0.1 | 1.0 | 0.9 | 2.1 | 5.3 |
| 31 | 1.1 | 0.9 | 1.0 | 0.3 | 0.1 | 0.6 | 0.4 | 0.6 | 1.0 | 0.9 | 1.0 | 3.4 | 4.3 | 3.9 | 4.1 | 3.9 | 2.7 | 2.2 | 1.2 | 0.7 | 1.1 | 0.4 | 0.8 | 1.0 | 1.6 | 4.3 |
| AV | 1.2 | 1.2 | 1.1 | 1.2 | 1.2 | 1.1 | 1.1 | 1.5 | 1.6 | 1.9 | 2.3 | 3.2 | 4.1 | 5.0 | 5.2 | 5.2 | 5.1 | 4.5 | 3.6 | 2.6 | 2.1 | 1.9 | 1.6 | 1.7 | 2.5 | |
| SD | 1.1 | 0.8 | 0.7 | 0.8 | 0.8 | 0.8 | 0.8 | 1.1 | 1.3 | 1.3 | 1.6 | 1.6 | 1.7 | 1.9 | 1.7 | 1.7 | 1.8 | 1.6 | 1.7 | 1.6 | 1.5 | 1.6 | 1.5 | 1.7 | | |
| PK | 5.3 | 3.6 | 2.9 | 3.0 | 2.9 | 3.3 | 3.6 | 5.8 | 6.7 | 6.0 | 7.0 | 8.2 | 8.6 | 9.8 | 9.9 | 10.3 | 10.1 | 8.0 | 6.8 | 6.5 | 7.8 | 7.6 | 8.2 | 8.7 | | 10.3 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ESE | E | E | E | SE | E | ENE | ESE | ESE | SE | SSE | WSW | WSW | WSW | WSW | W | WSW | WSW | WSW | W | WSW | WSW | SSW | SSE | [VA] |
| 2 | ESE | ESE | SSE | SW | N | SW | NNW | SW | SSW | W | WSW | WSW | WSW | WSW | WSW | W | WSW | W | W | W | WSW | SW | NW | N | WSW |
| 3 | NNE | E | N | NNW | NNW | N | NNE | NE | E | SE | SW | WSW | WSW | N | W | W | W | W | WSW | W | W | WSW | WSW | SW | W |
| 4 | ESE | NE | ENE | N | NNW | N | NE | NNE | WNW | WNW | WSW | WSW | WSW | WSW | W | W | WSW | W | WSW | W | WSW | WSW | WSW | WSW | WSW |
| 5 | SW | SSW | W | N | ENE | E | E | ESE | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | W | W | WSW | SW | SSW | WSW |
| 6 | SW | N | N | NE | E | E | ESE | E | SE | WNW | WSW | WSW | WSW | WSW | WSW | W | W | W | W | W | WSW | WSW | WSW | W | WSW |
| 7 | NW | NNW | NNW | NW | NW | NW | NNW | NNW | NNW | W | W | W | W | W | W | W | W | W | W | NW | NNW | NNW | NNE | ENE | [VA] |
| 8 | ENE | NE | NE | NE | ENE | ENE | NE | ENE | E | ESE | SE | SW | WSW | W | WSW | W | W | W | W | W | WNW | N | ENE | NE | [VA] |
| 9 | NE | ENE | ENE | NE | N | NNW | NNE | ENE | NE | NW | WSW | WSW | W | WSW | W | W | W | W | W | W | W | W | NNW | WSW | W |
| 10 | WSW | ENE | E | E | ENE | E | ENE | E | SE | SSW | SW | WSW | W | WSW | WSW | WSW | W | W | W | WNW | W | W | W | W | W |
| 11 | WSW | NNW | NW | NNW | NNW | NNW | NNW | NNW | NNW | NNW | NNW | W | W | W | W | NW | NNW | NNW | NNW | NW | N | N | N | [VA] |
| 12 | N | NNE | NE | NE | ENE | E | S | NNE | N | SSE | SSW | SW | SW | WSW | WSW | W | W | WSW | WSW | E | S | E | NE | ENE | [VA] |
| 13 | NNW | ENE | ENE | NE | SSE | E | NNE | E | E | SE | SW | WNW | WSW | W | W | WNW | W | W | WSW | N | ENE | N | NNE | NE | [VA] |
| 14 | NNE | E | SSW | E | SSW | E | NE | NE | NE | ENE | ENE | ENE | SE | WSW | W | WNW | W | W | WSW | NW | E | NNE | ENE | NNE | [VA] |
| 15 | NE | NNE | NNE | NE | NE | NNE | NE | ENE | NE | NNE | NNE | SSW | WSW | SW | SW | SW | SW | WSW | WSW | SW | E | ENE | NE | NNE | NNE |
| 16 | NE | NE | NE | NE | NNE | NNE | NNE | NNE | ENE | NE | E | SSW | S | SE | SE | S | SSW | SSW | SSW | SSE | ENE | NNE | NNE | NNE | NNE |
| 17 | NE | NE | NNE | NNE | NE | NE | NE | NE | ENE | ENE | SSE | SSE | SSW | SW | SW | W | W | WSW | WSW | SW | SSW | S | ENE | E | NE |
| 18 | WSW | W | WSW | N | ENE | S | SE | NE | SSE | WSW | W | WSW | WSW | W | WSW | W | WSW | WSW | WSW | WSW | WSW | WSW | WSW | N | SSW | WSW |
| 19 | NNW | NE | E | SE | SE | E | ESE | E | E | E | SSE | WSW | WSW | W | W | W | W | W | W | W | W | SW | WNW | NNE | [VA] |
| 20 | ENE | E | E | ESE | ESE | ESE | E | ESE | SE | SE | SSE | SSW | WSW | WSW | W | W | W | W | W | W | W | WNW | WNW | ENE | [VA] |
| 21 | ENE | ENE | NE | NE | NE | NE | NE | NE | ENE | S | W | WSW | WSW | WSW | WSW | NW | NW | NW | NW | NNW | NNW | NW | ENE | ENE | NE |
| 22 | E | ESE | ESE | ENE | E | E | NE | NE | S | W | WSW | W | W | WSW | WSW | WSW | WSW | WSW | WSW | WSW | SW | S | S | ESE | [VA] |
| 23 | E | E | E | ESE | SE | ESE | E | E | SE | SSE | WSW | WSW | WSW | WSW | WSW | W | W | WSW | WSW | WSW | WSW | WSW | W | W | [VA] |
| 24 | NW | NE | E | ENE | NNW | NE | NNW | NNE | NW | WSW | WSW | WSW | WSW | WSW | WSW | W | W | WSW | WSW | N | E | E | NE | N | [VA] |
| 25 | NNE | ENE | ENE | ESE | ENE | E | N | ESE | ESE | S | SSE | S | WSW | WSW | WSW | W | SE | ENE | E | E | E | NE | NNE | [VA] |
| 26 | NW | ENE | NNE | ENE | ENE | NNW | NNW | NE | NNE | N | NNW | WSW | WSW | W | W | W | W | W | W | W | ENE | E | NE | [VA] |
| 27 | ESE | NNE | N | NE | N | ENE | ESE | NE | ENE | SSE | SW | WSW | WSW | WSW | WSW | WSW | W | W | WSW | W | W | W | WSW | ENE | WSW |
| 28 | ENE | ENE | E | ENE | ENE | ENE | ENE | E | NNE | NNE | WSW | WSW | WSW | WSW | W | W | W | W | WSW | W | W | E | E | ENE | [VA] |
| 29 | E | ENE | E | ENE | ENE | E | ENE | ENE | E | SE | NW | WSW | W | WSW | W | WSW | W | W | W | W | W | N | ENE | E | [VA] |
| 30 | NE | ENE | ENE | ESE | E | ENE | ENE | NE | E | ESE | SE | WSW | WSW | WSW | W | W | W | W | WSW | WSW | WNW | N | SSE | E | [VA] |
| 31 | NE | ENE | ENE | NE | ENE | NE | NE | E | NE | SE | SSW | WSW | WSW | WSW | W | WSW | W | W | WSW | WSW | N | NNE | ENE | E | [VA] |
| PV | NE | ENE | E | NE | [VA] | [VA] | NE | [VA] | [VA] | [VA] | [VA] | [VA] | WSW | WSW | WSW | W | W | W | WSW | W | W | [VA] | [VA] | [VA] | |

CU004 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 112 | 83 | 101 | 82 | 125 | 97 | 69 | 117 | 121 | 137 | 157 | 255 | 257 | 256 | 258 | 265 | 250 | 249 | 256 | 261 | 253 | 247 | 200 | 165 | [VA] |
| 2 | 118 | 109 | 161 | 230 | 263 | 234 | 341 | 310 | 205 | 261 | 248 | 244 | 249 | 246 | 257 | 261 | 254 | 265 | 270 | 264 | 255 | 233 | 314 | 352 | 12 |
| 3 | 26 | 82 | 357 | 346 | 345 | 11 | 18 | 46 | 86 | 126 | 231 | 253 | 258 | 263 | 265 | 263 | 263 | 259 | 258 | 266 | 261 | 251 | 252 | 225 | 13 |
| 4 | 110 | 52 | 63 | 359 | 348 | 9 | 39 | 15 | 299 | 297 | 254 | 256 | 255 | 257 | 259 | 261 | 258 | 260 | 254 | 262 | 255 | 251 | 241 | 239 | 12 |
| 5 | 218 | 192 | 261 | 355 | 78 | 82 | 89 | 102 | 240 | 241 | 245 | 249 | 254 | 257 | 254 | 255 | 255 | 253 | 257 | 266 | 262 | 251 | 218 | 208 | 12 |
| 6 | 234 | 359 | 4 | 48 | 85 | 95 | 104 | 97 | 133 | 289 | 289 | 254 | 250 | 255 | 258 | 260 | 267 | 263 | 266 | 271 | 253 | 241 | 251 | 263 | 12 |
| 7 | 317 | 344 | 336 | 311 | 311 | 306 | 327 | 348 | 341 | 331 | 273 | 260 | 263 | 268 | 270 | 271 | 270 | 275 | 281 | 308 | 343 | 330 | 15 | 60 | [VA] |
| 8 | 59 | 44 | 47 | 51 | 63 | 58 | 49 | 62 | 97 | 113 | 141 | 215 | 254 | 260 | 255 | 259 | 269 | 272 | 276 | 274 | 289 | 354 | 78 | 54 | [VA] |
| 9 | 50 | 62 | 69 | 39 | 360 | 330 | 18 | 58 | 48 | 318 | 257 | 259 | 266 | 258 | 262 | 262 | 259 | 264 | 262 | 259 | 278 | 275 | 284 | 255 | 13 |
| 10 | 247 | 68 | 86 | 84 | 61 | 85 | 71 | 101 | 130 | 199 | 223 | 243 | 260 | 256 | 250 | 254 | 263 | 259 | 265 | 283 | 279 | 279 | 275 | 274 | 13 |
| 11 | 291 | 327 | 318 | 338 | 338 | 337 | 332 | 332 | 343 | 346 | 345 | 336 | 275 | 260 | 275 | 278 | 326 | 345 | 348 | 343 | 326 | 357 | 2 | 360 | [VA] |
| 12 | 8 | 25 | 35 | 38 | 58 | 91 | 179 | 28 | 357 | 162 | 192 | 222 | 230 | 253 | 250 | 259 | 260 | 249 | 240 | 80 | 79 | 90 | 39 | 67 | [VA] |
| 13 | 329 | 75 | 62 | 53 | 163 | 84 | 31 | 84 | 83 | 144 | 217 | 289 | 253 | 259 | 276 | 282 | 272 | 262 | 252 | 358 | 60 | 8 | 33 | 45 | [VA] |
| 14 | 19 | 94 | 208 | 86 | 198 | 100 | 54 | 44 | 43 | 65 | 58 | 72 | 125 | 288 | 281 | 283 | 266 | 264 | 239 | 305 | 89 | 25 | 32 | 19 | [VA] |
| 15 | 35 | 12 | 20 | 49 | 43 | 29 | 40 | 64 | 39 | 28 | 24 | 201 | 237 | 232 | 219 | 222 | 221 | 237 | 238 | 232 | 101 | 59 | 43 | 20 | 2 |
| 16 | 48 | 37 | 44 | 46 | 30 | 26 | 30 | 24 | 31 | 69 | 36 | 101 | 205 | 176 | 145 | 130 | 187 | 210 | 211 | 208 | 150 | 61 | 32 | 27 | 2 |
| 17 | 45 | 40 | 25 | 33 | 49 | 53 | 40 | 43 | 61 | 62 | 160 | 164 | 193 | 223 | 236 | 259 | 260 | 246 | 244 | 225 | 198 | 171 | 68 | 86 | 3 |
| 18 | 285 | 275 | 253 | 351 | 70 | 189 | 137 | 48 | 166 | 241 | 259 | 256 | 257 | 260 | 257 | 259 | 257 | 252 | 244 | 239 | 251 | 248 | 9 | 198 | 12 |
| 19 | 348 | 49 | 85 | 132 | 126 | 95 | 113 | 99 | 100 | 99 | 159 | 255 | 255 | 264 | 265 | 263 | 260 | 265 | 264 | 260 | 259 | 234 | 292 | 30 | [VA] |
| 20 | 61 | 81 | 91 | 114 | 105 | 110 | 101 | 113 | 127 | 131 | 150 | 210 | 251 | 251 | 260 | 259 | 263 | 268 | 277 | 277 | 260 | 287 | 290 | 78 | [VA] |
| 21 | 61 | 72 | 49 | 48 | 48 | 53 | 56 | 75 | 179 | 262 | 252 | 250 | 255 | 254 | 315 | 324 | 323 | 316 | 337 | 328 | 318 | 72 | 76 | 3 | |
| 22 | 101 | 107 | 108 | 71 | 83 | 82 | 43 | 49 | 190 | 260 | 257 | 262 | 266 | 256 | 247 | 251 | 257 | 256 | 252 | 258 | 225 | 178 | 179 | 118 | [VA] |
| 23 | 81 | 93 | 97 | 107 | 124 | 115 | 85 | 92 | 135 | 162 | 255 | 257 | 242 | 252 | 256 | 263 | 263 | 256 | 253 | 252 | 248 | 247 | 244 | 276 | [VA] |
| 24 | 304 | 40 | 81 | 78 | 341 | 37 | 340 | 12 | 315 | 254 | 245 | 250 | 250 | 255 | 257 | 261 | 265 | 257 | 254 | 354 | 91 | 97 | 54 | 352 | [VA] |
| 25 | 17 | 64 | 66 | 109 | 75 | 81 | 354 | 112 | 106 | 119 | 179 | 150 | 182 | 255 | 258 | 256 | 257 | 262 | 133 | 69 | 96 | 92 | 44 | 14 | [VA] |
| 26 | 318 | 73 | 27 | 62 | 65 | 341 | 332 | 51 | 19 | 8 | 329 | 256 | 253 | 259 | 269 | 270 | 274 | 266 | 275 | 279 | 281 | 61 | 88 | 55 | [VA] |
| 27 | 113 | 23 | 6 | 46 | 9 | 61 | 118 | 51 | 65 | 162 | 231 | 256 | 254 | 251 | 258 | 258 | 264 | 266 | 257 | 261 | 271 | 259 | 252 | 59 | 12 |
| 28 | 61 | 75 | 90 | 65 | 73 | 60 | 71 | 87 | 26 | 24 | 246 | 247 | 256 | 258 | 260 | 267 | 263 | 265 | 252 | 264 | 273 | 90 | 93 | 75 | [VA] |
| 29 | 83 | 58 | 88 | 75 | 57 | 98 | 65 | 69 | 95 | 141 | 311 | 255 | 261 | 258 | 259 | 258 | 263 | 259 | 260 | 268 | 266 | 6 | 74 | 82 | [VA] |
| 30 | 55 | 57 | 73 | 111 | 81 | 60 | 67 | 56 | 80 | 110 | 143 | 253 | 255 | 259 | 265 | 262 | 260 | 263 | 253 | 251 | 295 | 350 | 168 | 79 | [VA] |
| 31 | 55 | 58 | 60 | 55 | 71 | 54 | 47 | 80 | 56 | 136 | 207 | 252 | 253 | 257 | 260 | 256 | 260 | 264 | 246 | 248 | 349 | 32 | 66 | 89 | [VA] |
| PV | 3 | 4 | 5 | 3 | [VA] | [VA] | 3 | [VA] | [VA] | [VA] | [VA] | [VA] | 12 | 12 | 12 | 13 | 13 | 13 | 12 | 13 | 13 | [VA] | [VA] | [VA] | |

00001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

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SIGMA THETA STABILITY [61191]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 2 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 4 | 6 |
| 2 | 6 | 6 | 6 | 6 | 5 | 6 | 6 | 1 | 1 | 2 | 2 | 3 | 3 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 4 | 6 |
| 3 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 2 | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 6 | 4 | 6 |
| 4 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 5 | 4 | 6 |
| 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 3 | 2 | 2 | 2 | 3 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 4 | 6 |
| 6 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 4 | 6 | 1 | 3 | 2 | 4 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 6 |
| 7 | 6 | 4 | 6 | 5 | 4 | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 5 | 5 | 6 |
| 8 | 4 | 5 | 4 | 5 | 4 | 4 | 4 | 4 | 2 | 2 | 1 | 1 | 3 | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 4 | 6 |
| 9 | 5 | 4 | 5 | 6 | 6 | 6 | 1 | 2 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 4 | 4 | 6 |
| 10 | 6 | 6 | 5 | 5 | 5 | 6 | 6 | 1 | 1 | 1 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 |
| 11 | 4 | 6 | 6 | 6 | 5 | 5 | 6 | 3 | 3 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 4 | 6 |
| 12 | 4 | 5 | 5 | 5 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 3 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 13 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 4 | 3 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 14 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 4 | 6 |
| 15 | 6 | 4 | 6 | 6 | 4 | 6 | 6 | 1 | 2 | 1 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 16 | 6 | 6 | 5 | 6 | 6 | 5 | 5 | 3 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 4 | 6 |
| 17 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 1 | 1 | 1 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 6 | 6 | 6 | 6 | 5 | 6 | 4 | 6 |
| 18 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 5 | 5 | 6 | 6 | 6 | 6 | 4 | 4 | 6 |
| 19 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 4 | 6 |
| 20 | 6 | 6 | 4 | 4 | 4 | 4 | 4 | 3 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 21 | 6 | 6 | 6 | 6 | 5 | 4 | 5 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 22 | 6 | 6 | 6 | 5 | 6 | 6 | 6 | 1 | 1 | 1 | 2 | 2 | 3 | 4 | 3 | 3 | 3 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 23 | 6 | 5 | 5 | 4 | 5 | 5 | 5 | 2 | 1 | 1 | 3 | 4 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 |
| 24 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 5 | 6 |
| 25 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 4 | 3 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 4 | 4 | 6 |
| 26 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 5 | 4 | 6 |
| 27 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 2 | 1 | 1 | 1 | 3 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 4 | 6 |
| 28 | 6 | 5 | 6 | 6 | 6 | 5 | 5 | 3 | 1 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 4 | 6 | 6 | 6 | 4 | 4 | 6 |
| 29 | 4 | 5 | 6 | 6 | 5 | 6 | 5 | 3 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 30 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 2 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 4 | 6 |
| 31 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 3 | 4 | 3 | 3 | 3 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 4 | 6 |
| AV | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 2 | 2 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 6 | 5 | 4 | |
| SD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | |
| PK | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | | 6 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE [62101]

DEGREES CENTIGRADE
LEVEL HEIGHT : 9 METERS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 23.6 | 23.7 | 23.7 | 23.9 | 24.1 | 24.1 | 24.1 | 24.4 | 24.9 | 25.8 | 27.1 | 26.7 | 26.5 | 25.7 | 25.0 | 24.5 | 23.7 | 23.6 | 23.7 | 23.6 | 23.8 | 23.7 | 23.9 | 24.0 | 24.5 | 27.1 |
| 2 | 24.1 | 24.2 | 24.3 | 23.9 | 23.8 | 23.6 | 24.0 | 24.3 | 24.7 | 24.5 | 24.6 | 24.7 | 24.7 | 25.1 | 24.7 | 24.5 | 24.0 | 23.8 | 23.7 | 23.6 | 23.6 | 23.6 | 23.7 | 23.5 | 24.1 | 25.1 |
| 3 | 23.3 | 23.1 | 23.0 | 22.4 | 22.2 | 22.4 | 22.8 | 23.8 | 24.5 | 25.5 | 26.1 | 26.2 | 26.0 | 25.6 | 25.4 | 25.3 | 24.7 | 24.2 | 24.1 | 24.1 | 23.9 | 23.9 | 23.9 | 23.8 | 24.2 | 26.2 |
| 4 | 23.7 | 23.6 | 23.4 | 23.0 | 22.7 | 22.6 | 23.0 | 23.7 | 24.3 | 24.6 | 25.1 | 25.3 | 25.2 | 25.0 | 24.5 | 24.1 | 23.8 | 23.5 | 23.2 | 23.0 | 23.0 | 23.1 | 23.3 | 23.2 | 23.7 | 25.3 |
| 5 | 23.2 | 23.3 | 23.4 | 23.4 | 23.3 | 23.2 | 23.2 | 23.3 | 23.5 | 23.4 | 23.5 | 23.7 | 24.2 | 24.3 | 23.7 | 23.3 | 22.9 | 22.4 | 22.3 | 22.3 | 22.2 | 22.2 | 22.4 | 22.5 | 23.1 | 24.3 |
| 6 | 22.6 | 22.7 | 22.7 | 22.6 | 22.6 | 22.8 | 22.8 | 22.9 | 23.1 | 23.0 | 22.8 | 22.9 | 23.2 | 23.3 | 23.3 | 22.8 | 22.7 | 22.3 | 22.1 | 22.1 | 21.8 | 21.8 | 21.5 | 21.5 | 22.6 | 23.3 |
| 7 | 21.6 | 20.7 | 19.9 | 19.2 | 18.7 | 18.5 | 18.4 | 19.2 | 20.4 | 21.8 | 22.3 | 22.7 | 23.4 | 23.8 | 23.3 | 22.8 | 21.7 | 21.2 | 21.5 | 22.3 | 22.0 | 21.7 | 21.5 | 19.6 | 21.2 | 23.4 |
| 8 | 18.8 | 18.7 | 18.3 | 17.9 | 17.5 | 17.4 | 17.9 | 19.2 | 20.9 | 21.8 | 22.8 | 23.6 | 23.8 | 23.5 | 23.0 | 22.5 | 22.1 | 21.7 | 21.9 | 22.1 | 22.0 | 21.8 | 21.1 | 20.6 | 20.9 | 23.8 |
| 9 | 20.1 | 19.2 | 18.4 | 18.3 | 18.1 | 18.3 | 19.0 | 20.4 | 22.0 | 23.8 | 24.5 | 23.4 | 23.5 | 23.5 | 23.6 | 23.2 | 22.5 | 21.8 | 21.6 | 21.7 | 22.2 | 21.5 | 21.4 | 20.8 | 21.4 | 24.5 |
| 10 | 20.6 | 19.7 | 18.9 | 18.7 | 18.8 | 19.2 | 19.8 | 20.4 | 21.4 | 22.3 | 22.8 | 23.0 | 23.6 | 23.6 | 22.8 | 22.0 | 21.2 | 20.1 | 20.1 | 19.9 | 19.6 | 19.4 | 19.2 | 18.7 | 20.7 | 23.6 |
| 11 | 18.5 | 17.8 | 17.3 | 16.9 | 16.4 | 16.4 | 16.4 | 17.8 | 18.8 | 19.7 | 20.3 | 21.2 | 21.0 | 21.9 | 21.9 | 21.4 | 21.9 | 20.8 | 19.9 | 19.8 | 19.6 | 19.4 | 19.5 | 19.4 | 19.3 | 21.9 |
| 12 | 19.0 | 19.0 | 18.4 | 18.2 | 17.1 | 16.2 | 15.9 | 18.2 | 20.9 | 22.2 | 23.4 | 24.2 | 24.3 | 23.4 | 22.5 | 22.6 | 21.9 | 21.0 | 20.9 | 21.1 | 20.0 | 19.6 | 19.2 | 18.5 | 20.3 | 24.3 |
| 13 | 18.3 | 17.2 | 17.2 | 17.4 | 16.8 | 16.7 | 17.4 | 19.7 | 22.6 | 25.4 | 27.4 | 29.3 | 30.4 | 30.6 | 29.4 | 28.7 | 27.6 | 26.2 | 26.3 | 26.3 | 25.4 | 24.5 | 23.5 | 23.2 | 23.6 | 30.6 |
| 14 | 22.7 | 21.4 | 21.2 | 21.0 | 20.9 | 21.0 | 22.7 | 26.2 | 28.5 | 31.1 | 33.2 | 34.6 | 35.7 | 35.0 | 32.3 | 31.7 | 29.6 | 27.0 | 26.5 | 26.7 | 25.4 | 26.4 | 27.5 | 27.7 | 27.3 | 35.7 |
| 15 | 27.4 | 26.8 | 26.4 | 24.6 | 24.5 | 24.4 | 23.9 | 25.0 | 28.7 | 31.6 | 34.4 | 36.2 | [PA] | 35.7 | 34.2 | 29.8 | 28.4 | 27.6 | 26.7 | 27.4 | 25.9 | 26.0 | 25.8 | 26.4 | 28.2 | 36.2 |
| 16 | 26.1 | 27.1 | 25.8 | 25.2 | 24.6 | 25.1 | 25.8 | 26.5 | 29.7 | 32.1 | 34.9 | 36.5 | 36.0 | 31.1 | 29.2 | 28.7 | 28.7 | 26.9 | 26.3 | 26.5 | 26.1 | 24.9 | 24.4 | 24.5 | 28.0 | 36.5 |
| 17 | 23.0 | 22.5 | 22.1 | 22.0 | 21.4 | 21.4 | 21.6 | 24.4 | 27.5 | 30.2 | 30.6 | 25.9 | 25.7 | 23.4 | 22.5 | 22.2 | 21.3 | 19.5 | 20.5 | 21.2 | 21.4 | 21.6 | 21.0 | 21.0 | 23.1 | 30.6 |
| 18 | 20.8 | 20.5 | 20.1 | 18.8 | 18.9 | 19.3 | 19.7 | 19.2 | 18.7 | 22.4 | 22.1 | 22.1 | 21.9 | 21.7 | 21.6 | 21.3 | 20.7 | 20.4 | 20.4 | 20.3 | 20.1 | 20.0 | 19.8 | 19.8 | 20.4 | 22.4 |
| 19 | 19.7 | 19.7 | 19.7 | 19.4 | 19.3 | 19.2 | 19.1 | 19.1 | 19.5 | 20.7 | 22.1 | 22.1 | 22.1 | 21.9 | 21.7 | 21.4 | 20.8 | 20.1 | 19.8 | 19.6 | 19.7 | 19.9 | 20.1 | 20.0 | 20.3 | 22.1 |
| 20 | 19.8 | 20.0 | 20.3 | 20.2 | 20.2 | 20.3 | 20.3 | 20.6 | 20.8 | 20.9 | 21.4 | 21.6 | 21.4 | 21.6 | 21.2 | 20.8 | 20.4 | 20.1 | 20.1 | 20.1 | 20.1 | 20.1 | 20.0 | 19.5 | 20.5 | 21.6 |
| 21 | 18.9 | 18.9 | 18.5 | 18.1 | 18.0 | 18.1 | 18.0 | 18.7 | 20.1 | 21.2 | 21.8 | 21.9 | 21.0 | 21.4 | 21.2 | 20.6 | 20.0 | 19.8 | 20.0 | 20.1 | 20.1 | 20.1 | 19.8 | 19.6 | 19.8 | 21.9 |
| 22 | 19.8 | 19.8 | 19.6 | 19.1 | 18.7 | 18.4 | 18.8 | 19.2 | 20.5 | 21.6 | 21.9 | 22.1 | 22.0 | 22.0 | 21.8 | 21.4 | 21.0 | 20.8 | 20.8 | 20.9 | 20.9 | 20.9 | 20.9 | 20.9 | 20.6 | 22.1 |
| 23 | 21.0 | 21.0 | 20.9 | 20.7 | 20.7 | 20.5 | 20.4 | 20.8 | 21.5 | 21.9 | 22.0 | 21.6 | 21.9 | 21.6 | 21.5 | 20.9 | 20.5 | 20.3 | 20.3 | 20.4 | 20.4 | 20.4 | 20.4 | 20.5 | 20.9 | 22.0 |
| 24 | 20.4 | 20.2 | 19.9 | 19.7 | 19.3 | 19.3 | 19.0 | 19.5 | 20.1 | 20.9 | 21.2 | 21.4 | 21.5 | 21.3 | 20.9 | 20.6 | 20.7 | 20.7 | 20.8 | 20.8 | 20.5 | 20.4 | 20.2 | 19.3 | 20.4 | 21.5 |
| 25 | 18.9 | 18.2 | 17.8 | 17.0 | 16.8 | 16.5 | 16.5 | 17.6 | 19.6 | 21.5 | 23.0 | 24.3 | 25.3 | 25.6 | 25.2 | 25.1 | 24.5 | 23.9 | 23.0 | 22.0 | 21.7 | 21.3 | 20.2 | 19.1 | 21.0 | 25.6 |
| 26 | 18.4 | 17.3 | 16.8 | 16.5 | 15.9 | 16.4 | 15.9 | 17.7 | 21.5 | 24.1 | 25.6 | 26.6 | 26.7 | 26.3 | 25.4 | 24.5 | 23.5 | 22.8 | 22.5 | 22.2 | 21.8 | 20.9 | 19.2 | 18.6 | 21.1 | 26.7 |
| 27 | 18.0 | 18.0 | 17.4 | 17.3 | 16.5 | 15.9 | 15.5 | 16.9 | 19.5 | 21.0 | 22.7 | 23.7 | 23.8 | 23.7 | 22.5 | 21.9 | 21.1 | 20.7 | 20.4 | 20.3 | 20.4 | 20.1 | 20.0 | 18.0 | 19.8 | 23.8 |
| 28 | 17.4 | 17.0 | 16.4 | 16.1 | 15.6 | 15.5 | 15.0 | 16.5 | 18.3 | 20.3 | 21.9 | 22.4 | 22.0 | 22.1 | 21.6 | 21.3 | 20.9 | 20.7 | 20.6 | 20.7 | 21.0 | 20.7 | 19.3 | 18.1 | 19.2 | 22.4 |
| 29 | 17.5 | 17.4 | 16.9 | 16.4 | 16.5 | 16.0 | 16.3 | 17.4 | 19.3 | 21.0 | 22.7 | 22.9 | 22.8 | 22.3 | 22.1 | 21.6 | 21.0 | 20.5 | 20.7 | 20.7 | 20.6 | 20.4 | 20.0 | 19.5 | 19.7 | 22.9 |
| 30 | 19.1 | 18.5 | 17.8 | 17.3 | 16.8 | 16.7 | 16.7 | 17.8 | 19.7 | 22.3 | 24.6 | 25.2 | 24.2 | 24.0 | 23.7 | 22.9 | 21.8 | 21.6 | 21.6 | 21.7 | 21.4 | 21.3 | 20.4 | 20.8 | 20.8 | 25.2 |
| 31 | 20.1 | 19.7 | 19.4 | 18.4 | 18.1 | 17.5 | 17.7 | 18.7 | 21.1 | 23.4 | 25.7 | 26.0 | 25.1 | 24.0 | 23.7 | 23.4 | 23.4 | 22.6 | 22.2 | 22.1 | 21.6 | 21.6 | 21.4 | 21.0 | 21.6 | 26.0 |
| AV | 20.9 | 20.5 | 20.2 | 19.8 | 19.5 | 19.5 | 19.6 | 20.6 | 22.1 | 23.6 | 24.7 | 25.0 | 24.6 | 24.6 | 24.0 | 23.5 | 22.9 | 22.2 | 22.1 | 22.1 | 21.9 | 21.7 | 21.5 | 21.1 | 22.0 | |
| SD | 2.5 | 2.7 | 2.8 | 2.7 | 2.8 | 2.9 | 3.0 | 3.0 | 3.1 | 3.4 | 3.8 | 4.1 | 3.7 | 3.7 | 3.2 | 2.8 | 2.6 | 2.3 | 2.1 | 2.1 | 1.9 | 1.9 | 2.1 | 2.4 | | |
| PK | 27.4 | 27.1 | 26.4 | 25.2 | 24.6 | 25.1 | 25.8 | 26.5 | 29.7 | 32.1 | 34.9 | 36.5 | 36.0 | 35.7 | 34.2 | 31.7 | 29.6 | 27.6 | 26.7 | 27.4 | 26.1 | 26.4 | 27.5 | 27.7 | | 36.5 |

GU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SOLAR RADIATION [63301]

WATTS PER SQUARE METER

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 96 | 356 | 569 | 694 | 763 | 761 | 681 | 548 | 236 | 69 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 763 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 107 | 119 | 177 | 340 | 274 | 451 | 445 | 455 | 337 | 157 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 455 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 262 | 433 | 558 | 746 | 797 | 790 | 704 | 553 | 333 | 139 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 797 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 95 | 146 | 262 | 663 | 795 | 772 | 598 | 439 | 296 | 97 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 795 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 60 | 79 | 158 | 202 | 392 | 735 | 717 | 546 | 333 | 137 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 735 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 40 | 62 | 90 | 106 | 209 | 418 | 278 | 290 | 169 | 96 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 418 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 272 | 480 | 650 | 764 | 821 | 805 | 717 | 555 | 311 | 125 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 821 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 233 | 447 | 517 | 649 | 781 | 750 | 680 | 519 | 290 | 115 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 781 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 240 | 430 | 598 | 608 | 597 | 662 | 710 | 498 | 302 | 141 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 710 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 194 | 371 | 445 | 643 | 802 | 790 | 705 | 544 | 294 | 111 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 802 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 265 | 470 | 641 | 758 | 817 | 797 | 707 | 541 | 282 | 107 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 227 | 817 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 256 | 461 | 627 | 749 | 815 | 801 | 707 | 534 | 279 | 107 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 815 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 254 | 456 | 622 | 737 | 783 | 760 | 674 | 506 | 260 | 92 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 783 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 241 | 433 | 596 | 700 | 739 | 703 | 602 | 441 | 211 | 67 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 739 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 236 | 428 | 586 | 694 | 738 | 684 | 606 | 466 | 289 | 100 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 204 | 738 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 256 | 449 | 607 | 713 | 748 | 708 | 631 | 487 | 305 | 107 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 748 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 239 | 426 | 576 | 670 | 726 | 715 | 647 | 504 | 317 | 110 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 726 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 114 | 406 | 544 | 665 | 719 | 701 | 625 | 487 | 301 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 719 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 115 | 316 | 541 | 644 | 683 | 682 | 593 | 459 | 276 | 90 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 683 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 103 | 90 | 117 | 241 | 440 | 415 | 480 | 363 | 225 | 85 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 480 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 174 | 348 | 486 | 589 | 651 | 387 | 549 | 439 | 253 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 651 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 186 | 361 | 509 | 623 | 674 | 651 | 564 | 429 | 247 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 674 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 158 | 336 | 270 | 592 | 366 | 527 | 353 | 370 | 165 | 63 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 592 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 169 | 275 | 525 | 631 | 697 | 642 | 522 | 324 | 114 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 697 |
| 25 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 181 | 363 | 523 | 641 | 689 | 665 | 575 | 443 | 252 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 689 |
| 26 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 209 | 401 | 552 | 663 | 709 | 685 | 605 | 461 | 267 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 709 |
| 27 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 220 | 305 | 399 | 618 | 670 | 666 | 578 | 451 | 257 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 670 |
| 28 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 180 | 360 | 503 | 603 | 670 | 662 | 581 | 432 | 245 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 670 |
| 29 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 167 | 354 | 498 | 571 | 648 | 638 | 557 | 416 | 232 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 648 |
| 30 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 156 | 331 | 478 | 574 | 610 | 607 | 541 | 440 | 231 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 610 |
| 31 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 176 | 353 | 502 | 595 | 632 | 640 | 560 | 416 | 227 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 640 |
| AV | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 182 | 343 | 475 | 604 | 660 | 667 | 598 | 463 | 262 | 95 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 65 | 121 | 161 | 159 | 160 | 117 | 102 | 67 | 51 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PK | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 272 | 480 | 650 | 764 | 821 | 805 | 717 | 555 | 337 | 157 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | | 821 |

GU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA WS [70612]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 34 | 28 | 53 | 34 | 40 | 35 | 32 | 32 | 20 | 38 | 51 | 18 | 12 | 14 | 13 | 13 | 10 | 9 | 14 | 15 | 16 | 11 | 17 | 29 | 24 | 53 |
| 2 | 55 | 39 | 57 | 35 | 16 | 23 | 37 | 55 | 67 | 20 | 18 | 15 | 15 | 18 | 13 | 14 | 10 | 12 | 14 | 14 | 15 | 17 | 61 | 22 | 28 | 67 |
| 3 | 43 | 39 | 46 | 23 | 21 | 31 | 42 | 32 | 47 | 41 | 40 | 19 | 11 | 11 | 15 | 11 | 8 | 10 | 11 | 20 | 17 | 7 | 16 | 24 | 24 | 47 |
| 4 | 75 | 25 | 26 | 25 | 19 | 25 | 30 | 31 | 65 | 26 | 19 | 17 | 14 | 11 | 12 | 12 | 10 | 11 | 14 | 17 | 18 | 14 | 18 | 16 | 23 | 75 |
| 5 | 43 | 45 | 34 | 53 | 39 | 31 | 58 | 31 | 36 | 14 | 18 | 19 | 22 | 17 | 12 | 13 | 12 | 11 | 8 | 11 | 14 | 13 | 30 | 36 | 26 | 58 |
| 6 | 36 | 27 | 32 | 18 | 26 | 18 | 14 | 12 | 69 | 28 | 15 | 20 | 10 | 14 | 13 | 11 | 11 | 9 | 11 | 10 | 12 | 11 | 7 | 12 | 19 | 69 |
| 7 | 22 | 14 | 19 | 16 | 15 | 14 | 19 | 14 | 15 | 17 | 25 | 11 | 11 | 10 | 9 | 8 | 8 | 9 | 19 | 39 | 26 | 67 | 22 | 16 | 19 | 67 |
| 8 | 9 | 15 | 12 | 13 | 11 | 11 | 15 | 12 | 24 | 19 | 50 | 43 | 16 | 12 | 12 | 14 | 11 | 12 | 13 | 17 | 18 | 55 | 27 | 23 | 19 | 55 |
| 9 | 7 | 7 | 15 | 34 | 27 | 35 | 34 | 19 | 34 | 51 | 25 | 13 | 15 | 12 | 11 | 8 | 10 | 9 | 13 | 15 | 19 | 15 | 12 | 9 | 19 | 51 |
| 10 | 20 | 24 | 13 | 17 | 16 | 19 | 17 | 26 | 21 | 31 | 22 | 16 | -12 | 8 | 10 | 8 | 8 | 9 | 14 | 11 | 11 | 10 | 10 | 10 | 15 | 31 |
| 11 | 18 | 26 | 23 | 21 | 13 | 18 | 21 | 15 | 16 | 16 | 16 | 28 | 26 | 12 | 10 | 10 | 25 | 15 | 16 | 21 | 18 | 16 | 20 | 16 | 18 | 28 |
| 12 | 21 | 27 | 21 | 29 | 55 | 28 | 78 | 45 | 37 | 40 | 34 | 21 | 28 | 13 | 12 | 11 | 13 | 11 | 22 | 65 | 20 | 22 | 42 | 38 | 31 | 78 |
| 13 | 45 | 27 | 32 | 36 | 67 | 62 | 36 | 25 | 24 | 35 | 63 | 39 | 56 | 20 | 19 | 12 | 17 | 13 | 57 | 38 | 43 | 41 | 68 | 39 | 38 | 68 |
| 14 | 71 | 70 | 39 | 62 | 68 | 53 | 11 | 26 | 21 | 36 | 51 | 36 | 42 | 55 | 15 | 16 | 13 | 18 | 33 | 64 | 38 | 28 | 19 | 13 | 37 | 71 |
| 15 | 18 | 9 | 15 | 25 | 12 | 28 | 37 | 32 | 17 | 21 | 44 | 63 | 42 | 19 | 38 | 39 | 37 | 28 | 23 | 53 | 24 | 19 | 22 | 35 | 29 | 63 |
| 16 | 49 | 34 | 17 | 14 | 42 | 15 | 16 | 14 | 22 | 33 | 31 | 51 | 53 | 58 | 61 | 59 | 55 | 47 | 44 | 47 | 74 | 30 | 23 | 23 | 38 | 74 |
| 17 | 40 | 33 | 18 | 21 | 33 | 40 | 26 | 19 | 33 | 33 | 56 | 56 | 49 | 29 | 22 | 14 | 13 | 10 | 16 | 31 | 26 | 30 | 10 | 34 | 29 | 56 |
| 18 | 58 | 39 | 42 | 45 | 53 | 57 | 37 | 53 | 30 | 33 | 15 | 15 | 13 | 9 | 14 | 12 | 14 | 8 | 23 | 15 | 22 | 45 | 26 | 33 | 30 | 58 |
| 19 | 43 | 21 | 25 | 48 | 39 | 23 | 41 | 28 | 34 | 43 | 50 | 22 | 14 | 15 | 13 | 15 | 12 | 12 | 13 | 16 | 22 | 27 | 48 | 26 | 27 | 50 |
| 20 | 19 | 20 | 10 | 12 | 10 | 13 | 11 | 17 | 23 | 24 | 23 | 32 | 19 | 17 | 12 | 14 | 14 | 14 | 13 | 17 | 33 | 53 | 56 | 29 | 21 | 56 |
| 21 | 24 | 27 | 3 | 2 | 4 | 11 | 14 | 27 | 42 | 77 | 58 | 51 | 47 | 49 | 49 | 41 | 33 | 33 | 35 | 35 | 40 | 29 | 38 | 30 | 33 | 77 |
| 22 | 41 | 45 | 29 | 18 | 21 | 35 | 26 | 22 | 38 | 29 | 20 | 17 | 13 | 12 | 14 | 14 | 13 | 18 | 13 | 27 | 54 | 18 | 27 | 34 | 25 | 54 |
| 23 | 24 | 14 | 16 | 14 | 15 | 14 | 14 | 18 | 32 | 49 | 15 | 12 | 22 | 17 | 12 | 11 | 10 | 9 | 9 | 9 | 19 | 12 | 11 | 18 | 16 | 49 |
| 24 | 20 | 41 | 19 | 30 | 17 | 35 | 14 | 35 | 67 | 24 | 17 | 15 | 13 | 10 | 10 | 9 | 9 | 12 | 12 | 45 | 36 | 22 | 24 | 26 | 23 | 67 |
| 25 | 29 | 47 | 48 | 38 | 39 | 29 | 41 | 65 | 36 | 38 | 62 | 47 | 56 | 48 | 16 | 12 | 15 | 13 | 45 | 40 | 17 | 32 | 30 | 53 | 37 | 65 |
| 26 | 67 | 44 | 76 | 27 | 25 | 33 | 65 | 44 | 42 | 33 | 34 | 59 | 17 | 11 | 12 | 11 | 8 | 8 | 13 | 21 | 70 | 31 | 26 | 14 | 33 | 76 |
| 27 | 49 | 42 | 39 | 42 | 60 | 39 | 39 | 26 | 18 | 51 | 29 | 33 | 17 | 12 | 14 | 12 | 11 | 10 | 12 | 12 | 18 | 13 | 32 | 14 | 27 | 60 |
| 28 | 29 | 13 | 36 | 21 | 47 | 15 | 13 | 16 | 35 | 48 | 55 | 18 | 13 | 15 | 12 | 11 | 7 | 11 | 7 | 15 | 25 | 66 | 19 | 10 | 23 | 66 |
| 29 | 9 | 12 | 24 | 21 | 12 | 53 | 13 | 19 | 29 | 27 | 58 | 19 | 12 | 12 | 12 | 10 | 11 | 10 | 13 | 28 | 31 | 40 | 27 | 27 | 22 | 58 |
| 30 | 19 | 17 | 29 | 57 | 39 | 42 | 42 | 22 | 22 | 43 | 55 | 30 | 11 | 12 | 11 | 9 | 7 | 13 | 17 | 17 | 55 | 72 | 32 | 30 | 29 | 72 |
| 31 | 18 | 20 | 23 | 60 | 66 | 53 | 52 | 42 | 29 | 47 | 53 | 16 | 12 | 14 | 12 | 14 | 15 | 20 | 37 | 39 | 26 | 61 | 32 | 13 | 32 | 66 |
| AV | 34 | 29 | 29 | 29 | 31 | 30 | 31 | 28 | 34 | 34 | 36 | 28 | 23 | 19 | 16 | 15 | 14 | 14 | 19 | 27 | 28 | 30 | 27 | 24 | 26 | |
| SD | 18 | 14 | 16 | 15 | 19 | 14 | 17 | 13 | 15 | 13 | 17 | 15 | 15 | 14 | 12 | 11 | 10 | 8 | 12 | 16 | 16 | 19 | 15 | 11 | | |
| PK | 75 | 70 | 76 | 62 | 68 | 62 | 78 | 65 | 69 | 77 | 63 | 63 | 56 | 58 | 61 | 59 | 55 | 47 | 57 | 65 | 74 | 72 | 68 | 53 | | 78 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

DELTA T STABILITY CLASS [88025]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 4 | 5 |
| 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 4 | 4 | 5 |
| 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 4 | 5 |
| 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 4 | 5 |
| 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 3 | 2 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 5 |
| 7 | 5 | 4 | 5 | 5 | 5 | 4 | 5 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 8 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 2 | 2 | 1 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 9 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 10 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 |
| 11 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 4 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 |
| 12 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 2 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 13 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 14 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 15 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 4 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 16 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 1 | 2 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 17 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 6 | 6 | 6 | 5 | 5 | 6 | 4 | 6 |
| 18 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 1 | 2 | 2 | 2 | 2 | 3 | 2 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 6 |
| 19 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 20 | 5 | 5 | 5 | 4 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 4 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 21 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 22 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 2 | 2 | 2 | 3 | 2 | 3 | 3 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 23 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 4 | 5 | 4 | 4 | 4 | 5 |
| 24 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 25 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 26 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 27 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 5 | 5 | 4 | 5 |
| 28 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 29 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 3 | 5 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 30 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 31 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| AV | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | | |
| PK | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 5 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 6 | 6 | 6 | 5 | 5 | 6 | | 6 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

BATTERY VOLTAGE [99034]

VOLTS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 2 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.9 |
| 3 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 |
| 4 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 5 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 6 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 7 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 10 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 13.8 | 14.0 |
| 11 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 14.0 |
| 12 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 14.0 |
| 13 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 14.0 |
| 14 | 13.9 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 14.0 |
| 15 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 |
| 16 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.6 | 13.6 | 13.6 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 |
| 17 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 |
| 18 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 14.0 |
| 19 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 14.0 | 13.9 | 14.0 |
| 20 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 13.9 | 14.0 |
| 21 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 |
| 22 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 23 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 24 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 25 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 | 13.9 |
| 26 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 |
| 27 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 28 | 13.9 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 29 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 |
| 30 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 |
| 31 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.8 | 13.8 | 13.9 |
| AV | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | |
| SD | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | |
| PK | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 14.0 | 14.0 | | 14.0 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA (CALCULATE) [99090]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 29 | 27 | 58 | 36 | 43 | 39 | 37 | 36 | 27 | 50 | 62 | 19 | 12 | 14 | 13 | 13 | 10 | 9 | 15 | 16 | 17 | 12 | 22 | 32 | 27 | 62 |
| 2 | 80 | 49 | 67 | 36 | 16 | 22 | 45 | 67 | 79 | 22 | 20 | 16 | 15 | 10 | 13 | 15 | 10 | 13 | 14 | 13 | 14 | 17 | 70 | 23 | 31 | 80 |
| 3 | 49 | 55 | 62 | 24 | 22 | 35 | 37 | 37 | 63 | 55 | 49 | 20 | 11 | 12 | 15 | 11 | 8 | 9 | 10 | 19 | 16 | 7 | 15 | 24 | 28 | 63 |
| 4 | 91 | 27 | 30 | 26 | 21 | 28 | 41 | 33 | 92 | 27 | 21 | 17 | 15 | 11 | 12 | 12 | 11 | 11 | 15 | 18 | 19 | 15 | 19 | 17 | 26 | 92 |
| 5 | 57 | 62 | 48 | 58 | 49 | 48 | 84 | 38 | 61 | 14 | 19 | 20 | 24 | 17 | 12 | 13 | 12 | 11 | 8 | 11 | 14 | 14 | 31 | 44 | 32 | 84 |
| 6 | 44 | 28 | 40 | 20 | 28 | 21 | 13 | 13 | 86 | 30 | 16 | 22 | 10 | 14 | 14 | 12 | 11 | 9 | 11 | 10 | 12 | 11 | 8 | 13 | 21 | 86 |
| 7 | 22 | 15 | 20 | 17 | 16 | 14 | 19 | 15 | 16 | 18 | 27 | 12 | 12 | 11 | 9 | 9 | 8 | 10 | 22 | 38 | 30 | 83 | 24 | 17 | 20 | 83 |
| 8 | 9 | 15 | 12 | 13 | 12 | 12 | 15 | 12 | 25 | 21 | 65 | 48 | 16 | 12 | 12 | 14 | 12 | 12 | 13 | 17 | 19 | 66 | 25 | 26 | 21 | 66 |
| 9 | 7 | 8 | 15 | 53 | 31 | 35 | 34 | 19 | 43 | 66 | 31 | 13 | 15 | 13 | 11 | 9 | 10 | 9 | 12 | 17 | 18 | 15 | 13 | 9 | 21 | 66 |
| 10 | 28 | 56 | 13 | 18 | 16 | 20 | 20 | 29 | 23 | 34 | 23 | 17 | 12 | 9 | 10 | 8 | 9 | 9 | 15 | 11 | 11 | 11 | 10 | 10 | 17 | 56 |
| 11 | 23 | 25 | 26 | 22 | 13 | 18 | 22 | 15 | 16 | 17 | 17 | 31 | 27 | 12 | 11 | 11 | 26 | 16 | 17 | 22 | 19 | 17 | 22 | 16 | 19 | 31 |
| 12 | 22 | 31 | 24 | 34 | 56 | 30 | 92 | 48 | 51 | 57 | 42 | 24 | 28 | 13 | 12 | 11 | 13 | 11 | 27 | 80 | 19 | 21 | 45 | 50 | 35 | 92 |
| 13 | 55 | 39 | 35 | 48 | 86 | 63 | 43 | 26 | 26 | 42 | 77 | 46 | 85 | 22 | 19 | 12 | 17 | 13 | 74 | 54 | 48 | 50 | 90 | 52 | 47 | 90 |
| 14 | 98 | 100 | 44 | 73 | 88 | 66 | 12 | 30 | 22 | 37 | 59 | 50 | 46 | 86 | 16 | 17 | 13 | 25 | 36 | 77 | 43 | 34 | 22 | 13 | 46 | 100 |
| 15 | 19 | 9 | 19 | 38 | 13 | 46 | 39 | 36 | 18 | 23 | 55 | 86 | 57 | 19 | 40 | 41 | 39 | 28 | 24 | 58 | 25 | 20 | 36 | 45 | 35 | 86 |
| 16 | 63 | 52 | 16 | 19 | 53 | 15 | 17 | 15 | 22 | 33 | 29 | 67 | 86 | 66 | 72 | 69 | 63 | 52 | 48 | 52 | 90 | 30 | 23 | 38 | 45 | 90 |
| 17 | 47 | 36 | 18 | 22 | 35 | 44 | 26 | 20 | 34 | 38 | 61 | 65 | 54 | 30 | 22 | 14 | 13 | 10 | 16 | 33 | 30 | 33 | 13 | 43 | 32 | 65 |
| 18 | 65 | 50 | 44 | 44 | 61 | 78 | 45 | 75 | 35 | 40 | 15 | 16 | 13 | 10 | 14 | 13 | 13 | 8 | 21 | 15 | 19 | 59 | 27 | 44 | 34 | 78 |
| 19 | 49 | 22 | 32 | 65 | 60 | 39 | 63 | 33 | 47 | 47 | 70 | 33 | 15 | 15 | 14 | 15 | 12 | 11 | 13 | 15 | 21 | 34 | 57 | 28 | 34 | 70 |
| 20 | 20 | 21 | 10 | 12 | 11 | 13 | 11 | 17 | 25 | 26 | 28 | 36 | 19 | 18 | 13 | 14 | 13 | 14 | 13 | 18 | 46 | 50 | 58 | 28 | 22 | 58 |
| 21 | 23 | 27 | 3 | 2 | 4 | 10 | 13 | 31 | 36 | 95 | 70 | 61 | 58 | 57 | 57 | 39 | 34 | 34 | 32 | 31 | 36 | 27 | 51 | 29 | 36 | 95 |
| 22 | 49 | 54 | 29 | 17 | 21 | 31 | 23 | 35 | 61 | 32 | 21 | 18 | 13 | 12 | 14 | 14 | 13 | 17 | 14 | 26 | 69 | 19 | 33 | 43 | 28 | 69 |
| 23 | 20 | 14 | 16 | 14 | 16 | 14 | 16 | 18 | 36 | 53 | 15 | 12 | 22 | 18 | 12 | 11 | 10 | 9 | 9 | 9 | 17 | 13 | 11 | 17 | 17 | 53 |
| 24 | 22 | 46 | 21 | 30 | 18 | 43 | 16 | 37 | 77 | 25 | 18 | 16 | 14 | 10 | 10 | 9 | 9 | 14 | 13 | 52 | 38 | 22 | 25 | 29 | 26 | 77 |
| 25 | 30 | 56 | 56 | 51 | 45 | 35 | 47 | 93 | 37 | 44 | 84 | 58 | 73 | 76 | 16 | 13 | 15 | 14 | 55 | 37 | 17 | 36 | 36 | 63 | 45 | 93 |
| 26 | 82 | 64 | 96 | 31 | 34 | 40 | 80 | 54 | 53 | 39 | 38 | 67 | 20 | 12 | 12 | 12 | 9 | 8 | 13 | 21 | 86 | 31 | 25 | 14 | 39 | 96 |
| 27 | 51 | 60 | 57 | 60 | 70 | 39 | 47 | 30 | 19 | 71 | 34 | 39 | 17 | 12 | 15 | 12 | 11 | 10 | 12 | 11 | 17 | 13 | 47 | 23 | 32 | 71 |
| 28 | 43 | 14 | 40 | 23 | 62 | 15 | 13 | 16 | 37 | 58 | 77 | 19 | 13 | 15 | 12 | 11 | 7 | 11 | 7 | 16 | 28 | 86 | 19 | 10 | 27 | 86 |
| 29 | 9 | 13 | 25 | 22 | 15 | 72 | 13 | 17 | 30 | 30 | 76 | 22 | 12 | 12 | 12 | 10 | 11 | 10 | 14 | 32 | 39 | 41 | 44 | 31 | 25 | 76 |
| 30 | 21 | 23 | 31 | 72 | 54 | 52 | 52 | 22 | 21 | 47 | 61 | 45 | 11 | 12 | 12 | 10 | 7 | 12 | 17 | 17 | 59 | 76 | 39 | 34 | 34 | 76 |
| 31 | 19 | 22 | 27 | 67 | 85 | 67 | 76 | 43 | 36 | 56 | 52 | 16 | 12 | 14 | 13 | 13 | 14 | 19 | 34 | 42 | 28 | 56 | 41 | 13 | 36 | 85 |
| AV | 40 | 36 | 33 | 34 | 37 | 36 | 36 | 33 | 40 | 40 | 43 | 33 | 27 | 22 | 17 | 16 | 15 | 14 | 21 | 29 | 31 | 33 | 32 | 28 | 30 | |
| SD | 25 | 21 | 20 | 20 | 25 | 19 | 23 | 19 | 22 | 18 | 23 | 21 | 23 | 20 | 14 | 12 | 11 | 9 | 15 | 20 | 21 | 23 | 19 | 14 | | |
| PK | 98 | 100 | 96 | 73 | 88 | 78 | 92 | 93 | 92 | 95 | 84 | 86 | 86 | 86 | 72 | 69 | 63 | 52 | 74 | 80 | 90 | 86 | 90 | 63 | | 100 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE 2M HEIGHT [99144]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 22.4 | 22.5 | 22.5 | 22.7 | 22.9 | 22.9 | 23.2 | 23.7 | 24.8 | 26.1 | 27.7 | 27.6 | 27.8 | 26.8 | 25.9 | 24.6 | 23.2 | 22.7 | 22.8 | 22.5 | 22.7 | 22.7 | 23.0 | 23.2 | 24.0 | 27.8 |
| 2 | 23.4 | 23.5 | 23.6 | 23.1 | 23.0 | 23.0 | 23.4 | 23.9 | 24.5 | 24.4 | 24.8 | 25.0 | 25.3 | 25.7 | 25.4 | 25.1 | 24.2 | 23.9 | 23.2 | 23.0 | 22.5 | 22.5 | 22.9 | 22.6 | 23.8 | 25.7 |
| 3 | 22.4 | 22.0 | 21.9 | 21.4 | 21.3 | 21.2 | 21.7 | 23.4 | 24.4 | 25.8 | 26.9 | 27.2 | 27.3 | 26.7 | 26.2 | 25.9 | 24.7 | 23.3 | 22.9 | 23.1 | 22.6 | 22.3 | 22.1 | 22.0 | 23.7 | 27.3 |
| 4 | 22.2 | 22.3 | 22.0 | 21.5 | 21.5 | 20.9 | 21.6 | 22.5 | 23.3 | 24.0 | 25.5 | 26.0 | 26.1 | 25.8 | 24.9 | 24.2 | 23.1 | 22.6 | 22.1 | 21.8 | 21.7 | 21.6 | 22.0 | 22.0 | 23.0 | 26.1 |
| 5 | 22.0 | 22.1 | 22.2 | 22.2 | 22.0 | 22.0 | 22.1 | 22.5 | 22.9 | 23.0 | 23.4 | 24.0 | 25.0 | 25.2 | 24.5 | 23.7 | 22.7 | 21.4 | 21.0 | 21.3 | 21.4 | 21.4 | 21.7 | 21.7 | 22.6 | 25.2 |
| 6 | 21.8 | 22.0 | 22.0 | 22.0 | 22.1 | 22.3 | 22.3 | 22.2 | 22.4 | 22.4 | 22.3 | 23.0 | 23.9 | 23.8 | 23.6 | 22.9 | 22.7 | 21.8 | 21.7 | 21.7 | 20.9 | 21.3 | 20.9 | 20.9 | 22.2 | 23.9 |
| 7 | 21.4 | 20.7 | 19.8 | 19.1 | 18.6 | 18.4 | 18.4 | 19.5 | 20.9 | 22.4 | 23.6 | 24.4 | 25.0 | 24.6 | 24.2 | 23.3 | 21.9 | 21.1 | 21.4 | 22.0 | 21.8 | 21.3 | 21.1 | 19.3 | 21.4 | 25.0 |
| 8 | 18.6 | 18.5 | 18.1 | 17.7 | 17.3 | 17.2 | 17.8 | 19.5 | 21.6 | 22.7 | 23.6 | 24.6 | 25.3 | 25.0 | 24.3 | 23.4 | 22.4 | 21.6 | 21.8 | 21.9 | 21.0 | 22.4 | 20.8 | 19.8 | 21.1 | 25.3 |
| 9 | 19.5 | 18.7 | 18.0 | 17.3 | 17.3 | 16.9 | 18.6 | 20.7 | 22.5 | 24.4 | 25.4 | 24.7 | 24.8 | 25.0 | 24.8 | 24.1 | 22.9 | 21.6 | 21.2 | 21.3 | 22.0 | 21.2 | 21.1 | 19.7 | 21.4 | 25.4 |
| 10 | 19.4 | 19.2 | 18.5 | 18.1 | 18.4 | 19.0 | 19.7 | 20.5 | 21.9 | 23.0 | 23.9 | 24.6 | 25.2 | 25.1 | 24.1 | 22.8 | 21.4 | 19.9 | 20.0 | 19.9 | 19.6 | 19.4 | 19.2 | 18.6 | 20.9 | 25.2 |
| 11 | 18.4 | 17.6 | 17.1 | 16.8 | 16.2 | 16.2 | 16.4 | 18.1 | 19.5 | 20.5 | 21.1 | 22.2 | 22.4 | 23.1 | 22.7 | 22.0 | 22.1 | 20.8 | 19.9 | 19.7 | 19.5 | 19.4 | 19.4 | 19.3 | 19.6 | 23.1 |
| 12 | 18.9 | 18.7 | 18.2 | 17.9 | 16.1 | 15.1 | 15.5 | 18.5 | 21.5 | 23.0 | 24.3 | 25.3 | 25.7 | 25.0 | 23.8 | 23.5 | 22.2 | 20.6 | 20.3 | 20.7 | 19.5 | 19.2 | 18.7 | 17.7 | 20.4 | 25.7 |
| 13 | 16.8 | 16.3 | 16.0 | 15.5 | 14.7 | 15.4 | 16.5 | 19.9 | 23.1 | 26.1 | 28.2 | 30.1 | 31.2 | 31.7 | 30.3 | 29.3 | 27.6 | 25.3 | 25.6 | 25.4 | 24.2 | 22.9 | 21.5 | 21.5 | 23.1 | 31.7 |
| 14 | 19.4 | 18.9 | 18.3 | 18.3 | 18.1 | 18.3 | 21.7 | 26.3 | 29.0 | 31.8 | 33.9 | 35.4 | 36.6 | 35.9 | 33.1 | 32.2 | 29.6 | 25.9 | 25.3 | 25.8 | 24.8 | 24.8 | 25.9 | 27.2 | 26.5 | 36.6 |
| 15 | 26.8 | 26.0 | 25.5 | 23.1 | 23.9 | 23.7 | 23.3 | 26.0 | 29.3 | 32.5 | 35.1 | 36.8 | [PA] | 36.9 | 35.2 | 30.4 | 28.4 | 26.7 | 25.6 | 26.4 | 25.2 | 25.3 | 24.8 | 25.2 | 27.9 | 36.9 |
| 16 | 22.6 | 26.1 | 24.8 | 24.0 | 23.2 | 24.3 | 25.4 | 26.9 | 30.4 | 32.8 | 35.7 | 37.3 | 37.1 | 32.6 | 30.4 | 29.5 | 28.7 | 26.3 | 25.5 | 25.7 | 25.5 | 24.2 | 23.9 | 23.4 | 27.8 | 37.3 |
| 17 | 21.6 | 21.5 | 21.2 | 20.9 | 20.4 | 19.8 | 20.4 | 24.7 | 28.0 | 30.8 | 31.4 | 27.5 | 27.1 | 24.9 | 23.7 | 22.9 | 21.6 | 19.1 | 21.9 | 22.0 | 21.4 | 21.3 | 20.7 | 21.1 | 23.2 | 31.4 |
| 18 | 20.0 | 21.1 | 21.8 | 21.5 | 24.9 | 22.4 | 26.4 | 26.2 | 18.6 | 23.1 | 23.3 | 23.3 | 23.3 | 23.2 | 22.8 | 22.0 | 20.7 | 19.6 | 19.5 | 19.3 | 19.1 | 19.1 | 19.5 | 19.2 | 21.7 | 26.4 |
| 19 | 19.2 | 18.4 | 19.5 | 19.2 | 19.0 | 18.9 | 18.9 | 19.1 | 19.8 | 21.4 | 22.8 | 25.4 | 23.5 | 23.2 | 22.8 | 22.1 | 20.9 | 19.7 | 19.4 | 19.0 | 19.3 | 19.7 | 20.0 | 20.0 | 20.4 | 23.5 |
| 20 | 19.0 | 19.9 | 20.2 | 20.2 | 20.1 | 20.3 | 20.3 | 20.8 | 21.0 | 21.2 | 21.9 | 22.4 | 22.5 | 22.7 | 22.2 | 21.5 | 20.6 | 20.0 | 20.0 | 20.0 | 19.5 | 19.2 | 19.2 | 19.1 | 20.6 | 22.7 |
| 21 | 18.6 | 18.4 | 17.9 | 17.1 | 17.2 | 17.5 | 17.7 | 18.8 | 20.5 | 21.9 | 22.8 | 23.3 | 22.1 | 22.8 | 22.4 | 21.4 | 20.2 | 19.4 | 19.5 | 19.6 | 19.5 | 19.3 | 19.4 | 19.3 | 19.9 | 23.3 |
| 22 | 19.6 | 19.7 | 19.5 | 18.9 | 18.4 | 18.0 | 18.4 | 19.4 | 20.8 | 22.4 | 22.8 | 23.2 | 23.4 | 23.4 | 23.0 | 22.2 | 21.2 | 20.4 | 20.6 | 20.5 | 20.6 | 20.7 | 20.8 | 20.8 | 20.8 | 23.4 |
| 23 | 20.9 | 20.9 | 20.7 | 20.5 | 20.4 | 20.2 | 20.2 | 21.0 | 22.1 | 22.5 | 23.5 | 22.7 | 23.1 | 22.7 | 22.6 | 21.6 | 20.7 | 20.1 | 20.3 | 20.2 | 20.0 | 20.0 | 20.1 | 20.5 | 21.1 | 23.5 |
| 24 | 20.3 | 20.0 | 19.7 | 19.2 | 19.0 | 19.0 | 18.6 | 19.8 | 20.5 | 21.8 | 22.4 | 22.8 | 23.0 | 22.8 | 22.0 | 20.9 | 20.6 | 20.2 | 20.0 | 20.2 | 20.1 | 19.9 | 19.6 | 18.7 | 20.5 | 23.0 |
| 25 | 18.0 | 17.4 | 17.1 | 16.2 | 16.2 | 15.7 | 15.8 | 17.7 | 19.9 | 22.2 | 23.7 | 25.0 | 26.0 | 26.5 | 26.1 | 25.6 | 24.3 | 22.8 | 22.4 | 21.4 | 20.9 | 20.6 | 19.3 | 18.0 | 20.8 | 26.5 |
| 26 | 17.3 | 16.6 | 15.1 | 15.2 | 15.1 | 15.3 | 14.6 | 17.8 | 22.1 | 25.0 | 26.4 | 27.4 | 27.9 | 27.7 | 26.5 | 25.2 | 23.6 | 22.3 | 22.2 | 21.4 | 21.0 | 20.3 | 18.6 | 18.3 | 21.0 | 27.9 |
| 27 | 17.2 | 16.7 | 15.8 | 15.3 | 15.0 | 15.1 | 14.7 | 17.2 | 19.9 | 21.5 | 23.5 | 24.6 | 25.1 | 25.0 | 23.7 | 22.6 | 21.1 | 20.1 | 19.6 | 19.5 | 19.6 | 19.1 | 18.7 | 17.6 | 19.5 | 25.1 |
| 28 | 16.9 | 16.4 | 15.7 | 15.2 | 14.5 | 14.8 | 14.6 | 16.7 | 18.9 | 21.0 | 22.6 | 23.5 | 23.3 | 23.5 | 22.9 | 22.1 | 21.0 | 20.3 | 19.8 | 20.1 | 20.6 | 19.8 | 18.6 | 17.6 | 19.2 | 23.5 |
| 29 | 16.9 | 16.8 | 15.9 | 15.7 | 16.0 | 14.8 | 15.6 | 17.5 | 19.8 | 21.8 | 23.3 | 24.0 | 24.2 | 23.7 | 23.2 | 22.3 | 21.0 | 19.9 | 20.1 | 20.1 | 20.1 | 19.7 | 19.2 | 18.9 | 19.6 | 24.2 |
| 30 | 18.6 | 17.9 | 17.3 | 16.3 | 16.0 | 15.7 | 15.9 | 17.8 | 20.1 | 23.0 | 25.2 | 26.3 | 25.5 | 25.5 | 24.9 | 23.7 | 21.9 | 21.2 | 20.9 | 20.7 | 21.1 | 20.8 | 20.8 | 19.8 | 20.7 | 26.3 |
| 31 | 19.4 | 18.7 | 18.2 | 16.8 | 16.8 | 16.5 | 16.4 | 18.6 | 21.3 | 23.9 | 26.4 | 27.0 | 26.4 | 25.0 | 24.7 | 24.0 | 23.3 | 22.1 | 21.4 | 21.5 | 21.3 | 21.0 | 20.5 | 20.0 | 21.3 | 27.0 |
| AV | 20.0 | 19.9 | 19.5 | 19.0 | 18.9 | 18.7 | 19.2 | 20.9 | 22.4 | 24.1 | 25.4 | 26.0 | 25.8 | 25.9 | 25.1 | 24.1 | 22.9 | 21.7 | 21.5 | 21.5 | 21.3 | 21.0 | 20.8 | 20.4 | 21.9 | |
| SD | 2.3 | 2.6 | 2.8 | 2.7 | 3.0 | 3.0 | 3.3 | 3.0 | 3.1 | 3.4 | 3.8 | 4.0 | 3.6 | 3.6 | 3.2 | 2.8 | 2.5 | 2.1 | 1.9 | 2.0 | 1.8 | 1.7 | 1.8 | 2.2 | | |
| PK | 26.8 | 26.1 | 25.5 | 24.0 | 24.9 | 24.3 | 26.4 | 26.9 | 30.4 | 32.8 | 35.7 | 37.3 | 37.1 | 36.9 | 35.2 | 32.2 | 29.6 | 26.7 | 25.6 | 26.4 | 25.5 | 25.3 | 25.9 | 27.2 | | 37.3 |

GU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

STATION TEMPERATURE [99231]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 19.6 | 19.8 | 20.1 | 20.2 | 20.3 | 20.4 | 20.5 | 20.7 | 21.5 | 23.1 | 24.0 | 24.6 | 24.9 | 24.9 | 24.8 | 24.5 | 23.9 | 22.9 | 22.1 | 21.4 | 21.0 | 20.8 | 20.7 | 20.7 | 22.0 | 24.9 |
| 2 | 20.8 | 20.9 | 21.2 | 21.1 | 21.0 | 20.9 | 20.8 | 21.1 | 21.7 | 22.2 | 22.8 | 23.6 | 23.9 | 24.4 | 24.6 | 24.3 | 24.1 | 23.6 | 22.6 | 21.9 | 21.3 | 20.7 | 20.3 | 20.0 | 22.1 | 24.8 |
| 3 | 19.7 | 19.3 | 19.2 | 18.9 | 18.6 | 18.4 | 18.2 | 19.3 | 21.9 | 23.2 | 23.9 | 24.2 | 24.4 | 24.5 | 24.5 | 24.5 | 24.3 | 23.7 | 22.4 | 21.4 | 20.9 | 20.4 | 20.0 | 19.7 | 21.5 | 24.5 |
| 4 | 19.5 | 19.4 | 19.5 | 19.2 | 18.9 | 18.6 | 18.6 | 19.0 | 19.9 | 20.9 | 22.4 | 23.5 | 23.9 | 24.1 | 24.0 | 24.0 | 23.6 | 22.6 | 21.6 | 20.9 | 20.4 | 20.1 | 20.0 | 20.0 | 21.0 | 24.1 |
| 5 | 20.0 | 20.0 | 20.2 | 20.0 | 20.0 | 19.9 | 19.8 | 19.9 | 20.3 | 21.4 | 21.8 | 22.2 | 23.2 | 23.9 | 24.1 | 24.2 | 24.0 | 22.8 | 21.0 | 19.9 | 19.5 | 19.3 | 19.2 | 19.2 | 21.1 | 24.2 |
| 6 | 19.1 | 19.1 | 19.2 | 19.0 | 18.9 | 18.9 | 18.9 | 19.1 | 19.4 | 19.7 | 20.0 | 20.1 | 20.8 | 21.6 | 21.9 | 21.9 | 21.2 | 20.6 | 19.5 | 18.9 | 18.4 | 18.0 | 17.9 | 17.9 | 19.6 | 21.9 |
| 7 | 18.0 | 18.3 | 18.5 | 18.3 | 18.4 | 18.6 | 18.6 | 18.4 | 18.6 | 19.7 | 20.8 | 21.2 | 21.5 | 22.0 | 22.4 | 22.5 | 22.0 | 20.9 | 19.6 | 18.7 | 18.4 | 18.4 | 18.3 | 18.3 | 19.6 | 22.5 |
| 8 | 18.4 | 18.5 | 18.8 | 19.0 | 19.2 | 19.4 | 19.4 | 18.7 | 19.7 | 21.5 | 22.7 | 23.5 | 23.7 | 23.9 | 24.0 | 24.1 | 23.7 | 22.3 | 20.5 | 19.5 | 18.9 | 18.4 | 18.2 | 18.3 | 20.6 | 24.1 |
| 9 | 18.6 | 18.8 | 19.0 | 19.2 | 19.4 | 19.6 | 19.5 | 19.0 | 20.4 | 22.4 | 23.2 | 23.5 | 23.6 | 23.8 | 23.9 | 23.9 | 23.6 | 22.6 | 21.0 | 19.9 | 19.3 | 18.9 | 18.6 | 18.3 | 20.8 | 23.9 |
| 10 | 18.1 | 18.3 | 18.8 | 19.0 | 19.2 | 19.0 | 19.0 | 20.6 | 22.7 | 24.3 | 24.7 | 24.9 | 24.6 | 24.1 | 23.9 | 23.6 | 22.8 | 21.2 | 19.5 | 18.6 | 18.0 | 17.7 | 17.3 | 16.8 | 20.7 | 24.9 |
| 11 | 16.2 | 15.6 | 15.7 | 15.6 | 15.7 | 15.8 | 15.7 | 16.1 | 17.8 | 19.1 | 19.7 | 20.1 | 20.7 | 21.2 | 21.3 | 21.5 | 21.3 | 20.1 | 18.2 | 17.0 | 16.2 | 15.7 | 15.4 | 15.1 | 17.8 | 21.5 |
| 12 | 15.1 | 15.1 | 15.4 | 15.4 | 15.4 | 15.7 | 16.0 | 16.1 | 18.3 | 21.0 | 22.6 | 23.6 | 24.1 | 24.4 | 24.3 | 24.1 | 23.4 | 21.8 | 19.8 | 18.4 | 17.4 | 16.6 | 15.9 | 15.3 | 19.0 | 24.4 |
| 13 | 15.5 | 15.8 | 16.6 | 16.4 | 16.4 | 16.6 | 16.3 | 16.5 | 18.9 | 21.7 | 24.3 | 26.2 | 27.1 | 27.8 | 28.1 | 28.0 | 27.7 | 26.2 | 23.6 | 21.8 | 20.6 | 19.5 | 18.4 | 17.5 | 21.1 | 28.1 |
| 14 | 16.8 | 15.9 | 15.7 | 15.6 | 15.6 | 15.6 | 15.6 | 17.7 | 22.1 | 25.5 | 27.2 | 28.5 | 29.2 | 29.9 | 29.9 | 29.5 | 28.9 | 27.5 | 25.4 | 23.9 | 23.0 | 22.1 | 21.1 | 20.9 | 22.6 | 29.9 |
| 15 | 21.0 | 20.9 | 20.9 | 20.1 | 19.4 | 19.2 | 19.6 | 22.0 | 25.3 | 27.4 | 29.0 | 30.9 | [PA] | 31.9 | 30.0 | 29.0 | 27.9 | 26.5 | 24.5 | 22.9 | 21.8 | 21.0 | 20.4 | 19.7 | 24.0 | 31.9 |
| 16 | 19.0 | 18.5 | 18.5 | 18.4 | 18.1 | 17.6 | 18.0 | 20.1 | 23.3 | 26.0 | 27.3 | 28.4 | 29.1 | 28.5 | 28.4 | 27.9 | 27.5 | 26.3 | 24.3 | 22.9 | 22.0 | 21.3 | 20.4 | 19.7 | 23.0 | 29.1 |
| 17 | 18.9 | 18.1 | 17.5 | 16.8 | 16.1 | 15.6 | 15.5 | 17.2 | 20.7 | 24.0 | 26.3 | 26.9 | 27.1 | 27.1 | 26.5 | 25.9 | 25.0 | 22.8 | 20.4 | 19.2 | 18.5 | 18.3 | 18.1 | 17.6 | 20.8 | 27.1 |
| 18 | 17.1 | 16.7 | 16.6 | 16.1 | 15.8 | 16.1 | 16.4 | 16.5 | 17.7 | 20.2 | 22.2 | 22.8 | 23.3 | 23.5 | 23.7 | 23.8 | 23.2 | 21.3 | 19.3 | 18.0 | 17.1 | 16.6 | 16.3 | 16.4 | 19.0 | 23.8 |
| 19 | 16.3 | 16.5 | 16.9 | 16.9 | 16.8 | 16.6 | 16.5 | 16.6 | 17.2 | 19.3 | 21.6 | 23.2 | 23.5 | 23.8 | 24.0 | 23.9 | 23.0 | 21.2 | 19.4 | 18.2 | 17.4 | 17.2 | 17.2 | 17.3 | 19.2 | 24.0 |
| 20 | 17.4 | 17.5 | 17.8 | 17.7 | 17.7 | 17.6 | 17.6 | 17.7 | 18.2 | 18.6 | 19.1 | 19.9 | 21.1 | 21.8 | 22.4 | 22.1 | 21.5 | 20.3 | 19.1 | 18.3 | 17.7 | 17.2 | 16.8 | 16.4 | 18.8 | 22.4 |
| 21 | 16.1 | 15.8 | 15.7 | 15.6 | 15.8 | 15.8 | 16.3 | 17.9 | 19.2 | 20.9 | 22.3 | 23.1 | 23.4 | 23.2 | 23.4 | 23.4 | 22.6 | 21.4 | 20.0 | 19.0 | 18.5 | 18.1 | 17.8 | 17.6 | 19.3 | 23.4 |
| 22 | 17.7 | 18.1 | 18.4 | 18.1 | 17.5 | 17.2 | 17.1 | 17.4 | 19.5 | 21.7 | 22.4 | 22.8 | 22.9 | 23.0 | 23.1 | 22.9 | 22.3 | 21.5 | 20.7 | 21.0 | 20.8 | 20.9 | 21.1 | 21.1 | 20.4 | 23.1 |
| 23 | 21.0 | 20.9 | 20.5 | 19.8 | 19.5 | 19.3 | 19.7 | 20.2 | 21.3 | 22.5 | 22.2 | 22.1 | 21.8 | 22.3 | 22.0 | 21.6 | 20.6 | 19.7 | 19.1 | 18.9 | 19.5 | 19.6 | 20.0 | 19.3 | 20.6 | 22.5 |
| 24 | 19.0 | 19.3 | 19.8 | 19.5 | 18.5 | 18.4 | 17.9 | 18.1 | 19.7 | 20.6 | 21.3 | 21.7 | 22.0 | 22.1 | 21.7 | 20.7 | 19.9 | 19.7 | 20.0 | 19.7 | 19.5 | 19.0 | 19.0 | 18.4 | 19.8 | 22.1 |
| 25 | 18.1 | 17.8 | 18.2 | 18.5 | 19.1 | 19.5 | 19.4 | 18.8 | 19.5 | 21.1 | 22.3 | 23.5 | 24.8 | 25.8 | 25.3 | 24.9 | 24.3 | 22.9 | 21.6 | 20.8 | 19.4 | 18.5 | 18.0 | 17.8 | 20.6 | 25.8 |
| 26 | 17.8 | 18.3 | 18.7 | 18.9 | 19.0 | 19.0 | 18.9 | 19.0 | 19.7 | 21.3 | 23.2 | 24.7 | 25.7 | 25.8 | 25.5 | 25.1 | 23.8 | 22.0 | 20.6 | 20.4 | 20.4 | 19.6 | 18.6 | 18.1 | 21.0 | 25.8 |
| 27 | 18.1 | 18.2 | 18.4 | 18.5 | 18.4 | 18.7 | 18.6 | 19.3 | 20.8 | 20.4 | 21.4 | 22.7 | 23.7 | 24.3 | 24.5 | 24.3 | 23.4 | 21.6 | 20.1 | 19.7 | 19.7 | 19.6 | 20.0 | 20.0 | 20.6 | 24.5 |
| 28 | 20.7 | 20.8 | 20.6 | 20.0 | 19.5 | 19.0 | 18.9 | 19.5 | 19.5 | 20.0 | 21.5 | 22.7 | 23.3 | 23.5 | 23.5 | 23.5 | 22.7 | 21.4 | 20.1 | 19.6 | 19.5 | 19.7 | 20.1 | 20.8 | 20.9 | 23.5 |
| 29 | 20.8 | 20.9 | 20.9 | 20.3 | 20.0 | 19.7 | 19.3 | 19.9 | 19.5 | 20.4 | 22.0 | 23.4 | 24.2 | 24.6 | 24.6 | 24.5 | 23.7 | 22.4 | 20.7 | 19.8 | 19.6 | 19.5 | 19.9 | 20.4 | 21.3 | 24.6 |
| 30 | 21.2 | 21.5 | 21.5 | 20.9 | 20.4 | 19.9 | 19.6 | 19.9 | 19.6 | 20.5 | 22.4 | 24.1 | 24.8 | 25.1 | 25.1 | 25.1 | 24.5 | 23.0 | 21.4 | 20.3 | 19.6 | 19.4 | 19.2 | 19.3 | 21.6 | 25.1 |
| 31 | 19.5 | 20.2 | 21.4 | 21.3 | 20.9 | 20.5 | 20.2 | 21.1 | 21.6 | 22.0 | 23.7 | 25.1 | 25.8 | 26.2 | 26.2 | 26.0 | 25.3 | 23.9 | 22.1 | 20.9 | 20.5 | 20.4 | 20.9 | 21.3 | 22.4 | 26.2 |
| AV | 18.6 | 18.5 | 18.7 | 18.5 | 18.4 | 18.3 | 18.3 | 18.8 | 20.2 | 21.7 | 22.9 | 23.8 | 24.1 | 24.6 | 24.6 | 24.4 | 23.7 | 22.5 | 21.0 | 20.1 | 19.5 | 19.1 | 18.9 | 18.7 | 20.7 | |
| SD | 1.7 | 1.8 | 1.8 | 1.7 | 1.7 | 1.6 | 1.6 | 1.6 | 1.8 | 2.1 | 2.2 | 2.4 | 2.1 | 2.4 | 2.2 | 2.1 | 2.1 | 2.0 | 1.7 | 1.6 | 1.6 | 1.5 | 1.6 | 1.7 | | |
| PK | 21.2 | 21.5 | 21.5 | 21.3 | 21.0 | 20.9 | 20.8 | 22.0 | 25.3 | 27.4 | 29.0 | 30.9 | 29.2 | 31.9 | 30.0 | 29.5 | 28.9 | 27.5 | 25.4 | 23.9 | 23.0 | 22.1 | 21.1 | 21.3 | | 31.9 |

GU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

Delta Temp (99238)

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

OCT, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* FINAL DATA *
* AS OF 26/FEB/98 *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | -1.2 | -1.2 | -1.2 | -1.2 | -1.2 | -1.2 | -1.0 | -0.6 | -0.1 | 0.3 | 0.6 | 0.8 | 1.3 | 1.1 | 0.9 | 0.1 | -0.5 | -0.9 | -0.9 | -1.0 | -1.0 | -1.0 | -0.9 | -0.8 | -0.5 | 1.3 |
| 2 | -0.7 | -0.7 | -0.6 | -0.8 | -0.8 | -0.8 | -0.6 | -0.4 | -0.2 | -0.1 | 0.2 | 0.2 | 0.5 | 0.5 | 0.7 | 0.6 | 0.2 | -0.5 | -0.5 | -0.7 | -1.0 | -1.1 | -0.8 | -0.8 | -0.3 | 0.7 |
| 3 | -0.9 | -1.0 | -1.1 | -1.0 | -1.0 | -1.3 | -1.1 | -0.4 | -0.1 | 0.4 | 0.8 | 1.0 | 1.3 | 1.1 | 0.8 | 0.6 | 0.0 | -0.9 | -1.1 | -1.0 | -1.3 | -1.6 | -1.8 | -1.8 | -0.5 | 1.3 |
| 4 | -1.5 | -1.3 | -1.4 | -1.5 | -1.3 | -1.6 | -1.4 | -1.1 | -1.0 | -0.5 | 0.4 | 0.7 | 0.9 | 0.8 | 0.4 | 0.0 | -0.7 | -0.9 | -1.1 | -1.2 | -1.3 | -1.3 | -1.3 | -1.3 | -0.8 | 0.9 |
| 5 | -1.2 | -1.2 | -1.3 | -1.3 | -1.3 | -1.3 | -1.1 | -0.8 | -0.6 | -0.4 | -0.1 | 0.2 | 0.9 | 1.0 | 0.9 | 0.5 | -0.2 | -1.1 | -1.2 | -1.0 | -0.8 | -0.8 | -0.7 | -0.8 | -0.6 | 1.0 |
| 6 | -0.8 | -0.7 | -0.7 | -0.6 | -0.5 | -0.5 | -0.5 | -0.7 | -0.6 | -0.6 | -0.5 | 0.0 | 0.7 | 0.5 | 0.4 | 0.1 | 0.0 | -0.5 | -0.4 | -0.4 | -0.8 | -0.5 | -0.6 | -0.7 | -0.4 | 0.7 |
| 7 | -0.2 | -0.1 | -0.1 | -0.1 | -0.1 | -0.1 | 0.0 | 0.4 | 0.5 | 0.7 | 1.3 | 1.7 | 1.6 | 1.2 | 0.9 | 0.4 | 0.2 | -0.1 | -0.1 | -0.3 | -0.2 | -0.5 | -0.4 | -0.3 | 0.3 | 1.7 |
| 8 | -0.2 | -0.2 | -0.2 | -0.2 | -0.2 | -0.2 | 0.0 | 0.3 | 0.8 | 0.8 | 0.8 | 0.9 | 1.5 | 1.6 | 1.3 | 0.9 | 0.4 | -0.1 | -0.2 | -0.2 | -0.2 | -0.4 | -0.3 | -0.8 | 0.2 | 1.6 |
| 9 | -0.5 | -0.5 | -0.5 | -1.0 | -0.8 | -1.4 | -0.4 | 0.2 | 0.5 | 0.6 | 0.9 | 1.3 | 1.3 | 1.5 | 1.2 | 0.9 | 0.4 | -0.2 | -0.3 | -0.4 | -0.2 | -0.3 | -0.3 | -1.0 | 0.0 | 1.5 |
| 10 | -1.2 | -0.5 | -0.4 | -0.5 | -0.3 | -0.1 | -0.1 | 0.1 | 0.5 | 0.7 | 1.1 | 1.6 | 1.6 | 1.4 | 1.3 | 0.8 | 0.2 | -0.2 | -0.1 | 0.0 | 0.0 | 0.0 | -0.1 | -0.1 | 0.2 | 1.6 |
| 11 | -0.1 | -0.2 | -0.1 | -0.1 | -0.2 | -0.2 | 0.0 | 0.3 | 0.6 | 0.8 | 0.8 | 0.9 | 1.3 | 1.3 | 0.8 | 0.6 | 0.3 | 0.0 | 0.0 | -0.1 | -0.1 | -0.1 | -0.1 | -0.1 | 0.3 | 1.3 |
| 12 | -0.1 | -0.4 | -0.3 | -0.3 | -1.0 | -1.1 | -0.4 | 0.3 | 0.6 | 0.7 | 0.9 | 1.1 | 1.3 | 1.6 | 1.3 | 0.9 | 0.3 | -0.5 | -0.6 | -0.5 | -0.5 | -0.4 | -0.5 | -0.8 | 0.1 | 1.6 |
| 13 | -1.5 | -0.9 | -1.2 | -1.9 | -2.0 | -1.3 | -1.0 | 0.2 | 0.5 | 0.7 | 0.7 | 0.8 | 0.8 | 1.1 | 1.0 | 0.6 | 0.1 | -0.9 | -0.7 | -0.9 | -1.2 | -1.5 | -2.0 | -1.8 | -0.5 | 1.1 |
| 14 | -2.3 | -2.3 | -2.9 | -2.7 | -2.8 | -2.7 | -1.0 | 0.2 | 0.5 | 0.7 | 0.7 | 0.8 | 0.8 | 0.9 | 0.8 | 0.5 | 0.0 | -1.1 | -1.2 | -0.9 | -0.7 | -1.5 | -1.6 | -0.6 | -0.8 | 0.9 |
| 15 | -0.7 | -0.8 | -0.9 | -1.4 | -0.5 | -0.7 | -0.6 | 0.3 | 0.6 | 0.9 | 0.7 | 0.5 | [PA] | 1.2 | 1.0 | 0.6 | 0.0 | -0.9 | -1.1 | -1.0 | -0.7 | -0.7 | -1.0 | -1.3 | -0.3 | 1.2 |
| 16 | -3.5 | -1.6 | -1.0 | -1.1 | -1.4 | -0.8 | -0.4 | 0.4 | 0.7 | 0.7 | 0.9 | 0.9 | 1.1 | 1.4 | 1.2 | 0.8 | 0.0 | -0.6 | -0.8 | -0.8 | -0.6 | -0.7 | -0.5 | -1.1 | -0.3 | 1.4 |
| 17 | -1.4 | -1.0 | -1.0 | -1.1 | -1.1 | -1.6 | -1.2 | 0.2 | 0.5 | 0.5 | 0.9 | 1.6 | 1.4 | 1.5 | 1.2 | 0.7 | 0.3 | -0.4 | 1.3 | 0.9 | 0.0 | -0.3 | -0.3 | 0.2 | 0.1 | 1.6 |
| 18 | -0.9 | 0.6 | 1.7 | 2.7 | 6.0 | 3.2 | 6.7 | 6.9 | -0.1 | 0.7 | 1.2 | 1.2 | 1.4 | 1.5 | 1.1 | 0.7 | 0.1 | -0.7 | -0.9 | -1.0 | -1.1 | -0.9 | -0.3 | -0.5 | 1.2 | 6.9 |
| 19 | -0.5 | -0.2 | -0.2 | -0.3 | -0.3 | -0.3 | -0.2 | 0.0 | 0.4 | 0.7 | 0.7 | 1.3 | 1.4 | 1.3 | 1.0 | 0.8 | 0.2 | -0.4 | -0.5 | -0.7 | -0.5 | -0.2 | -0.1 | 0.0 | 0.1 | 1.4 |
| 20 | -0.1 | -0.1 | -0.1 | 0.0 | -0.1 | 0.0 | 0.0 | 0.2 | 0.3 | 0.3 | 0.5 | 0.8 | 1.1 | 1.1 | 1.0 | 0.6 | 0.2 | -0.1 | -0.1 | -0.2 | -0.6 | -0.8 | -0.8 | -0.5 | 0.1 | 1.1 |
| 21 | -0.3 | -0.5 | -0.6 | -1.1 | -0.8 | -0.6 | -0.3 | 0.1 | 0.4 | 0.7 | 1.0 | 1.4 | 1.0 | 1.4 | 1.2 | 0.8 | 0.2 | -0.4 | -0.5 | -0.5 | -0.6 | -0.8 | -0.4 | -0.3 | 0.0 | 1.4 |
| 22 | -0.2 | -0.1 | -0.1 | -0.2 | -0.4 | -0.4 | -0.4 | 0.3 | 0.4 | 0.8 | 1.0 | 1.1 | 1.4 | 1.4 | 1.2 | 0.8 | 0.1 | -0.4 | -0.3 | -0.3 | -0.4 | -0.1 | -0.1 | -0.1 | 0.2 | 1.4 |
| 23 | -0.1 | -0.1 | -0.1 | -0.2 | -0.3 | -0.3 | -0.2 | 0.2 | 0.6 | 0.6 | 1.5 | 1.2 | 1.2 | 1.1 | 1.1 | 0.6 | 0.1 | -0.1 | 0.0 | -0.2 | -0.4 | -0.5 | -0.3 | 0.0 | 0.2 | 1.5 |
| 24 | -0.1 | -0.2 | -0.2 | -0.4 | -0.3 | -0.3 | -0.3 | 0.2 | 0.4 | 1.0 | 1.2 | 1.4 | 1.5 | 1.5 | 1.0 | 0.3 | 0.0 | -0.5 | -0.8 | -0.5 | -0.4 | -0.5 | -0.6 | -0.6 | 0.1 | 1.5 |
| 25 | -0.9 | -0.9 | -0.8 | -0.8 | -0.6 | -0.8 | -0.6 | 0.1 | 0.4 | 0.7 | 0.7 | 0.7 | 1.0 | 0.9 | 0.5 | -0.2 | -1.1 | -0.6 | -0.6 | -0.9 | -0.7 | -0.9 | -1.1 | -0.2 | 1.0 |
| 26 | -1.1 | -0.8 | -1.7 | -1.3 | -0.8 | -1.2 | -1.3 | 0.1 | 0.6 | 0.9 | 0.9 | 0.8 | 1.1 | 1.4 | 1.1 | 0.7 | 0.1 | -0.5 | -0.3 | -0.8 | -0.8 | -0.6 | -0.5 | -0.4 | -0.2 | 1.4 |
| 27 | -0.9 | -1.4 | -1.6 | -2.0 | -1.5 | -0.9 | -0.8 | 0.3 | 0.4 | 0.5 | 0.8 | 0.8 | 1.2 | 1.3 | 1.3 | 0.8 | 0.0 | -0.5 | -0.8 | -0.8 | -0.8 | -1.1 | -1.2 | -0.4 | -0.3 | 1.3 |
| 28 | -0.5 | -0.5 | -0.8 | -1.0 | -1.1 | -0.7 | -0.4 | 0.1 | 0.6 | 0.7 | 0.8 | 1.2 | 1.4 | 1.4 | 1.3 | 0.8 | 0.1 | -0.4 | -0.8 | -0.6 | -0.4 | -0.8 | -0.7 | -0.5 | 0.0 | 1.4 |
| 29 | -0.5 | -0.6 | -1.1 | -0.7 | -0.5 | -1.2 | -0.7 | 0.1 | 0.5 | 0.8 | 0.6 | 1.1 | 1.3 | 1.3 | 1.1 | 0.7 | 0.1 | -0.6 | -0.6 | -0.6 | -0.5 | -0.8 | -0.8 | -0.7 | -0.1 | 1.3 |
| 30 | -0.6 | -0.6 | -0.5 | -1.0 | -0.8 | -0.9 | -0.8 | 0.0 | 0.4 | 0.6 | 0.6 | 1.2 | 1.4 | 1.4 | 1.2 | 0.8 | 0.1 | -0.4 | -0.6 | -0.9 | -0.6 | -0.6 | -0.6 | -0.6 | -0.1 | 1.4 |
| 31 | -0.7 | -1.0 | -1.2 | -1.6 | -1.2 | -1.0 | -1.3 | -0.1 | 0.3 | 0.5 | 0.7 | 1.0 | 1.3 | 1.1 | 1.0 | 0.6 | -0.2 | -0.6 | -0.8 | -0.6 | -0.4 | -0.5 | -0.9 | -1.0 | -0.3 | 1.3 |
| AV | -0.9 | -0.7 | -0.7 | -0.8 | -0.6 | -0.7 | -0.4 | 0.2 | 0.3 | 0.5 | 0.8 | 1.0 | 1.2 | 1.2 | 1.0 | 0.6 | 0.1 | -0.5 | -0.5 | -0.6 | -0.6 | -0.7 | -0.7 | -0.7 | -0.1 | |
| SD | 0.8 | 0.6 | 0.8 | 0.9 | 1.4 | 0.9 | 1.4 | 1.3 | 0.4 | 0.4 | 0.4 | 0.4 | 0.3 | 0.3 | 0.2 | 0.2 | 0.2 | 0.3 | 0.5 | 0.4 | 0.4 | 0.4 | 0.5 | 0.5 | | |
| PK | -0.1 | 0.6 | 1.7 | 2.7 | 6.0 | 3.2 | 6.7 | 6.9 | 0.8 | 1.0 | 1.5 | 1.7 | 1.6 | 1.6 | 1.3 | 0.9 | 0.4 | 0.0 | 1.3 | 0.9 | 0.0 | 0.0 | -0.1 | 0.2 | | 6.9 |

GU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

CARBON MONOXIDE [42101]

PARTS PER MILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 7.7 | [ZS] | [ZS] | 10.6 | 9.9 | 8.3 | 6.7 | 7.2 | 4.5 | 3.6 | 1.2 | 0.5 | 0.0 | 0.0 | 0.0 | 0.6 | 0.5 | 0.4 | 0.3 | 1.3 | 3.4 | 3.8 | 4.3 | 5.7 | 3.7 | 10.6 |
| 2 | 6.8 | [ZS] | [ZS] | 4.1 | 4.2 | 2.4 | 1.9 | 2.0 | 1.6 | 1.2 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.5 | 0.5 | 0.4 | 2.4 | 3.2 | 4.3 | 3.1 | 1.8 | 6.8 |
| 3 | 0.9 | [ZS] | [ZS] | 0.1 | 0.0 | 0.1 | 1.5 | 2.0 | 2.3 | 1.8 | 1.0 | 1.0 | 0.6 | 0.6 | 0.7 | 1.0 | 1.4 | 0.7 | 0.7 | 0.7 | 0.5 | 1.7 | 2.8 | 3.6 | 1.2 | 3.6 |
| 4 | 3.7 | [ZS] | [ZS] | 5.0 | 5.6 | 5.8 | 6.6 | 6.9 | 5.7 | 3.3 | 3.4 | 2.1 | 1.2 | 0.7 | 0.7 | 0.7 | 0.6 | 0.2 | 0.1 | 0.4 | 0.2 | 0.0 | 0.0 | 0.0 | 2.4 | 6.9 |
| 5 | 0.2 | [ZS] | [ZS] | 0.3 | 0.3 | 0.2 | 0.5 | 0.8 | 0.8 | 1.0 | 1.3 | 0.5 | 0.1 | 0.1 | 0.5 | 0.6 | 0.5 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 1.3 |
| 6 | 0.6 | [ZS] | [ZS] | 1.2 | 1.6 | 2.1 | 2.6 | [SC] | [SC] | 1.6 | 1.0 | 1.3 | 1.1 | 0.8 | 0.7 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.8 | 2.6 |
| 7 | 0.9 | [ZS] | [ZS] | 0.1 | 0.0 | 0.1 | 0.9 | 0.5 | 0.1 | 0.3 | 0.4 | 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 | 0.1 | 0.2 | 0.9 |
| 8 | 0.9 | [ZS] | [ZS] | 2.0 | 2.1 | 2.3 | 2.2 | 2.6 | 1.2 | 0.5 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 1.9 | 0.8 | 2.6 |
| 9 | 2.9 | [ZS] | [ZS] | 2.4 | 1.9 | 1.7 | 1.7 | 1.8 | 1.5 | 0.8 | 0.4 | 0.4 | 0.3 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 2.9 |
| 10 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | [SC] | [SC] | 0.2 | 0.3 | 0.1 | 0.0 | 0.3 | 0.6 | 0.3 | 0.2 | 0.2 | 0.0 | 0.1 | 0.4 | 0.9 | 0.5 | 1.3 | 0.3 | 1.3 |
| 11 | 1.3 | [ZS] | [ZS] | 1.4 | 1.5 | 1.6 | 2.3 | 2.4 | 2.2 | 1.1 | 0.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 | 0.4 | 1.2 | 2.0 | 1.3 | 0.9 | 2.4 |
| 12 | 1.2 | [ZS] | [ZS] | 1.1 | 0.6 | 0.5 | 0.9 | 0.8 | 0.6 | 0.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.5 | 1.1 | 1.6 | 1.4 | 1.8 | 0.6 | 1.8 |
| 13 | 2.1 | [ZS] | [ZS] | 1.0 | 0.7 | 0.8 | 1.5 | 2.0 | 1.7 | 0.6 | 1.0 | 0.7 | 0.6 | 0.5 | 0.7 | 0.4 | 0.8 | 0.9 | 1.1 | 0.4 | 0.4 | 0.4 | 0.6 | 0.5 | 0.9 | 2.1 |
| 14 | 2.3 | [ZS] | [ZS] | 1.7 | 1.5 | 1.1 | 1.0 | 3.1 | 2.0 | [SC] | [SC] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.6 | 1.4 | 2.0 | 2.5 | 1.0 | 3.1 |
| 15 | 3.9 | [ZS] | [ZS] | 1.9 | 0.8 | 1.0 | 1.2 | 1.4 | 1.8 | 1.4 | 0.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 | 0.5 | 0.8 | 1.5 | 1.8 | 0.9 | 3.9 |
| 16 | 2.1 | [ZS] | [ZS] | 2.3 | 1.8 | 1.6 | 1.6 | 1.3 | 1.0 | 1.0 | 0.3 | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.4 | 0.4 | 0.4 | 0.9 | 2.6 | 0.8 | 2.6 |
| 17 | 0.9 | [ZS] | [ZS] | 0.9 | 0.9 | 1.2 | 2.4 | 2.3 | 1.7 | 1.7 | 0.8 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1.5 | 3.0 | 4.2 | 4.5 | 4.9 | 1.4 | 4.9 |
| 18 | 4.0 | [ZS] | [ZS] | 1.0 | 1.3 | 0.6 | 1.1 | [SC] | [SC] | 1.0 | 1.2 | 1.0 | 0.7 | 0.8 | 0.5 | 0.3 | 0.3 | 0.4 | 0.4 | 0.6 | 0.5 | 0.7 | 2.1 | 2.9 | 1.1 | 4.0 |
| 19 | 3.6 | [ZS] | [ZS] | 2.4 | 2.3 | 2.6 | 3.7 | 4.5 | 3.9 | 1.9 | 0.7 | 0.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.3 | 0.5 | 0.7 | 1.3 | 4.5 |
| 20 | 1.0 | [ZS] | [ZS] | 1.2 | 1.3 | 1.8 | 2.0 | 2.4 | 1.5 | 1.0 | 0.7 | 0.8 | 0.6 | 0.3 | 0.2 | 0.0 | 0.1 | 0.1 | 0.3 | 0.5 | 0.9 | 2.6 | 4.1 | 4.8 | 1.3 | 4.8 |
| 21 | 4.4 | [ZS] | [ZS] | 2.2 | 1.5 | 2.1 | 3.0 | 4.0 | 4.3 | 1.9 | 1.5 | 1.0 | 0.7 | 0.7 | 0.9 | 0.7 | 0.2 | 0.2 | 0.6 | 2.1 | 3.0 | 2.9 | 3.0 | 4.3 | 2.1 | 4.4 |
| 22 | 5.5 | [ZS] | [ZS] | 6.4 | 4.8 | 4.5 | 3.5 | [SC] | [SC] | 1.1 | 1.2 | 1.0 | 0.9 | 0.9 | 1.1 | 0.9 | 1.4 | 1.3 | 1.7 | 1.8 | 1.4 | 3.5 | 5.0 | 7.6 | 2.8 | 7.6 |
| 23 | 7.4 | [ZS] | [ZS] | 5.3 | 4.4 | 5.2 | 4.3 | 2.9 | 2.1 | 1.5 | 1.4 | 1.1 | 0.8 | 0.7 | 0.9 | 0.5 | 0.3 | 0.0 | 0.1 | 0.1 | 0.0 | 0.4 | 2.4 | 3.5 | 2.1 | 7.4 |
| 24 | 3.8 | [ZS] | [ZS] | 2.0 | 1.9 | 2.1 | 2.7 | 3.5 | 4.3 | 3.4 | 2.5 | 1.4 | 1.3 | 0.7 | 0.0 | 0.1 | 0.1 | 0.1 | 0.2 | 0.8 | 1.5 | 1.3 | 3.9 | 4.2 | 1.9 | 4.3 |
| 25 | 3.9 | [ZS] | [ZS] | 3.7 | 3.9 | 3.3 | 4.6 | 5.7 | 5.8 | 4.6 | 4.5 | 3.7 | 3.0 | 2.7 | 2.3 | 2.4 | 1.9 | 1.8 | 1.9 | 1.6 | 1.0 | 0.7 | 1.9 | 3.5 | 3.1 | 5.8 |
| 26 | 4.1 | [ZS] | [ZS] | 3.8 | 3.5 | 4.1 | 2.5 | [CA] | [CA] | [CA] | 0.2 | 0.2 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.2 | 0.6 | 0.9 | 1.3 | 0.6 | 0.4 | 1.2 | 4.1 |
| 27 | 0.7 | [ZS] | [ZS] | 1.8 | 1.8 | 1.6 | 2.3 | 2.7 | 1.9 | 1.1 | 0.5 | 0.3 | 0.4 | 0.1 | 0.2 | 0.2 | 0.2 | 0.4 | 0.5 | 0.7 | 2.2 | 2.3 | 4.0 | 5.7 | 1.4 | 5.7 |
| 28 | 4.6 | [ZS] | [ZS] | 2.7 | 2.2 | 1.9 | 2.9 | 3.4 | 3.5 | 1.6 | 1.0 | 0.5 | 0.4 | 0.4 | 0.3 | 0.3 | 0.5 | 0.7 | 0.9 | 1.0 | 1.8 | 2.6 | 4.4 | 5.4 | 2.0 | 5.4 |
| 29 | 6.0 | [ZS] | [ZS] | 4.8 | 3.6 | 2.7 | 3.4 | 3.3 | 3.0 | 2.8 | 1.1 | 0.4 | 0.3 | 0.2 | 0.3 | 0.3 | 0.2 | 0.5 | 0.8 | 1.0 | 0.6 | 1.9 | 2.7 | 2.4 | 1.9 | 6.0 |
| 30 | 1.8 | [ZS] | [ZS] | 1.2 | 1.3 | 1.2 | 1.2 | 0.9 | 1.0 | 0.8 | 0.8 | 0.6 | 0.3 | 0.4 | 0.4 | 0.5 | 0.5 | 1.1 | 1.5 | 1.4 | 1.6 | 2.0 | 2.7 | 3.1 | 1.2 | 3.1 |
| AV | 3.0 | [ ] | [ ] | 2.5 | 2.2 | 2.2 | 2.5 | 2.8 | 2.4 | 1.5 | 1.1 | 0.7 | 0.5 | 0.4 | 0.4 | 0.3 | 0.3 | 0.3 | 0.4 | 0.6 | 1.0 | 1.4 | 2.1 | 2.7 | 1.4 | |
| SD | 2.2 | [ ] | [ ] | 2.2 | 2.1 | 1.9 | 1.6 | 1.8 | 1.6 | 1.1 | 1.0 | 0.8 | 0.6 | 0.5 | 0.5 | 0.5 | 0.5 | 0.4 | 0.5 | 0.6 | 1.0 | 1.3 | 1.6 | 2.0 | | |
| PK | 7.7 | [ ] | [ ] | 10.6 | 9.9 | 8.3 | 6.7 | 7.2 | 5.8 | 4.6 | 4.5 | 3.7 | 3.0 | 2.7 | 2.3 | 2.4 | 1.9 | 1.8 | 1.9 | 2.1 | 3.4 | 4.2 | 5.0 | 7.6 | | 10.6 |

GU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SULFUR DIOXIDE [42401]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1.5 | [ZS] | [ZS] | 3.4 | 2.5 | 2.6 | 1.7 | 3.2 | 2.8 | 1.1 | 0.0 | 0.0 | 0.0 | 6.2 | 2.9 | 3.4 | 0.2 | 1.6 | 0.9 | 1.8 | 1.7 | 1.8 | 3.4 | 3.9 | 2.1 | 6.2 |
| 2 | 2.9 | [ZS] | [ZS] | 1.0 | 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 | 1.7 | 2.7 | 2.3 | 0.0 | 1.1 | 2.4 | 1.1 | 0.7 | 2.9 |
| 3 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 1.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 3.4 | 1.8 | 1.9 | 1.4 | 0.7 | 0.5 | 3.6 | 7.3 | 4.8 | 1.3 | 1.2 | 1.5 | 7.3 |
| 4 | 1.4 | [ZS] | [ZS] | 1.4 | 2.2 | 2.4 | 3.2 | 3.4 | 9.3 | 6.0 | 5.1 | 7.9 | 3.4 | 2.5 | 1.4 | 2.6 | 2.3 | 0.3 | 0.3 | 1.8 | 1.4 | 1.3 | 4.4 | 5.6 | 3.2 | 9.3 |
| 5 | 2.4 | [ZS] | [ZS] | 5.1 | 4.2 | 7.4 | 7.4 | 6.6 | 6.9 | 7.6 | 8.0 | 10.3 | 0.9 | 0.0 | 0.0 | 0.9 | 0.5 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 | 0.0 | 0.0 | 3.1 | 10.3 |
| 6 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | [SC] | [SC] | 4.3 | 9.0 | 10.2 | 9.3 | 5.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 10.2 |
| 7 | 0.0 | [ZS] | [ZS] | 0.0 | 0.3 | 0.6 | 0.0 | 1.6 | 0.3 | 0.0 | 0.0 | 1.3 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1.6 |
| 8 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | [SC] | [SC] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 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 | 0.0 | 0.1 | 0.8 |
| 12 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| 13 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | [SC] | [SC] | 0.0 | 0.0 | 0.9 | 0.7 | 0.6 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.9 |
| 15 | 0.4 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 1.2 | 0.0 | 0.0 | 0.2 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 1.2 |
| 16 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 1.0 |
| 17 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.8 | 0.3 | 0.1 | 1.1 |
| 18 | 0.4 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | [SC] | [SC] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.5 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.5 |
| 19 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 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 | 0.0 | 0.0 | 0.3 |
| 20 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.5 | 0.0 | 2.6 | 1.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.3 | 2.6 |
| 21 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 1.6 | 2.5 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 2.7 | 2.1 | 0.6 | 0.8 | 0.7 | 0.7 | 2.7 |
| 22 | 0.5 | [ZS] | [ZS] | 0.6 | 0.3 | 0.3 | 0.4 | [SC] | [SC] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 4.1 | 1.8 | 2.9 | 1.6 | 2.1 | 0.0 | 0.0 | 1.6 | 1.6 | 1.0 | 4.1 |
| 23 | 2.2 | [ZS] | [ZS] | 0.6 | 0.0 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.8 | 0.8 | 0.7 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 2.2 |
| 24 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.7 | 1.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 1.0 |
| 25 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 1.1 | 1.9 | 1.9 | 1.2 | 1.6 | 7.5 | 7.2 | 3.5 | 3.8 | 13.5 | 7.4 | 5.9 | 1.9 | 4.3 | 0.7 | 2.9 | 13.5 |
| 26 | 1.2 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.0 | [CA] | [CA] | [CA] | 4.0 | 3.9 | 4.7 | 5.6 | 3.7 | 4.5 | 6.5 | 3.8 | 2.7 | 2.2 | 2.0 | 2.8 | 2.3 | 2.1 | 2.7 | 6.5 |
| 27 | 2.0 | [ZS] | [ZS] | 3.3 | 3.2 | 3.1 | 3.2 | 3.3 | 2.6 | 2.4 | 2.6 | 3.2 | 4.0 | 4.0 | 4.6 | 4.7 | 4.2 | 3.9 | 3.7 | 3.5 | 2.7 | 2.6 | 3.3 | 4.3 | 3.4 | 4.7 |
| 28 | 5.7 | [ZS] | [ZS] | 4.4 | 4.0 | 3.9 | 4.2 | 4.3 | 4.2 | 2.8 | 4.1 | 5.5 | 6.5 | 6.5 | 7.4 | 7.7 | 7.7 | 5.5 | 5.1 | 5.3 | 3.8 | 3.5 | 4.3 | 4.8 | 5.1 | 7.7 |
| 29 | 4.4 | [ZS] | [ZS] | 5.8 | 5.4 | 4.4 | 4.3 | 4.6 | 4.1 | 3.7 | 4.3 | 4.0 | 3.8 | 4.6 | 4.8 | 5.1 | 3.4 | 2.5 | 2.6 | 2.8 | 4.1 | 3.9 | 4.5 | 4.1 | 4.1 | 5.8 |
| 30 | 3.3 | [ZS] | [ZS] | 3.2 | 2.5 | 2.3 | 2.5 | 2.6 | 2.2 | 2.0 | 1.7 | 1.7 | 1.9 | 2.4 | 1.6 | 1.7 | 1.3 | 1.5 | 2.0 | 1.7 | 2.0 | 1.9 | 2.5 | 2.8 | 2.2 | 3.3 |
| AV | 0.9 | [ ] | [ ] | 1.0 | 0.8 | 0.9 | 0.9 | 1.3 | 1.4 | 1.1 | 1.4 | 1.8 | 1.5 | 1.6 | 1.5 | 1.5 | 1.2 | 1.0 | 1.3 | 1.3 | 1.2 | 0.9 | 1.2 | 1.1 | 1.2 | |
| SD | 1.5 | [ ] | [ ] | 1.7 | 1.6 | 1.8 | 1.8 | 1.9 | 2.4 | 2.0 | 2.5 | 3.0 | 2.3 | 2.2 | 2.2 | 2.3 | 2.0 | 1.5 | 2.7 | 1.9 | 1.9 | 1.4 | 1.6 | 1.7 | | |
| PK | 5.7 | [ ] | [ ] | 5.8 | 5.4 | 7.4 | 7.4 | 6.6 | 9.3 | 7.6 | 9.0 | 10.3 | 9.3 | 6.5 | 7.5 | 7.7 | 7.7 | 5.5 | 13.5 | 7.4 | 7.3 | 4.8 | 4.5 | 5.6 | | 13.5 |

OUOOO [Program: EDMS_MONTHSUM Version: LC:15-OCT-93]

NITRIC OXIDE [42601]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 337 | [ZS] | [ZS] | 551 | 497 | 429 | 321 | 393 | 148 | 103 | 30 | 14 | 25 | 58 | 37 | 38 | 20 | 4 | 10 | 46 | 124 | 147 | 204 | 306 | 175 | 551 |
| 2 | 369 | [ZS] | [ZS] | 232 | 232 | 155 | 132 | 132 | 79 | 29 | 15 | 6 | 10 | 24 | 32 | 24 | 48 | 59 | 36 | 14 | 94 | 147 | 239 | 191 | 104 | 369 |
| 3 | 86 | [ZS] | [ZS] | 45 | 48 | 73 | 161 | 151 | 113 | 64 | 27 | 29 | 22 | 27 | 31 | 28 | 8 | 4 | 1 | 14 | 25 | 91 | 140 | 180 | 82 | 180 |
| 4 | 206 | [ZS] | [ZS] | 312 | 373 | 417 | 426 | 398 | 328 | 142 | 105 | 33 | 23 | 35 | 8 | 5 | 2 | 4 | 8 | 4 | 4 | 2 | 0 | 6 | 129 | 426 |
| 5 | 8 | [ZS] | [ZS] | 7 | 4 | 6 | 15 | 26 | 25 | 31 | 31 | 10 | 6 | 6 | 4 | 2 | 2 | 0 | 8 | 5 | 3 | 1 | 0 | 0 | 9 | 31 |
| 6 | 43 | [ZS] | [ZS] | 47 | 80 | 128 | 133 | [SC] | [SC] | 66 | 28 | 25 | 20 | 6 | 4 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | 31 | 133 |
| 7 | 64 | [ZS] | [ZS] | 19 | 17 | 11 | 31 | 24 | 15 | 8 | 7 | 11 | 9 | 7 | 3 | 5 | 13 | 0 | 3 | 5 | 6 | 9 | 18 | 29 | 14 | 64 |
| 8 | 68 | [ZS] | [ZS] | 117 | 136 | 158 | 151 | 132 | 60 | 15 | 8 | 8 | 6 | 2 | 4 | 18 | 3 | 1 | 0 | 6 | 11 | 0 | 22 | 77 | 46 | 158 |
| 9 | 140 | [ZS] | [ZS] | 125 | 108 | 94 | 80 | 76 | 54 | 21 | 5 | 4 | 3 | 1 | 10 | 11 | 18 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 35 | 140 |
| 10 | 0 | [ZS] | [ZS] | 0 | 0 | 0 | 3 | [SC] | [SC] | 5 | 8 | 8 | 3 | 11 | 16 | 8 | 6 | 8 | 5 | 8 | 14 | 58 | 39 | 73 | 14 | 73 |
| 11 | 72 | [ZS] | [ZS] | 106 | 124 | 134 | 175 | 140 | 100 | 40 | 15 | 10 | 9 | 13 | 5 | 7 | 7 | 2 | 2 | 2 | 11 | 50 | 102 | 69 | 54 | 175 |
| 12 | 86 | [ZS] | [ZS] | 80 | 46 | 42 | 68 | 46 | 25 | 21 | 15 | 8 | 7 | 17 | 42 | 33 | 11 | 10 | 9 | 20 | 52 | 73 | 87 | 100 | 41 | 100 |
| 13 | 143 | [ZS] | [ZS] | 99 | 88 | 91 | 127 | 129 | 89 | 33 | 76 | 53 | 40 | 43 | 41 | 16 | 27 | 53 | 50 | 16 | 23 | 25 | 54 | 37 | 62 | 143 |
| 14 | 166 | [ZS] | [ZS] | 170 | 160 | 113 | 168 | 221 | 101 | [SC] | [SC] | 17 | 12 | 31 | 33 | 48 | 46 | 16 | 26 | 8 | 23 | 57 | 107 | 145 | 83 | 221 |
| 15 | 226 | [ZS] | [ZS] | 152 | 89 | 104 | 107 | 104 | 103 | 68 | 27 | 9 | 3 | 2 | 5 | 3 | 10 | 8 | 9 | 1 | 15 | 49 | 92 | 108 | 58 | 226 |
| 16 | 134 | [ZS] | [ZS] | 146 | 130 | 122 | 113 | 87 | 46 | 32 | 11 | 11 | 9 | 3 | 10 | 20 | 17 | 31 | 2 | 6 | 3 | 11 | 40 | 154 | 52 | 154 |
| 17 | 64 | [ZS] | [ZS] | 88 | 96 | 132 | 183 | 141 | 89 | 75 | 34 | 25 | 12 | 20 | 7 | 3 | 2 | 8 | 18 | 70 | 137 | 187 | 264 | 282 | 98 | 282 |
| 18 | 253 | [ZS] | [ZS] | 87 | 136 | 67 | 98 | [SC] | [SC] | 43 | 54 | 35 | 15 | 33 | 21 | 11 | 3 | 15 | 25 | 11 | 20 | 18 | 91 | 140 | 59 | 253 |
| 19 | 175 | [ZS] | [ZS] | 154 | 165 | 192 | 230 | 236 | 195 | 67 | 24 | 15 | 24 | 6 | 7 | 13 | 20 | 6 | 6 | 11 | 7 | 11 | 17 | 24 | 73 | 236 |
| 20 | 34 | [ZS] | [ZS] | 38 | 52 | 81 | 97 | 91 | 62 | 41 | 21 | 20 | 27 | 31 | 34 | 22 | 55 | 21 | 3 | 4 | 30 | 104 | 181 | 219 | 58 | 219 |
| 21 | 224 | [ZS] | [ZS] | 137 | 103 | 159 | 203 | 197 | 193 | 76 | 50 | 31 | 32 | 31 | 24 | 9 | 18 | 5 | 14 | 87 | 146 | 127 | 155 | 205 | 101 | 224 |
| 22 | 270 | [ZS] | [ZS] | 316 | 270 | 268 | 204 | [SC] | [SC] | 52 | 45 | 32 | 22 | 14 | 16 | 31 | 22 | 45 | 75 | 89 | 48 | 158 | 266 | 347 | 130 | 347 |
| 23 | 332 | [ZS] | [ZS] | 299 | 249 | 302 | 249 | 158 | 106 | 57 | 37 | 19 | 11 | 10 | 23 | 14 | 15 | 17 | 11 | 1 | 1 | 16 | 94 | 111 | 97 | 332 |
| 24 | 159 | [ZS] | [ZS] | 87 | 95 | 135 | 168 | 177 | 187 | 154 | 107 | 59 | 38 | 34 | 12 | 12 | 7 | 5 | 6 | 21 | 58 | 48 | 165 | 161 | 86 | 187 |
| 25 | 171 | [ZS] | [ZS] | 195 | 219 | 178 | 241 | 257 | 268 | 206 | 191 | 162 | 101 | 91 | 110 | 85 | 57 | 38 | 53 | 30 | 23 | 9 | 65 | 129 | 131 | 268 |
| 26 | 174 | [ZS] | [ZS] | 173 | 165 | 205 | 116 | [CA] | [CA] | [CA] | 6 | 30 | 31 | 44 | 31 | 41 | 70 | 22 | 8 | 11 | 29 | 65 | 22 | 16 | 66 | 205 |
| 27 | 17 | [ZS] | [ZS] | 120 | 114 | 107 | 158 | 158 | 87 | 39 | 13 | 9 | 13 | 8 | 12 | 10 | 1 | 0 | 8 | 9 | 103 | 111 | 192 | 287 | 72 | 287 |
| 28 | 257 | [ZS] | [ZS] | 166 | 149 | 137 | 179 | 180 | 181 | 65 | 28 | 13 | 11 | 10 | 9 | 16 | 16 | 6 | 6 | 9 | 44 | 101 | 236 | 263 | 95 | 263 |
| 29 | 295 | [ZS] | [ZS] | 293 | 222 | 180 | 203 | 194 | 147 | 103 | 32 | 6 | 4 | 6 | 5 | 1 | 0 | 0 | 3 | 15 | 2 | 59 | 93 | 84 | 88 | 295 |
| 30 | 72 | [ZS] | [ZS] | 40 | 37 | 35 | 28 | 16 | 25 | 12 | 10 | 9 | 8 | 6 | 3 | 6 | 3 | 22 | 36 | 28 | 45 | 71 | 114 | 142 | 35 | 142 |
| AV | 155 | [ ] | [ ] | 147 | 140 | 142 | 152 | 154 | 113 | 59 | 37 | 24 | 18 | 21 | 20 | 18 | 18 | 14 | 15 | 18 | 37 | 60 | 103 | 130 | 72 | |
| SD | 104 | [ ] | [ ] | 117 | 108 | 103 | 90 | 97 | 78 | 47 | 40 | 29 | 19 | 20 | 21 | 18 | 19 | 16 | 18 | 24 | 42 | 54 | 84 | 98 | | |
| PK | 369 | [ ] | [ ] | 551 | 497 | 429 | 426 | 398 | 328 | 206 | 191 | 162 | 101 | 91 | 110 | 85 | 70 | 59 | 75 | 89 | 146 | 187 | 266 | 347 | | 551 |

OUOOO [Program: EDMS_MONTHSUM Version: LC:15-OCT-93]

NITROGEN DIOXIDE (42602)

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 94 | [ZS] | [ZS] | 86 | 84 | 102 | 106 | 111 | 138 | 120 | 57 | 43 | 50 | 122 | 101 | 78 | 56 | 59 | 51 | 63 | 77 | 76 | 87 | 96 | 84 | 138 |
| 2 | 73 | [ZS] | [ZS] | 54 | 49 | 54 | 43 | 47 | 51 | 46 | 44 | 29 | 27 | 51 | 58 | 58 | 70 | 82 | 84 | 75 | 72 | 74 | 73 | 70 | 58 | 84 |
| 3 | 55 | [ZS] | [ZS] | 45 | 43 | 39 | 46 | 49 | 54 | 56 | 45 | 58 | 63 | 58 | 68 | 78 | 87 | 51 | 48 | 72 | 86 | 95 | 85 | 82 | 62 | 95 |
| 4 | 81 | [ZS] | [ZS] | 87 | 77 | 77 | 76 | 85 | 114 | 108 | 123 | 90 | 53 | 40 | 32 | 38 | 43 | 30 | 31 | 52 | 41 | 38 | 30 | 35 | 63 | 123 |
| 5 | 44 | [ZS] | [ZS] | 48 | 40 | 35 | 42 | 44 | 45 | 56 | 68 | 37 | 23 | 20 | 30 | 38 | 42 | 28 | 28 | 25 | 27 | 38 | 14 | 19 | 36 | 68 |
| 6 | 45 | [ZS] | [ZS] | 48 | 54 | 50 | 59 | [SC] | [SC] | 78 | 72 | 72 | 55 | 35 | 32 | 14 | 17 | 17 | 18 | 14 | 23 | 23 | 24 | 39 | 39 | 78 |
| 7 | 42 | [ZS] | [ZS] | 39 | 37 | 39 | 47 | 41 | 34 | 33 | 35 | 36 | 22 | 16 | 15 | 18 | 18 | 13 | 15 | 24 | 22 | 35 | 39 | 40 | 30 | 47 |
| 8 | 37 | [ZS] | [ZS] | 35 | 36 | 35 | 35 | 40 | 40 | 30 | 24 | 27 | 18 | 10 | 11 | 13 | 14 | 12 | 14 | 22 | 24 | 27 | 38 | 46 | 27 | 46 |
| 9 | 45 | [ZS] | [ZS] | 44 | 41 | 37 | 36 | 37 | 45 | 40 | 23 | 22 | 18 | 14 | 21 | 15 | 17 | 22 | 14 | 12 | 11 | 9 | 11 | 10 | 25 | 45 |
| 10 | 11 | [ZS] | [ZS] | 4 | 4 | 5 | 16 | [SC] | [SC] | 24 | 28 | 24 | 15 | 32 | 36 | 25 | 29 | 31 | 27 | 35 | 35 | 42 | 45 | 41 | 25 | 45 |
| 11 | 39 | [ZS] | [ZS] | 36 | 34 | 33 | 34 | 38 | 45 | 42 | 32 | 29 | 21 | 23 | 17 | 13 | 17 | 18 | 21 | 27 | 38 | 44 | 43 | 39 | 31 | 45 |
| 12 | 38 | [ZS] | [ZS] | 37 | 34 | 32 | 33 | 35 | 32 | 31 | 24 | 16 | 10 | 14 | 25 | 25 | 21 | 26 | 32 | 45 | 48 | 47 | 45 | 44 | 32 | 48 |
| 13 | 46 | [ZS] | [ZS] | 41 | 40 | 39 | 40 | 39 | 38 | 38 | 38 | 38 | 37 | 40 | 41 | 35 | 44 | 46 | 45 | 42 | 44 | 43 | 51 | 41 | 41 | 51 |
| 14 | 37 | [ZS] | [ZS] | 32 | 31 | 30 | 30 | 39 | 41 | [SC] | [SC] | 20 | 14 | 22 | 23 | 22 | 25 | 27 | 34 | 35 | 43 | 46 | 44 | 42 | 32 | 46 |
| 15 | 44 | [ZS] | [ZS] | 34 | 28 | 31 | 28 | 30 | 37 | 40 | 34 | 24 | 12 | 12 | 14 | 9 | 17 | 34 | 37 | 25 | 38 | 40 | 41 | 40 | 29 | 44 |
| 16 | 36 | [ZS] | [ZS] | 32 | 28 | 26 | 25 | 26 | 30 | 34 | 25 | 28 | 27 | 8 | 19 | 23 | 22 | 29 | 25 | 36 | 34 | 37 | 41 | 40 | 29 | 41 |
| 17 | 38 | [ZS] | [ZS] | 33 | 31 | 33 | 35 | 36 | 39 | 48 | 42 | 43 | 26 | 25 | 14 | 12 | 18 | 30 | 41 | 46 | 47 | 50 | 52 | 52 | 36 | 52 |
| 18 | 50 | [ZS] | [ZS] | 39 | 38 | 36 | 36 | [SC] | [SC] | 39 | 50 | 50 | 38 | 51 | 42 | 33 | 29 | 43 | 44 | 48 | 43 | 54 | 56 | 57 | 44 | 57 |
| 19 | 59 | [ZS] | [ZS] | 54 | 53 | 54 | 54 | 53 | 66 | 61 | 47 | 31 | 33 | 17 | 18 | 20 | 24 | 14 | 16 | 25 | 25 | 28 | 31 | 32 | 37 | 66 |
| 20 | 32 | [ZS] | [ZS] | 30 | 33 | 33 | 30 | 30 | 31 | 35 | 32 | 34 | 32 | 29 | 29 | 25 | 37 | 26 | 20 | 24 | 36 | 42 | 43 | 44 | 32 | 44 |
| 21 | 47 | [ZS] | [ZS] | 40 | 36 | 37 | 39 | 41 | 51 | 47 | 51 | 46 | 43 | 43 | 41 | 29 | 25 | 29 | 39 | 48 | 48 | 44 | 46 | 46 | 42 | 51 |
| 22 | 50 | [ZS] | [ZS] | 47 | 54 | 52 | 46 | [SC] | [SC] | 38 | 43 | 38 | 36 | 35 | 51 | 56 | 75 | 78 | 77 | 77 | 62 | 59 | 63 | 64 | 55 | 78 |
| 23 | 65 | [ZS] | [ZS] | 52 | 44 | 45 | 43 | 39 | 42 | 49 | 53 | 49 | 43 | 34 | 54 | 39 | 30 | 28 | 26 | 16 | 16 | 25 | 40 | 43 | 40 | 65 |
| 24 | 49 | [ZS] | [ZS] | 46 | 44 | 43 | 41 | 43 | 49 | 56 | 71 | 72 | 62 | 48 | 21 | 21 | 21 | 22 | 24 | 37 | 37 | 34 | 36 | 37 | 41 | 72 |
| 25 | 37 | [ZS] | [ZS] | 48 | 47 | 47 | 45 | 48 | 59 | 73 | 90 | 97 | 88 | 89 | 94 | 95 | 86 | 81 | 90 | 77 | 56 | 39 | 49 | 66 | 68 | 97 |
| 26 | 72 | [ZS] | [ZS] | 59 | 56 | 57 | 34 | [CA] | [CA] | [CA] | 11 | 17 | 15 | 21 | 14 | 19 | 31 | 20 | 23 | 39 | 44 | 45 | 40 | 42 | 35 | 72 |
| 27 | 43 | [ZS] | [ZS] | 42 | 39 | 35 | 32 | 32 | 39 | 37 | 25 | 23 | 28 | 20 | 30 | 30 | 24 | 34 | 40 | 52 | 48 | 48 | 49 | 50 | 36 | 52 |
| 28 | 47 | [ZS] | [ZS] | 35 | 33 | 31 | 31 | 34 | 43 | 37 | 35 | 34 | 35 | 32 | 32 | 37 | 46 | 46 | 53 | 56 | 62 | 57 | 57 | 57 | 42 | 62 |
| 29 | 59 | [ZS] | [ZS] | 60 | 51 | 47 | 45 | 44 | 48 | 59 | 42 | 26 | 23 | 22 | 22 | 20 | 15 | 24 | 39 | 51 | 36 | 56 | 56 | 54 | 41 | 60 |
| 30 | 51 | [ZS] | [ZS] | 48 | 45 | 43 | 40 | 36 | 38 | 33 | 29 | 28 | 19 | 25 | 18 | 25 | 28 | 44 | 43 | 41 | 41 | 40 | 41 | 39 | 36 | 51 |
| AV | 49 | [ ] | [ ] | 44 | 42 | 42 | 42 | 44 | 50 | 50 | 45 | 39 | 33 | 34 | 34 | 32 | 34 | 35 | 37 | 41 | 42 | 44 | 46 | 47 | 41 | |
| SD | 16 | [ ] | [ ] | 16 | 15 | 17 | 16 | 18 | 25 | 22 | 23 | 20 | 18 | 24 | 22 | 21 | 21 | 19 | 20 | 19 | 17 | 17 | 17 | 17 | | |
| PK | 94 | [ ] | [ ] | 87 | 84 | 102 | 106 | 111 | 138 | 120 | 123 | 97 | 88 | 122 | 101 | 95 | 87 | 82 | 90 | 77 | 86 | 95 | 87 | 96 | | 138 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

OXIDES OF NITROGEN (42603)

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 431 | [ZS] | [ZS] | 637 | 581 | 532 | 427 | 504 | 286 | 224 | 87 | 57 | 75 | 181 | 138 | 116 | 76 | 64 | 61 | 112 | 202 | 224 | 292 | 402 | 259 | 637 |
| 2 | 442 | [ZS] | [ZS] | 285 | 281 | 209 | 175 | 179 | 130 | 78 | 60 | 35 | 37 | 75 | 90 | 82 | 118 | 142 | 120 | 89 | 166 | 222 | 313 | 261 | 163 | 442 |
| 3 | 141 | [ZS] | [ZS] | 90 | 91 | 112 | 207 | 201 | 167 | 121 | 73 | 67 | 85 | 85 | 99 | 104 | 96 | 55 | 49 | 86 | 110 | 187 | 225 | 262 | 124 | 262 |
| 4 | 268 | [ZS] | [ZS] | 399 | 450 | 494 | 502 | 483 | 443 | 250 | 227 | 123 | 75 | 76 | 41 | 42 | 45 | 33 | 39 | 56 | 45 | 40 | 30 | 42 | 192 | 502 |
| 5 | 52 | [ZS] | [ZS] | 54 | 44 | 41 | 57 | 70 | 70 | 67 | 99 | 47 | 29 | 26 | 34 | 40 | 44 | 28 | 36 | 30 | 30 | 40 | 14 | 19 | 45 | 99 |
| 6 | 89 | [ZS] | [ZS] | 96 | 135 | 179 | 192 | [SC] | [SC] | 144 | 101 | 97 | 75 | 41 | 36 | 14 | 21 | 20 | 18 | 14 | 23 | 23 | 24 | 70 | 70 | 192 |
| 7 | 105 | [ZS] | [ZS] | 58 | 55 | 50 | 79 | 66 | 49 | 41 | 42 | 47 | 31 | 23 | 18 | 23 | 31 | 13 | 19 | 29 | 27 | 44 | 57 | 69 | 44 | 105 |
| 8 | 105 | [ZS] | [ZS] | 152 | 172 | 193 | 187 | 172 | 100 | 45 | 31 | 35 | 25 | 12 | 15 | 31 | 17 | 14 | 14 | 28 | 35 | 28 | 61 | 123 | 72 | 193 |
| 9 | 185 | [ZS] | [ZS] | 169 | 149 | 132 | 116 | 113 | 99 | 61 | 28 | 26 | 21 | 15 | 31 | 26 | 35 | 46 | 17 | 12 | 11 | 9 | 11 | 10 | 60 | 185 |
| 10 | 11 | [ZS] | [ZS] | 4 | 4 | 5 | 20 | [SC] | [SC] | 29 | 36 | 31 | 18 | 43 | 52 | 33 | 35 | 39 | 32 | 43 | 49 | 100 | 84 | 114 | 39 | 114 |
| 11 | 111 | [ZS] | [ZS] | 142 | 159 | 168 | 209 | 177 | 145 | 82 | 47 | 39 | 29 | 35 | 22 | 21 | 24 | 20 | 23 | 29 | 49 | 94 | 145 | 108 | 85 | 209 |
| 12 | 124 | [ZS] | [ZS] | 117 | 80 | 75 | 102 | 81 | 57 | 52 | 39 | 24 | 17 | 30 | 67 | 58 | 31 | 35 | 41 | 65 | 100 | 120 | 132 | 144 | 72 | 144 |
| 13 | 189 | [ZS] | [ZS] | 141 | 127 | 131 | 167 | 168 | 127 | 71 | 114 | 91 | 78 | 83 | 83 | 51 | 71 | 100 | 95 | 58 | 68 | 68 | 105 | 78 | 103 | 189 |
| 14 | 203 | [ZS] | [ZS] | 202 | 192 | 143 | 198 | 260 | 142 | [SC] | [SC] | 37 | 25 | 53 | 55 | 70 | 71 | 42 | 59 | 43 | 65 | 103 | 151 | 187 | 115 | 260 |
| 15 | 270 | [ZS] | [ZS] | 186 | 117 | 135 | 134 | 134 | 140 | 108 | 61 | 33 | 15 | 14 | 19 | 12 | 27 | 42 | 47 | 27 | 53 | 80 | 133 | 148 | 88 | 270 |
| 16 | 170 | [ZS] | [ZS] | 178 | 158 | 148 | 137 | 113 | 76 | 66 | 37 | 39 | 37 | 11 | 29 | 43 | 39 | 60 | 26 | 42 | 37 | 48 | 81 | 194 | 80 | 194 |
| 17 | 102 | [ZS] | [ZS] | 121 | 127 | 165 | 219 | 177 | 128 | 123 | 76 | 68 | 37 | 45 | 21 | 15 | 19 | 39 | 59 | 117 | 184 | 237 | 316 | 334 | 124 | 334 |
| 18 | 304 | [ZS] | [ZS] | 126 | 175 | 103 | 134 | [SC] | [SC] | 82 | 104 | 86 | 53 | 84 | 63 | 44 | 32 | 59 | 69 | 59 | 63 | 72 | 147 | 197 | 103 | 304 |
| 19 | 235 | [ZS] | [ZS] | 208 | 218 | 246 | 284 | 289 | 261 | 128 | 71 | 47 | 57 | 23 | 24 | 33 | 43 | 18 | 22 | 36 | 31 | 39 | 48 | 56 | 110 | 289 |
| 20 | 66 | [ZS] | [ZS] | 69 | 86 | 114 | 127 | 120 | 94 | 75 | 53 | 54 | 59 | 60 | 63 | 47 | 92 | 47 | 23 | 27 | 66 | 147 | 224 | 263 | 90 | 263 |
| 21 | 271 | [ZS] | [ZS] | 177 | 140 | 196 | 242 | 239 | 244 | 124 | 101 | 77 | 75 | 74 | 65 | 39 | 43 | 34 | 53 | 136 | 193 | 171 | 201 | 251 | 143 | 271 |
| 22 | 320 | [ZS] | [ZS] | 363 | 324 | 320 | 250 | [SC] | [SC] | 90 | 89 | 70 | 57 | 48 | 68 | 87 | 97 | 123 | 152 | 166 | 110 | 217 | 329 | 411 | 185 | 411 |
| 23 | 397 | [ZS] | [ZS] | 351 | 294 | 347 | 292 | 196 | 149 | 106 | 90 | 69 | 54 | 44 | 77 | 54 | 45 | 45 | 36 | 18 | 17 | 40 | 134 | 153 | 137 | 397 |
| 24 | 208 | [ZS] | [ZS] | 133 | 139 | 178 | 209 | 220 | 236 | 210 | 178 | 132 | 100 | 82 | 33 | 33 | 28 | 26 | 30 | 58 | 95 | 81 | 202 | 198 | 128 | 236 |
| 25 | 208 | [ZS] | [ZS] | 243 | 266 | 225 | 287 | 305 | 327 | 278 | 282 | 260 | 189 | 191 | 205 | 181 | 143 | 119 | 143 | 107 | 79 | 49 | 114 | 195 | 199 | 327 |
| 26 | 246 | [ZS] | [ZS] | 232 | 222 | 262 | 151 | [CA] | [CA] | [CA] | 17 | 48 | 46 | 64 | 45 | 60 | 101 | 41 | 32 | 50 | 73 | 110 | 62 | 57 | 101 | 262 |
| 27 | 60 | [ZS] | [ZS] | 161 | 153 | 142 | 190 | 190 | 126 | 77 | 37 | 33 | 41 | 28 | 42 | 40 | 25 | 35 | 48 | 61 | 151 | 161 | 241 | 337 | 108 | 337 |
| 28 | 304 | [ZS] | [ZS] | 201 | 193 | 169 | 211 | 214 | 223 | 102 | 63 | 48 | 46 | 43 | 41 | 53 | 62 | 52 | 59 | 66 | 107 | 158 | 294 | 319 | 137 | 319 |
| 29 | 354 | [ZS] | [ZS] | 353 | 273 | 227 | 248 | 239 | 194 | 163 | 74 | 32 | 28 | 28 | 27 | 21 | 16 | 25 | 41 | 66 | 38 | 115 | 149 | 138 | 129 | 354 |
| 30 | 123 | [ZS] | [ZS] | 88 | 82 | 78 | 68 | 52 | 63 | 45 | 40 | 37 | 26 | 31 | 21 | 31 | 31 | 66 | 79 | 69 | 86 | 111 | 156 | 182 | 71 | 182 |
| AV | 204 | [ ] | [ ] | 191 | 182 | 184 | 194 | 198 | 163 | 109 | 81 | 64 | 51 | 55 | 54 | 50 | 52 | 49 | 51 | 60 | 79 | 104 | 149 | 177 | 113 | |
| SD | 116 | [ ] | [ ] | 129 | 120 | 117 | 101 | 112 | 95 | 64 | 59 | 46 | 35 | 41 | 40 | 35 | 33 | 32 | 35 | 37 | 54 | 67 | 96 | 110 | | |
| PK | 442 | [ ] | [ ] | 637 | 581 | 532 | 502 | 504 | 443 | 278 | 282 | 260 | 189 | 191 | 205 | 181 | 143 | 142 | 152 | 166 | 202 | 237 | 329 | 411 | | 637 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND SPEED [61101]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.9 | 0.5 | 0.4 | 0.5 | 0.8 | 1.3 | 0.9 | 0.7 | 0.8 | 1.1 | 1.1 | 1.5 | 2.7 | 5.1 | 5.1 | 4.8 | 3.7 | 2.8 | 2.4 | 1.2 | 1.8 | 1.5 | 1.0 | 0.8 | 1.8 | 5.1 |
| 2 | 1.0 | 0.6 | 1.4 | 1.4 | 1.1 | 0.7 | 0.9 | 1.1 | 1.2 | 1.8 | 1.7 | 1.3 | 2.5 | 5.2 | 4.9 | 4.5 | 4.5 | 4.2 | 3.8 | 2.7 | 1.7 | 2.2 | 1.7 | 1.3 | 2.2 | 5.2 |
| 3 | 1.7 | 1.9 | 2.0 | 2.4 | 1.2 | 1.0 | 0.9 | 1.5 | 2.5 | 3.1 | 2.3 | 2.1 | 4.6 | 4.5 | 4.0 | 3.4 | 2.5 | 3.4 | 3.1 | 2.6 | 2.3 | 1.1 | 0.9 | 1.1 | 2.3 | 4.6 |
| 4 | 0.8 | 0.6 | 0.3 | 0.3 | 0.7 | 0.4 | 0.9 | 1.5 | 1.8 | 2.0 | 1.6 | 2.8 | 5.1 | 5.6 | 4.3 | 4.0 | 3.0 | 4.2 | 3.3 | 1.6 | 1.7 | 2.1 | 1.0 | 1.6 | 2.1 | 5.6 |
| 5 | 0.7 | 0.6 | 0.7 | 1.3 | 1.8 | 1.1 | 1.3 | 1.4 | 1.2 | 1.2 | 1.4 | 4.4 | 4.2 | 4.2 | 4.1 | 3.7 | 3.5 | 4.3 | 4.9 | 3.7 | 2.8 | 1.9 | 2.9 | 1.6 | 2.5 | 4.9 |
| 6 | 1.3 | 1.4 | 0.7 | 1.4 | 1.3 | 1.8 | 2.2 | 1.2 | 0.8 | 2.1 | 1.1 | 2.7 | 4.6 | 4.6 | 4.3 | 3.6 | 5.0 | 4.3 | 3.3 | 3.1 | 1.5 | 1.6 | 1.5 | 0.9 | 2.3 | 5.0 |
| 7 | 1.1 | 1.5 | 1.1 | 1.0 | 1.0 | 1.2 | 1.5 | 1.9 | 2.0 | 2.3 | 1.6 | 2.7 | 4.1 | 5.2 | 5.8 | 4.9 | 5.2 | 4.5 | 3.9 | 3.7 | 3.3 | 2.6 | 2.2 | 1.4 | 2.7 | 5.8 |
| 8 | 1.0 | 0.9 | 1.1 | 1.1 | 0.8 | 0.7 | 0.6 | 1.4 | 1.6 | 1.4 | 1.7 | 2.7 | 4.4 | 5.9 | 5.6 | 5.4 | 4.9 | 4.5 | 4.0 | 3.9 | 3.6 | 1.8 | 0.9 | 1.1 | 2.5 | 5.9 |
| 9 | 0.7 | 0.9 | 1.9 | 1.1 | 0.9 | 1.2 | 1.3 | 1.5 | 2.0 | 1.6 | 1.2 | 2.7 | 4.5 | 4.4 | 5.9 | 5.7 | 5.0 | 6.1 | 4.8 | 3.6 | 3.7 | 3.5 | 2.1 | 1.4 | 2.9 | 6.1 |
| 10 | 1.3 | 1.0 | 0.7 | 1.7 | 2.1 | 3.0 | 2.1 | 2.5 | 2.7 | 1.8 | 2.0 | 3.7 | 3.8 | 1.7 | 2.4 | 5.5 | 4.3 | 5.2 | 6.7 | 4.2 | 1.7 | 1.2 | 1.5 | 1.1 | 2.7 | 6.7 |
| 11 | 1.6 | 1.6 | 1.3 | 1.7 | 1.1 | 1.2 | 1.0 | 1.9 | 1.7 | 1.8 | 1.6 | 1.4 | 3.2 | 3.7 | 3.8 | 4.0 | 3.8 | 2.4 | 2.5 | 1.1 | 1.1 | 1.1 | 1.3 | 1.0 | 1.9 | 4.0 |
| 12 | 1.4 | 1.7 | 1.0 | 1.5 | 2.5 | 1.8 | 0.7 | 1.5 | 1.7 | 1.5 | 2.6 | 3.9 | 5.6 | 6.9 | 7.6 | 7.7 | 6.9 | 5.9 | 4.4 | 2.2 | 1.6 | 1.4 | 1.1 | 1.5 | 3.1 | 7.7 |
| 13 | 1.7 | 1.9 | 1.7 | 1.4 | 1.5 | 1.3 | 1.9 | 2.0 | 2.3 | 2.2 | 2.9 | 3.1 | 3.4 | 3.6 | 3.3 | 2.8 | 1.6 | 2.9 | 3.1 | 2.7 | 2.2 | 2.1 | 1.5 | 0.6 | 2.2 | 3.6 |
| 14 | 1.5 | 1.2 | 1.0 | 0.9 | 1.3 | 1.3 | 0.8 | 1.1 | 1.9 | 1.3 | 1.7 | 4.5 | 6.0 | 7.0 | 8.1 | 8.7 | 7.7 | 6.2 | 4.3 | 3.5 | 2.1 | 1.3 | 0.9 | 1.3 | 3.2 | 8.7 |
| 15 | 1.2 | 1.1 | 1.6 | 1.6 | 1.7 | 2.1 | 1.6 | 1.8 | 2.6 | 2.4 | 2.6 | 2.8 | 3.4 | 4.0 | 4.4 | 3.9 | 2.3 | 1.0 | 1.6 | 1.4 | 1.1 | 1.1 | 0.5 | 0.7 | 2.0 | 4.4 |
| 16 | 1.0 | 1.2 | 0.7 | 0.4 | 1.2 | 1.1 | 1.5 | 1.8 | 2.0 | 1.6 | 1.1 | 1.5 | 3.4 | 5.2 | 5.6 | 5.6 | 5.8 | 6.6 | 4.3 | 1.9 | 2.2 | 1.7 | 0.9 | 1.2 | 2.5 | 6.6 |
| 17 | 1.5 | 1.3 | 0.9 | 0.9 | 1.5 | 1.2 | 1.2 | 1.2 | 2.1 | 1.9 | 1.0 | 2.4 | 3.5 | 4.6 | 4.4 | 3.9 | 3.4 | 3.4 | 2.2 | 1.4 | 1.7 | 1.3 | 1.5 | 1.6 | 2.1 | 4.6 |
| 18 | 1.6 | 1.6 | 1.5 | 1.1 | 0.8 | 1.8 | 1.2 | 1.7 | 2.1 | 2.7 | 2.3 | 1.9 | 1.6 | 3.8 | 4.8 | 4.8 | 4.7 | 5.2 | 5.6 | 4.2 | 3.5 | 1.3 | 1.5 | 1.5 | 2.6 | 5.6 |
| 19 | 1.9 | 1.2 | 1.0 | 1.0 | 0.9 | 0.7 | 0.8 | 1.1 | 0.7 | 1.1 | 2.5 | 4.3 | 5.0 | 4.4 | 4.7 | 5.7 | 5.5 | 5.9 | 5.0 | 2.2 | 1.1 | 1.7 | 1.2 | 1.4 | 2.5 | 5.9 |
| 20 | 1.3 | 1.5 | 1.1 | 1.1 | 1.2 | 0.9 | 1.6 | 1.6 | 1.7 | 1.2 | 0.9 | 1.5 | 3.3 | 5.4 | 4.7 | 4.5 | 6.1 | 6.2 | 4.2 | 3.1 | 2.4 | 1.7 | 1.5 | 1.1 | 2.5 | 6.2 |
| 21 | 1.4 | 1.2 | 1.1 | 1.8 | 1.2 | 1.3 | 0.6 | 0.9 | 1.1 | 1.3 | 1.1 | 3.2 | 3.9 | 2.9 | 4.4 | 4.3 | 4.0 | 3.4 | 2.3 | 1.1 | 1.5 | 1.6 | 0.9 | 1.4 | 2.0 | 4.4 |
| 22 | 1.1 | 0.9 | 0.6 | 1.1 | 1.1 | 1.4 | 1.7 | 2.3 | 1.6 | 2.7 | 2.7 | 3.0 | 2.5 | 1.5 | 3.1 | 3.8 | 3.2 | 2.2 | 0.8 | 1.0 | 0.9 | 0.7 | 1.0 | 1.2 | 1.8 | 3.8 |
| 23 | 0.9 | 1.1 | 1.1 | 0.9 | 1.1 | 0.9 | 1.3 | 1.0 | 1.5 | 1.8 | 1.6 | 1.4 | 3.8 | 4.6 | 4.4 | 5.0 | 4.6 | 5.0 | 4.6 | 4.0 | 3.5 | 2.2 | 1.6 | 1.4 | 2.5 | 5.0 |
| 24 | 1.8 | 1.4 | 1.9 | 1.4 | 1.2 | 0.6 | 0.6 | 0.6 | 1.9 | 1.2 | 1.1 | 1.2 | 2.2 | 4.5 | 4.5 | 4.3 | 3.8 | 4.3 | 3.1 | 1.1 | 1.4 | 1.1 | 1.7 | 1.7 | 2.0 | 4.5 |
| 25 | 1.0 | 1.6 | 1.9 | 1.1 | 0.9 | 0.8 | 1.1 | 1.1 | 1.4 | 1.7 | 1.1 | 0.8 | 1.2 | 1.5 | 2.5 | 2.9 | 2.0 | 3.0 | 2.8 | 2.4 | 3.3 | 2.0 | 1.3 | 1.9 | 1.7 | 3.3 |
| 26 | 1.2 | 1.1 | 1.3 | 1.8 | 1.2 | 2.5 | 3.7 | 5.7 | 8.4 | 10.9 | 8.5 | 10.2 | 11.6 | 11.5 | 10.3 | 10.4 | 8.6 | 8.5 | 5.9 | 2.4 | 1.7 | 2.0 | 2.8 | 1.6 | 5.6 | 11.6 |
| 27 | 0.7 | 1.4 | 0.6 | 0.8 | 1.4 | 1.4 | 0.8 | 0.9 | 2.4 | 2.2 | 1.4 | 1.4 | 2.5 | 3.5 | 2.7 | 2.4 | 1.5 | 1.2 | 1.4 | 0.5 | 1.3 | 0.6 | 1.1 | 0.9 | 1.5 | 3.5 |
| 28 | 0.7 | 0.6 | 0.8 | 1.1 | 0.7 | 1.0 | 1.2 | 1.4 | 2.0 | 2.6 | 1.5 | 2.1 | 2.4 | 3.1 | 3.2 | 3.9 | 3.7 | 3.0 | 2.4 | 2.0 | 1.4 | 0.7 | 0.9 | 0.8 | 1.8 | 3.9 |
| 29 | 1.6 | 1.0 | 0.9 | 1.0 | 1.4 | 2.0 | 1.8 | 2.0 | 1.6 | 2.3 | 1.9 | 1.4 | 2.3 | 2.9 | 3.6 | 2.9 | 2.9 | 2.7 | 1.9 | 1.6 | 1.8 | 1.5 | 1.8 | 1.9 | 1.9 | 3.6 |
| 30 | 1.9 | 1.5 | 1.4 | 1.3 | 1.3 | 1.2 | 1.9 | 2.8 | 3.1 | 3.0 | 4.1 | 2.7 | 2.7 | 2.7 | 1.6 | 1.9 | 2.0 | 1.3 | 1.3 | 1.6 | 1.5 | 1.2 | 0.9 | 1.2 | 1.9 | 4.1 |
| AV | 1.2 | 1.2 | 1.1 | 1.2 | 1.2 | 1.3 | 1.3 | 1.6 | 2.0 | 2.2 | 2.0 | 2.7 | 3.8 | 4.5 | 4.6 | 4.6 | 4.2 | 4.1 | 3.5 | 2.4 | 2.0 | 1.6 | 1.4 | 1.3 | 2.4 | |
| SD | 0.4 | 0.4 | 0.5 | 0.4 | 0.4 | 0.6 | 0.6 | 0.9 | 1.3 | 1.7 | 1.4 | 1.7 | 1.9 | 1.9 | 1.8 | 1.8 | 1.7 | 1.8 | 1.4 | 1.1 | 0.8 | 0.6 | 0.6 | 0.3 | | |
| PK | 1.9 | 1.9 | 2.0 | 2.4 | 2.5 | 3.0 | 3.7 | 5.7 | 8.4 | 10.9 | 8.5 | 10.2 | 11.6 | 11.5 | 10.3 | 10.4 | 8.6 | 8.5 | 6.7 | 4.2 | 3.7 | 3.5 | 2.9 | 1.9 | | 11.6 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV.. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ENE | NNE | E | E | ENE | NW | N | N | N | N | N | NW | WSW | WSW | W | W | W | W | WSW | NNW | E | NE | ENE | N | [VA] |
| 2 | E | E | ENE | ENE | E | N | ENE | ENE | ENE | E | ESE | S | WSW | W | W | W | W | W | W | WNW | E | ENE | NE | NNE | [VA] |
| 3 | NE | NNE | NE | NE | ENE | ENE | NE | ENE | NE | NE | ENE | WNW | W | WSW | W | W | WNW | W | N | W | W | NE | ENE | ENE | [VA] |
| 4 | E | ESE | SE | ENE | E | NE | ENE | ENE | E | ESE | SE | SW | W | W | WSW | WSW | WSW | W | WSW | WSW | W | SW | S | W | WSW |
| 5 | WNW | NNE | NE | ENE | NE | NE | ENE | ENE | E | SSE | S | WSW | WSW | WSW | WSW | WSW | W | W | WSW | W | W | WSW | WSW | SW | WSW |
| 6 | ENE | NE | NNE | ENE | E | ESE | ESE | NE | E | WSW | W | SW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | BSW | S | S | SSE | [VA] |
| 7 | E | ENE | NE | E | E | E | E | SE | SSE | ESE | ESE | SW | WSW | WSW | WSW | W | W | WSW | WSW | W | WSW | W | W | NW | [VA] |
| 8 | ENE | E | ENE | E | ENE | E | NE | ENE | ENE | ESE | SSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | W | WNW | ENE | E | [VA] |
| 9 | ENE | NE | NE | NE | N | NE | NE | ENE | ENE | E | ESE | SW | WSW | WSW | W | WSW | W | WSW | WSW | WSW | WSW | WSW | SW | SSW | [VA] |
| 10 | NNW | NNW | SSW | WSW | SW | SW | SSE | SE | S | SSE | SSE | SE | S | NNE | ENE | E | NNW | WNW | W | WNW | N | ENE | ENE | E | [VA] |
| 11 | ENE | ENE | E | E | ENE | ENE | ENE | ENE | ENE | E | ENE | SW | WSW | W | WSW | WSW | W | W | W | NNW | NE | NE | N | N | [VA] |
| 12 | NNE | N | SE | N | N | N | NNW | NW | NW | NW | WNW | W | WSW | WSW | W | W | W | W | W | NW | NNW | NE | NE | E | [VA] |
| 13 | E | E | E | ENE | NE | E | ESE | E | E | ENE | ENE | E | ENE | ENE | NNE | NNE | NNW | WNW | NW | NW | NW | NW | NW | NW | E |
| 14 | E | ENE | E | ESE | NE | NE | NNE | NNE | ENE | ENE | WNW | W | W | W | W | W | W | W | WNW | NNW | NNW | N | NNE | ENE | [VA] |
| 15 | E | ENE | ENE | ENE | ENE | ENE | ENE | ENE | ENE | E | ESE | S | SW | SW | WSW | WSW | WSW | WSW | W | SSE | NE | NNE | NE | N | [VA] |
| 16 | NE | NE | E | N | NE | ENE | ENE | ENE | ENE | NE | SW | WSW | WSW | W | W | W | W | WNW | NW | NW | NNW | N | ENE | ENE | |
| 17 | NE | E | E | E | E | ENE | ENE | NE | NE | ENE | N | WSW | WSW | W | W | WSW | WSW | W | WNW | NE | ENE | NNE | NE | NE | NE |
| 18 | ENE | NE | NNE | NNE | NE | NE | NE | NNE | NNE | NE | ENE | ENE | NNE | WNW | W | W | W | W | W | W | W | NW | ESE | ENE | [VA] |
| 19 | ENE | ENE | ENE | ENE | ENE | ENE | NE | ENE | NE | NE | WSW | W | WSW | WSW | W | W | W | WSW | WSW | NW | NNE | ENE | ENE | E | [VA] |
| 20 | SE | ENE | NNE | ENE | ENE | NNW | N | N | N | NNW | SSE | SW | W | W | W | WSW | W | W | W | W | SW | ENE | ENE | ENE | [VA] |
| 21 | NE | E | E | ENE | E | ENE | N | NE | NE | ENE | NW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | NE | SE | ESE | E | ENE | [VA] |
| 22 | E | NNE | SSE | E | NE | ENE | ENE | NE | NE | NNE | NE | NE | ENE | ENE | SW | W | WNW | WSW | NW | WNW | N | NNE | ESE | E | NE |
| 23 | ENE | NNE | ENE | ENE | E | ESE | E | E | ENE | ENE | SE | S | WSW | WSW | W | W | W | W | WSW | WSW | W | ENE | ENE | ENE | [VA] |
| 24 | NE | NE | NE | NE | NE | NE | ENE | NNE | ENE | ENE | NNE | WNW | WNW | WSW | W | WNW | W | WSW | W | NNE | SSE | WSW | ENE | ENE | NE |
| 25 | ENE | NE | ENE | ENE | E | NNE | E | ENE | ENE | ENE | N | ESE | SSE | WSW | W | WNW | WSW | WSW | W | NW | NE | E | [VA] | | |
| 26 | SSE | ENE | ENE | E | ESE | E | ESE | ESE | SSW | WSW | SW | WSW | WSW | WSW | WSW | W | W | W | WNW | NNW | NNE | E | SSE | ESE | [VA] |
| 27 | NNE | NE | ENE | NE | NE | NE | ENE | E | ENE | E | ESE | E | WSW | WSW | WSW | WSW | SW | SW | W | NNW | N | NE | ENE | ENE | NE |
| 28 | ENE | NE | E | ENE | NNE | ENE | E | E | E | ENE | ENE | WSW | SW | WSW | W | W | W | W | WNW | WNW | NNW | NE | ENE | ENE | ENE |
| 29 | ENE | E | E | E | ENE | ENE | ENE | NE | ENE | ENE | E | SSE | WSW | WSW | WSW | SW | SW | SSW | SSW | SW | SSW | E | E | E | E |
| 30 | E | ESE | ESE | E | ENE | NE | ENE | ESE | ESE | E | E | SE | ESE | E | N | N | N | NNW | ENE | NE | NE | ENE | ENE | ENE | ENE |
| PV | ENE | NE | E | ENE | ENE | ENE | ENE | ENE | ENE | ENE | [VA] | SW | WSW | WSW | W | W | W | W | W | WSW | [VA] | NE | ENE | ENE | |

OU004 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 71 | 17 | 84 | 86 | 75 | 318 | 5 | 359 | 2 | 1 | 355 | 321 | 250 | 254 | 264 | 267 | 265 | 269 | 257 | 327 | 80 | 61 | 68 | 8 | [VA] |
| 2 | 96 | 91 | 68 | 63 | 83 | 10 | 74 | 76 | 72 | 80 | 114 | 190 | 237 | 263 | 274 | 264 | 262 | 267 | 270 | 287 | 82 | 59 | 47 | 14 | [VA] |
| 3 | 39 | 20 | 42 | 48 | 58 | 59 | 97 | 28 | 38 | 46 | 64 | 290 | 262 | 255 | 265 | 274 | 290 | 267 | 259 | 264 | 274 | 52 | 70 | 70 | [VA] |
| 4 | 88 | 103 | 142 | 60 | 90 | 51 | 67 | 78 | 83 | 104 | 145 | 217 | 262 | 264 | 256 | 255 | 250 | 259 | 258 | 247 | 260 | 235 | 185 | 266 | 12 |
| 5 | 346 | 18 | 34 | 62 | 49 | 46 | 74 | 65 | 86 | 165 | 181 | 256 | 256 | 255 | 258 | 257 | 262 | 262 | 257 | 266 | 259 | 243 | 245 | 228 | 12 |
| 6 | 64 | 44 | 30 | 74 | 99 | 118 | 103 | 50 | 100 | 240 | 281 | 219 | 258 | 252 | 254 | 249 | 247 | 251 | 256 | 243 | 196 | 185 | 184 | 150 | [VA] |
| 7 | 95 | 59 | 55 | 99 | 96 | 80 | 96 | 125 | 160 | 102 | 119 | 227 | 253 | 256 | 256 | 259 | 261 | 250 | 254 | 267 | 254 | 269 | 269 | 319 | [VA] |
| 8 | 63 | 100 | 61 | 91 | 76 | 81 | 40 | 58 | 64 | 114 | 193 | 248 | 252 | 251 | 256 | 255 | 253 | 250 | 252 | 253 | 259 | 297 | 60 | 100 | [VA] |
| 9 | 57 | 47 | 51 | 48 | 10 | 49 | 55 | 67 | 66 | 79 | 102 | 231 | 255 | 252 | 259 | 256 | 260 | 257 | 251 | 245 | 247 | 247 | 226 | 211 | [VA] |
| 10 | 329 | 333 | 195 | 240 | 218 | 231 | 147 | 131 | 186 | 153 | 157 | 141 | 178 | 22 | 71 | 95 | 344 | 291 | 279 | 292 | 358 | 57 | 73 | 80 | [VA] |
| 11 | 67 | 68 | 92 | 94 | 58 | 76 | 78 | 57 | 70 | 80 | 72 | 220 | 246 | 259 | 257 | 258 | 261 | 275 | 261 | 335 | 43 | 53 | 10 | 7 | [VA] |
| 12 | 23 | 3 | 126 | 350 | 353 | 3 | 342 | 321 | 321 | 306 | 286 | 279 | 251 | 258 | 268 | 274 | 278 | 270 | 278 | 307 | 341 | 345 | 27 | 81 | [VA] |
| 13 | 88 | 86 | 85 | 61 | 46 | 87 | 119 | 98 | 91 | 74 | 71 | 79 | 67 | 59 | 28 | 21 | 330 | 283 | 319 | 313 | 307 | 308 | 327 | 313 | 5 |
| 14 | 81 | 77 | 100 | 112 | 56 | 43 | 14 | 31 | 58 | 69 | 301 | 263 | 266 | 270 | 269 | 264 | 264 | 271 | 283 | 295 | 328 | 0 | 17 | 70 | [VA] |
| 15 | 83 | 77 | 59 | 63 | 75 | 57 | 71 | 69 | 70 | 84 | 115 | 177 | 222 | 215 | 250 | 258 | 246 | 239 | 276 | 157 | 50 | 32 | 34 | 354 | [VA] |
| 16 | 39 | 39 | 84 | 8 | 51 | 72 | 70 | 57 | 60 | 75 | 53 | 231 | 250 | 254 | 265 | 264 | 269 | 269 | 288 | 315 | 305 | 342 | 11 | 66 | 4 |
| 17 | 46 | 84 | 85 | 88 | 83 | 69 | 64 | 44 | 39 | 57 | 356 | 243 | 251 | 263 | 266 | 256 | 256 | 263 | 286 | 36 | 65 | 31 | 47 | 50 | 3 |
| 18 | 57 | 51 | 32 | 33 | 40 | 38 | 38 | 33 | 21 | 35 | 66 | 72 | 20 | 283 | 272 | 264 | 259 | 261 | 264 | 278 | 275 | 304 | 115 | 77 | [VA] |
| 19 | 60 | 65 | 58 | 58 | 78 | 77 | 38 | 58 | 52 | 38 | 245 | 264 | 256 | 253 | 263 | 267 | 267 | 258 | 256 | 313 | 24 | 57 | 71 | 86 | [VA] |
| 20 | 134 | 60 | 18 | 78 | 57 | 345 | 359 | 9 | 360 | 339 | 163 | 215 | 271 | 266 | 263 | 257 | 264 | 265 | 261 | 263 | 235 | 57 | 64 | 70 | [VA] |
| 21 | 45 | 88 | 101 | 69 | 88 | 76 | 1 | 44 | 51 | 59 | 324 | 248 | 256 | 249 | 257 | 255 | 251 | 249 | 238 | 45 | 136 | 108 | 90 | 62 | [VA] |
| 22 | 79 | 13 | 164 | 82 | 36 | 73 | 64 | 37 | 34 | 22 | 38 | 51 | 71 | 71 | 218 | 262 | 286 | 254 | 310 | 301 | 0 | 22 | 120 | 91 | 3 |
| 23 | 70 | 32 | 64 | 73 | 82 | 104 | 85 | 90 | 57 | 75 | 135 | 174 | 253 | 256 | 262 | 264 | 259 | 269 | 269 | 253 | 251 | 270 | 67 | 75 | [VA] |
| 24 | 53 | 46 | 42 | 40 | 43 | 42 | 73 | 22 | 75 | 77 | 27 | 302 | 284 | 257 | 260 | 284 | 276 | 257 | 261 | 32 | 165 | 241 | 58 | 77 | 2 |
| 25 | 73 | 45 | 59 | 68 | 87 | 33 | 82 | 69 | 66 | 65 | 66 | 5 | 120 | 154 | 258 | 274 | 293 | 249 | 252 | 243 | 264 | 258 | 51 | 93 | [VA] |
| 26 | 168 | 61 | 58 | 87 | 115 | 96 | 105 | 115 | 200 | 248 | 236 | 237 | 254 | 258 | 255 | 260 | 265 | 259 | 284 | 337 | 19 | 101 | 159 | 106 | [VA] |
| 27 | 27 | 38 | 70 | 56 | 50 | 34 | 61 | 89 | 65 | 80 | 105 | 100 | 237 | 256 | 255 | 251 | 227 | 222 | 281 | 343 | 6 | 54 | 63 | 75 | 3 |
| 28 | 70 | 35 | 87 | 63 | 23 | 77 | 91 | 82 | 80 | 78 | 76 | 239 | 231 | 250 | 262 | 261 | 268 | 266 | 282 | 296 | 339 | 40 | 73 | 78 | 4 |
| 29 | 63 | 94 | 90 | 88 | 62 | 62 | 72 | 54 | 71 | 75 | 97 | 159 | 237 | 251 | 251 | 231 | 217 | 209 | 212 | 218 | 210 | 90 | 80 | 90 | 5 |
| 30 | 93 | 110 | 108 | 94 | 61 | 34 | 76 | 111 | 113 | 89 | 94 | 136 | 122 | 100 | 10 | 359 | 6 | 346 | 65 | 39 | 49 | 64 | 76 | 72 | 4 |
| AV | 4 | 3 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | [VA] | 11 | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 12 | [VA] | 3 | 4 | 4 | |

OU001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT SPEED [61103]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.8 | 0.4 | 0.1 | 0.3 | 0.7 | 1.3 | 0.6 | 0.5 | 0.6 | 1.0 | 1.0 | 1.0 | 2.3 | 5.0 | 5.1 | 4.7 | 3.6 | 2.7 | 2.3 | 0.2 | 1.7 | 1.3 | 0.7 | 0.5 | 1.6 | 5.1 |
| 2 | 0.7 | 0.4 | 1.3 | 1.0 | 0.9 | 0.2 | 0.4 | 0.9 | 1.1 | 1.6 | 1.2 | 0.5 | 2.1 | 5.1 | 4.7 | 4.4 | 4.5 | 4.2 | 3.7 | 2.3 | 1.5 | 2.1 | 1.6 | 1.2 | 2.0 | 5.1 |
| 3 | 1.6 | 1.9 | 2.0 | 2.3 | 1.1 | 0.8 | 0.8 | 1.5 | 2.4 | 2.9 | 1.9 | 0.9 | 4.5 | 4.4 | 3.9 | 3.3 | 2.4 | 3.3 | 3.1 | 2.5 | 2.0 | 0.8 | 0.9 | 1.1 | 2.2 | 4.5 |
| 4 | 0.8 | 0.4 | 0.3 | 0.1 | 0.5 | 0.3 | 0.9 | 1.4 | 1.7 | 1.8 | 1.3 | 1.8 | 5.0 | 5.5 | 4.2 | 4.0 | 2.9 | 4.2 | 3.2 | 1.4 | 1.6 | 1.9 | 0.8 | 1.4 | 2.6 | 5.5 |
| 5 | 0.4 | 0.3 | 0.5 | 0.9 | 1.7 | 0.4 | 0.8 | 1.3 | 0.9 | 1.0 | 1.0 | 4.1 | 4.0 | 4.1 | 4.0 | 3.5 | 3.5 | 4.2 | 4.9 | 3.6 | 2.7 | 1.7 | 2.8 | 1.4 | 2.2 | 4.9 |
| 6 | 1.1 | 1.4 | 0.3 | 1.2 | 1.1 | 1.4 | 2.0 | 1.0 | 0.7 | 1.7 | 0.5 | 2.2 | 4.5 | 4.5 | 4.2 | 3.6 | 4.9 | 4.2 | 3.1 | 3.1 | 1.3 | 1.5 | 1.4 | 0.8 | 2.2 | 4.9 |
| 7 | 0.9 | 1.5 | 1.1 | 0.9 | 1.0 | 1.1 | 1.4 | 1.7 | 1.9 | 1.9 | 1.0 | 1.6 | 4.0 | 5.1 | 5.7 | 4.8 | 5.1 | 4.4 | 3.8 | 3.6 | 3.2 | 2.3 | 2.1 | 1.3 | 2.6 | 5.7 |
| 8 | 0.9 | 0.9 | 1.0 | 1.0 | 0.7 | 0.7 | 0.5 | 1.4 | 1.6 | 0.7 | 1.0 | 2.4 | 4.3 | 5.7 | 5.5 | 5.3 | 4.8 | 4.4 | 4.0 | 3.8 | 3.5 | 1.4 | 0.8 | 0.9 | 2.4 | 5.7 |
| 9 | 0.7 | 0.8 | 1.8 | 1.0 | 0.8 | 1.1 | 1.3 | 1.4 | 1.9 | 1.3 | 0.6 | 2.0 | 4.3 | 4.2 | 5.8 | 5.6 | 5.7 | 6.1 | 4.7 | 3.5 | 3.6 | 3.5 | 1.9 | 1.1 | 2.7 | 6.1 |
| 10 | 1.2 | 0.8 | 0.7 | 1.7 | 2.0 | 2.8 | 1.7 | 2.2 | 2.5 | 1.4 | 1.8 | 3.6 | 3.5 | 1.5 | 1.7 | 5.0 | 2.9 | 4.7 | 5.6 | 4.0 | 1.4 | 0.8 | 0.7 | 1.1 | 2.3 | 6.6 |
| 11 | 1.3 | 1.6 | 1.2 | 1.6 | 1.0 | 1.0 | 0.9 | 1.8 | 1.6 | 1.7 | 1.3 | 1.0 | 3.0 | 3.6 | 3.7 | 3.9 | 3.6 | 2.2 | 2.4 | 0.6 | 0.1 | 0.7 | 1.2 | 1.0 | 1.8 | 3.9 |
| 12 | 1.4 | 1.5 | 0.4 | 1.4 | 2.4 | 1.7 | 0.6 | 1.2 | 1.4 | 1.3 | 2.4 | 3.6 | 5.4 | 6.8 | 7.5 | 7.6 | 6.9 | 5.8 | 4.3 | 2.0 | 1.6 | 1.4 | 0.7 | 1.5 | 3.0 | 7.6 |
| 13 | 1.7 | 1.8 | 1.6 | 1.2 | 1.3 | 0.9 | 1.9 | 1.9 | 2.2 | 2.1 | 2.8 | 3.1 | 3.3 | 3.5 | 2.9 | 2.5 | 1.3 | 2.8 | 2.7 | 2.6 | 2.1 | 1.7 | 1.4 | 0.1 | 2.1 | 3.5 |
| 14 | 1.5 | 1.1 | 0.8 | 0.9 | 1.2 | 1.3 | 0.6 | 0.8 | 1.8 | 1.0 | 1.0 | 4.3 | 5.8 | 6.8 | 8.0 | 8.7 | 7.7 | 6.1 | 4.2 | 3.4 | 1.9 | 0.9 | 0.8 | 1.2 | 3.0 | 8.7 |
| 15 | 1.1 | 1.0 | 1.6 | 1.5 | 1.7 | 2.0 | 1.6 | 1.7 | 2.5 | 2.3 | 2.4 | 2.1 | 3.2 | 3.8 | 4.0 | 3.8 | 2.1 | 0.7 | 1.0 | 0.5 | 0.9 | 1.0 | 0.4 | 0.7 | 1.8 | 4.0 |
| 16 | 0.9 | 1.1 | 0.5 | 0.1 | 1.1 | 1.0 | 1.4 | 1.8 | 1.9 | 1.5 | 0.8 | 0.7 | 3.3 | 5.1 | 5.5 | 5.6 | 5.7 | 6.5 | 4.2 | 1.8 | 2.0 | 1.6 | 0.7 | 1.2 | 2.3 | 6.5 |
| 17 | 1.4 | 1.1 | 0.9 | 0.9 | 1.4 | 1.2 | 1.2 | 1.0 | 2.0 | 1.6 | 0.5 | 1.7 | 3.4 | 4.5 | 4.2 | 3.9 | 3.4 | 3.3 | 2.0 | 0.9 | 1.5 | 1.0 | 1.5 | 1.5 | 1.9 | 4.5 |
| 18 | 1.6 | 1.5 | 1.5 | 1.0 | 0.7 | 1.8 | 0.9 | 1.6 | 2.0 | 2.5 | 2.0 | 1.6 | 0.6 | 3.0 | 4.7 | 4.6 | 4.6 | 5.1 | 5.5 | 4.1 | 3.4 | 0.9 | 1.4 | 1.3 | 2.4 | 5.5 |
| 19 | 1.8 | 1.1 | 0.9 | 0.9 | 0.9 | 0.5 | 0.6 | 1.0 | 0.5 | 0.6 | 1.9 | 4.2 | 4.9 | 4.2 | 4.6 | 5.5 | 5.4 | 5.8 | 5.0 | 1.7 | 1.0 | 1.7 | 1.2 | 1.3 | 2.4 | 5.8 |
| 20 | 1.2 | 1.4 | 1.1 | 0.9 | 0.8 | 0.8 | 1.5 | 1.5 | 1.6 | 0.9 | 0.4 | 0.8 | 2.7 | 5.3 | 4.6 | 4.4 | 6.1 | 6.1 | 4.1 | 2.9 | 0.5 | 1.7 | 1.5 | 1.1 | 2.2 | 6.1 |
| 21 | 1.3 | 1.1 | 1.0 | 1.8 | 1.1 | 1.2 | 0.1 | 0.7 | 0.9 | 0.9 | 0.8 | 3.1 | 3.8 | 2.8 | 4.3 | 4.2 | 4.0 | 3.3 | 2.0 | 0.4 | 1.2 | 1.3 | 0.8 | 1.3 | 1.8 | 4.3 |
| 22 | 1.0 | 0.6 | 0.2 | 1.0 | 0.8 | 1.3 | 1.6 | 2.2 | 1.5 | 2.3 | 2.6 | 2.8 | 2.2 | 0.6 | 2.7 | 3.7 | 3.1 | 2.0 | 0.7 | 0.9 | 0.7 | 0.5 | 0.5 | 1.1 | 1.5 | 3.7 |
| 23 | 0.4 | 1.0 | 1.0 | 0.6 | 1.0 | 0.9 | 1.2 | 0.9 | 1.4 | 1.7 | 1.0 | 0.7 | 3.7 | 4.5 | 4.3 | 4.9 | 4.6 | 4.9 | 4.5 | 4.0 | 3.4 | 1.6 | 1.6 | 1.3 | 2.3 | 4.9 |
| 24 | 1.7 | 1.4 | 1.9 | 1.3 | 1.2 | 0.5 | 0.4 | 0.4 | 1.2 | 1.1 | 0.3 | 0.8 | 2.0 | 4.4 | 4.5 | 4.2 | 3.6 | 4.2 | 2.9 | 0.1 | 1.0 | 0.4 | 1.7 | 1.6 | 1.8 | 4.5 |
| 25 | 0.9 | 1.5 | 1.8 | 1.0 | 0.9 | 0.7 | 1.0 | 0.9 | 1.4 | 1.4 | 0.6 | 0.3 | 1.0 | 0.6 | 2.3 | 2.7 | 1.8 | 3.0 | 2.8 | 2.3 | 3.1 | 1.7 | 0.4 | 1.8 | 1.5 | 3.1 |
| 26 | 0.8 | 0.5 | 0.6 | 1.8 | 0.8 | 2.5 | 3.6 | 5.6 | 5.1 | 10.6 | 8.3 | 9.9 | 11.3 | 11.4 | 10.2 | 10.3 | 8.5 | 8.4 | 5.2 | 2.0 | 1.6 | 1.5 | 2.5 | 1.4 | 5.2 | 11.4 |
| 27 | 0.6 | 1.2 | 0.6 | 0.8 | 1.3 | 1.2 | 0.7 | 0.8 | 2.4 | 2.1 | 1.0 | 0.7 | 2.3 | 3.3 | 2.6 | 2.2 | 1.3 | 1.1 | 1.0 | 0.3 | 1.3 | 0.5 | 1.1 | 0.9 | 1.3 | 3.3 |
| 28 | 0.6 | 0.5 | 0.7 | 1.1 | 0.5 | 0.9 | 1.2 | 1.4 | 2.0 | 2.4 | 1.2 | 1.9 | 2.3 | 3.0 | 3.0 | 3.8 | 3.6 | 2.9 | 2.3 | 1.8 | 1.4 | 0.5 | 0.8 | 0.8 | 1.7 | 3.8 |
| 29 | 1.6 | 0.9 | 0.9 | 1.0 | 1.4 | 2.0 | 1.8 | 1.9 | 1.6 | 2.2 | 1.2 | 1.1 | 2.1 | 2.9 | 3.5 | 2.7 | 2.9 | 2.5 | 1.8 | 1.4 | 1.6 | 1.3 | 1.7 | 1.9 | 1.8 | 3.5 |
| 30 | 1.9 | 1.5 | 1.3 | 1.2 | 1.1 | 0.9 | 1.8 | 2.8 | 3.1 | 2.9 | 4.1 | 1.8 | 2.4 | 1.7 | 1.4 | 1.8 | 1.9 | 1.0 | 0.8 | 1.5 | 1.2 | 1.1 | 0.9 | 1.1 | 1.7 | 4.1 |
| AV | 1.1 | 1.1 | 1.0 | 1.1 | 1.1 | 1.1 | 1.2 | 1.5 | 1.8 | 1.9 | 1.6 | 2.2 | 3.6 | 4.2 | 4.4 | 4.5 | 4.1 | 4.0 | 3.3 | 2.1 | 1.8 | 1.3 | 1.2 | 1.2 | 2.2 | |
| SD | 0.4 | 0.4 | 0.5 | 0.5 | 0.4 | 0.6 | 0.7 | 0.9 | 0.9 | 1.7 | 1.5 | 1.9 | 1.9 | 2.0 | 1.8 | 1.8 | 1.8 | 1.8 | 1.5 | 1.3 | 0.9 | 0.6 | 0.6 | 0.4 | | |
| PK | 1.9 | 1.9 | 2.0 | 2.3 | 2.4 | 2.8 | 3.6 | 5.6 | 5.1 | 10.6 | 8.3 | 9.9 | 11.3 | 11.4 | 10.2 | 10.3 | 8.5 | 8.4 | 6.6 | 4.1 | 3.6 | 3.5 | 2.8 | 1.9 | | 11.4 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | E | NNE | SSE | E | E | NW | N | NNW | N | N | W | NW | WSW | WSW | W | W | W | W | WSW | W | ENE | NE | ENE | N | [VA] |
| 2 | E | E | ENE | ENE | E | NNE | E | E | ENE | E | ESE | S | WSW | W | W | W | W | W | W | W | E | ENE | WE | N | [VA] |
| 3 | NE | NNE | NE | NE | ENE | NE | NE | NNE | NE | NE | ENE | W | W | WSW | W | W | WNW | W | W | W | W | ENE | ENE | ENE | [VA] |
| 4 | E | E | SE | NE | E | NE | ENE | ENE | E | ESE | SSE | WSW | W | W | WSW | WSW | WSW | W | W | WSW | W | WSW | S | W | WSW |
| 5 | NNW | NNE | NE | ENE | NE | NE | ENE | ENE | E | SSE | S | WSW | WSW | WSW | WSW | WSW | W | W | WSW | W | W | WSW | WSW | SW | WSW |
| 6 | ENE | NE | NE | ENE | E | ESE | ESE | NE | ESE | WSW | W | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | SSW | S | S | SSE | [VA] |
| 7 | E | ENE | NE | E | E | E | E | SE | SSE | ESE | ESE | WSW | WSW | WSW | WSW | WSW | W | WSW | WSW | W | WSW | W | W | NW | [VA] |
| 8 | ENE | E | ENE | E | ENE | E | ENE | ENE | ENE | ESE | SSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | WNW | ENE | E | [VA] |
| 9 | NE | NE | NE | ENE | NNE | NE | NE | ENE | ENE | E | ESE | WSW | WSW | WSW | W | WSW | W | WSW | WSW | WSW | WSW | WSW | SW | SW | [VA] |
| 10 | NNW | NNW | SSW | WSW | SW | SW | SE | S | S | SSE | SE | S | NNE | E | E | NNW | WNW | W | WNW | N | NE | ENE | E | [VA] |
| 11 | ENE | ENE | E | E | ENE | ENE | ENE | NE | ENE | E | ENE | SW | WSW | W | WSW | W | W | W | WSW | NNW | NE | NE | N | N | [VA] |
| 12 | ENE | N | SE | N | N | NNW | NW | NW | WNW | WNW | W | WSW | WSW | W | W | W | W | W | WNW | NNW | NNW | NNE | E | [VA] |
| 13 | E | E | E | ENE | NE | ENE | ESE | E | E | ENE | ENE | ENE | ENE | ENE | NNE | NNE | NNW | W | NW | NW | NW | WNW | NNW | NW | ENE |
| 14 | E | ENE | E | ESE | NE | NE | NNE | NE | ENE | ENE | W | W | W | W | W | W | W | W | WNW | NW | N | NNE | ENE | [VA] | |
| 15 | E | ENE | ENE | ENE | ENE | ENE | ENE | ENE | ENE | E | ESE | S | SW | SW | WSW | WSW | WSW | SW | W | S | NE | NNE | NE | N | [VA] |
| 16 | NE | NE | E | ENE | NE | ENE | ENE | NE | ENE | NE | SE | SW | WSW | WSW | W | W | W | W | WNW | NW | WNW | NNW | ENE | ENE | ENE |
| 17 | NE | E | E | E | E | ENE | ENE | NE | NE | ENE | N | WSW | WSW | W | W | WSW | WSW | W | W | NE | ENE | NE | NE | NE | NE |
| 18 | NE | NE | NNE | NE | NE | NE | NE | NE | NNE | NE | ENE | ENE | NE | W | W | W | W | W | W | W | W | WNW | ESE | ENE | [VA] |
| 19 | ENE | ENE | ENE | ENE | ENE | ENE | NE | ENE | ENE | NE | WSW | W | WSW | WSW | W | W | W | WSW | WSW | WNW | NNE | NE | ENE | E | [VA] |
| 20 | E | ENE | NNE | ENE | ENE | NNW | N | N | N | NNW | SSE | SW | W | W | W | WSW | W | W | W | W | W | ENE | ENE | ENE | [VA] |
| 21 | NE | E | E | ENE | E | ENE | NE | NE | ENE | ENE | NW | WSW | WSW | WSW | WSW | WSW | WSW | WSW | ENE | SE | ESE | E | ENE | [VA] | |
| 22 | ENE | NNE | SE | E | NE | ENE | ENE | NE | NNE | NNE | NE | NE | ENE | ENE | SW | W | WNW | W | NW | WNW | NNW | N | ESE | E | ENE |
| 23 | E | NNE | ENE | ENE | E | ESE | E | E | ENE | ENE | SE | SSW | WSW | WSW | W | W | WSW | W | W | WSW | WSW | WSW | ENE | ENE | [VA] |
| 24 | NE | NE | NE | NE | NE | NE | ENE | NE | E | ENE | NE | WNW | WNW | WSW | W | WNW | W | WSW | W | W | SSE | WSW | ENE | ENE | NE |
| 25 | ENE | NE | ENE | ENE | E | NNE | E | ENE | ENE | ENE | N | SE | S | W | W | WNW | WSW | WSW | WSW | W | W | NE | E | [VA] | |
| 26 | ESE | ENE | ENE | E | E | E | ESE | ESE | SW | WSW | WSW | WSW | WSW | W | WSW | W | W | W | W | NNW | NNE | ESE | ESE | ESE | WSW |
| 27 | NE | NNE | ENE | NE | NE | NE | ENE | E | ENE | ENE | ESE | ESE | WSW | WSW | WSW | WSW | SW | SW | W | NNW | N | NE | ENE | ENE | ENE |
| 28 | ENE | NE | E | ENE | NE | ENE | E | E | E | ENE | WSW | SW | WSW | W | W | W | W | W | WNW | NNW | NE | ENE | ENE | ENE | |
| 29 | ENE | E | E | E | ENE | ENE | ENE | NE | ENE | ENE | E | SSE | WSW | WSW | WSW | SW | SW | SSW | SSW | SW | SSW | E | E | E | E |
| 30 | E | ESE | ESE | E | ENE | NE | ENE | ESE | ESE | E | E | SE | ESE | ESE | N | N | N | N | ENE | NE | NE | ENE | ENE | ENE | [VA] |
| FV | [VA] | NE | ENE | ENE | [VA] | ENE | ENE | NE | ENE | ENE | [VA] | WSW | WSW | WSW | W | W | W | W | W | W | W | [VA] | ENE | ENE | |

00004 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

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RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 79 | 16 | 159 | 80 | 80 | 319 | 2 | 335 | 359 | 358 | 353 | 322 | 247 | 284 | 264 | 267 | 265 | 268 | 258 | 277 | 77 | 43 | 71 | 3 | [VA] |
| 2 | 92 | 98 | 68 | 68 | 84 | 15 | 90 | 80 | 74 | 80 | 111 | 187 | 246 | 263 | 273 | 263 | 262 | 266 | 268 | 272 | 84 | 58 | 48 | 11 | [VA] |
| 3 | 38 | 19 | 42 | 47 | 58 | 51 | 39 | 29 | 38 | 46 | 62 | 267 | 262 | 255 | 265 | 273 | 289 | 267 | 259 | 262 | 275 | 63 | 71 | 69 | [VA] |
| 4 | 90 | 97 | 141 | 51 | 84 | 48 | 64 | 78 | 83 | 105 | 147 | 245 | 261 | 263 | 255 | 255 | 250 | 259 | 259 | 248 | 261 | 239 | 189 | 265 | 12 |
| 5 | 348 | 26 | 41 | 58 | 48 | 41 | 73 | 64 | 84 | 161 | 190 | 257 | 256 | 255 | 258 | 258 | 260 | 260 | 257 | 265 | 259 | 246 | 245 | 234 | 12 |
| 6 | 62 | 46 | 56 | 74 | 88 | 113 | 104 | 49 | 105 | 247 | 276 | 240 | 258 | 252 | 254 | 249 | 247 | 251 | 255 | 244 | 197 | 185 | 183 | 150 | [VA] |
| 7 | 88 | 60 | 55 | 96 | 97 | 82 | 95 | 126 | 161 | 104 | 119 | 240 | 253 | 256 | 256 | 258 | 261 | 249 | 254 | 267 | 254 | 261 | 256 | 316 | [VA] |
| 8 | 61 | 101 | 59 | 89 | 78 | 80 | 61 | 62 | 64 | 108 | 203 | 244 | 252 | 251 | 256 | 255 | 253 | 250 | 252 | 253 | 258 | 283 | 61 | 99 | [VA] |
| 9 | 51 | 44 | 51 | 60 | 14 | 46 | 54 | 66 | 67 | 83 | 102 | 241 | 255 | 252 | 259 | 256 | 260 | 257 | 251 | 246 | 247 | 247 | 230 | 220 | [VA] |
| 10 | 336 | 345 | 199 | 241 | 223 | 234 | 140 | 129 | 188 | 172 | 156 | 142 | 180 | 22 | 83 | 96 | 343 | 284 | 278 | 288 | 353 | 49 | 65 | 80 | [VA] |
| 11 | 70 | 69 | 91 | 92 | 62 | 72 | 78 | 56 | 70 | 80 | 75 | 220 | 249 | 259 | 256 | 259 | 261 | 274 | 258 | 338 | 36 | 53 | 10 | 8 | [VA] |
| 12 | 23 | 7 | 136 | 353 | 353 | 0 | 334 | 317 | 316 | 300 | 285 | 274 | 251 | 258 | 268 | 273 | 275 | 270 | 277 | 303 | 342 | 345 | 30 | 82 | [VA] |
| 13 | 89 | 86 | 85 | 68 | 47 | 75 | 120 | 100 | 91 | 73 | 71 | 78 | 67 | 59 | 26 | 20 | 327 | 279 | 310 | 311 | 305 | 303 | 329 | 305 | 4 |
| 14 | 80 | 77 | 97 | 114 | 53 | 42 | 32 | 53 | 58 | 74 | 276 | 263 | 266 | 269 | 269 | 264 | 284 | 271 | 281 | 294 | 325 | 0 | 17 | 69 | [VA] |
| 15 | 84 | 76 | 59 | 61 | 74 | 68 | 71 | 68 | 70 | 84 | 115 | 182 | 221 | 214 | 255 | 258 | 252 | 236 | 269 | 177 | 52 | 28 | 42 | 2 | [VA] |
| 16 | 47 | 44 | 79 | 72 | 46 | 71 | 68 | 56 | 61 | 76 | 52 | 221 | 250 | 254 | 265 | 264 | 269 | 269 | 285 | 314 | 303 | 341 | 15 | 66 | 4 |
| 17 | 48 | 79 | 84 | 68 | 82 | 69 | 64 | 49 | 40 | 61 | 358 | 247 | 251 | 263 | 266 | 256 | 256 | 264 | 280 | 50 | 72 | 38 | 47 | 49 | 3 |
| 18 | 56 | 51 | 32 | 35 | 51 | 37 | 41 | 34 | 21 | 35 | 70 | 72 | 39 | 265 | 271 | 262 | 259 | 262 | 264 | 276 | 272 | 283 | 118 | 75 | [VA] |
| 19 | 60 | 66 | 59 | 57 | 78 | 78 | 46 | 61 | 58 | 42 | 248 | 263 | 257 | 253 | 263 | 266 | 267 | 258 | 255 | 300 | 29 | 55 | 72 | 86 | [VA] |
| 20 | 135 | 60 | 19 | 70 | 73 | 346 | 357 | 10 | 358 | 336 | 162 | 218 | 267 | 265 | 263 | 257 | 264 | 265 | 261 | 265 | 259 | 57 | 63 | 69 | [VA] |
| 21 | 47 | 90 | 97 | 68 | 84 | 72 | 56 | 42 | 59 | 58 | 323 | 247 | 254 | 249 | 258 | 255 | 251 | 250 | 243 | 66 | 133 | 102 | 87 | 61 | [VA] |
| 22 | 78 | 18 | 135 | 84 | 44 | 71 | 67 | 37 | 30 | 25 | 40 | 52 | 72 | 73 | 224 | 263 | 284 | 259 | 312 | 303 | 348 | 10 | 107 | 92 | 4 |
| 23 | 81 | 25 | 58 | 73 | 82 | 103 | 85 | 82 | 59 | 76 | 133 | 193 | 253 | 256 | 263 | 264 | 258 | 269 | 269 | 254 | 251 | 255 | 68 | 75 | [VA] |
| 24 | 53 | 46 | 41 | 44 | 50 | 44 | 69 | 36 | 80 | 77 | 38 | 293 | 282 | 256 | 260 | 283 | 274 | 258 | 260 | 278 | 161 | 245 | 57 | 78 | 3 |
| 25 | 75 | 46 | 60 | 71 | 87 | 32 | 84 | 73 | 66 | 69 | 57 | 6 | 125 | 175 | 259 | 274 | 292 | 249 | 251 | 243 | 266 | 263 | 52 | 93 | [VA] |
| 26 | 158 | 70 | 62 | 85 | 98 | 97 | 106 | 116 | 219 | 250 | 237 | 238 | 254 | 259 | 255 | 260 | 264 | 259 | 277 | 334 | 17 | 117 | 163 | 111 | 12 |
| 27 | 39 | 31 | 70 | 55 | 50 | 41 | 69 | 80 | 65 | 78 | 102 | 106 | 239 | 256 | 254 | 253 | 228 | 222 | 273 | 335 | 5 | 48 | 64 | 74 | 4 |
| 28 | 72 | 49 | 84 | 61 | 50 | 74 | 90 | 83 | 79 | 79 | 77 | 245 | 234 | 250 | 262 | 261 | 268 | 265 | 280 | 292 | 339 | 38 | 72 | 78 | 4 |
| 29 | 62 | 90 | 89 | 87 | 61 | 62 | 70 | 53 | 74 | 75 | 99 | 163 | 240 | 251 | 252 | 230 | 216 | 208 | 210 | 216 | 211 | 91 | 84 | 89 | 5 |
| 30 | 94 | 111 | 109 | 94 | 70 | 42 | 77 | 111 | 112 | 89 | 95 | 133 | 116 | 103 | 8 | 359 | 6 | 352 | 73 | 38 | 54 | 63 | 71 | 73 | [VA] |
| FV | [VA] | 3 | 4 | 4 | [VA] | 4 | 4 | 3 | 4 | 4 | [VA] | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | [VA] | 4 | 4 | |

00001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA STABILITY [61191]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 2 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 3 | 3 | 5 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 3 | 6 | 5 | 5 | 4 | 6 | 6 | 6 | 2 | 3 | 2 | 1 | 1 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 5 | 4 | 6 |
| 4 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 2 | 1 | 1 | 1 | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 2 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| 6 | 6 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 4 | 6 |
| 7 | 6 | 4 | 5 | 6 | 5 | 6 | 5 | 2 | 1 | 1 | 1 | 1 | 3 | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| 8 | 6 | 5 | 6 | 5 | 6 | 6 | 6 | 1 | 2 | 1 | 1 | 1 | 3 | 3 | 4 | 3 | 4 | 5 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| 9 | 6 | 5 | 4 | 6 | 6 | 6 | 5 | 3 | 3 | 1 | 1 | 1 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| 10 | 6 | 6 | 6 | 5 | 6 | 4 | 6 | 6 | 6 | 1 | 1 | 2 | 2 | 1 | 6 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 5 | 5 | 6 |
| 11 | 6 | 5 | 6 | 6 | 6 | 6 | 6 | 3 | 3 | 2 | 1 | 1 | 2 | 3 | 3 | 3 | 4 | 5 | 5 | 6 | 6 | 6 | 5 | 5 | 4 | 6 |
| 12 | 5 | 6 | 6 | 6 | 4 | 5 | 6 | 6 | 1 | 1 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 5 | 4 | 6 | 5 | 4 | 6 |
| 13 | 4 | 5 | 4 | 6 | 6 | 6 | 5 | 6 | 5 | 3 | 3 | 4 | 3 | 4 | 2 | 1 | 6 | 4 | 5 | 4 | 6 | 6 | 6 | 6 | 5 | 6 |
| 14 | 5 | 6 | 6 | 5 | 5 | 6 | 6 | 1 | 2 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 15 | 5 | 6 | 5 | 5 | 5 | 4 | 5 | 3 | 3 | 3 | 1 | 1 | 2 | 3 | 3 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 16 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 2 | 1 | 1 | 1 | 2 | 4 | 3 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 5 | 4 | 6 |
| 17 | 6 | 6 | 6 | 6 | 5 | 5 | 5 | 1 | 3 | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 4 | 5 | 4 | 6 |
| 18 | 4 | 5 | 5 | 6 | 6 | 5 | 6 | 2 | 3 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| 19 | 4 | 6 | 6 | 5 | 5 | 6 | 6 | 1 | 1 | 1 | 1 | 3 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 20 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 2 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 5 | 6 | 4 | 6 |
| 21 | 5 | 6 | 6 | 4 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 5 | 4 | 6 |
| 22 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 1 | 1 | 2 | 2 | 1 | 1 | 2 | 3 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 4 | 6 |
| 23 | 5 | 6 | 6 | 6 | 5 | 6 | 4 | 1 | 2 | 2 | 1 | 1 | 3 | 4 | 3 | 4 | 5 | 4 | 4 | 4 | 4 | 6 | 5 | 5 | 4 | 6 |
| 24 | 5 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 5 | 4 | 6 |
| 25 | 6 | 5 | 4 | 6 | 5 | 6 | 6 | 6 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 6 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 |
| 26 | 6 | 6 | 6 | 5 | 6 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 5 | 6 |
| 27 | 6 | 6 | 6 | 6 | 4 | 5 | 6 | 1 | 4 | 2 | 1 | 1 | 1 | 2 | 2 | 2 | 6 | 6 | 6 | 6 | 5 | 6 | 5 | 5 | 4 | 6 |
| 28 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 3 | 3 | 1 | 1 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 5 | 5 | 4 | 4 | 6 |
| 29 | 4 | 6 | 4 | 4 | 5 | 4 | 4 | 4 | 2 | 3 | 1 | 1 | 1 | 4 | 3 | 2 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 5 | 4 | 6 |
| 30 | 4 | 5 | 6 | 5 | 6 | 6 | 6 | 4 | 4 | 4 | 4 | 6 | 1 | 1 | 1 | 1 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 6 |
| AV | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 2 | 2 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 5 | 5 | 5 | 6 | 6 | 6 | 4 | |
| SD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | | |
| PK | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 4 | 6 | 4 | 4 | 6 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | | 6 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE [62101]

DEGREES CENTIGRADE
LEVEL HEIGHT : 9 METERS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 20.6 | 20.1 | 19.5 | 18.8 | 18.0 | 19.0 | 19.1 | 20.7 | 24.6 | 28.8 | 32.8 | 35.0 | 36.2 | 31.5 | 30.6 | 28.8 | 27.0 | 26.2 | 25.9 | 25.5 | 25.2 | 25.3 | 25.6 | 24.8 | 25.4 | 36.2 |
| 2 | 23.5 | 22.6 | 23.4 | 22.6 | 21.2 | 22.5 | 22.2 | 23.7 | 27.5 | 30.7 | 33.1 | 35.2 | 36.7 | 32.5 | 31.4 | 30.9 | 28.9 | 27.7 | 28.8 | 27.9 | 26.7 | 25.7 | 26.1 | 26.2 | 27.4 | 36.7 |
| 3 | 27.0 | 25.6 | 25.2 | 25.3 | 24.8 | 25.2 | 24.9 | 25.5 | 27.9 | 30.5 | 32.4 | 33.1 | 31.3 | 30.0 | 29.0 | 28.5 | 27.4 | 25.6 | 25.1 | 24.9 | 25.0 | 24.5 | 23.8 | 23.3 | 26.9 | 33.1 |
| 4 | 22.6 | 22.0 | 21.5 | 20.8 | 20.1 | 19.8 | 20.2 | 21.2 | 22.7 | 24.9 | 27.0 | 27.6 | 23.7 | 21.9 | 21.9 | 22.2 | 22.3 | 21.8 | 21.9 | 21.9 | 21.8 | 21.2 | 21.1 | 21.3 | 22.2 | 27.6 |
| 5 | 20.9 | 20.8 | 20.8 | 20.4 | 20.1 | 20.1 | 20.1 | 20.0 | 20.4 | 21.3 | 22.9 | 22.7 | 22.3 | 22.1 | 22.1 | 22.2 | 21.7 | 21.4 | 21.2 | 21.3 | 21.2 | 21.3 | 21.1 | 21.0 | 21.2 | 22.9 |
| 6 | 20.5 | 19.8 | 19.7 | 19.0 | 18.7 | 18.0 | 18.9 | 18.5 | 18.4 | 19.2 | 22.1 | 23.2 | 22.5 | 22.2 | 22.5 | 22.1 | 21.6 | 21.4 | 21.3 | 21.3 | 21.2 | 20.9 | 20.7 | 20.5 | 20.6 | 23.2 |
| 7 | 20.1 | 20.0 | 20.6 | 20.6 | 20.7 | 20.8 | 20.8 | 20.8 | 21.1 | 21.9 | 22.6 | 23.1 | 22.7 | 22.1 | 21.8 | 21.7 | 21.3 | 20.9 | 20.9 | 21.1 | 20.8 | 20.7 | 20.4 | 20.3 | 21.2 | 23.1 |
| 8 | 19.6 | 19.2 | 19.0 | 17.9 | 17.8 | 17.6 | 17.7 | 18.2 | 19.6 | 20.8 | 21.9 | 22.1 | 22.4 | 21.9 | 21.4 | 21.0 | 20.6 | 20.4 | 20.4 | 20.2 | 20.2 | 20.2 | 19.7 | 19.3 | 20.0 | 22.4 |
| 9 | 18.5 | 18.1 | 17.7 | 17.2 | 16.9 | 16.8 | 16.7 | 17.0 | 18.5 | 20.3 | 21.6 | 22.4 | 22.0 | 21.7 | 21.3 | 20.7 | 20.3 | 20.1 | 19.8 | 19.7 | 19.8 | 19.8 | 19.9 | 19.9 | 19.4 | 22.4 |
| 10 | 20.0 | 19.9 | 19.9 | 19.7 | 19.6 | 19.4 | 19.5 | 19.4 | 18.7 | 18.0 | 17.5 | 16.5 | 16.8 | 17.1 | 16.8 | 17.6 | 17.0 | 17.7 | 18.6 | 18.5 | 17.9 | 16.0 | 15.5 | 15.5 | 18.1 | 20.0 |
| 11 | 15.5 | 15.7 | 15.5 | 15.3 | 15.2 | 15.2 | 15.2 | 15.7 | 16.5 | 17.7 | 18.5 | 19.1 | 19.5 | 19.3 | 19.3 | 19.2 | 19.1 | 19.0 | 19.0 | 19.1 | 19.0 | 18.8 | 18.4 | 17.9 | 17.6 | 19.5 |
| 12 | 17.5 | 17.5 | 17.3 | 17.1 | 17.1 | 17.2 | 17.6 | 18.2 | 18.7 | 19.1 | 20.1 | 21.1 | 20.9 | 21.0 | 20.9 | 20.5 | 20.2 | 20.1 | 20.4 | 20.3 | 19.4 | 19.1 | 19.0 | 18.4 | 19.1 | 21.1 |
| 13 | 17.4 | 17.1 | 17.0 | 16.8 | 16.3 | 15.8 | 15.7 | 15.4 | 14.9 | 14.5 | 14.6 | 15.0 | 15.0 | 14.9 | 15.3 | 15.3 | 17.1 | 17.7 | 17.6 | 17.0 | 17.0 | 17.1 | 17.0 | 16.3 | 16.2 | 17.7 |
| 14 | 14.5 | 13.8 | 13.7 | 13.3 | 13.1 | 13.4 | 12.8 | 13.8 | 15.5 | 16.9 | 18.6 | 19.0 | 19.5 | 20.1 | 20.5 | 20.3 | 19.7 | 19.4 | 19.4 | 19.2 | 18.6 | 18.1 | 17.7 | 16.8 | 17.0 | 20.5 |
| 15 | 15.9 | 15.5 | 15.0 | 14.6 | 14.6 | 14.3 | 14.3 | 14.8 | 15.8 | 17.5 | 19.3 | 20.3 | 20.6 | 20.5 | 20.0 | 19.2 | 18.2 | 17.9 | 17.2 | 16.6 | 16.8 | 16.6 | 16.3 | 16.0 | 17.0 | 20.6 |
| 16 | 15.7 | 15.5 | 14.7 | 14.4 | 14.3 | 13.8 | 13.4 | 14.2 | 16.1 | 17.7 | 19.2 | 20.3 | 20.8 | 20.2 | 19.7 | 19.5 | 19.5 | 19.3 | 19.5 | 19.0 | 18.4 | 17.9 | 17.4 | 16.4 | 17.4 | 20.8 |
| 17 | 16.5 | 15.3 | 14.8 | 14.2 | 13.6 | 13.5 | 13.7 | 14.9 | 16.6 | 18.1 | 20.0 | 20.9 | 20.9 | 20.2 | 20.2 | 20.0 | 19.9 | 20.0 | 20.2 | 19.6 | 18.8 | 18.2 | 17.5 | 16.8 | 17.7 | 20.9 |
| 18 | 15.9 | 15.4 | 15.6 | 15.2 | 14.6 | 15.2 | 14.9 | 15.5 | 17.6 | 19.5 | 20.7 | 22.5 | 23.7 | 23.4 | 22.2 | 21.2 | 20.5 | 20.1 | 19.8 | 20.0 | 19.8 | 19.5 | 18.8 | 17.9 | 18.7 | 23.7 |
| 19 | 16.6 | 16.3 | 16.1 | 15.6 | 15.1 | 14.8 | 14.8 | 15.3 | 17.4 | 19.4 | 20.5 | 20.5 | 20.4 | 20.7 | 20.5 | 20.3 | 20.4 | 19.8 | 19.4 | 18.8 | 19.2 | 19.7 | 19.9 | 20.6 | 18.4 | 20.7 |
| 20 | 21.3 | 21.7 | 22.4 | 23.1 | 23.9 | 25.4 | 24.7 | 20.7 | 19.6 | 20.8 | 21.3 | 21.9 | 22.1 | 21.4 | 21.2 | 20.9 | 20.7 | 20.9 | 20.6 | 20.5 | 20.6 | 20.0 | 20.0 | 19.3 | 21.5 | 25.4 |
| 21 | 18.9 | 18.1 | 17.4 | 16.7 | 16.5 | 16.4 | 16.4 | 17.1 | 19.2 | 21.7 | 23.3 | 23.3 | 22.8 | 22.7 | 22.2 | 21.6 | 21.2 | 20.9 | 21.1 | 21.2 | 20.9 | 20.6 | 20.5 | 19.7 | 20.0 | 23.3 |
| 22 | 18.8 | 18.9 | 18.1 | 16.8 | 17.3 | 17.0 | 17.1 | 19.0 | 20.5 | 22.8 | 24.6 | 26.4 | 27.5 | 28.0 | 26.9 | 25.9 | 23.4 | 22.8 | 22.4 | 22.1 | 21.2 | 20.4 | 20.1 | 19.3 | 21.6 | 28.0 |
| 23 | 18.6 | 18.3 | 17.4 | 16.5 | 15.7 | 15.4 | 15.3 | 16.1 | 18.4 | 20.7 | 22.4 | 23.9 | 23.6 | 22.6 | 21.9 | 21.2 | 20.7 | 20.4 | 20.4 | 20.1 | 20.1 | 20.2 | 19.0 | 18.2 | 19.5 | 23.9 |
| 24 | 17.6 | 17.3 | 17.0 | 16.2 | 15.9 | 15.5 | 15.5 | 16.1 | 16.9 | 18.0 | 19.6 | 20.8 | 21.0 | 20.4 | 20.1 | 20.2 | 19.9 | 19.9 | 20.1 | 20.2 | 20.0 | 20.0 | 18.6 | 18.3 | 18.5 | 21.0 |
| 25 | 17.8 | 17.7 | 17.4 | 17.2 | 16.8 | 16.9 | 16.8 | 17.0 | 18.1 | 19.3 | 20.2 | 21.3 | 22.1 | 22.4 | 21.3 | 21.0 | 20.5 | 20.0 | 20.0 | 20.0 | 19.9 | 19.9 | 19.5 | 19.0 | 19.3 | 22.4 |
| 26 | 19.1 | 18.9 | 19.0 | 18.6 | 18.2 | 17.9 | 18.3 | 19.0 | 18.4 | 17.0 | 17.8 | 18.4 | 19.2 | 18.5 | 18.2 | 18.4 | 17.5 | 17.4 | 16.5 | 15.2 | 15.1 | 14.9 | 14.5 | 13.7 | 17.5 | 19.2 |
| 27 | 13.3 | 13.3 | 13.1 | 13.0 | 12.7 | 12.6 | 12.0 | 12.2 | 13.3 | 14.8 | 16.1 | 17.2 | 17.8 | 17.8 | 17.9 | 17.9 | 17.9 | 17.7 | 17.5 | 17.0 | 16.1 | 15.9 | 15.4 | 14.5 | 15.3 | 17.9 |
| 28 | 14.0 | 13.7 | 13.0 | 12.8 | 12.3 | 12.3 | 12.0 | 12.3 | 13.7 | 16.0 | 17.9 | 19.0 | 19.5 | 19.3 | 19.2 | 18.8 | 18.5 | 18.1 | 18.2 | 18.0 | 17.0 | 16.5 | 16.3 | 15.7 | 16.0 | 19.5 |
| 29 | 14.8 | 14.3 | 14.0 | 13.6 | 13.6 | 13.2 | 12.8 | 13.6 | 15.0 | 16.6 | 18.7 | 19.5 | 19.6 | 19.4 | 19.2 | 19.3 | 18.9 | 18.4 | 18.0 | 17.7 | 18.1 | 17.9 | 17.5 | 17.4 | 16.7 | 19.6 |
| 30 | 17.3 | 17.3 | 17.3 | 17.0 | 16.6 | 16.4 | 16.1 | 16.4 | 16.5 | 15.7 | 15.7 | 14.6 | 15.2 | 15.8 | 15.6 | 15.8 | 15.5 | 15.3 | 15.2 | 14.9 | 14.6 | 14.6 | 14.3 | 15.8 | 17.3 | |
| AV | 18.3 | 18.0 | 17.8 | 17.3 | 17.0 | 17.0 | 17.0 | 17.4 | 18.6 | 20.0 | 21.4 | 22.3 | 22.3 | 21.7 | 21.4 | 21.1 | 20.6 | 20.3 | 20.2 | 20.0 | 19.7 | 19.4 | 19.1 | 18.6 | 19.4 | |
| SD | 3.0 | 2.9 | 3.1 | 3.1 | 3.1 | 3.4 | 3.4 | 3.2 | 3.5 | 4.1 | 4.7 | 5.0 | 5.0 | 4.1 | 3.8 | 3.5 | 3.0 | 2.6 | 2.7 | 2.8 | 2.7 | 2.7 | 2.8 | 2.9 | | |
| PK | 27.0 | 25.6 | 25.2 | 25.3 | 24.8 | 25.4 | 24.9 | 25.5 | 27.9 | 30.7 | 33.1 | 35.2 | 36.7 | 32.5 | 31.4 | 30.9 | 28.9 | 27.7 | 28.8 | 27.9 | 26.7 | 25.7 | 26.1 | 26.2 | | 36.7 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SOLAR RADIATION [63301]

WATTS PER SQUARE METER

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 176 | 366 | 529 | 643 | 687 | 670 | 589 | 439 | 230 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 687 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 192 | 387 | 546 | 653 | 703 | 684 | 601 | 449 | 233 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 703 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 152 | 381 | 539 | 637 | 669 | 660 | 580 | 457 | 200 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 669 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 164 | 282 | 494 | 596 | 605 | 601 | 489 | 400 | 210 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 605 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 59 | 250 | 450 | 560 | 628 | 634 | 546 | 393 | 197 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 634 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 45 | 152 | 419 | 557 | 599 | 587 | 512 | 377 | 204 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 599 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 90 | 245 | 482 | 527 | 592 | 610 | 463 | 375 | 218 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 610 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 147 | 335 | 446 | 447 | 480 | 622 | 558 | 410 | 198 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 622 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 135 | 318 | 479 | 571 | 633 | 606 | 453 | 319 | 203 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 633 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 20 | 76 | 180 | 181 | 143 | 97 | 54 | 32 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 181 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 176 | 260 | 293 | 288 | 374 | 342 | 304 | 318 | 168 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 374 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 49 | 125 | 206 | 452 | 545 | 614 | 556 | 413 | 237 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 614 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 | 62 | 84 | 63 | 94 | 79 | 96 | 81 | 112 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 112 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 164 | 307 | 433 | 530 | 588 | 579 | 504 | 376 | 231 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 588 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 104 | 233 | 285 | 512 | 561 | 526 | 319 | 146 | 42 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 561 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 126 | 297 | 447 | 528 | 541 | 534 | 415 | 216 | 97 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 541 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 112 | 286 | 431 | 518 | 568 | 573 | 497 | 364 | 207 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 573 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 109 | 281 | 422 | 526 | 567 | 548 | 460 | 319 | 174 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 567 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 99 | 249 | 398 | 479 | 504 | 477 | 441 | 278 | 147 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 504 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 229 | 370 | 314 | 465 | 495 | 425 | 243 | 115 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 495 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 108 | 262 | 420 | 470 | 451 | 449 | 456 | 333 | 188 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 470 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 80 | 137 | 363 | 380 | 600 | 546 | 458 | 329 | 170 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 600 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 97 | 261 | 408 | 508 | 552 | 539 | 475 | 343 | 181 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 552 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 52 | 123 | 211 | 282 | 303 | 316 | 225 | 122 | 85 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 316 |
| 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 197 | 169 | 171 | 201 | 228 | 160 | 124 | 68 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 228 |
| 26 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 69 | 23 | 151 | 194 | 230 | 550 | 267 | 367 | 146 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 550 |
| 27 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 90 | 216 | 376 | 523 | 555 | 530 | 469 | 340 | 177 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 555 |
| 28 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 247 | 396 | 496 | 533 | 533 | 468 | 345 | 178 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 533 |
| 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 186 | 374 | 478 | 457 | 373 | 256 | 215 | 160 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 478 |
| 30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 48 | 31 | 59 | 94 | 52 | 358 | 61 | 127 | 128 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 358 |
| AV | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 99 | 225 | 359 | 440 | 484 | 500 | 407 | 302 | 164 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 48 | 102 | 141 | 163 | 175 | 153 | 153 | 115 | 57 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PK | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 192 | 387 | 546 | 653 | 703 | 684 | 601 | 457 | 237 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 703 |

CU000 [Program: EDMS_MONTHSUM Version: LC:15-OCT-93]

SIGMA WS [70012]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 33 | 34 | 74 | 43 | 28 | 16 | 51 | 48 | 36 | 25 | 28 | 46 | 28 | 9 | 9 | 11 | 10 | 13 | 17 | 75 | 23 | 29 | 44 | 46 | 32 | 75 |
| 2 | 47 | 47 | 24 | 43 | 40 | 67 | 59 | 31 | 26 | 22 | 41 | 65 | 32 | 12 | 14 | 12 | 7 | 11 | 12 | 30 | 26 | 18 | 17 | 15 | 30 | 67 |
| 3 | 21 | 12 | 15 | 13 | 26 | 40 | 24 | 17 | 15 | 17 | 33 | 60 | 13 | 10 | 14 | 15 | 17 | 12 | 12 | 15 | 30 | 38 | 16 | 17 | 21 | 60 |
| 4 | 20 | 46 | 38 | 69 | 37 | 43 | 18 | 14 | 18 | 26 | 38 | 47 | 11 | 11 | 13 | 11 | 11 | 12 | 15 | 29 | 18 | 22 | 36 | 34 | 27 | 69 |
| 5 | 49 | 53 | 46 | 43 | 17 | 62 | 49 | 17 | 43 | 30 | 46 | 21 | 18 | 13 | 14 | 18 | 11 | 12 | 8 | 15 | 17 | 31 | 9 | 30 | 28 | 62 |
| 6 | 30 | 13 | 65 | 27 | 36 | 37 | 18 | 39 | 35 | 34 | 59 | 37 | 13 | 12 | 12 | 9 | 7 | 12 | 13 | 13 | 33 | 22 | 21 | 30 | 26 | 65 |
| 7 | 28 | 18 | 13 | 20 | 13 | 23 | 13 | 21 | 21 | 32 | 51 | 52 | 15 | 11 | 10 | 13 | 10 | 13 | 13 | 13 | 14 | 27 | 20 | 24 | 20 | 52 |
| 8 | 24 | 15 | 24 | 17 | 21 | 18 | 43 | 16 | 19 | 59 | 54 | 28 | 16 | 12 | 12 | 12 | 10 | 7 | 10 | 12 | 14 | 39 | 35 | 29 | 23 | 59 |
| 9 | 27 | 23 | 11 | 21 | 26 | 22 | 12 | 15 | 13 | 34 | 60 | 40 | 13 | 14 | 11 | 11 | 9 | 10 | 10 | 12 | 9 | 9 | 24 | 37 | 20 | 60 |
| 10 | 28 | 37 | 22 | 16 | 22 | 21 | 38 | 28 | 22 | 39 | 20 | 16 | 24 | 23 | 44 | 24 | 46 | 25 | 11 | 16 | 35 | 47 | 60 | 19 | 28 | 60 |
| 11 | 22 | 14 | 17 | 21 | 17 | 30 | 22 | 17 | 17 | 21 | 36 | 42 | 19 | 15 | 14 | 14 | 15 | 21 | 19 | 53 | 77 | 45 | 15 | 12 | 25 | 77 |
| 12 | 13 | 29 | 62 | 22 | 12 | 15 | 25 | 32 | 31 | 31 | 17 | 25 | 14 | 9 | 10 | 11 | 9 | 7 | 11 | 23 | 14 | 11 | 46 | 13 | 20 | 62 |
| 13 | 11 | 13 | 11 | 29 | 24 | 45 | 16 | 19 | 15 | 14 | 13 | 12 | 15 | 11 | 28 | 28 | 34 | 15 | 29 | 16 | 17 | 33 | 23 | 72 | 23 | 72 |
| 14 | 12 | 19 | 39 | 14 | 16 | 18 | 37 | 42 | 18 | 40 | 52 | 18 | 15 | 13 | 10 | 7 | 7 | 9 | 15 | 14 | 23 | 43 | 24 | 25 | 22 | 52 |
| 15 | 14 | 20 | 12 | 16 | 17 | 11 | 13 | 14 | 14 | 15 | 24 | 42 | 18 | 16 | 24 | 11 | 26 | 45 | 49 | 64 | 34 | 22 | 37 | 22 | 24 | 64 |
| 16 | 25 | 20 | 34 | 76 | 22 | 21 | 20 | 13 | 18 | 23 | 46 | 61 | 16 | 9 | 13 | 9 | 10 | 8 | 17 | 16 | 23 | 17 | 30 | 16 | 23 | 76 |
| 17 | 18 | 29 | 22 | 16 | 14 | 14 | 16 | 39 | 15 | 29 | 61 | 42 | 15 | 14 | 15 | 11 | 12 | 14 | 20 | 47 | 29 | 40 | 10 | 14 | 23 | 61 |
| 18 | 12 | 12 | 17 | 29 | 20 | 15 | 40 | 18 | 16 | 19 | 30 | 33 | 63 | 38 | 14 | 15 | 9 | 9 | 7 | 14 | 16 | 47 | 23 | 29 | 23 | 63 |
| 19 | 10 | 24 | 30 | 12 | 15 | 42 | 41 | 29 | 42 | 57 | 40 | 16 | 12 | 13 | 13 | 12 | 11 | 8 | 8 | 41 | 29 | 18 | 21 | 21 | 23 | 57 |
| 20 | 21 | 17 | 18 | 31 | 47 | 27 | 23 | 14 | 19 | 42 | 58 | 56 | 33 | 12 | 10 | 12 | 8 | 8 | 13 | 19 | 72 | 10 | 12 | 19 | 25 | 72 |
| 21 | 17 | 21 | 22 | 11 | 21 | 19 | 73 | 41 | 35 | 46 | 43 | 16 | 18 | 16 | 14 | 11 | 8 | 13 | 28 | 64 | 35 | 34 | 34 | 16 | 27 | 73 |
| 22 | 28 | 48 | 63 | 28 | 44 | 21 | 16 | 19 | 24 | 28 | 19 | 22 | 28 | 64 | 29 | 13 | 15 | 24 | 37 | 27 | 37 | 48 | 59 | 14 | 31 | 64 |
| 23 | 57 | 21 | 24 | 45 | 13 | 22 | 11 | 27 | 21 | 18 | 51 | 58 | 13 | 8 | 13 | 9 | 7 | 11 | 12 | 10 | 14 | 44 | 14 | 16 | 22 | 58 |
| 24 | 13 | 10 | 11 | 19 | 19 | 38 | 45 | 49 | 24 | 29 | 67 | 49 | 24 | 11 | 12 | 15 | 16 | 15 | 20 | 78 | 45 | 65 | 12 | 14 | 29 | 78 |
| 25 | 32 | 14 | 10 | 23 | 14 | 35 | 22 | 36 | 13 | 35 | 54 | 62 | 37 | 63 | 23 | 20 | 26 | 9 | 11 | 17 | 19 | 28 | 66 | 22 | 29 | 66 |
| 26 | 47 | 62 | 61 | 14 | 50 | 9 | 11 | 12 | 50 | 13 | 11 | 19 | 12 | 8 | 9 | 7 | 10 | 8 | 29 | 33 | 17 | 39 | 27 | 32 | 24 | 62 |
| 27 | 30 | 28 | 22 | 18 | 11 | 28 | 18 | 30 | 10 | 18 | 42 | 59 | 23 | 17 | 19 | 20 | 27 | 21 | 41 | 47 | 14 | 36 | 12 | 16 | 25 | 59 |
| 28 | 33 | 36 | 27 | 17 | 40 | 27 | 10 | 12 | 14 | 17 | 40 | 26 | 20 | 17 | 15 | 13 | 15 | 11 | 14 | 26 | 17 | 45 | 15 | 13 | 22 | 45 |
| 29 | 8 | 20 | 11 | 8 | 13 | 10 | 11 | 12 | 17 | 16 | 47 | 41 | 22 | 11 | 13 | 22 | 13 | 19 | 20 | 24 | 26 | 30 | 17 | 15 | 19 | 47 |
| 30 | 12 | 13 | 24 | 15 | 25 | 40 | 21 | 13 | 12 | 13 | 11 | 46 | 29 | 49 | 23 | 23 | 21 | 39 | 50 | 22 | 36 | 22 | 20 | 24 | 25 | 50 |
| AV | 25 | 25 | 29 | 26 | 24 | 28 | 27 | 24 | 22 | 28 | 40 | 38 | 21 | 18 | 16 | 14 | 15 | 15 | 19 | 29 | 27 | 32 | 27 | 24 | 25 | |
| SD | 13 | 14 | 19 | 16 | 11 | 15 | 16 | 12 | 10 | 12 | 16 | 17 | 11 | 15 | 8 | 5 | 9 | 9 | 12 | 20 | 16 | 13 | 15 | 12 | | |
| PK | 57 | 62 | 74 | 76 | 50 | 67 | 73 | 49 | 50 | 59 | 67 | 65 | 63 | 64 | 44 | 28 | 46 | 45 | 50 | 78 | 77 | 65 | 66 | 72 | | 78 |

CU000 [Program: EDMS_MONTHSUM Version: LC:15-OCT-93]

DELTA T STABILITY CLASS [88825]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 1 | 2 | 3 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 6 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 6 |
| 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 1 | 2 | 3 | 3 | 2 | 3 | 4 | 5 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 5 | 5 | 5 | 5 | 5 | 6 | 6 | 5 | 6 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 5 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 6 |
| 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 6 |
| 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 4 | 5 | 5 | 5 | 4 | 5 |
| 8 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 5 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 5 |
| 9 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 1 | 1 | 2 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 4 | 6 |
| 10 | 6 | 6 | 5 | 5 | 6 | 5 | 6 | 6 | 2 | 3 | 3 | 3 | 2 | 5 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 6 |
| 11 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 2 | 2 | 2 | 2 | 1 | 3 | 3 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 6 |
| 12 | 6 | 6 | 5 | 6 | 6 | 5 | 5 | 6 | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 6 |
| 13 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 6 | 6 | 5 | 6 | 6 | 6 | 5 | 5 | 5 | 6 |
| 14 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 2 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 6 |
| 15 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 4 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 16 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 3 | 1 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 6 |
| 17 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 18 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 2 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 5 |
| 19 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 6 | 5 | 5 | 5 | 5 | 4 | 6 |
| 20 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 1 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 21 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 22 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 2 | 2 | 2 | 2 | 1 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 23 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 5 |
| 24 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 25 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 5 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | 5 | 4 | 5 |
| 26 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 27 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 6 |
| 28 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 29 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 3 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 30 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 4 | 3 | 5 | 2 | 3 | 2 | 2 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 6 |
| AV | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | | |
| PK | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 4 | 5 | 4 | 4 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | | 6 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

BATTERY VOLTAGE [99034]

VOLTS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.6 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.6 | 13.6 | 13.5 | 13.5 | 13.6 | 13.6 | 13.6 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 |
| 2 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.6 | 13.6 | 13.5 | 13.5 | 13.5 | 13.6 | 13.6 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 |
| 3 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 |
| 4 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 |
| 5 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 6 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.9 |
| 7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.9 |
| 10 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.9 |
| 11 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 |
| 12 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 13 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 14 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 15 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 16 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 17 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 18 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 19 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 20 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.8 | 13.8 | 13.9 |
| 21 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.9 |
| 22 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 23 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 24 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 25 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 |
| 26 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 27 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.8 | 13.8 | 13.9 |
| 28 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 29 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 30 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| AV | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | |
| SD | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 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 | |
| PK | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | | 13.9 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA (CALCULATE) [99090]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 37 | 39 | 103 | 52 | 34 | 27 | 56 | 69 | 37 | 33 | 36 | 51 | 41 | 9 | 9 | 11 | 10 | 13 | 16 | 99 | 19 | 26 | 53 | 65 | 40 | 103 |
| 2 | 65 | 55 | 26 | 43 | 57 | 82 | 89 | 37 | 34 | 23 | 49 | 73 | 40 | 11 | 15 | 13 | 7 | 11 | 12 | 42 | 26 | 18 | 10 | 21 | 36 | 89 |
| 3 | 30 | 13 | 17 | 14 | 45 | 47 | 29 | 18 | 16 | 18 | 34 | 92 | 12 | 10 | 14 | 15 | 17 | 12 | 13 | 16 | 32 | 59 | 16 | 17 | 25 | 92 |
| 4 | 21 | 56 | 43 | 89 | 39 | 48 | 27 | 15 | 18 | 26 | 45 | 65 | 11 | 11 | 14 | 11 | 11 | 11 | 15 | 29 | 20 | 26 | 39 | 38 | 30 | 89 |
| 5 | 59 | 42 | 54 | 56 | 20 | 75 | 65 | 19 | 50 | 41 | 53 | 19 | 18 | 13 | 14 | 18 | 12 | 14 | 8 | 15 | 16 | 31 | 10 | 36 | 32 | 75 |
| 6 | 33 | 15 | 72 | 25 | 32 | 33 | 19 | 59 | 48 | 43 | 75 | 55 | 13 | 12 | 12 | 9 | 7 | 12 | 13 | 14 | 36 | 28 | 25 | 44 | 31 | 75 |
| 7 | 36 | 10 | 14 | 25 | 14 | 24 | 14 | 21 | 27 | 37 | 65 | 65 | 16 | 11 | 10 | 14 | 10 | 12 | 13 | 13 | 14 | 30 | 21 | 26 | 22 | 65 |
| 8 | 25 | 15 | 26 | 16 | 22 | 19 | 74 | 26 | 21 | 73 | 61 | 32 | 17 | 13 | 12 | 13 | 10 | 7 | 9 | 11 | 15 | 49 | 36 | 31 | 26 | 74 |
| 9 | 30 | 26 | 10 | 38 | 36 | 28 | 13 | 16 | 13 | 37 | 76 | 55 | 13 | 14 | 11 | 11 | 9 | 10 | 10 | 11 | 9 | 9 | 26 | 35 | 23 | 76 |
| 10 | 37 | 64 | 23 | 16 | 24 | 22 | 40 | 30 | 24 | 41 | 23 | 18 | 33 | 23 | 53 | 24 | 48 | 26 | 12 | 17 | 31 | 58 | 64 | 21 | 32 | 64 |
| 11 | 22 | 13 | 18 | 20 | 19 | 36 | 35 | 17 | 17 | 21 | 36 | 58 | 22 | 15 | 15 | 14 | 16 | 20 | 21 | 71 | 98 | 47 | 16 | 15 | 28 | 98 |
| 12 | 13 | 34 | 82 | 26 | 13 | 15 | 33 | 30 | 31 | 33 | 18 | 27 | 14 | 9 | 10 | 11 | 9 | 8 | 11 | 21 | 15 | 12 | 51 | 15 | 22 | 82 |
| 13 | 11 | 14 | 12 | 47 | 38 | 50 | 16 | 23 | 14 | 15 | 13 | 12 | 15 | 12 | 27 | 29 | 35 | 15 | 31 | 17 | 18 | 33 | 25 | 94 | 26 | 94 |
| 14 | 13 | 21 | 45 | 13 | 17 | 19 | 49 | 47 | 19 | 53 | 71 | 19 | 15 | 14 | 11 | 7 | 7 | 9 | 15 | 14 | 24 | 34 | 27 | 27 | 25 | 71 |
| 15 | 13 | 19 | 13 | 17 | 17 | 11 | 13 | 16 | 14 | 15 | 24 | 46 | 19 | 17 | 25 | 11 | 29 | 40 | 52 | 89 | 36 | 26 | 51 | 26 | 27 | 89 |
| 16 | 29 | 36 | 48 | 89 | 26 | 23 | 20 | 14 | 18 | 25 | 62 | 64 | 23 | 9 | 13 | 9 | 10 | 8 | 17 | 17 | 20 | 19 | 37 | 17 | 28 | 89 |
| 17 | 22 | 33 | 27 | 22 | 15 | 17 | 16 | 33 | 16 | 34 | 83 | 53 | 18 | 14 | 15 | 11 | 12 | 13 | 24 | 64 | 26 | 32 | 10 | 14 | 26 | 83 |
| 18 | 12 | 13 | 17 | 35 | 28 | 17 | 48 | 20 | 17 | 19 | 28 | 39 | 78 | 71 | 14 | 15 | 10 | 8 | 7 | 15 | 16 | 67 | 26 | 28 | 27 | 78 |
| 19 | 11 | 24 | 33 | 14 | 16 | 60 | 54 | 32 | 45 | 73 | 59 | 16 | 12 | 14 | 13 | 13 | 11 | 8 | 8 | 41 | 27 | 19 | 22 | 21 | 27 | 73 |
| 20 | 24 | 18 | 18 | 32 | 45 | 33 | 24 | 14 | 20 | 51 | 77 | 68 | 60 | 12 | 11 | 12 | 8 | 8 | 13 | 16 | 92 | 10 | 13 | 20 | 29 | 92 |
| 21 | 17 | 23 | 23 | 11 | 25 | 25 | 92 | 61 | 43 | 52 | 51 | 24 | 21 | 17 | 14 | 12 | 8 | 13 | 34 | 82 | 38 | 33 | 47 | 17 | 33 | 92 |
| 22 | 29 | 56 | 74 | 43 | 52 | 23 | 23 | 20 | 26 | 27 | 20 | 23 | 32 | 83 | 39 | 13 | 15 | 26 | 37 | 30 | 33 | 58 | 66 | 15 | 36 | 83 |
| 23 | 77 | 24 | 31 | 58 | 13 | 22 | 11 | 29 | 22 | 19 | 57 | 79 | 14 | 8 | 13 | 9 | 8 | 11 | 12 | 9 | 12 | 66 | 13 | 17 | 26 | 79 |
| 24 | 13 | 11 | 12 | 36 | 25 | 44 | 56 | 82 | 26 | 30 | 77 | 55 | 25 | 12 | 12 | 15 | 16 | 14 | 19 | 93 | 48 | 79 | 13 | 14 | 34 | 93 |
| 25 | 34 | 15 | 11 | 23 | 15 | 46 | 27 | 42 | 14 | 36 | 58 | 70 | 41 | 67 | 24 | 21 | 26 | 10 | 11 | 16 | 18 | 27 | 93 | 24 | 32 | 93 |
| 26 | 52 | 76 | 80 | 15 | 63 | 10 | 11 | 13 | 58 | 13 | 11 | 13 | 12 | 9 | 9 | 7 | 11 | 7 | 31 | 32 | 20 | 51 | 30 | 41 | 28 | 80 |
| 27 | 35 | 29 | 28 | 18 | 12 | 57 | 38 | 34 | 10 | 22 | 55 | 74 | 26 | 19 | 19 | 20 | 25 | 22 | 54 | 73 | 15 | 53 | 14 | 16 | 32 | 74 |
| 28 | 52 | 45 | 37 | 21 | 72 | 32 | 10 | 13 | 14 | 17 | 48 | 47 | 22 | 17 | 15 | 13 | 15 | 11 | 14 | 26 | 18 | 46 | 16 | 16 | 26 | 72 |
| 29 | 9 | 20 | 11 | 9 | 13 | 11 | 11 | 12 | 18 | 17 | 55 | 59 | 27 | 11 | 14 | 23 | 15 | 20 | 21 | 27 | 29 | 32 | 18 | 15 | 21 | 59 |
| 30 | 12 | 13 | 24 | 15 | 32 | 42 | 22 | 13 | 12 | 13 | 11 | 50 | 33 | 66 | 23 | 25 | 21 | 45 | 56 | 23 | 35 | 22 | 23 | 24 | 27 | 66 |
| AV | 29 | 29 | 34 | 32 | 29 | 33 | 34 | 29 | 25 | 32 | 48 | 48 | 25 | 21 | 17 | 14 | 15 | 15 | 20 | 35 | 28 | 36 | 31 | 27 | 29 | |
| SD | 17 | 18 | 25 | 21 | 16 | 19 | 23 | 18 | 13 | 16 | 22 | 23 | 15 | 21 | 9 | 5 | 9 | 10 | 14 | 28 | 20 | 18 | 20 | 17 | | |
| PK | 77 | 76 | 103 | 89 | 72 | 82 | 92 | 82 | 58 | 73 | 83 | 92 | 78 | 83 | 53 | 29 | 48 | 48 | 56 | 99 | 98 | 79 | 93 | 94 | | 103 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE 2M HEIGHT [99144]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 19.6 | 19.0 | 17.9 | 17.5 | 17.1 | 17.7 | 18.1 | 20.3 | 25.1 | 29.5 | 33.6 | 35.7 | 37.2 | 32.9 | 31.7 | 29.4 | 26.9 | 25.5 | 24.8 | 24.8 | 24.6 | 24.4 | 23.5 | 22.9 | 25.0 | 37.2 |
| 2 | 21.6 | 20.6 | 20.4 | 20.1 | 19.3 | 19.2 | 19.9 | 23.6 | 27.9 | 31.2 | 33.8 | 35.9 | 37.6 | 33.8 | 32.4 | 31.5 | 28.6 | 26.8 | 27.6 | 26.9 | 26.1 | 25.2 | 25.2 | 24.7 | 26.7 | 37.6 |
| 3 | 25.6 | 25.4 | 24.5 | 24.6 | 22.9 | 23.1 | 21.9 | 25.5 | 28.4 | 31.2 | 33.1 | 33.9 | 32.5 | 31.2 | 29.9 | 28.8 | 27.4 | 25.2 | 24.4 | 24.2 | 24.7 | 24.1 | 23.3 | 22.8 | 26.6 | 33.9 |
| 4 | 22.0 | 21.0 | 19.7 | 18.9 | 19.0 | 18.3 | 18.7 | 21.1 | 23.1 | 25.6 | 27.7 | 28.5 | 25.0 | 23.1 | 22.7 | 22.7 | 22.2 | 21.8 | 21.4 | 21.1 | 21.3 | 20.8 | 20.7 | 20.9 | 22.0 | 28.5 |
| 5 | 20.6 | 20.2 | 20.5 | 20.3 | 20.0 | 20.0 | 20.0 | 20.0 | 20.5 | 21.8 | 23.5 | 23.8 | 23.4 | 23.2 | 22.9 | 22.7 | 21.7 | 21.1 | 20.8 | 21.0 | 20.8 | 20.7 | 20.4 | 20.2 | 21.3 | 23.8 |
| 6 | 20.1 | 19.5 | 19.0 | 18.6 | 18.2 | 17.6 | 17.3 | 18.7 | 22.6 | 19.3 | 22.6 | 24.2 | 23.8 | 23.5 | 23.5 | 22.7 | 22.7 | 21.3 | 21.1 | 21.1 | 20.9 | 20.6 | 20.5 | 20.2 | 20.8 | 24.2 |
| 7 | 19.8 | 19.9 | 20.5 | 20.4 | 20.5 | 20.7 | 20.7 | 21.0 | 21.6 | 22.7 | 23.4 | 24.0 | 23.9 | 23.4 | 23.1 | 22.4 | 21.4 | 20.6 | 20.8 | 21.1 | 20.5 | 20.3 | 20.0 | 20.1 | 21.4 | 24.0 |
| 8 | 19.3 | 18.7 | 18.6 | 17.7 | 17.5 | 17.0 | 17.2 | 18.2 | 20.0 | 21.4 | 22.5 | 22.9 | 23.7 | 23.5 | 22.6 | 21.6 | 20.7 | 20.0 | 19.7 | 19.6 | 19.7 | 19.9 | 19.3 | 18.7 | 20.0 | 23.7 |
| 9 | 18.0 | 17.4 | 17.5 | 16.7 | 16.4 | 16.2 | 16.4 | 17.0 | 18.9 | 20.9 | 22.3 | 23.3 | 23.2 | 22.7 | 22.3 | 21.4 | 20.4 | 19.8 | 19.5 | 19.3 | 19.5 | 19.7 | 19.9 | 19.9 | 19.5 | 23.3 |
| 10 | 20.0 | 20.0 | 19.8 | 19.5 | 19.6 | 19.4 | 19.4 | 19.5 | 18.9 | 17.6 | 17.3 | 17.7 | 16.4 | 16.4 | 16.7 | 17.5 | 16.6 | 17.2 | 18.2 | 18.2 | 17.5 | 15.2 | 15.2 | 15.3 | 17.9 | 20.0 |
| 11 | 15.4 | 15.4 | 15.4 | 15.7 | 15.8 | 16.6 | 17.9 | 16.8 | 17.4 | 18.2 | 18.9 | 19.6 | 20.1 | 19.9 | 20.0 | 19.5 | 19.0 | 18.8 | 18.6 | 19.0 | 18.9 | 18.6 | 18.3 | 17.7 | 18.0 | 20.1 |
| 12 | 17.6 | 17.4 | 17.1 | 17.1 | 17.1 | 17.1 | 17.3 | 18.2 | 18.8 | 19.3 | 20.6 | 22.0 | 22.3 | 22.6 | 22.0 | 21.1 | 20.2 | 19.7 | 20.1 | 20.0 | 19.0 | 18.8 | 18.5 | 18.1 | 19.3 | 22.6 |
| 13 | 17.2 | 16.9 | 16.9 | 16.6 | 16.2 | 15.0 | 14.8 | 15.5 | 14.9 | 14.7 | 15.0 | 15.8 | 16.5 | 17.4 | 19.0 | 18.0 | 18.9 | 19.1 | 18.8 | 17.4 | 17.3 | 17.2 | 16.8 | 16.0 | 16.8 | 19.1 |
| 14 | 16.4 | 16.6 | 17.9 | 17.1 | 16.0 | 13.6 | 13.4 | 14.1 | 15.8 | 17.3 | 19.2 | 20.0 | 20.7 | 21.3 | 21.4 | 20.9 | 19.5 | 19.0 | 19.1 | 19.1 | 18.5 | 17.7 | 16.7 | 16.3 | 17.8 | 21.4 |
| 15 | 15.7 | 15.4 | 15.0 | 14.6 | 14.4 | 14.2 | 14.1 | 14.8 | 16.1 | 17.9 | 20.1 | 21.1 | 21.5 | 21.1 | 20.4 | 19.1 | 18.0 | 17.9 | 17.7 | 17.7 | 17.7 | 17.6 | 17.5 | 17.3 | 17.4 | 21.5 |
| 16 | 17.0 | 16.1 | 17.0 | 17.0 | 16.3 | 14.7 | 14.1 | 14.8 | 16.5 | 18.3 | 19.8 | 20.9 | 21.6 | 21.2 | 20.3 | 19.7 | 19.5 | 19.1 | 19.4 | 18.9 | 18.2 | 17.6 | 16.7 | 15.9 | 17.9 | 21.6 |
| 17 | 15.9 | 14.8 | 13.9 | 13.4 | 13.1 | 13.1 | 13.3 | 14.8 | 17.0 | 18.6 | 20.6 | 21.5 | 21.8 | 21.2 | 20.9 | 20.4 | 19.2 | 19.1 | 19.6 | 19.1 | 18.4 | 17.7 | 17.1 | 16.4 | 17.5 | 21.8 |
| 18 | 15.4 | 15.0 | 15.2 | 14.2 | 13.4 | 14.7 | 14.3 | 15.4 | 17.9 | 19.9 | 21.2 | 23.0 | 24.3 | 24.0 | 22.8 | 21.3 | 20.0 | 19.4 | 19.2 | 19.7 | 19.6 | 19.2 | 18.2 | 17.4 | 18.5 | 24.3 |
| 19 | 16.3 | 16.0 | 15.5 | 14.7 | 14.0 | 14.2 | 14.2 | 15.2 | 17.6 | 19.8 | 21.2 | 21.3 | 21.3 | 21.5 | 21.0 | 20.7 | 20.4 | 19.7 | 19.4 | 18.9 | 18.8 | 18.6 | 18.6 | 18.7 | 18.2 | 21.5 |
| 20 | 18.8 | 18.7 | 18.6 | 18.6 | 18.6 | 20.2 | 23.6 | 20.8 | 19.0 | 20.3 | 20.7 | 21.9 | 22.5 | 21.9 | 21.2 | 20.6 | 19.9 | 19.3 | 18.9 | 19.0 | 19.1 | 18.3 | 18.0 | 17.2 | 19.8 | 23.6 |
| 21 | 17.0 | 16.7 | 14.9 | 15.4 | 14.7 | 14.8 | 14.1 | 16.6 | 19.3 | 22.0 | 23.8 | 23.8 | 23.4 | 23.2 | 22.6 | 21.6 | 20.4 | 19.8 | 19.9 | 20.5 | 20.1 | 19.7 | 19.5 | 18.9 | 19.9 | 23.8 |
| 22 | 17.7 | 17.4 | 16.5 | 15.8 | 16.0 | 15.9 | 16.3 | 18.7 | 20.4 | 23.2 | 24.9 | 27.1 | 28.0 | 28.5 | 27.2 | 25.8 | 23.3 | 21.5 | 21.5 | 21.1 | 20.3 | 19.2 | 18.6 | 18.1 | 21.0 | 28.5 |
| 23 | 17.3 | 16.7 | 15.8 | 14.2 | 15.0 | 14.7 | 14.6 | 15.8 | 18.5 | 21.1 | 22.9 | 24.5 | 24.4 | 23.5 | 22.5 | 21.5 | 20.3 | 20.0 | 19.8 | 19.2 | 19.1 | 19.2 | 18.1 | 17.4 | 19.0 | 24.5 |
| 24 | 17.0 | 16.8 | 16.3 | 15.5 | 15.0 | 14.2 | 14.4 | 15.4 | 16.7 | 18.0 | 19.8 | 21.1 | 21.4 | 20.8 | 20.2 | 20.2 | 19.7 | 19.5 | 19.7 | 19.5 | 19.5 | 19.5 | 18.2 | 17.9 | 18.2 | 21.4 |
| 25 | 17.2 | 17.4 | 17.1 | 16.6 | 16.2 | 16.3 | 15.7 | 16.6 | 18.1 | 19.4 | 20.3 | 21.4 | 22.3 | 22.5 | 21.3 | 21.0 | 20.3 | 19.2 | 19.3 | 19.4 | 19.5 | 19.3 | 19.0 | 18.5 | 18.9 | 22.5 |
| 26 | 18.0 | 18.0 | 17.6 | 17.1 | 16.8 | 17.2 | 17.7 | 18.6 | 18.1 | 16.4 | 17.4 | 17.9 | 19.7 | 18.5 | 18.5 | 18.3 | 16.9 | 16.6 | 16.1 | 14.9 | 14.9 | 14.6 | 14.1 | 13.2 | 17.0 | 19.7 |
| 27 | 15.7 | 15.1 | 12.4 | 11.9 | 12.0 | 12.0 | 11.2 | 11.9 | 13.4 | 15.0 | 16.5 | 17.6 | 18.3 | 18.4 | 18.3 | 17.9 | 17.2 | 17.0 | 16.8 | 16.3 | 15.6 | 14.9 | 14.4 | 13.7 | 15.1 | 18.4 |
| 28 | 13.0 | 12.5 | 11.8 | 11.7 | 11.4 | 10.5 | 11.4 | 12.0 | 13.8 | 16.2 | 18.2 | 19.5 | 20.0 | 19.8 | 19.6 | 18.8 | 18.0 | 17.1 | 17.7 | 17.5 | 16.6 | 15.5 | 15.6 | 15.0 | 15.6 | 20.0 |
| 29 | 14.3 | 13.3 | 13.4 | 13.0 | 13.1 | 12.8 | 12.3 | 13.4 | 15.0 | 16.9 | 19.1 | 19.8 | 19.9 | 19.6 | 19.4 | 19.3 | 18.4 | 17.9 | 17.4 | 17.2 | 17.8 | 17.6 | 17.2 | 17.1 | 16.5 | 19.9 |
| 30 | 17.0 | 17.0 | 17.0 | 16.7 | 16.4 | 16.2 | 15.9 | 16.2 | 15.8 | 15.3 | 15.6 | 14.4 | 15.6 | 15.8 | 14.8 | 16.0 | 15.6 | 15.2 | 15.1 | 14.7 | 14.3 | 14.1 | 13.9 | 13.7 | 15.5 | 17.0 |
| AV | 17.9 | 17.4 | 17.1 | 16.7 | 16.4 | 16.3 | 16.3 | 17.3 | 18.9 | 20.3 | 21.9 | 22.8 | 23.1 | 22.5 | 22.0 | 21.4 | 20.4 | 19.8 | 19.7 | 19.5 | 19.3 | 18.9 | 18.4 | 18.0 | 19.3 | |
| SD | 2.5 | 2.7 | 2.7 | 2.8 | 2.6 | 2.8 | 3.1 | 3.2 | 3.7 | 4.3 | 4.8 | 5.2 | 5.1 | 4.3 | 3.9 | 3.5 | 3.0 | 2.5 | 2.5 | 2.6 | 2.6 | 2.7 | 2.6 | 2.7 | | |
| PK | 25.6 | 25.4 | 24.5 | 24.6 | 22.9 | 23.1 | 23.6 | 25.5 | 28.4 | 31.2 | 33.8 | 35.9 | 37.6 | 33.8 | 32.4 | 31.5 | 28.6 | 26.8 | 27.6 | 26.9 | 26.1 | 25.2 | 25.2 | 24.7 | | 37.6 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

STATION TEMPERATURE [99231]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 22.0 | 22.6 | 22.7 | 22.2 | 21.7 | 21.5 | 21.5 | 21.5 | 21.5 | 23.8 | 26.7 | 29.4 | 31.7 | 32.9 | 32.3 | 31.5 | 29.8 | 27.8 | 25.7 | 24.1 | 22.8 | 22.1 | 21.4 | 20.8 | 25.0 | 32.9 |
| 2 | 20.6 | 20.5 | 20.6 | 20.5 | 20.7 | 21.5 | 21.8 | 20.9 | 22.2 | 25.1 | 28.0 | 30.4 | 32.8 | 33.8 | 33.1 | 32.5 | 31.0 | 28.3 | 26.0 | 24.7 | 23.6 | 22.5 | 21.7 | 21.0 | 25.2 | 33.8 |
| 3 | 20.8 | 20.7 | 20.8 | 20.8 | 20.8 | 20.8 | 20.6 | 20.7 | 22.4 | 25.3 | 27.9 | 30.0 | 31.2 | 31.3 | 31.1 | 30.6 | 28.6 | 26.6 | 25.0 | 23.7 | 22.8 | 22.3 | 21.7 | 21.0 | 24.5 | 31.3 |
| 4 | 20.6 | 20.5 | 21.1 | 21.6 | 21.6 | 21.4 | 21.7 | 21.2 | 20.6 | 21.8 | 24.0 | 26.1 | 27.1 | 26.6 | 25.7 | 25.0 | 24.2 | 22.9 | 21.6 | 20.7 | 20.4 | 20.2 | 20.1 | 20.0 | 22.4 | 27.1 |
| 5 | 20.0 | 20.2 | 20.4 | 20.1 | 20.2 | 20.3 | 20.3 | 20.3 | 20.1 | 20.7 | 22.4 | 23.7 | 24.1 | 24.4 | 24.5 | 24.3 | 23.6 | 22.2 | 20.8 | 20.3 | 20.1 | 20.1 | 20.4 | 20.9 | 21.4 | 24.5 |
| 6 | 21.7 | 21.6 | 22.2 | 22.2 | 22.1 | 21.9 | 21.7 | 22.1 | 22.8 | 22.5 | 22.0 | 23.3 | 24.1 | 24.5 | 24.6 | 24.5 | 23.8 | 22.3 | 21.1 | 20.4 | 20.3 | 20.5 | 20.6 | 21.4 | 22.3 | 24.6 |
| 7 | 22.2 | 21.3 | 20.7 | 20.5 | 20.4 | 20.5 | 20.6 | 20.6 | 20.4 | 21.2 | 22.7 | 23.9 | 24.6 | 24.9 | 24.6 | 24.2 | 23.5 | 22.2 | 20.9 | 20.6 | 20.5 | 20.6 | 20.9 | 21.4 | 21.8 | 24.9 |
| 8 | 21.3 | 22.0 | 22.2 | 22.1 | 21.7 | 21.2 | 20.9 | 21.1 | 20.8 | 21.1 | 22.4 | 22.7 | 23.2 | 23.6 | 23.6 | 23.2 | 22.2 | 21.0 | 20.7 | 21.0 | 21.0 | 20.8 | 20.9 | 21.5 | 21.8 | 23.6 |
| 9 | 21.7 | 21.5 | 21.5 | 21.2 | 20.8 | 20.4 | 20.2 | 20.4 | 20.5 | 20.5 | 21.7 | 22.9 | 23.6 | 23.8 | 23.6 | 22.9 | 21.9 | 20.8 | 20.7 | 21.2 | 21.0 | 20.8 | 20.5 | 20.5 | 21.4 | 23.8 |
| 10 | 20.8 | 20.5 | 20.7 | 20.7 | 20.7 | 20.9 | 21.1 | 21.7 | 21.7 | 22.3 | 22.6 | 21.5 | 22.0 | 22.0 | 22.2 | 22.4 | 22.5 | 22.1 | 21.7 | 21.7 | 21.7 | 21.4 | 21.1 | 20.6 | 21.5 | 22.6 |
| 11 | 20.1 | 19.8 | 19.9 | 19.7 | 19.6 | 19.5 | 19.2 | 19.3 | 20.6 | 20.6 | 20.6 | 20.1 | 20.1 | 20.2 | 21.1 | 20.7 | 21.0 | 22.0 | 21.9 | 21.3 | 21.4 | 21.4 | 21.5 | 21.9 | 20.6 | 22.0 |
| 12 | 22.0 | 22.2 | 22.3 | 22.1 | 22.1 | 22.1 | 21.9 | 21.9 | 21.8 | 20.9 | 20.5 | 20.6 | 21.1 | 21.6 | 21.9 | 21.6 | 21.0 | 20.7 | 20.8 | 20.6 | 20.9 | 21.6 | 21.5 | 21.9 | 21.5 | 22.3 |
| 13 | 22.3 | 22.3 | 22.5 | 22.2 | 21.8 | 21.5 | 21.2 | 21.0 | 20.9 | 21.0 | 21.3 | 21.0 | 21.1 | 21.1 | 21.2 | 21.4 | 22.0 | 21.8 | 21.8 | 21.7 | 21.3 | 21.1 | 20.9 | 20.3 | 21.4 | 22.5 |
| 14 | 19.7 | 19.1 | 18.7 | 18.0 | 17.5 | 17.2 | 16.9 | 17.1 | 19.0 | 21.5 | 22.3 | 21.2 | 20.6 | 20.6 | 20.8 | 20.7 | 20.4 | 21.4 | 22.3 | 21.8 | 22.2 | 22.4 | 22.0 | 21.4 | 20.2 | 22.4 |
| 15 | 21.0 | 20.6 | 20.4 | 19.8 | 19.4 | 19.2 | 19.0 | 19.0 | 20.1 | 21.6 | 20.9 | 21.1 | 21.5 | 21.8 | 21.1 | 20.9 | 22.0 | 22.3 | 22.4 | 22.0 | 21.8 | 21.5 | 21.0 | 20.4 | 20.9 | 22.4 |
| 16 | 19.9 | 19.6 | 19.4 | 18.8 | 18.2 | 18.1 | 17.8 | 18.0 | 19.7 | 21.4 | 20.7 | 21.0 | 21.4 | 21.6 | 21.1 | 20.4 | 20.5 | 21.5 | 21.8 | 22.7 | 22.3 | 22.3 | 21.8 | 21.1 | 20.4 | 22.3 |
| 17 | 20.6 | 20.3 | 19.9 | 19.0 | 18.4 | 17.9 | 17.6 | 17.9 | 20.0 | 21.3 | 20.5 | 21.1 | 21.6 | 21.9 | 22.0 | 21.9 | 21.3 | 21.5 | 22.1 | 21.3 | 22.0 | 22.2 | 21.9 | 21.4 | 20.6 | 22.2 |
| 18 | 20.9 | 20.3 | 20.0 | 19.5 | 18.8 | 18.4 | 18.3 | 19.2 | 21.8 | 21.1 | 20.8 | 21.3 | 22.4 | 23.6 | 23.7 | 23.1 | 21.9 | 21.2 | 20.9 | 20.8 | 20.7 | 20.7 | 21.0 | 21.3 | 20.9 | 23.7 |
| 19 | 22.4 | 23.0 | 23.3 | 23.0 | 22.7 | 22.4 | 22.0 | 22.1 | 22.1 | 21.0 | 21.5 | 21.9 | 22.1 | 22.2 | 22.5 | 22.0 | 21.4 | 21.1 | 21.0 | 21.1 | 21.2 | 21.5 | 22.3 | 21.9 | 22.0 | 23.3 |
| 20 | 22.7 | 23.1 | 22.6 | 23.6 | 24.2 | 24.4 | 24.4 | 24.2 | 23.4 | 21.7 | 21.7 | 22.0 | 22.5 | 22.6 | 22.3 | 21.6 | 21.1 | 21.0 | 21.5 | 23.0 | 22.3 | 21.3 | 21.4 | 21.8 | 22.5 | 24.4 |
| 21 | 22.5 | 22.8 | 23.0 | 22.6 | 22.3 | 22.1 | 21.8 | 22.0 | 21.2 | 20.9 | 21.8 | 22.8 | 22.9 | 23.0 | 23.8 | 23.6 | 22.4 | 21.3 | 21.0 | 20.8 | 20.8 | 20.8 | 21.1 | 22.0 | 22.1 | 23.8 |
| 22 | 22.5 | 21.7 | 22.5 | 22.9 | 22.9 | 22.9 | 22.9 | 23.3 | 22.1 | 21.1 | 21.5 | 22.6 | 24.2 | 26.0 | 27.3 | 26.9 | 25.7 | 23.6 | 22.1 | 21.4 | 21.1 | 20.9 | 21.0 | 21.4 | 22.9 | 27.3 |
| 23 | 21.6 | 22.2 | 22.8 | 22.6 | 22.4 | 22.1 | 22.0 | 22.1 | 21.7 | 21.1 | 21.9 | 23.2 | 24.2 | 24.7 | 24.7 | 24.3 | 23.5 | 22.2 | 21.5 | 21.5 | 21.7 | 22.1 | 22.2 | 23.0 | 22.6 | 24.7 |
| 24 | 23.3 | 23.4 | 23.4 | 23.1 | 22.7 | 22.3 | 21.9 | 21.8 | 22.3 | 21.9 | 21.1 | 20.8 | 20.9 | 21.1 | 20.9 | 20.8 | 20.8 | 21.0 | 21.2 | 21.3 | 22.4 | 22.2 | 21.9 | 23.0 | 21.9 | 23.4 |
| 25 | 23.5 | 23.7 | 24.0 | 23.5 | 22.5 | 22.8 | 22.8 | 22.8 | 21.9 | 20.9 | 20.7 | 20.7 | 20.7 | 20.7 | 20.7 | 20.7 | 20.6 | 20.8 | 20.9 | 21.0 | 20.8 | 20.9 | 21.4 | 22.1 | 21.7 | 24.0 |
| 26 | 22.5 | 23.6 | 24.3 | 22.5 | 23.0 | 23.5 | 23.0 | 22.1 | 21.1 | 21.7 | 22.4 | 23.0 | 21.7 | 21.2 | 21.9 | 21.4 | 21.3 | 21.9 | 22.0 | 22.1 | 22.2 | 22.1 | 22.2 | 22.0 | 22.3 | 24.3 |
| 27 | 21.8 | 21.4 | 21.3 | 20.8 | 20.4 | 20.2 | 20.0 | 19.9 | 21.4 | 22.9 | 21.9 | 21.4 | 21.8 | 21.1 | 21.1 | 21.1 | 21.5 | 22.3 | 23.0 | 23.3 | 23.3 | 23.0 | 22.7 | 22.3 | 21.7 | 23.3 |
| 28 | 21.8 | 21.3 | 21.1 | 20.4 | 20.0 | 19.5 | 19.2 | 19.2 | 20.5 | 21.9 | 21.0 | 20.6 | 20.6 | 21.0 | 21.4 | 21.4 | 21.2 | 22.5 | 23.2 | 22.1 | 22.4 | 22.7 | 22.6 | 22.5 | 21.3 | 23.2 |
| 29 | 22.4 | 22.3 | 22.1 | 21.6 | 21.4 | 21.3 | 21.0 | 20.8 | 21.6 | 22.1 | 21.1 | 21.1 | 21.2 | 21.0 | 20.9 | 20.9 | 21.1 | 22.5 | 23.5 | 22.7 | 22.0 | 21.6 | 21.5 | 21.4 | 21.6 | 23.5 |
| 30 | 21.4 | 21.5 | 21.6 | 21.7 | 22.0 | 22.1 | 22.6 | 23.0 | 22.2 | 22.7 | 23.1 | 23.2 | 22.8 | 22.3 | 23.1 | 22.7 | 22.9 | 23.2 | 23.2 | 23.1 | 22.7 | 22.3 | 22.0 | 21.7 | 22.5 | 23.2 |
| AV | 21.5 | 21.5 | 21.6 | 21.3 | 21.1 | 21.0 | 20.9 | 20.9 | 21.3 | 21.9 | 22.3 | 22.8 | 23.3 | 23.6 | 23.6 | 23.3 | 22.8 | 22.4 | 22.1 | 21.8 | 21.7 | 21.5 | 21.4 | 21.5 | 22.0 | |
| SD | 1.0 | 1.2 | 1.4 | 1.5 | 1.6 | 1.7 | 1.8 | 1.7 | 1.0 | 1.2 | 2.0 | 2.7 | 3.3 | 3.5 | 3.3 | 3.2 | 2.7 | 1.9 | 1.4 | 1.1 | 0.9 | 0.8 | 0.6 | 0.7 | | |
| PK | 23.5 | 23.7 | 24.3 | 23.6 | 24.2 | 24.4 | 24.4 | 24.2 | 23.4 | 25.3 | 28.0 | 30.4 | 32.8 | 33.8 | 33.1 | 32.6 | 31.0 | 28.3 | 26.0 | 24.7 | 23.6 | 23.0 | 22.7 | 23.0 | | 33.8 |

CU000 [Program: EDMS_MONTHSUM

Version: 1C:15-OCT-93]

Delta Temp [99238]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

NOV, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | -1.0 | -1.6 | -1.6 | -1.3 | -0.9 | -1.2 | -1.0 | -0.4 | 0.5 | 0.7 | 0.8 | 0.8 | 1.0 | 1.4 | 1.1 | 0.6 | -0.1 | -0.7 | -1.1 | -0.8 | -0.6 | -0.9 | -2.1 | -1.9 | -0.4 | 1.4 |
| 2 | -1.9 | -1.7 | -2.9 | -2.6 | -1.9 | -3.3 | -2.3 | -0.1 | 0.4 | 0.6 | 0.7 | 0.7 | 0.9 | 1.4 | 1.0 | 0.6 | -0.4 | -0.9 | -1.1 | -1.1 | -0.6 | -0.5 | -0.9 | -1.4 | -0.7 | 1.4 |
| 3 | -1.4 | -0.7 | -0.7 | -0.8 | -1.8 | -2.1 | -3.0 | 0.0 | 0.5 | 0.7 | 0.7 | 0.8 | 1.3 | 1.2 | 0.9 | 0.3 | 0.0 | -0.4 | -0.6 | -0.7 | -0.3 | -0.4 | -0.5 | -0.4 | -0.3 | 1.3 |
| 4 | -0.6 | -2.1 | -1.8 | -1.9 | -1.1 | -1.5 | -1.5 | 0.0 | 0.4 | 0.7 | 0.7 | 0.9 | 1.4 | 1.2 | 0.9 | 0.6 | -0.1 | 0.0 | -0.5 | -0.9 | -0.5 | -0.5 | -0.3 | -0.4 | -0.2 | 1.4 |
| 5 | -0.3 | -0.6 | -0.3 | -0.1 | 0.0 | 0.0 | -0.1 | 0.0 | 0.2 | 0.5 | 0.7 | 1.2 | 1.1 | 1.1 | 0.9 | 0.5 | 0.0 | -0.3 | -0.6 | -0.4 | -0.5 | -0.6 | -0.8 | -0.8 | 0.0 | 1.2 |
| 6 | -0.4 | -0.3 | -0.8 | -0.4 | -0.6 | -0.3 | -1.6 | 0.1 | 4.2 | 0.1 | 0.5 | 1.0 | 1.3 | 1.2 | 0.9 | 0.6 | 0.1 | -0.1 | -0.3 | -0.2 | -0.3 | -0.3 | -0.2 | -0.4 | 0.2 | 4.2 |
| 7 | -0.3 | -0.1 | -0.1 | -0.1 | -0.1 | -0.1 | -0.1 | 0.2 | 0.5 | 0.8 | 0.7 | 0.9 | 1.3 | 1.2 | 1.2 | 0.7 | 0.1 | -0.3 | -0.2 | 0.0 | -0.3 | -0.3 | -0.4 | -0.2 | 0.2 | 1.3 |
| 8 | -0.4 | -0.5 | -0.4 | -0.2 | -0.3 | -0.6 | -0.5 | 0.0 | 0.4 | 0.6 | 0.6 | 0.8 | 1.3 | 1.6 | 1.3 | 0.6 | 0.1 | -0.4 | -0.7 | -0.6 | -0.6 | -0.2 | -0.4 | -0.6 | 0.0 | 1.6 |
| 9 | -0.5 | -0.7 | -0.2 | -0.5 | -0.5 | -0.6 | -0.3 | 0.0 | 0.4 | 0.6 | 0.7 | 0.9 | 1.2 | 1.0 | 1.0 | 0.7 | 0.1 | -0.2 | -0.3 | -0.4 | -0.2 | -0.1 | 0.0 | 0.0 | 0.1 | 1.2 |
| 10 | 0.1 | 0.0 | -0.1 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | -0.4 | -0.2 | -0.8 | -0.4 | -0.7 | -0.1 | -0.1 | -0.5 | -0.5 | -0.4 | -0.3 | -0.3 | -0.7 | -0.3 | -0.2 | -0.2 | 0.2 |
| 11 | -0.1 | -0.1 | -0.1 | 0.4 | 0.6 | 1.4 | 2.6 | 1.1 | 0.5 | 0.5 | 0.4 | 0.5 | 0.6 | 0.6 | 0.7 | 0.3 | -0.1 | -0.2 | -0.4 | -0.1 | -0.1 | -0.2 | -0.2 | -0.2 | 0.4 | 2.6 |
| 12 | 0.0 | 0.0 | -0.2 | 0.0 | 0.1 | -0.1 | -0.2 | 0.0 | 0.1 | 0.3 | 0.5 | 0.8 | 1.4 | 1.6 | 1.1 | 0.6 | 0.0 | -0.4 | -0.4 | -0.3 | -0.4 | -0.3 | -0.5 | -0.3 | 0.1 | 1.6 |
| 13 | -0.2 | -0.1 | -0.1 | -0.2 | -0.1 | -0.8 | -0.9 | 0.0 | 0.0 | 0.1 | 0.3 | 0.8 | 1.5 | 2.4 | 3.7 | 3.5 | 1.8 | 1.4 | 1.2 | 0.4 | 0.2 | 0.1 | -0.2 | -0.4 | 0.6 | 3.7 |
| 14 | 1.9 | 2.7 | 4.2 | 3.8 | 2.9 | 0.2 | 0.5 | 0.3 | 0.3 | 0.4 | 0.6 | 1.0 | 1.2 | 1.2 | 0.9 | 0.6 | -0.2 | -0.4 | -0.3 | -0.2 | -0.2 | -0.5 | -1.0 | -0.5 | 0.8 | 4.2 |
| 15 | -0.2 | -0.1 | 0.0 | 0.0 | -0.2 | -0.2 | -0.2 | 0.1 | 0.3 | 0.3 | 0.8 | 0.8 | 0.9 | 0.6 | 0.3 | -0.1 | -0.2 | 0.0 | 0.6 | 1.1 | 0.9 | 1.0 | 1.2 | 1.3 | 0.4 | 1.3 |
| 16 | 1.2 | 0.6 | 2.3 | 2.6 | 2.1 | 0.9 | 0.7 | 0.5 | 0.5 | 0.6 | 0.5 | 0.6 | 0.8 | 1.0 | 0.5 | 0.2 | 0.0 | -0.2 | -0.1 | -0.2 | -0.2 | -0.2 | -0.7 | -0.5 | 0.6 | 2.6 |
| 17 | -0.6 | -0.5 | -0.8 | -0.8 | -0.5 | -0.4 | -0.4 | 0.0 | 0.4 | 0.5 | 0.6 | 0.6 | 0.8 | 1.0 | 0.7 | 0.4 | -0.7 | -0.9 | -0.6 | -0.4 | -0.3 | -0.5 | -0.4 | -0.5 | -0.1 | 1.0 |
| 18 | -0.5 | -0.4 | -0.4 | -1.0 | -1.2 | -0.5 | -0.5 | 0.0 | 0.4 | 0.5 | 0.5 | 0.5 | 0.6 | 0.7 | 0.5 | 0.1 | -0.5 | -0.7 | -0.5 | -0.3 | -0.3 | -0.4 | -0.6 | -0.4 | -0.2 | 0.7 |
| 19 | -0.2 | -0.3 | -0.6 | -0.8 | -1.1 | -0.7 | -0.6 | -0.1 | 0.2 | 0.4 | 0.6 | 0.8 | 0.9 | 0.8 | 0.6 | 0.3 | 0.0 | -0.1 | 0.1 | 0.1 | -0.4 | -1.1 | -1.4 | -2.0 | -0.2 | 0.9 |
| 20 | -2.4 | -3.0 | -3.8 | -4.5 | -5.3 | -5.2 | -1.1 | 0.1 | -0.5 | -0.5 | -0.5 | 0.0 | 0.5 | 0.5 | 0.1 | -0.3 | -0.8 | -1.6 | -1.7 | -1.5 | -1.5 | -1.7 | -2.0 | -2.1 | -1.5 | 0.5 |
| 21 | -1.9 | -1.5 | -2.5 | -1.3 | -1.8 | -1.5 | -2.3 | -0.5 | 0.2 | 0.3 | 0.5 | 0.6 | 0.6 | 0.5 | 0.5 | 0.0 | -0.8 | -1.2 | -1.2 | -0.6 | -0.8 | -0.8 | -1.0 | -0.9 | -0.7 | 0.6 |
| 22 | -1.1 | -1.6 | -1.6 | -1.0 | -1.3 | -1.1 | -0.8 | -0.3 | -0.1 | 0.4 | 0.3 | 0.6 | 0.5 | 0.4 | 0.3 | -0.1 | -0.2 | -1.2 | -0.9 | -1.0 | -0.9 | -1.2 | -1.5 | -1.2 | -0.6 | 0.6 |
| 23 | -1.3 | -1.5 | -1.6 | -2.3 | -0.8 | -0.8 | -0.7 | -0.3 | 0.2 | 0.4 | 0.5 | 0.6 | 0.8 | 0.9 | 0.6 | 0.3 | -0.5 | -0.5 | -0.5 | -0.9 | -1.0 | -1.0 | -0.8 | -0.8 | -0.5 | 0.9 |
| 24 | -0.6 | -0.5 | -0.6 | -0.8 | -0.9 | -1.3 | -1.1 | -0.7 | -0.2 | 0.0 | 0.2 | 0.3 | 0.4 | 0.4 | 0.1 | 0.1 | -0.2 | -0.4 | -0.4 | -0.6 | -0.4 | -0.5 | -0.4 | -0.4 | -0.4 | 0.4 |
| 25 | -0.6 | -0.4 | -0.3 | -0.5 | -0.6 | -0.7 | -1.1 | -0.4 | 0.0 | 0.0 | 0.1 | 0.2 | 0.2 | 0.1 | 0.1 | -0.1 | -0.2 | -0.7 | -0.6 | -0.6 | -0.5 | -0.6 | -0.5 | -0.5 | -0.3 | 0.2 |
| 26 | -1.1 | -0.9 | -1.4 | -1.4 | -1.4 | -0.8 | -0.6 | -0.4 | -0.4 | -0.6 | -0.4 | -0.5 | 0.5 | 0.1 | 0.3 | -0.1 | -0.6 | -0.8 | -0.4 | -0.3 | -0.3 | -0.4 | -0.5 | -0.5 | -0.5 | 0.5 |
| 27 | 2.4 | -0.2 | -0.6 | -1.1 | -0.7 | -0.5 | -0.8 | -0.3 | 0.1 | 0.3 | 0.4 | 0.4 | 0.5 | 0.5 | 0.3 | 0.1 | -0.7 | -0.7 | -0.7 | -0.7 | -0.5 | -1.0 | -0.9 | -0.8 | -0.2 | 2.4 |
| 28 | -1.0 | -1.1 | -1.2 | -1.0 | -0.9 | -1.4 | -0.6 | -0.3 | 0.1 | 0.2 | 0.4 | 0.5 | 0.5 | 0.5 | 0.3 | 0.0 | -0.5 | -1.0 | -0.5 | -0.6 | -0.5 | -0.9 | -0.8 | -0.7 | -0.4 | 0.5 |
| 29 | -0.5 | -1.0 | -0.6 | -0.6 | -0.5 | -0.4 | -0.6 | -0.2 | 0.0 | 0.2 | 0.4 | 0.3 | 0.3 | 0.2 | 0.2 | 0.0 | -0.5 | -0.5 | -0.6 | -0.6 | -0.4 | -0.4 | -0.3 | -0.3 | -0.3 | 0.4 |
| 30 | -0.3 | -0.3 | -0.3 | -0.3 | -0.2 | -0.2 | -0.3 | -0.2 | -0.7 | -0.4 | -0.1 | -0.2 | 0.4 | 0.0 | -0.7 | 0.2 | 0.0 | -0.1 | -0.1 | -0.2 | -0.2 | -0.5 | -0.7 | -0.6 | -0.2 | 0.4 |
| AV | -0.5 | -0.6 | -0.6 | -0.6 | -0.6 | -0.8 | -0.6 | -0.1 | 0.3 | 0.3 | 0.4 | 0.5 | 0.8 | 0.8 | 0.7 | 0.4 | -0.2 | -0.5 | -0.5 | -0.4 | -0.4 | -0.5 | -0.6 | -0.6 | -0.2 | |
| SD | 1.0 | 0.9 | 1.4 | 1.4 | 1.3 | 1.2 | 1.0 | 0.3 | 0.8 | 0.4 | 0.3 | 0.4 | 0.4 | 0.6 | 0.7 | 0.7 | 0.5 | 0.5 | 0.5 | 0.5 | 0.4 | 0.5 | 0.6 | 0.6 | | |
| PK | 2.4 | 2.7 | 4.2 | 3.8 | 2.9 | 1.4 | 2.6 | 1.1 | 4.2 | 0.8 | 0.8 | 1.2 | 1.5 | 2.4 | 3.7 | 3.5 | 1.8 | 1.4 | 1.2 | 1.1 | 0.9 | 1.0 | 1.2 | 1.3 | | 4.2 |

CU000 [Program: EDMS_MONTHSUM

Version: 1C:15-OCT-93]

CARBON MONOXIDE [42101]

PARTS PER MILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

FINAL DATA
AS OF 26/FEB/98

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2.8 | [ZS] | [ZS] | 2.7 | 3.5 | 4.5 | 5.5 | 5.6 | 5.4 | 2.9 | 0.4 | 0.1 | [SC] | [SC] | 0.4 | 0.9 | 0.5 | 0.7 | 2.9 | 3.9 | 3.0 | 2.3 | 4.1 | 4.8 | 2.8 | 5.6 |
| 2 | 3.9 | [ZS] | [ZS] | 1.0 | 1.1 | 1.4 | 2.0 | 2.8 | 3.3 | 2.5 | 1.4 | 0.9 | 0.6 | 0.3 | 0.3 | 0.2 | 0.2 | 0.5 | 0.6 | 0.9 | 1.6 | 2.0 | 4.7 | 4.0 | 1.6 | 4.7 |
| 3 | 3.1 | [ZS] | [ZS] | 1.6 | 1.2 | 1.7 | 2.5 | 3.2 | 3.0 | 2.0 | 1.2 | 0.8 | 0.9 | 0.8 | 0.8 | 0.6 | 0.6 | 1.0 | 1.3 | 1.4 | 2.3 | 3.9 | 5.7 | 4.2 | 2.0 | 5.7 |
| 4 | 2.8 | [ZS] | [ZS] | 0.5 | 0.6 | 0.6 | 1.0 | 2.1 | 2.2 | 1.4 | 0.9 | 0.8 | 0.6 | 0.3 | 0.4 | 0.5 | 0.7 | 1.1 | 1.8 | 2.4 | 3.0 | 2.8 | 2.9 | 2.2 | 1.4 | 3.0 |
| 5 | 1.8 | [ZS] | [ZS] | 0.3 | 0.3 | 0.4 | 0.9 | 1.2 | 1.3 | 0.7 | 0.2 | 0.5 | 1.0 | 1.0 | 0.9 | 1.7 | 1.7 | 2.3 | 1.7 | 1.3 | 0.8 | 0.6 | 0.6 | 0.6 | 1.0 | 2.3 |
| 6 | 0.4 | [ZS] | [ZS] | 0.1 | 0.4 | 0.5 | 0.8 | [SC] | [SC] | 0.6 | 0.7 | 0.6 | 0.6 | 0.5 | 0.5 | 0.6 | 1.0 | 1.3 | 1.2 | 1.0 | 1.0 | 1.1 | 1.2 | 0.9 | 0.8 | 1.3 |
| 7 | 1.1 | [ZS] | [ZS] | 0.9 | 0.8 | 0.6 | 0.7 | 1.3 | 1.4 | 1.4 | 1.1 | 0.6 | 0.3 | 0.1 | 0.0 | 0.0 | 0.3 | 0.5 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.7 | 1.4 |
| 8 | 0.5 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.3 | 1.7 | 1.7 | 0.7 | 0.5 | 0.3 | 0.3 | 0.3 | 0.2 | 0.4 | 0.6 | 1.2 | 0.9 | 0.9 | 0.8 | 0.8 | 0.6 | 0.5 | 0.6 | 1.7 |
| 9 | 0.0 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.2 | 0.4 | 0.6 | 0.7 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.6 | 0.9 | 0.8 | 1.0 | 0.8 | 0.6 | 0.4 | 0.2 | 0.4 | 1.0 |
| 10 | 0.1 | [ZS] | [ZS] | 0.1 | 0.0 | 0.2 | 1.0 | [SC] | [SC] | 2.1 | 0.4 | 0.1 | 0.0 | 0.0 | 0.2 | 0.3 | 0.8 | 0.9 | 1.1 | 1.2 | 1.2 | 1.3 | 1.7 | 3.2 | 0.8 | 3.2 |
| 11 | 3.5 | [ZS] | [ZS] | 2.2 | 1.6 | 2.0 | 2.1 | 3.3 | 1.4 | 1.3 | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 | 0.4 | 0.8 | 1.4 | 2.9 | 3.2 | 3.4 | 3.6 | 4.0 | 2.6 | 1.8 | 4.0 |
| 12 | 2.7 | [ZS] | [ZS] | 4.0 | 3.2 | 3.4 | 4.4 | 4.2 | 7.7 | 4.8 | 1.5 | 0.9 | 0.0 | 0.0 | 0.2 | 0.4 | 0.4 | 0.8 | 1.2 | 4.1 | 4.9 | 5.6 | 4.9 | 5.2 | 2.9 | 7.7 |
| 13 | 2.9 | [ZS] | [ZS] | 1.0 | 0.6 | 1.3 | 2.8 | 2.2 | 2.3 | 2.8 | 1.6 | 1.0 | 0.6 | 0.6 | 0.5 | 0.6 | 0.8 | 1.0 | 1.4 | 1.4 | 1.6 | 2.1 | 3.6 | 4.3 | 1.7 | 4.3 |
| 14 | 5.6 | [ZS] | [ZS] | 2.8 | 1.9 | 2.9 | 2.4 | [SC] | [SC] | 2.2 | 1.6 | 1.6 | 1.6 | 1.0 | 0.6 | 0.7 | 0.7 | 0.7 | 0.7 | 0.8 | 0.8 | 0.9 | 1.2 | 0.6 | 1.6 | 5.6 |
| 15 | 0.8 | [ZS] | [ZS] | 1.4 | 2.1 | 2.4 | 3.0 | 3.7 | 3.9 | 2.8 | 3.3 | 2.9 | 1.3 | 1.1 | 0.7 | 0.7 | 0.7 | 0.6 | 0.5 | 0.6 | 2.5 | 2.7 | 4.0 | 4.6 | 2.1 | 4.6 |
| 16 | 3.1 | [ZS] | [ZS] | 2.8 | 1.9 | 1.9 | 2.6 | 3.1 | 3.4 | 4.6 | 3.7 | 1.7 | 1.5 | 1.5 | 1.4 | 0.8 | 0.8 | 1.1 | 1.0 | 1.5 | 4.4 | 4.6 | 6.0 | 4.7 | 2.6 | 6.0 |
| 17 | 3.4 | [ZS] | [ZS] | 1.8 | 1.6 | 2.3 | 3.2 | 3.8 | 5.0 | 3.4 | 2.6 | 2.7 | 2.9 | 2.4 | 1.7 | 1.4 | 1.0 | 0.7 | 0.6 | 2.5 | 3.3 | 4.7 | 4.5 | 3.1 | 2.7 | 5.0 |
| 18 | 2.1 | [ZS] | [ZS] | 0.7 | 0.7 | 0.9 | 1.5 | [SC] | 2.8 | 1.5 | 1.0 | 1.3 | 1.9 | 1.8 | 1.3 | 1.4 | 1.4 | 2.0 | 3.5 | 4.0 | 3.7 | 4.1 | 5.2 | 5.0 | 2.3 | 5.2 |
| 19 | 3.6 | [ZS] | [ZS] | 0.8 | 0.9 | 3.4 | 8.7 | 8.1 | 1.7 | 5.2 | 2.7 | 1.4 | 1.3 | 1.0 | 1.0 | 1.1 | 1.3 | 1.3 | 2.2 | 2.3 | 2.5 | 4.5 | 5.0 | 7.3 | 3.0 | 8.7 |
| 20 | 7.5 | [ZS] | [ZS] | 5.8 | 5.1 | 4.1 | 3.8 | 3.7 | 4.2 | 3.0 | 2.3 | 1.9 | 1.7 | 1.2 | 1.6 | 0.9 | 0.8 | 0.8 | 0.7 | 0.9 | 4.0 | 5.1 | 4.7 | 4.4 | 3.1 | 7.5 |
| 21 | 3.7 | [ZS] | [ZS] | 1.1 | 1.1 | 1.5 | 1.9 | 1.9 | 1.6 | 1.6 | 1.2 | 1.2 | 1.2 | 1.5 | 1.2 | 1.1 | 1.1 | 1.0 | 0.9 | 0.7 | 0.8 | 0.6 | 0.5 | 0.4 | 1.3 | 3.7 |
| 22 | 0.1 | [ZS] | [ZS] | 0.0 | 0.0 | 0.0 | 0.3 | [SC] | 1.6 | 1.0 | 1.1 | 1.0 | 1.2 | 1.1 | 1.1 | 1.2 | 1.8 | 2.5 | 2.4 | 2.9 | 6.2 | 5.6 | 5.1 | 6.2 | 2.0 | 6.2 |
| 23 | 5.4 | [ZS] | [ZS] | 5.1 | 4.8 | 5.5 | 6.5 | 6.1 | 4.3 | 3.1 | 2.5 | 2.1 | 2.1 | 1.1 | 1.1 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 3.8 | 6.5 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 27 | 3.2 | [ZS] | [ZS] | 1.5 | 1.7 | 1.3 | 2.2 | 1.8 | 2.0 | 1.2 | 1.4 | 1.3 | 1.0 | 1.2 | 0.9 | 0.9 | 1.2 | 1.1 | 3.4 | 5.4 | 5.2 | 5.1 | 6.4 | 7.3 | 2.6 | 7.3 |
| 28 | 7.8 | [ZS] | [ZS] | 5.8 | 7.3 | 7.5 | 7.4 | 7.0 | 2.9 | 0.9 | 1.0 | 1.1 | 1.2 | 1.1 | 0.9 | 0.9 | 1.0 | 1.2 | 1.5 | 1.3 | 2.1 | 5.0 | 4.6 | 4.4 | 3.4 | 7.8 |
| 29 | 5.6 | [ZS] | [ZS] | 4.8 | 5.1 | 4.5 | 5.3 | 6.3 | 5.5 | 5.6 | 4.0 | 3.9 | 3.4 | 2.8 | 2.0 | 1.6 | 3.0 | 4.2 | 3.7 | 2.5 | 3.5 | 5.6 | 5.2 | 5.1 | 4.2 | 6.3 |
| 30 | 3.3 | [ZS] | [ZS] | 2.9 | 1.1 | 2.0 | 3.5 | [SC] | 2.9 | 2.5 | 1.7 | 1.9 | 1.6 | 2.0 | 2.3 | 1.6 | 1.7 | 1.9 | 1.7 | 2.3 | 1.8 | 1.8 | 3.5 | 3.8 | 2.3 | 3.8 |
| 31 | 4.0 | [ZS] | [ZS] | 5.0 | 4.0 | 4.8 | 5.7 | 5.0 | 5.9 | 5.4 | 5.2 | 4.5 | 2.4 | 2.3 | 1.8 | 1.5 | 1.5 | 1.5 | 1.7 | 1.9 | 1.7 | 3.4 | 4.8 | 6.0 | 3.6 | 6.0 |
| AV | 3.0 | [ ] | [ ] | 2.0 | 1.9 | 2.2 | 3.0 | 3.6 | 3.1 | 2.4 | 1.6 | 1.3 | 1.2 | 1.0 | 0.9 | 0.8 | 1.0 | 1.3 | 1.7 | 2.0 | 2.5 | 3.1 | 3.6 | 3.6 | 2.1 | |
| SD | 2.1 | [ ] | [ ] | 1.9 | 1.9 | 1.9 | 2.2 | 2.0 | 1.8 | 1.5 | 1.2 | 1.1 | 0.8 | 0.8 | 0.6 | 0.5 | 0.6 | 0.8 | 1.0 | 1.3 | 1.6 | 1.8 | 1.9 | 2.2 | | |
| PK | 7.8 | [ ] | [ ] | 5.8 | 7.3 | 7.5 | 8.7 | 8.1 | 7.7 | 5.6 | 5.2 | 4.5 | 3.4 | 2.8 | 2.3 | 1.7 | 3.0 | 4.2 | 3.7 | 5.4 | 6.2 | 5.6 | 6.4 | 7.3 | | 8.7 |

QU000 [Program: EDMS_MONTESUM

Version: LC:15-OCT-93]

SULFUR DIOXIDE [42401]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

FINAL DATA
AS OF 26/FEB/98

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2.6 | [ZS] | [ZS] | 3.8 | 4.2 | 4.8 | 5.1 | 4.5 | 3.9 | 4.1 | 3.3 | 2.6 | [SC] | [SC] | 1.6 | 2.2 | 3.8 | 3.3 | 4.9 | 5.2 | 4.5 | 4.2 | 4.3 | 4.9 | 3.9 | 6.2 |
| 2 | 4.4 | [ZS] | [ZS] | 3.3 | 3.3 | 3.3 | 3.4 | 4.1 | 4.0 | 4.1 | 4.6 | 3.7 | 3.7 | 6.3 | 3.9 | 3.4 | 3.8 | 6.5 | 4.4 | 2.1 | 3.4 | 4.4 | 4.8 | 4.2 | 4.1 | 6.5 |
| 3 | 3.4 | [ZS] | [ZS] | 4.3 | 2.6 | 3.2 | 3.7 | 4.3 | 3.8 | 3.8 | 3.5 | 3.7 | 3.4 | 4.3 | 8.2 | 9.4 | 6.6 | 4.2 | 4.1 | 3.9 | 3.8 | 4.5 | 5.4 | 5.9 | 4.5 | 9.4 |
| 4 | 5.0 | [ZS] | [ZS] | 4.7 | 4.1 | 4.1 | 5.8 | 4.1 | 7.1 | 4.7 | 4.7 | 4.1 | 5.7 | 4.5 | 7.4 | 6.1 | 3.2 | 3.9 | 10.2 | 6.2 | 4.5 | 4.6 | 5.2 | 4.8 | 5.2 | 10.2 |
| 5 | 4.1 | [ZS] | [ZS] | 3.0 | 3.8 | 3.1 | 4.7 | 4.3 | 3.7 | 3.3 | 2.8 | 3.0 | 2.9 | 2.8 | 2.0 | 2.2 | 2.3 | 2.5 | 1.8 | 1.8 | 1.4 | 1.3 | 1.4 | 1.6 | 2.7 | 4.7 |
| 6 | 1.4 | [ZS] | [ZS] | 1.6 | 1.6 | 1.3 | 2.0 | [SC] | [SC] | 1.9 | 1.6 | 2.3 | 2.3 | 2.3 | 2.6 | 2.4 | 1.8 | 1.5 | 1.6 | 1.4 | 2.1 | 1.7 | 1.7 | 1.3 | 1.8 | 2.6 |
| 7 | 2.1 | [ZS] | [ZS] | 2.9 | 2.2 | 1.7 | 1.6 | 1.9 | 2.0 | 2.3 | 2.9 | 2.8 | 2.8 | 3.1 | 2.8 | 2.6 | 2.1 | 2.5 | 1.7 | 2.2 | 2.6 | 4.1 | 7.1 | 11.6 | 3.1 | 11.6 |
| 8 | 8.9 | [ZS] | [ZS] | 1.7 | 1.5 | 1.6 | 2.2 | 2.5 | 1.7 | 2.0 | 2.4 | 2.9 | 4.6 | 7.3 | 6.2 | 5.3 | 3.0 | 1.9 | 1.3 | 1.4 | 1.7 | 2.0 | 2.1 | 2.2 | 3.0 | 8.9 |
| 9 | 2.0 | [ZS] | [ZS] | 2.4 | 2.2 | 2.3 | 2.4 | 2.2 | 2.0 | 1.5 | 2.0 | 2.0 | 2.0 | 2.1 | 2.1 | 2.2 | 2.5 | 2.0 | 2.1 | 1.9 | 2.0 | 2.0 | 2.1 | 2.3 | 2.1 | 2.5 |
| 10 | 2.0 | [ZS] | [ZS] | 2.2 | 1.8 | 2.2 | 4.6 | [SC] | [SC] | 3.4 | 2.0 | 2.2 | 2.1 | 2.0 | 1.9 | 2.2 | 2.0 | 2.9 | 2.2 | 2.1 | 2.0 | 2.4 | 2.9 | 7.7 | 2.6 | 7.7 |
| 11 | 11.1 | [ZS] | [ZS] | 7.4 | 6.6 | 7.6 | 6.9 | 6.7 | 3.5 | 3.7 | 1.8 | 1.6 | 1.7 | 1.8 | 2.0 | 2.3 | 2.2 | 2.4 | 3.2 | 4.5 | 4.8 | 5.7 | 6.0 | 11.0 | 4.8 | 11.1 |
| 12 | 8.2 | [ZS] | [ZS] | 9.7 | 7.5 | 8.0 | 8.4 | 8.6 | 11.5 | 8.1 | 4.7 | 3.8 | 3.7 | 3.8 | 5.4 | 4.9 | 3.5 | 3.3 | 2.9 | 5.0 | 6.0 | 9.1 | 6.0 | 6.4 | 6.3 | 11.5 |
| 13 | 5.0 | [ZS] | [ZS] | 3.7 | 3.0 | 3.4 | 5.3 | 5.0 | 4.0 | 3.9 | 3.3 | 3.7 | 4.7 | 5.9 | 4.0 | 4.8 | 5.5 | 4.8 | 5.3 | 5.2 | 4.1 | 3.9 | 4.2 | 4.7 | 4.4 | 5.9 |
| 14 | 5.7 | [ZS] | [ZS] | 6.0 | 4.3 | 5.0 | 4.7 | [SC] | [SC] | 3.1 | 2.0 | 2.0 | 2.3 | 6.0 | 3.5 | 3.0 | 4.7 | 3.9 | 5.2 | 4.1 | 2.5 | 2.1 | 1.8 | 1.9 | 3.7 | 6.0 |
| 15 | 2.1 | [ZS] | [ZS] | 2.4 | 3.3 | 3.8 | 4.0 | 4.6 | 4.6 | 4.1 | 3.5 | 3.2 | 2.6 | 4.2 | 2.8 | 2.3 | 4.3 | 9.3 | 3.8 | 3.6 | 4.9 | 3.9 | 4.2 | 4.5 | 3.9 | 9.3 |
| 16 | 4.2 | [ZS] | [ZS] | 5.0 | 4.9 | 4.8 | 5.4 | 5.4 | 5.2 | 5.1 | 4.1 | 2.1 | 1.1 | 6.1 | 5.3 | 4.0 | 3.1 | 4.7 | 2.8 | 5.2 | 4.7 | 4.5 | 5.5 | 5.5 | 4.5 | 6.1 |
| 17 | 4.9 | [ZS] | [ZS] | 4.4 | 4.4 | 5.1 | 5.7 | 6.1 | 5.9 | 4.7 | 4.7 | 3.6 | 4.5 | 6.0 | 4.6 | 2.9 | 2.5 | 2.6 | 4.0 | 4.7 | 4.7 | 5.5 | 4.9 | 3.8 | 4.5 | 6.1 |
| 18 | 3.5 | [ZS] | [ZS] | 3.5 | 3.4 | 3.6 | 3.6 | [SC] | 11.7 | 3.2 | 2.5 | 2.1 | 2.0 | 2.1 | 1.8 | 1.7 | 1.5 | 1.9 | 2.3 | 3.4 | 3.2 | 3.8 | 4.7 | 4.9 | 3.4 | 11.7 |
| 19 | 4.1 | [ZS] | [ZS] | 2.4 | 2.8 | 5.0 | 7.1 | 7.5 | 3.1 | 4.0 | 5.9 | 3.8 | 2.1 | 1.3 | 6.4 | 7.6 | 3.7 | 0.8 | 1.7 | 2.1 | 3.0 | 7.2 | 7.7 | 7.3 | 4.4 | 7.7 |
| 20 | 8.4 | [ZS] | [ZS] | 7.8 | 7.1 | 6.3 | 5.7 | 5.5 | 5.0 | 3.3 | 2.2 | 2.4 | 2.9 | 3.5 | 5.3 | 1.8 | 2.6 | 2.5 | 2.3 | 3.1 | 4.5 | 4.7 | 5.4 | 5.4 | 4.4 | 8.4 |
| 21 | 4.8 | [ZS] | [ZS] | 3.5 | 3.3 | 3.3 | 3.1 | 3.3 | 3.4 | 3.0 | 1.9 | 1.4 | 0.8 | 0.6 | 0.3 | 0.2 | 0.0 | 0.6 | 1.2 | 1.4 | 1.4 | 1.7 | 2.0 | 1.8 | 2.0 | 4.8 |
| 22 | 1.7 | [ZS] | [ZS] | 2.0 | 1.8 | 2.3 | 1.9 | [SC] | 11.7 | 1.3 | 0.3 | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 | 1.3 | 3.1 | 1.8 | 3.5 | 5.9 | 8.4 | 7.7 | 8.3 | 3.0 | 11.7 |
| 23 | 7.4 | [ZS] | [ZS] | 7.2 | 7.3 | 7.7 | 8.3 | 8.2 | 6.8 | 5.3 | 5.4 | 5.1 | 4.0 | 1.7 | 3.2 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 6.0 | 8.3 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 11.0 | 8.5 | [SC] | [SC] | 6.5 | 6.1 | 4.2 | 0.6 | 0.8 | 0.5 | 2.8 | 3.2 | 1.9 | 3.9 | 3.8 | 5.0 | 6.6 | 7.1 | 6.9 | 4.7 | 11.0 |
| 27 | 5.4 | [ZS] | [ZS] | 4.6 | 4.3 | 4.2 | 5.3 | 4.7 | 4.0 | 2.3 | 1.3 | 0.7 | 1.1 | 3.3 | 2.8 | 1.7 | 2.4 | 3.8 | 4.6 | 4.6 | 4.5 | 5.0 | 6.0 | 6.8 | 3.8 | 6.8 |
| 28 | 7.2 | [ZS] | [ZS] | 6.8 | 7.1 | 7.1 | 7.3 | 8.1 | 7.0 | 5.7 | 5.5 | 3.9 | 3.7 | 3.2 | 5.6 | 4.7 | 2.1 | 5.9 | 16.0 | 8.3 | 6.5 | 5.6 | 4.6 | 4.4 | 6.2 | 16.0 |
| 29 | 5.6 | [ZS] | [ZS] | 5.7 | 5.6 | 5.5 | 6.4 | 7.0 | 5.7 | 4.9 | 3.5 | 3.1 | 1.8 | 1.7 | 1.0 | 1.3 | 1.9 | 2.3 | 1.9 | 1.1 | 2.3 | 3.5 | 3.4 | 3.6 | 3.6 | 7.0 |
| 30 | 2.5 | [ZS] | [ZS] | 3.2 | 0.8 | 1.9 | 3.7 | [SC] | 6.4 | 1.6 | 0.8 | 1.2 | 1.5 | 8.2 | 9.6 | 8.2 | 7.0 | 7.8 | 6.9 | 11.1 | 8.5 | 6.6 | 5.9 | 4.6 | 5.1 | 11.1 |
| 31 | 3.9 | [ZS] | [ZS] | 6.9 | 5.9 | 5.7 | 5.4 | 5.5 | 5.5 | 3.8 | 4.4 | 10.1 | 6.9 | 5.5 | 10.3 | 8.8 | 7.2 | 7.0 | 6.5 | 7.6 | 8.1 | 6.5 | 3.5 | 4.0 | 6.3 | 10.3 |
| AV | 4.7 | [ ] | [ ] | 4.4 | 4.0 | 4.4 | 4.9 | 5.2 | 5.3 | 3.7 | 3.2 | 3.0 | 2.8 | 3.6 | 3.9 | 3.6 | 3.2 | 3.6 | 3.9 | 4.0 | 4.0 | 4.5 | 4.6 | 5.1 | 4.1 | |
| SD | 2.5 | [ ] | [ ] | 2.1 | 1.9 | 2.3 | 2.0 | 1.9 | 2.8 | 1.5 | 1.6 | 1.8 | 1.6 | 2.2 | 2.7 | 2.5 | 1.7 | 2.1 | 3.1 | 2.4 | 1.9 | 2.0 | 1.9 | 2.6 | | |
| PK | 11.1 | [ ] | [ ] | 9.7 | 7.5 | 11.0 | 8.5 | 8.6 | 11.7 | 8.1 | 6.1 | 10.1 | 6.9 | 8.2 | 10.3 | 9.4 | 7.2 | 9.3 | 16.0 | 11.1 | 8.5 | 9.1 | 7.7 | 11.6 | | 16.0 |

QU000 [Program: EDMS_MONTESUM

Version: LC:15-OCT-93]

NITRIC OXIDE [42601]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 162 | [ZS] | [ZS] | 187 | 252 | 341 | 364 | 305 | 268 | 147 | 20 | 8 | [SC] | [SC] | 6 | 11 | 10 | 22 | 115 | 159 | 144 | 111 | 209 | 250 | 155 | 364 |
| 2 | 244 | [ZS] | [ZS] | 68 | 84 | 105 | 134 | 161 | 165 | 115 | 64 | 26 | 14 | 5 | 3 | 2 | 2 | 3 | 2 | 6 | 47 | 72 | 214 | 197 | 79 | 244 |
| 3 | 169 | [ZS] | [ZS] | 113 | 70 | 112 | 152 | 185 | 140 | 87 | 42 | 19 | 18 | 13 | 16 | 19 | 15 | 13 | 27 | 27 | 71 | 170 | 271 | 235 | 90 | 271 |
| 4 | 185 | [ZS] | [ZS] | 46 | 67 | 46 | 56 | 100 | 91 | 68 | 49 | 34 | 16 | 7 | 10 | 10 | 9 | 25 | 72 | 100 | 141 | 134 | 172 | 146 | 72 | 185 |
| 5 | 127 | [ZS] | [ZS] | 18 | 30 | 30 | 69 | 79 | 80 | 47 | 19 | 46 | 76 | 64 | 39 | 69 | 58 | 96 | 52 | 41 | 18 | 12 | 18 | 13 | 50 | 127 |
| 6 | 4 | [ZS] | [ZS] | 1 | 2 | 4 | 12 | [SC] | [SC] | 10 | 12 | 14 | 13 | 13 | 13 | 13 | 17 | 25 | 25 | 16 | 30 | 30 | 37 | 27 | 16 | 37 |
| 7 | 44 | [ZS] | [ZS] | 28 | 24 | 11 | 14 | 46 | 47 | 41 | 27 | 13 | 4 | 1 | 2 | 0 | 0 | 18 | 3 | 3 | 0 | 3 | 32 | 110 | 21 | 110 |
| 8 | 82 | [ZS] | [ZS] | 0 | 1 | 8 | 10 | 87 | 65 | 15 | 12 | 8 | 14 | 48 | 32 | 13 | 6 | 10 | 7 | 6 | 5 | 13 | 13 | 19 | 22 | 87 |
| 9 | 6 | [ZS] | [ZS] | 4 | 1 | 4 | 4 | 9 | 12 | 9 | 6 | 6 | 4 | 3 | 4 | 5 | 3 | 11 | 12 | 23 | 16 | 9 | 3 | 1 | 7 | 23 |
| 10 | 4 | [ZS] | [ZS] | 9 | 2 | 21 | 114 | [SC] | [SC] | 88 | 13 | 9 | 5 | 5 | 6 | 7 | 10 | 19 | 34 | 41 | 45 | 72 | 114 | 266 | 44 | 266 |
| 11 | 342 | [ZS] | [ZS] | 211 | 187 | 215 | 231 | 255 | 81 | 64 | 14 | 5 | 5 | 7 | 11 | 14 | 23 | 32 | 128 | 176 | 210 | 253 | 278 | 179 | 133 | 342 |
| 12 | 205 | [ZS] | [ZS] | 410 | 308 | 378 | 395 | 357 | 514 | 273 | 90 | 9 | 15 | 17 | 10 | 19 | 13 | 18 | 36 | 250 | 323 | 353 | 323 | 355 | 212 | 514 |
| 13 | 210 | [ZS] | [ZS] | 69 | 36 | 101 | 204 | 152 | 121 | 123 | 63 | 31 | 16 | 20 | 8 | 9 | 23 | 27 | 48 | 36 | 70 | 115 | 215 | 262 | 89 | 262 |
| 14 | 355 | [ZS] | [ZS] | 216 | 149 | 241 | 195 | [SC] | [SC] | 95 | 37 | 33 | 38 | 53 | 14 | 10 | 32 | 16 | 5 | 4 | 9 | 7 | 26 | 17 | 77 | 355 |
| 15 | 23 | [ZS] | [ZS] | 60 | 135 | 190 | 222 | 217 | 188 | 99 | 97 | 76 | 21 | 33 | 6 | 6 | 20 | 28 | 3 | 14 | 145 | 153 | 216 | 266 | 101 | 266 |
| 16 | 186 | [ZS] | [ZS] | 214 | 160 | 170 | 218 | 234 | 204 | 241 | 167 | 47 | 36 | 74 | 50 | 28 | 20 | 19 | 8 | 57 | 227 | 250 | 347 | 289 | 147 | 347 |
| 17 | 246 | [ZS] | [ZS] | 158 | 172 | 242 | 285 | 288 | 265 | 157 | 91 | 92 | 92 | 76 | 54 | 30 | 16 | 6 | 18 | 124 | 163 | 250 | 257 | 172 | 148 | 288 |
| 18 | 130 | [ZS] | [ZS] | 59 | 62 | 73 | 84 | [SC] | 98 | 63 | 36 | 50 | 70 | 62 | 20 | 23 | 18 | 41 | 122 | 178 | 165 | 215 | 316 | 316 | 105 | 316 |
| 19 | 225 | [ZS] | [ZS] | 16 | 62 | 263 | 560 | 490 | 67 | 196 | 96 | 38 | 22 | 11 | 17 | 21 | 37 | 25 | 82 | 101 | 140 | 294 | 318 | 440 | 160 | 560 |
| 20 | 497 | [ZS] | [ZS] | 425 | 401 | 327 | 258 | 222 | 214 | 106 | 55 | 37 | 29 | 11 | 28 | 9 | 21 | 6 | 2 | 17 | 172 | 229 | 242 | 234 | 161 | 497 |
| 21 | 202 | [ZS] | [ZS] | 33 | 44 | 54 | 76 | 69 | 54 | 33 | 18 | 5 | 4 | 11 | 3 | 3 | 1 | 3 | 2 | 1 | 0 | 1 | 1 | 1 | 28 | 202 |
| 22 | 1 | [ZS] | [ZS] | 3 | 1 | 2 | 2 | [SC] | 24 | 14 | 9 | 8 | 14 | 9 | 5 | 7 | 29 | 87 | 66 | 107 | 306 | 307 | 296 | 398 | 81 | 398 |
| 23 | 389 | [ZS] | [ZS] | 387 | 386 | 457 | 508 | 424 | 266 | 151 | 89 | 61 | 54 | 12 | 9 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 246 | 508 |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 26 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 237 | 303 | [SC] | [SC] | 159 | 84 | 51 | 5 | 7 | 3 | 3 | 9 | 44 | 182 | 175 | 271 | 365 | 376 | 366 | 155 | 376 |
| 27 | 230 | [ZS] | [ZS] | 112 | 133 | 107 | 170 | 118 | 120 | 41 | 20 | 18 | 20 | 34 | 16 | 11 | 2 | 2 | 145 | 275 | 289 | 269 | 370 | 432 | 133 | 432 |
| 28 | 489 | [ZS] | [ZS] | 385 | 463 | 472 | 479 | 470 | 220 | 19 | 13 | 12 | 10 | 9 | 31 | 9 | 6 | 45 | 109 | 32 | 114 | 262 | 244 | 240 | 168 | 489 |
| 29 | 338 | [ZS] | [ZS] | 282 | 324 | 317 | 319 | 405 | 301 | 277 | 180 | 149 | 108 | 86 | 48 | 33 | 113 | 172 | 181 | 114 | 188 | 307 | 293 | 295 | 222 | 405 |
| 30 | 206 | [ZS] | [ZS] | 186 | 31 | 130 | 253 | [SC] | 121 | 107 | 45 | 52 | 39 | 73 | 91 | 80 | 62 | 61 | 32 | 82 | 63 | 39 | 143 | 175 | 99 | 253 |
| 31 | 201 | [ZS] | [ZS] | 320 | 244 | 319 | 372 | 313 | 303 | 241 | 247 | 241 | 83 | 68 | 78 | 36 | 46 | 43 | 41 | 61 | 75 | 144 | 194 | 271 | 179 | 372 |
| AV | 197 | [ | ] | [ | ] | 143 | 137 | 172 | 211 | 227 | 161 | 106 | 59 | 41 | 30 | 30 | 22 | 18 | 22 | 33 | 56 | 80 | 123 | 159 | 198 | 213 | 111 | | | | | | | | | | | |
| SD | 138 | [ | ] | [ | ] | 140 | 136 | 143 | 160 | 141 | 115 | 80 | 58 | 50 | 29 | 26 | 23 | 19 | 24 | 36 | 56 | 77 | 99 | 120 | 122 | 133 | | | | | | | | | | | | |
| MX | 497 | [ | ] | [ | ] | 425 | 463 | 472 | 560 | 490 | 514 | 277 | 247 | 241 | 108 | 86 | 91 | 80 | 113 | 172 | 182 | 275 | 323 | 365 | 376 | 440 | | | | | | | | | | | | 560 |

00000 [Program: EDMS_MONTHSUM Version: LC:15-OCT-93]

NITROGEN DIOXIDE [42602]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 38 | [ZS] | [ZS] | 34 | 31 | 33 | 35 | 37 | 51 | 65 | 22 | 15 | [SC] | [SC] | 16 | 36 | 37 | 41 | 51 | 60 | 54 | 47 | 46 | 49 | 40 | 65 |
| 2 | 48 | [ZS] | [ZS] | 36 | 37 | 36 | 36 | 37 | 41 | 45 | 45 | 37 | 29 | 18 | 14 | 12 | 14 | 21 | 23 | 27 | 44 | 45 | 45 | 43 | 33 | 48 |
| 3 | 39 | [ZS] | [ZS] | 35 | 31 | 33 | 33 | 35 | 37 | 41 | 39 | 34 | 38 | 37 | 41 | 38 | 42 | 49 | 53 | 54 | 57 | 54 | 56 | 53 | 42 | 57 |
| 4 | 48 | [ZS] | [ZS] | 41 | 40 | 40 | 41 | 42 | 43 | 43 | 42 | 41 | 34 | 22 | 26 | 35 | 36 | 48 | 55 | 55 | 54 | 54 | 52 | 49 | 43 | 55 |
| 5 | 48 | [ZS] | [ZS] | 41 | 43 | 42 | 43 | 44 | 45 | 39 | 36 | 43 | 45 | 46 | 48 | 46 | 46 | 49 | 44 | 43 | 38 | 37 | 38 | 36 | 43 | 49 |
| 6 | 28 | [ZS] | [ZS] | 17 | 21 | 25 | 33 | [SC] | [SC] | 25 | 27 | 27 | 25 | 25 | 26 | 29 | 36 | 39 | 39 | 37 | 39 | 38 | 37 | 36 | 30 | 39 |
| 7 | 35 | [ZS] | [ZS] | 34 | 33 | 31 | 30 | 30 | 31 | 34 | 36 | 26 | 24 | 14 | 13 | 9 | 8 | 17 | 12 | 20 | 21 | 27 | 35 | 42 | 26 | 42 |
| 8 | 35 | [ZS] | [ZS] | 6 | 6 | 16 | 25 | 40 | 38 | 25 | 20 | 15 | 17 | 30 | 22 | 20 | 23 | 37 | 29 | 32 | 34 | 38 | 36 | 34 | 26 | 40 |
| 9 | 24 | [ZS] | [ZS] | 14 | 11 | 12 | 21 | 26 | 23 | 18 | 14 | 13 | 10 | 11 | 14 | 20 | 26 | 38 | 37 | 40 | 39 | 33 | 23 | 21 | 22 | 40 |
| 10 | 25 | [ZS] | [ZS] | 18 | 15 | 26 | 41 | [SC] | [SC] | 47 | 21 | 17 | 13 | 14 | 17 | 22 | 35 | 43 | 46 | 46 | 48 | 48 | 46 | 49 | 32 | 49 |
| 11 | 52 | [ZS] | [ZS] | 46 | 46 | 46 | 49 | 52 | 41 | 46 | 20 | 11 | 12 | 14 | 21 | 28 | 37 | 43 | 45 | 49 | 47 | 47 | 47 | 47 | 38 | 52 |
| 12 | 48 | [ZS] | [ZS] | 56 | 54 | 61 | 62 | 59 | 47 | 71 | 49 | 21 | 19 | 23 | 26 | 39 | 36 | 44 | 47 | 50 | 56 | 65 | 62 | 63 | 48 | 71 |
| 13 | 52 | [ZS] | [ZS] | 47 | 42 | 42 | 41 | 41 | 40 | 52 | 43 | 38 | 31 | 40 | 28 | 40 | 49 | 56 | 57 | 54 | 50 | 48 | 46 | 46 | 45 | 57 |
| 14 | 47 | [ZS] | [ZS] | 46 | 41 | 40 | 40 | [SC] | [SC] | 43 | 39 | 43 | 49 | 44 | 24 | 29 | 30 | 26 | 31 | 35 | 39 | 39 | 45 | 40 | 38 | 49 |
| 15 | 42 | [ZS] | [ZS] | 41 | 39 | 42 | 42 | 43 | 49 | 58 | 74 | 76 | 33 | 29 | 16 | 14 | 20 | 39 | 27 | 37 | 44 | 42 | 43 | 48 | 41 | 76 |
| 16 | 51 | [ZS] | [ZS] | 46 | 43 | 40 | 43 | 45 | 45 | 61 | 69 | 47 | 46 | 59 | 59 | 36 | 41 | 50 | 38 | 47 | 51 | 53 | 55 | 59 | 49 | 69 |
| 17 | 53 | [ZS] | [ZS] | 45 | 45 | 46 | 44 | 46 | 51 | 61 | 63 | 75 | 91 | 93 | 72 | 60 | 49 | 33 | 44 | 47 | 55 | 64 | 59 | 46 | 56 | 93 |
| 18 | 43 | [ZS] | [ZS] | 37 | 37 | 36 | 36 | [SC] | 33 | 39 | 35 | 37 | 38 | 40 | 36 | 38 | 38 | 41 | 44 | 49 | 54 | 47 | 47 | 52 | 41 | 54 |
| 19 | 57 | [ZS] | [ZS] | 21 | 34 | 46 | 49 | 56 | 44 | 64 | 57 | 44 | 37 | 29 | 36 | 42 | 48 | 50 | 53 | 55 | 54 | 53 | 52 | 60 | 47 | 64 |
| 20 | 68 | [ZS] | [ZS] | 54 | 56 | 51 | 49 | 46 | 49 | 53 | 47 | 46 | 48 | 32 | 51 | 29 | 33 | 31 | 29 | 33 | 46 | 55 | 57 | 55 | 46 | 68 |
| 21 | 50 | [ZS] | [ZS] | 40 | 38 | 37 | 37 | 39 | 38 | 38 | 28 | 14 | 14 | 24 | 14 | 13 | 14 | 15 | 15 | 14 | 14 | 18 | 17 | 14 | 25 | 50 |
| 22 | 12 | [ZS] | [ZS] | 10 | 10 | 12 | 23 | [SC] | 26 | 23 | 18 | 16 | 21 | 18 | 14 | 21 | 37 | 50 | 50 | 48 | 54 | 61 | 62 | 62 | 31 | 62 |
| 23 | 60 | [ZS] | [ZS] | 62 | 57 | 55 | 55 | 56 | 53 | 55 | 57 | 58 | 63 | 30 | 27 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 53 | 63 |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 26 | [ | ] | [ | ] | [ | ] | [ | ] | 48 | 56 | [SC] | [SC] | 58 | 53 | 42 | 17 | 18 | 16 | 20 | 37 | 45 | 49 | 51 | 52 | 53 | 57 | 58 | 43 | 58 |
| 27 | 52 | [ZS] | [SS] | 42 | 45 | 41 | 42 | 40 | 41 | 35 | 30 | 30 | 37 | 38 | 34 | 28 | 27 | 39 | 46 | 49 | 48 | 53 | 57 | 57 | 41 | 57 |
| 28 | 61 | [YS] | [ZS] | 59 | 58 | 59 | 60 | 60 | 50 | 30 | 28 | 28 | 28 | 23 | 34 | 30 | 33 | 53 | 60 | 48 | 54 | 49 | 51 | 55 | 46 | 61 |
| 29 | 57 | [YS] | [ZS] | 60 | 62 | 65 | 61 | 56 | 58 | 64 | 66 | 74 | 69 | 59 | 47 | 42 | 51 | 51 | 46 | 43 | 45 | 48 | 52 | 49 | 56 | 74 |
| 30 | 44 | [ZS] | [ZS] | 43 | 35 | 37 | 43 | [SC] | 34 | 43 | 37 | 46 | 49 | 67 | 74 | 60 | 65 | 68 | 64 | 81 | 66 | 57 | 60 | 62 | 54 | 81 |
| 31 | 60 | [ZS] | [ZS] | 76 | 70 | 64 | 63 | 58 | 63 | 73 | 96 | 115 | 76 | 68 | 67 | 61 | 61 | 60 | 59 | 59 | 58 | 54 | 53 | 58 | 66 | 115 |
| AV | 46 | [ | ] | [ | ] | 39 | 38 | 40 | 43 | 45 | 43 | 46 | 41 | 39 | 36 | 34 | 32 | 32 | 36 | 42 | 43 | 45 | 47 | 47 | 48 | 48 | 41 | | | | | | | | | | | |
| SD | 13 | [ | ] | [ | ] | 17 | 16 | 14 | 11 | 10 | 9 | 15 | 18 | 24 | 20 | 20 | 18 | 14 | 13 | 12 | 13 | 13 | 11 | 11 | 11 | 12 | | | | | | | | | | | | |
| MX | 68 | [ | ] | [ | ] | 76 | 70 | 65 | 63 | 60 | 63 | 73 | 86 | 115 | 91 | 93 | 74 | 61 | 65 | 68 | 64 | 81 | 66 | 65 | 62 | 63 | | | | | | | | | | | | 115 |

00000 [Program: EDMS_MONTHSUM Version: LC:15-OCT-93]

OXIDES OF NITROGEN [42603]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 200 | [ZS] | [ZS] | 222 | 203 | 374 | 399 | 342 | 319 | 211 | 42 | 23 | [SC] | [SC] | 22 | 47 | 48 | 63 | 165 | 219 | 199 | 159 | 255 | 299 | 195 | 399 |
| 2 | 292 | [ZS] | [ZS] | 104 | 121 | 141 | 170 | 198 | 206 | 160 | 110 | 63 | 42 | 23 | 17 | 14 | 15 | 24 | 25 | 33 | 91 | 117 | 259 | 240 | 112 | 292 |
| 3 | 209 | [ZS] | [ZS] | 148 | 101 | 144 | 185 | 220 | 177 | 128 | 82 | 53 | 57 | 50 | 58 | 57 | 57 | 62 | 80 | 81 | 129 | 224 | 328 | 288 | 133 | 328 |
| 4 | 234 | [ZS] | [ZS] | 87 | 109 | 87 | 92 | 142 | 135 | 111 | 91 | 75 | 50 | 29 | 36 | 45 | 45 | 73 | 127 | 155 | 195 | 188 | 225 | 195 | 115 | 234 |
| 5 | 174 | [ZS] | [ZS] | 59 | 72 | 72 | 113 | 123 | 125 | 87 | 55 | 89 | 121 | 110 | 87 | 116 | 104 | 145 | 96 | 84 | 56 | 48 | 56 | 48 | 93 | 174 |
| 6 | 32 | [ZS] | [ZS] | 18 | 22 | 29 | 45 | [SC] | [SC] | 36 | 40 | 40 | 38 | 38 | 39 | 42 | 53 | 64 | 65 | 53 | 68 | 68 | 75 | 63 | 46 | 75 |
| 7 | 79 | [ZS] | [ZS] | 62 | 57 | 42 | 44 | 77 | 78 | 75 | 63 | 39 | 28 | 15 | 14 | 10 | 8 | 32 | 15 | 23 | 21 | 31 | 67 | 152 | 47 | 152 |
| 8 | 117 | [ZS] | [ZS] | 6 | 7 | 25 | 36 | 128 | 103 | 40 | 32 | 29 | 31 | 77 | 54 | 33 | 30 | 48 | 36 | 38 | 39 | 51 | 48 | 52 | 48 | 128 |
| 9 | 30 | [ZS] | [ZS] | 17 | 12 | 16 | 26 | 35 | 34 | 27 | 20 | 19 | 15 | 15 | 18 | 25 | 29 | 49 | 49 | 63 | 55 | 42 | 26 | 22 | 29 | 63 |
| 10 | 29 | [ZS] | [ZS] | 27 | 17 | 47 | 155 | [SC] | [SC] | 135 | 34 | 26 | 18 | 19 | 24 | 29 | 45 | 62 | 81 | 87 | 93 | 121 | 160 | 315 | 76 | 315 |
| 11 | 394 | [ZS] | [ZS] | 258 | 234 | 261 | 280 | 307 | 121 | 110 | 34 | 17 | 18 | 21 | 32 | 42 | 60 | 75 | 173 | 225 | 257 | 301 | 324 | 226 | 171 | 394 |
| 12 | 263 | [ZS] | [ZS] | 466 | 361 | 440 | 457 | 416 | 561 | 344 | 136 | 30 | 34 | 40 | 36 | 58 | 49 | 82 | 83 | 300 | 379 | 419 | 384 | 418 | 260 | 561 |
| 13 | 263 | [ZS] | [ZS] | 116 | 78 | 143 | 245 | 193 | 161 | 175 | 106 | 68 | 47 | 60 | 35 | 49 | 72 | 83 | 105 | 90 | 120 | 163 | 261 | 308 | 134 | 308 |
| 14 | 402 | [ZS] | [ZS] | 262 | 190 | 281 | 236 | [SC] | [SC] | 138 | 76 | 76 | 87 | 97 | 38 | 33 | 62 | 41 | 37 | 39 | 48 | 46 | 71 | 57 | 116 | 402 |
| 15 | 65 | [ZS] | [ZS] | 100 | 174 | 232 | 264 | 260 | 237 | 157 | 172 | 153 | 54 | 62 | 22 | 20 | 41 | 67 | 31 | 51 | 189 | 195 | 259 | 314 | 142 | 314 |
| 16 | 237 | [ZS] | [ZS] | 260 | 203 | 210 | 262 | 279 | 249 | 302 | 236 | 93 | 82 | 132 | 110 | 65 | 61 | 69 | 47 | 104 | 278 | 304 | 403 | 348 | 197 | 403 |
| 17 | 299 | [ZS] | [ZS] | 203 | 217 | 288 | 329 | 334 | 316 | 218 | 154 | 167 | 183 | 170 | 126 | 89 | 65 | 40 | 63 | 171 | 217 | 314 | 316 | 218 | 204 | 334 |
| 18 | 181 | [ZS] | [ZS] | 90 | 99 | 109 | 120 | [SC] | 131 | 302 | 72 | 87 | 108 | 102 | 57 | 61 | 56 | 83 | 166 | 227 | 220 | 263 | 363 | 368 | 146 | 368 |
| 19 | 282 | [ZS] | [ZS] | 97 | 95 | 309 | 609 | 546 | 111 | 261 | 153 | 82 | 59 | 40 | 53 | 63 | 85 | 76 | 135 | 156 | 194 | 347 | 370 | 500 | 207 | 609 |
| 20 | 565 | [ZS] | [ZS] | 479 | 457 | 378 | 308 | 267 | 264 | 159 | 102 | 83 | 77 | 43 | 79 | 39 | 54 | 36 | 31 | 50 | 218 | 284 | 299 | 290 | 207 | 565 |
| 21 | 252 | [ZS] | [ZS] | 73 | 82 | 91 | 112 | 107 | 92 | 71 | 46 | 19 | 18 | 35 | 18 | 16 | 15 | 18 | 16 | 15 | 14 | 20 | 17 | 15 | 53 | 252 |
| 22 | 13 | [ZS] | [ZS] | 13 | 11 | 14 | 25 | [SC] | 50 | 37 | 26 | 24 | 35 | 27 | 19 | 28 | 66 | 137 | 117 | 155 | 360 | 369 | 358 | 460 | 112 | 460 |
| 23 | 449 | [ZS] | [ZS] | 448 | 444 | 513 | 563 | 480 | 319 | 206 | 145 | 119 | 117 | 43 | 36 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 299 | 563 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 285 | 360 | [SC] | 217 | 137 | 94 | 23 | 25 | 19 | 23 | 47 | 69 | 231 | 226 | 323 | 418 | 433 | 424 | 198 | 433 |
| 27 | 282 | [ZS] | [ZS] | 154 | 177 | 148 | 213 | 158 | 161 | 76 | 50 | 48 | 58 | 72 | 50 | 39 | 29 | 41 | 181 | 324 | 338 | 321 | 427 | 489 | 175 | 489 |
| 28 | 550 | [ZS] | [ZS] | 445 | 522 | 531 | 539 | 530 | 270 | 48 | 41 | 40 | 38 | 32 | 65 | 39 | 39 | 98 | 168 | 91 | 168 | 311 | 296 | 296 | 234 | 550 |
| 29 | 395 | [ZS] | [ZS] | 342 | 386 | 382 | 440 | 461 | 358 | 341 | 246 | 223 | 177 | 145 | 95 | 75 | 165 | 223 | 227 | 157 | 233 | 354 | 346 | 344 | 278 | 461 |
| 30 | 250 | [ZS] | [ZS] | 229 | 66 | 168 | 295 | [SC] | 155 | 150 | 82 | 98 | 88 | 140 | 165 | 140 | 127 | 128 | 95 | 163 | 129 | 97 | 204 | 237 | 153 | 295 |
| 31 | 261 | [ZS] | [ZS] | 397 | 314 | 383 | 435 | 371 | 366 | 315 | 333 | 356 | 159 | 135 | 145 | 97 | 107 | 104 | 100 | 120 | 133 | 198 | 248 | 328 | 246 | 435 |
| AV | 242 | [ ] | [ ] | 183 | 175 | 212 | 254 | 272 | 204 | 153 | 101 | 80 | 67 | 64 | 54 | 50 | 58 | 75 | 98 | 125 | 170 | 206 | 246 | 261 | 153 | |
| SD | 149 | [ ] | [ ] | 154 | 149 | 154 | 169 | 150 | 122 | 93 | 75 | 72 | 68 | 46 | 40 | 31 | 34 | 43 | 64 | 84 | 105 | 128 | 131 | 143 | | |
| PK | 565 | [ ] | [ ] | 479 | 522 | 531 | 609 | 546 | 561 | 344 | 333 | 356 | 183 | 170 | 165 | 140 | 165 | 223 | 231 | 324 | 379 | 419 | 433 | 500 | | 609 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND SPEED [61101]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1.0 | 0.7 | 0.9 | 0.7 | 0.9 | 0.7 | 0.8 | 1.3 | 1.0 | 1.1 | 3.5 | 3.7 | 4.0 | 3.7 | 4.1 | 2.4 | 4.5 | 2.9 | 1.6 | 1.0 | 1.2 | 1.0 | 1.5 | 1.9 | 1.9 | 4.5 |
| 2 | 1.9 | 1.3 | 1.9 | 2.3 | 1.8 | 2.2 | 2.2 | 3.0 | 3.2 | 2.5 | 2.6 | 2.6 | 3.1 | 2.9 | 3.8 | 4.1 | 3.9 | 3.6 | 2.9 | 1.1 | 1.6 | 1.5 | 1.7 | 2.4 | 2.5 | 4.1 |
| 3 | 1.5 | 2.0 | 1.6 | 1.2 | 1.9 | 1.8 | 1.9 | 2.5 | 2.3 | 3.0 | 2.1 | 2.2 | 1.7 | 2.5 | 3.2 | 4.0 | 3.2 | 2.2 | 1.7 | 1.6 | 1.0 | 1.6 | 2.0 | 1.9 | 2.1 | 4.0 |
| 4 | 1.4 | 2.0 | 1.8 | 1.3 | 1.8 | 3.1 | 3.8 | 3.2 | 3.0 | 3.4 | 2.7 | 2.8 | 4.2 | 3.9 | 4.2 | 4.0 | 3.3 | 2.4 | 2.4 | 2.6 | 2.4 | 3.0 | 1.9 | 2.4 | 2.8 | 4.2 |
| 5 | 2.5 | 3.1 | 1.5 | 3.0 | 2.6 | 2.6 | 3.0 | 3.5 | 4.2 | 5.7 | 6.1 | 4.3 | 2.6 | 3.5 | 3.8 | 2.9 | 2.3 | 1.9 | 2.3 | 3.8 | 4.5 | 5.1 | 3.0 | 3.0 | 3.4 | 6.1 |
| 6 | 4.2 | 4.7 | 6.1 | 6.1 | 2.9 | 2.2 | 2.6 | 3.9 | 4.0 | 4.3 | 4.3 | 4.7 | 4.2 | 4.0 | 4.8 | 4.7 | 3.8 | 3.0 | 2.9 | 2.6 | 1.5 | 2.5 | 3.2 | 3.5 | 3.8 | 6.1 |
| 7 | 1.8 | 2.0 | 2.1 | 2.1 | 1.8 | 1.7 | 1.7 | 1.2 | 1.4 | 1.4 | 1.8 | 2.2 | 1.8 | 3.3 | 4.4 | 5.4 | 6.9 | 5.7 | 5.6 | 5.4 | 4.8 | 6.5 | 8.2 | 9.7 | 3.7 | 9.7 |
| 8 | 8.5 | 7.5 | 7.5 | 7.5 | 6.7 | 4.5 | 4.5 | 2.0 | 1.8 | 2.8 | 3.7 | 5.2 | 6.3 | 8.7 | 9.4 | 9.1 | 5.4 | 1.9 | 3.7 | 3.2 | 3.0 | 2.5 | 3.0 | 2.9 | 5.1 | 9.4 |
| 9 | 3.4 | 3.5 | 3.4 | 4.6 | 4.4 | 4.9 | 2.9 | 2.4 | 3.9 | 3.8 | 4.6 | 5.0 | 5.2 | 5.0 | 4.5 | 4.2 | 4.2 | 4.2 | 5.0 | 3.4 | 3.4 | 4.0 | 9.5 | 4.6 | 4.2 | 5.5 |
| 10 | 4.5 | 4.8 | 2.3 | 3.8 | 4.5 | 3.5 | 1.9 | 1.7 | 1.1 | 1.0 | 4.7 | 4.3 | 3.1 | 3.7 | 4.1 | 3.2 | 2.5 | 2.1 | 2.1 | 2.5 | 2.0 | 2.2 | 1.7 | 1.4 | 2.9 | 4.8 |
| 11 | 0.7 | 1.2 | 0.9 | 1.0 | 1.2 | 1.3 | 0.9 | 1.1 | 3.0 | 3.0 | 6.0 | 7.1 | 7.1 | 6.6 | 3.8 | 2.5 | 2.7 | 1.7 | 1.4 | 1.4 | 1.9 | 1.8 | 1.6 | 2.0 | 2.6 | 7.1 |
| 12 | 1.7 | 0.8 | 0.9 | 0.7 | 0.5 | 0.8 | 0.8 | 0.9 | 0.9 | 1.9 | 1.9 | 1.8 | 3.1 | 2.9 | 1.5 | 3.3 | 3.7 | 2.1 | 1.3 | 1.5 | 1.4 | 2.3 | 2.5 | 2.6 | 1.7 | 3.7 |
| 13 | 2.7 | 1.9 | 3.0 | 3.6 | 3.6 | 1.6 | 1.4 | 1.8 | 2.3 | 2.9 | 3.0 | 2.0 | 1.5 | 4.2 | 4.1 | 3.1 | 3.0 | 1.8 | 1.1 | 1.8 | 1.6 | 1.4 | 1.1 | 2.2 | 2.4 | 4.2 |
| 14 | 0.9 | 0.6 | 1.1 | 1.1 | 1.0 | 0.7 | 0.7 | 0.6 | 1.2 | 1.8 | 2.6 | 2.1 | 2.3 | 5.1 | 4.7 | 4.2 | 4.8 | 4.7 | 5.1 | 3.5 | 2.1 | 1.4 | 2.3 | 1.7 | 2.3 | 5.1 |
| 15 | 1.1 | 1.3 | 0.6 | 0.6 | 0.8 | 0.9 | 0.7 | 1.0 | 1.6 | 1.7 | 1.6 | 1.2 | 3.2 | 3.8 | 4.1 | 4.7 | 4.9 | 4.8 | 3.2 | 1.8 | 1.2 | 1.8 | 1.7 | 1.8 | 2.1 | 4.9 |
| 16 | 2.7 | 1.1 | 1.4 | 1.0 | 0.5 | 1.3 | 0.9 | 1.0 | 1.6 | 2.0 | 2.2 | 1.9 | 1.1 | 2.5 | 4.5 | 5.0 | 3.7 | 3.4 | 3.1 | 1.4 | 1.1 | 0.9 | 1.3 | 2.5 | 2.0 | 5.0 |
| 17 | 1.8 | 2.3 | 1.5 | 1.3 | 0.8 | 0.7 | 1.2 | 0.8 | 1.5 | 1.5 | 2.3 | 1.8 | 1.2 | 2.8 | 3.6 | 3.7 | 3.3 | 4.1 | 2.0 | 0.7 | 1.2 | 1.3 | 1.2 | 1.2 | 1.8 | 4.1 |
| 18 | 1.7 | 2.0 | 2.2 | 1.9 | 2.9 | 1.9 | 2.6 | 3.5 | 3.9 | 2.8 | 4.1 | 5.2 | 2.7 | 2.8 | 3.6 | 5.4 | 5.9 | 4.0 | 2.7 | 0.9 | 1.3 | 1.4 | 1.5 | 1.0 | 2.8 | 5.9 |
| 19 | 1.0 | 1.5 | 1.3 | 2.3 | 3.1 | 1.6 | 0.8 | 1.5 | 1.1 | 3.1 | 2.3 | 2.5 | 2.0 | 1.7 | 1.4 | 3.3 | 3.4 | 2.8 | 3.2 | 2.1 | 2.6 | 1.7 | 1.6 | 1.2 | 2.0 | 3.4 |
| 20 | 0.8 | 1.2 | 0.9 | 0.9 | 0.8 | 0.8 | 0.8 | 1.2 | 1.3 | 1.5 | 1.7 | 2.4 | 2.0 | 1.5 | 3.2 | 4.4 | 3.7 | 4.2 | 3.2 | 2.5 | 2.3 | 2.2 | 2.2 | 2.2 | 2.0 | 4.4 |
| 21 | 1.8 | 2.4 | 2.6 | 3.0 | 2.8 | 2.2 | 1.8 | 1.1 | 2.1 | 2.0 | 1.5 | 2.5 | 3.9 | 2.9 | 2.7 | 5.4 | 7.2 | 8.3 | 8.0 | 8.2 | 7.7 | 7.2 | 5.7 | 5.1 | 4.1 | 8.3 |
| 22 | 5.0 | 5.3 | 5.7 | 5.3 | 4.0 | 4.5 | 5.1 | 3.9 | 4.5 | 2.6 | 3.2 | 3.9 | 4.8 | 4.1 | 4.9 | 5.6 | 4.5 | 2.7 | 1.5 | 1.6 | 1.5 | 1.8 | 1.4 | 0.8 | 3.7 | 5.7 |
| 23 | 0.8 | 0.9 | 1.1 | 0.8 | 0.8 | 1.2 | 1.2 | 1.2 | 1.9 | 1.1 | 2.0 | 1.8 | 2.4 | 2.2 | 3.7 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 1.5 | 3.7 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 5.1 | 1.0 | 1.3 | 1.1 | 1.6 | 1.6 | 1.1 | 1.7 | 1.7 | 2.3 | 2.8 | 3.7 | 2.3 | 1.5 | 1.3 | 1.4 | 1.1 | 1.0 | 1.2 | 1.8 | 5.1 |
| 27 | 1.0 | 1.4 | 0.8 | 0.8 | 0.5 | 0.7 | 0.8 | 0.8 | 1.5 | 1.1 | 1.7 | 1.4 | 1.2 | 1.6 | 4.2 | 3.3 | 2.8 | 2.0 | 1.1 | 0.9 | 0.8 | 1.2 | 1.7 | 1.0 | 1.4 | 4.2 |
| 28 | 1.4 | 0.6 | 0.7 | 0.9 | 1.2 | 0.9 | 0.8 | 0.9 | 0.8 | 2.1 | 3.0 | 3.3 | 2.7 | 2.9 | 2.9 | 3.2 | 1.2 | 1.0 | 1.8 | 1.5 | 1.1 | 1.1 | 1.0 | 1.0 | 1.6 | 3.3 |
| 29 | 1.1 | 0.8 | 0.8 | 0.8 | 0.7 | 0.4 | 0.5 | 0.8 | 1.1 | 1.1 | 1.8 | 2.1 | 1.7 | 1.7 | 2.2 | 2.3 | 2.0 | 1.2 | 1.4 | 1.8 | 1.2 | 0.8 | 1.5 | 2.0 | 1.3 | 2.3 |
| 30 | 1.0 | 1.1 | 1.3 | 0.8 | 1.3 | 2.3 | 1.2 | 1.0 | 1.6 | 2.4 | 1.8 | 2.4 | 2.7 | 1.4 | 3.4 | 2.4 | 5.1 | 3.5 | 3.4 | 3.6 | 2.0 | 3.2 | 1.4 | 1.5 | 2.2 | 5.1 |
| 31 | 1.8 | 1.7 | 1.1 | 0.8 | 1.0 | 1.0 | 0.8 | 0.9 | 0.6 | 0.9 | 1.4 | 1.0 | 1.6 | 1.8 | 3.6 | 5.3 | 3.2 | 3.4 | 2.7 | 1.9 | 1.6 | 1.4 | 1.2 | 1.4 | 1.8 | 5.3 |
| AV | 2.1 | 2.1 | 2.0 | 2.1 | 2.0 | 2.0 | 1.7 | 1.7 | 2.1 | 2.3 | 2.8 | 2.9 | 2.9 | 3.3 | 3.8 | 4.1 | 3.9 | 3.1 | 2.8 | 2.3 | 2.1 | 2.3 | 2.3 | 2.4 | 2.5 | |
| SD | 1.7 | 1.7 | 1.7 | 1.8 | 1.5 | 1.4 | 1.2 | 1.0 | 1.2 | 1.1 | 1.3 | 1.5 | 1.5 | 1.6 | 1.4 | 1.4 | 1.4 | 1.5 | 1.6 | 1.6 | 1.5 | 1.6 | 1.6 | 1.8 | | |
| PK | 8.5 | 7.5 | 7.5 | 7.5 | 6.7 | 5.1 | 5.1 | 3.9 | 4.5 | 5.7 | 6.1 | 7.1 | 7.1 | 8.7 | 9.4 | 9.1 | 7.2 | 8.3 | 8.0 | 8.2 | 7.7 | 7.2 | 8.2 | 9.7 | | 9.7 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | NNE | NNE | N | ENE | E | E | ENE | ENE | E | SSE | NNW | NNW | NNW | NNW | NNW | N | WNW | WNW | NE | NE | NE | ENE | ENE | ENE | [VA] |
| 2 | ENE | ENE | ENE | NE | ENE | ENE | ENE | ENE | ENE | ENE | ENE | E | ESE | SSE | S | SW | WSW | W | WSW | S | ENE | ENE | ENE | E | ENE |
| 3 | E | ENE | ENE | NE | NE | NE | ENE | ENE | NE | ENE | ENE | E | SSE | SSW | WSW | W | W | WNW | WNW | NNW | N | ENE | ENE | ENE | ENE |
| 4 | ENE | NE | ENE | ESE | E | ENE | ENE | ENE | E | E | E | ESE | SE | SE | ESE | SSE | SSE | SE | ESE | E | ENE | ENE | NE | ENE | ENE |
| 5 | ENE | ENE | E | ENE | ENE | E | E | E | E | E | ESE | ESE | E | NNE | N | NE | ENE | NE | NE | NE | NE | ENE | ENE | ENE | ENE |
| 6 | ENE | ENE | ENE | E | E | ENE | NE | E | E | E | E | ENE | ENE | ENE | ENE | ENE | ENE | NE | NE | E | ENE | NNE | NE | ENE | ENE |
| 7 | ENE | NNE | NNE | NE | NNE | NNE | NE | ENE | ENE | ENE | ENE | ESE | S | SSW | SSW | SW | WSW | WSW | WSW | NNW | NNW | N | W | W | [VA] |
| 8 | W | W | W | W | W | W | NNW | NNW | NNE | N | NW | NW | NNW | W | W | W | W | NW | N | NW | NNW | NNW | NNW | NNW | [VA] |
| 9 | NNW | NNW | NW | NW | NW | NNW | NNW | NNW | N | N | N | N | N | N | N | N | N | N | NNW | NNW | NNW | NNW | NNW | N | N |
| 10 | N | NNE | NNW | NNW | NNW | N | NE | NE | NE | E | NNE | NE | NNE | NNE | NNE | NNE | N | N | N | N | NNW | N | NE | E | N |
| 11 | ENE | E | NE | NNE | E | ENE | NNW | NNW | NE | ENE | NNE | NNE | NNE | NNE | NE | NE | NNE | NNE | NE | NE | E | E | ENE | ENE | NNE |
| 12 | NNE | SE | NNE | SSE | NNW | NNE | NNW | NNE | NNE | S | S | S | WSW | WSW | WNW | WNW | NW | NW | ENE | N | NNE | NE | NE | NE | [VA] |
| 13 | NE | NNE | NNE | N | NNE | NE | E | NE | E | E | ENE | SE | SW | WSW | WSW | WSW | W | WNW | WNW | WNW | NNW | NNE | NNE | NE | NNE |
| 14 | E | NNW | SE | W | N | NNE | NNW | NNE | N | NE | E | ESE | S | W | W | W | W | W | W | WNW | WNW | NNW | NNW | NNW | [VA] |
| 15 | N | NE | ENE | SE | ENE | ENE | ENE | ENE | ENE | E | ENE | SSE | WSW | W | W | WSW | W | W | W | SW | ENE | ENE | ENE | NE | [VA] |
| 16 | N | E | E | ENE | ENE | E | ENE | NE | NE | E | ENE | ENE | NE | WNW | W | W | WSW | W | WSW | W | NE | ENE | ENE | NE | ENE |
| 17 | NE | NE | NE | ENE | NE | E | E | NE | E | E | E | ESE | SSE | SW | W | WSW | WSW | W | WSW | WSW | E | ENE | ENE | ENE | [VA] |
| 18 | ENE | ENE | E | E | E | E | E | E | E | E | E | E | ESE | ENE | NE | NNE | NE | NE | NE | E | NNE | N | ENE | ENE | E |
| 19 | N | NNW | NNW | NNW | NNW | NE | SSE | E | ENE | N | E | ESE | SSE | ESE | SE | SSW | SSW | SW | NNW | NNE | N | NNE | SE | ENE | NNW |
| 20 | ENE | N | ENE | NW | NE | NNE | ENE | ENE | ENE | E | NE | ENE | ESE | SSW | SW | WSW | W | W | WSW | WSW | SW | E | E | E | ENE |
| 21 | E | E | E | E | E | NSE | ENE | ENE | N | N | NNW | NNW | NNW | NW | NE | N | NNW | NNW | NNW | NNW | NNW | NNW | NNW | NW | [VA] |
| 22 | NW | NNW | NNW | NNW | NNW | NNW | NNW | NNW | NNW | N | NNE | NNE | N | NNE | NNE | NNE | NNE | NE | WNW | NW | ESE | NE | N | N | [VA] |
| 23 | N | NNE | E | ENE | E | ENE | E | ESE | ENE | NE | ENE | ENE | SE | S | SW | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | ENE |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | WSW | SSE | NNE | ENE | E | ENE | ESE | SE | S | WSW | SW | SW | SW | SSE | ENE | N | NNE | NE | ENE | [VA] |
| 27 | ENE | NE | E | NNE | SW | N | NNE | E | NE | N | NE | N | NNE | SSE | WSW | WSW | W | SW | SW | ENE | NE | ENE | ENE | ENE | ENE |
| 28 | ESE | ESE | NE | S | N | ESE | NNW | ESE | ESE | WSW | SSW | SSW | SW | SW | SW | W | SW | SSW | W | W | WSW | NNE | NE | NNE | [VA] |
| 29 | NE | ESE | ENE | ENE | SW | NE | WSW | SE | E | NE | ENE | ENE | E | NNE | N | N | N | N | N | NNW | NW | NNE | ENE | E | [VA] |
| 30 | E | ENE | SE | NE | ENE | NNE | ESE | NE | NE | NNE | ENE | NE | ENE | SE | WSW | W | W | W | W | W | W | WSW | WSW | E | [VA] |
| 31 | E | ENE | ESE | WSW | N | NNE | E | ENE | NE | ESE | ENE | S | WSW | NW | WNW | W | W | W | W | W | W | WNW | E | E | [VA] |
| PV | [VA] | [VA] | ENE | ENE | E | [VA] | ENE | ENE | [VA] | [VA] | ENE | [VA] | [VA] | [VA] | WSW | W | W | [VA] | [VA] | [VA] | NNW | [VA] | ENE | ENE | |

OU004 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 16 | 356 | 76 | 79 | 98 | 78 | 73 | 83 | 154 | 347 | 340 | 334 | 340 | 338 | 354 | 262 | 297 | 37 | 41 | 36 | 63 | 64 | 65 | [VA] |
| 2 | 58 | 66 | 61 | 47 | 57 | 62 | 61 | 61 | 59 | 61 | 75 | 99 | 116 | 164 | 189 | 225 | 255 | 262 | 257 | 175 | 78 | 65 | 68 | 88 | 4 |
| 3 | 79 | 64 | 59 | 39 | 52 | 47 | 56 | 60 | 56 | 72 | 77 | 83 | 154 | 210 | 251 | 262 | 275 | 295 | 292 | 346 | 6 | 63 | 67 | 76 | 4 |
| 4 | 78 | 56 | 69 | 115 | 100 | 67 | 61 | 64 | 89 | 84 | 96 | 105 | 144 | 144 | 116 | 155 | 157 | 133 | 106 | 93 | 57 | 63 | 47 | 69 | 4 |
| 5 | 69 | 70 | 87 | 67 | 61 | 88 | 89 | 84 | 82 | 90 | 104 | 104 | 79 | 22 | 349 | 52 | 57 | 34 | 40 | 42 | 52 | 63 | 75 | 67 | 4 |
| 6 | 66 | 72 | 72 | 92 | 97 | 76 | 44 | 92 | 99 | 86 | 88 | 76 | 67 | 76 | 63 | 63 | 64 | 56 | 45 | 87 | 59 | 26 | 51 | 64 | 4 |
| 7 | 72 | 30 | 25 | 39 | 18 | 23 | 38 | 62 | 64 | 65 | 78 | 106 | 174 | 203 | 198 | 232 | 246 | 255 | 253 | 286 | 288 | 278 | 275 | 268 | [VA] |
| 8 | 273 | 278 | 276 | 273 | 278 | 288 | 295 | 21 | 6 | 320 | 309 | 288 | 279 | 268 | 269 | 273 | 307 | 356 | 317 | 328 | 339 | 340 | 339 | 347 | [VA] |
| 9 | 339 | 328 | 322 | 310 | 322 | 340 | 343 | 347 | 359 | 357 | 352 | 355 | 352 | 351 | 1 | 352 | 356 | 355 | 343 | 337 | 327 | 341 | 346 | 349 | 1 |
| 10 | 350 | 13 | 284 | 347 | 345 | 9 | 40 | 54 | 38 | 88 | 21 | 41 | 17 | 19 | 20 | 21 | 5 | 349 | 354 | 4 | 347 | 349 | 52 | 97 | 1 |
| 11 | 68 | 85 | 53 | 31 | 86 | 66 | 346 | 333 | 42 | 69 | 22 | 23 | 23 | 30 | 48 | 53 | 23 | 20 | 54 | 34 | 88 | 81 | 67 | 61 | 2 |
| 12 | 13 | 124 | 12 | 161 | 287 | 14 | 328 | 21 | 18 | 173 | 184 | 191 | 251 | 254 | 251 | 284 | 298 | 308 | 325 | 75 | 11 | 33 | 52 | 54 | [VA] |
| 13 | 39 | 31 | 33 | 2 | 20 | 44 | 84 | 44 | 92 | 88 | 76 | 132 | 226 | 250 | 253 | 251 | 270 | 297 | 302 | 296 | 327 | 345 | 21 | 45 | 2 |
| 14 | 89 | 344 | 135 | 279 | 5 | 30 | 342 | 20 | 3 | 39 | 83 | 116 | 184 | 272 | 267 | 261 | 264 | 263 | 276 | 285 | 300 | 347 | 334 | 344 | [VA] |
| 15 | 2 | 39 | 67 | 145 | 74 | 58 | 69 | 58 | 64 | 94 | 78 | 149 | 255 | 262 | 264 | 257 | 261 | 272 | 261 | 234 | 66 | 67 | 59 | 48 | [VA] |
| 16 | 355 | 86 | 95 | 77 | 76 | 84 | 60 | 49 | 55 | 84 | 65 | 62 | 53 | 283 | 268 | 261 | 258 | 261 | 254 | 277 | 53 | 64 | 62 | 45 | 4 |
| 17 | 46 | 54 | 53 | 67 | 51 | 98 | 80 | 55 | 83 | 83 | 91 | 122 | 156 | 231 | 259 | 257 | 254 | 259 | 241 | 245 | 82 | 67 | 63 | 59 | [VA] |
| 18 | 76 | 75 | 94 | 92 | 93 | 87 | 95 | 95 | 93 | 84 | 88 | 100 | 108 | 68 | 53 | 32 | 45 | 34 | 45 | 82 | 33 | 355 | 59 | 75 | 5 |
| 19 | 351 | 329 | 301 | 347 | 348 | 38 | 120 | 80 | 65 | 355 | 81 | 118 | 154 | 106 | 137 | 197 | 210 | 216 | 328 | 15 | 357 | 25 | 144 | 58 | 16 |
| 20 | 59 | 4 | 75 | 325 | 36 | 27 | 68 | 62 | 70 | 82 | 34 | 69 | 122 | 205 | 220 | 258 | 263 | 263 | 257 | 249 | 231 | 96 | 89 | 97 | 4 |
| 21 | 95 | 87 | 94 | 94 | 101 | 109 | 71 | 75 | 5 | 1 | 339 | 347 | 335 | 350 | 52 | 1 | 343 | 343 | 341 | 340 | 340 | 334 | 331 | 324 | [VA] |
| 22 | 321 | 333 | 330 | 330 | 340 | 338 | 343 | 328 | 347 | 358 | 15 | 16 | 10 | 15 | 17 | 23 | 23 | 50 | 291 | 325 | 117 | 54 | 4 | 11 | [VA] |
| 23 | 6 | 21 | 90 | 67 | 96 | 71 | 93 | 109 | 76 | 55 | 62 | 78 | 128 | 171 | 216 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 1 | 4 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | 254 | 151 | 25 | 75 | 98 | 75 | 106 | 139 | 187 | 243 | 219 | 231 | 224 | 151 | 65 | 358 | 16 | 55 | 62 | [VA] |
| 27 | 61 | 51 | 99 | 32 | 230 | 4 | 26 | 79 | 37 | 9 | 38 | 359 | 28 | 148 | 256 | 252 | 259 | 220 | 219 | 65 | 35 | 62 | 89 | 65 | 4 |
| 28 | 102 | 122 | 55 | 191 | 356 | 122 | 334 | 109 | 108 | 247 | 211 | 201 | 217 | 219 | 226 | 263 | 219 | 197 | 277 | 261 | 239 | 13 | 44 | 13 | [VA] |
| 29 | 52 | 105 | 65 | 59 | 230 | 49 | 258 | 142 | 84 | 53 | 64 | 73 | 96 | 30 | 3 | 357 | 354 | 352 | 349 | 329 | 324 | 12 | 62 | 81 | [VA] |
| 30 | 92 | 59 | 127 | 47 | 71 | 33 | 120 | 50 | 46 | 12 | 12 | 37 | 59 | 143 | 257 | 276 | 261 | 262 | 266 | 259 | 273 | 255 | 253 | 90 | [VA] |
| 31 | 98 | 76 | 106 | 251 | 359 | 15 | 94 | 74 | 36 | 109 | 77 | 177 | 258 | 320 | 297 | 262 | 265 | 266 | 266 | 274 | 267 | 283 | 94 | 81 | [VA] |
| PV | [VA] | [VA] | 4 | 4 | 5 | [VA] | 4 | 4 | [VA] | [VA] | 4 | [VA] | [VA] | [VA] | 12 | 13 | 13 | [VA] | [VA] | [VA] | 16 | [VA] | 4 | 4 | |

OU001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT SPEED [61103]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.9 | 0.3 | 0.8 | 0.1 | 0.8 | 0.5 | 0.7 | 1.2 | 0.9 | 0.4 | 3.3 | 3.5 | 3.8 | 3.5 | 3.9 | 2.3 | 4.4 | 2.8 | 1.3 | 0.3 | 0.3 | 0.6 | 1.4 | 1.8 | 1.7 | 4.4 |
| 2 | 1.8 | 1.3 | 1.8 | 2.3 | 1.7 | 2.2 | 2.2 | 2.9 | 3.2 | 2.5 | 2.4 | 2.4 | 2.6 | 2.6 | 3.0 | 4.0 | 3.9 | 3.5 | 2.6 | 0.9 | 1.2 | 1.4 | 1.7 | 2.4 | 2.4 | 4.0 |
| 3 | 1.5 | 2.0 | 1.6 | 1.1 | 1.9 | 1.8 | 1.8 | 2.4 | 2.2 | 2.8 | 1.9 | 2.0 | 1.3 | 2.0 | 3.0 | 3.9 | 3.1 | 2.0 | 1.4 | 1.2 | 0.6 | 1.5 | 1.9 | 1.9 | 2.0 | 3.9 |
| 4 | 1.4 | 2.0 | 1.7 | 1.2 | 1.7 | 3.0 | 3.8 | 3.1 | 2.9 | 3.2 | 2.5 | 2.4 | 3.9 | 3.7 | 4.0 | 3.8 | 3.2 | 2.2 | 2.3 | 2.5 | 2.3 | 2.9 | 1.8 | 2.3 | 2.7 | 4.0 |
| 5 | 2.4 | 3.0 | 1.5 | 2.9 | 2.6 | 2.2 | 2.8 | 3.4 | 4.1 | 5.6 | 6.0 | 4.2 | 2.4 | 2.6 | 3.6 | 2.7 | 2.0 | 1.0 | 2.2 | 3.7 | 4.3 | 5.0 | 2.8 | 2.6 | 3.2 | 6.0 |
| 6 | 3.9 | 4.5 | 6.0 | 1.8 | 2.6 | 2.1 | 1.9 | 3.8 | 4.0 | 4.3 | 4.2 | 4.5 | 4.0 | 3.9 | 4.6 | 4.7 | 3.7 | 2.9 | 2.9 | 2.3 | 1.1 | 2.4 | 3.1 | 3.5 | 3.4 | 6.0 |
| 7 | 1.7 | 1.9 | 2.1 | 2.0 | 1.7 | 1.6 | 1.6 | 1.1 | 1.3 | 1.2 | 1.6 | 1.9 | 1.3 | 3.2 | 4.2 | 5.0 | 6.8 | 5.6 | 5.5 | 5.3 | 4.6 | 6.3 | 8.1 | 9.6 | 3.5 | 9.6 |
| 8 | 8.4 | 7.4 | 7.3 | 7.3 | 6.5 | 4.4 | 4.1 | 1.8 | 1.6 | 2.4 | 3.4 | 4.9 | 6.2 | 8.6 | 9.3 | 9.0 | 4.6 | 1.8 | 3.6 | 3.0 | 2.8 | 2.4 | 2.9 | 2.8 | 4.9 | 9.3 |
| 9 | 3.3 | 3.4 | 3.3 | 4.5 | 4.2 | 4.7 | 2.1 | 2.0 | 3.7 | 3.6 | 4.4 | 4.8 | 5.0 | 4.8 | 4.2 | 4.0 | 4.0 | 4.0 | 4.9 | 3.4 | 3.3 | 3.9 | 5.4 | 4.4 | 4.0 | 5.4 |
| 10 | 4.3 | 4.5 | 1.6 | 3.7 | 4.4 | 3.0 | 1.4 | 1.1 | 0.8 | 0.4 | 4.3 | 4.1 | 2.9 | 3.3 | 3.8 | 2.9 | 2.3 | 2.0 | 2.0 | 2.4 | 1.9 | 2.1 | 1.2 | 1.3 | 2.6 | 4.5 |
| 11 | 0.5 | 0.7 | 0.4 | 0.7 | 0.5 | 0.8 | 0.6 | 0.5 | 2.7 | 2.7 | 5.8 | 6.9 | 6.9 | 6.3 | 3.5 | 2.3 | 2.6 | 1.6 | 1.3 | 1.2 | 1.6 | 1.6 | 1.5 | 0.7 | 2.2 | 6.9 |
| 12 | 1.6 | 0.2 | 0.5 | 0.2 | 0.4 | 0.6 | 0.6 | 0.6 | 0.3 | 1.8 | 1.2 | 1.5 | 2.9 | 2.8 | 1.2 | 3.2 | 3.5 | 2.0 | 0.9 | 1.3 | 1.0 | 2.2 | 2.4 | 2.5 | 1.5 | 3.5 |
| 13 | 2.6 | 1.7 | 2.8 | 3.4 | 3.3 | 1.1 | 0.8 | 1.2 | 2.1 | 2.8 | 2.9 | 1.9 | 1.1 | 4.1 | 4.1 | 3.1 | 2.8 | 1.6 | 1.0 | 1.6 | 1.3 | 1.4 | 0.8 | 2.2 | 2.1 | 4.1 |
| 14 | 0.4 | 0.9 | 0.5 | 1.0 | 0.6 | 0.2 | 0.6 | 0.6 | 1.1 | 1.5 | 2.4 | 1.9 | 1.4 | 5.1 | 4.6 | 4.2 | 4.7 | 4.6 | 5.0 | 3.4 | 1.9 | 1.2 | 2.2 | 1.7 | 2.1 | 5.1 |
| 15 | 1.1 | 1.1 | 0.4 | 0.5 | 0.7 | 0.8 | 0.7 | 0.9 | 1.5 | 1.5 | 1.2 | 0.9 | 3.2 | 3.8 | 4.0 | 4.6 | 4.8 | 4.7 | 3.0 | 1.1 | 1.0 | 1.6 | 1.6 | 1.7 | 1.9 | 4.8 |
| 16 | 2.4 | 0.7 | 1.3 | 0.8 | 0.2 | 1.2 | 0.6 | 0.6 | 1.2 | 1.9 | 2.0 | 1.7 | 0.8 | 2.0 | 4.3 | 4.9 | 3.6 | 3.3 | 3.0 | 0.7 | 1.0 | 0.8 | 1.3 | 2.4 | 1.8 | 4.9 |
| 17 | 1.7 | 2.2 | 1.5 | 1.2 | 0.6 | 0.6 | 1.2 | 0.7 | 1.5 | 1.5 | 2.2 | 1.7 | 0.7 | 2.3 | 3.5 | 3.6 | 3.2 | 4.0 | 1.8 | 0.3 | 1.0 | 1.1 | 1.1 | 1.2 | 1.7 | 4.0 |
| 18 | 1.7 | 2.0 | 2.1 | 1.9 | 2.8 | 1.8 | 2.5 | 3.5 | 3.9 | 2.7 | 4.0 | 5.1 | 2.3 | 2.7 | 3.4 | 5.2 | 5.7 | 3.7 | 2.5 | 0.8 | 0.7 | 1.2 | 0.8 | 0.7 | 2.7 | 5.7 |
| 19 | 0.7 | 1.5 | 1.1 | 2.1 | 3.0 | 1.3 | 0.3 | 1.5 | 0.9 | 2.9 | 2.0 | 2.3 | 1.4 | 1.5 | 1.0 | 2.4 | 3.3 | 2.5 | 3.0 | 1.7 | 2.5 | 0.6 | 1.4 | 0.7 | 1.7 | 3.3 |
| 20 | 0.5 | 1.0 | 0.7 | 0.1 | 0.3 | 0.5 | 0.4 | 0.7 | 1.1 | 1.4 | 1.5 | 2.2 | 1.6 | 1.1 | 3.0 | 4.3 | 3.6 | 4.2 | 3.0 | 2.4 | 2.1 | 1.6 | 2.1 | 2.2 | 1.7 | 4.3 |
| 21 | 1.7 | 2.3 | 2.5 | 2.9 | 2.7 | 2.1 | 1.7 | 0.8 | 2.0 | 1.9 | 1.3 | 2.3 | 3.7 | 2.7 | 2.5 | 5.0 | 7.0 | 8.0 | 7.7 | 8.0 | 7.5 | 7.0 | 5.5 | 4.9 | 3.9 | 8.0 |
| 22 | 4.9 | 5.1 | 5.5 | 5.1 | 3.9 | 4.4 | 5.0 | 3.7 | 4.4 | 2.2 | 3.0 | 3.7 | 4.5 | 3.5 | 4.6 | 5.4 | 4.3 | 1.8 | 0.7 | 1.1 | 0.9 | 1.6 | 1.3 | 0.6 | 3.4 | 5.5 |
| 23 | 0.5 | 0.6 | 0.9 | 0.6 | 0.6 | 0.9 | 1.1 | 1.1 | 1.7 | 0.9 | 1.8 | 1.6 | 1.8 | 1.7 | 3.6 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 1.3 | 3.6 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | 4.9 | 0.7 | 0.4 | 0.7 | 1.3 | 1.3 | 0.3 | 1.4 | 1.5 | 2.2 | 2.7 | 3.5 | 2.1 | 1.0 | 0.9 | 1.3 | 0.9 | 0.9 | 1.2 | 1.5 | 4.9 |
| 27 | 1.0 | 1.4 | 0.7 | 0.4 | 0.0 | 0.5 | 0.7 | 0.6 | 1.9 | 1.0 | 1.4 | 1.0 | 0.6 | 0.7 | 4.1 | 3.2 | 2.8 | 1.7 | 1.0 | 0.7 | 0.6 | 1.1 | 1.7 | 0.8 | 1.2 | 4.1 |
| 28 | 1.3 | 0.3 | 0.4 | 0.3 | 0.4 | 0.5 | 0.1 | 0.4 | 0.3 | 1.9 | 2.8 | 3.2 | 2.5 | 2.8 | 2.7 | 3.1 | 0.6 | 0.9 | 1.6 | 1.2 | 0.8 | 0.3 | 0.6 | 0.8 | 1.2 | 3.2 |
| 29 | 0.4 | 0.7 | 0.4 | 0.6 | 0.1 | 0.1 | 0.1 | 0.5 | 1.0 | 0.6 | 1.7 | 2.0 | 1.5 | 1.6 | 2.1 | 2.3 | 1.9 | 1.2 | 1.3 | 1.4 | 0.8 | 0.1 | 1.3 | 1.6 | 1.1 | 2.3 |
| 30 | 0.9 | 1.0 | 1.1 | 0.7 | 1.1 | 2.3 | 0.8 | 0.9 | 1.2 | 2.4 | 1.7 | 2.2 | 2.5 | 0.9 | 3.2 | 2.1 | 5.1 | 3.4 | 3.3 | 3.5 | 1.9 | 3.0 | 1.2 | 1.2 | 2.0 | 5.1 |
| 31 | 1.7 | 1.6 | 0.7 | 0.6 | 1.0 | 0.9 | 0.6 | 0.7 | 0.4 | 0.7 | 1.3 | 0.3 | 1.5 | 1.5 | 3.2 | 5.2 | 3.1 | 3.4 | 2.7 | 1.8 | 1.4 | 0.9 | 0.9 | 1.3 | 1.6 | 5.2 |
| AV | 2.0 | 2.0 | 1.8 | 1.8 | 1.8 | 1.8 | 1.4 | 1.5 | 1.9 | 2.1 | 2.6 | 2.6 | 2.6 | 3.0 | 3.6 | 3.9 | 3.7 | 2.9 | 2.6 | 2.1 | 1.8 | 2.0 | 2.1 | 2.2 | 2.3 | |
| SD | 1.7 | 1.7 | 1.8 | 1.7 | 1.6 | 1.4 | 1.2 | 1.1 | 1.2 | 1.2 | 1.3 | 1.6 | 1.6 | 1.7 | 1.4 | 1.4 | 1.4 | 1.6 | 1.6 | 1.7 | 1.5 | 1.7 | 1.7 | 1.8 | | |
| PK | 8.4 | 7.4 | 7.3 | 7.3 | 6.5 | 4.9 | 5.0 | 3.8 | 4.4 | 5.6 | 6.0 | 6.9 | 6.9 | 8.6 | 9.3 | 9.0 | 7.0 | 8.0 | 7.7 | 8.0 | 7.5 | 7.0 | 8.1 | 9.6 | | 9.6 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | NNE | NNE | N | SSE | E | ESE | E | ENE | E | SSE | NNW | NNW | NNW | NNW | NNW | X | WNW | WNW | NE | E | ENE | ENE | ENE | ENE | [VA] |
| 2 | ENE | ENE | ENE | NE | ENE | ENE | ENE | ENE | ENE | ENE | ENE | E | ESE | SSE | SSW | SW | WSW | W | W | S | ENE | ENE | ENE | E | ENE |
| 3 | E | ENE | ENE | NE | NE | NE | ENE | ENE | ENE | ENE | ENE | E | SSE | SW | WSW | W | W | WNW | WNW | NNW | N | ENE | ENE | ENE | ENE |
| 4 | ENE | ENE | ENE | ESE | E | ENE | ENE | ENE | E | E | E | ESE | SE | SSE | ESE | SSE | SSE | SE | SSE | E | ENE | ENE | NE | ENE | ENE |
| 5 | ENE | ENE | E | ENE | ENE | E | E | E | E | E | ESE | ESE | E | N | N | NE | ENE | NE | NE | NE | NE | ENE | ENE | ENE | ENE |
| 6 | ENE | ENE | ENE | E | E | ENE | NE | E | E | E | E | ENE | ENE | ENE | ENE | ENE | ENE | ENE | E | E | NE | NNE | NE | ENE | ENE |
| 7 | ENE | ENE | NNE | NE | NNE | NNE | NE | ENE | ENE | ENE | E | ESE | SSW | SSW | SSW | WSW | WSW | WSW | WNW | WNW | W | N | W | W | [VA] |
| 8 | W | W | N | W | W | WNW | WNW | NNE | N | NW | NW | WNW | W | W | W | W | WNW | N | NW | NNW | NNW | NNW | NNW | NNW | [VA] |
| 9 | NNW | NNW | NW | NW | NW | NNW | NNW | N | N | N | N | N | N | N | N | N | N | NNW | NNW | NNW | NNW | NNW | NNW | N | N |
| 10 | N | NNE | WNW | NNW | NNW | N | NE | NE | NE | E | NNE | NE | NNE | NNE | NNE | NNE | N | N | N | N | NNW | N | NNE | ESE | N |
| 11 | ENE | E | ENE | NE | ENE | ENE | NNW | NNW | NE | ENE | NNE | NNE | NNE | NNE | NE | NE | NNE | NNE | ENE | NE | E | E | ENE | ENE | [VA] |
| 12 | N | SE | NNE | SE | WNW | N | NNW | NNE | SSE | S | S | S | WSW | WSW | WSW | WNW | WNW | NW | NW | ENE | NNE | NNE | NE | NE | [VA] |
| 13 | NE | NNE | NNE | N | NNE | NE | E | E | S | ENE | SE | SW | WSW | WSW | WSW | W | WNW | WNW | WNW | NW | NNW | NE | NE | NE | NE |
| 14 | E | NNE | ENE | W | NNW | N | NNW | NNE | N | NE | E | ESE | SW | W | W | W | W | W | W | WNW | NNW | NNW | NNW | NNW | [VA] |
| 15 | N | NE | NE | SE | ENE | NE | ENE | ENE | ENE | E | ENE | SSE | WSW | W | W | WSW | W | W | W | WSW | ENE | ENE | ENE | NE | [VA] |
| 16 | N | E | E | ENE | ENE | E | ENE | NE | ENE | E | ENE | ENE | NE | W | W | W | WSW | W | WSW | W | NE | ENE | ENE | NE | [VA] |
| 17 | NE | NE | NE | ENE | NE | E | ENE | ENE | E | E | E | ESE | SSE | WSW | W | WSW | WSW | W | WSW | WSW | ENE | ENE | ENE | ENE | [VA] |
| 18 | ENE | ENE | E | E | E | E | E | E | E | E | E | E | ESE | ENE | NE | NNE | NE | NE | NE | E | NE | N | ENE | ENE | [VA] |
| 19 | N | NNW | WNW | NNW | NNW | NE | E | E | ENE | N | ENE | ESE | SSE | ESE | SE | SSW | SSW | SW | NNW | NNE | N | NNE | SE | ENE | NNW |
| 20 | ENE | N | ENE | NNW | ENE | NNE | ENE | NE | ENE | E | NE | ENE | ESE | SW | SW | WSW | W | W | WSW | WSW | SW | E | E | E | ENE |
| 21 | E | E | E | E | ESE | SSE | ENE | ENE | N | N | NNW | NNW | NNW | N | NE | N | NNW | NNW | NNW | NNW | NNW | NNW | NNW | NW | NNW |
| 22 | NW | NNW | NNW | NNW | NNW | NNW | NNW | NNW | N | N | NNE | NNE | N | N | NNE | NNE | NNE | NE | NNW | NNW | ESE | NE | N | N | NNW |
| 23 | N | NNE | E | ENE | E | ENE | E | ESE | ENE | NE | ENE | E | SE | S | SW | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | ENE |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | WSW | SE | NNE | ESE | E | ENE | ENE | SE | S | WSW | SW | SW | SW | SSE | ENE | N | NNE | NE | ENE | [VA] |
| 27 | ENE | NE | E | NNE | NW | NNW | NNE | E | NE | N | NE | N | NE | S | WSW | WSW | W | SW | SW | ENE | NNE | ENE | ENE | ENE | ENE |
| 28 | E | SE | ENE | ESE | NE | SE | NNW | ESE | ESE | WSW | SSW | SSW | SW | SW | SW | W | SW | SSW | W | WSW | WSW | WNW | NE | N | [VA] |
| 29 | ENE | ESE | ESE | ENE | WSW | NE | N | SE | E | E | ENE | ENE | E | NNE | N | N | N | N | N | NNW | NW | NNE | ENE | ENE | [VA] |
| 30 | E | ENE | SE | NE | ENE | NNE | ESE | NE | NE | N | NNE | NE | ENE | SE | W | W | W | W | N | W | W | WSW | WSW | E | [VA] |
| 31 | E | ENE | E | WSW | N | NNE | ESE | ENE | NE | ESE | ENE | S | W | NW | W | W | W | W | N | W | W | W | E | ENE | [VA] |
| AV | [VA] | [VA] | ENE | NE | ENE | NE | ENE | ENE | ENE | [VA] | ENE | [VA] | ESE | [VA] | W | W | W | [VA] | [VA] | [VA] | ENE | [VA] | ENE | ENE | |

00004 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 29 | 23 | 352 | 115 | 82 | 109 | 80 | 74 | 83 | 157 | 346 | 339 | 333 | 340 | 338 | 353 | 282 | 296 | 38 | 92 | 64 | 64 | 66 | 64 | [VA] |
| 2 | 57 | 63 | 59 | 46 | 57 | 62 | 61 | 61 | 60 | 62 | 75 | 100 | 118 | 164 | 193 | 225 | 255 | 263 | 259 | 177 | 69 | 63 | 68 | 88 | 4 |
| 3 | 79 | 64 | 61 | 46 | 51 | 47 | 65 | 61 | 58 | 74 | 78 | 83 | 158 | 216 | 253 | 262 | 273 | 291 | 284 | 341 | 3 | 59 | 68 | 75 | 4 |
| 4 | 78 | 57 | 64 | 109 | 100 | 66 | 61 | 63 | 87 | 84 | 96 | 106 | 145 | 147 | 117 | 154 | 158 | 133 | 107 | 94 | 59 | 64 | 51 | 69 | 4 |
| 5 | 68 | 70 | 86 | 67 | 61 | 85 | 87 | 84 | 82 | 90 | 104 | 104 | 84 | 10 | 349 | 54 | 62 | 41 | 40 | 43 | 53 | 63 | 72 | 64 | 4 |
| 6 | 62 | 72 | 72 | 80 | 98 | 74 | 56 | 92 | 99 | 86 | 87 | 76 | 67 | 75 | 63 | 63 | 65 | 57 | 46 | 83 | 56 | 27 | 51 | 64 | 4 |
| 7 | 69 | 25 | 24 | 39 | 17 | 23 | 35 | 62 | 67 | 65 | 84 | 105 | 193 | 202 | 197 | 237 | 247 | 255 | 254 | 285 | 287 | 277 | 274 | 268 | [VA] |
| 8 | 271 | 277 | 276 | 273 | 278 | 280 | 291 | 20 | 5 | 316 | 307 | 286 | 278 | 267 | 269 | 273 | 294 | 353 | 317 | 329 | 340 | 342 | 340 | 347 | [VA] |
| 9 | 339 | 329 | 321 | 309 | 323 | 341 | 341 | 350 | 358 | 357 | 351 | 354 | 352 | 350 | 1 | 351 | 357 | 354 | 343 | 338 | 327 | 341 | 346 | 349 | 1 |
| 10 | 350 | 17 | 291 | 346 | 346 | 357 | 37 | 42 | 85 | 91 | 23 | 41 | 17 | 17 | 19 | 19 | 9 | 349 | 356 | 5 | 347 | 350 | 32 | 103 | 1 |
| 11 | 75 | 81 | 68 | 49 | 73 | 76 | 339 | 346 | 46 | 71 | 22 | 23 | 23 | 30 | 48 | 51 | 22 | 19 | 58 | 34 | 90 | 86 | 68 | 66 | [VA] |
| 12 | 5 | 141 | 31 | 141 | 288 | 1 | 335 | 12 | 162 | 173 | 183 | 190 | 252 | 254 | 251 | 284 | 297 | 308 | 305 | 73 | 18 | 31 | 52 | 52 | [VA] |
| 13 | 39 | 20 | 33 | 0 | 17 | 45 | 88 | 45 | 90 | 86 | 77 | 126 | 227 | 250 | 254 | 251 | 268 | 292 | 296 | 287 | 326 | 344 | 34 | 44 | 3 |
| 14 | 86 | 33 | 66 | 281 | 343 | 2 | 337 | 17 | 5 | 42 | 85 | 116 | 218 | 271 | 266 | 261 | 264 | 263 | 276 | 281 | 297 | 338 | 334 | 344 | [VA] |
| 15 | 355 | 38 | 54 | 127 | 75 | 54 | 70 | 53 | 65 | 95 | 73 | 150 | 256 | 261 | 265 | 257 | 262 | 271 | 264 | 248 | 65 | 69 | 58 | 48 | [VA] |
| 16 | 351 | 92 | 95 | 76 | 65 | 81 | 66 | 43 | 58 | 83 | 66 | 61 | 54 | 269 | 267 | 261 | 258 | 262 | 254 | 275 | 56 | 70 | 61 | 45 | [VA] |
| 17 | 47 | 54 | 53 | 67 | 54 | 92 | 76 | 58 | 84 | 84 | 90 | 121 | 153 | 246 | 259 | 257 | 255 | 260 | 248 | 246 | 74 | 66 | 61 | 61 | [VA] |
| 18 | 77 | 75 | 94 | 92 | 93 | 88 | 95 | 95 | 93 | 87 | 89 | 100 | 106 | 67 | 55 | 31 | 46 | 34 | 41 | 83 | 41 | 352 | 57 | 78 | [VA] |
| 19 | 354 | 330 | 303 | 348 | 348 | 44 | 93 | 80 | 69 | 355 | 77 | 120 | 151 | 110 | 132 | 201 | 210 | 215 | 329 | 12 | 357 | 13 | 145 | 69 | 16 |
| 20 | 72 | 4 | 67 | 329 | 61 | 26 | 69 | 40 | 72 | 79 | 36 | 70 | 120 | 214 | 220 | 258 | 263 | 263 | 258 | 250 | 236 | 96 | 87 | 96 | 4 |
| 21 | 96 | 87 | 93 | 94 | 102 | 111 | 70 | 62 | 4 | 3 | 338 | 348 | 334 | 350 | 53 | 357 | 343 | 343 | 341 | 340 | 341 | 334 | 331 | 324 | 16 |
| 22 | 321 | 334 | 330 | 330 | 341 | 338 | 343 | 329 | 347 | 359 | 14 | 15 | 9 | 7 | 16 | 23 | 23 | 40 | 287 | 330 | 116 | 55 | 6 | 11 | 16 |
| 23 | 10 | 33 | 98 | 76 | 99 | 78 | 96 | 109 | 71 | 54 | 63 | 83 | 126 | 174 | 215 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 4 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | 255 | 145 | 29 | 102 | 100 | 70 | 76 | 143 | 186 | 245 | 219 | 231 | 225 | 161 | 63 | 359 | 13 | 56 | 62 | [VA] |
| 27 | 61 | 49 | 97 | 30 | 321 | 343 | 25 | 79 | 42 | 11 | 41 | 1 | 43 | 174 | 256 | 253 | 259 | 225 | 216 | 65 | 30 | 57 | 68 | 81 | 4 |
| 28 | 100 | 127 | 62 | 106 | 47 | 125 | 346 | 108 | 103 | 237 | 210 | 200 | 214 | 215 | 226 | 264 | 223 | 212 | 277 | 258 | 244 | 296 | 44 | 11 | [VA] |
| 29 | 67 | 102 | 109 | 68 | 293 | 51 | 0 | 127 | 81 | 79 | 64 | 72 | 99 | 30 | 3 | 356 | 353 | 351 | 349 | 335 | 319 | 28 | 60 | 78 | [VA] |
| 30 | 90 | 59 | 125 | 49 | 72 | 33 | 120 | 55 | 48 | 10 | 12 | 37 | 60 | 138 | 264 | 268 | 261 | 262 | 266 | 259 | 266 | 254 | 256 | 86 | [VA] |
| 31 | 98 | 74 | 100 | 256 | 359 | 16 | 105 | 76 | 42 | 113 | 76 | 170 | 259 | 318 | 266 | 262 | 265 | 265 | 265 | 272 | 261 | 280 | 94 | 77 | [VA] |
| FV | [VA] | [VA] | 4 | 3 | 4 | 3 | 4 | 4 | 4 | [VA] | 4 | [VA] | 6 | [VA] | 13 | 13 | 13 | [VA] | [VA] | [VA] | 4 | [VA] | 4 | 4 | |

00001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA STABILITY [61191]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 1 | 1 | 2 | 2 | 3 | 2 | 3 | 1 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 2 | 5 | 6 | 6 | 4 | 5 | 4 | 4 | 4 | 4 | 4 | 1 | 2 | 2 | 1 | 2 | 3 | 4 | 4 | 5 | 6 | 6 | 6 | 5 | 4 | 4 | 6 |
| 3 | 4 | 5 | 4 | 6 | 4 | 4 | 4 | 4 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 3 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 5 | 4 | 6 |
| 4 | 5 | 4 | 5 | 6 | 6 | 4 | 4 | 4 | 4 | 3 | 1 | 1 | 3 | 2 | 3 | 3 | 4 | 6 | 5 | 4 | 5 | 4 | 5 | 5 | 4 | 6 |
| 5 | 4 | 4 | 5 | 4 | 4 | 6 | 5 | 4 | 4 | 4 | 4 | 4 | 6 | 5 | 4 | 5 | 6 | 6 | 5 | 4 | 4 | 4 | 5 | 5 | 5 | 6 |
| 6 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 6 | 4 | 6 | 6 | 5 | 4 | 4 | 4 | 6 |
| 7 | 6 | 6 | 5 | 5 | 6 | 5 | 5 | 6 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 |
| 8 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 4 | 5 | 5 | 4 | 4 | 4 | 6 |
| 9 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 |
| 10 | 4 | 4 | 6 | 4 | 4 | 5 | 6 | 6 | 1 | 1 | 3 | 3 | 2 | 2 | 3 | 2 | 6 | 6 | 6 | 4 | 6 | 5 | 6 | 4 | 4 | 6 |
| 11 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 2 | 4 | 4 | 4 | 4 | 2 | 1 | 5 | 6 | 6 | 6 | 6 | 6 | 5 | 6 | 5 | 6 |
| 12 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 3 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 5 | 4 | 6 |
| 13 | 5 | 6 | 5 | 4 | 4 | 6 | 6 | 6 | 1 | 3 | 3 | 1 | 1 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 6 | 4 | 6 |
| 14 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 5 | 4 | 4 | 6 |
| 15 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 6 | 2 | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 6 | 4 | 6 |
| 16 | 6 | 6 | 5 | 6 | 6 | 6 | 6 | 6 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 5 | 4 | 4 | 6 |
| 17 | 5 | 4 | 6 | 4 | 6 | 6 | 6 | 6 | 3 | 3 | 2 | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 4 | 6 |
| 18 | 5 | 4 | 5 | 4 | 4 | 5 | 4 | 4 | 4 | 4 | 4 | 6 | 5 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 6 | 5 | 4 | 6 |
| 19 | 6 | 6 | 6 | 6 | 4 | 6 | 6 | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 4 | 6 | 4 | 6 | 5 | 6 | 6 | 4 | 4 | 6 |
| 20 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 4 | 4 | 6 |
| 21 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 3 | 2 | 1 | 2 | 2 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 4 | 4 | 4 | 6 |
| 22 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 6 |
| 23 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 4 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 4 | 6 | 6 | 6 | 5 | 6 | 6 | 5 | 4 | 6 |
| 27 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 4 | 6 | 4 | 6 |
| 28 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 2 | 2 | 1 | 2 | 2 | 3 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 6 | 4 | 6 |
| 29 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 3 | 3 | 1 | 3 | 3 | 3 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 6 |
| 30 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 6 | 6 | 1 | 3 | 3 | 1 | 1 | 1 | 2 | 1 | 4 | 4 | 4 | 6 | 5 | 6 | 6 | 4 | 6 |
| 31 | 6 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 6 | 4 | 6 |
| AV | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 5 | 5 | 5 | 6 | 5 | 5 | 5 | 4 | |
| SD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | |
| PK | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 4 | 4 | 4 | 6 | 5 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | | 6 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE [62101]

DEGREES CENTIGRADE
LEVEL HEIGHT : 9 METERS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 14.0 | 13.7 | 13.8 | 13.3 | 12.6 | 12.7 | 13.0 | 13.5 | 14.7 | 16.8 | 20.0 | 21.4 | 22.5 | 23.2 | 23.6 | 23.5 | 21.5 | 20.7 | 20.1 | 19.6 | 19.2 | 18.6 | 17.4 | 16.1 | 17.7 | 23.6 |
| 2 | 15.2 | 14.7 | 14.2 | 14.5 | 14.5 | 14.2 | 14.3 | 14.5 | 15.6 | 17.3 | 18.8 | 19.6 | 20.4 | 20.7 | 20.8 | 19.8 | 19.0 | 18.7 | 18.7 | 18.8 | 18.5 | 18.3 | 17.3 | 16.5 | 17.3 | 20.8 |
| 3 | 15.7 | 15.3 | 15.3 | 14.8 | 14.8 | 14.7 | 14.5 | 14.6 | 15.8 | 17.3 | 18.9 | 20.2 | 20.9 | 21.1 | 20.5 | 19.9 | 19.5 | 19.1 | 18.9 | 18.5 | 18.2 | 17.5 | 16.7 | 16.2 | 17.5 | 21.1 |
| 4 | 15.7 | 15.4 | 15.6 | 15.3 | 14.7 | 15.3 | 15.4 | 15.9 | 17.2 | 18.8 | 20.2 | 21.4 | 22.2 | 21.9 | 22.2 | 21.8 | 21.1 | 20.5 | 19.8 | 19.2 | 18.6 | 18.4 | 17.8 | 17.5 | 18.4 | 22.2 |
| 5 | 17.0 | 17.1 | 17.0 | 16.8 | 16.8 | 17.2 | 17.2 | 17.6 | 18.0 | 19.4 | 20.3 | 20.3 | 19.4 | 17.6 | 15.5 | 15.1 | 18.5 | 16.1 | 15.2 | 15.2 | 15.5 | 15.9 | 15.6 | 14.4 | 17.0 | 20.3 |
| 6 | 14.2 | 14.0 | 14.7 | 14.9 | 14.9 | 14.6 | 15.3 | 15.5 | 15.7 | 16.0 | 16.3 | 16.5 | 16.8 | 17.8 | 18.3 | 17.8 | 17.0 | 16.4 | 15.6 | 15.3 | 14.4 | 15.3 | 15.3 | 14.9 | 15.7 | 18.3 |
| 7 | 14.6 | 15.0 | 15.2 | 14.9 | 14.8 | 14.9 | 15.1 | 15.1 | 15.7 | 16.6 | 17.5 | 18.2 | 18.9 | 18.8 | 18.4 | 18.8 | 18.0 | 17.7 | 17.5 | 18.2 | 17.9 | 17.7 | 17.5 | 17.3 | 16.8 | 18.9 |
| 8 | 17.1 | 16.5 | 16.4 | 15.8 | 15.8 | 15.6 | 15.6 | 13.9 | 15.8 | 16.6 | 16.9 | 17.1 | 17.8 | 17.6 | 17.3 | 17.4 | 17.0 | 16.3 | 15.5 | 14.3 | 13.6 | 13.2 | 13.1 | 13.0 | 15.8 | 17.6 |
| 9 | 13.0 | 13.3 | 13.3 | 12.9 | 12.9 | 12.8 | 12.6 | 13.1 | 14.4 | 15.7 | 17.2 | 18.1 | 18.7 | 19.2 | 19.7 | 19.5 | 18.6 | 17.4 | 15.2 | 14.6 | 14.3 | 14.6 | 14.7 | 14.8 | 15.4 | 19.7 |
| 10 | 14.8 | 17.1 | 14.7 | 14.0 | 13.8 | 13.7 | 12.8 | 12.7 | 15.0 | 17.1 | 19.9 | 20.4 | 20.6 | 21.2 | 21.5 | 21.5 | 20.8 | 19.8 | 19.2 | 19.2 | 18.8 | 18.3 | 17.7 | 17.5 | 17.5 | 21.5 |
| 11 | 13.3 | 13.2 | 11.7 | 11.5 | 12.1 | 11.8 | 11.6 | 12.4 | 17.1 | 17.9 | 19.0 | 19.1 | 19.3 | 19.9 | 20.4 | 20.5 | 19.8 | 18.5 | 17.8 | 17.5 | 16.7 | 16.3 | 14.7 | 14.5 | 16.1 | 20.5 |
| 12 | 14.5 | 12.7 | 11.0 | 11.3 | 11.9 | 10.5 | 10.4 | 11.4 | 13.2 | 16.2 | 18.3 | 19.2 | 19.8 | 20.0 | 20.2 | 19.5 | 18.8 | 18.0 | 17.3 | 16.8 | 16.0 | 15.3 | 14.2 | 13.4 | 15.4 | 20.2 |
| 13 | 13.0 | 13.4 | 13.8 | 13.9 | 13.9 | 12.3 | 11.0 | 12.5 | 14.6 | 16.5 | 18.9 | 20.2 | 21.0 | 20.7 | 20.0 | 19.5 | 19.0 | 18.8 | 18.6 | 18.4 | 17.8 | 17.3 | 16.9 | 16.3 | 16.6 | 21.0 |
| 14 | 14.9 | 14.2 | 13.7 | 13.4 | 12.9 | 11.8 | 12.2 | 12.7 | 15.4 | 18.1 | 19.7 | 20.9 | 21.1 | 19.3 | 19.2 | 18.7 | 18.4 | 18.2 | 18.5 | 18.7 | 18.7 | 18.5 | 17.6 | 16.6 | 16.8 | 21.1 |
| 15 | 16.4 | 16.4 | 16.0 | 15.2 | 14.4 | 14.4 | 14.2 | 14.2 | 15.2 | 16.6 | 17.8 | 19.0 | 19.0 | 18.9 | 18.6 | 18.1 | 18.0 | 17.9 | 17.6 | 17.7 | 17.1 | 16.4 | 15.6 | 15.1 | 16.7 | 19.0 |
| 16 | 15.3 | 14.4 | 13.0 | 13.1 | 13.5 | 13.6 | 13.8 | 14.5 | 16.3 | 16.5 | 18.9 | 21.0 | 22.5 | 23.2 | 21.1 | 19.5 | 19.2 | 18.8 | 18.6 | 18.4 | 17.3 | 17.1 | 16.5 | 16.9 | 17.2 | 23.2 |
| 17 | 16.3 | 15.7 | 15.5 | 14.8 | 14.4 | 14.1 | 13.7 | 14.1 | 15.6 | 17.9 | 19.4 | 20.4 | 20.7 | 20.0 | 19.5 | 19.2 | 18.2 | 17.8 | 17.9 | 17.5 | 17.1 | 16.2 | 15.4 | 15.2 | 16.9 | 20.7 |
| 18 | 14.8 | 14.7 | 14.9 | 14.8 | 14.8 | 14.5 | 14.9 | 15.0 | 15.0 | 15.9 | 16.6 | 14.2 | 13.7 | 13.8 | 13.1 | 13.8 | 14.1 | 14.4 | 14.3 | 14.4 | 14.1 | 13.7 | 13.5 | 13.5 | 14.4 | 16.6 |
| 19 | 13.4 | 14.9 | 15.2 | 16.4 | 14.6 | 11.9 | 10.5 | 12.8 | 18.1 | 18.2 | 19.0 | 20.5 | 21.3 | 21.9 | 21.2 | 20.5 | 19.9 | 19.6 | 18.6 | 17.7 | 17.3 | 16.1 | 15.1 | 13.1 | 17.0 | 21.9 |
| 20 | 13.5 | 12.5 | 12.5 | 11.0 | 10.5 | 10.5 | 11.2 | 11.8 | 12.7 | 15.7 | 17.5 | 18.6 | 19.3 | 18.9 | 18.4 | 18.1 | 17.3 | 17.1 | 17.1 | 17.0 | 15.6 | 14.5 | 13.5 | 13.1 | 14.9 | 19.3 |
| 21 | 12.5 | 13.0 | 12.9 | 12.7 | 12.7 | 12.8 | 12.3 | 12.4 | 13.1 | 14.0 | 15.0 | 16.0 | 16.7 | 16.9 | 16.8 | 15.9 | 14.8 | 13.9 | 13.2 | 13.0 | 13.1 | 13.2 | 13.1 | 13.1 | 13.9 | 16.9 |
| 22 | 13.2 | 13.1 | 12.7 | 12.4 | 12.2 | 12.5 | 12.5 | 13.5 | 15.4 | 17.5 | 18.4 | 18.8 | 19.4 | 19.8 | 20.0 | 20.1 | 19.8 | 19.0 | 18.7 | 17.1 | 15.4 | 15.1 | 15.0 | 14.0 | 16.1 | 20.1 |
| 23 | 13.4 | 11.9 | 11.3 | 10.5 | 10.7 | 9.8 | 10.0 | 10.6 | 13.0 | 15.1 | 17.1 | 18.2 | 19.0 | 18.9 | 18.2 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 13.8 | 19.0 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 7.5 | 7.7 | 8.2 | 9.2 | 12.2 | 14.5 | 16.4 | 17.6 | 17.7 | 17.7 | 17.1 | 16.9 | 16.4 | 15.7 | 14.6 | 14.0 | 13.2 | 12.2 | 11.9 | 13.7 | 17.7 |
| 27 | 12.5 | 9.9 | 10.2 | 10.3 | 10.0 | 9.6 | 9.1 | 9.9 | 11.9 | 15.0 | 16.9 | 18.0 | 19.0 | 18.2 | 17.8 | 17.7 | 17.5 | 17.0 | 16.5 | 15.3 | 15.0 | 14.3 | 13.6 | 12.9 | 14.0 | 19.0 |
| 28 | 11.9 | 11.1 | 10.4 | 10.9 | 9.7 | 10.1 | 10.4 | 11.0 | 16.6 | 20.2 | 21.5 | 22.6 | 23.2 | 23.1 | 22.7 | 23.2 | 23.0 | 21.9 | 20.6 | 19.6 | 18.9 | 18.1 | 17.3 | 16.7 | 17.3 | 23.2 |
| 29 | 15.4 | 14.8 | 14.1 | 14.0 | 13.8 | 14.5 | 15.0 | 15.1 | 16.8 | 18.4 | 20.7 | 21.7 | 23.0 | 24.1 | 25.6 | 25.7 | 25.2 | 24.2 | 23.1 | 22.1 | 21.8 | 20.6 | 19.6 | 18.5 | 19.5 | 25.7 |
| 30 | 19.1 | 17.1 | 17.8 | 17.1 | 20.0 | 18.1 | 17.7 | 18.4 | 19.4 | 22.4 | 24.3 | 25.8 | 26.8 | 24.4 | 23.2 | 21.3 | 20.4 | 20.3 | 20.7 | 20.6 | 19.9 | 19.3 | 18.7 | 17.7 | 20.4 | 26.8 |
| 31 | 16.9 | 16.0 | 16.1 | 16.0 | 16.7 | 16.1 | 16.6 | 17.1 | 18.2 | 20.0 | 21.3 | 22.0 | 23.3 | 23.1 | 20.6 | 21.0 | 20.5 | 19.6 | 19.9 | 19.8 | 19.6 | 19.5 | 19.1 | 18.5 | 19.1 | 23.3 |
| AV | 14.7 | 14.3 | 14.0 | 13.8 | 13.7 | 13.2 | 13.1 | 13.6 | 15.3 | 17.1 | 18.6 | 19.5 | 20.1 | 20.1 | 19.7 | 19.4 | 19.0 | 18.4 | 17.9 | 17.5 | 16.9 | 16.5 | 15.9 | 15.2 | 16.5 | |
| SD | 1.7 | 1.8 | 2.0 | 1.9 | 2.2 | 2.4 | 2.5 | 2.3 | 2.1 | 2.0 | 2.0 | 2.3 | 2.5 | 2.4 | 2.5 | 2.5 | 2.3 | 2.2 | 2.2 | 2.2 | 2.2 | 2.1 | 2.0 | 1.9 | | |
| PK | 19.1 | 17.1 | 17.8 | 17.1 | 20.0 | 18.1 | 17.7 | 18.4 | 19.4 | 22.4 | 24.3 | 25.8 | 26.8 | 24.4 | 25.6 | 25.7 | 25.2 | 24.2 | 23.1 | 22.1 | 21.8 | 20.6 | 19.6 | 18.5 | | 26.8 |

CU000 [Program: RDMS_MONTHSUM

Version: LC:15-OCT-93]

SOLAR RADIATION [63301]

WATTS PER SQUARE METER

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 74 | 207 | 368 | 485 | 540 | 527 | 451 | 345 | 179 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 540 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 152 | 362 | 450 | 375 | 403 | 336 | 370 | 182 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 450 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 223 | 374 | 459 | 495 | 479 | 416 | 304 | 169 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 495 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 193 | 391 | 522 | 543 | 414 | 321 | 323 | 106 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 543 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 55 | 201 | 80 | 75 | 39 | 31 | 20 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 201 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 130 | 123 | 108 | 178 | 228 | 278 | 241 | 110 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 278 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 99 | 185 | 215 | 401 | 172 | 141 | 209 | 90 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 401 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 255 | 435 | 395 | 466 | 546 | 447 | 347 | 193 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 546 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 240 | 394 | 486 | 553 | 543 | 475 | 356 | 188 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 553 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 228 | 384 | 499 | 567 | 558 | 493 | 370 | 200 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 567 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 231 | 377 | 491 | 561 | 553 | 489 | 362 | 187 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 561 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 224 | 376 | 477 | 549 | 521 | 450 | 383 | 145 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 549 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 233 | 336 | 466 | 525 | 517 | 307 | 193 | 90 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 525 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 222 | 371 | 442 | 430 | 276 | 225 | 261 | 98 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 442 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 202 | 349 | 435 | 494 | 485 | 449 | 330 | 174 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 494 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 125 | 247 | 459 | 537 | 534 | 469 | 375 | 218 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 539 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 185 | 368 | 458 | 514 | 508 | 421 | 336 | 179 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 514 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 30 | 57 | 65 | 41 | 28 | 14 | 44 | 69 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 85 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 237 | 387 | 498 | 552 | 543 | 476 | 351 | 188 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 552 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 188 | 391 | 500 | 509 | 499 | 414 | 351 | 195 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 509 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 127 | 125 | 159 | 457 | 302 | 348 | 293 | 184 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 457 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 227 | 391 | 500 | 560 | 545 | 479 | 360 | 189 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 560 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 224 | 382 | 493 | 538 | 521 | 471 | 357 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 203 | 538 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 43 | 210 | 395 | 507 | 569 | 576 | 500 | 380 | 204 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 576 |
| 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 234 | 403 | 521 | 577 | 566 | 498 | 380 | 207 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 577 |
| 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 198 | 365 | 493 | 569 | 585 | 542 | 418 | 226 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 585 |
| 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | [IM] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 172 | 390 | 506 | 532 | 536 | 276 | 247 | 180 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 536 |
| 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 203 | 177 | 234 | 288 | 484 | 324 | 176 | 92 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 484 |
| AV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 188 | 325 | 408 | 464 | 448 | 377 | 303 | 158 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 57 | 103 | 144 | 147 | 159 | 139 | 98 | 53 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PK | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 74 | 255 | 435 | 522 | 577 | 585 | 542 | 418 | 226 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 585 |

CU000 [Program: RDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA WS [70012]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 60 | 23 | 73 | 29 | 43 | 30 | 17 | 27 | 64 | 22 | 18 | 17 | 20 | 18 | 22 | 11 | 17 | 33 | 69 | 69 | 54 | 21 | 18 | 33 | 73 |
| 2 | 15 | 18 | 18 | 12 | 13 | 10 | 12 | 10 | 10 | 12 | 23 | 21 | 34 | 25 | 37 | 13 | 8 | 15 | 22 | 33 | 38 | 23 | 15 | 13 | 19 | 38 |
| 3 | 12 | 7 | 10 | 25 | 12 | 12 | 12 | 14 | 23 | 20 | 25 | 27 | 43 | 37 | 17 | 14 | 16 | 26 | 33 | 40 | 54 | 19 | 12 | 13 | 22 | 54 |
| 4 | 15 | 11 | 17 | 23 | 20 | 11 | 10 | 12 | 12 | 17 | 23 | 29 | 22 | 20 | 15 | 16 | 15 | 22 | 20 | 13 | 17 | 13 | 17 | 13 | 17 | 29 |
| 5 | 12 | 12 | 16 | 12 | 12 | 29 | 23 | 13 | 11 | 11 | 10 | 12 | 23 | 42 | 20 | 22 | 30 | 58 | 15 | 16 | 14 | 11 | 23 | 30 | 20 | 58 |
| 6 | 22 | 16 | 11 | 68 | 28 | 18 | 42 | 12 | 11 | 11 | 13 | 14 | 16 | 17 | 16 | 12 | 10 | 14 | 14 | 29 | 42 | 19 | 15 | 10 | 20 | 68 |
| 7 | 17 | 19 | 16 | 12 | 17 | 12 | 17 | 15 | 18 | 27 | 24 | 29 | 42 | 17 | 17 | 22 | 9 | 9 | 11 | 14 | 13 | 11 | 11 | 8 | 17 | 42 |
| 8 | 11 | 9 | 10 | 13 | 14 | 11 | 23 | 25 | 29 | 30 | 25 | 18 | 12 | 11 | 9 | 9 | 26 | 21 | 16 | 18 | 17 | 17 | 14 | 16 | 17 | 30 |
| 9 | 14 | 19 | 15 | 12 | 15 | 16 | 42 | 35 | 17 | 18 | 19 | 19 | 17 | 17 | 22 | 18 | 19 | 19 | 13 | 13 | 14 | 14 | 13 | 15 | 18 | 42 |
| 10 | 18 | 20 | 45 | 17 | 15 | 31 | 43 | 49 | 41 | 61 | 21 | 20 | 23 | 25 | 20 | 23 | 23 | 20 | 21 | 16 | 18 | 14 | 44 | 21 | 27 | 61 |
| 11 | 40 | 52 | 60 | 48 | 61 | 48 | 47 | 60 | 25 | 27 | 16 | 16 | 16 | 17 | 23 | 25 | 18 | 21 | 28 | 27 | 31 | 28 | 17 | 65 | 34 | 65 |
| 12 | 23 | 70 | 53 | 65 | 41 | 36 | 37 | 44 | 67 | 23 | 30 | 31 | 21 | 14 | 32 | 17 | 16 | 17 | 47 | 26 | 45 | 18 | 16 | 17 | 34 | 70 |
| 13 | 17 | 26 | 18 | 16 | 22 | 38 | 53 | 47 | 25 | 15 | 14 | 48 | 40 | 10 | 7 | 8 | 18 | 30 | 29 | 29 | 32 | 11 | 48 | 11 | 25 | 53 |
| 14 | 58 | 57 | 61 | 19 | 49 | 65 | 30 | 23 | 16 | 31 | 22 | 28 | 52 | 10 | 11 | 8 | 9 | 11 | 10 | 15 | 28 | 32 | 13 | 11 | 28 | 65 |
| 15 | 20 | 33 | 43 | 35 | 30 | 19 | 15 | 14 | 17 | 26 | 40 | 44 | 12 | 10 | 13 | 8 | 12 | 13 | 19 | 50 | 35 | 25 | 11 | 18 | 23 | 50 |
| 16 | 28 | 49 | 13 | 33 | 62 | 29 | 42 | 56 | 41 | 16 | 24 | 30 | 45 | 37 | 15 | 7 | 10 | 15 | 10 | 59 | 22 | 34 | 13 | 10 | 29 | 62 |
| 17 | 15 | 8 | 14 | 12 | 37 | 35 | 18 | 29 | 16 | 16 | 19 | 22 | 50 | 35 | 13 | 11 | 11 | 11 | 22 | 63 | 35 | 29 | 24 | 15 | 23 | 63 |
| 18 | 15 | 10 | 13 | 12 | 10 | 15 | 9 | 10 | 11 | 14 | 12 | 11 | 31 | 17 | 15 | 17 | 17 | 22 | 20 | 30 | 53 | 25 | 54 | 40 | 20 | 54 |
| 19 | 44 | 16 | 27 | 20 | 14 | 31 | 65 | 14 | 29 | 18 | 31 | 24 | 45 | 33 | 44 | 43 | 13 | 23 | 18 | 38 | 18 | 66 | 29 | 53 | 32 | 66 |
| 20 | 48 | 33 | 35 | 75 | 66 | 51 | 54 | 50 | 25 | 18 | 26 | 21 | 36 | 43 | 19 | 16 | 13 | 9 | 16 | 18 | 25 | 41 | 21 | 14 | 32 | 75 |
| 21 | 12 | 9 | 10 | 8 | 10 | 14 | 17 | 38 | 14 | 17 | 25 | 19 | 18 | 22 | 19 | 24 | 14 | 14 | 15 | 13 | 14 | 14 | 14 | 15 | 16 | 38 |
| 22 | 15 | 15 | 15 | 14 | 14 | 15 | 15 | 14 | 15 | 30 | 21 | 19 | 19 | 29 | 18 | 16 | 16 | 47 | 60 | 46 | 53 | 26 | 22 | 41 | 25 | 60 |
| 23 | 51 | 47 | 32 | 33 | 37 | 41 | 23 | 25 | 26 | 32 | 21 | 30 | 39 | 39 | 16 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 33 | 51 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 17 | 48 | 69 | 51 | 34 | 38 | 70 | 33 | 31 | 22 | 17 | 16 | 21 | 44 | 33 | 16 | 41 | 27 | 12 | 34 | 70 |
| 27 | 17 | 19 | 30 | 56 | 80 | 46 | 26 | 35 | 27 | 32 | 34 | 43 | 59 | 61 | 10 | 11 | 9 | 32 | 30 | 40 | 37 | 29 | 12 | 32 | 34 | 80 |
| 28 | 19 | 56 | 52 | 67 | 66 | 50 | 77 | 62 | 65 | 24 | 19 | 18 | 23 | 20 | 20 | 15 | 54 | 29 | 29 | 35 | 40 | 67 | 51 | 35 | 41 | 77 |
| 29 | 65 | 37 | 59 | 40 | 73 | 65 | 75 | 45 | 31 | 55 | 13 | 17 | 33 | 16 | 15 | 13 | 13 | 18 | 25 | 40 | 45 | 75 | 25 | 34 | 39 | 75 |
| 30 | 25 | 25 | 35 | 33 | 33 | 14 | 44 | 28 | 37 | 14 | 16 | 23 | 25 | 50 | 22 | 30 | 9 | 11 | 12 | 15 | 19 | 20 | 32 | 36 | 25 | 50 |
| 31 | 18 | 16 | 47 | 36 | 20 | 20 | 40 | 41 | 49 | 37 | 26 | 70 | 23 | 34 | 29 | 9 | 12 | 11 | 7 | 18 | 29 | 45 | 40 | 21 | 29 | 70 |
| AV | 24 | 27 | 28 | 32 | 32 | 29 | 34 | 31 | 27 | 26 | 23 | 27 | 30 | 26 | 19 | 17 | 16 | 20 | 23 | 30 | 31 | 29 | 23 | 23 | 26 | |
| SD | 15 | 19 | 17 | 22 | 22 | 16 | 19 | 18 | 16 | 14 | 9 | 15 | 13 | 13 | 8 | 8 | 9 | 11 | 12 | 16 | 15 | 18 | 13 | 14 | | |
| PK | 65 | 70 | 61 | 75 | 80 | 65 | 77 | 69 | 67 | 64 | 50 | 70 | 59 | 61 | 44 | 43 | 54 | 58 | 60 | 69 | 69 | 75 | 54 | 65 | | 80 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

DELTA T STABILITY CLASS [88925]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 2 | 2 | 2 | 3 | 2 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 2 | 2 | 1 | 2 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 4 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 4 | 4 | 3 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 4 | 5 | 4 | 5 |
| 5 | 5 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 4 | 4 | 3 | 5 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 | 4 | 4 | 5 | 5 | 5 |
| 6 | 4 | 5 | 4 | 4 | 5 | 6 | 6 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 4 | 4 | 6 |
| 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 |
| 8 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 9 | 4 | 5 | 4 | 4 | 4 | 4 | 5 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 |
| 10 | 4 | 4 | 5 | 4 | 4 | 4 | 5 | 5 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 11 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 4 | 4 | 4 | 4 | 2 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 12 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 2 | 1 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 13 | 5 | 5 | 5 | 4 | 4 | 5 | 5 | 5 | 3 | 3 | 2 | 2 | 1 | 3 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 14 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 2 | 2 | 3 | 4 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 15 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 16 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 17 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 2 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 18 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 4 | 5 | 3 | 4 | 5 | 5 | 5 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 19 | 5 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 3 | 4 | 5 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 20 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 2 | 2 | 1 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 21 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 |
| 22 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 23 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 2 | 2 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 3 | 5 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 4 | 5 | 5 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 5 |
| 27 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 1 | 2 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 28 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| 29 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 |
| 30 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 4 | 5 | 4 | 5 |
| 31 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 1 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 |
| AV | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PK | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 5 | 4 | 5 | 5 | 5 | 5 | 5 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | 6 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

BATTERY VOLTAGE [99034]

VOLTS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 2 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 3 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 4 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 5 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 6 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 |
| 8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 10 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 11 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 12 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 14.0 |
| 13 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 14 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 15 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.9 |
| 16 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 13.9 | 13.9 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 14.0 |
| 17 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 18 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 |
| 19 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.9 |
| 20 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 14.0 |
| 21 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 |
| 22 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.6 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 23 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 13.9 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | [ | [ | [ | [ | [ | [ | [ | [ | [ | ] | 13.8 | 14.0 |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 26 | [ | ] | [ | ] | [ | ] | [ | ] | 14.0 | 14.1 | 14.1 | 14.0 | 13.9 | 13.8 | 13.8 | 13.7 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 14.1 |
| 27 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 13.9 | 13.8 | 13.7 | 13.7 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.7 | 13.7 | 13.8 | 13.9 | 13.8 | 13.9 | 13.8 | 14.0 |
| 28 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 14.0 |
| 29 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | 13.7 | 13.7 | 13.9 |
| 30 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 |
| 31 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 |
| AV | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | |
| SD | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 | | |
| PK | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 14.0 | 14.1 | 14.1 | 14.0 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.8 | 13.9 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | | 14.1 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA (CALCULATE) [99090]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 74 | 26 | 95 | 44 | 52 | 34 | 17 | 31 | 73 | 24 | 19 | 17 | 21 | 18 | 28 | 14 | 17 | 31 | 88 | 70 | 54 | 23 | 19 | 38 | 95 |
| 2 | 15 | 23 | 20 | 12 | 13 | 11 | 12 | 10 | 10 | 12 | 23 | 22 | 37 | 29 | 41 | 13 | 8 | 13 | 21 | 34 | 40 | 21 | 13 | 13 | 19 | 41 |
| 3 | 12 | 7 | 12 | 31 | 12 | 12 | 13 | 14 | 20 | 20 | 31 | 31 | 55 | 43 | 19 | 13 | 16 | 23 | 33 | 38 | 54 | 24 | 11 | 13 | 23 | 55 |
| 4 | 15 | 11 | 28 | 30 | 20 | 12 | 10 | 13 | 13 | 17 | 23 | 29 | 23 | 21 | 16 | 17 | 16 | 23 | 21 | 13 | 16 | 12 | 17 | 13 | 18 | 30 |
| 5 | 13 | 13 | 17 | 12 | 12 | 30 | 24 | 13 | 12 | 11 | 11 | 12 | 23 | 53 | 21 | 24 | 32 | 61 | 16 | 16 | 14 | 11 | 28 | 40 | 22 | 61 |
| 6 | 31 | 18 | 11 | 81 | 28 | 20 | 55 | 12 | 11 | 12 | 13 | 14 | 17 | 18 | 17 | 12 | 11 | 15 | 14 | 31 | 42 | 19 | 16 | 10 | 22 | 81 |
| 7 | 18 | 21 | 15 | 13 | 18 | 13 | 17 | 21 | 21 | 28 | 29 | 30 | 59 | 18 | 18 | 24 | 9 | 9 | 11 | 14 | 13 | 11 | 11 | 8 | 19 | 59 |
| 8 | 11 | 9 | 11 | 13 | 14 | 11 | 29 | 25 | 33 | 34 | 27 | 18 | 13 | 11 | 9 | 10 | 36 | 24 | 17 | 19 | 18 | 18 | 14 | 16 | 18 | 36 |
| 9 | 14 | 19 | 15 | 12 | 16 | 17 | 52 | 37 | 18 | 18 | 19 | 20 | 17 | 18 | 22 | 19 | 19 | 20 | 14 | 13 | 14 | 15 | 13 | 15 | 19 | 52 |
| 10 | 18 | 23 | 48 | 17 | 16 | 47 | 43 | 53 | 48 | 77 | 36 | 21 | 23 | 27 | 21 | 23 | 25 | 21 | 23 | 16 | 20 | 14 | 53 | 27 | 31 | 77 |
| 11 | 52 | 69 | 72 | 75 | 71 | 54 | 56 | 81 | 32 | 31 | 18 | 16 | 16 | 18 | 23 | 27 | 19 | 24 | 27 | 28 | 31 | 27 | 16 | 81 | 40 | 81 |
| 12 | 27 | 76 | 70 | 91 | 53 | 49 | 64 | 48 | 97 | 27 | 57 | 36 | 23 | 14 | 36 | 17 | 16 | 19 | 62 | 30 | 49 | 18 | 16 | 18 | 42 | 97 |
| 13 | 18 | 27 | 19 | 17 | 22 | 57 | 64 | 61 | 24 | 15 | 15 | 50 | 52 | 12 | 7 | 8 | 18 | 27 | 30 | 35 | 28 | 12 | 57 | 12 | 29 | 67 |
| 14 | 73 | 80 | 94 | 20 | 77 | 83 | 34 | 37 | 18 | 31 | 24 | 31 | 55 | 10 | 11 | 8 | 9 | 11 | 10 | 17 | 25 | 41 | 14 | 11 | 34 | 94 |
| 15 | 24 | 33 | 54 | 52 | 30 | 20 | 15 | 18 | 18 | 26 | 50 | 56 | 13 | 10 | 12 | 8 | 11 | 13 | 18 | 63 | 32 | 24 | 11 | 29 | 27 | 63 |
| 16 | 45 | 61 | 13 | 35 | 90 | 44 | 50 | 75 | 43 | 16 | 24 | 32 | 58 | 70 | 15 | 7 | 9 | 14 | 10 | 64 | 25 | 42 | 13 | 10 | 36 | 90 |
| 17 | 17 | 8 | 27 | 11 | 56 | 56 | 26 | 44 | 17 | 17 | 19 | 24 | 62 | 49 | 13 | 11 | 11 | 10 | 27 | 87 | 44 | 32 | 22 | 16 | 29 | 87 |
| 18 | 15 | 10 | 13 | 12 | 10 | 16 | 9 | 10 | 11 | 15 | 12 | 11 | 35 | 18 | 17 | 17 | 17 | 22 | 21 | 33 | 54 | 34 | 57 | 47 | 22 | 57 |
| 19 | 58 | 27 | 30 | 25 | 15 | 33 | 88 | 14 | 35 | 18 | 30 | 26 | 68 | 42 | 55 | 52 | 14 | 25 | 19 | 40 | 18 | 91 | 36 | 59 | 38 | 91 |
| 20 | 60 | 34 | 44 | 91 | 78 | 65 | 75 | 73 | 25 | 32 | 26 | 22 | 36 | 56 | 20 | 18 | 13 | 9 | 16 | 16 | 30 | 44 | 19 | 12 | 38 | 91 |
| 21 | 12 | 9 | 11 | 8 | 10 | 17 | 20 | 44 | 15 | 18 | 27 | 20 | 20 | 24 | 21 | 26 | 14 | 14 | 15 | 13 | 14 | 14 | 15 | 16 | 17 | 44 |
| 22 | 16 | 15 | 16 | 15 | 15 | 16 | 15 | 15 | 16 | 33 | 22 | 21 | 19 | 34 | 21 | 16 | 16 | 56 | 77 | 54 | 57 | 25 | 25 | 48 | 28 | 77 |
| 23 | 61 | 51 | 35 | 37 | 42 | 44 | 25 | 27 | 38 | 34 | 20 | 34 | 40 | 41 | 17 | [ | ] | [ | ] | [ | ] | [ | ] | [ | 36 | 61 |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 26 | [ | ] | [ | ] | [ | ] | [ | ] | 17 | 67 | 82 | 74 | 39 | 44 | 89 | 38 | 37 | 25 | 18 | 15 | 21 | 56 | 34 | 17 | 42 | 29 | 13 | 40 | 89 |
| 27 | 17 | 20 | 37 | 73 | 96 | 62 | 30 | 54 | 35 | 47 | 29 | 40 | 73 | 68 | 10 | 11 | 9 | 31 | 43 | 43 | 41 | 31 | 12 | 39 | 40 | 96 |
| 28 | 19 | 66 | 68 | 100 | 83 | 65 | 91 | 81 | 73 | 30 | 21 | 20 | 24 | 22 | 21 | 16 | 57 | 44 | 29 | 30 | 44 | 101 | 57 | 45 | 50 | 101 |
| 29 | 78 | 39 | 96 | 49 | 88 | 82 | 96 | 44 | 35 | 78 | 13 | 17 | 34 | 16 | 16 | 13 | 14 | 21 | 31 | 46 | 56 | 96 | 29 | 34 | 47 | 96 |
| 30 | 26 | 31 | 38 | 40 | 42 | 16 | 58 | 43 | 42 | 16 | 17 | 24 | 27 | 61 | 28 | 35 | 9 | 13 | 11 | 14 | 21 | 24 | 37 | 48 | 30 | 61 |
| 31 | 18 | 17 | 51 | 45 | 23 | 34 | 63 | 44 | 54 | 45 | 29 | 82 | 23 | 36 | 44 | 9 | 12 | 13 | 7 | 19 | 49 | 63 | 46 | 23 | 35 | 82 |
| AV | 29 | 32 | 35 | 40 | 39 | 37 | 43 | 38 | 31 | 30 | 25 | 30 | 35 | 31 | 21 | 18 | 17 | 22 | 25 | 34 | 33 | 34 | 26 | 26 | 31 | |
| SD | 20 | 23 | 25 | 30 | 29 | 23 | 26 | 24 | 21 | 19 | 11 | 15 | 18 | 18 | 11 | 10 | 10 | 13 | 17 | 21 | 16 | 25 | 16 | 18 | | |
| PK | 78 | 80 | 96 | 100 | 96 | 83 | 96 | 82 | 97 | 78 | 57 | 89 | 73 | 70 | 55 | 52 | 57 | 61 | 77 | 88 | 70 | 101 | 63 | 81 | | 101 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE 2M HEIGHT [99144]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13.1 | 12.5 | 12.4 | 11.9 | 11.4 | 11.1 | 11.6 | 13.1 | 14.6 | 17.1 | 20.4 | 21.9 | 23.1 | 23.7 | 24.0 | 23.6 | 21.2 | 20.5 | 19.7 | 18.9 | 18.4 | 17.9 | 16.5 | 15.5 | 17.3 | 24.0 |
| 2 | 14.7 | 14.1 | 13.8 | 14.2 | 14.2 | 13.9 | 14.0 | 14.3 | 15.6 | 17.6 | 19.1 | 19.9 | 20.7 | 20.9 | 21.0 | 19.7 | 18.3 | 17.7 | 17.7 | 18.3 | 18.0 | 17.9 | 16.8 | 16.0 | 17.0 | 21.0 |
| 3 | 15.1 | 14.9 | 14.8 | 14.1 | 14.4 | 14.4 | 14.0 | 14.3 | 15.8 | 17.4 | 19.2 | 20.6 | 21.2 | 21.4 | 20.7 | 19.8 | 19.0 | 18.8 | 18.2 | 18.0 | 17.8 | 17.1 | 16.2 | 15.6 | 17.2 | 21.4 |
| 4 | 15.2 | 14.8 | 15.1 | 14.4 | 13.8 | 14.7 | 15.0 | 15.6 | 17.0 | 18.9 | 20.6 | 21.8 | 22.3 | 22.0 | 22.2 | 21.5 | 20.7 | 19.9 | 19.2 | 18.5 | 18.3 | 18.0 | 17.6 | 17.1 | 18.1 | 22.3 |
| 5 | 16.6 | 16.8 | 16.6 | 16.6 | 16.6 | 16.9 | 16.9 | 17.3 | 17.7 | 19.3 | 20.1 | 20.1 | 19.8 | 17.4 | 14.9 | 14.7 | 16.1 | 16.0 | 15.0 | 15.1 | 15.6 | 16.0 | 15.3 | 14.3 | 16.8 | 20.1 |
| 6 | 14.0 | 14.1 | 14.6 | 14.3 | 14.7 | 14.7 | 15.7 | 15.5 | 15.8 | 16.0 | 16.3 | 16.6 | 16.9 | 18.0 | 18.4 | 17.7 | 16.9 | 16.3 | 14.6 | 14.9 | 14.2 | 14.8 | 15.3 | 16.8 | 15.7 | 18.4 |
| 7 | 14.3 | 14.0 | 15.1 | 14.8 | 14.8 | 14.9 | 15.0 | 15.0 | 15.7 | 16.7 | 17.7 | 18.5 | 19.0 | 18.9 | 18.5 | 18.7 | 17.8 | 17.3 | 17.2 | 17.9 | 17.6 | 17.2 | 17.0 | 16.6 | 16.7 | 19.0 |
| 8 | 16.5 | 16.1 | 15.9 | 15.3 | 15.3 | 15.3 | 15.3 | 13.8 | 15.3 | 17.0 | 17.3 | 17.6 | 18.2 | 18.2 | 17.7 | 17.5 | 16.9 | 15.9 | 15.4 | 14.1 | 13.4 | 12.9 | 12.8 | 15.5 | 15.8 | 18.2 |
| 9 | 12.8 | 13.0 | 13.0 | 12.7 | 12.7 | 12.6 | 12.3 | 13.0 | 14.5 | 16.1 | 17.6 | 18.6 | 19.2 | 19.5 | 20.0 | 19.7 | 18.4 | 17.2 | 15.0 | 14.3 | 14.0 | 14.3 | 14.4 | 14.4 | 15.4 | 20.0 |
| 10 | 14.4 | 14.7 | 13.4 | 14.3 | 13.4 | 13.1 | 11.7 | 11.9 | 13.0 | 17.2 | 20.1 | 20.7 | 21.1 | 21.5 | 21.7 | 21.4 | 20.4 | 19.2 | 18.4 | 18.4 | 17.9 | 17.2 | 16.5 | 15.7 | 17.1 | 21.7 |
| 11 | 12.2 | 10.9 | 10.2 | 9.7 | 10.0 | 9.9 | 9.4 | 10.7 | 16.9 | 18.1 | 19.3 | 19.4 | 19.6 | 20.1 | 20.5 | 20.3 | 19.4 | 18.0 | 16.9 | 16.6 | 15.6 | 14.9 | 13.8 | 13.4 | 15.2 | 20.5 |
| 12 | 12.8 | 10.9 | 9.6 | 8.7 | 8.2 | 7.8 | 8.2 | 10.2 | 12.9 | 16.4 | 18.6 | 19.5 | 20.2 | 20.2 | 20.3 | 19.3 | 18.6 | 17.6 | 16.8 | 15.9 | 15.0 | 14.7 | 13.6 | 16.3 | 14.7 | 20.3 |
| 13 | 12.6 | 12.6 | 13.4 | 13.3 | 13.4 | 10.7 | 9.3 | 11.6 | 14.5 | 16.5 | 19.0 | 20.5 | 21.3 | 20.5 | 19.3 | 18.0 | 18.1 | 18.4 | 18.1 | 17.9 | 17.2 | 16.6 | 15.3 | 15.8 | 16.0 | 21.3 |
| 14 | 13.6 | 11.8 | 12.3 | 10.9 | 11.0 | 9.8 | 9.4 | 10.4 | 15.4 | 18.3 | 19.8 | 21.0 | 21.0 | 19.2 | 19.2 | 18.1 | 17.8 | 17.6 | 18.2 | 18.5 | 18.5 | 18.3 | 17.5 | 16.5 | 16.0 | 21.0 |
| 15 | 16.3 | 16.3 | 15.5 | 13.8 | 13.7 | 13.3 | 12.5 | 13.5 | 15.2 | 16.8 | 18.1 | 19.3 | 19.5 | 19.3 | 18.8 | 18.0 | 17.3 | 17.4 | 16.6 | 16.7 | 16.6 | 15.9 | 15.0 | 14.7 | 16.3 | 19.5 |
| 16 | 14.8 | 13.7 | 12.5 | 12.1 | 11.3 | 12.4 | 12.2 | 13.0 | 15.9 | 16.4 | 19.1 | 21.2 | 22.7 | 23.4 | 21.2 | 19.2 | 17.8 | 17.4 | 17.0 | 17.5 | 16.5 | 16.4 | 15.8 | 14.3 | 16.4 | 23.4 |
| 17 | 15.5 | 15.0 | 14.5 | 14.0 | 12.3 | 11.6 | 12.2 | 12.9 | 15.3 | 18.0 | 19.6 | 20.6 | 20.9 | 20.2 | 19.5 | 18.5 | 17.0 | 16.7 | 17.3 | 16.8 | 16.5 | 15.8 | 15.0 | 14.7 | 16.3 | 20.9 |
| 18 | 14.4 | 14.4 | 14.6 | 14.5 | 14.4 | 14.1 | 14.6 | 14.7 | 14.4 | 15.7 | 16.4 | 13.8 | 13.7 | 13.7 | 13.6 | 13.8 | 14.0 | 14.2 | 13.7 | 13.8 | 13.4 | 12.9 | 16.7 | 12.2 | 14.2 | 16.7 |
| 19 | 12.5 | 12.7 | 14.3 | 15.7 | 13.6 | 9.8 | 9.8 | 11.2 | 17.9 | 18.2 | 19.2 | 20.7 | 21.4 | 21.9 | 21.0 | 19.8 | 18.6 | 19.2 | 17.9 | 17.1 | 16.2 | 14.5 | 13.7 | 11.7 | 16.2 | 21.9 |
| 20 | 11.5 | 10.6 | 9.8 | 9.2 | 8.5 | 8.5 | 9.2 | 10.5 | 12.2 | 16.0 | 17.6 | 18.7 | 19.4 | 18.8 | 18.4 | 17.5 | 16.0 | 15.7 | 15.1 | 15.3 | 14.7 | 13.7 | 13.8 | 12.5 | 13.9 | 19.4 |
| 21 | 12.0 | 12.6 | 12.5 | 12.3 | 12.3 | 12.5 | 11.8 | 12.2 | 13.2 | 14.1 | 15.1 | 16.4 | 17.0 | 17.0 | 17.1 | 16.0 | 14.7 | 13.7 | 13.1 | 12.9 | 13.0 | 13.0 | 12.9 | 12.8 | 13.8 | 17.1 |
| 22 | 12.9 | 12.8 | 12.5 | 12.1 | 12.0 | 12.2 | 12.2 | 13.2 | 15.4 | 17.7 | 18.8 | 19.2 | 19.8 | 20.1 | 20.1 | 20.0 | 19.2 | 18.3 | 17.9 | 16.1 | 14.8 | 14.2 | 12.6 | 12.7 | 15.7 | 20.1 |
| 23 | 11.0 | 10.4 | 10.0 | 8.9 | 8.9 | 8.9 | 8.7 | 9.8 | 13.0 | 15.2 | 17.3 | 18.5 | 19.2 | 19.0 | 18.3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 13.1 | 19.2 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 6.0 | 6.3 | 6.6 | 9.1 | 12.4 | 14.7 | 16.7 | 17.9 | 18.0 | 17.7 | 16.6 | 15.6 | 15.7 | 14.7 | 13.7 | 12.9 | 12.1 | 11.0 | 10.5 | 13.1 | 18.0 |
| 27 | 10.0 | 8.7 | 8.1 | 7.4 | 8.0 | 7.7 | 6.8 | 8.9 | 12.0 | 15.3 | 17.3 | 18.4 | 14.3 | 18.5 | 18.0 | 17.3 | 16.4 | 16.0 | 15.8 | 14.1 | 13.8 | 13.1 | 12.1 | 11.4 | 12.9 | 18.5 |
| 28 | 10.0 | 9.5 | 8.8 | 8.3 | 8.3 | 8.6 | 8.4 | 9.6 | 15.3 | 20.1 | 21.6 | 22.8 | 23.4 | 23.3 | 22.7 | 22.9 | 21.9 | 20.6 | 19.3 | 18.2 | 17.6 | 16.8 | 15.7 | 15.4 | 16.2 | 23.4 |
| 29 | 14.1 | 13.4 | 13.1 | 11.7 | 11.3 | 11.4 | 11.8 | 13.8 | 16.2 | 18.3 | 20.5 | 21.6 | 20.8 | 24.2 | 25.9 | 25.5 | 24.4 | 23.2 | 22.2 | 21.4 | 20.7 | 19.4 | 18.6 | 17.4 | 18.4 | 25.9 |
| 30 | 17.3 | 15.6 | 16.0 | 15.2 | 15.2 | 16.4 | 15.6 | 17.2 | 19.1 | 22.7 | 24.5 | 26.0 | 26.9 | 24.2 | 23.1 | 21.0 | 19.3 | 19.6 | 19.9 | 19.8 | 18.9 | 18.5 | 17.9 | 16.9 | 19.6 | 26.9 |
| 31 | 16.1 | 15.2 | 14.7 | 15.0 | 15.9 | 15.0 | 14.8 | 15.9 | 17.9 | 19.8 | 21.2 | 22.0 | 23.7 | 23.2 | 20.4 | 20.4 | 19.6 | 18.7 | 19.3 | 19.2 | 19.1 | 19.1 | 18.5 | 17.6 | 18.4 | 23.7 |
| AV | 13.8 | 13.4 | 13.1 | 12.7 | 12.6 | 12.0 | 11.9 | 12.7 | 15.1 | 17.2 | 18.8 | 19.7 | 20.1 | 20.2 | 19.8 | 19.2 | 18.3 | 17.7 | 17.1 | 16.8 | 16.3 | 15.8 | 15.3 | 14.8 | 16.0 | |
| SD | 1.9 | 2.2 | 2.3 | 2.5 | 2.8 | 2.8 | 2.9 | 2.5 | 2.0 | 2.0 | 2.0 | 2.3 | 2.7 | 2.4 | 2.5 | 2.5 | 2.2 | 2.0 | 2.1 | 2.1 | 2.1 | 2.1 | 2.0 | 2.0 | | |
| PK | 17.3 | 16.8 | 16.6 | 16.6 | 19.2 | 16.9 | 16.9 | 17.3 | 19.1 | 22.7 | 24.5 | 26.0 | 26.9 | 24.2 | 25.9 | 25.5 | 24.4 | 23.2 | 22.2 | 21.4 | 20.7 | 19.4 | 18.5 | 17.6 | | 26.9 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

STATION TEMPERATURE [99231]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 21.4 | 21.1 | 21.0 | 20.7 | 20.3 | 19.9 | 19.6 | 19.8 | 21.3 | 21.8 | 20.8 | 20.5 | 21.0 | 22.3 | 23.4 | 23.8 | 23.3 | 21.7 | 21.2 | 21.9 | 21.6 | 21.8 | 22.4 | 22.8 | 21.4 | 23.8 |
| 2 | 22.3 | 22.1 | 21.9 | 21.4 | 21.3 | 21.3 | 21.2 | 21.0 | 21.7 | 22.0 | 20.9 | 20.8 | 21.0 | 21.3 | 21.8 | 21.9 | 21.5 | 22.1 | 23.2 | 23.8 | 22.9 | 21.9 | 22.0 | 22.7 | 21.8 | 23.8 |
| 3 | 22.7 | 22.5 | 22.4 | 22.1 | 21.7 | 21.5 | 21.3 | 21.2 | 22.1 | 21.5 | 20.9 | 21.0 | 21.2 | 21.9 | 22.4 | 22.1 | 21.5 | 21.9 | 23.3 | 23.2 | 22.0 | 22.0 | 22.4 | 22.5 | 22.0 | 23.3 |
| 4 | 22.4 | 22.1 | 22.0 | 21.6 | 21.3 | 21.0 | 21.0 | 21.2 | 22.2 | 21.3 | 20.7 | 21.1 | 21.6 | 21.6 | 21.8 | 22.0 | 21.5 | 21.0 | 20.7 | 20.8 | 21.0 | 21.4 | 21.6 | 22.0 | 21.5 | 22.4 |
| 5 | 22.6 | 22.9 | 22.8 | 22.6 | 22.7 | 22.5 | 22.3 | 22.0 | 21.7 | 21.3 | 21.0 | 21.0 | 20.9 | 20.9 | 21.9 | 22.5 | 22.5 | 21.8 | 22.4 | 22.9 | 23.1 | 23.2 | 23.2 | 23.1 | 22.2 | 23.2 |
| 6 | 22.7 | 22.3 | 22.3 | 22.1 | 22.0 | 22.2 | 22.5 | 23.1 | 23.3 | 22.3 | 22.5 | 21.8 | 21.4 | 21.1 | 21.0 | 21.5 | 22.8 | 23.5 | 23.5 | 23.3 | 23.1 | 23.0 | 23.1 | 23.1 | 22.5 | 23.5 |
| 7 | 22.9 | 22.7 | 23.1 | 22.9 | 23.0 | 23.1 | 23.2 | 23.1 | 23.4 | 22.3 | 21.5 | 21.0 | 20.9 | 20.9 | 21.2 | 21.3 | 21.8 | 22.6 | 23.5 | 23.8 | 24.1 | 22.5 | 22.9 | 22.4 | 22.5 | 24.1 |
| 8 | 22.6 | 22.7 | 22.7 | 22.5 | 22.3 | 22.3 | 22.2 | 22.4 | 22.9 | 21.6 | 21.0 | 21.0 | 21.0 | 21.1 | 21.3 | 21.3 | 21.2 | 21.9 | 22.6 | 22.6 | 22.4 | 21.8 | 21.3 | 20.8 | 21.9 | 22.9 |
| 9 | 20.5 | 20.3 | 20.2 | 19.9 | 19.8 | 19.9 | 19.8 | 19.5 | 20.9 | 22.5 | 21.7 | 21.4 | 21.5 | 21.5 | 21.6 | 21.7 | 21.8 | 21.7 | 22.8 | 22.7 | 22.1 | 21.6 | 21.5 | 21.5 | 21.2 | 22.8 |
| 10 | 21.5 | 21.6 | 21.6 | 21.4 | 21.4 | 21.3 | 20.4 | 20.0 | 20.6 | 22.4 | 21.3 | 21.4 | 22.7 | 22.0 | 22.5 | 22.6 | 22.4 | 21.8 | 22.6 | 23.4 | 23.6 | 23.6 | 23.4 | 22.9 | 22.0 | 23.6 |
| 11 | 22.1 | 21.2 | 20.6 | 19.7 | 19.0 | 18.5 | 18.1 | 18.0 | 19.9 | 22.1 | 21.7 | 22.0 | 22.2 | 22.3 | 22.4 | 22.3 | 22.3 | 22.2 | 23.1 | 23.2 | 22.9 | 22.6 | 22.1 | 21.5 | 21.3 | 23.2 |
| 12 | 20.9 | 20.3 | 19.7 | 18.7 | 17.8 | 17.0 | 16.4 | 16.2 | 18.0 | 21.4 | 21.9 | 21.4 | 21.6 | 21.7 | 22.1 | 22.2 | 21.8 | 21.9 | 22.9 | 23.1 | 22.7 | 22.3 | 21.9 | 21.3 | 20.6 | 23.1 |
| 13 | 20.6 | 20.0 | 19.6 | 19.7 | 19.8 | 19.6 | 18.8 | 18.1 | 19.6 | 22.1 | 21.8 | 21.3 | 21.6 | 21.7 | 21.9 | 21.0 | 21.3 | 21.7 | 22.5 | 23.0 | 23.1 | 23.4 | 23.2 | 22.9 | 22.2 | 23.4 |
| 14 | 22.6 | 22.0 | 21.3 | 20.5 | 19.9 | 19.3 | 18.6 | 18.0 | 19.2 | 21.5 | 23.9 | 25.7 | 25.8 | 26.0 | 26.9 | 26.1 | 25.2 | 24.3 | 23.7 | 23.4 | 23.3 | 23.2 | 23.1 | 22.8 | 22.7 | 26.3 |
| 15 | 22.4 | 22.2 | 22.1 | 21.2 | 20.2 | 19.5 | 18.8 | 18.2 | 19.3 | 21.5 | 23.7 | 25.4 | 26.1 | 26.0 | 25.8 | 26.1 | 25.9 | 24.7 | 23.4 | 22.5 | 21.9 | 21.4 | 20.8 | 20.2 | 22.5 | 26.1 |
| 16 | 19.9 | 19.6 | 19.0 | 18.1 | 17.4 | 16.9 | 16.6 | 16.4 | 17.3 | 19.0 | 21.3 | 24.1 | 25.7 | 26.0 | 25.9 | 25.6 | 25.9 | 25.2 | 24.0 | 23.1 | 22.4 | 21.7 | 21.1 | 20.6 | 21.4 | 26.0 |
| 17 | 20.4 | 20.1 | 19.9 | 19.4 | 18.8 | 18.0 | 17.3 | 17.1 | 18.4 | 18.2 | 21.3 | 24.0 | 25.9 | 26.0 | 25.9 | 25.8 | 26.0 | 26.0 | 24.6 | 23.4 | 22.7 | 22.1 | 21.6 | 21.1 | 21.8 | 26.0 |
| 18 | 20.6 | 20.2 | 19.9 | 20.0 | 19.9 | 19.7 | 19.5 | 19.4 | 19.9 | 20.2 | 20.7 | 21.6 | 22.2 | 22.0 | 21.8 | 21.8 | 21.6 | 21.7 | 21.6 | 21.4 | 21.1 | 20.8 | 20.5 | 20.2 | 20.8 | 22.2 |
| 19 | 19.9 | 19.7 | 19.6 | 19.7 | 20.1 | 20.3 | 19.7 | 18.9 | 18.5 | 20.3 | 23.4 | 25.9 | 27.3 | 27.1 | 26.8 | 26.6 | 26.5 | 26.7 | 26.7 | 25.8 | 24.9 | 24.1 | 23.1 | 22.1 | 23.1 | 27.3 |
| 20 | 21.0 | 20.0 | 19.1 | 18.5 | 17.7 | 16.9 | 16.3 | 15.9 | 16.0 | 17.2 | 19.8 | 23.1 | 25.5 | 27.0 | 26.9 | 26.8 | 27.4 | 27.4 | 26.1 | 24.8 | 23.7 | 23.0 | 22.3 | 21.6 | 21.9 | 27.4 |
| 21 | 20.8 | 20.2 | 19.8 | 20.0 | 19.6 | 19.4 | 19.4 | 19.3 | 19.1 | 19.6 | 20.6 | 21.4 | 22.6 | 24.1 | 24.9 | 26.4 | 27.5 | 27.3 | 25.8 | 24.2 | 23.0 | 22.0 | 21.1 | 20.5 | 22.0 | 27.5 |
| 22 | 20.0 | 19.9 | 20.1 | 20.2 | 20.0 | 19.7 | 19.6 | 19.5 | 18.3 | 19.0 | 22.1 | 25.2 | 27.4 | 28.5 | 27.9 | 27.7 | 27.4 | 27.1 | 26.6 | 25.7 | 24.6 | 23.5 | 22.5 | 21.5 | 23.1 | 28.5 |
| 23 | 20.7 | 20.1 | 19.3 | 18.8 | 17.9 | 17.2 | 16.6 | 16.2 | 16.1 | 17.7 | 20.8 | 23.8 | 26.1 | 27.7 | 27.5 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 20.4 | 27.7 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 27.3 | 13.5 | 13.1 | 13.6 | 15.6 | 18.5 | 21.9 | 24.8 | 26.9 | 28.8 | 29.6 | 30.0 | 29.3 | 27.4 | 25.4 | 23.7 | 22.4 | 21.2 | 20.1 | 22.8 | 30.0 |
| 27 | 19.3 | 18.7 | 18.0 | 17.4 | 16.4 | 15.7 | 15.3 | 14.9 | 14.7 | 16.9 | 20.5 | 23.9 | 26.7 | 28.8 | 29.2 | 29.5 | 29.5 | 29.3 | 27.9 | 26.2 | 24.7 | 23.4 | 22.3 | 21.3 | 22.1 | 29.5 |
| 28 | 20.3 | 19.3 | 18.6 | 18.3 | 17.6 | 17.1 | 16.7 | 16.4 | 16.4 | 18.1 | 22.1 | 25.7 | 27.5 | 27.7 | 27.7 | 27.8 | 28.2 | 28.2 | 28.3 | 28.0 | 27.2 | 26.5 | 25.8 | 25.0 | 23.1 | 28.3 |
| 29 | 24.2 | 23.4 | 22.9 | 22.5 | 21.8 | 21.0 | 20.4 | 20.0 | 19.9 | 21.2 | 23.1 | 25.3 | 27.4 | 28.0 | 27.9 | 28.0 | 28.3 | 28.0 | 28.0 | 28.4 | 28.6 | 28.4 | 28.1 | 27.5 | 25.1 | 28.6 |
| 30 | 26.7 | 25.7 | 24.8 | 24.6 | 24.1 | 24.1 | 24.4 | 24.1 | 24.4 | 26.0 | 26.1 | 26.2 | 26.6 | 27.3 | 26.7 | 26.6 | 26.3 | 27.0 | 27.3 | 27.3 | 27.2 | 26.9 | 26.5 | 25.9 | 25.9 | 27.3 |
| 31 | 26.1 | 25.5 | 24.9 | 24.4 | 23.8 | 23.7 | 23.8 | 23.5 | 23.3 | 24.6 | 26.9 | 26.8 | 26.4 | 26.1 | 26.4 | 26.2 | 26.0 | 26.1 | 26.5 | 26.7 | 26.9 | 26.9 | 27.0 | 26.9 | 25.6 | 27.0 |
| AV | 21.8 | 21.4 | 21.1 | 20.7 | 20.3 | 20.2 | 19.4 | 19.2 | 19.7 | 20.7 | 21.8 | 23.0 | 23.8 | 24.3 | 24.5 | 24.5 | 24.6 | 24.4 | 24.4 | 24.1 | 23.6 | 23.1 | 22.8 | 22.4 | 22.3 | |
| SD | 1.8 | 1.7 | 1.8 | 1.8 | 2.0 | 2.6 | 2.7 | 2.8 | 2.7 | 2.2 | 1.7 | 2.0 | 2.6 | 2.8 | 2.8 | 2.8 | 2.9 | 2.7 | 2.2 | 1.9 | 1.9 | 1.9 | 1.9 | 2.0 | | |
| PK | 26.7 | 25.7 | 24.9 | 24.6 | 24.1 | 27.3 | 24.4 | 24.1 | 24.1 | 24.6 | 26.9 | 26.8 | 27.5 | 28.8 | 29.2 | 29.6 | 30.0 | 29.3 | 28.3 | 28.4 | 28.6 | 28.4 | 28.1 | 27.5 | | 30.0 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

Delta Temp [99238]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

DEC, 1997

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | -0.9 | -1.2 | -1.4 | -1.5 | -1.2 | -1.6 | -1.3 | -0.4 | 0.0 | 0.2 | 0.4 | 0.5 | 0.6 | 0.5 | 0.4 | 0.1 | -0.2 | -0.2 | -0.4 | -0.7 | -0.7 | -0.7 | -0.9 | -0.6 | -0.5 | 0.6 |
| 2 | -0.5 | -0.6 | -0.4 | -0.3 | -0.3 | -0.3 | -0.3 | -0.2 | 0.0 | 0.2 | 0.3 | 0.2 | 0.3 | 0.2 | 0.3 | -0.1 | -0.8 | -1.0 | -1.0 | -0.5 | -0.4 | -0.3 | -0.5 | -0.6 | -0.3 | 0.3 |
| 3 | -0.5 | -0.4 | -0.5 | -0.7 | -0.4 | -0.4 | -0.5 | -0.2 | 0.1 | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | -0.1 | -0.5 | -0.4 | -0.6 | -0.4 | -0.5 | -0.5 | -0.5 | -0.6 | -0.3 | 0.3 |
| 4 | -0.5 | -0.5 | -0.5 | -0.9 | -0.9 | -0.6 | -0.4 | -0.3 | -0.2 | 0.1 | 0.4 | 0.4 | 0.2 | 0.1 | 0.0 | -0.3 | -0.4 | -0.5 | -0.6 | -0.7 | -0.4 | -0.4 | -0.3 | -0.4 | -0.3 | 0.4 |
| 5 | -0.4 | -0.3 | -0.4 | -0.3 | -0.2 | -0.3 | -0.3 | -0.3 | -0.2 | -0.1 | -0.2 | -0.2 | -0.4 | -0.2 | -0.6 | -0.3 | -0.4 | -0.1 | -0.1 | -0.1 | 0.2 | 0.1 | -0.3 | -0.1 | -0.2 | 0.2 |
| 6 | -0.2 | 0.2 | -0.2 | -0.6 | -0.1 | 0.1 | 0.4 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 | 0.1 | -0.1 | -0.1 | -0.1 | -0.1 | -0.9 | -0.6 | -0.2 | -0.6 | -0.1 | -0.1 | 0.4 |
| 7 | -0.3 | -0.2 | -0.1 | -0.1 | -0.1 | -0.1 | -0.2 | -0.1 | 0.1 | 0.1 | 0.2 | 0.3 | 0.1 | 0.1 | 0.2 | -0.1 | -0.2 | -0.3 | -0.4 | -0.3 | -0.3 | -0.5 | -0.5 | -0.7 | -0.1 | 0.3 |
| 8 | -0.6 | -0.4 | -0.5 | -0.6 | -0.4 | -0.3 | -0.3 | -0.1 | 0.3 | 0.4 | 0.4 | 0.5 | 0.7 | 0.6 | 0.5 | 0.1 | -0.1 | -0.3 | -0.2 | -0.2 | -0.2 | -0.3 | -0.3 | -0.3 | -0.1 | 0.7 |
| 9 | -0.3 | -0.3 | -0.3 | -0.2 | -0.2 | -0.2 | -0.3 | -0.1 | 0.2 | 0.4 | 0.4 | 0.5 | 0.5 | 0.5 | 0.3 | 0.2 | -0.2 | -0.3 | -0.2 | -0.3 | -0.3 | -0.3 | -0.3 | -0.4 | -0.1 | 0.5 |
| 10 | -0.4 | -0.4 | -1.3 | -0.4 | -0.4 | -0.6 | -1.1 | -0.8 | -0.1 | 0.1 | 0.2 | 0.3 | 0.5 | 0.3 | 0.2 | -0.1 | -0.4 | -0.6 | -0.7 | -0.7 | -0.9 | -1.2 | -1.2 | -1.2 | -0.5 | 0.5 |
| 11 | -1.1 | -2.3 | -1.5 | -1.8 | -2.1 | -1.9 | -2.2 | -1.7 | -0.2 | 0.1 | 0.3 | 0.3 | 0.3 | 0.2 | 0.1 | -0.2 | -0.3 | -0.4 | -0.8 | -0.9 | -1.1 | -1.4 | -0.9 | -1.1 | -0.9 | 0.3 |
| 12 | -1.7 | -1.7 | -1.4 | -2.6 | -3.7 | -2.7 | -2.2 | -1.3 | -0.3 | 0.2 | 0.2 | 0.3 | 0.4 | 0.2 | 0.2 | -0.2 | -0.2 | -0.3 | -0.5 | -0.9 | -0.9 | -0.6 | -0.6 | -0.6 | -0.9 | 0.4 |
| 13 | -0.4 | -0.8 | -0.5 | -0.6 | -0.6 | -1.6 | -1.8 | -0.9 | -0.1 | 0.0 | 0.2 | 0.3 | 0.3 | -0.3 | -0.7 | -1.4 | -0.9 | -0.4 | -0.6 | -0.6 | -0.6 | -0.7 | -1.6 | -0.6 | -0.6 | 0.3 |
| 14 | -1.2 | -2.4 | -1.4 | -2.6 | -1.9 | -2.0 | -2.8 | -2.3 | 0.0 | 0.3 | 0.2 | 0.1 | -0.1 | 0.0 | 0.0 | -0.5 | -0.6 | -0.5 | -0.3 | -0.2 | -0.2 | -0.2 | -0.1 | -0.1 | -0.8 | 0.3 |
| 15 | -0.1 | -0.1 | -0.5 | -1.3 | -0.7 | -1.0 | -1.7 | -0.7 | 0.0 | 0.2 | 0.3 | 0.3 | 0.5 | 0.4 | 0.3 | -0.1 | -0.7 | -0.6 | -1.1 | -1.0 | -0.5 | -0.5 | -0.5 | -0.4 | -0.4 | 0.5 |
| 16 | -0.5 | -0.8 | -0.6 | -0.9 | -2.2 | -1.1 | -1.7 | -1.5 | -0.4 | -0.1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | -0.2 | -1.4 | -1.4 | -1.5 | -0.9 | -0.7 | -0.7 | -0.7 | -0.6 | -0.7 | 0.2 |
| 17 | -0.7 | -0.7 | -1.0 | -0.8 | -2.0 | -2.5 | -1.5 | -1.2 | -0.3 | 0.1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.0 | -0.7 | -1.2 | -1.1 | -0.6 | -0.7 | -0.6 | -0.5 | -0.4 | -0.5 | -0.7 | 0.2 |
| 18 | -0.4 | -0.3 | -0.3 | -0.4 | -0.3 | -0.4 | -0.3 | -0.3 | -0.6 | -0.2 | -0.2 | -0.3 | 0.0 | -0.1 | 0.5 | 0.0 | -0.1 | -0.2 | -0.6 | -0.8 | -0.7 | -0.8 | -0.8 | -1.2 | -0.4 | 0.5 |
| 19 | -0.9 | -2.2 | -1.0 | -0.7 | -1.0 | -2.1 | -0.7 | -1.6 | -0.3 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 | -0.2 | -0.7 | -1.3 | -0.4 | -0.7 | -0.6 | -1.1 | -1.6 | -1.4 | -1.5 | -0.8 | 0.1 |
| 20 | -2.0 | -1.9 | -2.7 | -1.8 | -2.2 | -1.9 | -2.0 | -1.2 | -0.5 | 0.2 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | -0.6 | -1.3 | -1.4 | -2.0 | -1.5 | -1.0 | -0.7 | -0.8 | -0.6 | -1.1 | 0.2 |
| 21 | -0.4 | -0.4 | -0.5 | -0.5 | -0.4 | -0.3 | -0.6 | -0.2 | 0.1 | 0.1 | 0.1 | 0.4 | 0.3 | 0.1 | 0.2 | 0.1 | -0.1 | -0.1 | -0.1 | -0.2 | -0.2 | -0.2 | -0.2 | -0.2 | -0.1 | 0.4 |
| 22 | -0.2 | -0.2 | -0.2 | -0.3 | -0.3 | -0.3 | -0.3 | -0.2 | 0.1 | 0.3 | 0.3 | 0.4 | 0.4 | 0.3 | 0.1 | -0.1 | -0.6 | -0.7 | -0.8 | -1.0 | -0.5 | -0.9 | -1.6 | -1.3 | -0.3 | 0.4 |
| 23 | -2.4 | -1.5 | -1.3 | -1.6 | -1.8 | -0.9 | -1.3 | -0.8 | 0.0 | 0.2 | 0.2 | 0.3 | 0.2 | 0.1 | 0.0 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | -0.7 | 0.3 |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 26 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | -1.4 | -1.5 | -1.6 | -0.1 | 0.3 | 0.3 | 0.3 | 0.3 | 0.1 | -0.5 | -1.3 | -0.8 | -1.0 | -0.9 | -1.0 | -1.1 | -1.1 | -1.4 | -0.6 | 0.3 |
| 27 | -1.4 | -1.2 | -2.1 | -2.9 | -2.0 | -1.9 | -2.3 | -1.0 | 0.1 | 0.3 | 0.4 | 0.3 | 0.2 | 0.4 | 0.2 | -0.5 | -1.0 | -1.0 | -0.6 | -1.3 | -1.3 | -1.2 | -1.6 | -0.9 | -0.9 | 0.4 |
| 28 | -1.8 | -1.6 | -1.6 | -2.6 | -1.4 | -1.5 | -2.0 | -1.4 | -1.3 | -0.1 | 0.1 | 0.2 | 0.2 | 0.1 | 0.0 | -0.2 | -1.1 | -1.3 | -1.3 | -1.4 | -1.3 | -1.3 | -1.6 | -1.2 | -1.1 | 0.2 |
| 29 | -1.3 | -1.4 | -1.0 | -2.3 | -2.5 | -3.1 | -3.2 | -1.2 | -0.6 | -0.1 | -0.1 | -0.1 | -0.1 | -0.1 | 0.1 | 0.2 | -0.2 | -0.7 | -1.0 | -0.9 | -0.8 | -1.1 | -1.2 | -1.1 | -1.1 | 0.2 |
| 30 | -1.9 | -1.5 | -1.8 | -1.9 | -0.7 | -1.7 | -2.2 | -1.2 | -0.2 | 0.4 | 0.2 | 0.2 | 0.1 | -0.2 | -0.1 | -0.3 | -1.1 | -0.7 | -0.9 | -0.8 | -1.0 | -0.8 | -0.8 | -0.8 | -0.8 | 0.4 |
| 31 | -0.7 | -1.0 | -1.4 | -1.1 | -0.7 | -1.2 | -1.8 | -1.1 | -0.3 | -0.1 | -0.1 | 0.0 | 0.4 | 0.1 | -0.2 | -0.5 | -0.8 | -0.9 | -0.6 | -0.5 | -0.4 | -0.4 | -0.6 | -1.0 | -0.6 | 0.4 |
| AV | -0.8 | -0.9 | -0.9 | -1.1 | -1.1 | -1.2 | -1.3 | -0.8 | -0.2 | 0.1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | -0.3 | -0.6 | -0.6 | -0.7 | -0.7 | -0.6 | -0.7 | -0.8 | -0.7 | -0.5 | |
| SD | 0.6 | 0.7 | 0.7 | 0.9 | 0.9 | 0.9 | 0.9 | 0.6 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.4 | | |
| PK | -0.1 | 0.2 | -0.1 | -0.1 | -0.1 | 0.1 | 0.4 | 0.0 | 0.3 | 0.4 | 0.4 | 0.5 | 0.7 | 0.6 | 0.5 | 0.2 | -0.1 | -0.1 | -0.1 | -0.1 | 0.2 | 0.1 | -0.1 | -0.1 | | 0.7 |

CU000 (Program: EDMS_MONTHSUM

Version: LC:15-OCT-93)

CARBON MONOXIDE [42101]

PARTS PER MILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 7.5 | [ZS] | [ZS] | 7.9 | 8.0 | 8.3 | 8.7 | 6.1 | 3.6 | 1.9 | 1.7 | 1.5 | 1.6 | 2.1 | 1.9 | 1.6 | 1.4 | 1.6 | 1.6 | 2.3 | 3.3 | 2.3 | 3.2 | 3.1 | 3.7 | 8.7 |
| 2 | 1.6 | [ZS] | [ZS] | 1.6 | 1.4 | 1.3 | 1.7 | 2.7 | 2.7 | 1.8 | 1.6 | 1.4 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.1 | 1.1 | 1.1 | 1.2 | 1.4 | 1.3 | 1.1 | 1.5 | 2.7 |
| 3 | 0.8 | [ZS] | [ZS] | 1.0 | 1.1 | 1.0 | 1.2 | [SC] | 1.3 | 1.4 | 1.6 | 1.5 | 1.1 | 0.8 | 0.8 | 0.9 | 1.1 | 1.0 | 0.7 | 0.6 | 0.8 | 1.4 | 1.4 | 1.6 | 1.1 | 1.6 |
| 4 | 1.5 | [ZS] | [ZS] | 3.0 | 2.9 | 3.0 | 3.5 | 2.9 | 2.6 | 2.1 | 2.1 | 1.8 | 1.7 | 0.8 | 0.6 | 0.8 | 1.0 | 1.7 | 1.0 | 0.6 | 0.6 | 0.7 | 0.6 | 1.6 | 3.5 |
| 5 | 0.4 | [ZS] | [ZS] | 0.3 | 0.3 | 0.5 | 0.8 | 3.4 | 4.1 | 2.6 | 2.1 | 1.1 | 1.2 | 1.1 | 1.2 | 1.2 | 1.3 | 1.2 | 1.3 | 2.6 | 2.8 | 2.3 | 2.7 | 2.7 | 1.7 | 4.1 |
| 6 | 3.7 | [ZS] | [ZS] | 1.9 | 2.0 | 2.4 | 2.6 | 2.3 | 1.7 | 1.7 | 1.9 | 1.9 | 1.3 | 1.0 | 1.2 | 1.2 | 1.1 | 1.1 | 1.4 | 2.3 | 4.6 | 5.9 | 6.9 | 6.2 | 2.6 | 6.9 |
| 7 | 6.4 | [ZS] | [ZS] | 3.6 | 2.6 | 2.6 | 3.3 | [SC] | [SC] | 3.9 | 3.3 | 2.4 | 1.9 | 1.5 | 1.2 | 1.3 | 1.5 | 1.5 | 3.3 | 4.1 | 3.9 | 5.5 | 4.6 | 4.8 | 3.2 | 6.4 |
| 8 | 4.1 | [ZS] | [ZS] | 2.8 | 2.5 | 2.2 | 3.1 | 3.9 | 4.2 | 4.0 | 3.3 | 2.7 | 2.5 | 2.6 | 2.0 | 1.4 | 1.7 | 1.5 | 2.3 | 3.4 | 3.4 | 3.2 | 3.0 | 4.5 | 2.9 | 4.5 |
| 9 | 3.0 | [ZS] | [ZS] | 2.1 | 2.5 | 2.1 | 2.2 | 2.6 | 2.7 | 2.4 | 2.0 | 2.0 | 2.1 | 1.7 | 1.3 | 1.5 | 2.0 | 2.2 | 2.5 | 2.7 | 2.7 | 2.2 | 1.3 | 1.1 | 2.1 | 3.0 |
| 10 | 0.9 | [ZS] | [ZS] | 0.6 | 0.7 | 0.9 | 1.9 | 2.8 | 2.4 | 2.6 | 2.5 | 0.9 | 0.9 | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 | 1.0 | 1.0 | 1.3 | 2.2 | 1.4 | 1.9 | 1.4 | 2.8 |
| 11 | 2.2 | [ZS] | [ZS] | 4.9 | 4.9 | 3.6 | 3.5 | [SC] | 3.0 | 2.5 | 2.0 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 | 1.1 | 1.2 | 1.2 | 1.1 | 1.3 | 2.0 | 4.2 | 5.0 | 2.3 | 5.0 |
| 12 | 4.9 | [ZS] | [ZS] | 4.2 | 3.3 | 3.6 | 4.0 | 5.2 | 6.8 | 5.3 | 2.9 | 2.0 | 2.0 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.4 | 1.4 | 1.5 | 1.6 | 1.7 | 1.4 | 2.8 | 6.8 |
| 13 | 1.4 | [ZS] | [ZS] | 2.1 | 1.8 | 1.7 | 2.2 | 3.1 | 3.8 | 2.9 | 2.1 | 1.7 | 1.8 | 1.4 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.6 | 2.2 | 2.6 | 5.4 | 5.4 | 2.3 | 5.4 |
| 14 | 5.3 | [ZS] | [ZS] | 3.6 | 3.8 | 3.6 | 3.6 | 4.5 | 4.8 | 3.6 | 3.3 | 1.7 | 1.5 | 1.4 | 1.3 | 1.5 | 1.2 | 1.2 | 1.2 | 1.5 | 1.2 | 1.9 | 4.7 | 5.1 | 2.8 | 5.3 |
| 15 | 5.9 | [ZS] | [ZS] | 4.5 | 4.4 | 4.1 | 3.8 | [SC] | [SC] | 3.9 | 3.3 | 2.8 | 2.6 | 2.5 | 2.8 | 3.2 | 3.1 | 3.4 | 3.3 | 3.6 | 3.3 | 3.0 | 2.7 | 2.8 | 3.5 | 5.9 |
| 16 | 3.1 | [ZS] | [ZS] | 3.2 | 3.2 | 3.4 | 3.9 | 5.9 | 5.4 | 3.7 | 2.5 | 2.1 | 2.0 | 2.1 | 1.9 | 1.8 | 1.7 | 1.4 | 1.4 | 1.4 | 2.0 | 3.6 | 1.6 | 1.9 | 2.7 | 5.9 |
| 17 | 3.5 | [ZS] | [ZS] | 4.8 | 5.3 | 5.5 | 4.4 | 5.5 | 5.6 | 4.9 | 4.8 | 4.4 | 2.4 | 2.0 | 1.8 | 1.6 | 1.6 | 1.7 | 1.8 | 2.0 | 2.1 | 2.4 | 2.5 | 1.8 | 3.3 | 5.6 |
| 18 | 1.8 | [ZS] | [ZS] | 2.0 | 2.1 | 2.1 | 2.5 | 2.7 | 2.7 | 2.3 | 2.4 | 2.2 | 2.0 | 1.6 | 1.2 | 1.5 | 1.7 | 1.5 | 1.2 | 1.2 | 1.7 | 1.8 | 1.5 | 1.3 | 1.9 | 2.7 |
| 19 | 1.1 | [ZS] | [ZS] | 0.7 | 0.8 | 1.5 | 1.5 | [SC] | 1.4 | 1.5 | 1.5 | 1.5 | 1.3 | 1.4 | 1.3 | 1.2 | 1.2 | 1.4 | 1.6 | 1.9 | 1.6 | 1.6 | 1.5 | 1.7 | 1.4 | 1.9 |
| 20 | 1.4 | [ZS] | [ZS] | 2.5 | 2.2 | 2.0 | 2.5 | 3.6 | 4.4 | 3.2 | 2.4 | 2.0 | 1.8 | 2.0 | 1.7 | 1.5 | 1.3 | 1.4 | 1.4 | 1.9 | 2.3 | 1.8 | 1.4 | 1.2 | 2.1 | 4.4 |
| 21 | 0.8 | [ZS] | [ZS] | 0.9 | 1.2 | 1.6 | 2.6 | 3.9 | 4.2 | 3.1 | 2.9 | 2.0 | 1.9 | 1.6 | 1.4 | 1.3 | 1.5 | 0.9 | 0.9 | 0.9 | 1.2 | 4.0 | 4.8 | 5.1 | 2.2 | 5.1 |
| 22 | 5.3 | [ZS] | [ZS] | 2.0 | 1.7 | 2.0 | 3.2 | 4.5 | 4.4 | 3.0 | 3.0 | 2.7 | 2.6 | 2.1 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.5 | 1.4 | 3.5 | 4.9 | 6.6 | 2.9 | 6.6 |
| 23 | 5.2 | [ZS] | [ZS] | 4.3 | 3.6 | 3.5 | 4.5 | [SC] | [SC] | 4.6 | 4.1 | 3.1 | 2.3 | 2.0 | 2.1 | 1.7 | 1.7 | 1.3 | 1.4 | 1.5 | 1.9 | 4.2 | 5.1 | 5.5 | 3.2 | 5.5 |
| 24 | 5.8 | [ZS] | [ZS] | 5.8 | 5.0 | 4.7 | 4.8 | 5.0 | 4.6 | 3.9 | 3.4 | 3.1 | 2.8 | 2.4 | 1.4 | 0.0 | 0.0 | 0.0 | 1.8 | 1.7 | 1.7 | 3.1 | 4.9 | 5.7 | 3.3 | 5.8 |
| 25 | 6.7 | [ZS] | [ZS] | 8.0 | 7.8 | 7.8 | 6.3 | 7.3 | 4.6 | 3.4 | 3.2 | 3.1 | 2.8 | 2.1 | 0.0 | 0.0 | 0.0 | 0.4 | 2.0 | 1.8 | 1.5 | 2.0 | 4.6 | 5.1 | 3.7 | 8.0 |
| 26 | 5.4 | [ZS] | [ZS] | 6.4 | 5.8 | 5.5 | 5.2 | 6.2 | 7.9 | 6.0 | 4.0 | 3.6 | 2.5 | 2.6 | 1.6 | 1.3 | 1.9 | 2.2 | 2.5 | 2.5 | 2.3 | 2.7 | 3.4 | 5.8 | 4.0 | 7.9 |
| 27 | 4.1 | [ZS] | [ZS] | 4.3 | 5.2 | 5.5 | 5.3 | [SC] | [SC] | 3.8 | 3.6 | 3.0 | 2.5 | 2.6 | 1.8 | 0.0 | 0.0 | 0.0 | 2.1 | 2.2 | 1.7 | 1.7 | 1.6 | 3.2 | 5.0 | 3.0 | 5.5 |
| 28 | 5.0 | [ZS] | [ZS] | 4.9 | 4.5 | 3.0 | 3.4 | 4.0 | 4.7 | 4.3 | 3.5 | 2.4 | 2.1 | 1.6 | 0.0 | 0.0 | 0.0 | 1.9 | 2.1 | 2.1 | 1.9 | 3.1 | 4.1 | 4.2 | 2.9 | 5.0 |
| 29 | 5.1 | [ZS] | [ZS] | 1.9 | 1.8 | 1.9 | 2.1 | 2.3 | 2.3 | 2.4 | 2.0 | 1.4 | 1.3 | 1.3 | 1.3 | 1.2 | 1.3 | 1.2 | 1.3 | 1.3 | 1.6 | 1.6 | 1.6 | 1.2 | 1.8 | 5.1 |
| 30 | 1.3 | [ZS] | [ZS] | 2.2 | 1.9 | 2.2 | 3.0 | 3.7 | 3.3 | 2.8 | 2.5 | 2.0 | 1.9 | 1.0 | 0.0 | 0.0 | 1.7 | 1.6 | 1.6 | 1.5 | 1.9 | 4.4 | 4.6 | 6.4 | 2.3 | 6.4 |
| 31 | 6.4 | [ZS] | [ZS] | 2.4 | 2.4 | 2.6 | 2.4 | [SC] | [SC] | 2.9 | 2.2 | 2.2 | 2.1 | 2.2 | 2.1 | 2.1 | 2.4 | 2.6 | 3.5 | 4.3 | 4.0 | 4.0 | 4.5 | 5.2 | 3.1 | 6.4 |
| AV | 3.6 | [ ] | [ ] | 3.2 | 3.1 | 3.1 | 3.3 | 4.1 | 3.8 | 3.2 | 2.7 | 2.2 | 1.9 | 1.7 | 1.3 | 1.2 | 1.3 | 1.5 | 1.7 | 1.9 | 2.1 | 2.7 | 3.2 | 3.6 | 2.5 | |
| SD | 2.1 | [ ] | [ ] | 2.0 | 2.0 | 1.9 | 1.6 | 1.4 | 1.6 | 1.1 | 0.8 | 0.8 | 0.5 | 0.6 | 0.6 | 0.7 | 0.7 | 0.6 | 0.7 | 0.9 | 1.0 | 1.2 | 1.6 | 2.0 | | |
| PK | 7.5 | [ ] | [ ] | 8.0 | 8.0 | 8.3 | 8.7 | 7.3 | 7.9 | 6.0 | 4.8 | 4.4 | 2.8 | 2.6 | 2.8 | 3.2 | 3.1 | 3.4 | 3.5 | 4.3 | 4.6 | 5.9 | 6.9 | 6.6 | | 8.7 |

CU000 (Program: EDMS_MONTHSUM

Version: LC:15-OCT-93)

SULFUR DIOXIDE [42401]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4.0 | [ZS] | [ZS] | 5.4 | 4.9 | 5.0 | 5.7 | 5.3 | 3.6 | 1.5 | 1.7 | 2.8 | 20.6 | 14.3 | 6.6 | 6.4 | 4.5 | 5.4 | 4.0 | 5.2 | 5.4 | 2.4 | 2.0 | 2.0 | 5.4 | 20.6 |
| 2 | 0.8 | [ZS] | [ZS] | 2.1 | 1.7 | 1.6 | 1.7 | 1.9 | 2.2 | 2.0 | 2.9 | 3.1 | 3.9 | 2.5 | 0.6 | 1.4 | 0.8 | 1.9 | 3.1 | 7.8 | 3.2 | 2.5 | 2.0 | 1.6 | 2.3 | 7.8 |
| 3 | 1.1 | [ZS] | [ZS] | 1.1 | 1.1 | 1.0 | 1.7 | [SC] | 5.3 | 1.4 | 1.5 | 1.4 | 1.1 | 0.7 | 0.5 | 0.1 | 0.8 | 1.5 | 1.8 | 2.4 | 2.1 | 1.4 | 1.5 | 1.6 | 1.5 | 5.3 |
| 4 | 1.8 | [ZS] | [ZS] | 2.6 | 2.6 | 2.6 | 2.8 | 3.4 | 3.3 | 3.4 | 2.5 | 3.0 | 3.0 | 1.8 | 2.2 | 2.0 | 4.4 | 2.3 | 1.9 | 1.5 | 1.6 | 1.3 | 1.3 | 1.7 | 2.4 | 4.4 |
| 5 | 1.1 | [ZS] | [ZS] | 1.7 | 1.6 | 1.7 | 1.6 | 4.2 | 3.5 | 2.3 | 1.5 | 0.7 | 0.2 | 0.0 | 1.3 | 1.6 | 0.5 | 1.9 | 1.8 | 2.0 | 2.5 | 2.3 | 2.8 | 3.2 | 1.8 | 4.2 |
| 6 | 4.0 | [ZS] | [ZS] | 4.0 | 4.4 | 4.8 | 5.1 | 4.0 | 2.7 | 1.7 | 1.7 | 1.0 | 0.1 | 1.3 | 1.9 | 1.4 | 2.0 | 1.8 | 3.4 | 2.2 | 3.9 | 4.8 | 5.0 | 5.0 | 3.0 | 5.1 |
| 7 | 5.5 | [ZS] | [ZS] | 4.8 | 4.2 | 4.4 | 4.7 | [SC] | [SC] | 4.7 | 3.2 | 2.9 | 4.1 | 2.7 | 2.4 | 1.8 | 1.8 | 2.6 | 3.1 | 2.8 | 3.8 | 4.3 | 4.5 | 5.1 | 3.7 | 5.5 |
| 8 | 5.1 | [ZS] | [ZS] | 4.2 | 3.6 | 3.1 | 4.6 | 3.7 | 4.1 | 3.3 | 3.8 | 4.2 | 4.5 | 4.8 | 3.9 | 2.7 | 1.4 | 2.0 | 2.8 | 3.1 | 3.1 | 2.1 | 2.2 | 2.4 | 3.4 | 5.1 |
| 9 | 2.4 | [ZS] | [ZS] | 3.2 | 2.5 | 1.8 | 2.0 | 2.4 | 1.9 | 1.4 | 1.6 | 1.5 | 1.1 | 1.1 | 1.1 | 0.4 | 0.5 | 0.9 | 1.3 | 0.9 | 1.0 | 0.7 | 1.2 | 0.9 | 1.4 | 3.2 |
| 10 | 1.8 | [ZS] | [ZS] | 0.9 | 1.3 | 0.7 | 1.3 | 1.7 | 1.4 | 1.0 | 1.5 | 0.6 | 0.0 | 0.0 | 0.1 | 0.3 | 0.0 | 0.4 | 2.1 | 1.4 | 0.7 | 1.5 | 0.7 | 0.8 | 0.9 | 2.1 |
| 11 | 1.0 | [ZS] | [ZS] | 3.0 | 2.6 | 1.9 | 1.7 | [SC] | 8.3 | 3.7 | 3.5 | 1.7 | 2.7 | 1.1 | 1.9 | 4.1 | 6.6 | 0.9 | 1.4 | 1.3 | 1.8 | 2.4 | 2.2 | 2.5 | 2.7 | 8.3 |
| 12 | 2.2 | [ZS] | [ZS] | 3.1 | 2.6 | 4.1 | 3.4 | 3.3 | 4.1 | 5.3 | 4.8 | 2.5 | 2.9 | 2.0 | 1.7 | 2.2 | 0.9 | 1.7 | 1.4 | 2.1 | 1.9 | 0.7 | 1.1 | 0.7 | 2.5 | 5.3 |
| 13 | 0.6 | [ZS] | [ZS] | 1.5 | 1.8 | 1.1 | 0.8 | 1.2 | 1.6 | 1.2 | 0.5 | 0.0 | 0.9 | 1.6 | 2.1 | 2.9 | 3.2 | 2.9 | 2.9 | 2.3 | 2.0 | 1.4 | 2.8 | 2.4 | 1.7 | 3.2 |
| 14 | 2.7 | [ZS] | [ZS] | 3.0 | 2.7 | 2.4 | 2.5 | 2.7 | 2.8 | 3.5 | 4.2 | 3.0 | 2.7 | 3.6 | 3.2 | 2.2 | 0.8 | 1.5 | 1.7 | 2.3 | 2.1 | 2.2 | 2.6 | 2.0 | 2.5 | 4.2 |
| 15 | 3.7 | [ZS] | [ZS] | 4.5 | 3.3 | 4.6 | 3.0 | [SC] | [SC] | 3.2 | 3.4 | 2.9 | 2.1 | 2.3 | 2.1 | 1.9 | 1.8 | 1.6 | 1.7 | 1.5 | 1.3 | 1.1 | 1.7 | 1.8 | 2.5 | 4.6 |
| 16 | 1.3 | [ZS] | [ZS] | 3.4 | 2.8 | 3.2 | 3.4 | 4.1 | 4.6 | 4.1 | 3.1 | 1.8 | 1.4 | 3.9 | 3.4 | 3.4 | 2.3 | 1.9 | 9.5 | 14.0 | 4.3 | 2.6 | 1.0 | 0.5 | 3.6 | 14.0 |
| 17 | 1.3 | [ZS] | [ZS] | 2.7 | 2.7 | 2.9 | 2.3 | 3.1 | 2.6 | 2.8 | 3.5 | 3.3 | 5.7 | 7.3 | 6.3 | 3.8 | 3.6 | 4.4 | 5.2 | 3.7 | 5.3 | 5.3 | 4.7 | 2.8 | 3.9 | 7.3 |
| 18 | 0.8 | [ZS] | [ZS] | 1.0 | 1.0 | 0.5 | 0.6 | 0.5 | 1.8 | 1.0 | 0.7 | 0.5 | 2.6 | 5.1 | 1.7 | 0.6 | 0.3 | 0.0 | 2.1 | 1.3 | 0.7 | 1.4 | 1.9 | 3.0 | 1.3 | 5.1 |
| 19 | 1.0 | [ZS] | [ZS] | 0.8 | 0.6 | 0.9 | 1.2 | [SC] | 4.6 | 0.4 | 0.4 | 0.7 | 0.6 | 2.0 | 1.6 | 2.8 | 2.2 | 2.3 | 0.9 | 0.0 | 0.2 | 0.3 | 0.7 | 0.4 | 1.2 | 4.6 |
| 20 | 0.3 | [ZS] | [ZS] | 2.1 | 1.5 | 1.4 | 1.0 | 2.0 | 2.1 | 1.2 | 1.1 | 0.4 | 0.0 | 0.0 | 0.6 | 1.5 | 1.3 | 1.9 | 1.9 | 0.7 | 0.9 | 0.3 | 0.2 | 0.3 | 1.0 | 2.1 |
| 21 | 0.1 | [ZS] | [ZS] | 0.9 | 0.7 | 1.2 | 2.1 | 2.7 | 3.2 | 2.3 | 2.5 | 2.5 | 2.1 | 2.9 | 1.7 | 3.5 | 3.5 | 2.4 | 2.9 | 3.3 | 5.6 | 4.6 | 4.1 | 4.5 | 2.7 | 5.6 |
| 22 | 4.0 | [ZS] | [ZS] | 3.3 | 2.7 | 2.9 | 3.4 | 4.1 | 3.2 | 1.7 | 1.5 | 0.8 | 3.8 | 2.9 | 3.0 | 3.3 | 1.6 | 2.6 | 3.2 | 3.1 | 3.9 | 4.9 | 2.5 | 3.1 | 3.0 | 4.9 |
| 23 | 3.2 | [ZS] | [ZS] | 3.4 | 3.3 | 3.3 | 3.9 | [SC] | [SC] | 4.7 | 5.5 | 6.3 | 5.6 | 3.0 | 5.5 | 4.0 | 4.5 | 4.4 | 2.1 | 3.0 | 4.4 | 4.7 | 2.8 | 2.4 | 4.0 | 6.3 |
| 24 | 3.0 | [ZS] | [ZS] | 3.9 | 3.9 | 3.9 | 3.5 | 3.8 | 3.3 | 3.1 | 2.8 | 2.6 | 3.5 | 5.8 | 3.9 | 1.6 | 0.0 | 0.0 | 2.1 | 3.2 | 3.6 | 2.4 | 2.6 | 2.6 | 3.0 | 5.8 |
| 25 | 3.0 | [ZS] | [ZS] | 4.4 | 4.3 | 4.2 | 3.9 | 4.3 | 3.6 | 2.4 | 1.9 | 3.8 | 6.8 | 4.2 | 2.4 | 4.0 | 2.8 | 1.4 | 2.5 | 4.1 | 6.6 | 5.2 | 3.4 | 3.6 | 3.7 | 6.8 |
| 26 | 2.9 | [ZS] | [ZS] | 4.9 | 4.5 | 4.2 | 3.6 | 4.5 | 5.6 | 4.6 | 3.5 | 5.7 | 9.4 | 7.5 | 3.9 | 1.9 | 2.7 | 13.6 | 8.6 | 6.3 | 5.8 | 5.8 | 2.8 | 3.6 | 5.2 | 13.6 |
| 27 | 2.8 | [ZS] | [ZS] | 3.2 | 4.1 | 4.9 | 4.7 | [SC] | [SC] | 3.8 | 12.1 | 14.2 | 7.5 | 5.0 | 2.3 | 2.6 | 5.4 | 3.0 | 1.0 | 3.0 | 5.4 | 3.3 | 3.3 | 2.9 | 4.7 | 14.2 |
| 28 | 2.9 | [ZS] | [ZS] | 4.2 | 3.4 | 4.4 | 5.0 | 4.4 | 4.3 | 4.1 | 3.2 | 3.7 | 3.3 | 5.0 | 6.0 | 1.7 | 0.9 | 1.2 | 5.0 | 2.2 | 5.0 | 2.9 | 2.7 | 2.4 | 3.5 | 6.0 |
| 29 | 2.8 | [ZS] | [ZS] | 1.4 | 0.9 | 1.0 | 1.2 | 1.4 | 1.4 | 1.0 | 1.7 | 2.2 | 7.6 | 7.0 | 3.9 | 4.5 | 2.9 | 2.0 | 4.1 | 2.6 | 1.0 | 2.1 | 1.2 | 0.9 | 2.5 | 7.6 |
| 30 | 1.2 | [ZS] | [ZS] | 2.4 | 2.2 | 2.5 | 3.1 | 3.4 | 3.0 | 3.2 | 3.5 | 2.3 | 2.5 | 2.1 | 1.2 | 0.4 | 1.3 | 3.2 | 2.1 | 2.6 | 2.2 | 3.5 | 2.9 | 3.7 | 2.5 | 3.7 |
| 31 | 3.6 | [ZS] | [ZS] | 2.6 | 3.1 | 3.2 | 2.6 | [SC] | [SC] | 2.7 | 2.2 | 1.5 | 0.4 | 0.4 | 0.5 | 0.3 | 0.3 | 0.4 | 0.7 | 1.5 | 1.6 | 1.7 | 1.6 | 2.1 | 1.6 | 3.6 |
| AV | 2.3 | [ ] | [ ] | 2.9 | 2.7 | 2.8 | 2.8 | 3.1 | 3.4 | 2.7 | 2.8 | 2.7 | 3.6 | 3.4 | 2.6 | 2.3 | 2.1 | 2.4 | 2.8 | 3.0 | 3.0 | 2.6 | 2.3 | 2.3 | 2.8 | |
| SD | 1.4 | [ ] | [ ] | 1.3 | 1.2 | 1.4 | 1.4 | 1.2 | 1.5 | 1.3 | 2.1 | 2.6 | 4.0 | 2.9 | 1.7 | 1.5 | 1.7 | 2.4 | 2.0 | 2.6 | 1.8 | 1.6 | 1.2 | 1.3 | | |
| PK | 5.5 | [ ] | [ ] | 5.4 | 4.9 | 5.0 | 5.7 | 5.3 | 8.3 | 5.3 | 12.1 | 14.2 | 20.6 | 14.3 | 6.6 | 6.4 | 6.6 | 13.6 | 9.5 | 14.0 | 6.6 | 5.8 | 5.0 | 5.1 | | 20.6 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITRIC OXIDE [42601]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 324 | [ZS] | [ZS] | 378 | 393 | 423 | 457 | 313 | 156 | 58 | 42 | 25 | 40 | 63 | 46 | 17 | 3 | 2 | 12 | 41 | 95 | 39 | 81 | 78 | 140 | 457 |
| 2 | 14 | [ZS] | [ZS] | 37 | 25 | 30 | 40 | 66 | 61 | 18 | 9 | 3 | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 14 | 66 | |
| 3 | 0 | [ZS] | [ZS] | 4 | 5 | 6 | 15 | [SC] | 24 | 24 | 26 | 11 | 5 | 1 | 1 | 0 | 5 | 4 | 0 | 3 | 3 | 25 | 38 | 62 | 12 | 62 |
| 4 | 63 | [ZS] | [ZS] | 122 | 129 | 132 | 162 | 126 | 94 | 59 | 56 | 37 | 28 | 4 | 10 | 3 | 25 | 7 | 29 | 7 | 0 | 0 | 1 | 0 | 50 | 163 |
| 5 | 0 | [ZS] | [ZS] | 0 | 0 | 2 | 6 | 155 | 160 | 85 | 54 | 11 | 9 | 6 | 14 | 5 | 2 | 3 | 23 | 101 | 146 | 104 | 150 | 161 | 54 | 161 |
| 6 | 240 | [ZS] | [ZS] | 129 | 188 | 220 | 215 | 142 | 58 | 52 | 64 | 38 | 26 | 20 | 15 | 14 | 27 | 5 | 30 | 72 | 218 | 281 | 356 | 360 | 125 | 360 |
| 7 | 305 | [ZS] | [ZS] | 240 | 193 | 196 | 235 | [SC] | [SC] | 165 | 127 | 72 | 53 | 23 | 16 | 11 | 8 | 19 | 101 | 157 | 141 | 240 | 203 | 250 | 142 | 305 |
| 8 | 244 | [ZS] | [ZS] | 137 | 111 | 104 | 149 | 188 | 182 | 175 | 127 | 80 | 56 | 59 | 32 | 6 | 6 | 8 | 41 | 94 | 99 | 96 | 83 | 164 | 102 | 244 |
| 9 | 125 | [ZS] | [ZS] | 95 | 108 | 84 | 86 | 89 | 85 | 70 | 53 | 55 | 57 | 51 | 1 | 2 | 17 | 18 | 32 | 47 | 55 | 61 | 27 | 5 | 55 | 125 |
| 10 | 21 | [ZS] | [ZS] | 0 | 8 | 3 | 55 | 96 | 52 | 47 | 51 | 1 | 1 | 1 | 3 | 0 | 4 | 4 | 13 | 2 | 7 | 54 | 17 | 92 | 22 | 96 |
| 11 | 73 | [ZS] | [ZS] | 181 | 184 | 143 | 138 | [SC] | 68 | 46 | 18 | 6 | 4 | 5 | 8 | 8 | 2 | 5 | 6 | 0 | 9 | 48 | 165 | 193 | 62 | 193 |
| 12 | 188 | [ZS] | [ZS] | 173 | 134 | 185 | 182 | 235 | 300 | 199 | 64 | 19 | 27 | 14 | 16 | 4 | 3 | 3 | 0 | 7 | 7 | 3 | 12 | 10 | 81 | 300 |
| 13 | 9 | [ZS] | [ZS] | 53 | 38 | 39 | 56 | 86 | 120 | 76 | 35 | 14 | 17 | 11 | 13 | 19 | 15 | 10 | 14 | 11 | 50 | 56 | 245 | 240 | 56 | 245 |
| 14 | 249 | [ZS] | [ZS] | 173 | 198 | 207 | 196 | 206 | 196 | 119 | 92 | 24 | 14 | 26 | 27 | 30 | 5 | 4 | 16 | 23 | 13 | 41 | 192 | 186 | 102 | 249 |
| 15 | 255 | [ZS] | [ZS] | 209 | 195 | 191 | 164 | [SC] | [SC] | 150 | 117 | 93 | 80 | 74 | 91 | 100 | 88 | 100 | 92 | 105 | 110 | 106 | 101 | 104 | 126 | 255 |
| 16 | 111 | [ZS] | [ZS] | 131 | 154 | 167 | 205 | 291 | 210 | 120 | 54 | 33 | 32 | 40 | 44 | 40 | 29 | 13 | 15 | 13 | 33 | 114 | 14 | 24 | 86 | 291 |
| 17 | 103 | [ZS] | [ZS] | 177 | 238 | 267 | 220 | 279 | 234 | 165 | 128 | 99 | 58 | 50 | 43 | 9 | 13 | 8 | 13 | 9 | 11 | 19 | 19 | 3 | 98 | 279 |
| 18 | 4 | [ZS] | [ZS] | 15 | 23 | 18 | 31 | 47 | 47 | 32 | 31 | 20 | 16 | 8 | 0 | 0 | 1 | 0 | 16 | 4 | 11 | 20 | 12 | 9 | 17 | 47 |
| 19 | 19 | [ZS] | [ZS] | 1 | 1 | 35 | 18 | [SC] | 12 | 7 | 5 | 10 | 21 | 43 | 18 | 29 | 15 | 14 | 13 | 16 | 8 | 17 | 30 | 26 | 17 | 43 |
| 20 | 12 | [ZS] | [ZS] | 102 | 83 | 75 | 68 | 126 | 166 | 85 | 57 | 22 | 27 | 19 | 15 | 21 | 10 | 5 | 6 | 17 | 55 | 22 | 12 | 3 | 46 | 166 |
| 21 | 4 | [ZS] | [ZS] | 1 | 22 | 64 | 139 | 182 | 166 | 88 | 69 | 24 | 19 | 12 | 8 | 24 | 20 | 8 | 5 | 8 | 28 | 176 | 207 | 253 | 69 | 253 |
| 22 | 297 | [ZS] | [ZS] | 112 | 95 | 146 | 193 | 218 | 176 | 91 | 84 | 49 | 46 | 37 | 30 | 20 | 8 | 13 | 27 | 8 | 18 | 150 | 185 | 272 | 103 | 297 |
| 23 | 252 | [ZS] | [ZS] | 226 | 211 | 219 | 253 | [SC] | [SC] | 172 | 116 | 59 | 28 | 20 | 53 | 35 | 31 | 26 | 2 | 3 | 31 | 154 | 181 | 198 | 114 | 253 |
| 24 | 231 | [ZS] | [ZS] | 281 | 250 | 232 | 233 | 240 | 169 | 105 | 58 | 30 | 29 | 47 | 29 | 18 | 0 | 0 | 16 | 29 | 31 | 93 | 197 | 242 | 116 | 281 |
| 25 | 299 | [ZS] | [ZS] | 352 | 345 | 346 | 278 | 336 | 151 | 83 | 55 | 56 | 46 | 29 | 21 | 39 | 14 | 7 | 22 | 9 | 34 | 38 | 151 | 179 | 131 | 352 |
| 26 | 191 | [ZS] | [ZS] | 288 | 323 | 309 | 251 | 284 | 303 | 197 | 113 | 69 | 24 | 49 | 21 | 3 | 3 | 7 | 46 | 43 | 51 | 84 | 92 | 246 | 136 | 323 |
| 27 | 165 | [ZS] | [ZS] | 186 | 261 | 299 | 268 | [SC] | [SC] | 92 | 77 | 44 | 19 | 20 | 11 | 9 | 2 | 4 | 0 | 8 | 8 | 9 | 93 | 178 | 87 | 299 |
| 28 | 179 | [ZS] | [ZS] | 229 | 219 | 118 | 137 | 151 | 156 | 144 | 64 | 16 | 9 | 7 | 8 | 22 | 6 | 2 | 0 | 2 | 9 | 53 | 106 | 109 | 79 | 229 |
| 29 | 156 | [ZS] | [ZS] | 9 | 5 | 13 | 17 | 29 | 30 | 20 | 18 | 6 | 35 | 54 | 19 | 46 | 24 | 5 | 21 | 19 | 17 | 30 | 25 | 8 | 27 | 156 |
| 30 | 28 | [ZS] | [ZS] | 100 | 78 | 118 | 160 | 170 | 116 | 77 | 39 | 21 | 14 | 11 | 8 | 12 | 6 | 10 | 8 | 3 | 30 | 151 | 170 | 2 | 61 | 170 |
| 31 | 239 | [ZS] | [ZS] | 67 | 76 | 86 | 72 | [SC] | [SC] | 67 | 25 | 14 | 9 | 9 | 9 | 5 | 9 | 12 | 61 | 104 | 106 | 122 | 144 | 190 | 71 | 239 |
| AV | 144 | [ ] | [ ] | 136 | 138 | 144 | 152 | 176 | 134 | 93 | 62 | 34 | 28 | 26 | 20 | 18 | 13 | 11 | 22 | 31 | 46 | 76 | 107 | 123 | 78 | |
| SD | 117 | [ ] | [ ] | 105 | 110 | 110 | 102 | 88 | 79 | 55 | 36 | 27 | 20 | 21 | 19 | 20 | 17 | 18 | 25 | 41 | 52 | 68 | 89 | 106 | | |
| PK | 385 | [ ] | [ ] | 378 | 393 | 423 | 457 | 336 | 303 | 199 | 128 | 99 | 80 | 74 | 91 | 100 | 88 | 100 | 101 | 157 | 218 | 281 | 356 | 360 | | 457 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITROGEN DIOXIDE (42602)

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 60 | [ZS] | [ZS] | 78 | 75 | 71 | 70 | 56 | 46 | 41 | 47 | 44 | 70 | 78 | 67 | 55 | 53 | 54 | 61 | 64 | 61 | 48 | 50 | 51 | 59 | 78 |
| 2 | 48 | [ZS] | [ZS] | 49 | 48 | 46 | 44 | 44 | 41 | 30 | 27 | 19 | 12 | 11 | 7 | 11 | 15 | 16 | 14 | 21 | 28 | 41 | 36 | 29 | 29 | 49 |
| 3 | 15 | [ZS] | [ZS] | 28 | 29 | 28 | 31 | [SC] | 30 | 30 | 30 | 29 | 22 | 10 | 9 | 8 | 17 | 23 | 19 | 27 | 35 | 39 | 39 | 41 | 26 | 41 |
| 4 | 40 | [ZS] | [ZS] | 37 | 35 | 34 | 35 | 36 | 36 | 37 | 39 | 37 | 39 | 18 | 17 | 25 | 26 | 28 | 40 | 34 | 21 | 15 | 19 | 13 | 30 | 40 |
| 5 | 9 | [ZS] | [ZS] | 8 | 7 | 19 | 29 | 41 | 43 | 42 | 39 | 21 | 23 | 20 | 28 | 28 | 29 | 33 | 43 | 50 | 50 | 48 | 47 | 46 | 32 | 50 |
| 6 | 52 | [ZS] | [ZS] | 47 | 44 | 45 | 48 | 46 | 39 | 40 | 45 | 41 | 43 | 34 | 31 | 29 | 38 | 34 | 46 | 51 | 57 | 60 | 65 | 66 | 46 | 66 |
| 7 | 63 | [ZS] | [ZS] | 52 | 45 | 44 | 45 | [SC] | [SC] | 68 | 74 | 69 | 65 | 41 | 38 | 34 | 39 | 48 | 56 | 58 | 57 | 67 | 69 | 74 | 55 | 74 |
| 8 | 74 | [ZS] | [ZS] | 60 | 57 | 52 | 57 | 57 | 61 | 66 | 67 | 62 | 64 | 72 | 57 | 36 | 41 | 43 | 52 | 53 | 51 | 49 | 47 | 52 | 56 | 74 |
| 9 | 52 | [ZS] | [ZS] | 47 | 47 | 44 | 42 | 42 | 43 | 43 | 35 | 37 | 38 | 27 | 12 | 20 | 36 | 38 | 42 | 43 | 42 | 41 | 34 | 18 | 37 | 52 |
| 10 | 28 | [ZS] | [ZS] | 10 | 21 | 21 | 44 | 46 | 42 | 44 | 49 | 14 | 8 | 8 | 13 | 9 | 14 | 19 | 25 | 24 | 35 | 46 | 39 | 40 | 27 | 49 |
| 11 | 40 | [ZS] | [ZS] | 48 | 48 | 42 | 40 | [SC] | 32 | 36 | 30 | 19 | 14 | 13 | 14 | 15 | 18 | 29 | 32 | 27 | 39 | 47 | 53 | 53 | 33 | 53 |
| 12 | 53 | [ZS] | [ZS] | 49 | 47 | 54 | 46 | 51 | 63 | 61 | 47 | 39 | 45 | 35 | 37 | 29 | 28 | 32 | 20 | 31 | 34 | 31 | 37 | 27 | 41 | 63 |
| 13 | 32 | [ZS] | [ZS] | 40 | 38 | 37 | 38 | 39 | 44 | 40 | 32 | 27 | 33 | 24 | 24 | 31 | 27 | 28 | 32 | 39 | 45 | 44 | 54 | 54 | 36 | 54 |
| 14 | 60 | [ZS] | [ZS] | 43 | 45 | 46 | 44 | 45 | 51 | 57 | 65 | 36 | 23 | 36 | 38 | 44 | 26 | 27 | 37 | 45 | 35 | 38 | 54 | 55 | 43 | 65 |
| 15 | 63 | [ZS] | [ZS] | 61 | 58 | 57 | 53 | [SC] | [SC] | 56 | 54 | 51 | 48 | 46 | 47 | 48 | 44 | 45 | 45 | 47 | 47 | 44 | 44 | 46 | 50 | 63 |
| 16 | 48 | [ZS] | [ZS] | 51 | 51 | 51 | 53 | 59 | 57 | 56 | 43 | 34 | 40 | 48 | 47 | 45 | 45 | 35 | 33 | 31 | 32 | 38 | 24 | 30 | 43 | 59 |
| 17 | 34 | [ZS] | [ZS] | 48 | 57 | 58 | 52 | 55 | 62 | 76 | 80 | 90 | 56 | 48 | 51 | 36 | 46 | 51 | 61 | 55 | 58 | 60 | 56 | 31 | 55 | 90 |
| 18 | 30 | [ZS] | [ZS] | 41 | 47 | 45 | 49 | 50 | 49 | 44 | 46 | 42 | 42 | 29 | 11 | 12 | 20 | 14 | 20 | 21 | 32 | 34 | 32 | 30 | 34 | 50 |
| 19 | 17 | [ZS] | [ZS] | 17 | 24 | 37 | 40 | [SC] | 28 | 20 | 15 | 19 | 22 | 31 | 21 | 27 | 23 | 32 | 43 | 52 | 45 | 49 | 53 | 47 | 32 | 53 |
| 20 | 45 | [ZS] | [ZS] | 45 | 42 | 41 | 40 | 45 | 53 | 45 | 47 | 32 | 37 | 32 | 35 | 32 | 23 | 27 | 33 | 46 | 52 | 44 | 36 | 25 | 39 | 53 |
| 21 | 21 | [ZS] | [ZS] | 22 | 37 | 41 | 49 | 55 | 56 | 53 | 57 | 42 | 39 | 34 | 24 | 34 | 40 | 28 | 30 | 36 | 52 | 64 | 64 | 72 | 43 | 72 |
| 22 | 73 | [ZS] | [ZS] | 50 | 46 | 48 | 52 | 55 | 57 | 52 | 59 | 58 | 63 | 52 | 38 | 34 | 32 | 40 | 52 | 40 | 38 | 65 | 62 | 70 | 52 | 73 |
| 23 | 72 | [ZS] | [ZS] | 61 | 59 | 59 | 63 | [SC] | [SC] | 75 | 81 | 68 | 53 | 46 | 62 | 40 | 46 | 33 | 28 | 34 | 47 | 59 | 55 | 57 | 55 | 81 |
| 24 | 63 | [ZS] | [ZS] | 73 | 71 | 65 | 61 | 61 | 60 | 64 | 66 | 58 | 59 | 70 | 58 | 43 | 16 | 15 | 47 | 52 | 52 | 52 | 56 | 61 | 56 | 73 |
| 25 | 63 | [ZS] | [ZS] | 75 | 79 | 77 | 69 | 78 | 65 | 60 | 64 | 75 | 73 | 56 | 53 | 82 | 82 | 63 | 55 | 42 | 49 | 53 | 60 | 59 | 65 | 82 |
| 26 | 64 | [ZS] | [ZS] | 88 | 77 | 71 | 65 | 81 | 84 | 86 | 79 | 81 | 54 | 73 | 41 | 24 | 32 | 57 | 64 | 65 | 62 | 63 | 56 | 57 | 65 | 88 |
| 27 | 65 | [ZS] | [ZS] | 61 | 81 | 81 | 74 | [SC] | [SC] | 65 | 73 | 67 | 41 | 36 | 26 | 21 | 19 | 26 | 22 | 28 | 29 | 26 | 41 | 49 | 47 | 81 |
| 28 | 52 | [ZS] | [ZS] | 66 | 67 | 57 | 53 | 56 | 63 | 68 | 57 | 49 | 29 | 25 | 29 | 31 | 24 | 29 | 39 | 45 | 39 | 51 | 57 | 58 | 47 | 68 |
| 29 | 62 | [ZS] | [ZS] | 42 | 36 | 36 | 41 | 42 | 51 | 42 | 31 | 16 | 30 | 33 | 24 | 29 | 22 | 20 | 33 | 39 | 49 | 51 | 53 | 38 | 37 | 62 |
| 30 | 39 | [ZS] | [ZS] | 39 | 37 | 39 | 41 | 41 | 40 | 42 | 41 | 36 | 29 | 34 | 26 | 32 | 28 | 36 | 34 | 30 | 33 | 60 | 71 | 8 | 37 | 71 |
| 31 | 65 | [ZS] | [ZS] | 43 | 48 | 44 | 42 | [SC] | [SC] | 44 | 35 | 31 | 30 | 32 | 27 | 30 | 37 | 42 | 47 | 50 | 48 | 47 | 48 | 52 | 42 | 65 |
| AV | 48 | [ ] | [ ] | 48 | 48 | 48 | 49 | 51 | 50 | 51 | 50 | 43 | 40 | 37 | 33 | 31 | 32 | 34 | 39 | 41 | 44 | 47 | 49 | 46 | 43 | |
| SD | 18 | [ ] | [ ] | 19 | 17 | 15 | 11 | 11 | 13 | 15 | 17 | 20 | 17 | 19 | 17 | 15 | 14 | 12 | 13 | 12 | 11 | 12 | 13 | 17 | | |
| PK | 74 | [ ] | [ ] | 88 | 81 | 81 | 74 | 81 | 84 | 86 | 81 | 90 | 73 | 78 | 67 | 82 | 82 | 63 | 64 | 65 | 62 | 67 | 71 | 74 | | 90 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

OXIDES OF NITROGEN (42603)

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 384 | [ZS] | [ZS] | 456 | 468 | 494 | 527 | 369 | 202 | 100 | 88 | 69 | 110 | 142 | 113 | 72 | 56 | 57 | 73 | 105 | 156 | 86 | 131 | 129 | 199 | 527 |
| 2 | 62 | [ZS] | [ZS] | 86 | 73 | 76 | 85 | 109 | 102 | 48 | 36 | 22 | 14 | 13 | 7 | 11 | 15 | 18 | 14 | 21 | 28 | 43 | 37 | 29 | 43 | 109 |
| 3 | 15 | [ZS] | [ZS] | 32 | 34 | 34 | 46 | [SC] | 54 | 54 | 56 | 40 | 27 | 11 | 10 | 8 | 21 | 27 | 19 | 31 | 38 | 64 | 77 | 103 | 38 | 103 |
| 4 | 104 | [ZS] | [ZS] | 160 | 164 | 166 | 197 | 162 | 130 | 97 | 95 | 74 | 67 | 22 | 27 | 28 | 54 | 34 | 68 | 42 | 21 | 15 | 21 | 13 | 80 | 197 |
| 5 | 9 | [ZS] | [ZS] | 8 | 7 | 21 | 36 | 196 | 202 | 127 | 93 | 31 | 33 | 26 | 42 | 33 | 30 | 36 | 65 | 151 | 196 | 152 | 196 | 207 | 86 | 207 |
| 6 | 292 | [ZS] | [ZS] | 176 | 232 | 265 | 262 | 188 | 90 | 93 | 108 | 79 | 69 | 54 | 46 | 44 | 65 | 39 | 76 | 122 | 275 | 321 | 421 | 427 | 171 | 427 |
| 7 | 448 | [ZS] | [ZS] | 292 | 238 | 240 | 280 | [SC] | [SC] | 233 | 201 | 142 | 118 | 64 | 53 | 45 | 46 | 67 | 157 | 216 | 198 | 307 | 272 | 324 | 197 | 448 |
| 8 | 319 | [ZS] | [ZS] | 196 | 168 | 156 | 206 | 244 | 244 | 241 | 194 | 142 | 120 | 131 | 89 | 42 | 47 | 51 | 92 | 147 | 150 | 145 | 130 | 216 | 158 | 319 |
| 9 | 177 | [ZS] | [ZS] | 142 | 154 | 128 | 128 | 131 | 129 | 113 | 88 | 92 | 205 | 78 | 13 | 22 | 53 | 57 | 74 | 89 | 97 | 82 | 60 | 23 | 92 | 177 |
| 10 | 49 | [ZS] | [ZS] | 10 | 29 | 24 | 99 | 142 | 95 | 91 | 100 | 15 | 9 | 9 | 15 | 10 | 18 | 24 | 38 | 26 | 42 | 100 | 56 | 92 | 50 | 142 |
| 11 | 113 | [ZS] | [ZS] | 230 | 232 | 185 | 178 | [SC] | 100 | 62 | 48 | 25 | 18 | 18 | 22 | 23 | 20 | 34 | 38 | 27 | 49 | 96 | 218 | 246 | 95 | 246 |
| 12 | 241 | [ZS] | [ZS] | 223 | 181 | 239 | 228 | 286 | 363 | 260 | 111 | 58 | 72 | 48 | 54 | 33 | 31 | 35 | 20 | 38 | 41 | 34 | 50 | 37 | 122 | 363 |
| 13 | 41 | [ZS] | [ZS] | 93 | 76 | 77 | 94 | 125 | 165 | 116 | 67 | 41 | 50 | 35 | 38 | 50 | 42 | 30 | 45 | 50 | 95 | 110 | 299 | 294 | 93 | 299 |
| 14 | 309 | [ZS] | [ZS] | 216 | 243 | 253 | 240 | 250 | 247 | 176 | 157 | 61 | 37 | 62 | 65 | 74 | 31 | 31 | 53 | 68 | 48 | 79 | 246 | 241 | 145 | 309 |
| 15 | 317 | [ZS] | [ZS] | 270 | 253 | 248 | 218 | [SC] | [SC] | 206 | 171 | 144 | 128 | 120 | 138 | 148 | 132 | 144 | 137 | 153 | 157 | 150 | 146 | 150 | 176 | 317 |
| 16 | 159 | [ZS] | [ZS] | 181 | 205 | 218 | 258 | 350 | 268 | 175 | 97 | 67 | 72 | 88 | 90 | 85 | 75 | 49 | 48 | 44 | 65 | 152 | 38 | 53 | 129 | 350 |
| 17 | 137 | [ZS] | [ZS] | 226 | 295 | 325 | 272 | 334 | 296 | 241 | 208 | 190 | 114 | 98 | 94 | 46 | 57 | 59 | 74 | 64 | 69 | 80 | 76 | 35 | 154 | 334 |
| 18 | 33 | [ZS] | [ZS] | 56 | 70 | 63 | 81 | 97 | 97 | 76 | 77 | 62 | 58 | 37 | 12 | 12 | 20 | 14 | 36 | 26 | 43 | 54 | 45 | 39 | 50 | 97 |
| 19 | 36 | [ZS] | [ZS] | 18 | 24 | 73 | 58 | [SC] | 40 | 27 | 19 | 30 | 43 | 74 | 39 | 56 | 38 | 46 | 55 | 68 | 54 | 67 | 82 | 73 | 48 | 82 |
| 20 | 57 | [ZS] | [ZS] | 147 | 125 | 115 | 109 | 172 | 220 | 130 | 104 | 54 | 64 | 51 | 49 | 53 | 34 | 32 | 39 | 63 | 108 | 86 | 48 | 28 | 85 | 220 |
| 21 | 24 | [ZS] | [ZS] | 23 | 59 | 105 | 188 | 237 | 222 | 141 | 126 | 66 | 58 | 46 | 32 | 39 | 60 | 36 | 35 | 44 | 80 | 240 | 272 | 325 | 113 | 325 |
| 22 | 370 | [ZS] | [ZS] | 163 | 141 | 194 | 245 | 273 | 233 | 143 | 143 | 106 | 110 | 89 | 68 | 54 | 40 | 53 | 78 | 48 | 56 | 215 | 247 | 343 | 155 | 370 |
| 23 | 324 | [ZS] | [ZS] | 287 | 270 | 278 | 316 | [SC] | [SC] | 247 | 197 | 127 | 81 | 66 | 115 | 76 | 77 | 60 | 30 | 37 | 79 | 214 | 236 | 255 | 168 | 324 |
| 24 | 295 | [ZS] | [ZS] | 355 | 321 | 297 | 294 | 301 | 229 | 170 | 124 | 88 | 88 | 117 | 88 | 61 | 16 | 15 | 63 | 81 | 83 | 146 | 253 | 303 | 172 | 355 |
| 25 | 362 | [ZS] | [ZS] | 427 | 424 | 423 | 347 | 414 | 216 | 143 | 118 | 131 | 119 | 85 | 74 | 120 | 97 | 70 | 77 | 51 | 83 | 91 | 211 | 238 | 196 | 427 |
| 26 | 255 | [ZS] | [ZS] | 376 | 400 | 381 | 317 | 366 | 387 | 283 | 192 | 150 | 78 | 121 | 63 | 27 | 35 | 64 | 110 | 108 | 113 | 145 | 148 | 313 | 202 | 400 |
| 27 | 231 | [ZS] | [ZS] | 247 | 342 | 380 | 342 | [SC] | [SC] | 157 | 151 | 112 | 59 | 56 | 38 | 31 | 21 | 30 | 22 | 36 | 37 | 29 | 134 | 227 | 134 | 380 |
| 28 | 291 | [ZS] | [ZS] | 296 | 286 | 175 | 190 | 207 | 219 | 212 | 122 | 65 | 37 | 33 | 36 | 53 | 30 | 31 | 40 | 47 | 47 | 104 | 163 | 167 | 127 | 296 |
| 29 | 218 | [ZS] | [ZS] | 51 | 41 | 49 | 59 | 71 | 82 | 62 | 50 | 22 | 65 | 87 | 43 | 75 | 47 | 25 | 54 | 58 | 66 | 81 | 78 | 45 | 65 | 218 |
| 30 | 67 | [ZS] | [ZS] | 138 | 116 | 158 | 201 | 211 | 156 | 119 | 80 | 57 | 43 | 45 | 34 | 44 | 34 | 46 | 42 | 33 | 63 | 211 | 242 | 38 | 99 | 242 |
| 31 | 305 | [ZS] | [ZS] | 109 | 120 | 129 | 113 | [SC] | [SC] | 110 | 61 | 46 | 39 | 42 | 36 | 34 | 46 | 55 | 109 | 154 | 154 | 169 | 191 | 242 | 113 | 305 |
| AV | 193 | [ ] | [ ] | 184 | 187 | 192 | 200 | 228 | 184 | 144 | 112 | 78 | 68 | 63 | 53 | 49 | 45 | 44 | 61 | 72 | 90 | 124 | 156 | 170 | 121 | |
| SD | 132 | [ ] | [ ] | 123 | 125 | 123 | 111 | 97 | 90 | 69 | 52 | 45 | 34 | 37 | 34 | 31 | 25 | 24 | 34 | 49 | 59 | 77 | 99 | 121 | | |
| PK | 448 | [ ] | [ ] | 456 | 468 | 494 | 527 | 414 | 387 | 283 | 208 | 190 | 128 | 142 | 138 | 148 | 132 | 144 | 157 | 216 | 275 | 321 | 421 | 427 | | 527 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND SPEED (61101)

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1.2 | 1.0 | 1.3 | 0.7 | 0.7 | 0.9 | 1.2 | 0.9 | 1.2 | 1.8 | 1.9 | 1.6 | 2.0 | 3.1 | 5.0 | 4.2 | 2.5 | 1.7 | 1.4 | 1.1 | 1.7 | 1.8 | 3.0 | 2.3 | 1.8 | 5.0 |
| 2 | 2.9 | 2.9 | 2.9 | 1.2 | 1.2 | 2.3 | 1.4 | 2.1 | 2.4 | 3.4 | 3.3 | 2.8 | 2.9 | 3.3 | 5.0 | 5.8 | 3.9 | 3.4 | 3.4 | 2.3 | 1.0 | 0.7 | 0.6 | 0.9 | 2.6 | 5.8 |
| 3 | 1.4 | 1.1 | 0.8 | 0.9 | 1.3 | 1.1 | 2.0 | 1.5 | 1.6 | 1.9 | 2.3 | 2.2 | 1.4 | 1.8 | 3.4 | 3.4 | 3.3 | 3.1 | 4.1 | 4.2 | 3.4 | 2.1 | 1.9 | 2.2 | 2.2 | 4.2 |
| 4 | 1.5 | 1.5 | 0.7 | 1.1 | 0.7 | 0.5 | 1.2 | 1.0 | 1.6 | 2.4 | 2.5 | 2.9 | 3.1 | 3.5 | 4.1 | 4.2 | 2.3 | 5.1 | 4.4 | 2.1 | 2.8 | 3.4 | 4.5 | 3.1 | 2.5 | 5.1 |
| 5 | 4.7 | 4.5 | 4.4 | 4.5 | 3.9 | 4.9 | 2.8 | 2.9 | 2.2 | 1.6 | 1.9 | 2.6 | 2.7 | 1.6 | 1.4 | 2.1 | 2.9 | 4.1 | 3.9 | 2.6 | 2.3 | 2.0 | 1.7 | 1.4 | 2.9 | 4.9 |
| 6 | 1.2 | 1.1 | 1.1 | 1.4 | 0.7 | 0.5 | 1.6 | 1.0 | 1.1 | 2.5 | 2.5 | 2.0 | 1.2 | 1.5 | 3.6 | 3.7 | 4.3 | 4.6 | 3.8 | 2.3 | 0.6 | 0.9 | 1.6 | 1.3 | 1.9 | 4.6 |
| 7 | 0.6 | 1.3 | 1.2 | 0.6 | 1.2 | 1.0 | 1.3 | 1.0 | 1.4 | 1.4 | 1.9 | 1.9 | 1.1 | 2.1 | 3.8 | 2.6 | 3.6 | 3.0 | 1.1 | 2.1 | 2.2 | 2.6 | 2.0 | 2.1 | 1.8 | 3.8 |
| 8 | 1.8 | 1.1 | 1.4 | 1.8 | 1.5 | 2.8 | 2.2 | 2.0 | 1.9 | 2.5 | 1.7 | 1.0 | 1.5 | 1.2 | 1.8 | 2.6 | 1.6 | 1.6 | 0.9 | 1.3 | 2.2 | 2.2 | 2.1 | 1.8 | 1.8 | 2.8 |
| 9 | 2.4 | 1.8 | 1.5 | 1.2 | 1.6 | 2.2 | 2.5 | 2.7 | 3.1 | 4.5 | 4.3 | 4.0 | 3.1 | 3.0 | 4.9 | 3.1 | 2.4 | 3.5 | 2.5 | 2.1 | 2.3 | 2.2 | 4.1 | 4.4 | 2.9 | 4.9 |
| 10 | 3.9 | 3.6 | 4.5 | 4.2 | 2.8 | 1.4 | 0.9 | 0.8 | 1.3 | 2.1 | 2.0 | 2.9 | 3.0 | 3.3 | 2.8 | 4.1 | 4.0 | 4.1 | 3.9 | 3.2 | 1.4 | 0.8 | 1.5 | 1.5 | 2.7 | 4.5 |
| 11 | 1.0 | 1.1 | 1.2 | 1.6 | 1.2 | 1.3 | 2.0 | 1.8 | 2.1 | 1.8 | 2.3 | 1.9 | 3.6 | 3.6 | 3.6 | 3.4 | 3.3 | 3.0 | 3.4 | 2.9 | 1.5 | 0.6 | 0.8 | 1.2 | 2.1 | 3.6 |
| 12 | 1.3 | 0.6 | 1.4 | 0.9 | 0.9 | 1.2 | 1.2 | 1.3 | 1.7 | 2.3 | 2.2 | 1.3 | 1.9 | 3.1 | 2.7 | 3.5 | 1.9 | 2.6 | 3.2 | 3.3 | 2.6 | 1.8 | 1.2 | 1.6 | 1.9 | 3.5 |
| 13 | 1.1 | 1.0 | 2.1 | 2.6 | 1.4 | 2.0 | 1.7 | 1.4 | 2.0 | 2.0 | 1.2 | 1.1 | 2.2 | 5.1 | 4.0 | 3.4 | 5.6 | 4.7 | 4.4 | 2.9 | 2.0 | 1.3 | 0.9 | 1.0 | 2.4 | 5.6 |
| 14 | 0.7 | 1.2 | 1.0 | 1.1 | 0.8 | 0.9 | 1.4 | 1.3 | 2.1 | 1.8 | 1.4 | 2.8 | 3.6 | 3.5 | 3.8 | 4.0 | 3.7 | 3.8 | 3.1 | 1.3 | 2.7 | 2.1 | 1.8 | 1.6 | 2.1 | 4.0 |
| 15 | 1.1 | 0.7 | 1.2 | 1.1 | 0.8 | 1.3 | 2.0 | 1.8 | 1.8 | 2.2 | 2.1 | 1.9 | 2.0 | 2.0 | 1.9 | 2.2 | 2.0 | 2.4 | 2.8 | 2.8 | 2.4 | 2.1 | 1.3 | 1.3 | 1.8 | 2.8 |
| 16 | 1.0 | 0.9 | 1.0 | 1.2 | 1.1 | 1.0 | 0.9 | 0.8 | 1.9 | 1.9 | 1.5 | 1.6 | 1.2 | 3.5 | 4.9 | 4.3 | 3.9 | 2.4 | 2.1 | 1.8 | 1.3 | 1.6 | 1.8 | 1.5 | 1.9 | 4.9 |
| 17 | 1.2 | 1.9 | 1.4 | 0.8 | 1.0 | 1.0 | 1.1 | 0.5 | 1.5 | 1.8 | 1.8 | 1.2 | 4.0 | 3.9 | 3.9 | 3.8 | 3.2 | 2.4 | 1.9 | 1.5 | 1.0 | 1.2 | 2.4 | 2.2 | 2.0 | 4.0 |
| 18 | 2.0 | 2.1 | 1.6 | 1.7 | 1.2 | 0.9 | 1.6 | 1.7 | 1.6 | 2.8 | 2.6 | 1.7 | 2.2 | 3.2 | 3.8 | 3.3 | 3.1 | 2.6 | 6.2 | 3.1 | 2.0 | 3.1 | 2.8 | 2.6 | 2.5 | 6.2 |
| 19 | 4.6 | 4.5 | 4.8 | 2.8 | 1.2 | 1.9 | 2.5 | 4.4 | 3.8 | 3.9 | 4.9 | 4.9 | 6.1 | 8.1 | 8.4 | 8.2 | 7.2 | 5.3 | 2.7 | 2.1 | 1.9 | 1.9 | 1.1 | 1.3 | 4.1 | 8.4 |
| 20 | 1.5 | 1.4 | 1.7 | 1.9 | 1.4 | 1.5 | 1.3 | 1.3 | 1.6 | 1.6 | 1.3 | 1.6 | 1.3 | 1.7 | 2.0 | 5.1 | 5.2 | 4.6 | 4.1 | 2.0 | 1.8 | 1.8 | 2.6 | 3.3 | 2.2 | 5.2 |
| 21 | 3.4 | 2.1 | 1.8 | 2.1 | 1.2 | 1.5 | 0.7 | 1.0 | 1.4 | 1.5 | 1.9 | 1.3 | 2.4 | 3.2 | 3.6 | 4.6 | 4.4 | 4.4 | 3.9 | 3.3 | 1.7 | 1.3 | 1.2 | 1.2 | 2.3 | 4.6 |
| 22 | 0.6 | 1.3 | 1.5 | 1.8 | 1.7 | 1.7 | 1.3 | 1.5 | 1.4 | 2.0 | 1.6 | 1.5 | 2.5 | 4.0 | 4.2 | 4.1 | 4.4 | 4.1 | 4.3 | 3.5 | 2.7 | 1.2 | 1.3 | 1.6 | 2.3 | 4.4 |
| 23 | 1.8 | 1.7 | 1.4 | 1.3 | 1.0 | 1.5 | 1.3 | 1.5 | 1.9 | 2.0 | 1.0 | 1.7 | 3.1 | 4.6 | 5.0 | 5.0 | 5.5 | 5.7 | 3.9 | 2.9 | 2.7 | 1.1 | 1.6 | 1.5 | 2.5 | 5.7 |
| 24 | 1.7 | 0.7 | 1.2 | 0.8 | 0.6 | 0.9 | 1.0 | 0.9 | 1.8 | 1.3 | 1.9 | 2.1 | 2.4 | 5.1 | 4.0 | 4.1 | 3.5 | 2.1 | 1.1 | 0.9 | 0.8 | 0.6 | 0.8 | 0.5 | 1.7 | 5.1 |
| 25 | 0.6 | 0.9 | 0.7 | 0.6 | 0.6 | 1.0 | 0.9 | 0.9 | 1.1 | 1.6 | 0.7 | 1.1 | 3.4 | 4.4 | 4.7 | 4.3 | 4.2 | 3.6 | 3.0 | 3.2 | 3.3 | 1.1 | 1.0 | 0.9 | 2.0 | 4.7 |
| 26 | 1.4 | 0.5 | 0.7 | 0.6 | 0.5 | 0.4 | 1.0 | 0.9 | 1.9 | 1.9 | 1.4 | 3.2 | 4.8 | 4.4 | 4.4 | 3.8 | 2.5 | 1.1 | 1.4 | 1.2 | 1.5 | 0.8 | 0.8 | 1.1 | 1.8 | 4.8 |
| 27 | 1.9 | 0.6 | 1.1 | 1.3 | 1.0 | 1.2 | 1.5 | 0.9 | 1.2 | 1.1 | 1.0 | 1.9 | 2.8 | 5.2 | 4.1 | 4.1 | 3.9 | 3.5 | 3.0 | 2.4 | 3.7 | 2.0 | 1.1 | 1.6 | 2.2 | 5.2 |
| 28 | 1.9 | 1.3 | 0.4 | 1.1 | 1.2 | 2.2 | 1.8 | 1.9 | 1.3 | 1.8 | 1.7 | 1.4 | 1.8 | 2.6 | 3.8 | 5.1 | 5.1 | 3.1 | 1.5 | 1.2 | 2.4 | 1.3 | 1.5 | 1.4 | 2.0 | 5.1 |
| 29 | 1.8 | 2.2 | 3.0 | 2.6 | 2.2 | 3.1 | 2.8 | 4.1 | 3.8 | 2.0 | 3.3 | 6.0 | 9.9 | 9.4 | 9.2 | 9.9 | 8.1 | 7.3 | 5.7 | 3.4 | 1.8 | 1.6 | 1.8 | 2.8 | 4.5 | 9.9 |
| 30 | 1.9 | 1.7 | 2.2 | 1.4 | 1.9 | 2.0 | 1.9 | 2.1 | 2.7 | 2.2 | 1.3 | 1.3 | 3.3 | 1.7 | 4.0 | 3.9 | 4.2 | 3.7 | 3.4 | 2.6 | 1.7 | 1.0 | 1.0 | 1.6 | 2.3 | 4.2 |
| 31 | 2.4 | 2.6 | 0.8 | 1.5 | 1.7 | 1.3 | 2.0 | 2.1 | 2.8 | 3.3 | 3.8 | 3.1 | 2.0 | 1.8 | 1.8 | 1.2 | 1.1 | 1.2 | 1.0 | 1.9 | 2.1 | 1.5 | 1.0 | 1.4 | 1.9 | 3.8 |
| AV | 1.8 | 1.6 | 1.7 | 1.6 | 1.3 | 1.5 | 1.6 | 1.6 | 1.9 | 2.2 | 2.1 | 2.2 | 2.8 | 3.5 | 4.0 | 4.1 | 3.8 | 3.5 | 3.1 | 2.4 | 2.0 | 1.6 | 1.7 | 1.7 | 2.3 | |
| SD | 1.1 | 1.0 | 1.1 | 0.9 | 0.7 | 0.9 | 0.6 | 0.9 | 0.7 | 0.7 | 1.0 | 1.1 | 1.6 | 1.8 | 1.6 | 1.6 | 1.5 | 1.4 | 1.4 | 0.8 | 0.7 | 0.7 | 0.9 | 0.8 | | |
| PK | 4.7 | 4.5 | 4.8 | 4.5 | 3.9 | 4.9 | 2.8 | 4.4 | 3.8 | 4.5 | 4.9 | 6.0 | 8.9 | 9.4 | 9.2 | 9.9 | 8.1 | 7.3 | 6.2 | 4.2 | 3.7 | 3.4 | 4.5 | 4.4 | | 9.9 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE (61102)

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ENE | SE | E | ENE | NNE | ENE | ESE | E | E | E | E | E | SE | SW | WSW | WSW | W | SW | SSW | SSW | SE | E | E | ENE | E |
| 2 | E | E | E | NE | NE | ENE | E | E | E | E | ESE | SE | SSW | SW | WSW | WSW | SW | SW | WSW | WSW | N | N | SSW | [VA] | |
| 3 | WSW | S | ESE | NE | N | ENE | ENE | ENE | ENE | ENE | NE | ENE | NNE | W | SSW | SW | SSW | WSW | W | WSW | W | NW | NNW | NNW | [VA] |
| 4 | N | N | NNE | NNE | NE | ENE | ESE | E | E | E | E | ESE | ESE | SE | SSW | WSW | W | W | WSW | NW | NW | NNW | N | NNW | [VA] |
| 5 | NNW | NNW | NNW | NNW | NNW | NW | NNE | N | ENE | ESE | ENE | ENE | ENE | E | SSW | SW | SW | WSW | WSW | W | N | NNE | NNE | NE | [VA] |
| 6 | E | ENE | E | NNE | NE | E | E | NE | NNE | NNE | NNE | NNE | NNW | NNW | W | W | W | W | WSW | W | N | ENE | NE | NE | [VA] |
| 7 | NE | ENE | ENE | E | E | ESE | E | ENE | ENE | E | E | E | SW | WSW | WSW | WSW | WSW | WSW | W | ESE | E | ENE | ENE | ENE | ENE |
| 8 | NE | E | ENE | ENE | ENE | NE | ENE | ENE | ENE | NE | ENE | SE | NNW | N | W | WSW | SW | SW | NE | E | E | E | E | NE | ENE |
| 9 | ENE | ENE | E | ESE | E | ENE | E | E | E | ENE | E | E | S | SW | S | ESE | E | NE | ENE | E | E | E | WSW | WSW | E |
| 10 | W | W | W | W | W | N | E | NE | ENE | E | ESE | SSW | WSW | WSW | WSW | WSW | W | W | W | WNW | NW | NW | NNW | NNW | W |
| 11 | ESE | E | ENE | ENE | E | E | ENE | NE | ENE | ENE | ESE | S | W | WSW | WSW | WSW | WSW | W | W | WSW | NW | NE | ENE | ESE | [VA] |
| 12 | ENE | E | ENE | E | NE | NE | ENE | ENE | ENE | E | E | S | WSW | WSW | WSW | WSW | W | WSW | WSW | WSW | WNW | NW | NW | NW | [VA] |
| 13 | N | E | NE | ENE | NE | NNE | NE | NNE | NNE | N | NNE | NE | NW | WNW | W | W | W | W | W | WNW | NNW | ENE | NE | [VA] | |
| 14 | NE | NNE | NNE | ENE | ENE | E | NE | NE | E | E | SSW | WSW | WSW | WSW | W | W | W | W | W | W | W | ENE | NE | [VA] | |
| 15 | NE | NNE | NE | E | E | ESE | E | E | ENE | ENE | E | E | ESE | ESE | ESE | ESE | E | E | E | E | E | ENE | NE | NE | E |
| 16 | NNE | NE | ENE | ENE | E | NE | NE | NE | E | ENE | ENE | E | SE | WSW | W | W | W | WSW | WSW | W | ESE | E | E | SE | [VA] |
| 17 | ESE | ENE | ESE | ENE | E | ENE | E | E | E | ESE | ESE | S | WSW | W | W | W | W | W | WSW | W | NE | ENE | ESE | E | ENE |
| 18 | WNW | ENE | E | NE | ENE | ENE | ENE | ENE | E | ESE | SE | ESE | S | SW | SW | SSE | SSW | W | SW | SSE | ESE | SE | SE | [VA] | |
| 19 | SSW | W | W | NW | NNW | NNE | VNW | WNW | NNW | NNW | WNW | W | W | W | W | W | W | W | NW | NW | NW | NNW | NW | WNW | W |
| 20 | NW | NNW | NE | NE | NNE | NNE | NE | NNE | ENE | E | N | NNW | NNE | ENE | ESE | W | W | W | WNW | NNW | NNW | N | NNW | N | [VA] |
| 21 | N | N | NNE | NNE | NE | NE | E | E | ENE | ENE | E | ESE | WSW | WSW | WSW | W | W | W | W | W | W | ENE | NE | NE | [VA] |
| 22 | NE | ENE | ENE | NE | NE | ENE | ENE | NNE | NE | ENE | ESE | WSW | WSW | WSW | W | W | W | W | W | W | W | ENE | ENE | ENE | [VA] |
| 23 | NE | NE | ENE | E | E | ENE | E | ENE | ENE | E | SE | SW | WSW | WSW | W | W | W | W | WSW | WSW | W | NE | ENE | ENE | [VA] |
| 24 | NE | N | ENE | N | ENE | ENE | ENE | NE | NE | E | E | E | SW | WSW | W | W | WSW | WSW | WNW | NNW | NW | NNE | ENE | N | ENE |
| 25 | NE | E | ENE | ENE | ESE | ESE | E | E | E | ENE | ENE | WSW | WSW | W | W | W | W | W | W | W | W | WNW | E | E | [VA] |
| 26 | ENE | ENE | NW | NNW | NE | N | ENE | ENE | ENE | E | SSE | WSW | WSW | W | W | WSW | WSW | SW | WNW | NNW | NNW | SE | WSW | NNW | [VA] |
| 27 | NNW | N | SE | ENE | NE | E | NE | ENE | ENE | E | SSW | SSW | WSW | WSW | W | WSW | WSW | W | WSW | NNW | NNW | WSW | ENE | ENE | [VA] |
| 28 | ENE | E | NNE | E | ENE | ENE | ENE | ENE | NNE | NNE | NNE | WSW | WSW | WSW | WSW | W | W | WSW | SSW | SW | WSW | SE | E | ENE | [VA] |
| 29 | E | E | E | SE | E | E | ENE | E | NNW | NNE | NW | WNW | W | W | W | W | W | W | W | WNW | NW | NW | NNW | NW | [VA] |
| 30 | N | NNE | NE | ENE | ENE | ENE | ENE | NE | ENE | ENE | E | SSW | WSW | SSW | WSW | W | W | W | W | W | W | NE | NNE | ENE | [VA] |
| 31 | E | E | NNE | ENE | SNE | ENE | E | NNE | E | E | E | E | SE | ENE | ENE | NE | E | ENE | NE | SE | SE | E | NNE | N | E |
| PV | NE | E | ENE | ENE | [VA] | ENE | E | ENE | ENE | E | E | [VA] | [VA] | WSW | W | W | W | W | W | W | [VA] | ENE | ENE | NE | |

OU004 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 71 | 124 | 86 | 65 | 18 | 77 | 107 | 88 | 86 | 94 | 79 | 86 | 142 | 227 | 256 | 258 | 267 | 221 | 192 | 203 | 128 | 80 | 99 | 78 | 5 |
| 2 | 87 | 96 | 100 | 49 | 45 | 69 | 87 | 82 | 95 | 101 | 113 | 129 | 207 | 224 | 242 | 254 | 222 | 220 | 258 | 256 | 239 | 2 | 359 | 192 | [VA] |
| 3 | 257 | 182 | 116 | 35 | 9 | 64 | 66 | 65 | 58 | 58 | 48 | 69 | 19 | 263 | 209 | 215 | 206 | 237 | 263 | 255 | 259 | 311 | 341 | 340 | [VA] |
| 4 | 353 | 9 | 26 | 24 | 48 | 65 | 118 | 83 | 79 | 92 | 95 | 106 | 112 | 130 | 198 | 242 | 280 | 268 | 303 | 318 | 319 | 342 | 354 | 331 | [VA] |
| 5 | 342 | 341 | 338 | 345 | 331 | 320 | 13 | 2 | 66 | 108 | 78 | 76 | 76 | 94 | 195 | 231 | 227 | 253 | 255 | 267 | 355 | 18 | 14 | 56 | [VA] |
| 6 | 83 | 69 | 85 | 25 | 44 | 90 | 79 | 41 | 25 | 25 | 20 | 21 | 348 | 327 | 260 | 259 | 259 | 260 | 258 | 281 | 352 | 58 | 36 | 54 | [VA] |
| 7 | 47 | 76 | 75 | 90 | 82 | 104 | 85 | 73 | 65 | 80 | 87 | 95 | 215 | 239 | 254 | 248 | 255 | 247 | 274 | 112 | 95 | 73 | 72 | 64 | 4 |
| 8 | 55 | 93 | 66 | 64 | 73 | 56 | 71 | 76 | 69 | 52 | 64 | 136 | 343 | 3 | 272 | 243 | 221 | 236 | 48 | 87 | 99 | 97 | 86 | 56 | 4 |
| 9 | 58 | 68 | 89 | 110 | 82 | 78 | 84 | 86 | 91 | 65 | 86 | 90 | 89 | 188 | 214 | 191 | 147 | 91 | 55 | 68 | 83 | 97 | 255 | 251 | 5 |
| 10 | 259 | 269 | 266 | 274 | 280 | 351 | 85 | 54 | 75 | 89 | 112 | 207 | 245 | 247 | 247 | 254 | 260 | 268 | 274 | 286 | 325 | 313 | 344 | 348 | 13 |
| 11 | 119 | 101 | 76 | 71 | 80 | 96 | 59 | 56 | 71 | 77 | 120 | 183 | 260 | 240 | 249 | 256 | 256 | 266 | 264 | 253 | 309 | 55 | 64 | 110 | [VA] |
| 12 | 61 | 97 | 59 | 83 | 37 | 50 | 75 | 63 | 70 | 80 | 89 | 189 | 255 | 244 | 255 | 252 | 278 | 244 | 245 | 285 | 290 | 322 | 315 | 315 | [VA] |
| 13 | 352 | 87 | 49 | 66 | 40 | 14 | 50 | 31 | 12 | 355 | 30 | 39 | 313 | 284 | 270 | 268 | 273 | 271 | 265 | 277 | 294 | 342 | 61 | 56 | [VA] |
| 14 | 42 | 20 | 20 | 72 | 72 | 80 | 55 | 44 | 80 | 93 | 204 | 246 | 253 | 255 | 262 | 259 | 261 | 268 | 260 | 279 | 262 | 276 | 64 | 43 | [VA] |
| 15 | 55 | 29 | 52 | 89 | 99 | 105 | 80 | 79 | 76 | 72 | 84 | 97 | 104 | 103 | 122 | 106 | 90 | 83 | 92 | 83 | 79 | 70 | 51 | 41 | 5 |
| 16 | 14 | 40 | 75 | 75 | 80 | 34 | 48 | 56 | 88 | 70 | 67 | 90 | 143 | 255 | 260 | 268 | 259 | 254 | 240 | 265 | 165 | 86 | 87 | 128 | [VA] |
| 17 | 70 | 58 | 109 | 61 | 80 | 71 | 89 | 84 | 97 | 107 | 113 | 173 | 258 | 260 | 266 | 261 | 263 | 273 | 288 | 359 | 35 | 71 | 109 | 96 | 4 |
| 18 | 64 | 72 | 85 | 34 | 88 | 73 | 29 | 58 | 72 | 86 | 111 | 143 | 152 | 178 | 230 | 220 | 162 | 199 | 263 | 219 | 147 | 117 | 135 | 131 | [VA] |
| 19 | 208 | 271 | 278 | 307 | 335 | 23 | 299 | 288 | 293 | 294 | 285 | 276 | 264 | 270 | 269 | 272 | 277 | 278 | 304 | 326 | 323 | 329 | 319 | 296 | 13 |
| 20 | 314 | 348 | 49 | 56 | 22 | 24 | 34 | 31 | 26 | 7 | 360 | 344 | 17 | 68 | 162 | 264 | 267 | 272 | 285 | 332 | 340 | 353 | 348 | 355 | [VA] |
| 21 | 2 | 10 | 22 | 23 | 47 | 48 | 93 | 80 | 72 | 75 | 84 | 110 | 246 | 250 | 257 | 262 | 265 | 269 | 261 | 259 | 276 | 66 | 55 | 37 | [VA] |
| 22 | 52 | 63 | 61 | 42 | 54 | 68 | 60 | 70 | 33 | 44 | 76 | 161 | 237 | 252 | 265 | 266 | 267 | 267 | 264 | 263 | 264 | 51 | 66 | 64 | [VA] |
| 23 | 54 | 50 | 62 | 82 | 87 | 76 | 88 | 71 | 70 | 81 | 126 | 221 | 255 | 257 | 263 | 263 | 262 | 266 | 250 | 252 | 276 | 72 | 73 | 76 | [VA] |
| 24 | 47 | 2 | 70 | 90 | 62 | 72 | 76 | 37 | 51 | 84 | 81 | 97 | 220 | 255 | 265 | 261 | 268 | 237 | 291 | 282 | 312 | 19 | 72 | 355 | 4 |
| 25 | 52 | 83 | 62 | 70 | 116 | 108 | 100 | 101 | 88 | 62 | 67 | 240 | 246 | 269 | 262 | 262 | 259 | 267 | 262 | 262 | 269 | 289 | 85 | 83 | [VA] |
| 26 | 62 | 59 | 322 | 341 | 45 | 9 | 72 | 75 | 62 | 79 | 159 | 248 | 257 | 263 | 262 | 256 | 252 | 236 | 282 | 296 | 282 | 126 | 257 | 339 | [VA] |
| 27 | 345 | 351 | 144 | 59 | 55 | 79 | 56 | 65 | 70 | 95 | 192 | 204 | 250 | 258 | 267 | 258 | 255 | 261 | 254 | 250 | 250 | 238 | 62 | 61 | [VA] |
| 28 | 61 | 87 | 33 | 80 | 71 | 69 | 69 | 58 | 16 | 16 | 27 | 254 | 255 | 252 | 253 | 263 | 264 | 257 | 207 | 217 | 255 | 124 | 85 | 77 | [VA] |
| 29 | 83 | 91 | 98 | 126 | 92 | 82 | 70 | 94 | 329 | 18 | 313 | 282 | 271 | 269 | 266 | 268 | 272 | 270 | 279 | 297 | 311 | 305 | 328 | 318 | [VA] |
| 30 | 357 | 28 | 54 | 67 | 58 | 57 | 61 | 50 | 57 | 71 | 87 | 200 | 254 | 205 | 255 | 264 | 266 | 262 | 260 | 264 | 48 | 16 | 72 | [VA] | |
| 31 | 79 | 84 | 20 | 57 | 74 | 76 | 80 | 78 | 92 | 97 | 100 | 93 | 127 | 76 | 77 | 34 | 92 | 57 | 47 | 127 | 142 | 100 | 32 | 2 | 5 |
| FV | 3 | 5 | 4 | 4 | [VA] | 4 | 5 | 4 | 4 | 5 | 5 | [VA] | [VA] | 12 | 13 | 13 | 13 | 13 | 13 | 13 | [VA] | 4 | 4 | 3 | |

OU001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT SPEED [61103]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1.1 | 0.7 | 1.3 | 0.4 | 0.5 | 0.7 | 1.2 | 0.9 | 1.2 | 1.8 | 1.8 | 1.3 | 1.9 | 2.6 | 4.9 | 4.1 | 2.3 | 1.7 | 1.4 | 0.9 | 1.5 | 1.8 | 3.0 | 2.2 | 1.7 | 4.9 |
| 2 | 2.8 | 2.9 | 2.9 | 0.9 | 1.0 | 2.3 | 1.4 | 2.1 | 2.3 | 3.3 | 3.2 | 2.6 | 2.3 | 3.1 | 4.8 | 5.7 | 3.7 | 3.2 | 3.3 | 2.1 | 0.7 | 0.2 | 0.2 | 0.4 | 2.4 | 5.7 |
| 3 | 1.1 | 0.8 | 0.7 | 0.7 | 1.2 | 1.1 | 1.9 | 1.3 | 1.5 | 1.9 | 2.2 | 2.1 | 0.7 | 1.4 | 3.3 | 3.3 | 3.2 | 2.9 | 4.1 | 4.2 | 3.4 | 1.8 | 1.9 | 2.2 | 2.0 | 4.2 |
| 4 | 1.5 | 1.5 | 0.3 | 0.7 | 0.6 | 0.3 | 1.1 | 0.9 | 1.6 | 2.3 | 2.4 | 2.8 | 3.0 | 3.2 | 3.6 | 3.9 | 2.0 | 4.9 | 3.9 | 2.0 | 2.7 | 3.1 | 4.3 | 3.0 | 2.3 | 4.9 |
| 5 | 4.6 | 4.4 | 4.3 | 4.4 | 3.7 | 4.7 | 2.5 | 2.7 | 2.0 | 1.5 | 1.8 | 2.4 | 2.6 | 0.7 | 0.8 | 1.7 | 2.8 | 4.1 | 3.8 | 2.1 | 2.2 | 1.9 | 1.8 | 1.1 | 2.7 | 4.7 |
| 6 | 0.9 | 1.0 | 0.9 | 1.2 | 0.3 | 0.3 | 1.5 | 0.8 | 1.0 | 2.4 | 2.4 | 1.7 | 0.7 | 1.2 | 3.4 | 3.5 | 4.3 | 4.6 | 3.7 | 2.1 | 0.4 | 0.6 | 1.5 | 1.3 | 1.7 | 4.6 |
| 7 | 0.3 | 1.3 | 1.1 | 0.5 | 1.1 | 0.8 | 1.1 | 1.0 | 1.3 | 1.3 | 1.7 | 1.5 | 0.7 | 2.0 | 3.7 | 2.5 | 3.5 | 3.0 | 0.8 | 2.0 | 2.1 | 2.5 | 1.9 | 2.0 | 1.7 | 3.7 |
| 8 | 1.7 | 1.0 | 1.3 | 1.7 | 1.4 | 2.7 | 2.1 | 1.9 | 1.9 | 2.5 | 1.3 | 0.1 | 0.8 | 0.9 | 1.4 | 2.6 | 1.5 | 1.5 | 0.7 | 1.2 | 2.1 | 2.1 | 2.0 | 1.1 | 1.5 | 2.7 |
| 9 | 2.3 | 1.7 | 1.4 | 1.2 | 1.5 | 2.1 | 2.5 | 2.6 | 3.1 | 4.4 | 4.2 | 3.9 | 2.4 | 2.4 | 4.7 | 2.9 | 2.1 | 3.0 | 2.0 | 1.8 | 2.2 | 1.8 | 3.7 | 4.4 | 2.7 | 4.7 |
| 10 | 3.7 | 3.5 | 4.4 | 4.2 | 2.6 | 0.9 | 0.5 | 0.7 | 1.2 | 2.0 | 1.5 | 2.4 | 2.9 | 3.2 | 2.7 | 4.0 | 3.9 | 4.0 | 3.8 | 3.0 | 1.3 | 0.2 | 1.5 | 1.4 | 2.5 | 4.4 |
| 11 | 0.5 | 1.1 | 0.9 | 1.5 | 1.2 | 1.3 | 1.9 | 1.8 | 2.1 | 1.7 | 2.1 | 1.3 | 3.5 | 3.4 | 3.4 | 3.3 | 3.3 | 3.0 | 3.3 | 2.8 | 1.1 | 0.3 | 0.6 | 1.0 | 1.9 | 3.5 |
| 12 | 1.2 | 0.5 | 1.4 | 0.9 | 0.8 | 1.2 | 1.2 | 1.2 | 1.6 | 2.2 | 2.1 | 0.9 | 1.8 | 3.0 | 2.6 | 3.4 | 1.7 | 2.5 | 3.1 | 3.1 | 2.3 | 1.7 | 1.1 | 1.6 | 1.8 | 3.4 |
| 13 | 0.7 | 0.9 | 1.9 | 2.5 | 0.8 | 1.8 | 1.6 | 1.3 | 1.9 | 1.9 | 0.6 | 0.7 | 1.7 | 5.0 | 3.9 | 3.2 | 5.5 | 4.6 | 4.3 | 2.7 | 1.7 | 1.1 | 0.8 | 1.0 | 2.2 | 5.5 |
| 14 | 0.6 | 1.2 | 0.8 | 1.0 | 0.8 | 0.9 | 1.3 | 1.3 | 1.9 | 1.5 | 1.0 | 2.5 | 3.4 | 3.4 | 3.7 | 3.9 | 3.7 | 3.7 | 3.0 | 1.0 | 2.5 | 1.6 | 1.8 | 1.5 | 2.0 | 3.9 |
| 15 | 1.0 | 0.6 | 1.2 | 1.0 | 0.8 | 1.3 | 1.9 | 1.7 | 1.8 | 2.1 | 2.0 | 1.9 | 1.9 | 1.9 | 1.8 | 2.1 | 1.9 | 2.3 | 2.7 | 2.7 | 2.3 | 2.0 | 1.2 | 1.3 | 1.7 | 2.7 |
| 16 | 0.7 | 0.6 | 0.6 | 0.8 | 0.8 | 0.6 | 0.5 | 0.6 | 1.7 | 1.8 | 1.0 | 1.2 | 0.2 | 2.6 | 4.8 | 4.2 | 3.9 | 2.3 | 1.9 | 1.4 | 1.2 | 1.4 | 1.6 | 1.4 | 1.6 | 4.8 |
| 17 | 1.1 | 1.8 | 1.1 | 0.7 | 0.8 | 0.8 | 0.9 | 0.8 | 1.5 | 1.7 | 1.6 | 1.0 | 4.0 | 3.9 | 3.8 | 3.7 | 3.2 | 2.3 | 1.5 | 1.4 | 0.8 | 1.0 | 2.1 | 2.0 | 1.8 | 4.0 |
| 18 | 1.9 | 2.0 | 1.6 | 1.6 | 0.8 | 0.8 | 1.2 | 1.6 | 1.5 | 2.6 | 2.4 | 1.5 | 1.8 | 1.8 | 3.5 | 3.1 | 2.7 | 2.3 | 6.1 | 2.4 | 1.7 | 3.0 | 2.6 | 2.5 | 2.2 | 6.1 |
| 19 | 3.4 | 4.4 | 4.8 | 2.5 | 0.9 | 0.9 | 2.4 | 4.3 | 3.6 | 3.7 | 4.8 | 4.7 | 6.0 | 8.0 | 8.3 | 8.1 | 7.1 | 5.2 | 2.5 | 2.1 | 1.8 | 1.8 | 1.1 | 1.2 | 3.8 | 8.3 |
| 20 | 1.5 | 1.1 | 1.6 | 1.9 | 1.3 | 1.5 | 1.2 | 0.9 | 1.4 | 1.6 | 1.0 | 1.1 | 0.7 | 1.1 | 0.8 | 5.0 | 5.1 | 4.5 | 4.0 | 1.8 | 1.7 | 1.7 | 2.5 | 3.2 | 2.0 | 5.1 |
| 21 | 3.3 | 2.0 | 1.7 | 2.0 | 1.1 | 1.4 | 0.1 | 0.7 | 1.4 | 1.4 | 1.7 | 0.7 | 2.1 | 3.1 | 3.5 | 4.6 | 4.4 | 4.3 | 3.9 | 3.2 | 1.3 | 1.2 | 1.2 | 1.1 | 2.1 | 4.6 |
| 22 | 0.8 | 1.1 | 1.4 | 1.7 | 1.7 | 1.7 | 1.3 | 1.4 | 1.2 | 1.8 | 1.3 | 1.0 | 2.2 | 4.0 | 4.1 | 4.0 | 4.3 | 4.1 | 4.2 | 3.4 | 2.5 | 0.7 | 1.2 | 1.6 | 2.2 | 4.3 |
| 23 | 1.7 | 1.6 | 1.4 | 1.3 | 1.0 | 1.4 | 1.2 | 1.5 | 1.9 | 1.9 | 0.4 | 1.4 | 3.0 | 4.6 | 4.9 | 5.0 | 5.4 | 5.6 | 3.9 | 2.8 | 2.3 | 0.9 | 1.5 | 1.5 | 2.4 | 5.6 |
| 24 | 1.6 | 0.5 | 1.1 | 0.8 | 0.5 | 0.6 | 0.9 | 0.7 | 1.7 | 1.0 | 1.7 | 1.7 | 1.9 | 5.0 | 3.9 | 4.1 | 3.4 | 2.0 | 1.0 | 0.8 | 0.6 | 0.3 | 0.5 | 0.3 | 1.5 | 5.0 |
| 25 | 0.5 | 0.7 | 0.6 | 0.5 | 0.4 | 0.8 | 0.8 | 0.8 | 1.0 | 1.4 | 0.3 | 0.7 | 3.3 | 4.2 | 4.7 | 4.3 | 4.2 | 3.6 | 3.0 | 3.2 | 3.1 | 0.6 | 0.9 | 0.8 | 1.9 | 4.7 |
| 26 | 1.4 | 0.5 | 0.7 | 0.6 | 0.4 | 0.2 | 0.9 | 0.9 | 1.8 | 1.8 | 0.4 | 3.1 | 4.7 | 4.3 | 4.3 | 3.8 | 2.4 | 0.7 | 1.2 | 0.8 | 1.4 | 0.3 | 0.2 | 0.9 | 1.6 | 4.7 |
| 27 | 1.9 | 0.4 | 0.3 | 1.3 | 0.9 | 1.1 | 1.4 | 0.6 | 1.1 | 0.9 | 0.6 | 1.7 | 2.7 | 5.1 | 3.9 | 4.0 | 3.8 | 3.4 | 2.9 | 2.2 | 3.5 | 1.7 | 0.8 | 1.5 | 2.0 | 5.1 |
| 28 | 1.9 | 1.3 | 0.3 | 1.1 | 1.2 | 2.1 | 1.7 | 1.8 | 1.2 | 1.7 | 1.5 | 0.9 | 1.6 | 2.5 | 3.7 | 5.0 | 5.1 | 3.0 | 0.9 | 1.0 | 2.2 | 1.1 | 1.4 | 1.3 | 1.9 | 5.1 |
| 29 | 1.8 | 2.2 | 3.0 | 2.5 | 2.2 | 3.0 | 2.5 | 2.7 | 3.2 | 1.8 | 2.3 | 5.9 | 8.8 | 9.2 | 9.1 | 9.8 | 8.0 | 7.3 | 5.5 | 3.0 | 1.6 | 1.4 | 1.7 | 2.7 | 4.2 | 9.8 |
| 30 | 1.4 | 1.0 | 2.1 | 1.3 | 1.8 | 2.0 | 1.8 | 2.1 | 2.7 | 2.1 | 0.8 | 0.7 | 3.2 | 1.2 | 3.9 | 3.8 | 4.1 | 3.6 | 3.3 | 2.4 | 1.3 | 0.7 | 0.4 | 1.5 | 2.0 | 4.1 |
| 31 | 2.3 | 2.6 | 0.4 | 1.4 | 1.6 | 1.2 | 1.9 | 2.1 | 2.7 | 3.2 | 3.7 | 2.9 | 1.8 | 1.6 | 1.7 | 1.1 | 0.8 | 0.9 | 0.9 | 1.8 | 1.9 | 1.0 | 1.0 | 1.3 | 1.7 | 3.7 |
| AV | 1.6 | 1.5 | 1.5 | 1.4 | 1.2 | 1.4 | 1.4 | 1.5 | 1.8 | 2.0 | 1.8 | 1.9 | 2.5 | 3.2 | 3.8 | 4.0 | 3.7 | 3.4 | 2.9 | 2.2 | 1.9 | 1.3 | 1.5 | 1.6 | 2.1 | |
| SD | 1.0 | 1.1 | 1.2 | 1.0 | 0.7 | 0.9 | 0.6 | 0.8 | 0.7 | 0.8 | 1.1 | 1.3 | 1.7 | 1.9 | 1.7 | 1.7 | 1.6 | 1.4 | 1.4 | 0.9 | 0.8 | 0.8 | 0.9 | 0.8 | | |
| PK | 4.6 | 4.4 | 4.8 | 4.4 | 3.7 | 4.7 | 2.5 | 4.3 | 3.6 | 4.4 | 4.8 | 5.9 | 8.8 | 9.2 | 9.1 | 9.8 | 8.0 | 7.3 | 6.1 | 4.2 | 3.5 | 2.1 | 4.3 | 4.4 | | 9.8 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ENE | ESE | E | ENE | NE | E | ESE | E | E | E | E | E | SE | WSW | WSW | WSW | W | SW | S | SSW | SE | E | E | E | [VA] |
| 2 | E | E | E | ENE | NE | ENE | E | E | E | ESE | ESE | SE | SSW | SW | WSW | WSW | SW | SW | WSW | WSW | W | NW | NNW | NNW | [VA] |
| 3 | WSW | S | ESE | NE | N | ENE | ENE | ENE | ENE | ENE | NE | ENE | NNE | WSW | SSW | SW | SSW | WSW | W | WSW | W | NW | NNW | NNW | [VA] |
| 4 | N | N | NNE | NNE | NE | ENE | ESE | E | E | E | E | ESE | ESE | SE | SSW | WSW | WNW | W | WNW | NW | NW | NNW | N | NNW | [VA] |
| 5 | NNW | NNW | NNW | NNW | NNW | NW | N | W | ENE | ESE | ENE | E | ENE | E | S | WSW | SW | WSW | WSW | WSW | N | NNE | NNE | NE | [VA] |
| 6 | E | ENE | E | NNE | NNE | E | ENE | NE | NNE | NNE | NNE | NNE | NNW | NW | WSW | W | W | W | W | W | N | ENE | NE | NE | [VA] |
| 7 | ENE | ENE | ENE | E | ENE | E | ENE | ENE | ENE | E | E | E | SSW | WSW | WSW | WSW | WSW | WSW | WSW | ESE | E | ENE | ENE | ENE | ENE |
| 8 | NE | E | ENE | ENE | ENE | ENE | ENE | ENE | ENE | NE | ENE | ESE | NNW | N | W | WSW | SW | WSW | NE | E | E | E | E | ENE | ENE |
| 9 | ENE | ENE | E | ESE | E | ENE | E | E | E | ENE | E | E | E | SSW | SW | S | SE | E | NE | ENE | E | E | WSW | WSW | E |
| 10 | W | W | W | W | W | NNW | E | NE | ENE | E | ESE | SSW | WSW | WSW | WSW | WSW | W | W | W | WNW | NW | WNW | NNW | NNW | W |
| 11 | SE | ESE | ENE | ENE | E | E | ENE | ENE | ENE | ENE | ESE | SSW | W | WSW | WSW | WSW | WSW | W | W | WSW | W | NE | ENE | ESE | [VA] |
| 12 | ENE | E | ENE | E | NE | NE | ENE | ENE | ENE | E | E | S | WSW | WSW | WSW | WSW | N | WSW | WSW | WNW | WNW | NW | NW | NW | [VA] |
| 13 | N | E | NE | ENE | NE | NNE | NE | NNE | N | N | NNE | NE | WNW | WNW | W | W | W | W | W | W | WNW | NNW | ENE | ENE | [VA] |
| 14 | NE | NNE | NNE | ENE | ENE | ENE | ENE | NE | E | E | SSW | WSW | WSW | WSW | W | W | W | W | W | W | N | WSW | ENE | NE | [VA] |
| 15 | NE | NE | NE | E | E | ESE | E | E | ENE | ENE | E | E | ESE | ESE | ESE | ESE | E | E | E | E | E | ENE | NE | NE | [VA] |
| 16 | NNE | NE | E | ENE | E | NE | ENE | ENE | E | ENE | E | E | ESE | WSW | W | W | W | WSW | WSW | W | SSE | E | E | SE | E |
| 17 | ENE | NE | E | ENE | E | ENE | ESE | E | E | ESE | ESE | S | WSW | W | W | W | W | W | WNW | N | NNE | ENE | SSE | E | [VA] |
| 18 | ENE | ENE | E | NE | NE | ENE | NNE | ENE | ENE | E | ESE | SE | SSE | SSW | SW | SW | SSE | SSW | W | SW | SE | ESE | SE | SE | [VA] |
| 19 | SW | W | W | WNW | NNW | NNW | WNW | WNW | WNW | WNW | W | W | W | W | W | W | W | W | WNW | NW | NW | NNW | NW | WNW | W |
| 20 | NW | NNW | NE | ENE | NNE | NNE | NE | NE | NNE | N | N | NNW | NNE | ENE | SW | W | N | W | WNW | NNW | NNW | N | NNW | N | NNW |
| 21 | N | N | NNE | NNE | NE | NE | NE | E | ENE | ENE | E | ESE | WSW | WSW | WSW | W | W | W | W | W | W | ENE | ENE | NE | [VA] |
| 22 | NE | ENE | ENE | NE | NE | ENE | ENE | ENE | NE | NE | ENE | ESE | WSW | WSW | W | W | W | W | W | W | W | NE | ENE | ENE | [VA] |
| 23 | NE | NE | ENE | E | E | ENE | E | ENE | ENE | E | ESE | SW | WSW | WSW | W | W | W | W | WSW | WSW | W | ENE | ENE | ENE | [VA] |
| 24 | NE | N | ENE | E | ENE | E | ENE | NE | NE | E | E | E | SW | WSW | W | W | W | WSW | WNW | W | WNW | NNE | ENE | N | E |
| 25 | NE | E | ENE | E | ESE | ESE | E | E | E | ENE | E | SW | WSW | W | W | W | W | W | W | W | W | NNW | E | ENE | [VA] |
| 26 | NNE | ENE | NW | NNW | SE | NE | E | ENE | ENE | ENE | ESE | WSW | WSW | W | W | WSW | WSW | WSW | NNW | W | W | SE | WSW | NNW | [VA] |
| 27 | NNW | N | ESE | ENE | NE | E | ENE | ENE | ENE | E | SSW | SSW | WSW | WSW | W | W | WSW | W | WSW | WSW | WSW | WSW | ENE | ENE | [VA] |
| 28 | ENE | E | ENE | ENE | ENE | ENE | ENE | ENE | NNE | NNE | NNE | WSW | WSW | WSW | WSW | W | W | WSW | SW | SW | WSW | SE | E | E | [VA] |
| 29 | E | E | E | SE | E | E | E | E | NW | NNE | N | W | W | W | W | W | W | W | W | WNW | NW | WNW | NNW | NW | [VA] |
| 30 | N | NE | NE | ENE | ENE | ENE | ENE | NE | ENE | ENE | E | SSW | WSW | SW | WSW | W | W | W | W | W | WSW | ENE | NE | ENE | [VA] |
| 31 | E | E | NE | ENE | ENE | ENE | E | E | E | E | E | E | SE | ENE | ENE | NNE | E | NE | NE | SE | SE | E | NE | N | E |
| PV | ENE | E | ENE | ENE | NE | ENE | ENE | ENE | ENE | E | E | [VA] | [VA] | WSW | W | W | W | W | W | W | [VA] | ENE | ENE | ENE | |

CU004 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [51104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 69 | 118 | 86 | 67 | 37 | 84 | 109 | 87 | 89 | 94 | 79 | 86 | 145 | 239 | 256 | 258 | 264 | 223 | 191 | 205 | 125 | 86 | 100 | 81 | [VA] |
| 2 | 87 | 96 | 101 | 68 | 48 | 69 | 87 | 82 | 95 | 102 | 114 | 130 | 202 | 223 | 244 | 255 | 222 | 222 | 258 | 256 | 252 | 356 | 336 | 173 | [VA] |
| 3 | 254 | 184 | 115 | 38 | 9 | 39 | 67 | 67 | 60 | 58 | 50 | 69 | 20 | 253 | 208 | 214 | 205 | 239 | 263 | 255 | 260 | 305 | 341 | 340 | [VA] |
| 4 | 353 | 10 | 12 | 15 | 51 | 72 | 117 | 87 | 79 | 91 | 96 | 107 | 113 | 131 | 205 | 243 | 287 | 269 | 297 | 317 | 319 | 341 | 353 | 332 | [VA] |
| 5 | 342 | 342 | 339 | 346 | 331 | 318 | 11 | 356 | 64 | 107 | 78 | 79 | 78 | 99 | 179 | 239 | 227 | 253 | 255 | 257 | 355 | 16 | 13 | 52 | [VA] |
| 6 | 84 | 67 | 97 | 25 | 28 | 92 | 74 | 45 | 27 | 24 | 20 | 21 | 346 | 321 | 256 | 259 | 259 | 260 | 259 | 275 | 353 | 67 | 37 | 52 | [VA] |
| 7 | 57 | 75 | 70 | 88 | 76 | 101 | 77 | 71 | 65 | 81 | 87 | 91 | 204 | 244 | 253 | 248 | 255 | 248 | 254 | 115 | 97 | 73 | 72 | 64 | 4 |
| 8 | 55 | 87 | 64 | 62 | 71 | 57 | 70 | 76 | 63 | 52 | 62 | 104 | 339 | 359 | 261 | 244 | 223 | 239 | 54 | 92 | 100 | 97 | 89 | 59 | 4 |
| 9 | 58 | 68 | 88 | 108 | 80 | 78 | 84 | 86 | 90 | 65 | 86 | 89 | 94 | 211 | 215 | 191 | 143 | 99 | 56 | 70 | 82 | 98 | 256 | 252 | 5 |
| 10 | 260 | 267 | 267 | 273 | 275 | 337 | 80 | 55 | 74 | 91 | 117 | 206 | 245 | 247 | 248 | 253 | 259 | 267 | 272 | 284 | 320 | 300 | 345 | 348 | 13 |
| 11 | 128 | 102 | 78 | 70 | 79 | 95 | 58 | 50 | 71 | 78 | 117 | 193 | 260 | 242 | 249 | 257 | 257 | 266 | 264 | 253 | 280 | 46 | 70 | 110 | [VA] |
| 12 | 67 | 90 | 59 | 81 | 39 | 50 | 74 | 67 | 73 | 80 | 88 | 185 | 254 | 244 | 256 | 252 | 275 | 243 | 245 | 284 | 283 | 321 | 315 | 315 | [VA] |
| 13 | 355 | 90 | 51 | 66 | 51 | 16 | 50 | 30 | 10 | 355 | 32 | 53 | 298 | 284 | 270 | 268 | 273 | 271 | 266 | 272 | 290 | 339 | 64 | 58 | [VA] |
| 14 | 48 | 14 | 32 | 70 | 73 | 78 | 57 | 47 | 80 | 94 | 203 | 250 | 254 | 255 | 262 | 259 | 261 | 269 | 261 | 268 | 263 | 256 | 65 | 45 | [VA] |
| 15 | 56 | 34 | 33 | 87 | 101 | 106 | 80 | 81 | 76 | 72 | 85 | 97 | 106 | 105 | 123 | 108 | 91 | 85 | 92 | 84 | 80 | 71 | 54 | 41 | [VA] |
| 16 | 15 | 45 | 82 | 61 | 95 | 49 | 65 | 60 | 90 | 73 | 82 | 91 | 112 | 257 | 260 | 268 | 259 | 255 | 243 | 265 | 161 | 81 | 90 | 128 | 5 |
| 17 | 68 | 56 | 97 | 66 | 79 | 77 | 102 | 94 | 97 | 108 | 118 | 174 | 258 | 260 | 266 | 261 | 262 | 271 | 284 | 358 | 32 | 76 | 114 | 101 | [VA] |
| 18 | 64 | 71 | 84 | 34 | 51 | 66 | 19 | 60 | 74 | 90 | 112 | 144 | 148 | 197 | 230 | 220 | 160 | 199 | 263 | 235 | 146 | 117 | 136 | 131 | [VA] |
| 19 | 223 | 265 | 277 | 299 | 333 | 345 | 294 | 286 | 291 | 291 | 284 | 274 | 263 | 269 | 269 | 272 | 277 | 277 | 302 | 326 | 323 | 329 | 323 | 297 | 13 |
| 20 | 312 | 345 | 52 | 57 | 21 | 21 | 34 | 37 | 30 | 6 | 357 | 340 | 19 | 66 | 218 | 264 | 267 | 272 | 284 | 331 | 343 | 352 | 348 | 354 | 16 |
| 21 | 1 | 6 | 21 | 21 | 47 | 48 | 36 | 85 | 73 | 73 | 86 | 119 | 253 | 251 | 257 | 262 | 265 | 269 | 261 | 260 | 269 | 65 | 57 | 43 | [VA] |
| 22 | 50 | 59 | 58 | 42 | 53 | 66 | 62 | 69 | 35 | 46 | 74 | 161 | 243 | 252 | 264 | 265 | 266 | 267 | 266 | 264 | 264 | 51 | 65 | 64 | [VA] |
| 23 | 55 | 49 | 64 | 82 | 83 | 74 | 90 | 75 | 69 | 82 | 120 | 234 | 255 | 257 | 263 | 263 | 263 | 267 | 251 | 253 | 262 | 69 | 73 | 76 | [VA] |
| 24 | 46 | 15 | 67 | 87 | 62 | 83 | 73 | 47 | 52 | 84 | 81 | 96 | 233 | 255 | 266 | 261 | 259 | 237 | 284 | 276 | 303 | 18 | 75 | 9 | 5 |
| 25 | 55 | 68 | 71 | 79 | 120 | 103 | 97 | 94 | 87 | 64 | 85 | 229 | 248 | 268 | 262 | 262 | 259 | 267 | 261 | 263 | 267 | 264 | 86 | 75 | [VA] |
| 26 | 62 | 68 | 319 | 336 | 51 | 39 | 80 | 77 | 63 | 78 | 159 | 251 | 257 | 262 | 262 | 256 | 253 | 238 | 282 | 274 | 273 | 144 | 252 | 341 | [VA] |
| 27 | 344 | 353 | 115 | 57 | 54 | 82 | 59 | 63 | 73 | 89 | 197 | 205 | 251 | 258 | 267 | 259 | 256 | 262 | 254 | 253 | 253 | 245 | 60 | 63 | [VA] |
| 28 | 61 | 86 | 62 | 78 | 71 | 72 | 71 | 59 | 20 | 19 | 26 | 256 | 255 | 252 | 254 | 263 | 264 | 258 | 223 | 216 | 258 | 125 | 86 | 80 | [VA] |
| 29 | 83 | 91 | 98 | 125 | 93 | 81 | 79 | 101 | 325 | 19 | 278 | 281 | 271 | 269 | 266 | 268 | 272 | 270 | 277 | 285 | 311 | 301 | 329 | 318 | [VA] |
| 30 | 354 | 37 | 54 | 63 | 57 | 57 | 61 | 51 | 58 | 71 | 82 | 197 | 254 | 218 | 257 | 264 | 267 | 266 | 262 | 262 | 258 | 57 | 34 | 73 | [VA] |
| 31 | 81 | 81 | 35 | 60 | 72 | 75 | 81 | 79 | 93 | 96 | 100 | 94 | 130 | 75 | 78 | 32 | 93 | 55 | 49 | 128 | 143 | 96 | 35 | 3 | 5 |
| PV | 4 | 5 | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | [VA] | [VA] | 12 | 13 | 13 | 13 | 13 | 13 | 13 | [VA] | 4 | 4 | 4 | |

CU001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA STABILITY [61191]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 6 | 6 | 4 | 6 | 6 | 6 | 4 | 6 | 3 | 3 | 2 | 1 | 1 | 2 | 4 | 4 | 5 | 5 | 6 | 6 | 6 | 6 | 4 | 6 | 1 |
| 2 | 4 | 4 | 4 | 6 | 6 | 5 | 5 | 4 | 3 | 4 | 3 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 1 |
| 3 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 6 | 3 | 3 | 3 | 2 | 1 | 1 | 2 | 2 | 4 | 4 | 5 | 4 | 6 | 5 | 4 | 4 | 1 |
| 4 | 5 | 4 | 6 | 6 | 6 | 6 | 5 | 6 | 3 | 3 | 2 | 3 | 3 | 2 | 3 | 3 | 6 | 4 | 4 | 6 | 4 | 5 | 4 | 4 | 1 |
| 5 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 5 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 4 | 5 | 4 | 6 | 5 | 6 | 6 | 6 | 1 |
| 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 3 | 3 | 1 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 5 | 6 | 1 |
| 7 | 6 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 2 | 1 | 1 | 1 | 1 | 4 | 3 | 5 | 4 | 6 | 6 | 6 | 4 | 4 | 4 | 1 |
| 8 | 5 | 6 | 5 | 6 | 6 | 4 | 5 | 5 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 4 | 6 | 6 | 6 | 6 | 5 | 6 | 6 | 6 | 1 |
| 9 | 4 | 5 | 5 | 5 | 5 | 4 | 4 | 4 | 4 | 3 | 4 | 5 | 2 | 3 | 5 | 6 | 5 | 6 | 6 | 6 | 6 | 4 | 4 | 1 | 1 |
| 10 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 2 | 2 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 5 | 5 | 1 | 1 |
| 11 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 3 | 4 | 2 | 1 | 1 | 3 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 1 |
| 12 | 6 | 6 | 5 | 5 | 6 | 6 | 5 | 6 | 6 | 3 | 2 | 1 | 1 | 4 | 2 | 4 | 6 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 1 |
| 13 | 6 | 6 | 6 | 4 | 6 | 6 | 6 | 6 | 2 | 2 | 1 | 1 | 1 | 4 | 3 | 2 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 5 | 1 |
| 14 | 6 | 6 | 6 | 6 | 6 | 5 | 6 | 6 | 2 | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 5 | 5 | 1 |
| 15 | 6 | 6 | 5 | 6 | 6 | 6 | 5 | 6 | 5 | 3 | 1 | 3 | 5 | 6 | 6 | 6 | 5 | 5 | 4 | 4 | 5 | 5 | 6 | 5 | 1 |
| 16 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 1 |
| 17 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 1 |
| 18 | 5 | 6 | 5 | 5 | 6 | 6 | 6 | 5 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 5 | 6 | 4 | 5 | 6 | 6 | 6 | 6 | 1 |
| 19 | 4 | 4 | 4 | 6 | 6 | 6 | 5 | 4 | 3 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 6 | 6 | 6 | 1 |
| 20 | 5 | 6 | 5 | 4 | 6 | 6 | 5 | 6 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | 4 | 1 |
| 21 | 4 | 6 | 5 | 5 | 6 | 4 | 6 | 6 | 2 | 1 | 1 | 2 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 5 | 5 | 6 | 1 |
| 22 | 6 | 6 | 6 | 5 | 4 | 4 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 4 | 4 | 1 |
| 23 | 4 | 5 | 5 | 4 | 6 | 5 | 5 | 5 | 4 | 3 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 5 | 5 | 1 |
| 24 | 5 | 6 | 5 | 6 | 6 | 6 | 6 | 6 | 2 | 1 | 1 | 1 | 1 | 4 | 3 | 4 | 3 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 |
| 25 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 2 | 1 | 1 | 1 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 1 |
| 26 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 2 | 1 | 3 | 3 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 |
| 27 | 4 | 5 | 6 | 5 | 6 | 6 | 5 | 6 | 2 | 1 | 1 | 1 | 2 | 4 | 3 | 4 | 4 | 4 | 4 | 6 | 4 | 6 | 6 | 6 | 1 |
| 28 | 4 | 5 | 6 | 5 | 4 | 5 | 6 | 5 | 2 | 1 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 5 | 5 | 1 |
| 29 | 4 | 4 | 4 | 4 | 5 | 4 | 6 | 4 | 4 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 5 | 4 | 1 |
| 30 | 6 | 6 | 6 | 6 | 5 | 4 | 5 | 4 | 3 | 1 | 1 | 1 | 3 | 1 | 3 | 3 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 5 | 1 |
| 31 | 4 | 4 | 6 | 5 | 6 | 5 | 5 | 5 | 4 | 3 | 3 | 2 | 1 | 6 | 1 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 |
| AV | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |

CU001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE [62101]

DEGREES CENTIGRADE
LEVEL HEIGHT : 9 METERS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 17.4 | 16.7 | 16.4 | 15.9 | 15.3 | 14.7 | 14.7 | 15.2 | 17.2 | 19.8 | 21.8 | 23.2 | 23.0 | 20.8 | 20.3 | 20.6 | 20.5 | 19.9 | 19.1 | 18.7 | 17.9 | 17.9 | 17.1 | 16.3 | 18.4 | 23.2 |
| 2 | 16.3 | 15.9 | 15.6 | 15.5 | 15.9 | 16.3 | 16.5 | 16.7 | 17.6 | 18.5 | 19.0 | 19.1 | 19.2 | 18.5 | 17.7 | 17.8 | 17.4 | 17.1 | 17.1 | 17.1 | 17.0 | 16.8 | 16.0 | 15.0 | 17.1 | 19.2 |
| 3 | 14.8 | 14.8 | 15.0 | 14.7 | 14.8 | 14.5 | 14.7 | 14.5 | 14.9 | 14.9 | 16.4 | 17.3 | 17.5 | 17.6 | 18.1 | 17.9 | 17.3 | 16.6 | 16.4 | 16.4 | 15.9 | 15.1 | 14.7 | 14.4 | 15.8 | 18.1 |
| 4 | 13.9 | 14.2 | 13.9 | 12.9 | 12.0 | 11.7 | 11.5 | 11.9 | 12.4 | 13.3 | 11.6 | 14.1 | 14.7 | 14.0 | 14.0 | 15.6 | 15.9 | 15.1 | 14.0 | 13.4 | 13.6 | 13.5 | 12.9 | 13.0 | 13.5 | 15.9 |
| 5 | 12.9 | 12.8 | 12.6 | 12.4 | 12.9 | 12.3 | 12.0 | 10.1 | 10.7 | 12.9 | 14.4 | 15.5 | 16.3 | 17.0 | 17.5 | 17.3 | 16.6 | 16.4 | 16.8 | 15.5 | 14.6 | 13.9 | 12.9 | 11.7 | 14.1 | 17.5 |
| 6 | 10.9 | 10.2 | 10.6 | 10.1 | 9.5 | 9.3 | 9.1 | 10.4 | 12.9 | 14.4 | 15.7 | 16.9 | 18.0 | 18.0 | 17.3 | 16.6 | 16.6 | 16.5 | 16.9 | 16.5 | 15.5 | 14.7 | 13.9 | 13.3 | 13.9 | 18.0 |
| 7 | 12.1 | 11.6 | 10.9 | 10.7 | 10.4 | 10.5 | 10.6 | 11.1 | 12.3 | 14.2 | 16.2 | 17.4 | 17.8 | 17.1 | 17.0 | 17.0 | 16.7 | 17.0 | 16.8 | 16.4 | 16.1 | 15.3 | 14.9 | 14.5 | 14.4 | 17.8 |
| 8 | 14.1 | 14.0 | 13.9 | 13.8 | 13.9 | 13.9 | 14.1 | 14.0 | 15.0 | 15.8 | 17.2 | 18.1 | 18.9 | 19.3 | 19.1 | 18.5 | 18.3 | 18.2 | 18.2 | 17.9 | 17.5 | 17.0 | 16.9 | 16.4 | 16.4 | 19.3 |
| 9 | 16.0 | 15.9 | 15.9 | 15.8 | 15.8 | 15.7 | 15.5 | 15.6 | 14.5 | 14.7 | 16.1 | 16.8 | 16.0 | 17.1 | 16.2 | 17.1 | 15.2 | 14.8 | 15.1 | 15.1 | 15.1 | 15.3 | 16.0 | 17.3 | 15.8 | 18.2 |
| 10 | 17.2 | 16.8 | 16.0 | 15.9 | 16.2 | 15.9 | 15.5 | 15.3 | 16.0 | 16.6 | 16.9 | 16.8 | 17.5 | 17.6 | 17.8 | 17.4 | 17.3 | 17.1 | 17.3 | 17.3 | 16.8 | 16.5 | 16.6 | 16.3 | 16.7 | 17.8 |
| 11 | 16.3 | 16.0 | 15.8 | 15.3 | 15.1 | 14.6 | 14.1 | 14.5 | 15.4 | 16.4 | 17.6 | 18.2 | 18.1 | 18.2 | 18.2 | 17.9 | 17.4 | 17.1 | 17.0 | 16.9 | 16.8 | 16.8 | 16.1 | 15.5 | 16.5 | 18.2 |
| 12 | 14.8 | 14.3 | 14.1 | 13.9 | 14.2 | 14.3 | 13.7 | 13.7 | 14.2 | 15.5 | 16.9 | 17.4 | 17.5 | 17.4 | 17.4 | 17.2 | 17.1 | 17.0 | 16.8 | 17.5 | 17.4 | 17.2 | 17.2 | 17.0 | 16.0 | 17.5 |
| 13 | 16.3 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 16.4 | 17.5 | 18.4 | 19.0 | 18.2 | 18.0 | 17.9 | 17.5 | 17.1 | 17.0 | 17.1 | 16.7 | 15.2 | 15.4 | 14.8 | 17.1 | 19.0 |
| 14 | 14.4 | 14.0 | 13.8 | 12.7 | 12.3 | 12.3 | 12.5 | 12.9 | 13.9 | 15.5 | 16.6 | 17.3 | 17.5 | 17.6 | 17.6 | 17.1 | 16.8 | 16.6 | 16.7 | 16.7 | 16.8 | 16.6 | 15.7 | 15.3 | 15.4 | 17.6 |
| 15 | 14.8 | 14.9 | 14.8 | 14.8 | 14.8 | 14.8 | 14.8 | 14.0 | 14.2 | 14.4 | 15.5 | 15.7 | 15.4 | 15.6 | 15.8 | 16.1 | 16.2 | 16.2 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 15.2 | 16.2 |
| 16 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.1 | 18.9 | 19.7 | 20.8 | 20.5 | 19.2 | 19.0 | 18.4 | 18.2 | 18.1 | [QD] | [QD] | [QD] | [QD] | [QD] | 19.1 | 20.8 |
| 17 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.2 | 18.6 | 18.9 | 18.2 | 18.1 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.6 | 19.6 |
| 18 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 17.7 | 18.6 | 19.3 | 19.0 | 18.1 | 18.1 | 18.0 | 17.8 | 17.1 | 17.0 | 16.7 | 16.3 | 16.2 | 16.5 | 17.6 | 19.3 |
| 19 | 15.9 | 15.7 | 16.4 | 15.8 | 15.3 | 15.0 | 15.5 | 15.6 | 15.8 | 15.9 | 16.3 | 16.7 | 16.9 | 16.9 | 16.8 | 17.1 | 16.8 | 16.6 | 16.3 | 15.8 | 15.4 | 15.4 | 15.0 | 15.0 | 16.0 | 17.1 |
| 20 | 14.7 | 14.1 | 12.9 | 12.1 | 12.2 | 12.5 | 12.7 | 12.7 | 13.1 | 14.2 | 14.9 | 15.6 | 16.2 | 17.0 | 17.4 | 16.5 | 16.2 | 15.8 | 16.2 | 15.7 | 15.2 | 14.9 | 14.7 | 14.2 | 14.7 | 17.4 |
| 21 | 13.8 | 13.4 | 13.0 | 12.7 | 11.8 | 11.7 | 11.2 | 11.7 | 12.8 | 14.7 | 16.2 | 17.6 | 18.1 | 18.4 | 18.3 | 17.7 | 17.0 | 16.6 | 16.6 | 16.8 | 16.8 | 15.3 | 14.7 | 14.1 | 15.8 | 18.4 |
| 22 | 13.3 | 13.0 | 12.6 | 13.0 | 12.9 | 12.4 | 12.0 | 12.0 | 14.0 | 16.1 | 17.5 | 18.9 | 19.6 | 19.1 | 18.6 | 18.2 | 17.6 | 17.0 | 17.0 | 16.9 | 17.1 | 16.5 | 15.3 | 14.5 | 15.6 | 19.6 |
| 23 | 14.0 | 13.9 | 13.1 | 11.9 | 11.6 | 11.9 | 11.9 | 12.1 | 13.6 | 15.6 | 17.9 | 19.1 | 19.6 | 19.1 | 18.6 | 17.9 | 17.6 | 17.4 | 17.1 | 17.3 | 17.5 | 16.9 | 15.6 | 15.1 | 15.7 | 19.6 |
| 24 | 14.4 | 14.1 | 13.6 | 12.6 | 12.5 | 12.0 | 11.8 | 12.2 | 13.6 | 15.5 | 17.1 | 18.5 | 19.4 | 19.4 | 18.7 | 18.1 | 17.6 | 17.3 | 17.4 | 17.3 | 17.1 | 16.1 | 15.6 | 15.0 | 15.7 | 19.4 |
| 25 | 14.2 | 13.5 | 13.1 | 12.3 | 12.2 | 12.0 | 12.1 | 12.2 | 13.8 | 16.8 | 19.0 | 21.0 | 21.2 | 20.3 | 19.6 | 19.4 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 15.8 | 21.2 |
| 26 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 14.6 | 17.4 | 19.2 | 19.7 | 19.9 | 19.2 | 19.6 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.4 | 19.7 |
| 27 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 17.0 | 18.2 | 19.2 | 19.8 | 19.3 | 19.1 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.8 | 19.8 |
| 28 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 19.7 | 19.8 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 19.8 | 19.8 |
| 29 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 16.4 | 17.6 | 17.9 | 18.0 | 17.9 | 17.8 | 17.5 | 17.0 | 17.2 | 16.9 | 16.5 | 16.4 | 16.1 | 16.1 | 17.1 | 18.0 |
| 30 | 15.1 | 14.1 | 13.4 | 12.7 | 12.3 | 11.7 | 11.8 | 12.3 | 13.6 | 15.3 | 16.9 | 17.9 | 17.9 | 18.6 | 18.6 | 17.9 | 17.4 | 17.0 | 16.8 | 16.8 | 16.7 | 16.0 | 15.7 | 14.8 | 15.5 | 18.6 |
| 31 | 14.0 | 13.8 | 14.1 | 14.4 | 14.2 | 14.4 | 14.6 | 14.6 | 15.2 | 15.8 | 16.5 | 16.8 | 15.5 | 19.4 | 15.7 | 16.0 | 16.1 | 16.0 | 15.7 | 15.3 | 14.7 | 14.3 | 14.0 | 13.3 | 15.2 | 19.4 |
| AV | 14.7 | 14.2 | 14.0 | 13.6 | 13.4 | 13.2 | 13.2 | 13.3 | 14.2 | 15.8 | 17.0 | 18.0 | 18.3 | 18.2 | 17.9 | 17.6 | 17.2 | 16.9 | 16.8 | 16.6 | 16.3 | 15.9 | 15.4 | 15.0 | 16.3 | |
| SD | 1.5 | 1.5 | 1.6 | 1.7 | 1.8 | 1.8 | 1.9 | 1.8 | 1.6 | 1.6 | 1.8 | 1.8 | 1.8 | 1.4 | 1.3 | 1.1 | 1.0 | 1.0 | 1.0 | 1.1 | 1.1 | 1.1 | 1.2 | 1.3 | | |
| PK | 17.4 | 16.8 | 16.4 | 15.9 | 16.2 | 16.3 | 16.5 | 16.7 | 17.6 | 19.8 | 21.8 | 23.2 | 23.0 | 20.8 | 20.3 | 20.6 | 20.5 | 19.9 | 19.1 | 18.7 | 17.9 | 17.9 | 17.2 | 17.3 | | 23.2 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SOLAR RADIATION [63301]

WATTS PER SQUARE METER

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 212 | 369 | 478 | 532 | 508 | 436 | 318 | 168 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 532 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 204 | 345 | 280 | 261 | 453 | 344 | 259 | 222 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 453 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 73 | 185 | 358 | 208 | 200 | 414 | 386 | 177 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 414 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 98 | 102 | 110 | 259 | 131 | 73 | 89 | 78 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 259 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 225 | 391 | 513 | 574 | 571 | 515 | 385 | 213 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 574 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 221 | 314 | 476 | 483 | 566 | 515 | 402 | 158 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 566 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 215 | 380 | 489 | 498 | 446 | 419 | 273 | 181 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 498 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 198 | 188 | 322 | 349 | 282 | 247 | 135 | 59 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 349 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 25 | 126 | 170 | 120 | 47 | 168 | 219 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 170 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 114 | 148 | 138 | 274 | 475 | 485 | 374 | 188 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 485 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 174 | 272 | 460 | 521 | 522 | 496 | 368 | 203 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 522 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 61 | 298 | 361 | 189 | 121 | 184 | 124 | 52 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 361 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 106 | 301 | 456 | 566 | 464 | 472 | 370 | 220 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 566 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 188 | 338 | 346 | 451 | 532 | 399 | 343 | 141 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 532 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 42 | 72 | 98 | 81 | 47 | 33 | 60 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 98 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 199 | 297 | 298 | 498 | 512 | 426 | 332 | 199 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 512 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 183 | 346 | 451 | 510 | 518 | 465 | 357 | 194 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 518 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 84 | 296 | 464 | 492 | 521 | 477 | 353 | 114 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 521 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 160 | 313 | 493 | 565 | 559 | 560 | 391 | 251 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 565 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 129 | 183 | 251 | 444 | 443 | 520 | 426 | 222 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 520 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 214 | 372 | 488 | 554 | 535 | 514 | 414 | 253 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 554 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 219 | 380 | 491 | 550 | 562 | 525 | 419 | 254 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 562 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 199 | 367 | 482 | 438 | 565 | 517 | 365 | 194 | 69 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 565 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 216 | 379 | 497 | 564 | 554 | 501 | 418 | 261 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 564 |
| 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 233 | 384 | 510 | 579 | 595 | 547 | 437 | 264 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 595 |
| 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 197 | 364 | 453 | 505 | 533 | 424 | 351 | 196 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 533 |
| 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 193 | 351 | 339 | 439 | 575 | 532 | 418 | 259 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 575 |
| 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 102 | 154 | 309 | 376 | 557 | 478 | 376 | 276 | 120 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 557 |
| 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 43 | 79 | 330 | 629 | 626 | 584 | 455 | 289 | 111 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 629 |
| 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 244 | 411 | 527 | 590 | 608 | 552 | 446 | 274 | 120 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 608 |
| 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 57 | 114 | 168 | 174 | 82 | 58 | 150 | 54 | 51 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 174 |
| AV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 156 | 278 | 374 | 428 | 442 | 415 | 326 | 183 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 68 | 108 | 132 | 155 | 181 | 156 | 116 | 79 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 244 | 411 | 527 | 629 | 626 | 584 | 455 | 289 | 120 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | | 629 |

00000 [Program: EDMS_MONTHSUM

Version: LC;15-OCT-93]

SIGMA WS [70012]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 25 | 43 | 12 | 52 | 39 | 34 | 12 | 21 | 14 | 13 | 19 | 36 | 22 | 33 | 10 | 10 | 19 | 16 | 19 | 37 | 22 | 16 | 11 | 19 | 23 | 52 |
| 2 | 14 | 10 | 9 | 35 | 31 | 15 | 13 | 10 | 18 | 12 | 16 | 22 | 37 | 18 | 16 | 10 | 18 | 22 | 14 | 23 | 44 | 71 | 68 | 60 | 25 | 71 |
| 3 | 36 | 45 | 23 | 37 | 19 | 21 | 16 | 29 | 16 | 13 | 16 | 20 | 58 | 41 | 18 | 17 | 16 | 20 | 10 | 5 | 11 | 32 | 14 | 9 | 23 | 58 |
| 4 | 13 | 12 | 62 | 50 | 25 | 47 | 12 | 25 | 17 | 13 | 19 | 13 | 17 | 24 | 27 | 21 | 31 | 15 | 27 | 21 | 15 | 23 | 18 | 16 | 23 | 62 |
| 5 | 13 | 14 | 15 | 14 | 17 | 15 | 26 | 24 | 25 | 19 | 20 | 23 | 21 | 60 | 51 | 34 | 16 | 7 | 15 | 37 | 15 | 17 | 22 | 41 | 23 | 60 |
| 6 | 39 | 19 | 33 | 34 | 61 | 52 | 17 | 37 | 24 | 14 | 14 | 28 | 54 | 36 | 19 | 16 | 10 | 7 | 13 | 22 | 51 | 46 | 14 | 15 | 28 | 61 |
| 7 | 58 | 10 | 19 | 36 | 20 | 33 | 31 | 23 | 23 | 21 | 30 | 39 | 50 | 24 | 12 | 13 | 7 | 9 | 39 | 14 | 18 | 17 | 12 | 12 | 24 | 58 |
| 8 | 14 | 22 | 14 | 21 | 19 | 12 | 15 | 13 | 12 | 15 | 40 | 77 | 54 | 36 | 34 | 12 | 26 | 23 | 39 | 24 | 15 | 19 | 17 | 18 | 25 | 77 |
| 9 | 10 | 13 | 14 | 16 | 13 | 12 | 13 | 11 | 14 | 11 | 14 | 12 | 37 | 37 | 17 | 21 | 29 | 30 | 36 | 27 | 18 | 35 | 23 | 9 | 20 | 37 |
| 10 | 16 | 17 | 15 | 11 | 23 | 49 | 34 | 35 | 19 | 21 | 40 | 34 | 15 | 13 | 14 | 9 | 13 | 11 | 14 | 18 | 25 | 70 | 15 | 16 | 24 | 70 |
| 11 | 58 | 21 | 38 | 21 | 20 | 18 | 13 | 15 | 11 | 20 | 27 | 44 | 13 | 20 | 19 | 18 | 7 | 11 | 12 | 9 | 42 | 59 | 37 | 33 | 25 | 59 |
| 12 | 26 | 39 | 13 | 15 | 26 | 18 | 16 | 22 | 18 | 16 | 19 | 44 | 19 | 10 | 19 | 9 | 27 | 14 | 13 | 19 | 29 | 19 | 25 | 17 | 21 | 44 |
| 13 | 48 | 30 | 28 | 16 | 53 | 28 | 20 | 23 | 19 | 18 | 47 | 48 | 39 | 12 | 14 | 18 | 9 | 10 | 12 | 21 | 29 | 31 | 32 | 16 | 26 | 53 |
| 14 | 26 | 20 | 41 | 20 | 23 | 16 | 18 | 14 | 23 | 28 | 44 | 25 | 17 | 15 | 14 | 10 | 8 | 15 | 11 | 35 | 23 | 39 | 16 | 17 | 22 | 44 |
| 15 | 29 | 36 | 13 | 28 | 20 | 20 | 16 | 17 | 15 | 16 | 23 | 15 | 16 | 20 | 19 | 19 | 13 | 14 | 11 | 12 | 14 | 15 | 25 | 14 | 18 | 36 |
| 16 | 44 | 51 | 53 | 46 | 45 | 53 | 58 | 40 | 25 | 24 | 44 | 37 | 75 | 39 | 8 | 10 | 8 | 15 | 22 | 38 | 31 | 28 | 25 | 23 | 35 | 75 |
| 17 | 23 | 19 | 33 | 31 | 37 | 37 | 37 | 29 | 20 | 19 | 29 | 38 | 10 | 10 | 12 | 11 | 12 | 16 | 34 | 17 | 33 | 39 | 27 | 28 | 25 | 39 |
| 18 | 16 | 20 | 15 | 16 | 46 | 30 | 38 | 15 | 21 | 21 | 23 | 31 | 36 | 54 | 23 | 18 | 29 | 29 | 9 | 38 | 27 | 18 | 17 | 14 | 25 | 54 |
| 19 | 41 | 14 | 10 | 25 | 38 | 60 | 18 | 12 | 17 | 17 | 15 | 16 | 13 | 10 | 9 | 9 | 9 | 11 | 17 | 13 | 16 | 17 | 20 | 24 | 19 | 60 |
| 20 | 16 | 37 | 14 | 11 | 18 | 17 | 14 | 44 | 32 | 15 | 36 | 45 | 57 | 49 | 63 | 11 | 10 | 12 | 15 | 23 | 19 | 17 | 15 | 15 | 25 | 63 |
| 21 | 15 | 20 | 15 | 14 | 25 | 11 | 72 | 42 | 17 | 23 | 25 | 56 | 25 | 13 | 11 | 10 | 10 | 12 | 8 | 11 | 40 | 15 | 16 | 26 | 22 | 72 |
| 22 | 39 | 31 | 18 | 16 | 12 | 12 | 15 | 16 | 24 | 24 | 35 | 45 | 26 | 10 | 11 | 11 | 10 | 10 | 13 | 12 | 19 | 54 | 8 | 8 | 20 | 54 |
| 23 | 11 | 13 | 12 | 8 | 18 | 16 | 15 | 19 | 12 | 16 | 62 | 37 | 16 | 9 | 10 | 8 | 8 | 10 | 9 | 17 | 28 | 35 | 19 | 14 | 18 | 62 |
| 24 | 15 | 41 | 16 | 17 | 37 | 49 | 24 | 36 | 20 | 39 | 30 | 35 | 37 | 10 | 15 | 9 | 14 | 16 | 32 | 24 | 44 | 52 | 49 | 46 | 29 | 52 |
| 25 | 44 | 34 | 27 | 42 | 40 | 29 | 26 | 28 | 17 | 27 | 63 | 52 | 12 | 17 | 9 | 9 | 7 | 9 | 10 | 9 | 17 | 55 | 25 | 31 | 27 | 63 |
| 26 | 10 | 19 | 22 | 25 | 33 | 57 | 21 | 17 | 14 | 23 | 67 | 17 | 13 | 12 | 12 | 10 | 15 | 49 | 25 | 44 | 29 | 62 | 72 | 27 | 29 | 72 |
| 27 | 11 | 42 | 70 | 13 | 26 | 26 | 22 | 43 | 22 | 33 | 49 | 24 | 18 | 10 | 15 | 8 | 11 | 14 | 13 | 20 | 15 | 27 | 40 | 19 | 25 | 70 |
| 28 | 9 | 14 | 41 | 16 | 12 | 17 | 23 | 16 | 22 | 23 | 22 | 48 | 28 | 18 | 12 | 9 | 8 | 15 | 49 | 31 | 20 | 35 | 17 | 16 | 22 | 49 |
| 29 | 9 | 12 | 12 | 16 | 14 | 13 | 30 | 47 | 34 | 26 | 46 | 12 | 10 | 9 | 9 | 8 | 10 | 8 | 12 | 29 | 27 | 29 | 17 | 13 | 19 | 47 |
| 30 | 41 | 51 | 18 | 21 | 14 | 12 | 12 | 12 | 13 | 21 | 47 | 56 | 15 | 41 | 14 | 13 | 13 | 11 | 10 | 19 | 38 | 41 | 60 | 16 | 25 | 60 |
| 31 | 9 | 13 | 56 | 15 | 19 | 13 | 13 | 14 | 14 | 14 | 13 | 23 | 23 | 28 | 24 | 27 | 38 | 42 | 32 | 17 | 27 | 47 | 19 | 17 | 23 | 56 |
| AV | 25 | 25 | 25 | 24 | 27 | 27 | 24 | 24 | 19 | 20 | 32 | 34 | 28 | 24 | 18 | 14 | 15 | 16 | 19 | 22 | 26 | 35 | 26 | 21 | 24 | |
| SD | 15 | 13 | 17 | 12 | 13 | 16 | 15 | 11 | 5 | 6 | 16 | 16 | 17 | 15 | 12 | 6 | 8 | 10 | 11 | 10 | 11 | 17 | 16 | 11 | | |
| PK | 58 | 51 | 70 | 52 | 61 | 60 | 72 | 47 | 34 | 39 | 67 | 77 | 75 | 60 | 63 | 34 | 38 | 49 | 49 | 44 | 51 | 71 | 72 | 60 | | 77 |

00000 [Program: EDMS_MONTHSUM

Version: LC;15-OCT-93]

DELTA T STABILITY CLASS [88025]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 2 | 4 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 | 1 |
| 2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 1 |
| 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 3 | 2 | 1 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 1 |
| 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 5 | 4 | 4 | 5 | 5 | 4 | 4 | 4 | 1 |
| 5 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 3 | 1 | 1 | 2 | 2 | 1 | 1 | 3 | 5 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 1 |
| 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 1 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 1 |
| 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 1 |
| 8 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 1 |
| 9 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 6 | 5 | 6 | 6 | 6 | 6 | 4 | 4 | 1 |
| 10 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 3 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 1 |
| 11 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 2 | 1 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 1 |
| 12 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 3 | 2 | 2 | 2 | 3 | 3 | 4 | 5 | 5 | 4 | 4 | 5 | 5 | 5 | 5 | 1 |
| 13 | 6 | 5 | 5 | 4 | 4 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 3 | 2 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 1 |
| 14 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 1 |
| 15 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 3 | 3 | 2 | 6 | 6 | 6 | 6 | 6 | 6 | 4 | 5 | 5 | 5 | 5 | 5 | 1 |
| 16 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 3 | 3 | 5 | 6 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 1 |
| 17 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 1 |
| 18 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 2 | 3 | 2 | 1 | 2 | 2 | 2 | 3 | 5 | 6 | 4 | 4 | 6 | 5 | 6 | 6 | 1 |
| 19 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 4 | 3 | 3 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 1 |
| 20 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 1 |
| 21 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 1 |
| 22 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 1 |
| 23 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 2 | 2 | 2 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 1 |
| 24 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 2 | 2 | 3 | 2 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 1 |
| 25 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 1 |
| 26 | 2 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 5 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 1 |
| 27 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 2 | 1 | 2 | 3 | 2 | 3 | 3 | 5 | 2 | 2 | 1 | 2 | 2 | 2 | 1 |
| 28 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 4 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 4 | 4 | 5 | 2 | 2 | 2 | 2 | 1 | 2 | 1 |
| 29 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 1 |
| 30 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 1 |
| 31 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 2 | 5 | 2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 1 |
| AV | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |

00001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

BATTERY VOLTAGE [99034]

VOLTS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | |
| 2 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | |
| 3 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 | |
| 4 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | |
| 5 | 13.9 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.9 |
| 6 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 7 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.9 | 13.8 | 14.0 |
| 8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.7 | 13.8 |
| 10 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 |
| 11 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 |
| 12 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 |
| 13 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 |
| 14 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 |
| 15 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.7 | 13.8 |
| 16 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 |
| 17 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 |
| 18 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 |
| 19 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.6 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 |
| 20 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 |
| 21 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 22 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 |
| 23 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.8 | 13.9 |
| 24 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 |
| 25 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 13.9 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.6 | 13.6 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.8 |
| 26 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 14.0 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.6 | 13.6 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 14.0 |
| 27 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 14.0 |
| 28 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 29 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 30 | 13.8 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.7 | 13.7 | 13.7 | 13.6 | 13.6 | 13.7 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 |
| 31 | 13.8 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 45.5 | 15.1 |
| AV | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.7 | 13.8 | 13.8 | 14.8 | 13.8 |
| SD | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 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 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 5.7 | |
| PK | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 13.9 | 14.0 | 14.0 | 14.0 | 13.9 | 13.9 | 13.9 | 13.9 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | 13.9 | 13.9 | 45.5 | | | 45.5 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA (CALCULATE) [99090]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 27 | 49 | 12 | 72 | 60 | 40 | 12 | 21 | 15 | 13 | 18 | 34 | 24 | 43 | 10 | 10 | 18 | 16 | 21 | 47 | 24 | 18 | 12 | 19 | 26 | 72 |
| 2 | 14 | 10 | 9 | 43 | 34 | 16 | 14 | 10 | 17 | 12 | 17 | 24 | 37 | 19 | 17 | 11 | 18 | 20 | 14 | 22 | 54 | 92 | 87 | 78 | 29 | 92 |
| 3 | 44 | 49 | 24 | 41 | 19 | 23 | 15 | 28 | 17 | 14 | 16 | 21 | 79 | 53 | 19 | 18 | 17 | 20 | 10 | 5 | 10 | 31 | 14 | 9 | 25 | 79 |
| 4 | 14 | 12 | 87 | 61 | 25 | 59 | 15 | 25 | 15 | 14 | 20 | 13 | 17 | 26 | 33 | 20 | 43 | 16 | 32 | 21 | 16 | 24 | 20 | 16 | 27 | 87 |
| 5 | 14 | 14 | 15 | 15 | 17 | 16 | 27 | 26 | 25 | 21 | 22 | 24 | 24 | 81 | 67 | 36 | 16 | 7 | 14 | 45 | 15 | 18 | 23 | 43 | 26 | 81 |
| 6 | 52 | 21 | 42 | 41 | 83 | 69 | 24 | 45 | 32 | 14 | 14 | 27 | 63 | 38 | 23 | 17 | 10 | 8 | 12 | 23 | 43 | 44 | 15 | 18 | 32 | 83 |
| 7 | 83 | 11 | 22 | 40 | 21 | 44 | 41 | 29 | 26 | 20 | 30 | 42 | 70 | 29 | 13 | 13 | 7 | 9 | 78 | 21 | 18 | 17 | 12 | 12 | 29 | 83 |
| 8 | 16 | 23 | 15 | 24 | 22 | 12 | 16 | 14 | 13 | 16 | 45 | 90 | 75 | 43 | 50 | 12 | 29 | 24 | 59 | 27 | 15 | 18 | 19 | 19 | 29 | 90 |
| 9 | 11 | 15 | 15 | 16 | 14 | 12 | 13 | 11 | 14 | 11 | 14 | 12 | 47 | 61 | 18 | 25 | 32 | 45 | 37 | 29 | 20 | 37 | 33 | 9 | 23 | 61 |
| 10 | 17 | 18 | 16 | 11 | 24 | 49 | 56 | 52 | 20 | 19 | 38 | 37 | 16 | 13 | 14 | 10 | 14 | 12 | 14 | 17 | 28 | 79 | 16 | 17 | 25 | 79 |
| 11 | 70 | 21 | 38 | 21 | 21 | 18 | 17 | 16 | 11 | 20 | 31 | 51 | 13 | 21 | 20 | 17 | 8 | 11 | 12 | 10 | 58 | 78 | 59 | 34 | 28 | 78 |
| 12 | 40 | 47 | 15 | 17 | 28 | 19 | 17 | 22 | 23 | 16 | 21 | 46 | 23 | 11 | 19 | 9 | 30 | 16 | 14 | 19 | 31 | 19 | 28 | 18 | 23 | 47 |
| 13 | 70 | 35 | 25 | 16 | 63 | 29 | 20 | 23 | 20 | 20 | 53 | 61 | 48 | 12 | 14 | 18 | 9 | 10 | 11 | 22 | 29 | 27 | 32 | 15 | 28 | 70 |
| 14 | 36 | 22 | 55 | 23 | 31 | 15 | 19 | 19 | 22 | 30 | 48 | 32 | 17 | 15 | 13 | 10 | 8 | 13 | 11 | 46 | 23 | 63 | 15 | 16 | 25 | 63 |
| 15 | 64 | 43 | 14 | 29 | 25 | 19 | 15 | 18 | 16 | 17 | 23 | 15 | 17 | 20 | 19 | 19 | 13 | 14 | 11 | 13 | 14 | 15 | 26 | 15 | 21 | 64 |
| 16 | 47 | 53 | 65 | 55 | 48 | 53 | 85 | 53 | 25 | 28 | 55 | 41 | 95 | 64 | 8 | 10 | 8 | 17 | 22 | 48 | 35 | 30 | 25 | 25 | 41 | 95 |
| 17 | 23 | 19 | 38 | 53 | 43 | 35 | 37 | 32 | 20 | 19 | 36 | 47 | 11 | 10 | 13 | 11 | 12 | 16 | 35 | 18 | 36 | 41 | 28 | 29 | 28 | 53 |
| 18 | 16 | 19 | 15 | 17 | 51 | 31 | 42 | 16 | 22 | 24 | 24 | 39 | 46 | 57 | 23 | 19 | 32 | 31 | 9 | 44 | 29 | 18 | 18 | 15 | 27 | 57 |
| 19 | 46 | 17 | 11 | 26 | 51 | 70 | 19 | 12 | 18 | 18 | 15 | 18 | 14 | 10 | 9 | 9 | 9 | 11 | 17 | 14 | 16 | 18 | 26 | 23 | 21 | 70 |
| 20 | 16 | 39 | 15 | 12 | 20 | 19 | 15 | 38 | 29 | 16 | 37 | 48 | 72 | 54 | 77 | 11 | 10 | 12 | 15 | 23 | 23 | 18 | 16 | 15 | 27 | 77 |
| 21 | 16 | 20 | 15 | 15 | 48 | 11 | 89 | 44 | 18 | 23 | 28 | 67 | 36 | 14 | 12 | 10 | 10 | 12 | 8 | 10 | 67 | 16 | 16 | 29 | 26 | 89 |
| 22 | 40 | 50 | 19 | 16 | 12 | 12 | 16 | 16 | 25 | 25 | 40 | 55 | 30 | 10 | 11 | 12 | 10 | 9 | 12 | 12 | 18 | 56 | 8 | 8 | 22 | 58 |
| 23 | 11 | 14 | 14 | 9 | 20 | 17 | 16 | 15 | 12 | 16 | 72 | 51 | 15 | 9 | 10 | 9 | 8 | 10 | 10 | 16 | 47 | 37 | 17 | 14 | 19 | 72 |
| 24 | 15 | 54 | 16 | 26 | 55 | 61 | 31 | 45 | 22 | 44 | 29 | 39 | 48 | 10 | 14 | 10 | 13 | 18 | 33 | 28 | 58 | 44 | 54 | 61 | 35 | 61 |
| 25 | 54 | 41 | 42 | 65 | 68 | 38 | 34 | 34 | 18 | 29 | 73 | 71 | 13 | 18 | 9 | 9 | 7 | 8 | 11 | 8 | 17 | 63 | 25 | 32 | 33 | 73 |
| 26 | 10 | 26 | 20 | 25 | 41 | 78 | 33 | 20 | 15 | 22 | 79 | 17 | 13 | 12 | 12 | 10 | 14 | 51 | 26 | 48 | 29 | 84 | 91 | 31 | 34 | 91 |
| 27 | 12 | 54 | 89 | 15 | 39 | 23 | 17 | 50 | 21 | 37 | 52 | 27 | 19 | 10 | 16 | 9 | 11 | 13 | 12 | 20 | 17 | 29 | 49 | 21 | 27 | 89 |
| 28 | 10 | 16 | 53 | 17 | 12 | 15 | 20 | 17 | 22 | 23 | 24 | 62 | 43 | 19 | 12 | 9 | 8 | 14 | 51 | 36 | 20 | 41 | 17 | 16 | 24 | 62 |
| 29 | 9 | 12 | 12 | 16 | 14 | 13 | 47 | 60 | 36 | 28 | 86 | 13 | 10 | 10 | 10 | 8 | 11 | 8 | 13 | 33 | 26 | 28 | 16 | 14 | 22 | 86 |
| 30 | 47 | 59 | 19 | 24 | 14 | 12 | 13 | 12 | 15 | 23 | 62 | 72 | 15 | 64 | 18 | 14 | 12 | 12 | 10 | 18 | 64 | 54 | 72 | 17 | 31 | 72 |
| 31 | 9 | 15 | 73 | 16 | 27 | 14 | 14 | 14 | 14 | 14 | 14 | 22 | 25 | 30 | 23 | 28 | 56 | 44 | 46 | 18 | 31 | 52 | 21 | 20 | 27 | 73 |
| AV | 31 | 29 | 30 | 28 | 34 | 31 | 27 | 27 | 20 | 21 | 37 | 39 | 35 | 29 | 20 | 14 | 16 | 17 | 22 | 24 | 30 | 39 | 25 | 23 | 27 | |
| SD | 22 | 16 | 23 | 17 | 19 | 21 | 20 | 14 | 6 | 7 | 21 | 20 | 24 | 21 | 16 | 6 | 12 | 11 | 17 | 13 | 16 | 23 | 22 | 15 | | |
| PK | 83 | 59 | 89 | 72 | 83 | 78 | 89 | 60 | 36 | 44 | 86 | 90 | 95 | 81 | 77 | 36 | 56 | 51 | 78 | 48 | 67 | 92 | 91 | 78 | | 95 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE 2M HEIGHT [99144]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 16.2 | 16.2 | 15.3 | 14.2 | 13.3 | 13.6 | 13.8 | 14.3 | 16.8 | 19.9 | 21.9 | 23.3 | 23.2 | 21.2 | 20.5 | 20.3 | 19.6 | 19.2 | 18.1 | 17.9 | 17.1 | 17.2 | 16.5 | 15.7 | 17.7 | 23.3 |
| 2 | 15.8 | 15.2 | 14.9 | 15.2 | 15.6 | 15.8 | 15.9 | 16.4 | 17.4 | 18.5 | 19.1 | 19.1 | 19.5 | 18.8 | 18.0 | 17.7 | 16.9 | 16.4 | 16.3 | 16.7 | 16.7 | 16.7 | 15.7 | 14.8 | 16.8 | 19.5 |
| 3 | 14.0 | 14.2 | 14.3 | 14.3 | 14.3 | 14.3 | 14.4 | 14.4 | 14.7 | 15.6 | 16.7 | 17.6 | 17.7 | 17.9 | 18.3 | 17.8 | 16.5 | 15.7 | 15.0 | 14.6 | 15.3 | 14.7 | 14.5 | 13.9 | 15.4 | 18.3 |
| 4 | 13.2 | 12.7 | 13.3 | 11.8 | 10.5 | 10.7 | 11.0 | 11.7 | 12.3 | 12.3 | 11.8 | 13.8 | 14.4 | 13.7 | 13.8 | 15.5 | 15.4 | 14.8 | 13.7 | 13.1 | 13.3 | 13.2 | 12.6 | 12.7 | 13.0 | 15.5 |
| 5 | 12.6 | 12.5 | 12.3 | 12.0 | 12.6 | 11.9 | 11.7 | 9.7 | 10.8 | 13.1 | 14.7 | 15.9 | 16.6 | 17.2 | 17.6 | 16.9 | 15.1 | 15.0 | 15.3 | 15.0 | 14.1 | 13.2 | 11.8 | 10.5 | 13.7 | 17.6 |
| 6 | 9.4 | 9.1 | 9.5 | 8.1 | 7.5 | 8.0 | 8.2 | 9.6 | 12.9 | 14.6 | 16.1 | 17.2 | 18.4 | 18.3 | 17.4 | 15.9 | 15.4 | 14.9 | 15.9 | 15.4 | 14.9 | 14.2 | 13.1 | 11.5 | 13.1 | 18.4 |
| 7 | 11.2 | 10.4 | 9.7 | 9.6 | 8.7 | 9.6 | 9.4 | 10.5 | 12.2 | 14.4 | 16.4 | 17.7 | 18.0 | 17.4 | 17.1 | 16.7 | 15.4 | 16.1 | 15.9 | 15.6 | 15.7 | 14.8 | 14.5 | 14.2 | 13.8 | 18.0 |
| 8 | 13.6 | 13.7 | 13.6 | 13.6 | 13.8 | 13.6 | 13.7 | 13.6 | 15.0 | 15.8 | 17.3 | 18.3 | 19.1 | 19.5 | 19.0 | 18.1 | 17.9 | 17.5 | 18.0 | 17.3 | 16.8 | 16.5 | 16.4 | 16.2 | 16.2 | 19.5 |
| 9 | 15.9 | 15.6 | 15.7 | 15.4 | 15.5 | 15.5 | 15.3 | 15.4 | 14.6 | 15.1 | 16.2 | 16.9 | 16.0 | 17.4 | 18.1 | 16.0 | 15.2 | 15.0 | 15.4 | 15.4 | 15.5 | 15.4 | 16.6 | 16.8 | 15.6 | 18.1 |
| 10 | 16.9 | 16.5 | 15.7 | 15.7 | 16.0 | 15.7 | 15.0 | 15.1 | 16.1 | 16.7 | 17.1 | 17.1 | 18.0 | 18.1 | 18.2 | 17.5 | 16.8 | 16.6 | 16.9 | 16.9 | 16.4 | 15.9 | 16.3 | 16.1 | 16.6 | 18.2 |
| 11 | 15.8 | 15.5 | 15.5 | 15.1 | 14.8 | 14.1 | 14.0 | 14.4 | 15.5 | 16.6 | 17.9 | 18.6 | 18.6 | 18.7 | 18.5 | 17.9 | 16.7 | 16.1 | 16.2 | 15.6 | 16.1 | 16.3 | 15.2 | 14.9 | 16.2 | 18.7 |
| 12 | 14.9 | 13.5 | 13.9 | 13.6 | 14.1 | 14.1 | 13.4 | 13.7 | 14.3 | 15.7 | 17.1 | 17.5 | 17.6 | 17.5 | 17.4 | 17.1 | 16.9 | 16.7 | 16.5 | 17.3 | 17.2 | 17.1 | 16.9 | 16.8 | 15.8 | 17.6 |
| 13 | 16.3 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 17.0 | 18.0 | 18.9 | 19.4 | 18.7 | 18.4 | 18.0 | 17.1 | 16.6 | 16.2 | 16.2 | 16.4 | 15.8 | 14.6 | 14.1 | 17.0 | 19.4 |
| 14 | 13.5 | 13.4 | 12.3 | 11.9 | 11.5 | 11.5 | 12.8 | 12.3 | 14.0 | 15.7 | 16.9 | 17.8 | 18.1 | 17.9 | 17.9 | 17.0 | 16.2 | 15.8 | 15.6 | 16.1 | 15.9 | 15.9 | 15.4 | 15.0 | 15.0 | 18.1 |
| 15 | 14.5 | 14.8 | 14.7 | 14.6 | 14.7 | 14.6 | 14.7 | 14.5 | 15.0 | 15.0 | 15.6 | 16.2 | 16.0 | 16.3 | 16.5 | 17.0 | 17.0 | 16.9 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 15.5 | 17.0 |
| 16 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.8 | 19.4 | 20.2 | 21.3 | 21.0 | 19.9 | 19.4 | 18.8 | 18.6 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 19.6 | 21.3 |
| 17 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 19.1 | 20.3 | 20.5 | 20.1 | 20.0 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 20.0 | 20.5 |
| 18 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.5 | 19.3 | 20.0 | 19.7 | 18.8 | 18.6 | 18.2 | 18.0 | 17.6 | 16.7 | 16.9 | 17.0 | 17.2 | 17.5 | 18.1 | 20.0 | |
| 19 | 17.2 | 16.4 | 16.4 | 16.0 | 15.6 | 15.5 | 15.5 | 15.4 | 15.8 | 16.2 | 16.8 | 17.3 | 17.6 | 17.7 | 17.3 | 17.2 | 16.5 | 16.2 | 16.0 | 15.5 | 15.2 | 15.0 | 14.5 | 14.0 | 16.1 | 17.7 |
| 20 | 14.2 | 13.4 | 12.4 | 11.7 | 11.5 | 12.0 | 12.3 | 12.5 | 13.1 | 14.4 | 15.1 | 16.0 | 16.5 | 17.4 | 17.6 | 16.4 | 15.5 | 15.1 | 15.7 | 15.3 | 14.7 | 14.5 | 14.3 | 13.8 | 14.4 | 17.6 |
| 21 | 13.5 | 13.0 | 12.5 | 12.3 | 10.7 | 10.8 | 9.4 | 11.1 | 12.8 | 14.9 | 16.6 | 17.8 | 18.5 | 18.7 | 18.5 | 17.5 | 16.2 | 15.5 | 15.1 | 15.0 | 15.5 | 14.4 | 13.8 | 13.3 | 14.5 | 18.7 |
| 22 | 12.1 | 11.9 | 12.1 | 12.4 | 12.2 | 11.7 | 11.0 | 11.4 | 14.0 | 16.3 | 17.8 | 19.2 | 19.9 | 19.4 | 18.8 | 18.0 | 16.6 | 15.8 | 15.8 | 15.5 | 15.9 | 15.8 | 14.4 | 13.8 | 15.1 | 19.9 |
| 23 | 13.5 | 12.9 | 12.2 | 11.0 | 10.5 | 10.6 | 11.1 | 11.4 | 13.5 | 15.7 | 18.1 | 19.3 | 20.0 | 19.6 | 18.8 | 17.7 | 17.0 | 16.8 | 16.3 | 16.4 | 16.5 | 16.3 | 14.9 | 14.4 | 15.2 | 20.0 |
| 24 | 14.1 | 13.1 | 12.2 | 11.8 | 11.4 | 10.8 | 10.8 | 11.3 | 13.5 | 15.7 | 17.5 | 18.9 | 19.8 | 19.0 | 19.1 | 18.2 | 16.8 | 15.9 | 15.1 | 16.4 | 16.2 | 15.0 | 14.3 | 13.6 | 15.1 | 19.8 |
| 25 | 12.6 | 12.3 | 11.8 | 10.7 | 10.3 | 10.3 | 10.2 | 10.6 | 13.5 | 16.8 | 19.2 | 21.3 | 21.7 | 20.8 | 19.9 | 19.2 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 15.1 | 21.7 |
| 26 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 14.0 | 17.2 | 19.4 | 20.0 | 19.4 | 19.1 | 18.7 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.3 | 20.0 |
| 27 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 16.4 | 17.4 | 18.5 | 19.3 | 19.0 | 18.7 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.2 | 19.3 |
| 28 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.9 | 18.9 | 18.9 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.9 | 18.9 |
| 29 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 16.1 | 18.3 | 18.7 | 18.9 | 18.7 | 18.1 | 17.3 | 16.5 | 16.8 | 16.4 | 16.1 | 15.8 | 15.6 | 15.7 | 17.1 | 18.9 |
| 30 | 14.4 | 13.2 | 12.8 | 12.0 | 11.7 | 11.3 | 11.3 | 12.1 | 13.7 | 15.6 | 17.3 | 18.3 | 18.6 | 19.0 | 18.9 | 17.9 | 16.8 | 16.0 | 15.4 | 15.8 | 15.5 | 15.2 | 14.4 | 14.2 | 15.0 | 19.0 |
| 31 | 13.4 | 13.3 | 13.7 | 13.9 | 13.8 | 14.0 | 13.9 | 14.1 | 14.8 | 15.5 | 16.3 | 16.6 | 13.7 | 13.6 | 14.6 | 15.8 | 15.8 | 15.6 | 15.1 | 14.4 | 14.1 | 13.5 | 13.2 | 12.7 | 14.4 | 16.6 |
| AV | 14.1 | 13.6 | 13.3 | 12.9 | 12.6 | 12.6 | 12.5 | 12.8 | 14.2 | 15.9 | 17.2 | 18.2 | 18.5 | 18.4 | 18.2 | 17.5 | 16.7 | 16.3 | 16.1 | 15.8 | 15.8 | 15.4 | 14.9 | 14.4 | 16.8 | |
| SD | 1.8 | 1.8 | 1.8 | 2.0 | 2.3 | 2.2 | 2.2 | 2.0 | 1.5 | 1.5 | 1.8 | 1.8 | 2.0 | 1.7 | 1.4 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | 1.2 | 1.4 | 1.7 | | |
| PK | 17.2 | 16.5 | 16.4 | 16.0 | 16.0 | 15.8 | 15.9 | 16.4 | 17.4 | 19.9 | 21.9 | 23.3 | 23.2 | 21.2 | 20.5 | 20.3 | 19.6 | 19.2 | 18.6 | 17.9 | 17.2 | 17.2 | 17.2 | 17.5 | | 23.3 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

STATION TEMPERATURE [99291]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 26.4 | 25.8 | 25.1 | 24.6 | 23.8 | 23.1 | 22.6 | 22.1 | 21.9 | 23.3 | 25.9 | 26.6 | 26.2 | 26.4 | 26.4 | 26.3 | 26.3 | 26.3 | 26.6 | 26.4 | 26.0 | 25.6 | 25.4 | 25.0 | 25.2 | 26.6 |
| 2 | 24.6 | 24.1 | 23.7 | 23.3 | 22.8 | 23.0 | 23.2 | 23.3 | 23.4 | 24.2 | 25.9 | 27.0 | 26.7 | 26.2 | 26.0 | 26.1 | 26.6 | 26.4 | 26.0 | 25.2 | 24.7 | 24.6 | 24.5 | 24.4 | 24.8 | 27.0 |
| 3 | 24.0 | 23.5 | 23.5 | 23.7 | 23.7 | 23.7 | 23.6 | 23.4 | 23.2 | 22.1 | 22.7 | 24.1 | 26.1 | 27.1 | 27.5 | 27.4 | 27.1 | 27.3 | 26.8 | 25.7 | 24.6 | 23.7 | 23.2 | 22.9 | 24.6 | 27.5 |
| 4 | 22.6 | 22.0 | 21.5 | 21.6 | 21.0 | 20.2 | 19.5 | 19.2 | 19.2 | 19.8 | 20.4 | 20.9 | 21.3 | 22.4 | 22.4 | 22.4 | 22.3 | 22.6 | 22.8 | 22.3 | 21.6 | 21.2 | 20.9 | 20.7 | 21.3 | 22.8 |
| 5 | 20.6 | 20.7 | 20.9 | 21.1 | 20.9 | 20.6 | 20.1 | 19.7 | 19.3 | 20.8 | 22.2 | 24.1 | 25.7 | 27.1 | 28.4 | 27.8 | 27.5 | 28.1 | 27.0 | 25.5 | 24.4 | 23.2 | 22.2 | 21.3 | 23.3 | 28.4 |
| 6 | 20.4 | 19.4 | 18.7 | 18.3 | 17.7 | 17.0 | 16.5 | 16.2 | 16.1 | 18.0 | 20.8 | 23.0 | 25.5 | 27.7 | 27.8 | 27.7 | 27.8 | 27.8 | 26.8 | 25.5 | 24.7 | 24.0 | 23.4 | 22.7 | 22.2 | 27.8 |
| 7 | 21.7 | 20.7 | 19.9 | 19.4 | 18.6 | 18.0 | 17.6 | 17.3 | 18.4 | 21.6 | 23.7 | 25.3 | 26.7 | 27.9 | 28.0 | 27.5 | 28.1 | 27.6 | 26.0 | 25.0 | 24.4 | 24.0 | 23.7 | 23.4 | 23.1 | 28.1 |
| 8 | 23.2 | 23.1 | 22.9 | 22.8 | 22.6 | 22.7 | 22.6 | 22.5 | 22.5 | 23.0 | 24.7 | 26.2 | 26.7 | 26.6 | 26.5 | 26.6 | 26.5 | 26.1 | 25.8 | 25.5 | 25.2 | 24.8 | 24.5 | 24.3 | 24.5 | 26.7 |
| 9 | 24.0 | 23.9 | 24.0 | 24.0 | 24.0 | 23.9 | 23.9 | 23.8 | 23.7 | 23.7 | 24.0 | 24.6 | 24.8 | 24.8 | 25.3 | 25.1 | 24.5 | 24.2 | 23.8 | 23.8 | 23.8 | 23.8 | 23.9 | 24.2 | 24.1 | 25.3 |
| 10 | 24.3 | 24.5 | 24.6 | 24.3 | 24.2 | 24.1 | 24.0 | 23.9 | 24.3 | 24.9 | 25.5 | 25.8 | 26.7 | 27.8 | 27.4 | 27.4 | 27.8 | 27.2 | 26.2 | 25.5 | 25.1 | 24.6 | 24.5 | 24.5 | 25.4 | 27.8 |
| 11 | 24.3 | 24.3 | 24.4 | 24.2 | 23.9 | 23.7 | 23.2 | 24.1 | 25.1 | 25.6 | 27.1 | 27.3 | 26.8 | 26.8 | 26.8 | 26.9 | 27.5 | 27.2 | 26.4 | 25.9 | 25.4 | 25.3 | 25.1 | 24.9 | 25.5 | 27.5 |
| 12 | 24.8 | 24.4 | 24.3 | 24.1 | 24.1 | 24.1 | 23.9 | 23.7 | 24.0 | 24.5 | 25.9 | 27.0 | 27.3 | 27.3 | 27.1 | 26.9 | 26.5 | 26.2 | 25.8 | 25.7 | 25.6 | 25.5 | 25.6 | 25.5 | 25.4 | 27.3 |
| 13 | 25.5 | 25.6 | 25.7 | 25.4 | 25.4 | 25.4 | 25.3 | 25.2 | 25.4 | 26.0 | 27.4 | 27.7 | 27.1 | 27.1 | 27.1 | 27.2 | 27.4 | 27.0 | 26.4 | 25.9 | 25.6 | 25.4 | 25.1 | 24.8 | 26.1 | 27.7 |
| 14 | 24.7 | 24.6 | 24.5 | 24.1 | 23.8 | 23.6 | 23.5 | 23.6 | 24.5 | 25.9 | 27.4 | 28.1 | 27.8 | 27.5 | 27.3 | 27.4 | 27.7 | 27.2 | 26.5 | 26.1 | 26.0 | 26.0 | 25.8 | 25.5 | 25.8 | 28.1 |
| 15 | 25.2 | 25.1 | 25.2 | 25.1 | 25.1 | 25.2 | 25.2 | 25.3 | 24.8 | 24.5 | 24.7 | 25.0 | 25.2 | 25.1 | 25.1 | 25.3 | 25.4 | 25.4 | 25.3 | 25.2 | 25.1 | 25.1 | 25.2 | 25.3 | 25.1 | 25.4 |
| 16 | 25.4 | 25.3 | 25.3 | 25.1 | 24.6 | 24.0 | 23.7 | 23.5 | 24.5 | 25.8 | 26.6 | 27.2 | 26.7 | 26.3 | 25.9 | 26.0 | 26.4 | 26.1 | 25.5 | 25.2 | 25.1 | 25.0 | 25.1 | 25.2 | 25.4 | 27.2 |
| 17 | 25.2 | 25.3 | 25.6 | 25.1 | 24.5 | 23.9 | 23.6 | 23.2 | 23.8 | 25.5 | 27.1 | 27.2 | 26.6 | 26.5 | 26.3 | 26.4 | 26.6 | 26.1 | 25.8 | 25.9 | 25.8 | 25.8 | 25.8 | 25.8 | 25.6 | 27.2 |
| 18 | 26.1 | 26.3 | 26.6 | 26.5 | 26.5 | 26.6 | 26.6 | 26.5 | 26.5 | 26.8 | 27.7 | 27.3 | 26.8 | 26.5 | 26.2 | 26.5 | 26.8 | 26.7 | 26.4 | 26.0 | 25.6 | 25.4 | 25.3 | 25.3 | 26.4 | 27.7 |
| 19 | 25.4 | 24.9 | 24.9 | 24.9 | 24.7 | 24.3 | 24.1 | 22.9 | 22.8 | 24.8 | 26.3 | 27.5 | 28.3 | 28.6 | 28.7 | 28.5 | 28.1 | 27.1 | 26.2 | 25.8 | 25.4 | 25.1 | 24.8 | 24.5 | 25.8 | 28.7 |
| 20 | 24.4 | 24.2 | 24.1 | 23.7 | 23.5 | 23.5 | 23.4 | 23.5 | 23.8 | 24.5 | 25.3 | 26.4 | 27.8 | 28.3 | 27.9 | 27.6 | 28.1 | 27.3 | 26.2 | 25.7 | 25.3 | 25.0 | 24.9 | 24.8 | 25.4 | 28.3 |
| 21 | 24.5 | 24.4 | 24.2 | 24.0 | 23.7 | 23.4 | 23.1 | 22.7 | 22.1 | 23.6 | 25.7 | 27.4 | 27.6 | 27.1 | 26.8 | 26.3 | 26.6 | 24.9 | 23.7 | 23.3 | 22.7 | 22.7 | 22.1 | 21.6 | 24.3 | 27.6 |
| 22 | 21.0 | 20.4 | 20.4 | 20.1 | 20.0 | 20.0 | 19.6 | 19.3 | 20.5 | 23.1 | 25.5 | 27.1 | 27.4 | 27.1 | 26.7 | 26.7 | 27.1 | 26.5 | 25.7 | 24.3 | 23.9 | 24.1 | 24.7 | 24.7 | 23.6 | 27.4 |
| 23 | 24.6 | 24.2 | 24.0 | 23.4 | 22.7 | 22.1 | 21.8 | 21.8 | 23.7 | 25.7 | 26.8 | 27.3 | 26.9 | 26.1 | 25.6 | 25.2 | 25.2 | 25.0 | 24.3 | 23.2 | 23.4 | 23.7 | 23.9 | 23.8 | 24.4 | 27.3 |
| 24 | 23.6 | 23.4 | 23.4 | 23.1 | 22.9 | 22.6 | 22.2 | 22.0 | 22.7 | 24.4 | 26.4 | 27.5 | 27.3 | 25.6 | 26.6 | 28.5 | 29.3 | 28.6 | 27.0 | 24.7 | 23.5 | 22.2 | 21.6 | 21.1 | 24.6 | 29.3 |
| 25 | 20.6 | 20.0 | 19.6 | 19.0 | 18.5 | 17.9 | 17.4 | 17.1 | 18.3 | 21.0 | 24.2 | 26.7 | 27.9 | 27.9 | 29.3 | 30.4 | 30.6 | 29.3 | 27.3 | 25.0 | 23.5 | 23.0 | 22.6 | 22.0 | 23.3 | 30.6 |
| 26 | 21.5 | 20.9 | 20.3 | 19.4 | 18.7 | 18.0 | 17.4 | 17.1 | 17.6 | 19.6 | 22.5 | 24.9 | 24.6 | 25.5 | 27.1 | 28.0 | 28.0 | 27.1 | 26.0 | 24.3 | 23.5 | 23.2 | 22.9 | 22.5 | 22.5 | 28.0 |
| 27 | 22.0 | 21.8 | 21.6 | 21.1 | 20.7 | 20.4 | 20.1 | 20.2 | 22.3 | 23.8 | 25.9 | 27.1 | 26.6 | 27.0 | 28.0 | 28.9 | 29.1 | 27.9 | 26.0 | 23.3 | 22.7 | 21.9 | 21.9 | 21.6 | 23.8 | 29.1 |
| 28 | 21.3 | 20.9 | 20.5 | 19.8 | 19.3 | 18.9 | 18.9 | 19.0 | 19.4 | 20.4 | 21.7 | 23.1 | 24.6 | 27.0 | 28.6 | 29.1 | 28.9 | 27.8 | 26.2 | 24.7 | 23.4 | 23.1 | 22.9 | 22.8 | 23.0 | 29.1 |
| 29 | 22.6 | 22.4 | 22.5 | 22.3 | 22.1 | 21.7 | 21.5 | 21.1 | 20.9 | 21.0 | 21.4 | 21.5 | 20.5 | 23.1 | 25.2 | 26.4 | 26.7 | 26.1 | 25.0 | 23.5 | 22.7 | 22.4 | 22.0 | 21.5 | 22.8 | 26.7 |
| 30 | 21.1 | 20.7 | 20.4 | 19.9 | 19.4 | 18.9 | 18.5 | 18.2 | 19.2 | 21.2 | 23.9 | 25.7 | 26.1 | 27.2 | 29.6 | 30.1 | 26.8 | 23.0 | 21.7 | 21.9 | 21.7 | 21.6 | 21.3 | 21.0 | 22.5 | 30.1 |
| 31 | 20.6 | 20.1 | 20.2 | 20.3 | 20.3 | 20.4 | 20.5 | 20.7 | 22.2 | 23.1 | 24.0 | 24.8 | 25.3 | 25.2 | 25.1 | 25.4 | 25.7 | 25.8 | 25.6 | 25.1 | 24.7 | 24.3 | 24.1 | 23.8 | 23.2 | 25.8 |
| AV | 23.4 | 23.1 | 23.0 | 22.7 | 22.4 | 22.1 | 21.8 | 21.7 | 22.1 | 23.3 | 24.8 | 25.9 | 26.2 | 26.5 | 26.8 | 27.0 | 27.1 | 26.5 | 25.7 | 24.9 | 24.4 | 24.0 | 23.8 | 23.6 | 24.3 | |
| SD | 1.9 | 2.0 | 2.2 | 2.3 | 2.4 | 2.5 | 2.6 | 2.7 | 2.6 | 2.3 | 2.1 | 1.9 | 1.7 | 1.4 | 1.4 | 1.6 | 1.5 | 1.5 | 1.3 | 1.2 | 1.2 | 1.3 | 1.4 | 1.6 | | |
| PK | 26.4 | 26.3 | 26.6 | 26.5 | 26.5 | 26.6 | 26.6 | 26.5 | 26.5 | 26.8 | 27.7 | 28.1 | 28.3 | 28.6 | 29.6 | 30.4 | 30.6 | 29.3 | 27.3 | 26.4 | 26.0 | 26.0 | 25.8 | 25.8 | | 30.6 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

Delta Temp [99238]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

JAN, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 26/FEB/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | -1.2 | -0.7 | -1.2 | -1.7 | -2.0 | -1.1 | -0.8 | -1.0 | -0.4 | 0.0 | 0.1 | 0.1 | 0.3 | 0.4 | 0.2 | -0.2 | -0.9 | -0.7 | -1.0 | -0.8 | -0.8 | -0.8 | -0.7 | -0.6 | -0.6 | 0.4 |
| 2 | -0.5 | -0.7 | -0.8 | -0.3 | -0.3 | -0.5 | -0.6 | -0.4 | -0.2 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | 0.2 | -0.1 | -0.5 | -0.7 | -0.7 | -0.4 | -0.2 | -0.1 | -0.2 | -0.2 | -0.3 | 0.3 |
| 3 | -0.8 | -0.6 | -0.6 | -0.4 | -0.5 | -0.2 | -0.3 | -0.1 | -0.2 | 0.6 | 0.2 | 0.2 | 0.2 | 0.3 | 0.2 | -0.2 | -0.7 | -0.8 | -1.4 | -1.7 | -0.6 | -0.4 | -0.3 | -0.5 | -0.4 | 0.6 |
| 4 | -0.7 | -0.6 | -0.6 | -1.0 | -1.5 | -1.0 | -0.5 | -0.2 | -0.1 | 0.0 | 0.1 | -0.2 | -0.3 | -0.3 | -0.2 | -0.1 | -0.5 | -0.3 | -0.3 | -0.3 | -0.4 | -0.3 | -0.3 | -0.3 | -0.4 | 0.1 |
| 5 | -0.3 | -0.3 | -0.3 | -0.3 | -0.3 | -0.4 | -0.4 | -0.4 | 0.1 | 0.3 | 0.3 | 0.4 | 0.3 | 0.3 | 0.1 | -0.5 | -1.5 | -1.4 | -1.5 | -0.5 | -0.5 | -0.7 | -1.1 | -1.2 | -0.4 | 0.4 |
| 6 | -1.6 | -1.0 | -1.1 | -2.0 | -2.0 | -1.2 | -0.9 | -0.8 | 0.0 | 0.2 | 0.4 | 0.3 | 0.4 | 0.2 | 0.1 | -0.7 | -1.2 | -1.6 | -1.0 | -1.1 | -0.6 | -0.5 | -0.9 | -1.8 | -0.8 | 0.4 |
| 7 | -0.9 | -1.2 | -1.2 | -1.1 | -1.6 | -0.9 | -1.1 | -0.6 | -0.1 | 0.1 | 0.2 | 0.3 | 0.3 | 0.3 | 0.0 | -0.3 | -1.3 | -0.9 | -0.9 | -0.7 | -0.4 | -0.5 | -0.4 | -0.3 | -0.5 | 0.3 |
| 8 | -0.5 | -0.4 | -0.3 | -0.2 | -0.1 | -0.3 | -0.4 | -0.3 | 0.0 | 0.0 | 0.1 | 0.2 | 0.2 | 0.2 | -0.1 | -0.4 | -0.4 | -0.6 | -0.2 | -0.6 | -0.7 | -0.5 | -0.4 | -0.2 | -0.2 | 0.2 |
| 9 | -0.1 | -0.2 | -0.3 | -0.3 | -0.3 | -0.2 | -0.2 | -0.2 | 0.0 | 0.4 | 0.1 | 0.1 | 0.0 | 0.4 | -0.1 | -1.1 | 0.1 | 0.2 | 0.3 | 0.2 | 0.4 | 0.0 | -0.2 | -0.6 | -0.1 | 0.4 |
| 10 | -0.3 | -0.4 | -0.3 | -0.2 | -0.3 | -0.2 | -0.5 | -0.2 | 0.0 | 0.2 | 0.1 | 0.2 | 0.5 | 0.6 | 0.4 | 0.0 | -0.4 | -0.6 | -0.4 | -0.3 | -0.4 | -0.6 | -0.2 | -0.2 | -0.1 | 0.6 |
| 11 | -0.5 | -0.5 | -0.3 | -0.2 | -0.2 | -0.4 | -0.2 | -0.1 | 0.1 | 0.2 | 0.4 | 0.3 | 0.5 | 0.4 | 0.3 | 0.0 | -0.8 | -1.0 | -0.8 | -1.3 | -0.7 | -0.5 | -0.9 | -0.6 | -0.3 | 0.5 |
| 12 | -0.5 | -0.7 | -0.2 | -0.3 | -0.1 | -0.2 | -0.4 | 0.0 | 0.0 | 0.2 | 0.3 | 0.1 | 0.0 | 0.1 | 0.0 | -0.2 | -0.1 | -0.3 | -0.3 | -0.2 | -0.2 | -0.1 | -0.2 | -0.1 | -0.1 | 0.3 |
| 13 | 0.0 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 0.7 | 0.5 | 0.4 | 0.4 | 0.6 | 0.4 | 0.0 | -0.3 | -0.5 | -0.9 | -0.8 | -0.3 | -0.5 | -0.8 | -0.7 | -0.1 | 0.7 |
| 14 | -0.9 | -0.6 | -1.5 | -0.8 | -0.8 | -0.8 | -0.4 | -0.6 | 0.0 | 0.2 | 0.2 | 0.4 | 0.6 | 0.4 | 0.3 | -0.2 | -0.6 | -0.8 | -1.0 | -0.7 | -0.9 | -0.7 | -0.3 | -0.2 | -0.4 | 0.6 |
| 15 | -0.3 | -0.2 | -0.1 | -0.1 | -0.2 | -0.2 | 0.0 | 0.5 | 0.7 | 0.6 | 0.2 | 0.4 | 0.6 | 0.7 | 0.8 | 0.9 | 0.8 | 0.7 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 0.3 | 0.9 |
| 16 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 0.7 | 0.5 | 0.5 | 0.4 | 0.6 | 0.7 | 0.4 | 0.5 | 0.5 | 0.5 | [QD] | [QD] | [QD] | [QD] | [QD] | 0.5 | 0.7 |
| 17 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 0.9 | 0.7 | 1.6 | 1.9 | 1.8 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 1.4 | 1.9 |
| 18 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 0.8 | 0.7 | 0.7 | 0.8 | 0.7 | 0.5 | 0.2 | 0.1 | 0.4 | -0.3 | 0.1 | 0.7 | 1.0 | 1.0 | 0.5 | 1.0 | |
| 19 | 1.3 | 0.6 | 0.0 | 0.2 | 0.3 | 0.6 | 0.1 | -0.2 | 0.0 | 0.3 | 0.5 | 0.6 | 0.7 | 0.8 | 0.5 | 0.2 | -0.3 | -0.5 | -0.3 | -0.2 | -0.3 | -0.3 | -0.5 | -1.0 | 0.1 | 1.3 |
| 20 | -0.5 | -0.7 | -0.5 | -0.3 | -0.4 | -0.4 | -0.4 | -0.3 | 0.0 | 0.2 | 0.2 | 0.4 | 0.3 | 0.3 | 0.2 | -0.1 | -0.6 | -0.7 | -0.5 | -0.4 | -0.4 | -0.4 | -0.4 | -0.3 | -0.2 | 0.4 |
| 21 | -0.4 | -0.4 | -0.5 | -0.5 | -1.1 | -0.9 | -1.9 | -0.6 | 0.0 | 0.2 | 0.3 | 0.3 | 0.4 | 0.3 | 0.2 | -0.2 | -0.8 | -1.0 | -1.5 | -1.8 | -1.4 | -0.8 | -0.8 | -0.6 | -0.8 | 0.4 |
| 22 | -1.2 | -1.2 | -0.5 | -0.6 | -0.6 | -0.7 | -1.0 | -0.6 | 0.1 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.2 | -0.2 | -0.9 | -1.2 | -1.1 | -1.4 | -1.3 | -0.7 | -0.9 | -0.8 | -0.6 | 0.3 |
| 23 | -0.6 | -1.1 | -0.9 | -0.9 | -1.2 | -1.3 | -0.8 | -0.7 | -0.2 | 0.1 | 0.3 | 0.2 | 0.4 | 0.5 | 0.2 | -0.2 | -0.6 | -0.6 | -0.8 | -0.9 | -1.0 | -0.6 | -0.6 | -0.7 | -0.5 | 0.5 |
| 24 | -0.3 | -1.0 | -1.3 | -0.9 | -1.1 | -1.2 | -1.0 | -0.9 | -0.1 | 0.2 | 0.4 | 0.4 | 0.4 | 0.5 | 0.4 | 0.1 | -0.8 | -1.3 | -1.3 | -0.9 | -0.8 | -1.1 | -1.3 | -1.5 | -0.6 | 0.5 |
| 25 | -1.6 | -1.2 | -1.3 | -1.5 | -1.8 | -1.8 | -1.9 | -1.6 | -0.3 | 0.1 | 0.3 | 0.3 | 0.4 | 0.5 | 0.4 | -0.2 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | -0.7 | 0.5 |
| 26 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | -0.7 | -0.2 | 0.1 | 0.3 | 0.1 | 0.0 | -0.9 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | -0.2 | 0.3 |
| 27 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | -0.6 | -0.8 | -0.7 | -0.5 | -0.3 | -0.4 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | -0.6 | -0.3 |
| 28 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | -0.8 | -0.8 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | -0.8 | -0.8 |
| 29 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | -0.4 | 0.6 | 0.8 | 0.9 | 0.7 | 0.4 | -0.2 | -0.5 | -0.4 | -0.5 | -0.4 | -0.6 | -0.6 | -0.4 | 0.0 | 0.9 |
| 30 | -0.7 | -0.9 | -0.6 | -0.7 | -0.6 | -0.4 | -0.5 | -0.3 | 0.1 | 0.3 | 0.4 | 0.4 | 0.6 | 0.4 | 0.4 | 0.0 | -0.5 | -1.0 | -1.4 | -1.4 | -1.2 | -0.8 | -1.3 | -0.6 | -0.4 | 0.6 |
| 31 | -0.6 | -0.4 | -0.4 | -0.4 | -0.5 | -0.5 | -0.7 | -0.6 | -0.4 | -0.3 | -0.2 | -0.1 | -1.8 | -5.8 | -1.1 | -0.2 | -0.3 | -0.4 | -0.6 | -0.9 | -0.6 | -0.8 | -0.8 | -0.6 | -0.8 | -0.1 |
| AV | -0.6 | -0.6 | -0.6 | -0.6 | -0.7 | -0.6 | -0.6 | -0.4 | -0.1 | 0.2 | 0.2 | 0.3 | 0.3 | 0.2 | 0.2 | -0.1 | -0.5 | -0.6 | -0.7 | -0.7 | -0.6 | -0.5 | -0.5 | -0.6 | -0.3 | |
| SD | 0.6 | 0.4 | 0.4 | 0.5 | 0.7 | 0.5 | 0.5 | 0.4 | 0.3 | 0.3 | 0.3 | 0.6 | 1.2 | 0.5 | 0.4 | 0.5 | 0.5 | 0.6 | 0.5 | 0.4 | 0.4 | 0.5 | 0.5 | | | |
| PK | 1.3 | 0.6 | 0.0 | 0.2 | 0.3 | 0.6 | 0.1 | 0.5 | 0.7 | 0.7 | 0.9 | 0.7 | 1.6 | 1.9 | 1.8 | 0.9 | 0.8 | 0.7 | 0.5 | 0.2 | 0.4 | 0.7 | 1.0 | 1.0 | | 1.9 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

CARBON MONOXIDE [42101]

PARTS PER MILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

FINAL DATA
AS OF 23/APR/98

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | [ZS] | [ZS] | 5.1 | 3.3 | 2.8 | 3.0 | 2.5 | 2.5 | 2.6 | 2.4 | 2.0 | 1.5 | 1.5 | 0.0 | 0.0 | 1.0 | 1.5 | 1.4 | 1.6 | 1.8 | 2.1 | 2.0 | 1.9 | 2.0 | 5.1 |
| 2 | 1.5 | [ZS] | [ZS] | 1.1 | 1.2 | 1.3 | 1.7 | 1.9 | 2.2 | 2.0 | 2.1 | 2.1 | 1.5 | 1.4 | 1.4 | 1.7 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 1.6 | 2.2 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 1.2 | 1.1 | 1.7 | 2.0 | 1.4 | 1.3 | 1.3 | 1.3 | 1.3 | 1.6 | 1.7 | 1.8 | 1.4 | 1.8 | 1.9 | 1.5 | 1.3 | 1.5 | 2.0 |
| 4 | 1.2 | [ZS] | [ZS] | 1.3 | 1.9 | 1.6 | [SC] | [SC] | [CA] | [CA] | 2.2 | 1.9 | 1.9 | 1.7 | 1.7 | 1.7 | 1.6 | 1.7 | 1.7 | 1.8 | 1.9 | 2.0 | 2.7 | 3.4 | 1.9 | 3.4 |
| 5 | 4.2 | [ZS] | [ZS] | 3.1 | 2.5 | 2.3 | 3.3 | 4.3 | 4.9 | 3.1 | 2.4 | 2.1 | 2.1 | 1.9 | 1.9 | 2.0 | 2.2 | 2.2 | 2.2 | 2.4 | 2.7 | 3.4 | 2.9 | 3.1 | 2.8 | 4.9 |
| 6 | 2.3 | [ZS] | [ZS] | 1.7 | 1.6 | 1.8 | 2.1 | 2.1 | 2.2 | 1.9 | 1.5 | 1.2 | 1.7 | 1.6 | 1.7 | 1.6 | 1.6 | 1.6 | 1.6 | 1.5 | 1.5 | 1.7 | 2.2 | 2.9 | 1.8 | 2.9 |
| 7 | 2.9 | [ZS] | [ZS] | 2.0 | 2.7 | 2.8 | 3.5 | 3.9 | 3.7 | 3.1 | 2.3 | 1.9 | 1.6 | 1.7 | 1.7 | 1.8 | 1.9 | 2.0 | 2.0 | 1.9 | 1.9 | 1.8 | 2.2 | 1.9 | 2.4 | 3.9 |
| 8 | 1.8 | [ZS] | [ZS] | 1.7 | 2.1 | 2.5 | 3.3 | [SC] | 3.2 | 2.9 | 2.4 | 1.7 | 1.1 | 0.5 | 0.1 | 0.8 | 1.5 | 1.6 | 2.0 | 2.3 | 3.0 | 2.8 | 2.5 | 2.6 | 2.0 | 3.3 |
| 9 | 2.6 | [ZS] | [ZS] | 2.3 | 2.3 | 2.6 | 4.9 | 5.1 | 4.1 | 3.5 | 2.5 | 2.5 | 2.1 | 1.4 | 0.0 | 0.0 | 0.9 | 1.9 | 2.4 | 2.6 | 2.2 | 2.4 | 2.7 | 2.8 | 2.4 | 5.1 |
| 10 | 2.7 | [ZS] | [ZS] | 2.5 | 2.3 | 2.7 | 3.6 | 3.8 | 4.6 | 3.3 | 2.6 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 1.8 | 1.8 | 2.0 | 2.1 | 1.8 | 2.9 | 3.6 | 2.2 | 4.6 |
| 11 | 2.8 | [ZS] | [ZS] | 1.9 | 3.3 | 4.1 | 4.5 | 4.7 | 4.8 | 3.8 | 2.1 | 2.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 2.1 | 2.0 | 2.3 | 2.7 | 3.1 | 2.2 | 4.8 |
| 12 | 4.3 | [ZS] | [ZS] | 3.8 | 4.1 | 3.3 | 4.5 | [SC] | [SC] | 4.1 | 3.0 | 3.5 | 3.0 | 2.3 | 2.0 | 2.1 | 2.4 | 2.7 | 2.5 | 2.6 | 2.6 | 2.1 | 2.4 | 2.1 | 3.0 | 4.5 |
| 13 | 2.2 | [ZS] | [ZS] | 2.6 | 3.0 | 3.4 | 3.9 | 5.5 | 4.9 | 3.7 | 2.6 | 2.5 | 2.1 | 2.0 | 2.1 | 1.9 | 1.9 | 2.0 | 2.1 | 2.1 | 2.2 | 3.0 | 3.7 | 4.0 | 2.9 | 5.5 |
| 14 | 3.6 | [ZS] | [ZS] | 2.8 | 2.4 | 2.2 | 2.3 | 2.4 | 2.6 | 2.1 | 2.1 | 2.0 | 2.1 | 2.3 | 1.9 | 1.9 | 2.1 | 2.1 | 2.1 | 2.1 | 1.9 | 1.9 | 2.0 | 1.9 | 2.2 | 3.6 |
| 15 | 1.8 | [ZS] | [ZS] | 1.8 | 1.6 | 1.7 | 1.6 | 2.1 | 2.7 | 2.5 | 1.2 | 0.0 | 1.4 | 1.9 | 2.0 | 2.0 | 2.0 | 2.0 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.8 | 1.8 | 2.7 |
| 16 | 1.6 | [ZS] | [ZS] | 2.1 | 2.3 | 2.4 | 3.0 | [SC] | [SC] | 2.7 | 2.2 | 2.0 | 1.9 | 1.7 | 1.8 | 1.7 | 2.4 | 2.4 | 1.9 | 1.9 | 2.1 | 2.2 | 1.7 | 1.7 | 2.1 | 3.0 |
| 17 | 1.6 | [ZS] | [ZS] | 1.4 | 1.5 | 1.7 | 2.4 | 2.4 | 2.4 | 2.5 | 2.2 | 2.2 | 2.1 | 2.2 | 2.3 | 2.4 | 2.3 | 2.4 | 2.6 | 2.6 | 2.4 | 2.1 | 2.0 | 2.0 | 2.2 | 2.6 |
| 18 | 1.4 | [ZS] | [ZS] | 1.5 | 1.8 | 2.5 | 4.0 | 4.4 | 4.1 | 3.2 | 2.4 | 2.3 | 2.4 | 2.4 | 2.1 | 2.1 | 2.2 | 2.1 | 2.4 | 2.8 | 3.3 | 3.3 | 4.7 | 5.4 | 2.9 | 5.4 |
| 19 | 4.4 | [ZS] | [ZS] | 3.5 | 3.0 | 3.2 | 3.5 | 4.4 | 4.7 | 4.3 | 2.9 | 3.0 | 2.8 | 2.5 | 2.4 | 2.2 | 1.8 | 2.4 | 2.3 | 2.3 | 2.3 | 2.3 | 1.7 | 1.8 | 2.9 | 4.7 |
| 20 | 2.0 | [ZS] | [ZS] | 1.9 | 1.6 | 1.6 | [SC] | [SC] | 1.9 | 2.2 | 2.1 | 2.2 | 2.2 | 2.1 | 2.0 | 2.1 | 2.1 | 2.3 | 2.3 | 2.3 | 2.4 | 2.3 | 2.5 | 3.0 | 2.2 | 3.0 |
| 21 | 4.2 | [ZS] | [ZS] | 4.2 | 3.9 | 3.6 | 3.6 | 3.8 | 4.0 | 3.6 | 3.2 | 2.8 | 2.6 | 2.4 | 2.6 | 2.6 | 2.4 | 2.2 | 2.1 | 2.2 | 2.4 | 2.4 | 2.5 | 2.3 | 3.0 | 4.2 |
| 22 | 2.2 | [ZS] | [ZS] | 1.9 | 1.8 | 1.8 | 1.9 | 2.6 | 2.4 | 2.5 | 2.6 | 2.6 | 2.2 | 2.0 | 2.0 | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 2.2 | 2.7 | 2.7 | 2.6 | 2.3 | 2.7 |
| 23 | 2.3 | [ZS] | [ZS] | 1.9 | 1.8 | 1.8 | 2.0 | 1.9 | 2.2 | 2.2 | 2.2 | 2.2 | 2.1 | 1.9 | 2.0 | 1.9 | 2.0 | 2.1 | 2.3 | 2.3 | 2.2 | 2.4 | 2.4 | 2.5 | 2.3 | 3.0 |
| 24 | 2.4 | [ZS] | [ZS] | 1.9 | 1.9 | 2.0 | [SC] | [SC] | 2.5 | 2.1 | 1.8 | 1.7 | 1.8 | 2.0 | 2.0 | 2.0 | 2.0 | 2.1 | 2.4 | 2.5 | 2.4 | 2.5 | 2.4 | 2.3 | 2.1 | 2.5 |
| 25 | 1.9 | [ZS] | [ZS] | 1.9 | 2.0 | 1.8 | 2.1 | 2.4 | 2.4 | 2.2 | 2.1 | 1.1 | 2.2 | 2.2 | 2.1 | 2.2 | 2.4 | 2.6 | 2.7 | 2.6 | 2.5 | 2.3 | 2.3 | 2.1 | 2.2 | 2.7 |
| 26 | 1.9 | [ZS] | [ZS] | 2.1 | 2.0 | 3.0 | 4.2 | 4.7 | 4.7 | 3.5 | 2.2 | 3.1 | 2.5 | 2.3 | 2.3 | 2.4 | 2.4 | 2.5 | 2.8 | 2.8 | 2.7 | 2.5 | 2.5 | 2.4 | 2.8 | 4.7 |
| 27 | 2.3 | [ZS] | [ZS] | 1.7 | 1.7 | 1.7 | 1.9 | 2.8 | 2.8 | 2.7 | 3.1 | 2.6 | 2.3 | 2.2 | 2.2 | 2.2 | 2.3 | 2.3 | 2.5 | 2.6 | 3.4 | 3.5 | 4.1 | 4.6 | 2.6 | 4.6 |
| 28 | 5.9 | [ZS] | [ZS] | 4.1 | 3.1 | 3.1 | [SC] | [SC] | 3.5 | 2.9 | 2.6 | 2.4 | 2.5 | 2.4 | 2.5 | 2.2 | 2.1 | 2.1 | 2.2 | 2.3 | 2.8 | 4.0 | 5.4 | 6.4 | 3.2 | 6.4 |
| AV | 2.6 | [ ] | [ ] | 2.4 | 2.3 | 2.4 | 3.0 | 3.3 | 3.3 | 2.9 | 2.3 | 2.1 | 1.9 | 1.8 | 1.6 | 1.7 | 1.9 | 2.0 | 2.2 | 2.2 | 2.3 | 2.4 | 2.6 | 2.8 | 2.3 | |
| SD | 1.2 | [ ] | [ ] | 1.0 | 0.7 | 0.7 | 1.1 | 1.3 | 1.1 | 0.7 | 0.5 | 0.7 | 0.6 | 0.7 | 0.8 | 0.8 | 0.6 | 0.5 | 0.3 | 0.4 | 0.5 | 0.6 | 0.9 | 1.2 | | |
| PK | 5.9 | [ ] | [ ] | 5.1 | 4.1 | 4.1 | 4.9 | 5.5 | 4.9 | 4.3 | 3.2 | 3.5 | 3.0 | 2.5 | 2.6 | 2.6 | 2.4 | 2.7 | 2.8 | 2.8 | 3.4 | 4.0 | 5.4 | 6.4 | | 6.4 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SULFUR DIOXIDE [42401]

PARTS PER MILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

FINAL DATA
AS OF 23/APR/98

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | [ZS] | [ZS] | 3.4 | 2.4 | 2.0 | 1.9 | 1.9 | 1.7 | 1.8 | 1.0 | 0.5 | 2.0 | 3.3 | 3.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.9 | 0.3 | 0.0 | 1.3 | 3.4 |
| 2 | 0.0 | [ZS] | [ZS] | 0.4 | 0.2 | 0.3 | 0.4 | 0.5 | 0.4 | 0.6 | 0.6 | 0.8 | 0.3 | 0.2 | 0.1 | 1.2 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 0.4 | 1.2 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 0.2 | 0.0 | 1.6 | 2.9 | 0.6 | 0.5 | 0.5 | 0.8 | 0.9 | 1.1 | 1.3 | 0.9 | 0.9 | 0.6 | 0.3 | 0.8 | 0.6 | 0.5 | 0.8 | 2.9 |
| 4 | 0.8 | [ZS] | [ZS] | 1.0 | 1.3 | 1.0 | [SC] | [SC] | [CA] | [CA] | 2.3 | 1.3 | 1.3 | 2.6 | 3.2 | 2.6 | 3.0 | 2.3 | 1.9 | 2.2 | 0.7 | 0.3 | 0.8 | 1.6 | 1.7 | 3.2 |
| 5 | 1.8 | [ZS] | [ZS] | 3.1 | 2.5 | 3.2 | 3.6 | 3.1 | 3.8 | 4.1 | 1.7 | 1.2 | 1.3 | 3.0 | 3.3 | 3.2 | 4.2 | 3.1 | 0.6 | 1.0 | 2.9 | 1.7 | 1.2 | 1.6 | 2.5 | 4.2 |
| 6 | 0.8 | [ZS] | [ZS] | 1.2 | 1.2 | 1.3 | 1.3 | 1.2 | 1.1 | 0.9 | 1.0 | 1.0 | 0.9 | 0.1 | 0.0 | 3.1 | 1.6 | 1.4 | 1.4 | 1.5 | 1.9 | 1.0 | 0.5 | 1.2 | 1.2 | 3.1 |
| 7 | 1.8 | [ZS] | [ZS] | 2.7 | 2.0 | 3.2 | 4.7 | 3.8 | 5.0 | 2.6 | 0.9 | 1.8 | 0.4 | 0.0 | 0.0 | 0.5 | 0.7 | 0.3 | 0.2 | 0.0 | 0.0 | 0.1 | 1.3 | 0.9 | 1.5 | 5.0 |
| 8 | 1.0 | [ZS] | [ZS] | 0.5 | 0.2 | 0.7 | 1.5 | [SC] | 6.7 | 3.9 | 1.9 | 0.6 | 0.7 | 0.0 | 0.0 | 0.2 | 0.0 | 0.1 | 0.6 | 0.2 | 0.9 | 1.0 | 1.6 | 1.6 | 1.1 | 6.7 |
| 9 | 2.1 | [ZS] | [ZS] | 1.6 | 1.3 | 1.8 | 2.8 | 2.7 | 1.6 | 0.9 | 0.7 | 0.6 | 0.2 | 0.8 | 0.0 | 1.6 | 2.5 | 1.6 | 1.6 | 0.3 | 0.0 | 0.5 | 1.1 | 1.0 | 1.2 | 2.8 |
| 10 | 1.4 | [ZS] | [ZS] | 2.4 | 1.8 | 2.1 | 2.7 | 2.6 | 2.7 | 1.3 | 0.6 | 0.3 | 3.2 | 3.8 | 1.6 | 3.3 | 1.5 | 3.4 | 4.3 | 2.9 | 1.7 | 2.0 | 2.5 | 2.0 | 2.3 | 4.3 |
| 11 | 2.4 | [ZS] | [ZS] | 1.2 | 2.1 | 2.7 | 3.1 | 2.8 | 3.4 | 3.0 | 1.1 | 0.6 | 3.2 | 2.2 | 1.7 | 2.7 | 3.4 | 2.8 | 1.1 | 1.7 | 2.4 | 1.1 | 0.9 | 2.4 | 2.2 | 3.4 |
| 12 | 2.4 | [ZS] | [ZS] | 2.8 | 2.8 | 2.3 | 3.1 | [SC] | [SC] | 1.9 | 1.2 | 3.3 | 2.1 | 4.7 | 1.9 | 1.4 | 1.9 | 0.7 | 3.3 | 1.2 | 3.4 | 2.2 | 1.4 | 2.2 | 2.3 | 4.7 |
| 13 | 0.5 | [ZS] | [ZS] | 2.7 | 1.9 | 2.1 | 2.6 | 3.2 | 3.2 | 1.7 | 0.5 | 1.0 | 2.5 | 2.1 | 1.1 | 1.0 | 1.3 | 0.7 | 1.8 | 1.8 | 1.1 | 1.3 | 1.5 | 2.8 | 1.7 | 3.2 |
| 14 | 3.1 | [ZS] | [ZS] | 1.2 | 0.6 | 0.7 | 0.5 | 0.3 | 0.4 | 0.4 | 0.3 | 0.1 | 0.1 | 0.3 | 0.7 | 0.6 | 2.5 | 1.7 | 2.4 | 2.2 | 3.1 | 1.9 | 1.9 | 2.5 | 1.3 | 3.1 |
| 15 | 1.3 | [ZS] | [ZS] | 1.0 | 0.7 | 1.5 | 0.6 | 0.4 | 1.3 | 1.4 | 0.0 | 0.3 | 1.5 | 2.7 | 2.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 0.8 | 2.8 |
| 16 | 0.0 | [ZS] | [ZS] | 2.2 | 2.0 | 2.2 | 2.4 | [SC] | [SC] | 2.1 | 1.0 | 0.8 | 0.3 | 0.0 | 0.0 | 0.1 | 0.2 | 1.0 | 0.6 | 0.6 | 1.0 | 1.2 | 0.8 | 0.9 | 1.0 | 2.4 |
| 17 | 0.8 | [ZS] | [ZS] | 1.2 | 0.8 | 1.0 | 1.7 | 1.6 | 1.1 | 1.8 | 1.3 | 1.1 | 1.4 | 1.3 | 2.0 | 2.4 | 0.5 | 1.2 | 0.6 | 0.4 | 0.7 | 0.5 | 0.6 | 0.5 | 1.1 | 2.4 |
| 18 | 0.2 | [ZS] | [ZS] | 1.1 | 0.8 | 2.2 | 6.4 | 4.0 | 2.2 | 2.5 | 0.7 | 0.5 | 0.6 | 2.1 | 0.7 | 1.1 | 1.5 | 1.5 | 2.3 | 2.0 | 2.5 | 2.1 | 4.0 | 3.4 | 2.0 | 6.4 |
| 19 | 2.5 | [ZS] | [ZS] | 3.5 | 3.0 | 2.9 | 3.6 | 5.8 | 3.9 | 4.3 | 3.4 | 2.3 | 1.7 | 1.2 | 0.6 | 0.9 | 0.5 | 0.9 | 0.7 | 0.8 | 0.4 | 0.6 | 0.5 | 0.6 | 2.0 | 5.8 |
| 20 | 0.7 | [ZS] | [ZS] | 1.4 | 1.2 | 0.9 | [SC] | [SC] | 1.1 | 0.3 | 0.0 | 0.5 | 0.8 | 1.1 | 0.0 | 0.5 | 0.2 | 0.0 | 0.0 | 0.1 | 0.4 | 0.6 | 1.1 | 1.2 | 0.6 | 1.4 |
| 21 | 2.0 | [ZS] | [ZS] | 3.8 | 4.3 | 3.2 | 3.0 | 3.2 | 2.8 | 3.2 | 2.6 | 4.4 | 4.5 | 3.8 | 4.4 | 5.6 | 2.2 | 2.8 | 1.4 | 0.8 | 0.3 | 0.6 | 1.6 | 0.8 | 2.8 | 5.6 |
| 22 | 0.6 | [ZS] | [ZS] | 0.7 | 1.1 | 0.9 | 4.0 | 1.4 | 0.5 | 0.3 | 0.4 | 0.7 | 3.3 | 3.2 | 4.4 | 5.4 | 7.0 | 8.7 | 1.2 | 0.5 | 1.7 | 0.6 | 2.5 | 1.1 | 2.3 | 8.7 |
| 23 | 0.6 | [ZS] | [ZS] | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.3 | 0.5 | 1.7 | 1.3 | 1.0 | 0.7 | 0.5 | 0.4 | 1.7 |
| 24 | 1.0 | [ZS] | [ZS] | 0.9 | 0.8 | 0.5 | [SC] | [SC] | 1.4 | 0.3 | 0.1 | 0.0 | 1.2 | 4.2 | 2.0 | 4.1 | 3.1 | 1.4 | 0.0 | 0.0 | 0.2 | 0.0 | 0.3 | 0.5 | 1.1 | 4.2 |
| 25 | 0.1 | [ZS] | [ZS] | 0.8 | 0.7 | 0.4 | 0.5 | 0.9 | 0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 1.1 | 0.2 | 0.9 | 0.9 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 | 0.3 | 1.1 |
| 26 | 0.3 | [ZS] | [ZS] | 2.5 | 1.2 | 2.6 | 3.1 | 3.7 | 2.4 | 1.6 | 1.1 | 3.4 | 1.6 | 1.9 | 2.2 | 1.7 | 1.0 | 0.6 | 0.5 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 1.4 | 3.7 |
| 27 | 0.4 | [ZS] | [ZS] | 0.7 | 0.5 | 0.5 | 0.1 | 0.9 | 0.3 | 0.7 | 1.1 | 1.2 | 2.0 | 1.9 | 0.9 | 2.0 | 1.2 | 2.3 | 1.5 | 1.7 | 0.6 | 1.0 | 1.1 | 1.9 | 1.1 | 2.3 |
| 28 | 3.2 | [ZS] | [ZS] | 3.0 | 1.4 | 1.5 | [SC] | [SC] | 1.2 | 0.0 | 0.4 | 0.8 | 2.5 | 2.3 | 3.1 | 5.2 | 2.9 | 1.7 | 1.6 | 1.0 | 2.2 | 2.3 | 1.8 | 2.4 | 2.0 | 5.2 |
| AV | 1.2 | [ ] | [ ] | 1.7 | 1.4 | 1.6 | 2.2 | 2.1 | 2.0 | 1.7 | 1.0 | 1.1 | 1.4 | 1.8 | 1.5 | 1.9 | 1.7 | 1.5 | 1.1 | 0.9 | 1.1 | 0.9 | 1.1 | 1.3 | 1.4 | |
| SD | 1.0 | [ ] | [ ] | 1.1 | 1.0 | 1.0 | 1.6 | 1.6 | 1.6 | 1.3 | 0.8 | 1.1 | 1.2 | 1.4 | 1.4 | 1.6 | 1.6 | 1.7 | 1.1 | 0.9 | 1.1 | 0.7 | 0.9 | 0.9 | | |
| PK | 3.2 | [ ] | [ ] | 3.8 | 4.3 | 3.2 | 6.4 | 5.8 | 6.7 | 4.3 | 3.4 | 4.4 | 4.5 | 4.7 | 4.4 | 5.6 | 7.0 | 8.7 | 4.3 | 2.9 | 3.4 | 2.3 | 4.0 | 3.4 | | 8.7 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

OXIDES OF NITROGEN [42603]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | [ZS] | [ZS] | 255 | 150 | 122 | 133 | 104 | 99 | 83 | 59 | 32 | 34 | 20 | 13 | 14 | 14 | 14 | 11 | 19 | 36 | 52 | 43 | 37 | 64 | 255 |
| 2 | 33 | [ZS] | [ZS] | 10 | 16 | 34 | 54 | 58 | 66 | 71 | 84 | 96 | 49 | 35 | 39 | 45 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 49 | 96 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 19 | 12 | 46 | 51 | 43 | 41 | 41 | 49 | 48 | 43 | 47 | 50 | 56 | 30 | 56 | 67 | 39 | 27 | 42 | 67 |
| 4 | 23 | [ZS] | [ZS] | 43 | 90 | 67 | [SC] | [SC] | [CA] | [CA] | 57 | 28 | 53 | 78 | 54 | 56 | 103 | 40 | 41 | 50 | 41 | 50 | 95 | 162 | 69 | 162 |
| 5 | 209 | [ZS] | [ZS] | 175 | 140 | 134 | 192 | 222 | 232 | 116 | 63 | 39 | 42 | 33 | 32 | 32 | 40 | 42 | 37 | 54 | 86 | 108 | 105 | 112 | 102 | 232 |
| 6 | 75 | [ZS] | [ZS] | 23 | 23 | 34 | 66 | 52 | 70 | 60 | 52 | 23 | 37 | 11 | 11 | 103 | 17 | 32 | 21 | 32 | 34 | 30 | 67 | 109 | 45 | 109 |
| 7 | 133 | [ZS] | [ZS] | 140 | 148 | 158 | 203 | 211 | 162 | 115 | 54 | 30 | 14 | 14 | 20 | 24 | 27 | 22 | 24 | 16 | 13 | 13 | 49 | 15 | 73 | 211 |
| 8 | 17 | [ZS] | [ZS] | 9 | 52 | 109 | 129 | [SC] | 135 | 95 | 64 | 24 | 31 | 19 | 16 | 13 | 9 | 12 | 31 | 35 | 66 | 66 | 68 | 81 | 51 | 135 |
| 9 | 93 | [ZS] | [ZS] | 73 | 94 | 137 | 262 | 232 | 146 | 99 | 44 | 52 | 36 | 39 | 16 | 42 | 56 | 32 | 62 | 62 | 52 | 57 | 79 | 99 | 85 | 262 |
| 10 | 122 | [ZS] | [ZS] | 115 | 97 | 152 | 195 | 183 | 218 | 97 | 56 | 52 | .75 | 78 | 47 | 57 | 34 | 47 | 48 | 50 | 64 | 35 | 111 | 195 | 97 | 218 |
| 11 | 153 | [ZS] | [ZS] | 45 | 180 | 261 | 261 | 261 | 237 | 166 | 44 | 53 | 90 | 75 | 39 | 28 | 40 | 37 | 33 | 36 | 40 | 60 | 86 | 123 | 107 | 261 |
| 12 | 218 | [ZS] | [ZS] | 199 | 260 | 193 | 273 | [SC] | [SC] | 156 | 88 | 127 | 104 | 108 | 41 | 41 | 68 | 79 | 90 | 64 | 86 | 39 | 59 | 46 | 117 | 273 |
| 13 | 25 | [ZS] | [ZS] | 84 | 123 | 193 | 208 | 252 | 206 | 116 | 76 | 59 | 35 | 23 | 28 | 25 | 22 | 15 | 19 | 23 | 29 | 82 | 121 | 140 | 86 | 252 |
| 14 | 136 | [ZS] | [ZS] | 89 | 62 | 47 | 51 | 60 | 64 | 25 | 36 | 24 | 32 | 38 | 12 | 7 | 41 | 18 | 24 | 19 | 33 | 20 | 23 | 32 | 41 | 136 |
| 15 | 22 | [ZS] | [ZS] | 46 | 44 | 47 | 12 | 37 | 62 | 46 | 33 | 32 | 45 | 67 | 63 | 27 | 18 | 16 | 20 | 17 | 18 | 17 | 15 | 18 | 33 | 67 |
| 16 | 14 | [ZS] | [ZS] | 73 | 92 | 133 | 169 | [SC] | [SC] | 87 | 59 | 34 | 19 | 9 | 7 | 10 | 43 | 57 | 28 | 28 | 45 | 53 | 38 | 35 | 52 | 169 |
| 17 | 21 | [ZS] | [ZS] | 17 | 20 | 38 | 69 | 65 | 60 | 59 | 32 | 22 | 31 | 28 | 29 | 37 | 17 | 26 | 45 | 43 | 38 | 34 | 39 | 17 | 36 | 69 |
| 18 | 9 | [ZS] | [ZS] | 29 | 50 | 127 | 251 | 216 | 164 | 105 | 54 | 46 | 48 | 68 | 30 | 31 | 30 | 34 | 73 | 86 | 118 | 117 | 227 | 267 | 99 | 267 |
| 19 | 230 | [ZS] | [ZS] | 190 | 176 | 196 | 207 | 230 | 221 | 198 | 111 | 127 | 107 | 80 | 63 | 48 | 21 | 56 | 46 | 58 | 52 | 64 | 47 | 57 | 117 | 230 |
| 20 | 52 | [ZS] | [ZS] | 65 | 46 | 49 | [SC] | [SC] | 36 | 40 | 23 | 44 | 48 | 68 | 24 | 51 | 46 | 43 | 40 | 45 | 60 | 68 | 89 | 121 | 52 | 121 |
| 21 | 209 | [ZS] | [ZS] | 219 | 207 | 187 | 175 | 163 | 157 | 114 | 79 | 46 | 42 | 49 | 34 | 39 | 25 | 9 | 13 | 15 | 17 | 33 | 40 | 32 | 87 | 219 |
| 22 | 33 | [ZS] | [ZS] | 12 | 3 | 4 | 15 | 39 | 36 | 33 | 30 | 32 | 23 | 15 | 11 | 15 | 11 | 11 | 11 | 7 | 13 | 41 | 46 | 40 | 22 | 46 |
| 23 | 39 | [ZS] | [ZS] | 8 | 4 | 11 | 10 | 12 | 19 | 22 | 22 | 18 | 16 | 11 | 26 | 12 | 41 | 26 | 24 | 47 | 39 | 69 | 46 | 52 | 26 | 63 |
| 24 | 38 | [ZS] | [ZS] | 18 | 24 | 30 | [SC] | [SC] | 69 | 30 | 24 | 14 | 34 | 94 | 41 | 67 | 41 | 31 | 38 | 41 | 41 | 37 | 32 | 26 | 38 | 94 |
| 25 | 13 | [ZS] | [ZS] | 14 | 27 | 18 | 23 | 53 | 44 | 23 | 20 | 34 | 27 | 47 | 23 | 31 | 38 | 39 | 41 | 33 | 29 | 18 | 23 | 26 | 29 | 53 |
| 26 | 24 | [ZS] | [ZS] | 59 | 45 | 139 | 232 | 216 | 184 | 105 | 80 | 99 | 44 | 42 | 52 | 51 | 39 | 30 | 54 | 55 | 35 | 22 | 27 | 21 | 75 | 232 |
| 27 | 43 | [ZS] | [ZS] | 18 | 39 | 35 | 26 | 74 | 62 | 103 | 89 | 42 | 25 | 31 | 15 | 45 | 25 | 33 | 25 | 41 | 83 | 101 | 148 | 194 | 59 | 194 |
| 28 | 318 | [ZS] | [ZS] | 180 | 111 | 128 | [SC] | [SC] | 105 | 81 | 48 | 46 | 63 | 73 | 43 | 78 | 38 | 31 | 25 | 26 | 70 | 149 | 204 | 271 | 104 | 318 |
| AV | 88 | [ ] | [ ] | 82 | 86 | 103 | 135 | 131 | 116 | 85 | 54 | 47 | 44 | 46 | 31 | 38 | 35 | 33 | 36 | 38 | 48 | 55 | 73 | 87 | 66 | |
| SD | 86 | [ ] | [ ] | 75 | 68 | 70 | 94 | 90 | 71 | 45 | 23 | 30 | 24 | 28 | 18 | 22 | 20 | 16 | 19 | 18 | 25 | 33 | 53 | 76 | | |
| PK | 318 | [ ] | [ ] | 255 | 260 | 261 | 273 | 261 | 237 | 198 | 111 | 127 | 107 | 108 | 63 | 103 | 103 | 79 | 90 | 86 | 118 | 149 | 227 | 271 | | 318 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITRIC OXIDE [42601]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | [ZS] | [ZS] | 210 | 116 | 92 | 103 | 73 | 67 | 49 | 25 | 8 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 5 | 4 | 37 | 210 |
| 2 | 2 | [ZS] | [ZS] | 0 | 0 | 5 | 16 | 19 | 30 | 33 | 45 | 56 | 18 | 8 | 10 | 14 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 18 | 56 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 0 | 8 | 13 | 10 | 11 | 11 | 14 | 14 | 12 | 10 | 12 | 13 | 2 | 16 | 25 | 7 | 3 | 10 | 25 |
| 4 | 2 | [ZS] | [ZS] | 14 | 52 | 31 | [SC] | [SC] | [CA] | [CA] | 25 | 10 | 29 | 49 | 31 | 26 | 68 | 13 | 11 | 16 | 4 | 9 | 49 | 115 | 31 | 115 |
| 5 | 165 | [ZS] | [ZS] | 134 | 112 | 100 | 157 | 184 | 184 | 73 | 29 | 11 | 12 | 8 | 7 | 6 | 9 | 7 | 6 | 13 | 39 | 63 | 61 | 69 | 66 | 184 |
| 6 | 32 | [ZS] | [ZS] | 0 | 0 | 6 | 29 | 18 | 33 | 24 | 20 | 3 | 10 | 0 | 1 | 68 | 4 | 9 | 0 | 4 | 7 | 2 | 21 | 61 | 16 | 68 |
| 7 | 84 | [ZS] | [ZS] | 95 | 103 | 114 | 159 | 166 | 116 | 69 | 22 | 6 | 2 | 2 | 2 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 16 | 0 | 44 | 166 |
| 8 | 3 | [ZS] | [ZS] | 0 | 13 | 69 | 93 | [SC] | 95 | 58 | 29 | 4 | 11 | 2 | 3 | 2 | 0 | 0 | 10 | 8 | 23 | 22 | 24 | 38 | 24 | 95 |
| 9 | 50 | [ZS] | [ZS] | 35 | 58 | 101 | 223 | 193 | 103 | 58 | 17 | 19 | 10 | 21 | 5 | 22 | 30 | 7 | 17 | 19 | 16 | 19 | 37 | 58 | 51 | 223 |
| 10 | 84 | [ZS] | [ZS] | 80 | 62 | 117 | 160 | 146 | 176 | 59 | 20 | 16 | 30 | 41 | 20 | 24 | 10 | 16 | 18 | 11 | 19 | 2 | 71 | 140 | 60 | 176 |
| 11 | 99 | [ZS] | [ZS] | 15 | 140 | 218 | 214 | 214 | 186 | 116 | 13 | 16 | 43 | 32 | 11 | 5 | 9 | 6 | 1 | 3 | 3 | 14 | 41 | 76 | 67 | 218 |
| 12 | 175 | [ZS] | [ZS] | 159 | 222 | 156 | 236 | [SC] | [SC] | 103 | 40 | 67 | 51 | 67 | 17 | 9 | 26 | 35 | 42 | 23 | 39 | 5 | 20 | 15 | 75 | 236 |
| 13 | 1 | [ZS] | [ZS] | 50 | 88 | 155 | 189 | 212 | 158 | 71 | 35 | 23 | 15 | 5 | 8 | 7 | 6 | 0 | 0 | 0 | 0 | 39 | 73 | 94 | 55 | 212 |
| 14 | 92 | [ZS] | [ZS] | 49 | 23 | 13 | 16 | 25 | 30 | 2 | 6 | 2 | 4 | 7 | 2 | 0 | 15 | 0 | 3 | 0 | 12 | 0 | 0 | 5 | 14 | 92 |
| 15 | 1 | [ZS] | [ZS] | 12 | 13 | 10 | 0 | 7 | 26 | 17 | 8 | 10 | 24 | 39 | 39 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 39 |
| 16 | 0 | [ZS] | [ZS] | 31 | 49 | 90 | 127 | [SC] | [SC] | 48 | 26 | 9 | 2 | 0 | 0 | 0 | 10 | 13 | 1 | 1 | 7 | 11 | 4 | 4 | 22 | 127 |
| 17 | 1 | [ZS] | [ZS] | 0 | 0 | 5 | 25 | 22 | 21 | 22 | 11 | 7 | 12 | 10 | 10 | 16 | 2 | 2 | 6 | 5 | 3 | 5 | 6 | 1 | 9 | 25 |
| 18 | 0 | [ZS] | [ZS] | 4 | 14 | 84 | 206 | 172 | 120 | 62 | 21 | 15 | 14 | 30 | 8 | 10 | 8 | 5 | 21 | 29 | 62 | 65 | 171 | 211 | 60 | 211 |
| 19 | 173 | [ZS] | [ZS] | 140 | 128 | 149 | 161 | 183 | 170 | 139 | 58 | 73 | 56 | 34 | 21 | 12 | 0 | 12 | 7 | 14 | 11 | 18 | 8 | 15 | 72 | 183 |
| 20 | 11 | [ZS] | [ZS] | 26 | 10 | 11 | [SC] | [SC] | 11 | 14 | 6 | 19 | 25 | 42 | 7 | 25 | 21 | 8 | 4 | 5 | 13 | 12 | 36 | 71 | 19 | 71 |
| 21 | 159 | [ZS] | [ZS] | 173 | 161 | 144 | 135 | 124 | 114 | 71 | 39 | 15 | 14 | 17 | 7 | 9 | 3 | 0 | 0 | 0 | 0 | 3 | 6 | 3 | 54 | 173 |
| 22 | 3 | [ZS] | [ZS] | 0 | 0 | 0 | 1 | 8 | 10 | 10 | 9 | 7 | 7 | 4 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 7 | 9 | 5 | 4 | 10 |
| 23 | 5 | [ZS] | [ZS] | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 2 | 1 | 0 | 4 | 0 | 9 | 0 | 1 | 13 | 9 | 21 | 7 | 8 | 4 | 21 |
| 24 | 3 | [ZS] | [ZS] | 0 | 2 | 2 | [SC] | [SC] | 27 | 8 | 8 | 3 | 15 | 59 | 20 | 36 | 18 | 6 | 4 | 3 | 4 | 5 | 2 | 2 | 11 | 59 |
| 25 | 0 | [ZS] | [ZS] | 0 | 3 | 2 | 0 | 14 | 14 | 6 | 4 | 13 | 11 | 23 | 8 | 10 | 15 | 7 | 5 | 2 | 0 | 0 | 3 | 1 | 7 | 23 |
| 26 | 0 | [ZS] | [ZS] | 16 | 11 | 96 | 186 | 169 | 133 | 58 | 36 | 49 | 19 | 22 | 30 | 27 | 17 | 3 | 10 | 12 | 1 | 1 | 5 | 1 | 41 | 186 |
| 27 | 8 | [ZS] | [ZS] | 0 | 8 | 5 | 3 | 37 | 31 | 57 | 42 | 15 | 11 | 16 | 4 | 23 | 8 | 6 | 0 | 4 | 36 | 52 | 100 | 146 | 28 | 146 |
| 28 | 262 | [ZS] | [ZS] | 134 | 68 | 86 | [SC] | [SC] | 64 | 41 | 16 | 12 | 23 | 35 | 15 | 44 | 12 | 5 | 1 | 0 | 24 | 98 | 153 | 220 | 66 | 262 |
| AV | 54 | [ ] | [ ] | 51 | 54 | 69 | 101 | 98 | 77 | 48 | 22 | 18 | 17 | 21 | 11 | 15 | 12 | 6 | 7 | 7 | 13 | 19 | 35 | 51 | 36 | |
| SD | 75 | [ ] | [ ] | 65 | 61 | 63 | 86 | 83 | 64 | 35 | 14 | 19 | 14 | 19 | 10 | 15 | 14 | 8 | 9 | 8 | 16 | 24 | 45 | 65 | | |
| PK | 262 | [ ] | [ ] | 210 | 222 | 218 | 236 | 214 | 186 | 139 | 58 | 73 | 56 | 67 | 39 | 68 | 68 | 35 | 42 | 29 | 62 | 98 | 171 | 220 | | 262 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITROGEN DIOXIDE [42602]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | [ZS] | [ZS] | 45.2 | 33.6 | 30.1 | 30.3 | 30.8 | 32.3 | 33.7 | 33.1 | 29.7 | 28.1 | 17.4 | 12.3 | 13.5 | 13.9 | 13.7 | 10.8 | 19.2 | 33.7 | 42.7 | 38.7 | 33.5 | 27.2 | 45.2 |
| 2 | 31.0 | [ZS] | [ZS] | 10.1 | 16.3 | 29.6 | 38.6 | 39.1 | 36.5 | 38.0 | 39.2 | 39.8 | 30.7 | 26.6 | 28.9 | 31.3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 31.1 | 39.8 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | SE | S | ESE | E | E | S | ENE | ENE | ENE | N | WNW | NW | NW | NW | NW | WNW | NW | [VA] |
| 4 | WNW | NW | NW | NE | NNE | ENE | E | ENE | ENE | NNW | W | W | W | W | W | W | W | W | W | WNW | NW | N | N | NNE | [VA] |
| 5 | ENE | E | E | ENE | ENE | E | ENE | ENE | ENE | E | ESE | ESE | SE | SE | SSE | SSE | SE | S | S | SE | E | E | E | ESE | E | |
| 6 | ESE | E | E | ESE | ESE | E | E | ESE | ESE | ESE | ESE | S | SW | S | SSW | W | WSW | WSW | WSW | W | WSW | NW | NNE | ENE | ESE | |
| 7 | ESE | ESE | ENE | ENE | NE | ENE | ENE | ENE | E | ESE | ESE | SSE | SE | SSE | SSE | SSE | SE | SSE | SSE | SSE | S | SSW | S | WSW | [VA] | |
| 8 | WSW | WSW | WSW | WNW | NNE | NNE | E | NE | E | ENE | E | SW | W | WSW | W | WSW | SSW | SW | WNW | NNE | ENE | ENE | NE | ENE | [VA] | |
| 9 | NE | NNE | NNW | NNW | NE | E | E | ENE | ENE | E | ENE | ENE | WSW | WSW | WSW | W | W | W | NW | N | N | N | N | NNE | [VA] | |
| 10 | NE | NNE | NE | NE | NE | ENE | NE | NNE | NE | ENE | E | SSW | WSW | W | W | W | W | W | W | WNW | S | WSW | WNW | NNW | [VA] | |
| 11 | WNW | NW | WNW | NW | ENE | NE | ENE | ENE | ENE | ENE | SSE | SSW | WSW | WSW | WSW | W | W | W | WSW | W | W | NW | N | ESE | [VA] | |
| 12 | ESE | ESE | NE | ENE | ENE | ENE | E | NE | ENE | E | WSW | NNE | WSW | W | WSW | WSW | W | WNW | WNW | WNW | W | WNW | WNW | WNW | [VA] | |
| 13 | WNW | NW | ENE | ENE | ESE | ESE | NNE | ENE | ENE | ESE | SSE | SSW | WSW | WSW | W | W | W | WSW | W | SW | SSW | ESE | E | ESE | [VA] | |
| 14 | ESE | E | E | E | E | E | E | ESE | ESE | SE | ESE | ESE | ESE | ENE | WSW | WSW | N | W | W | W | W | WNW | WNW | WNW | E | |
| 15 | WNW | NW | NNW | NNW | NNW | WNW | WNW | NNE | ENE | NE | NNE | W | W | W | W | N | NW | NNW | NNW | NNW | NNW | NNW | NNW | NNE | [VA] | |
| 16 | NNW | N | NE | ENE | ENE | ENE | ENE | ENE | E | ESE | ESE | SE | SSE | SW | SW | SW | ENE | S | SSW | S | E | E | E | E | ENE | |
| 17 | E | E | E | E | E | E | E | NNE | NNE | NW | WNW | W | W | W | E | W | WNW | WNW | NW | NW | NW | NNW | NNW | N | [VA] | |
| 18 | N | N | NW | NNW | ENE | E | E | NE | ENE | ENE | E | ESE | SSE | WSW | W | W | W | WSW | W | E | ESE | SE | E | ENE | E | |
| 19 | ESE | E | NE | ENE | ENE | ENE | ENE | NE | ENE | ENE | E | E | ESE | ESE | SE | SSE | S | ESE | ESE | E | ENE | NE | ESE | NNE | [VA] | |
| 20 | NNE | NNW | NNW | NNW | NW | NNW | NW | NW | NNW | NNW | NNW | WNW | W | W | W | W | W | NW | NW | NNW | NNW | N | N | NNE | [VA] | |
| 21 | ENE | ENE | NE | ENE | ENE | ENE | ENE | ENE | E | ESE | SE | S | WSW | WSW | WSW | WSW | WSW | WSW | WSW | SW | SSE | ESE | ESE | ESE | [VA] | |
| 22 | ESE | E | ENE | SSW | WSW | WSW | WSW | NE | NNE | ENE | E | SSE | WSW | WSW | W | W | W | WSW | WSW | WSW | SSW | SE | ESE | ESE | [VA] | |
| 23 | E | ESE | SE | S | S | E | E | SSW | S | S | SSE | SSE | S | SSW | S | S | W | WSW | SW | W | W | SSE | ESE | ENE | S | |
| 24 | NE | NE | ENE | ENE | NNE | ENE | NNE | NNW | NNW | NW | W | WSW | W | W | W | W | W | W | NW | NNW | NNW | N | NW | NNW | [VA] | |
| 25 | NNW | N | NW | NNW | N | NNW | NNW | WNW | NNW | NNW | NNW | WNW | WSW | W | W | W | W | WNW | NW | NNW | NNW | N | N | NNW | NNW | |
| 26 | NNW | NNW | W | WNW | NNW | ENE | E | ENE | E | ESE | WSW | W | WSW | W | W | W | W | WNW | NW | NW | NNW | N | N | NNW | [VA] | |
| 27 | ENE | E | NNW | NNW | NNW | NNW | N | NE | N | NE | E | WNW | WSW | WSW | WSW | N | WSW | W | WSW | WSW | NNE | NNW | NE | NE | [VA] | |
| 28 | NE | NE | ENE | NNE | NNE | NNE | NNE | NE | NE | E | ESE | WSW | WSW | WSW | N | W | W | W | WSW | S | E | E | E | NNE | | |
| PV | [VA] | [VA] | NE | [VA] | [VA] | ENE | E | ENE | ENE | ENE | E | [VA] | WSW | WSW | W | N | W | W | W | [VA] | [VA] | [VA] | [VA] | [VA] | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Av | 34.0 | [ ] | [ ] | 30.8 | 32.2 | 34.1 | 33.9 | 36.3 | 38.7 | 37.3 | 32.0 | 29.0 | 27.0 | 25.3 | 20.2 | 22.9 | 23.5 | 26.2 | 29.5 | 31.3 | 34.8 | 36.3 | 36.1 | 36.6 | 31.3 | |
| SD | 14.1 | [ ] | [ ] | 13.5 | 11.5 | 10.1 | 11.3 | 9.7 | 8.6 | 10.6 | 9.9 | 11.5 | 11.2 | 10.9 | 8.2 | 8.5 | 8.2 | 9.8 | 11.1 | 11.4 | 11.3 | 11.1 | 10.3 | 12.4 | | |
| PK | 56.5 | [ ] | [ ] | 49.2 | 47.5 | 46.5 | 47.2 | 47.5 | 51.2 | 58.8 | 53.7 | 60.0 | 53.1 | 45.6 | 41.5 | 35.8 | 41.0 | 43.8 | 51.6 | 57.0 | 56.1 | 51.7 | 56.4 | 55.6 | | 60.0 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE . [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | NE | NE | NE | NE | E | ENE | NE | ENE | ENE | E | SE | SE | SSE | S | S | SSW | SW | SSW | SSE | SE | E | ESE | E | [VA] |
| 2 | E | E | E | E | ESE | E | E | E | E | E | ESE | SE | SE | ESE | ESE | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | E |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | SE | S | ESE | E | E | E | ENE | ENE | ENE | N | WNW | NW | NW | NW | NW | WNW | NW | [VA] |
| 4 | WNW | NW | NW | NE | NNE | ENE | E | ENE | ENE | NNW | W | W | W | W | W | W | W | W | W | WNW | NW | N | N | NNE | [VA] |
| 5 | ENE | E | E | ENE | ENE | E | ENE | ENE | ENE | E | ESE | ESE | SE | SE | SSE | SSE | SE | S | S | SE | E | E | E | ESE | E | |
| 6 | ESE | E | E | ESE | ESE | E | E | ESE | ESE | ESE | ESE | S | SW | S | SSW | W | WSW | WSW | WSW | W | WSW | NW | NNE | ENE | ESE | |
| 7 | ESE | ESE | ENE | ENE | NE | ENE | ENE | ENE | E | ESE | ESE | SSE | SE | SSE | SSE | SSE | SE | SSE | SSE | SSE | S | SSW | S | WSW | [VA] | |
| 8 | WSW | WSW | WSW | WNW | NNE | NNE | E | NE | E | ENE | E | SW | W | WSW | W | WSW | SSW | SW | WNW | NNE | ENE | ENE | NE | ENE | [VA] | |
| 9 | NE | NNE | NNW | NNW | NE | E | E | ENE | ENE | E | ENE | ENE | WSW | WSW | WSW | W | W | W | NW | N | N | N | N | NNE | [VA] | |
| 10 | NE | NNE | NE | NE | NE | ENE | NE | NNE | NE | ENE | E | SSW | WSW | W | W | W | W | W | W | WNW | S | WSW | WNW | NNW | [VA] | |
| 11 | WNW | NW | WNW | NW | ENE | NE | ENE | ENE | ENE | ENE | SSE | SSW | WSW | WSW | WSW | W | W | W | WSW | W | W | NW | N | ESE | [VA] | |
| 12 | ESE | ESE | NE | ENE | ENE | ENE | E | NE | ENE | E | WSW | NNE | WSW | W | WSW | WSW | W | WNW | WNW | WNW | W | WNW | WNW | WNW | [VA] | |
| 13 | WNW | NW | ENE | ENE | ESE | ESE | NNE | ENE | ENE | ESE | SSE | SSW | WSW | WSW | W | W | W | WSW | W | SW | SSW | ESE | E | ESE | [VA] | |
| 14 | ESE | E | E | E | E | E | E | ESE | ESE | SE | ESE | ESE | ESE | ENE | WSW | WSW | N | W | W | W | W | WNW | WNW | WNW | E | |
| 15 | WNW | NW | NNW | NNW | NNW | WNW | WNW | NNE | ENE | NE | NNE | W | W | W | W | N | NW | NNW | NNW | NNW | NNW | NNW | NNW | NNE | [VA] | |
| 16 | NNW | N | NE | ENE | ENE | ENE | ENE | ENE | E | ESE | ESE | SE | SSE | SW | SW | SW | ENE | S | SSW | S | E | E | E | E | ENE | |
| 17 | E | E | E | E | E | E | E | NNE | NNE | NW | WNW | W | W | W | E | W | WNW | WNW | NW | NW | NW | NNW | NNW | N | [VA] | |
| 18 | N | N | NW | NNW | ENE | E | E | NE | ENE | ENE | E | ESE | SSE | WSW | W | W | W | WSW | W | E | ESE | SE | E | ENE | E | |
| 19 | ESE | E | NE | ENE | ENE | ENE | ENE | NE | ENE | ENE | E | E | ESE | ESE | SE | SSE | S | ESE | ESE | E | ENE | NE | ESE | NNE | [VA] | |
| 20 | NNE | NNW | NNW | NNW | NW | NNW | NW | NW | NNW | NNW | NNW | WNW | W | W | W | W | W | NW | NW | NNW | NNW | N | N | NNE | [VA] | |
| 21 | ENE | ENE | NE | ENE | ENE | ENE | ENE | ENE | E | ESE | SE | S | WSW | WSW | WSW | WSW | WSW | WSW | WSW | SW | SSE | ESE | ESE | ESE | [VA] | |
| 22 | ESE | E | ENE | SSW | WSW | WSW | WSW | NE | NNE | ENE | E | SSE | WSW | WSW | W | W | W | WSW | WSW | WSW | SSW | SE | ESE | ESE | [VA] | |
| 23 | E | ESE | SE | S | S | E | E | SSW | S | S | SSE | SSE | S | SSW | S | S | W | WSW | SW | W | W | SSE | ESE | ENE | S | |
| 24 | NE | NE | ENE | ENE | NNE | ENE | NNE | NNW | NNW | NW | W | WSW | W | W | W | W | W | W | NW | NNW | NNW | N | NW | NNW | [VA] | |
| 25 | NNW | N | NW | NNW | N | NNW | NNW | WNW | NNW | NNW | NNW | WNW | WSW | W | W | W | W | WNW | NW | NNW | NNW | N | N | NNW | NNW | |
| 26 | NNW | NNW | W | WNW | NNW | ENE | E | ENE | E | ESE | WSW | W | WSW | W | W | W | W | WNW | NW | NW | NNW | N | N | NNW | [VA] | |
| 27 | ENE | E | NNW | NNW | NNW | NNW | N | NE | N | NE | E | WNW | WSW | WSW | WSW | N | WSW | W | WSW | WSW | NNE | NNW | NE | NE | [VA] | |
| 28 | NE | NE | ENE | NNE | NNE | NNE | NNE | NE | NE | E | ESE | WSW | WSW | WSW | N | W | W | W | W | WSW | S | E | E | E | NNE | |
| PV | [VA] | [VA] | NE | [VA] | [VA] | ENE | E | ENE | ENE | ENE | E | [VA] | WSW | WSW | W | N | W | W | W | [VA] | [VA] | [VA] | [VA] | [VA] | | |

OU004 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 43 | 56 | 44 | 54 | 87 | 71 | 55 | 72 | 68 | 100 | 132 | 139 | 154 | 174 | 183 | 212 | 223 | 209 | 155 | 126 | 99 | 104 | 91 | [VA] |
| 2 | 90 | 88 | 82 | 85 | 103 | 99 | 93 | 85 | 93 | 88 | 101 | 110 | 130 | 130 | 120 | 118 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 5 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 135 | 170 | 107 | 87 | 89 | 81 | 89 | 74 | 71 | 68 | 10 | 294 | 317 | 317 | 326 | 316 | 301 | 309 | [VA] |
| 4 | 299 | 306 | 305 | 35 | 15 | 72 | 79 | 58 | 57 | 332 | 267 | 273 | 274 | 265 | 271 | 269 | 266 | 271 | 275 | 287 | 325 | 355 | 6 | 22 | [VA] |
| 5 | 70 | 87 | 92 | 63 | 57 | 81 | 63 | 67 | 63 | 88 | 113 | 116 | 129 | 131 | 151 | 156 | 144 | 177 | 169 | 134 | 80 | 87 | 92 | 102 | 5 |
| 6 | 106 | 94 | 100 | 105 | 105 | 101 | 94 | 103 | 103 | 105 | 109 | 176 | 219 | 191 | 213 | 269 | 245 | 244 | 247 | 273 | 247 | 313 | 28 | 67 | 6 |
| 7 | 111 | 104 | 59 | 57 | 47 | 78 | 74 | 73 | 93 | 110 | 121 | 163 | 170 | 166 | 163 | 147 | 143 | 149 | 151 | 157 | 175 | 213 | 171 | 255 | [VA] |
| 8 | 250 | 258 | 253 | 303 | 30 | 33 | 89 | 55 | 79 | 60 | 82 | 221 | 259 | 261 | 259 | 242 | 205 | 218 | 301 | 93 | 76 | 74 | 55 | 71 | [VA] |
| 9 | 56 | 28 | 338 | 343 | 43 | 97 | 86 | 66 | 76 | 80 | 75 | 64 | 248 | 255 | 255 | 266 | 268 | 276 | 315 | 8 | 351 | 2 | 2 | 13 | [VA] |
| 10 | 48 | 63 | 44 | 53 | 45 | 63 | 45 | 14 | 41 | 62 | 89 | 197 | 250 | 264 | 262 | 267 | 268 | 267 | 270 | 295 | 179 | 246 | 289 | 337 | [VA] |
| 11 | 300 | 309 | 303 | 325 | 71 | 36 | 69 | 69 | 59 | 61 | 155 | 194 | 258 | 251 | 253 | 260 | 265 | 262 | 254 | 266 | 281 | 321 | 4 | 117 | [VA] |
| 12 | 63 | 70 | 56 | 57 | 58 | 22 | 93 | 55 | 57 | 82 | 237 | 23 | 251 | 265 | 259 | 252 | 280 | 283 | 287 | 300 | 278 | 283 | 293 | 283 | [VA] |
| 13 | 298 | 316 | 66 | 63 | 109 | 115 | 26 | 66 | 75 | 102 | 153 | 203 | 241 | 240 | 262 | 260 | 260 | 258 | 259 | 229 | 198 | 110 | 84 | 111 | [VA] |
| 14 | 117 | 94 | 84 | 95 | 89 | 91 | 95 | 106 | 116 | 135 | 103 | 111 | 114 | 68 | 244 | 243 | 270 | 278 | 279 | 278 | 275 | 286 | 297 | 296 | 5 |
| 15 | 292 | 319 | 343 | 336 | 334 | 284 | 295 | 24 | 75 | 39 | 28 | 277 | 260 | 265 | 271 | 280 | 310 | 340 | 335 | 331 | 342 | 331 | 345 | 12 | [VA] |
| 16 | 329 | 9 | 45 | 75 | 57 | 57 | 60 | 68 | 79 | 103 | 118 | 130 | 165 | 217 | 218 | 229 | 74 | 191 | 209 | 173 | 80 | 100 | 97 | 88 | 4 |
| 17 | 95 | 94 | 99 | 101 | 97 | 87 | 90 | 15 | 29 | 306 | 287 | 273 | 262 | 270 | 278 | 279 | 282 | 284 | 326 | 320 | 316 | 344 | 334 | 355 | [VA] |
| 18 | 358 | 3 | 311 | 336 | 60 | 97 | 94 | 55 | 69 | 71 | 80 | 123 | 165 | 258 | 264 | 261 | 262 | 257 | 281 | 82 | 123 | 138 | 98 | 69 | 5 |
| 19 | 78 | 80 | 52 | 77 | 64 | 73 | 61 | 54 | 70 | 73 | 92 | 88 | 109 | 118 | 135 | 167 | 185 | 107 | 103 | 94 | 67 | 41 | 105 | 21 | [VA] |
| 20 | 22 | 331 | 330 | 341 | 316 | 331 | 325 | 314 | 343 | 333 | 334 | 292 | 270 | 273 | 277 | 276 | 280 | 304 | 307 | 335 | 345 | 360 | 1 | 23 | [VA] |
| 21 | 64 | 59 | 45 | 68 | 71 | 67 | 60 | 62 | 65 | 65 | 121 | 140 | 190 | 250 | 248 | 258 | 256 | 254 | 250 | 293 | 153 | 106 | 105 | 103 | [VA] |
| 22 | 107 | 98 | 68 | 197 | 245 | 251 | 248 | 36 | 90 | 65 | 90 | 164 | 250 | 256 | 261 | 259 | 266 | 255 | 254 | 250 | 198 | 125 | 112 | 105 | [VA] |
| 23 | 96 | 105 | 141 | 172 | 186 | 184 | 191 | 199 | 185 | 174 | 163 | 167 | 179 | 196 | 175 | 190 | 279 | 242 | 231 | 280 | 266 | 156 | 115 | 70 | 9 |
| 24 | 55 | 55 | 76 | 66 | 29 | 64 | 26 | 331 | 327 | 313 | 268 | 254 | 262 | 271 | 272 | 271 | 272 | 276 | 338 | 345 | 337 | 353 | 326 | 333 | [VA] |
| 25 | 347 | 11 | 314 | 329 | 354 | 348 | 344 | 294 | 335 | 347 | 339 | 288 | 258 | 266 | 274 | 278 | 268 | 291 | 312 | 337 | 333 | 355 | 350 | 334 | 16 |
| 26 | 336 | 332 | 281 | 290 | 346 | 65 | 84 | 76 | 84 | 116 | 252 | 263 | 257 | 263 | 265 | 273 | 276 | 284 | 291 | 304 | 340 | 348 | 350 | 4 | [VA] |
| 27 | 116 | 88 | 346 | 335 | 330 | 330 | 3 | 39 | 11 | 54 | 85 | 285 | 255 | 255 | 253 | 262 | 258 | 262 | 245 | 244 | 13 | 342 | 46 | 51 | [VA] |
| 28 | 55 | 47 | 62 | 17 | 15 | 19 | 30 | 22 | 45 | 50 | 85 | 117 | 244 | 258 | 258 | 260 | 265 | 264 | 261 | 257 | 179 | 94 | 82 | 86 | 2 |
| PV | [VA] | [VA] | 3 | [VA] | [VA] | 4 | 5 | 4 | 4 | 4 | 5 | [VA] | 12 | 12 | 13 | 13 | 13 | 13 | 13 | [VA] | [VA] | [VA] | [VA] | [VA] | |

OU001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND SPEED [61101]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 1.2 | 2.1 | 1.2 | 1.7 | 1.1 | 1.2 | 2.5 | 2.1 | 2.8 | 2.7 | 2.2 | 2.3 | 2.8 | 3.8 | 3.9 | 3.3 | 3.3 | 2.4 | 2.0 | 2.0 | 2.4 | 3.2 | 2.5 | 2.4 | 3.9 |
| 2 | 3.5 | 3.7 | 4.0 | 4.0 | 3.5 | 3.5 | 3.3 | 3.7 | 4.1 | 3.3 | 3.3 | 2.8 | 4.0 | 4.4 | 5.0 | 4.4 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 3.8 | 5.0 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 6.5 | 6.2 | 4.9 | 7.3 | 5.9 | 6.6 | 5.5 | 3.7 | 6.0 | 5.0 | 3.0 | 3.5 | 2.8 | 2.6 | 1.6 | 1.9 | 2.6 | 3.1 | 4.4 | 7.3 |
| 4 | 3.9 | 4.0 | 3.1 | 1.3 | 1.5 | 1.0 | 1.6 | 2.0 | 1.7 | 1.3 | 3.0 | 5.3 | 7.0 | 9.4 | 10.2 | 9.3 | 9.2 | 9.0 | 6.5 | 4.6 | 2.2 | 1.1 | 1.0 | 0.9 | 4.2 | 10.2 |
| 5 | 0.9 | 1.1 | 1.2 | 2.1 | 2.2 | 2.2 | 1.5 | 1.8 | 2.2 | 2.6 | 2.8 | 2.5 | 3.1 | 2.9 | 3.5 | 3.2 | 3.3 | 2.9 | 2.1 | 1.7 | 2.3 | 3.1 | 3.0 | 3.2 | 2.4 | 3.5 |
| 6 | 3.1 | 3.4 | 4.2 | 4.4 | 5.0 | 6.0 | 5.9 | 7.7 | 6.6 | 5.8 | 5.2 | 5.7 | 1.8 | 4.7 | 6.9 | 6.5 | 5.6 | 6.7 | 5.7 | 5.2 | 4.7 | 4.1 | 1.6 | 1.8 | 4.9 | 7.7 |
| 7 | 1.4 | 1.7 | 1.9 | 1.9 | 1.2 | 1.1 | 1.2 | 1.6 | 2.6 | 2.8 | 3.2 | 3.2 | 4.4 | 4.8 | 5.6 | 6.4 | 6.3 | 5.9 | 4.5 | 5.8 | 5.3 | 3.6 | 1.7 | 3.1 | 3.4 | 6.4 |
| 8 | 3.4 | 4.1 | 2.5 | 1.7 | 0.8 | 0.5 | 0.6 | 1.1 | 1.5 | 2.1 | 2.0 | 1.8 | 3.4 | 3.8 | 4.4 | 3.9 | 4.7 | 3.5 | 3.1 | 1.7 | 2.6 | 2.6 | 2.3 | 1.1 | 2.5 | 4.7 |
| 9 | 1.1 | 1.2 | 1.4 | 1.0 | 1.4 | 0.8 | 1.2 | 1.6 | 1.6 | 2.1 | 2.1 | 1.9 | 4.6 | 5.0 | 5.4 | 6.5 | 5.8 | 4.5 | 2.5 | 2.5 | 2.6 | 2.0 | 2.1 | 1.6 | 2.8 | 6.5 |
| 10 | 2.1 | 1.0 | 1.1 | 1.8 | 2.1 | 1.0 | 1.3 | 2.1 | 1.0 | 2.2 | 1.4 | 1.2 | 2.9 | 5.2 | 5.0 | 5.5 | 5.3 | 6.0 | 6.4 | 2.9 | 1.0 | 2.1 | 1.8 | 1.6 | 2.7 | 6.4 |
| 11 | 1.2 | 1.2 | 1.9 | 1.6 | 0.7 | 1.2 | 1.4 | 2.0 | 2.3 | 2.4 | 1.5 | 1.5 | 3.5 | 3.7 | 3.1 | 3.7 | 3.5 | 4.5 | 3.4 | 3.0 | 2.5 | 1.8 | 1.1 | 0.7 | 2.2 | 4.5 |
| 12 | 1.0 | 1.0 | 1.1 | 0.6 | 0.7 | 1.1 | 0.8 | 1.6 | 2.0 | 1.9 | 1.7 | 1.9 | 4.0 | 6.1 | 4.1 | 2.1 | 1.6 | 2.3 | 3.4 | 2.3 | 3.9 | 5.3 | 2.8 | 5.0 | 2.4 | 6.1 |
| 13 | 2.7 | 1.6 | 1.1 | 1.9 | 1.2 | 0.6 | 1.1 | 1.6 | 1.9 | 2.6 | 1.8 | 2.1 | 4.9 | 4.3 | 5.0 | 4.7 | 4.2 | 4.2 | 3.2 | 1.7 | 1.3 | 1.4 | 1.4 | 1.3 | 2.4 | 5.0 |
| 14 | 1.4 | 1.5 | 1.7 | 2.0 | 2.4 | 3.0 | 2.7 | 3.6 | 2.8 | 4.3 | 4.2 | 5.9 | 4.9 | 3.9 | 8.0 | 10.3 | 7.7 | 8.8 | 9.0 | 9.2 | 10.6 | 9.1 | 5.2 | 4.6 | 5.3 | 10.6 |
| 15 | 5.2 | 3.6 | 2.0 | 2.2 | 1.9 | 2.3 | 4.3 | 2.4 | 2.3 | 2.7 | 1.7 | 3.2 | 6.1 | 7.9 | 9.1 | 8.2 | 5.9 | 5.9 | 4.6 | 4.5 | 2.1 | 5.3 | 5.4 | 3.6 | 4.3 | 9.1 |
| 16 | 3.8 | 2.7 | 1.2 | 1.6 | 1.5 | 1.4 | 1.9 | 2.5 | 2.5 | 3.6 | 4.0 | 3.7 | 3.0 | 4.9 | 4.8 | 3.9 | 1.9 | 1.4 | 2.6 | 2.0 | 1.8 | 4.7 | 4.0 | 4.3 | 2.9 | 4.9 |
| 17 | 5.1 | 5.5 | 5.0 | 4.0 | 2.2 | 2.5 | 2.0 | 2.7 | 1.0 | 2.0 | 3.8 | 4.9 | 5.4 | 6.8 | 8.8 | 8.9 | 8.1 | 6.8 | 3.0 | 3.2 | 3.4 | 3.7 | 3.2 | 4.3 | 4.4 | 8.9 |
| 18 | 4.3 | 6.0 | 2.5 | 1.8 | 1.6 | 1.3 | 1.2 | 1.3 | 2.5 | 2.3 | 1.8 | 2.1 | 1.6 | 5.0 | 4.8 | 4.3 | 4.1 | 3.4 | 1.8 | 1.0 | 1.8 | 1.3 | 1.2 | 1.6 | 2.5 | 6.0 |
| 19 | 1.3 | 0.6 | 1.2 | 1.3 | 0.9 | 1.6 | 1.8 | 1.9 | 2.2 | 2.0 | 1.8 | 3.3 | 3.6 | 4.0 | 3.8 | 3.4 | 3.3 | 2.9 | 3.7 | 2.9 | 2.9 | 3.9 | 4.2 | 1.5 | 2.9 | 4.2 |
| 20 | 1.7 | 1.9 | 1.5 | 1.7 | 1.6 | 2.0 | 2.2 | 1.8 | 2.8 | 3.6 | 4.3 | 5.1 | 6.3 | 6.7 | 7.9 | 8.0 | 7.4 | 3.7 | 3.1 | 2.8 | 2.1 | 1.4 | 1.8 | 1.7 | 3.5 | 8.0 |
| 21 | 1.3 | 1.1 | 1.0 | 1.1 | 1.5 | 1.4 | 1.6 | 1.9 | 1.8 | 2.7 | 3.2 | 3.1 | 3.3 | 2.9 | 4.1 | 5.4 | 5.7 | 4.3 | 3.5 | 3.2 | 2.3 | 3.2 | 3.9 | 4.1 | 2.8 | 5.7 |
| 22 | 2.9 | 3.3 | 2.2 | 3.0 | 7.2 | 5.4 | 2.1 | 2.1 | 2.5 | 2.3 | 2.0 | 1.5 | 2.9 | 4.1 | 3.6 | 3.5 | 3.3 | 3.6 | 3.1 | 2.8 | 1.9 | 1.7 | 2.6 | 1.7 | 3.0 | 7.2 |
| 23 | 2.2 | 2.0 | 2.3 | 3.4 | 4.2 | 3.9 | 4.6 | 5.6 | 4.7 | 5.7 | 6.8 | 8.0 | 6.7 | 5.6 | 4.5 | 6.1 | 3.2 | 2.0 | 3.6 | 4.0 | 2.7 | 2.2 | 2.6 | 2.6 | 4.1 | 8.0 |
| 24 | 2.4 | 3.6 | 3.5 | 4.1 | 2.9 | 2.4 | 1.8 | 1.7 | 1.2 | 2.4 | 4.4 | 5.2 | 6.0 | 9.4 | 11.5 | 11.0 | 9.4 | 7.9 | 3.5 | 3.1 | 2.5 | 2.7 | 1.8 | 3.1 | 4.5 | 11.5 |
| 25 | 5.3 | 2.4 | 2.1 | 2.9 | 1.4 | 4.0 | 4.6 | 2.4 | 3.4 | 5.4 | 5.1 | 4.9 | 6.5 | 6.4 | 6.3 | 5.9 | 5.5 | 3.5 | 3.4 | 3.8 | 4.4 | 6.4 | 4.8 | 3.4 | 4.3 | 6.5 |
| 26 | 2.6 | 2.0 | 2.2 | 2.0 | 1.6 | 1.7 | 1.3 | 1.5 | 1.9 | 1.6 | 1.3 | 4.3 | 5.2 | 6.4 | 6.5 | 7.1 | 6.6 | 4.9 | 3.6 | 3.5 | 2.9 | 5.4 | 4.5 | 3.7 | 3.5 | 7.1 |
| 27 | 2.1 | 2.2 | 1.9 | 2.2 | 2.0 | 2.9 | 2.6 | 1.7 | 3.5 | 2.6 | 2.8 | 3.2 | 5.5 | 5.6 | 5.3 | 5.4 | 3.9 | 3.3 | 2.9 | 2.0 | 2.5 | 1.3 | 1.1 | 1.4 | 2.9 | 5.6 |
| 28 | 1.2 | 1.1 | 1.0 | 1.2 | 2.2 | 1.1 | 1.5 | 1.6 | 1.9 | 2.6 | 2.3 | 2.5 | 4.1 | 4.9 | 5.4 | 5.4 | 5.0 | 4.1 | 3.7 | 2.8 | 1.0 | 0.8 | 1.0 | 1.3 | 2.5 | 5.4 |
| AV | 2.6 | 2.4 | 2.1 | 2.2 | 2.1 | 2.1 | 2.3 | 2.5 | 2.6 | 3.0 | 3.1 | 3.6 | 4.4 | 5.2 | 5.8 | 5.8 | 5.1 | 4.5 | 3.7 | 3.2 | 2.9 | 3.1 | 2.7 | 2.5 | 3.3 | |
| SD | 1.4 | 1.4 | 1.1 | 1.0 | 1.4 | 1.4 | 1.5 | 1.6 | 1.3 | 1.4 | 1.5 | 1.8 | 1.5 | 1.7 | 2.1 | 2.2 | 2.1 | 2.0 | 1.6 | 1.6 | 1.9 | 1.9 | 1.3 | 1.3 | | |
| PK | 5.3 | 6.0 | 5.0 | 4.4 | 7.2 | 6.0 | 6.5 | 7.7 | 6.6 | 7.3 | 6.8 | 8.0 | 7.0 | 9.4 | 11.5 | 11.0 | 9.4 | 9.0 | 9.0 | 9.2 | 10.6 | 9.1 | 5.4 | 5.0 | | 11.5 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT SPEED [61103]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 1.1 | 2.0 | 1.2 | 1.6 | 0.8 | 1.2 | 2.4 | 2.0 | 2.7 | 2.4 | 2.0 | 2.0 | 2.3 | 3.6 | 3.6 | 3.1 | 3.2 | 2.2 | 1.7 | 1.9 | 2.3 | 3.1 | 2.4 | 2.2 | 3.6 |
| 2 | 3.4 | 3.7 | 4.0 | 4.0 | 3.4 | 3.5 | 3.3 | 3.6 | 4.0 | 3.2 | 3.2 | 2.7 | 3.9 | 4.3 | 4.9 | 4.4 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 3.7 | 4.9 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 5.4 | 3.9 | 4.8 | 7.2 | 5.8 | 6.5 | 5.4 | 3.5 | 5.9 | 4.9 | 2.5 | 3.4 | 2.3 | 2.2 | 1.5 | 1.8 | 2.5 | 2.9 | 4.0 | 7.2 |
| 4 | 3.7 | 3.8 | 2.9 | 0.9 | 0.8 | 0.3 | 1.4 | 1.9 | 1.5 | 0.9 | 2.7 | 5.1 | 6.8 | 9.3 | 10.1 | 9.2 | 9.1 | 8.9 | 6.4 | 4.3 | 1.9 | 1.0 | 1.0 | 0.8 | 3.9 | 10.1 |
| 5 | 0.9 | 1.0 | 1.0 | 1.9 | 2.1 | 2.1 | 1.5 | 1.8 | 2.2 | 2.4 | 2.6 | 1.9 | 2.9 | 2.8 | 3.2 | 3.0 | 3.1 | 2.7 | 1.9 | 1.4 | 2.1 | 3.1 | 2.9 | 3.2 | 2.2 | 3.2 |
| 6 | 3.0 | 3.3 | 4.2 | 4.3 | 5.0 | 5.9 | 5.8 | 7.6 | 6.5 | 5.7 | 5.0 | 4.5 | 1.3 | 4.4 | 6.7 | 6.3 | 5.5 | 6.1 | 5.7 | 4.9 | 4.6 | 2.9 | 1.5 | 1.7 | 4.7 | 7.6 |
| 7 | 1.3 | 1.4 | 1.8 | 1.9 | 1.0 | 1.0 | 1.2 | 1.5 | 2.5 | 2.7 | 3.0 | 2.8 | 4.2 | 4.6 | 5.4 | 6.3 | 6.2 | 5.8 | 4.3 | 5.7 | 5.1 | 3.3 | 0.8 | 3.1 | 3.2 | 6.3 |
| 8 | 3.3 | 4.0 | 2.4 | 1.3 | 0.4 | 0.4 | 0.5 | 1.0 | 1.5 | 2.1 | 1.7 | 1.1 | 3.4 | 3.8 | 4.2 | 3.6 | 4.5 | 3.2 | 2.7 | 1.4 | 2.4 | 2.4 | 1.7 | 0.9 | 2.2 | 4.5 |
| 9 | 0.9 | 1.1 | 1.4 | 0.9 | 1.0 | 0.2 | 1.2 | 1.5 | 1.5 | 2.0 | 1.8 | 0.1 | 4.5 | 4.9 | 5.3 | 6.4 | 5.7 | 4.3 | 1.9 | 2.4 | 2.5 | 2.0 | 2.0 | 1.5 | 2.4 | 6.4 |
| 10 | 2.1 | 0.9 | 1.1 | 1.8 | 2.1 | 0.7 | 1.3 | 1.9 | 0.7 | 2.0 | 0.8 | 0.8 | 2.7 | 5.1 | 4.8 | 5.4 | 5.3 | 5.9 | 6.3 | 2.7 | 0.5 | 1.8 | 1.1 | 1.5 | 2.5 | 6.3 |
| 11 | 1.1 | 1.1 | 1.8 | 1.1 | 0.6 | 1.1 | 1.3 | 1.9 | 2.1 | 2.3 | 0.6 | 1.3 | 3.4 | 3.6 | 3.0 | 3.5 | 3.4 | 4.5 | 3.3 | 2.9 | 2.3 | 1.6 | 1.0 | 0.2 | 2.0 | 4.5 |
| 12 | 0.9 | 0.9 | 1.0 | 0.5 | 0.7 | 1.0 | 0.7 | 1.5 | 1.9 | 1.7 | 0.7 | 0.8 | 3.9 | 5.0 | 4.0 | 1.9 | 1.3 | 2.0 | 3.3 | 2.1 | 3.7 | 5.1 | 2.7 | 4.9 | 2.2 | 6.0 |
| 13 | 2.6 | 1.4 | 0.8 | 1.8 | 1.1 | 0.5 | 0.9 | 1.6 | 1.7 | 2.4 | 1.5 | 1.4 | 4.6 | 4.1 | 4.9 | 4.6 | 4.1 | 4.1 | 3.1 | 1.4 | 1.2 | 1.0 | 1.3 | 1.2 | 2.2 | 4.9 |
| 14 | 1.3 | 1.5 | 1.6 | 2.0 | 2.3 | 3.0 | 2.6 | 3.5 | 2.6 | 4.2 | 4.0 | 5.8 | 4.5 | 2.5 | 7.7 | 10.2 | 7.5 | 8.7 | 8.9 | 9.0 | 10.5 | 8.9 | 4.9 | 4.4 | 5.1 | 10.5 |
| 15 | 5.0 | 3.3 | 1.8 | 2.2 | 1.7 | 2.0 | 4.2 | 1.9 | 0.3 | 1.3 | 1.2 | 2.9 | 6.0 | 7.7 | 9.0 | 8.0 | 5.1 | 5.7 | 4.5 | 4.4 | 1.8 | 5.1 | 5.3 | 3.3 | 3.9 | 9.0 |
| 16 | 3.5 | 2.2 | 0.9 | 1.4 | 1.4 | 1.4 | 1.9 | 2.4 | 2.5 | 3.5 | 3.8 | 3.4 | 2.4 | 4.6 | 4.6 | 3.7 | 1.3 | 0.4 | 2.4 | 1.3 | 1.6 | 4.7 | 3.9 | 4.2 | 2.6 | 4.7 |
| 17 | 5.1 | 5.4 | 4.9 | 3.9 | 2.1 | 2.4 | 1.9 | 2.4 | 0.9 | 1.5 | 3.6 | 4.6 | 5.3 | 6.7 | 8.6 | 8.8 | 8.0 | 6.7 | 2.7 | 3.0 | 3.2 | 3.5 | 3.0 | 4.1 | 4.3 | 8.8 |
| 18 | 4.1 | 5.8 | 2.1 | 1.4 | 1.2 | 1.0 | 0.9 | 1.2 | 2.3 | 2.0 | 1.6 | 1.7 | 1.1 | 4.9 | 4.7 | 4.2 | 4.0 | 3.9 | 1.6 | 0.7 | 1.7 | 1.2 | 1.0 | 1.6 | 2.3 | 5.8 |
| 19 | 1.3 | 0.6 | 1.1 | 1.2 | 0.9 | 1.5 | 1.7 | 1.2 | 2.1 | 1.9 | 1.6 | 3.2 | 3.5 | 3.8 | 3.6 | 3.1 | 3.2 | 2.7 | 3.6 | 2.8 | 2.7 | 3.2 | 3.7 | 1.3 | 2.3 | 3.8 |
| 20 | 1.6 | 1.8 | 1.5 | 1.7 | 1.5 | 1.9 | 2.1 | 1.7 | 2.6 | 3.4 | 4.0 | 4.6 | 6.1 | 6.5 | 7.7 | 7.9 | 7.2 | 3.5 | 2.8 | 2.4 | 2.0 | 1.2 | 1.7 | 1.5 | 3.3 | 7.9 |
| 21 | 1.2 | 1.1 | 0.9 | 1.1 | 1.5 | 1.4 | 1.6 | 1.8 | 1.8 | 2.5 | 2.9 | 2.7 | 1.9 | 2.6 | 3.9 | 5.3 | 5.7 | 4.2 | 3.5 | 2.9 | 1.7 | 3.1 | 3.5 | 3.9 | 2.6 | 5.7 |
| 22 | 2.8 | 3.3 | 1.9 | 2.3 | 7.1 | 5.2 | 2.0 | 1.8 | 2.3 | 2.2 | 1.7 | 1.2 | 2.7 | 4.0 | 3.5 | 3.5 | 3.2 | 3.6 | 3.1 | 2.8 | 1.2 | 1.7 | 2.5 | 1.6 | 2.8 | 7.1 |
| 23 | 2.1 | 2.0 | 2.2 | 3.3 | 4.1 | 3.8 | 4.4 | 5.5 | 4.6 | 5.6 | 6.7 | 7.9 | 6.5 | 5.4 | 4.4 | 5.8 | 3.0 | 1.9 | 3.1 | 3.8 | 2.5 | 1.4 | 2.4 | 2.4 | 4.0 | 7.9 |
| 24 | 1.8 | 3.4 | 3.4 | 4.0 | 2.7 | 2.0 | 1.3 | 1.5 | 0.9 | 2.0 | 4.3 | 5.0 | 5.7 | 9.3 | 11.4 | 10.9 | 9.4 | 7.8 | 3.1 | 3.0 | 2.4 | 2.5 | 1.4 | 2.9 | 4.3 | 11.4 |
| 25 | 5.1 | 1.6 | 1.9 | 2.8 | 1.2 | 3.8 | 4.5 | 2.2 | 3.3 | 5.2 | 4.9 | 4.1 | 6.5 | 6.2 | 6.1 | 5.8 | 5.4 | 3.2 | 3.2 | 3.6 | 4.2 | 6.2 | 4.6 | 3.3 | 4.1 | 6.5 |
| 26 | 2.5 | 1.8 | 2.2 | 1.9 | 1.2 | 1.7 | 1.3 | 1.5 | 1.7 | 1.2 | 0.5 | 4.2 | 5.1 | 6.2 | 6.4 | 7.0 | 6.5 | 4.8 | 3.6 | 3.4 | 2.8 | 5.3 | 4.3 | 3.4 | 3.3 | 7.0 |
| 27 | 0.9 | 1.9 | 1.5 | 1.7 | 2.0 | 2.2 | 2.4 | 1.1 | 3.0 | 2.1 | 2.8 | 1.5 | 5.3 | 5.5 | 5.2 | 5.3 | 3.8 | 3.2 | 2.8 | 1.0 | 2.3 | 1.1 | 0.8 | 1.2 | 2.5 | 5.5 |
| 28 | 1.0 | 0.9 | 0.8 | 1.0 | 2.1 | 1.0 | 1.2 | 1.5 | 1.8 | 2.5 | 1.9 | 2.2 | 3.4 | 4.9 | 5.3 | 5.3 | 4.9 | 4.0 | 3.6 | 2.6 | 0.5 | 0.6 | 1.0 | 1.2 | 2.3 | 5.3 |
| AV | 2.4 | 2.2 | 2.0 | 2.0 | 2.0 | 1.9 | 2.1 | 2.3 | 2.3 | 2.8 | 2.7 | 3.1 | 4.1 | 5.0 | 5.6 | 5.6 | 4.9 | 4.4 | 3.6 | 3.0 | 2.6 | 2.9 | 2.4 | 2.4 | 3.1 | |
| SD | 1.4 | 1.4 | 1.1 | 1.1 | 1.5 | 1.5 | 1.4 | 1.4 | 1.3 | 1.5 | 1.6 | 1.9 | 1.6 | 1.8 | 2.1 | 2.3 | 2.1 | 2.0 | 1.6 | 1.7 | 1.9 | 1.9 | 1.4 | 1.3 | | |
| PK | 5.1 | 5.8 | 4.9 | 4.3 | 7.1 | 5.9 | 5.8 | 7.6 | 6.5 | 7.2 | 6.7 | 7.9 | 6.8 | 9.3 | 11.4 | 10.9 | 9.4 | 8.9 | 8.9 | 9.0 | 10.5 | 8.9 | 5.3 | 4.9 | | 11.4 |

00000 [Program: ERMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | NE | NE | NE | NE | ENE | ENE | NE | ENE | ENE | E | SE | SE | SSE | S | S | SSW | SW | SSW | SSE | SE | E | ESE | E | NE |
| 2 | E | E | E | E | ESE | E | E | E | E | E | ESE | SE | SE | ESE | ESE | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | E |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | SE | S | ESE | E | E | E | E | ENE | ENE | ENE | N | NNW | NW | NW | NNW | NW | WNW | WNW | E |
| 4 | WNW | WNW | WNW | WNW | WNW | NE | E | ENE | ENE | NNW | N | W | W | W | W | W | W | W | W | W | NW | N | N | NNE | [VA] |
| 5 | ENE | E | E | ENE | NE | E | ENE | ENE | ENE | E | ESE | ESE | SE | SE | SSE | SSE | SE | S | S | SE | E | E | E | E | E | |
| 6 | ESE | E | E | ESE | ESE | ESE | E | ESE | ESE | ESE | SSE | S | SSW | SSW | SSW | W | WSW | WSW | WSW | W | WSW | WNW | WNW | NNE | ENE | [VA] |
| 7 | ESE | E | ENE | ENE | NE | E | ENE | ENE | E | NSW | SSE | SSE | S | SSE | SSE | SSE | SE | SSE | SSE | S | SW | SSW | WSW | WSW | [VA] |
| 8 | WSW | W | WSW | NW | NE | NE | E | NE | E | ENE | S | SW | W | WSW | W | WSW | SSW | SW | WNW | NE | ENE | ENE | ENE | ENE | ENE | |
| 9 | ENE | NNE | NNW | NNW | NE | SE | E | ENE | ENE | E | ENE | NW | WSW | WSW | WSW | W | W | W | NW | N | N | N | N | N | [VA] |
| 10 | NE | ENE | NE | NE | NE | ENE | NE | NNE | ENE | ENE | E | SSW | WSW | W | W | W | W | W | W | WNW | S | WSW | W | NNW | [VA] |
| 11 | WNW | NW | WNW | NW | ENE | NE | ENE | ENE | ENE | NNE | SE | SSW | W | WSW | WSW | W | W | W | WSW | W | W | NW | W | SE | [VA] |
| 12 | ENE | ENE | ENE | ENE | NE | NNE | E | NE | ENE | E | WSW | NNE | WSW | W | WSW | W | W | WNW | WNW | WNW | W | W | WNW | WNW | [VA] |
| 13 | WNW | NW | ENE | ENE | ESE | ESE | NNE | ENE | ENE | E | SSE | SSW | WSW | WSW | W | W | W | WSW | W | W | SSW | ESE | E | ESE | [VA] |
| 14 | ESE | E | E | S | E | E | E | ESE | ESE | SE | ESE | ESE | ESE | ENE | WSW | WSW | W | W | W | W | W | WNW | WNW | WNW | E |
| 15 | WNW | NW | NNW | NNW | NNW | WNW | WNW | NNE | N | NNE | NNE | W | W | W | W | W | NW | NNW | NNW | NNW | NNW | NNW | NNW | N | [VA] |
| 16 | NNW | N | NE | E | ENE | ENE | ENE | ENE | E | NSE | ESE | SE | S | SW | SW | SW | ENE | SSW | SW | S | E | E | E | E | E |
| 17 | E | E | E | E | E | E | E | NNE | NNE | WNW | WNW | W | W | W | W | W | WNW | WNW | NW | NW | NW | NNW | NNW | N | [VA] |
| 18 | N | N | NW | WNW | ENE | E | E | ENE | ENE | ENE | ENE | ESE | ESE | WSW | W | W | W | WSW | W | E | SE | SE | ESE | ENE | [VA] |
| 19 | ENE | E | ENE | ENE | ENE | ENE | ENE | ENE | ENE | ENE | E | E | ESE | ESE | SE | S | S | ESE | ESE | E | ENE | ENE | E | NNE | ENE | |
| 20 | NNE | NNW | NNW | NNW | NW | NNW | NW | NW | NNW | NNW | NNW | W | W | W | W | W | NNW | NW | NNW | NNW | N | N | NNE | [VA] |
| 21 | ENE | ENE | NE | ENE | ENE | ENE | ENE | ENE | ENE | E | ESE | SE | SSW | WSW | WSW | WSW | WSW | WSW | WSW | SW | SSE | ESE | E | ESE | [VA] |
| 22 | ESE | E | ENE | SSW | WSW | WSW | WSW | NE | NNE | ENE | E | S | WSW | WSW | W | W | W | WSW | WSW | WSW | SSW | SE | ESE | ESE | [VA] |
| 23 | E | ESE | SE | S | S | S | S | SSW | S | S | SSS | SSE | S | SSW | S | S | W | WSW | WSW | W | W | SSE | ESE | ENE | S | |
| 24 | ENE | NE | ENE | ENE | NNE | ENE | NNE | NNW | NNW | NW | W | WSW | W | W | W | W | W | W | NNW | NNW | NNW | N | NNW | NNW | [VA] |
| 25 | NNW | N | NW | NNW | N | NNW | NNW | NNW | NNW | NNW | NNW | WNW | WSW | W | W | W | W | WNW | NW | NNW | NNW | N | N | NNW | NNW | |
| 26 | NNW | NNW | N | NNW | NNW | ENE | E | ENE | E | ESE | WSW | W | WSW | W | W | W | W | WNW | WNW | WNW | NNW | NNW | N | N | [VA] |
| 27 | ESE | E | NNW | NNW | NNW | NNW | N | NE | N | NE | E | W | WSW | WSW | WSW | W | W | W | WSW | WSW | N | NNW | NE | NE | [VA] |
| 28 | ENE | NE | NE | NNE | NNE | NNE | NE | NNE | NE | NE | E | ESE | WSW | WSW | WSW | W | W | W | W | WSW | SSW | E | E | E | NE |
| PV | [VA] | [VA] | ENE | [VA] | NE | ENE | E | ENE | ENE | ENE | E | [VA] | WSW | WSW | W | [VA] | [VA] | W | WSW | W | [VA] | [VA] | [VA] | [VA] | |

00004 [Program: ERMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 29/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 43 | 56 | 51 | 53 | 78 | 67 | 56 | 70 | 69 | 99 | 132 | 138 | 158 | 174 | 183 | 213 | 223 | 210 | 156 | 127 | 99 | 103 | 91 | 3 |
| 2 | 91 | 88 | 82 | 85 | 103 | 99 | 93 | 85 | 92 | 88 | 100 | 108 | 132 | 130 | 120 | 119 | [ ] | ( ) | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 5 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 129 | 101 | 107 | 87 | 89 | 81 | 89 | 77 | 71 | 68 | 10 | 297 | 313 | 320 | 328 | 315 | 302 | 302 | 3 |
| 4 | 294 | 303 | 301 | 30 | 19 | 51 | 79 | 59 | 62 | 331 | 273 | 273 | 272 | 264 | 271 | 269 | 266 | 271 | 274 | 280 | 318 | 352 | 5 | 33 | [VA] |
| 5 | 76 | 83 | 87 | 61 | 56 | 80 | 63 | 66 | 64 | 88 | 114 | 113 | 129 | 131 | 152 | 165 | 145 | 176 | 173 | 132 | 79 | 87 | 92 | 101 | 5 |
| 6 | 105 | 94 | 100 | 104 | 105 | 102 | 94 | 103 | 103 | 105 | 110 | 175 | 207 | 193 | 213 | 269 | 245 | 250 | 247 | 273 | 248 | 290 | 28 | 68 | [VA] |
| 7 | 109 | 99 | 60 | 57 | 53 | 88 | 74 | 74 | 94 | 111 | 121 | 161 | 169 | 165 | 163 | 147 | 143 | 149 | 151 | 157 | 176 | 215 | 200 | 255 | [VA] |
| 8 | 251 | 259 | 258 | 304 | 40 | 50 | 94 | 56 | 79 | 62 | 84 | 233 | 259 | 251 | 260 | 243 | 205 | 223 | 293 | 44 | 78 | 75 | 63 | 73 | 4 |
| 9 | 64 | 23 | 340 | 346 | 36 | 130 | 86 | 66 | 75 | 79 | 78 | 319 | 248 | 256 | 256 | 266 | 268 | 275 | 309 | 7 | 351 | 0 | 2 | 11 | [VA] |
| 10 | 47 | 63 | 48 | 49 | 44 | 65 | 45 | 15 | 57 | 64 | 94 | 195 | 253 | 265 | 263 | 267 | 268 | 267 | 270 | 288 | 170 | 256 | 279 | 337 | [VA] |
| 11 | 297 | 308 | 302 | 315 | 74 | 42 | 69 | 69 | 60 | 62 | 144 | 199 | 259 | 251 | 255 | 261 | 265 | 262 | 254 | 264 | 279 | 320 | 359 | 129 | [VA] |
| 12 | 60 | 71 | 58 | 69 | 56 | 23 | 98 | 55 | 60 | 82 | 244 | 24 | 257 | 264 | 257 | 259 | 277 | 288 | 283 | 298 | 276 | 281 | 292 | 282 | [VA] |
| 13 | 297 | 320 | 63 | 63 | 106 | 110 | 26 | 66 | 78 | 101 | 149 | 209 | 243 | 242 | 262 | 261 | 260 | 258 | 259 | 237 | 196 | 111 | 83 | 107 | [VA] |
| 14 | 117 | 94 | 82 | 85 | 88 | 91 | 95 | 106 | 117 | 136 | 103 | 111 | 114 | 70 | 244 | 242 | 269 | 278 | 278 | 277 | 275 | 285 | 291 | 292 | 5 |
| 15 | 289 | 310 | 345 | 337 | 335 | 282 | 293 | 20 | 11 | 32 | 27 | 272 | 260 | 265 | 271 | 279 | 306 | 341 | 335 | 331 | 344 | 331 | 346 | 5 | [VA] |
| 16 | 331 | 1 | 51 | 79 | 59 | 58 | 61 | 68 | 80 | 103 | 119 | 132 | 171 | 217 | 218 | 228 | 70 | 206 | 219 | 183 | 79 | 100 | 97 | 88 | 5 |
| 17 | 95 | 94 | 98 | 101 | 95 | 86 | 92 | 12 | 30 | 290 | 286 | 270 | 261 | 271 | 277 | 279 | 282 | 283 | 322 | 321 | 315 | 344 | 335 | 356 | [VA] |
| 18 | 357 | 2 | 316 | 332 | 61 | 92 | 87 | 62 | 70 | 71 | 78 | 120 | 156 | 258 | 263 | 261 | 262 | 258 | 277 | 90 | 124 | 138 | 104 | 68 | [VA] |
| 19 | 75 | 81 | 57 | 76 | 65 | 70 | 67 | 59 | 73 | 74 | 97 | 88 | 109 | 118 | 136 | 170 | 187 | 110 | 103 | 93 | 69 | 58 | 101 | 22 | 4 |
| 20 | 20 | 331 | 331 | 341 | 317 | 333 | 326 | 316 | 344 | 335 | 335 | 289 | 269 | 271 | 277 | 275 | 279 | 303 | 306 | 341 | 346 | 357 | 359 | 16 | [VA] |
| 21 | 65 | 60 | 46 | 68 | 70 | 66 | 59 | 63 | 65 | 86 | 121 | 140 | 204 | 251 | 250 | 258 | 256 | 254 | 250 | 233 | 150 | 106 | 101 | 103 | [VA] |
| 22 | 107 | 98 | 72 | 209 | 245 | 250 | 250 | 35 | 30 | 65 | 90 | 171 | 256 | 255 | 261 | 259 | 266 | 255 | 254 | 250 | 206 | 126 | 113 | 107 | [VA] |
| 23 | 96 | 105 | 143 | 171 | 186 | 184 | 191 | 199 | 185 | 174 | 163 | 167 | 179 | 196 | 175 | 190 | 276 | 243 | 245 | 278 | 265 | 155 | 115 | 71 | 9 |
| 24 | 59 | 56 | 75 | 66 | 32 | 68 | 26 | 331 | 332 | 312 | 268 | 253 | 263 | 270 | 272 | 271 | 272 | 275 | 333 | 345 | 338 | 349 | 331 | 334 | [VA] |
| 25 | 348 | 358 | 320 | 331 | 355 | 348 | 345 | 295 | 335 | 347 | 339 | 282 | 258 | 265 | 273 | 277 | 268 | 287 | 311 | 339 | 333 | 355 | 350 | 335 | 16 |
| 26 | 337 | 337 | 279 | 289 | 342 | 63 | 84 | 76 | 85 | 119 | 240 | 263 | 257 | 263 | 265 | 273 | 275 | 282 | 291 | 303 | 341 | 348 | 350 | 360 | [VA] |
| 27 | 114 | 92 | 343 | 331 | 331 | 330 | 360 | 35 | 4 | 54 | 86 | 267 | 255 | 256 | 253 | 262 | 259 | 262 | 246 | 252 | 11 | 345 | 41 | 47 | [VA] |
| 28 | 58 | 47 | 56 | 22 | 15 | 24 | 39 | 28 | 46 | 52 | 88 | 117 | 253 | 258 | 258 | 260 | 265 | 266 | 262 | 258 | 194 | 98 | 82 | 86 | 3 |
| PV | [VA] | [VA] | 4 | [VA] | 3 | 4 | 5 | 4 | 4 | 4 | 5 | [VA] | 12 | 12 | 13 | [VA] | [VA] | 13 | 12 | 13 | [VA] | [VA] | [VA] | [VA] | |

00001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA STABILITY [61191]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 4 | 4 | 6 | 5 | 6 | 6 | 4 | 2 | 3 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 4 | 6 | 6 | 6 | 5 | 4 | 5 |
| 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | ] |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | 4 | 3 | 5 | 4 | 6 | 6 | 6 | 6 | 4 | 5 |
| 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 3 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 4 | 6 | 6 | 6 | 6 |
| 5 | 6 | 6 | 6 | 6 | 5 | 6 | 4 | 4 | 3 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 4 | 5 | 6 | 6 | 6 | 4 | 4 | 4 |
| 6 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 5 |
| 7 | 6 | 6 | 5 | 5 | 6 | 6 | 6 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 4 |
| 8 | 4 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 3 | 3 | 1 | 1 | 3 | 4 | 3 | 2 | 4 | 5 | 5 | 6 | 6 | 6 | 6 | 6 |
| 9 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 3 | 2 | 2 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 5 | 5 | 4 | 6 |
| 10 | 5 | 6 | 6 | 6 | 5 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 6 |
| 11 | 6 | 6 | 5 | 6 | 6 | 6 | 5 | 5 | 2 | 2 | 1 | 1 | 3 | 4 | 2 | 3 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 6 |
| 12 | 6 | 6 | 5 | 6 | 6 | 6 | 6 | 3 | 2 | 1 | 1 | 1 | 3 | 4 | 3 | 1 | 6 | 6 | 4 | 6 | 4 | 4 | 4 | 4 |
| 13 | 4 | 6 | 6 | 4 | 6 | 6 | 6 | 3 | 2 | 2 | 1 | 1 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 |
| 14 | 5 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 15 | 4 | 4 | 6 | 5 | 6 | 6 | 4 | 6 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 3 | 4 | 4 | 4 | 6 | 4 | 4 | 4 |
| 16 | 4 | 6 | 6 | 6 | 6 | 5 | 5 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 2 | 6 | 6 | 6 | 6 | 6 | 4 | 4 | 4 |
| 17 | 4 | 4 | 4 | 4 | 6 | 5 | 6 | 6 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 4 | 4 | 4 |
| 18 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 1 | 2 | 1 | 1 | 1 | 1 | 4 | 4 | 3 | 4 | 4 | 6 | 6 | 5 | 6 | 6 | 5 |
| 19 | 6 | 6 | 6 | 5 | 6 | 5 | 6 | 6 | 2 | 2 | 1 | 3 | 3 | 3 | 4 | 5 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 6 |
| 20 | 6 | 5 | 5 | 5 | 5 | 5 | 6 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 6 |
| 21 | 5 | 5 | 6 | 5 | 4 | 4 | 5 | 3 | 2 | 2 | 2 | 2 | 2 | 1 | 3 | 4 | 4 | 4 | 4 | 5 | 6 | 4 | 4 | 4 |
| 22 | 4 | 4 | 6 | 5 | 4 | 4 | 6 | 6 | 2 | 2 | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 6 | 6 | 4 | 6 |
| 23 | 6 | 4 | 6 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 6 | 5 | 4 | 6 | 6 | 6 | 5 | 5 |
| 24 | 6 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 5 | 6 | 6 | 4 |
| 25 | 4 | 6 | 6 | 5 | 6 | 4 | 4 | 2 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 4 | 5 | 4 | 4 | 4 | 4 | 4 | 4 |
| 26 | 4 | 6 | 5 | 6 | 6 | 6 | 4 | 2 | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | 4 | 4 | 4 |
| 27 | 6 | 6 | 6 | 6 | 5 | 6 | 6 | 1 | 2 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | 6 |
| 28 | 6 | 6 | 6 | 6 | 5 | 6 | 6 | 1 | 2 | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 5 | 5 | |

00001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE [62101]

DEGREES CENTIGRADE
LEVEL HEIGHT : 9 METERS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 12.9 | 12.5 | 11.7 | 11.7 | 11.3 | 11.2 | 11.8 | 12.9 | 14.6 | 16.2 | 17.2 | 17.7 | 18.3 | 18.6 | 18.2 | 17.5 | 17.2 | 17.3 | 17.4 | 17.5 | 17.3 | 15.4 | 19.4 | 15.5 | 19.4 |
| 2 | 14.8 | 14.8 | 14.5 | 14.2 | 14.4 | 14.1 | 14.9 | 13.9 | 13.8 | 14.4 | 15.7 | 16.5 | 17.4 | 16.1 | 15.6 | 16.8 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 15.2 | 18.5 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 15.3 | 13.7 | 12.9 | 13.4 | 13.9 | 13.9 | 13.8 | 12.6 | 12.6 | 14.0 | 14.4 | 13.4 | 13.3 | 13.2 | 13.4 | 13.7 | 14.4 | 14.4 | 13.7 | 15.3 |
| 4 | 14.3 | 14.5 | 14.3 | 12.6 | 12.6 | 12.5 | 11.7 | 11.6 | 13.1 | 14.7 | 15.8 | 16.7 | 17.2 | 17.1 | 17.3 | 17.2 | 17.0 | 16.7 | 16.7 | 16.5 | 16.1 | 15.7 | 15.5 | 15.0 | 15.1 | 17.3 |
| 5 | 13.9 | 13.2 | 13.2 | 12.8 | 12.4 | 12.5 | 12.4 | 12.4 | 13.9 | 15.5 | 16.7 | 17.3 | 17.4 | 17.6 | 17.7 | 17.6 | 17.4 | 17.0 | 16.8 | 16.8 | 16.6 | 16.2 | 15.9 | 15.6 | 15.4 | 17.7 |
| 6 | 15.4 | 15.3 | 15.4 | 15.4 | 15.5 | 15.5 | 15.4 | 15.5 | 14.3 | 13.2 | 15.1 | 15.8 | 16.3 | 17.4 | 18.0 | 16.0 | 17.4 | 16.2 | 16.8 | 15.1 | 15.7 | 15.0 | 13.9 | 13.5 | 15.5 | 18.0 |
| 7 | 13.2 | 13.1 | 12.4 | 11.9 | 12.0 | 11.6 | 11.7 | 12.2 | 13.6 | 15.1 | 16.5 | 17.0 | 17.9 | 18.2 | 18.0 | 17.5 | 17.2 | 16.0 | 15.7 | 16.1 | 16.6 | 16.4 | 16.0 | 16.6 | 15.1 | 18.2 |
| 8 | 16.4 | 16.5 | 16.4 | 15.9 | 15.2 | 14.6 | 14.5 | 14.8 | 14.9 | 15.5 | 16.5 | 17.1 | 17.4 | 17.3 | 17.3 | 17.3 | 16.3 | 14.6 | 15.0 | 14.7 | [QD] | [QD] | 15.3 | 13.0 | 15.8 | 17.4 |
| 9 | 12.6 | 12.3 | 12.0 | 11.7 | 11.0 | 11.0 | 10.4 | 11.0 | 12.8 | 14.0 | 15.3 | 16.3 | 16.4 | 16.7 | 16.8 | 16.6 | 16.8 | 17.1 | 17.1 | 16.2 | 15.4 | 14.8 | 14.5 | 13.8 | 14.3 | 17.1 |
| 10 | 12.9 | 12.4 | 12.4 | 12.0 | 12.2 | 11.8 | 12.0 | 12.4 | 13.7 | 15.7 | 16.9 | 17.9 | 18.4 | 18.1 | 17.7 | 17.2 | 17.0 | 16.8 | 16.8 | 17.0 | 16.7 | 16.4 | 16.1 | 15.8 | 15.3 | 18.4 |
| 11 | 15.7 | 15.9 | 15.8 | 15.0 | 13.4 | 13.7 | 13.6 | 13.8 | 14.6 | 15.6 | 16.7 | 17.1 | 17.1 | 17.2 | 17.6 | 17.0 | 16.7 | 16.2 | 16.3 | 16.3 | 16.5 | 16.3 | 15.7 | 15.4 | 15.8 | 17.6 |
| 12 | 14.6 | 14.1 | 13.8 | 13.3 | 13.2 | 12.9 | 12.7 | 13.3 | 14.5 | 16.3 | 17.1 | 17.9 | 18.0 | 17.4 | 17.4 | 18.2 | 18.7 | 18.8 | 18.1 | 18.0 | 17.8 | 17.8 | 17.5 | 16.9 | 16.2 | 18.8 |
| 13 | 16.5 | 15.8 | 14.9 | 14.1 | 13.4 | 13.3 | 13.3 | 13.6 | 15.0 | 16.5 | 17.6 | 18.3 | 18.1 | 18.1 | 17.8 | 17.5 | 17.2 | 16.8 | 16.7 | 16.8 | 16.8 | 16.6 | 16.4 | 16.5 | 16.1 | 18.3 |
| 14 | 16.4 | 16.3 | 16.1 | 15.8 | 15.7 | 15.7 | 15.7 | 14.9 | [QD] | 14.5 | 14.3 | 14.1 | 14.6 | 15.3 | 18.2 | 17.2 | 17.0 | 17.0 | 16.9 | 16.7 | 16.4 | 16.1 | 15.6 | 15.1 | 15.9 | 18.2 |
| 15 | 14.9 | 13.7 | 12.6 | 12.4 | 12.7 | 12.7 | 14.3 | 12.9 | 13.4 | 14.6 | 15.3 | 15.8 | 15.9 | 16.3 | 16.7 | 17.0 | 17.9 | 17.5 | 16.4 | 15.8 | 15.4 | 15.3 | 15.3 | 14.7 | 15.0 | 17.9 |
| 16 | 14.2 | 13.8 | 12.9 | 11.3 | 10.4 | 10.4 | 10.2 | 10.6 | 12.3 | 14.5 | 16.1 | 16.7 | 17.2 | 16.7 | 16.5 | 16.0 | 15.0 | 15.3 | 14.6 | 13.5 | 13.2 | 13.1 | 12.3 | 12.3 | 13.7 | 17.2 |
| 17 | 12.6 | 12.2 | 12.4 | 12.5 | 12.0 | 11.1 | 10.9 | 11.6 | 12.4 | 13.7 | 14.8 | 15.4 | 15.9 | 17.0 | 17.6 | 17.6 | 17.6 | 17.2 | 17.1 | 16.4 | 16.0 | 15.8 | 15.6 | 15.7 | 14.6 | 17.6 |
| 18 | 15.7 | 15.7 | 14.7 | 14.5 | 13.6 | 12.3 | 11.3 | 11.6 | 13.5 | 15.4 | 17.1 | 18.2 | 18.8 | 18.1 | 17.5 | 17.2 | 17.0 | 16.5 | 16.9 | 16.8 | 16.5 | 16.2 | 15.7 | 14.5 | 15.6 | 18.8 |
| 19 | 13.9 | 13.4 | 13.2 | 12.7 | 12.9 | 12.9 | 13.0 | 13.5 | 14.3 | 15.3 | 15.8 | 15.9 | 16.1 | 16.1 | 14.9 | 14.2 | 13.8 | 14.6 | 12.2 | 13.7 | 13.3 | 12.6 | 12.2 | 12.5 | 13.9 | 16.1 |
| 20 | 12.5 | 12.5 | 12.1 | 11.2 | 11.2 | 11.0 | 11.0 | 11.7 | 13.2 | 14.2 | 15.2 | 15.7 | 15.8 | 16.5 | 16.7 | 17.0 | 17.4 | 17.2 | 15.9 | 15.3 | 15.2 | 15.0 | 14.9 | 14.0 | 14.3 | 17.4 |
| 21 | 13.0 | 12.4 | 12.3 | 11.6 | 11.2 | 11.0 | 11.0 | 11.7 | 12.9 | 14.6 | 16.0 | 16.8 | 17.1 | 17.2 | 17.2 | 16.4 | 16.0 | 15.7 | 15.8 | 15.0 | 15.3 | 14.7 | 14.0 | 13.6 | 14.3 | 17.2 |
| 22 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 16.9 | 17.4 | 17.3 | 17.7 | 17.5 | 17.2 | 16.8 | 16.7 | 16.6 | 16.7 | 16.5 | 16.5 | 16.2 | 16.9 | 17.7 |
| 23 | 16.1 | 19.3 | [QD] | 17.7 | 17.0 | 17.0 | 17.2 | 16.7 | 17.3 | 18.0 | 18.3 | 17.9 | 17.8 | 16.6 | 16.1 | 15.8 | 14.8 | 14.6 | 14.3 | 14.8 | 14.7 | 14.4 | 13.1 | 13.0 | 16.2 | 19.3 |
| 24 | 13.5 | 11.9 | 11.4 | 11.0 | 10.6 | 10.3 | 10.7 | 11.3 | 12.3 | 13.6 | 14.4 | 14.9 | 16.1 | 17.0 | 16.7 | 16.8 | 16.5 | 16.4 | 16.4 | 15.8 | 15.5 | 15.6 | 15.3 | 15.3 | 14.1 | 17.0 |
| 25 | 15.1 | 15.3 | 15.1 | 14.6 | 14.2 | 14.3 | 14.4 | 14.7 | 15.7 | 16.8 | 18.0 | 17.9 | 16.9 | 16.8 | 17.3 | 17.4 | 17.2 | 17.7 | 17.4 | 16.7 | 16.4 | 16.4 | 16.0 | 15.4 | 16.2 | 18.0 |
| 26 | 15.2 | 14.9 | 14.2 | 14.4 | 13.9 | 11.8 | 11.4 | 12.0 | 13.5 | 15.1 | 16.9 | 17.1 | 17.0 | 17.1 | 17.3 | 17.4 | 17.4 | 17.4 | 17.7 | 17.4 | 16.9 | 16.6 | 16.3 | 16.1 | 15.6 | 17.7 |
| 27 | 15.4 | 15.6 | 15.5 | 14.9 | 14.8 | 14.7 | 15.1 | 15.4 | 16.7 | 17.3 | 18.1 | 18.6 | 17.8 | 17.8 | 17.7 | 17.7 | 17.8 | 18.0 | 17.4 | 17.3 | 17.7 | 17.2 | 16.5 | 15.8 | 16.7 | 18.6 |
| 28 | 15.2 | 14.5 | 14.0 | 13.7 | 13.9 | 13.4 | 13.3 | 14.3 | 16.7 | 18.4 | 20.1 | 21.1 | 20.3 | 19.1 | 18.5 | 18.3 | 17.9 | 17.6 | 17.0 | 17.1 | 17.3 | 17.1 | 16.5 | 15.9 | 16.7 | 21.1 |
| AV | 14.6 | 14.3 | 13.8 | 13.4 | 13.1 | 12.8 | 12.9 | 13.1 | 14.0 | 15.2 | 16.3 | 16.9 | 17.1 | 17.0 | 17.1 | 16.9 | 16.8 | 16.5 | 16.3 | 16.0 | 16.0 | 15.7 | 15.3 | 15.0 | 15.3 | |
| SD | 1.3 | 1.7 | 1.5 | 1.7 | 1.7 | 1.7 | 1.9 | 1.6 | 1.4 | 1.3 | 1.4 | 1.5 | 1.3 | 1.2 | 1.2 | 1.0 | 1.1 | 1.2 | 1.4 | 1.2 | 1.3 | 1.3 | 1.3 | 1.6 | | |
| PK | 16.5 | 19.3 | 16.4 | 17.7 | 17.0 | 17.0 | 17.2 | 16.7 | 17.3 | 18.4 | 20.1 | 21.1 | 20.3 | 19.1 | 18.6 | 18.3 | 18.7 | 18.8 | 18.1 | 18.0 | 17.8 | 17.6 | 17.5 | 19.4 | | 21.1 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SOLAR RADIATION [63301]

WATTS PER SQUARE METER

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 0 | 0 | 0 | 0 | 0 | 2 | 58 | 162 | 362 | 369 | 385 | 210 | 363 | 375 | 140 | 74 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 385 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 43 | 83 | 92 | 114 | 137 | 88 | 101 | 107 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 48 | 137 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 0 | 1 | 7 | 18 | 43 | 85 | 83 | 18 | 93 | 73 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 93 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 255 | 417 | 549 | 628 | 636 | 569 | 502 | 364 | 144 | 6 | 0 | 0 | 0 | 0 | 0 | 173 | 636 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 237 | 419 | 520 | 353 | 303 | 284 | 216 | 130 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 107 | 520 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 14 | 17 | 17 | 44 | 211 | 251 | 268 | 131 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 268 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 73 | 223 | 334 | 360 | 349 | 303 | 293 | 136 | 58 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 360 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 111 | 301 | 385 | 304 | 319 | 290 | 253 | 175 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 92 | 385 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 81 | 242 | 449 | 576 | 614 | 667 | 620 | 509 | 345 | 154 | 14 | 0 | 0 | 0 | 0 | 0 | 178 | 667 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 234 | 456 | 490 | 604 | 629 | 592 | 397 | 207 | 95 | 8 | 0 | 0 | 0 | 0 | 0 | 157 | 629 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 128 | 348 | 360 | 281 | 497 | 542 | 492 | 298 | 130 | 12 | 0 | 0 | 0 | 0 | 0 | 130 | 542 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 273 | 431 | 232 | 426 | 296 | 325 | 134 | 103 | 43 | 9 | 0 | 0 | 0 | 0 | 0 | 99 | 431 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 95 | 273 | 439 | 584 | 639 | 654 | 599 | 466 | 271 | 95 | 11 | 0 | 0 | 0 | 0 | 0 | 172 | 654 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 36 | 45 | 35 | 60 | 36 | 23 | 30 | 29 | 34 | 21 | 0 | 0 | 0 | 0 | 0 | 16 | 60 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 59 | 235 | 446 | 594 | 596 | 704 | 648 | 527 | 355 | 166 | 17 | 0 | 0 | 0 | 0 | 0 | 181 | 704 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 85 | 272 | 469 | 603 | 425 | 411 | 288 | 307 | 125 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 603 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 51 | 149 | 444 | 627 | 711 | 719 | 661 | 530 | 407 | 239 | 31 | 0 | 0 | 0 | 0 | 0 | 186 | 719 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 119 | 313 | 485 | 618 | 692 | 679 | 616 | 510 | 352 | 174 | 23 | 0 | 0 | 0 | 0 | 0 | 191 | 692 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 46 | 126 | 202 | 139 | 102 | 151 | 152 | 34 | 61 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 43 | 202 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 134 | 333 | 509 | 650 | 702 | 729 | 680 | 559 | 391 | 183 | 19 | 0 | 0 | 0 | 0 | 0 | 204 | 729 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 83 | 207 | 366 | 492 | 458 | 372 | 588 | 498 | 337 | 164 | 24 | 0 | 0 | 0 | 0 | 0 | 150 | 588 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 123 | 242 | 421 | 255 | 534 | 530 | 516 | 387 | 138 | 15 | 0 | 0 | 0 | 0 | 0 | 133 | 534 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 111 | 219 | 219 | 77 | 45 | 59 | 43 | 20 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 35 | 219 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 51 | 267 | 490 | 702 | 783 | 773 | 710 | 682 | 430 | 222 | 48 | 0 | 0 | 0 | 0 | 0 | 212 | 783 |
| 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 106 | 300 | 489 | 697 | 778 | 790 | 690 | 535 | 294 | 131 | 35 | 0 | 0 | 0 | 0 | 0 | 202 | 790 |
| 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 157 | 353 | 538 | 678 | 760 | 788 | 732 | 601 | 413 | 207 | 38 | 0 | 0 | 0 | 0 | 0 | 220 | 788 |
| 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 164 | 370 | 558 | 697 | 771 | 791 | 729 | 603 | 426 | 213 | 41 | 0 | 0 | 0 | 0 | 0 | 224 | 791 |
| 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 160 | 373 | 537 | 697 | 766 | 773 | 715 | 591 | 405 | 200 | 39 | 0 | 0 | 0 | 0 | 0 | 219 | 773 |
| AV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 72 | 205 | 361 | 441 | 456 | 473 | 452 | 373 | 244 | 113 | 16 | 0 | 0 | 0 | 0 | 0 | 134 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 45 | 107 | 162 | 223 | 257 | 261 | 239 | 200 | 142 | 76 | 15 | 0 | 0 | 0 | 0 | 0 | | |
| PK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 164 | 373 | 558 | 702 | 783 | 791 | 732 | 603 | 430 | 239 | 48 | 0 | 0 | 0 | 0 | 0 | | 791 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA WS [70012]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 11 | 11 | 20 | 16 | 37 | 22 | 13 | 16 | 15 | 25 | 22 | 27 | 32 | 18 | 21 | 19 | 14 | 20 | 30 | 21 | 21 | 17 | 13 | 20 | 37 |
| 2 | 9 | 10 | 10 | 11 | 12 | 10 | 11 | 9 | 11 | 11 | 12 | 17 | 13 | 11 | 10 | 11 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 11 | 17 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 33 | 49 | 12 | 11 | 21 | 12 | 13 | 17 | 11 | 13 | 34 | 18 | 35 | 29 | 18 | 20 | 15 | 23 | 21 | 49 |
| 4 | 19 | 17 | 20 | 46 | 55 | 69 | 32 | 16 | 26 | 45 | 27 | 15 | 13 | 9 | 9 | 9 | 8 | 8 | 10 | 21 | 30 | 28 | 16 | 31 | 24 | 69 |
| 5 | 24 | 23 | 29 | 23 | 17 | 19 | 11 | 11 | 13 | 23 | 23 | 39 | 22 | 20 | 20 | 19 | 20 | 24 | 29 | 32 | 26 | 9 | 12 | 12 | 21 | 39 |
| 6 | 9 | 11 | 10 | 12 | 10 | 10 | 10 | 10 | 10 | 10 | 17 | 37 | 43 | 20 | 14 | 14 | 10 | 24 | 9 | 17 | 11 | 44 | 20 | 16 | 17 | 44 |
| 7 | 20 | 35 | 13 | 13 | 30 | 22 | 18 | 16 | 14 | 18 | 19 | 27 | 20 | 17 | 13 | 11 | 12 | 13 | 15 | 11 | 15 | 23 | 60 | 8 | 19 | 60 |
| 8 | 11 | 12 | 17 | 40 | 57 | 39 | 38 | 24 | 16 | 13 | 33 | 50 | 12 | 11 | 15 | 21 | 17 | 24 | 29 | 36 | 24 | 24 | 39 | 33 | 26 | 57 |
| 9 | 36 | 27 | 18 | 23 | 44 | 71 | 16 | 15 | 18 | 21 | 30 | 79 | 14 | 12 | 11 | 10 | 10 | 14 | 39 | 16 | 16 | 15 | 12 | 19 | 24 | 79 |
| 10 | 13 | 28 | 23 | 18 | 12 | 38 | 16 | 23 | 46 | 24 | 53 | 46 | 24 | 12 | 12 | 10 | 10 | 9 | 9 | 22 | 58 | 30 | 51 | 21 | 25 | 58 |
| 11 | 25 | 27 | 16 | 45 | 31 | 24 | 15 | 16 | 21 | 19 | 61 | 30 | 13 | 11 | 17 | 15 | 11 | 11 | 14 | 14 | 19 | 27 | 28 | 71 | 24 | 71 |
| 12 | 27 | 17 | 15 | 36 | 14 | 28 | 31 | 14 | 17 | 27 | 63 | 63 | 16 | 12 | 14 | 27 | 37 | 30 | 16 | 21 | 17 | 12 | 12 | 11 | 24 | 63 |
| 13 | 15 | 26 | 39 | 10 | 21 | 38 | 30 | 18 | 22 | 22 | 31 | 47 | 20 | 20 | 11 | 12 | 11 | 11 | 13 | 34 | 26 | 44 | 23 | 25 | 24 | 47 |
| 14 | 16 | 12 | 10 | 9 | 11 | 9 | 11 | 11 | 21 | 15 | 14 | 12 | 22 | 48 | 14 | 10 | 11 | 10 | 10 | 10 | 9 | 12 | 18 | 18 | 14 | 48 |
| 15 | 15 | 26 | 24 | 13 | 26 | 31 | 17 | 37 | 76 | 58 | 42 | 26 | 11 | 11 | 9 | 11 | 30 | 16 | 15 | 13 | 30 | 14 | 14 | 23 | 24 | 76 |
| 16 | 23 | 34 | 40 | 28 | 18 | 13 | 14 | 15 | 13 | 16 | 19 | 25 | 35 | 18 | 16 | 18 | 46 | 67 | 23 | 50 | 30 | 11 | 12 | 10 | 25 | 67 |
| 17 | 9 | 10 | 10 | 12 | 22 | 18 | 16 | 27 | 31 | 41 | 18 | 19 | 11 | 14 | 10 | 10 | 10 | 11 | 25 | 25 | 16 | 17 | 19 | 16 | 17 | 41 |
| 18 | 17 | 16 | 32 | 39 | 39 | 36 | 37 | 25 | 21 | 25 | 31 | 34 | 47 | 10 | 10 | 13 | 9 | 10 | 22 | 46 | 15 | 19 | 27 | 14 | 25 | 47 |
| 19 | 18 | 23 | 18 | 14 | 19 | 14 | 18 | 24 | 18 | 19 | 27 | 15 | 15 | 16 | 16 | 23 | 17 | 17 | 11 | 16 | 18 | 36 | 27 | 35 | 20 | 36 |
| 20 | 17 | 12 | 17 | 16 | 17 | 16 | 18 | 25 | 22 | 21 | 21 | 25 | 16 | 16 | 11 | 11 | 12 | 18 | 23 | 29 | 20 | 28 | 24 | 29 | 19 | 29 |
| 21 | 16 | 17 | 23 | 13 | 10 | 11 | 13 | 18 | 17 | 20 | 22 | 28 | 53 | 26 | 19 | 11 | 9 | 12 | 10 | 23 | 41 | 15 | 25 | 15 | 19 | 53 |
| 22 | 16 | 10 | 30 | 41 | 12 | 13 | 20 | 27 | 19 | 17 | 27 | 35 | 25 | 14 | 14 | 12 | 12 | 8 | 10 | 8 | 48 | 17 | 15 | 18 | 20 | 48 |
| 23 | 19 | 11 | 21 | 13 | 11 | 12 | 16 | 14 | 13 | 12 | 12 | 11 | 14 | 15 | 13 | 16 | 21 | 18 | 30 | 17 | 23 | 50 | 21 | 20 | 18 | 50 |
| 24 | 38 | 18 | 13 | 13 | 24 | 34 | 43 | 27 | 40 | 32 | 16 | 14 | 16 | 10 | 8 | 7 | 8 | 10 | 29 | 14 | 17 | 21 | 35 | 18 | 21 | 43 |
| 25 | 15 | 47 | 27 | 18 | 31 | 18 | 16 | 20 | 16 | 13 | 17 | 31 | 9 | 13 | 15 | 11 | 11 | 22 | 16 | 21 | 16 | 15 | 16 | 16 | 19 | 47 |
| 26 | 16 | 25 | 15 | 20 | 40 | 17 | 12 | 20 | 29 | 39 | 63 | 13 | 11 | 12 | 11 | 10 | 11 | 12 | 12 | 16 | 19 | 13 | 15 | 21 | 20 | 63 |
| 27 | 61 | 32 | 38 | 39 | 14 | 19 | 23 | 47 | 29 | 36 | 26 | 59 | 12 | 11 | 11 | 10 | 12 | 14 | 16 | 58 | 20 | 34 | 43 | 34 | 29 | 61 |
| 28 | 31 | 35 | 38 | 34 | 12 | 27 | 36 | 22 | 19 | 21 | 34 | 28 | 32 | 11 | 10 | 10 | 9 | 15 | 12 | 20 | 60 | 39 | 17 | 16 | 24 | 60 |
| AV | 21 | 21 | 21 | 23 | 23 | 26 | 21 | 21 | 22 | 23 | 28 | 31 | 21 | 16 | 13 | 13 | 16 | 17 | 19 | 24 | 25 | 24 | 23 | 22 | 21 | |
| SD | 11 | 10 | 10 | 12 | 14 | 16 | 10 | 10 | 13 | 11 | 15 | 17 | 12 | 8 | 3 | 5 | 10 | 11 | 9 | 13 | 13 | 11 | 12 | 12 | | |
| PK | 61 | 47 | 40 | 46 | 57 | 71 | 43 | 49 | 76 | 58 | 63 | 79 | 53 | 48 | 20 | 27 | 46 | 67 | 39 | 58 | 60 | 50 | 60 | 71 | | 79 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

DELTA T STABILITY CLASS [88825]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 2 | 2 | 3 | 2 | 2 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 |
| 2 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 4 | 4 | 5 | 4 | 4 | 4 | 4 | 5 | 4 | 3 | 5 | 4 | 5 | 5 | 5 | 5 |
| 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 3 | 2 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 |
| 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 |
| 6 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 3 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 |
| 8 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 5 | 5 | 6 | 0 | 0 | 5 | 6 |
| 9 | 6 | 6 | 6 | 6 | 6 | 6 | 0 | 2 | 2 | 2 | 2 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 |
| 10 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 3 | 2 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 |
| 11 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 3 | 3 | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 5 | 5 | 6 | 6 | 6 | 5 |
| 12 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 3 | 1 | 2 | 1 | 3 | 4 | 3 | 3 | 5 | 5 | 4 | 6 | 4 | 4 | 5 | 5 |
| 13 | 6 | 5 | 6 | 6 | 6 | 6 | 6 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 5 | 6 | 6 | 6 | 6 | 6 |
| 14 | 6 | 6 | 6 | 6 | 6 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 |
| 15 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 | 3 | 2 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 4 |
| 16 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 5 | 5 | 6 | 6 | 6 | 5 | 5 | 5 |
| 17 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 6 | 2 | 1 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 4 | 4 | 4 | 4 |
| 18 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 1 | 2 | 1 | 3 | 2 | 2 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 |
| 19 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 2 | 3 | 3 | 3 | 5 | 4 | 5 | 6 | 5 | 6 | 6 | 5 | 5 | 6 |
| 20 | 6 | 6 | 6 | 6 | 5 | 5 | 5 | 2 | 3 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 |
| 21 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 5 | 0 | 0 | 0 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 2 | 2 | 2 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 4 |
| 25 | 4 | 5 | 5 | 5 | 5 | 4 | 4 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 26 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 4 |
| 27 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 4 | 5 | 5 | 5 | 6 | 5 | 5 |
| 28 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 |

00001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

BATTERY VOLTAGE [99034]

VOLTS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 2 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 14 | 14 |
| 4 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 5 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 6 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 7 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 8 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 9 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 10 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 11 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 12 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 13 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 15 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 16 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 17 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 18 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 19 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 20 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 21 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 22 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 23 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 24 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 25 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 26 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 27 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 28 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| AV | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PK | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | | 14 |

CX000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA (CALCULATE) [99090]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 11 | 11 | 38 | 17 | 40 | 26 | 13 | 18 | 14 | 25 | 27 | 32 | 35 | 21 | 23 | 21 | 14 | 22 | 34 | 23 | 20 | 18 | 18 | 23 | 40 |
| 2 | 10 | 11 | 12 | 11 | 13 | 10 | 12 | 9 | 11 | 11 | 13 | 19 | 13 | 11 | 10 | 11 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 12 | 19 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 46 | 56 | 12 | 12 | 11 | 12 | 13 | 19 | 11 | 13 | 34 | 19 | 36 | 33 | 19 | 20 | 16 | 28 | 23 | 56 |
| 4 | 25 | 19 | 20 | 54 | 57 | 91 | 36 | 17 | 32 | 51 | 32 | 16 | 14 | 9 | 9 | 9 | 8 | 8 | 11 | 24 | 34 | 30 | 18 | 42 | 28 | 91 |
| 5 | 30 | 27 | 31 | 30 | 17 | 20 | 11 | 11 | 13 | 22 | 24 | 43 | 23 | 21 | 24 | 21 | 22 | 29 | 33 | 34 | 25 | 10 | 11 | 11 | 23 | 43 |
| 6 | 9 | 11 | 10 | 12 | 10 | 10 | 11 | 20 | 11 | 10 | 18 | 37 | 53 | 22 | 14 | 15 | 11 | 27 | 9 | 18 | 11 | 51 | 22 | 17 | 18 | 53 |
| 7 | 20 | 52 | 14 | 14 | 43 | 36 | 19 | 16 | 14 | 19 | 19 | 30 | 21 | 20 | 14 | 11 | 12 | 13 | 16 | 11 | 16 | 24 | 71 | 9 | 22 | 71 |
| 8 | 11 | 12 | 21 | 51 | 66 | 49 | 62 | 25 | 16 | 14 | 34 | 59 | 13 | 11 | 15 | 21 | 18 | 27 | 30 | 40 | 26 | 27 | 46 | 39 | 30 | 66 |
| 9 | 42 | 26 | 28 | 33 | 51 | 81 | 17 | 17 | 22 | 22 | 35 | 87 | 14 | 12 | 11 | 10 | 10 | 13 | 41 | 17 | 18 | 17 | 12 | 20 | 27 | 87 |
| 10 | 13 | 33 | 24 | 20 | 13 | 53 | 19 | 27 | 72 | 23 | 67 | 54 | 38 | 12 | 12 | 10 | 10 | 8 | 9 | 38 | 83 | 37 | 58 | 21 | 31 | 83 |
| 11 | 23 | 28 | 17 | 56 | 33 | 25 | 16 | 17 | 20 | 20 | 75 | 45 | 14 | 11 | 18 | 15 | 10 | 10 | 13 | 15 | 20 | 26 | 36 | 95 | 27 | 95 |
| 12 | 27 | 18 | 17 | 46 | 18 | 30 | 46 | 14 | 20 | 30 | 84 | 71 | 30 | 12 | 21 | 33 | 42 | 33 | 15 | 19 | 19 | 13 | 12 | 11 | 28 | 84 |
| 13 | 15 | 32 | 50 | 10 | 23 | 41 | 40 | 17 | 22 | 22 | 40 | 62 | 20 | 21 | 11 | 12 | 11 | 10 | 12 | 39 | 30 | 46 | 20 | 29 | 27 | 62 |
| 14 | 17 | 13 | 11 | 9 | 11 | 10 | 11 | 11 | 21 | 15 | 15 | 12 | 31 | 58 | 25 | 10 | 12 | 10 | 10 | 10 | 9 | 12 | 22 | 21 | 16 | 58 |
| 15 | 17 | 24 | 22 | 13 | 28 | 32 | 17 | 38 | 72 | 60 | 50 | 33 | 12 | 11 | 10 | 11 | 30 | 17 | 16 | 14 | 37 | 15 | 15 | 28 | 25 | 72 |
| 16 | 23 | 46 | 56 | 30 | 22 | 14 | 15 | 15 | 13 | 17 | 20 | 25 | 48 | 19 | 17 | 10 | 54 | 74 | 32 | 63 | 30 | 11 | 12 | 10 | 28 | 74 |
| 17 | 9 | 10 | 11 | 13 | 29 | 18 | 19 | 28 | 32 | 49 | 18 | 21 | 11 | 14 | 10 | 10 | 10 | 11 | 26 | 16 | 16 | 19 | 20 | 16 | 18 | 49 |
| 18 | 17 | 16 | 34 | 43 | 44 | 52 | 37 | 34 | 22 | 29 | 34 | 41 | 61 | 11 | 11 | 13 | 9 | 10 | 23 | 48 | 15 | 24 | 25 | 14 | 28 | 61 |
| 19 | 20 | 37 | 22 | 15 | 20 | 14 | 22 | 27 | 19 | 20 | 32 | 16 | 15 | 16 | 17 | 26 | 21 | 17 | 11 | 17 | 19 | 39 | 41 | 33 | 22 | 41 |
| 20 | 18 | 13 | 17 | 17 | 17 | 17 | 18 | 32 | 22 | 23 | 22 | 27 | 17 | 17 | 11 | 12 | 13 | 19 | 24 | 38 | 23 | 35 | 26 | 33 | 21 | 38 |
| 21 | 17 | 17 | 25 | 13 | 11 | 11 | 13 | 15 | 18 | 20 | 22 | 30 | 60 | 28 | 21 | 11 | 9 | 12 | 11 | 23 | 44 | 16 | 30 | 15 | 21 | 60 |
| 22 | 18 | 11 | 39 | 49 | 12 | 13 | 27 | 28 | 19 | 18 | 29 | 43 | 30 | 14 | 15 | 13 | 12 | 8 | 10 | 8 | 55 | 18 | 15 | 19 | 22 | 55 |
| 23 | 19 | 11 | 22 | 13 | 11 | 12 | 16 | 15 | 14 | 13 | 13 | 12 | 15 | 16 | 15 | 16 | 23 | 20 | 38 | 19 | 25 | 60 | 22 | 20 | 19 | 60 |
| 24 | 52 | 19 | 14 | 13 | 24 | 34 | 43 | 26 | 43 | 34 | 16 | 14 | 16 | 10 | 8 | 9 | 8 | 11 | 27 | 14 | 18 | 27 | 43 | 19 | 23 | 52 |
| 25 | 16 | 72 | 34 | 21 | 43 | 20 | 18 | 21 | 17 | 16 | 17 | 34 | 10 | 13 | 15 | 11 | 11 | 23 | 16 | 22 | 16 | 16 | 17 | 16 | 21 | 72 |
| 26 | 16 | 29 | 16 | 20 | 48 | 18 | 12 | 20 | 31 | 51 | 83 | 14 | 11 | 12 | 12 | 11 | 12 | 13 | 12 | 16 | 21 | 14 | 15 | 22 | 22 | 83 |
| 27 | 79 | 33 | 44 | 40 | 16 | 19 | 27 | 53 | 34 | 38 | 29 | 91 | 12 | 12 | 11 | 11 | 11 | 13 | 17 | 62 | 23 | 38 | 54 | 34 | 33 | 91 |
| 28 | 30 | 48 | 43 | 42 | 13 | 46 | 49 | 24 | 19 | 23 | 38 | 31 | 49 | 11 | 10 | 10 | 9 | 13 | 11 | 18 | 71 | 33 | 18 | 16 | 28 | 71 |
| AV | 23 | 25 | 25 | 27 | 26 | 30 | 25 | 23 | 24 | 25 | 33 | 36 | 25 | 17 | 14 | 14 | 17 | 18 | 20 | 26 | 28 | 26 | 26 | 24 | 24 | |
| SD | 15 | 15 | 13 | 16 | 16 | 21 | 14 | 12 | 15 | 13 | 21 | 22 | 16 | 10 | 5 | 6 | 11 | 13 | 10 | 15 | 17 | 13 | 16 | 17 | | |
| PK | 79 | 72 | 56 | 56 | 66 | 91 | 62 | 56 | 72 | 60 | 84 | 91 | 61 | 58 | 25 | 33 | 54 | 74 | 41 | 63 | 83 | 60 | 71 | 95 | | 95 |

CX000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE 2M HEIGHT [99144]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 12.1 | 12.1 | 11.2 | 11.2 | 10.3 | 10.4 | 11.7 | 12.9 | 14.8 | 16.4 | 17.5 | 17.7 | 18.5 | 18.7 | 18.0 | 17.3 | 16.7 | 16.8 | 17.1 | 17.0 | 16.9 | 16.0 | 14.9 | 15.1 | 18.7 |
| 2 | 14.9 | 14.9 | 14.7 | 14.4 | 14.5 | 14.2 | 14.0 | 13.9 | 14.2 | 14.5 | 14.9 | 15.8 | 16.3 | 16.2 | 16.2 | 17.1 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 15.0 | 17.1 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 15.1 | 13.3 | 13.2 | 13.6 | 14.0 | 13.8 | 13.8 | 13.2 | 13.1 | 13.9 | 14.4 | 13.4 | 13.2 | 13.1 | 13.2 | 13.5 | 14.0 | 13.9 | 15.1 |
| 4 | 13.8 | 14.1 | 13.9 | 12.2 | 12.1 | 11.9 | 11.9 | 11.5 | 13.3 | 15.2 | 16.3 | 17.4 | 18.0 | 17.8 | 17.9 | 17.6 | 16.7 | 16.1 | 16.1 | 16.0 | 15.7 | 15.2 | 14.9 | 14.0 | 15.0 | 18.0 |
| 5 | 13.1 | 12.5 | 12.6 | 12.5 | 12.1 | 12.1 | 11.8 | 12.1 | 14.0 | 15.9 | 17.3 | 17.5 | 17.5 | 17.6 | 17.5 | 17.3 | 17.0 | 16.6 | 16.3 | 16.2 | 16.1 | 15.8 | 15.4 | 15.1 | 15.1 | 17.6 |
| 6 | 14.9 | 14.9 | 15.1 | 15.1 | 15.3 | 15.2 | 15.2 | 15.3 | 13.8 | 13.3 | 14.1 | 15.0 | 16.3 | 17.7 | 18.2 | 18.0 | 17.1 | 15.4 | 15.0 | 14.6 | 14.8 | 14.6 | 13.7 | 13.2 | 15.2 | 18.2 |
| 7 | 12.7 | 12.4 | 12.2 | 11.9 | 11.8 | 11.0 | 11.2 | 12.2 | 13.8 | 15.4 | 16.8 | 17.1 | 17.8 | 18.1 | 17.7 | 17.2 | 17.0 | 15.9 | 15.3 | 15.4 | 16.2 | 16.0 | 15.7 | 16.2 | 14.9 | 18.1 |
| 8 | 16.0 | 16.0 | 15.9 | 15.6 | 14.5 | 13.6 | 13.1 | 13.9 | [QD] | [QD] | 17.5 | 17.3 | 17.7 | 17.5 | 17.4 | 17.3 | 16.1 | 15.5 | 15.4 | 15.5 | [QD] | 15.5 | 15.3 | 15.7 | 15.8 | 17.7 |
| 9 | 14.6 | 14.6 | 14.2 | 14.3 | 14.4 | 12.6 | [QD] | [QD] | 13.3 | 14.4 | 15.7 | 16.9 | 17.2 | 17.5 | 17.5 | 17.0 | 16.5 | 16.5 | 16.5 | 15.8 | 15.0 | 14.4 | 13.9 | 13.2 | 15.3 | 17.5 |
| 10 | 12.4 | 11.6 | 11.7 | 11.7 | 11.9 | 10.9 | 11.6 | 12.3 | 13.9 | 16.2 | 17.4 | 18.3 | 18.8 | 18.9 | 18.1 | 17.3 | 16.7 | 16.2 | 16.4 | 16.7 | 16.1 | 15.3 | 15.4 | 15.7 | 15.1 | 19.0 |
| 11 | 15.4 | 15.6 | 15.3 | 14.3 | 13.4 | 13.8 | 13.9 | 14.1 | 14.9 | 16.1 | 17.1 | 17.3 | 17.9 | 18.0 | 18.3 | 17.4 | 16.7 | 16.1 | 15.9 | 15.9 | 16.2 | 16.4 | 15.8 | 15.3 | 15.9 | 18.3 |
| 12 | 14.7 | 14.8 | 14.6 | 14.5 | 15.8 | 14.5 | 14.4 | 14.0 | 14.9 | 16.7 | 17.3 | 18.2 | 18.2 | 17.8 | 17.6 | 18.5 | 18.7 | 18.5 | 18.1 | 18.0 | 17.7 | 17.6 | 17.1 | 16.9 | 16.6 | 18.7 |
| 13 | 16.6 | 15.8 | 15.0 | 14.8 | 15.0 | 16.6 | 15.1 | 14.3 | 15.7 | 17.3 | 18.2 | 18.9 | 19.1 | 19.1 | 18.7 | 17.9 | 17.3 | 16.8 | 16.9 | 16.8 | 16.9 | 17.1 | 17.2 | 17.3 | 16.9 | 19.1 |
| 14 | 17.4 | 17.8 | 18.2 | 18.0 | 17.8 | 17.3 | 17.0 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 16.7 | 15.9 | 15.7 | 15.2 | 14.7 | 16.8 | 16.2 | |
| 15 | 14.4 | 13.3 | 12.2 | 12.1 | 12.3 | 11.7 | 13.9 | 12.8 | 13.5 | 15.1 | 15.9 | 16.5 | 17.0 | 17.3 | 17.5 | 17.4 | 17.9 | 17.2 | 16.1 | 15.5 | 14.8 | 15.0 | 14.9 | 14.2 | 14.9 | 17.9 |
| 16 | 13.8 | 13.2 | 11.4 | 9.8 | 9.7 | 9.7 | 9.6 | 10.3 | 12.4 | 14.9 | 16.6 | 17.0 | 17.3 | 16.7 | 16.5 | 15.7 | 14.9 | 14.8 | 14.6 | 14.1 | 13.9 | 13.6 | 13.7 | 14.2 | 13.7 | 17.3 |
| 17 | 13.1 | 13.2 | 13.8 | 14.3 | 14.1 | 12.7 | 12.8 | 12.6 | 13.0 | 14.1 | 15.2 | 16.3 | 16.9 | 17.9 | 18.4 | 18.2 | 17.8 | 17.0 | 16.7 | 16.1 | 15.7 | 15.4 | 15.2 | 15.3 | 15.2 | 18.4 |
| 18 | 15.3 | 15.4 | 14.1 | 13.7 | 12.5 | 11.0 | 10.3 | 11.4 | 13.6 | 15.8 | 17.5 | 18.6 | 19.2 | 18.8 | 18.1 | 17.5 | 16.6 | 15.1 | 15.7 | 16.1 | 15.3 | 15.3 | 14.7 | 13.6 | 15.2 | 19.2 |
| 19 | 13.1 | 12.1 | 12.1 | 12.0 | 12.3 | 12.4 | 12.7 | 13.2 | 14.2 | 15.4 | 15.9 | 15.7 | 16.0 | 16.0 | 14.9 | 13.9 | 14.2 | 14.8 | 14.5 | 14.5 | 14.4 | 14.6 | 15.3 | 13.6 | 14.1 | 16.0 |
| 20 | 12.9 | 12.7 | 12.4 | 11.7 | 11.1 | 10.7 | 10.7 | 11.7 | 13.5 | 14.6 | 15.8 | 16.4 | 16.7 | 17.4 | 17.5 | 17.5 | 17.2 | 16.8 | 15.4 | 14.8 | 14.7 | 14.4 | 14.3 | 13.4 | 14.3 | 17.5 |
| 21 | 12.2 | 11.7 | 11.3 | 10.6 | 10.4 | 10.3 | 10.4 | 11.3 | 12.9 | 14.9 | 16.5 | 17.2 | 17.3 | 17.8 | 17.8 | 16.7 | 15.7 | 15.0 | 15.1 | 15.0 | 14.6 | [QD] | [QD] | [QD] | 14.0 | 17.8 |
| 22 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.6 | 18.7 | 18.6 | 18.6 | 18.3 | 17.9 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.5 | 18.7 |
| 23 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.5 | 18.7 | 18.3 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.9 | 19.5 |
| 24 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 12.9 | 14.3 | 15.4 | 16.1 | 17.1 | 17.9 | 17.5 | 17.4 | 16.7 | 16.1 | 16.0 | 15.5 | 15.1 | 15.1 | 14.6 | 14.8 | 15.8 | 17.9 |
| 25 | 14.7 | 14.8 | 14.5 | 14.2 | 13.4 | 13.8 | 14.0 | 14.3 | 15.8 | 17.1 | 18.5 | 18.7 | 18.0 | 17.8 | 18.0 | 17.6 | 16.7 | 17.2 | 17.0 | 16.3 | 16.1 | 16.0 | 15.7 | 15.1 | 16.1 | 18.7 |
| 26 | 14.7 | 14.3 | 12.4 | 13.1 | 13.0 | 11.0 | 10.5 | 11.8 | 13.9 | 15.6 | 17.5 | 18.0 | 18.1 | 18.2 | 18.2 | 18.0 | 17.5 | 17.1 | 17.2 | 17.0 | 16.5 | 16.3 | 15.9 | 15.6 | 15.5 | 18.2 |
| 27 | 14.2 | 14.2 | 14.6 | 14.0 | 14.2 | 14.2 | 14.6 | 15.3 | 17.0 | 17.8 | 18.7 | 19.5 | 19.0 | 18.9 | 18.5 | 18.2 | 17.6 | 16.6 | 16.1 | 17.3 | 17.3 | 16.9 | 15.6 | 14.8 | 16.4 | 19.5 |
| 28 | 14.2 | 13.5 | 12.8 | 13.0 | 13.3 | 12.2 | 12.2 | 14.2 | 16.9 | 18.8 | 20.7 | 21.6 | 21.2 | 20.1 | 19.4 | 18.7 | 17.8 | 16.7 | 16.1 | 16.0 | 16.5 | 16.3 | 15.9 | 15.5 | 16.4 | 21.6 |
| AV | 14.3 | 14.0 | 13.6 | 13.3 | 13.2 | 12.7 | 12.7 | 12.9 | 14.1 | 15.5 | 16.8 | 17.4 | 17.7 | 17.7 | 17.6 | 17.2 | 16.8 | 16.2 | 16.0 | 15.8 | 15.7 | 15.5 | 15.2 | 14.8 | 15.5 | |
| SD | 1.3 | 1.6 | 1.7 | 1.8 | 1.9 | 2.0 | 2.0 | 1.4 | 1.2 | 1.3 | 1.6 | 1.5 | 1.3 | 1.3 | 1.3 | 1.2 | 1.1 | 1.1 | 1.0 | 1.1 | 1.1 | 1.0 | 0.9 | 1.1 | | |
| PK | 17.4 | 17.8 | 18.2 | 18.0 | 17.8 | 17.3 | 17.0 | 15.3 | 17.0 | 18.8 | 20.7 | 21.6 | 21.2 | 20.1 | 19.4 | 18.7 | 18.7 | 18.5 | 18.1 | 18.0 | 17.7 | 17.6 | 17.2 | 17.3 | | 21.6 |

OU000 [Program: HDMS_MONTHSUM

Version: LC:15-OCT-93]

STATION TEMPERATURE [99231]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | 23.4 | 23.4 | 23.1 | 22.8 | 22.5 | 22.2 | 22.2 | 22.8 | 23.9 | 25.4 | 26.7 | 27.7 | 28.0 | 28.9 | 29.3 | 28.7 | 27.9 | 27.2 | 26.8 | 26.6 | 26.4 | 26.1 | 25.7 | 25.6 | 29.3 |
| 2 | 25.2 | 24.8 | 24.6 | 24.2 | 24.0 | 23.9 | 23.8 | 23.7 | 23.6 | 23.6 | 23.9 | 24.2 | 24.7 | 25.0 | 25.1 | 25.2 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 24.3 | 25.2 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 24.8 | 24.5 | 24.0 | 23.6 | 23.3 | 23.2 | 23.2 | 23.2 | 23.0 | 23.0 | 23.4 | 23.6 | 23.6 | 23.3 | 23.2 | 23.3 | 23.1 | 23.5 |
| 4 | 22.9 | 22.7 | 22.8 | 22.8 | 23.1 | 23.2 | 23.2 | 22.8 | 23.8 | 25.4 | 26.8 | 27.5 | 27.5 | 26.1 | 26.0 | 26.8 | 27.0 | 26.4 | 25.3 | 24.7 | 24.3 | 24.1 | 24.0 | 23.9 | 24.8 |
| 5 | 23.4 | 23.0 | 22.8 | 22.6 | 22.3 | 22.0 | 21.8 | 21.7 | 22.4 | 24.0 | 25.6 | 26.9 | 27.3 | 27.4 | 27.5 | 27.3 | 26.8 | 26.1 | 25.5 | 25.1 | 24.7 | 24.4 | 24.1 | 23.8 | 24.5 | 27.5 |
| 6 | 23.7 | 23.7 | 23.7 | 23.5 | 23.4 | 23.4 | 23.3 | 23.2 | 23.0 | 22.6 | 22.5 | 22.7 | 23.2 | 24.2 | 25.2 | 25.6 | 25.6 | 25.4 | 24.6 | 24.2 | 23.6 | 23.4 | 23.3 | 23.3 | 23.8 | 25.6 |
| 7 | 23.3 | 23.3 | 23.3 | 23.1 | 23.0 | 22.8 | 22.7 | 22.7 | 23.4 | 24.5 | 25.7 | 26.3 | 26.8 | 27.2 | 27.3 | 26.8 | 26.2 | 25.6 | 25.0 | 24.7 | 24.6 | 24.6 | 24.5 | 24.6 | 24.7 | 27.3 |
| 8 | 24.5 | 24.5 | 24.6 | 24.4 | 24.3 | 24.0 | 23.6 | 23.4 | 24.1 | 25.3 | 26.6 | 27.8 | 28.4 | 28.6 | 28.6 | 28.5 | 28.2 | 27.0 | 25.9 | 25.5 | 25.2 | 24.7 | 24.5 | 24.1 | 25.7 | 28.6 |
| 9 | 23.6 | 23.2 | 23.0 | 22.5 | 22.1 | 21.7 | 21.3 | 21.3 | 22.7 | 24.8 | 26.4 | 27.8 | 28.6 | 28.8 | 29.1 | 29.3 | 28.9 | 28.2 | 27.1 | 26.2 | 25.4 | 24.8 | 24.5 | 24.1 | 25.2 | 29.3 |
| 10 | 23.8 | 23.6 | 23.6 | 23.2 | 22.9 | 22.8 | 22.6 | 22.6 | 23.5 | 25.5 | 27.6 | 28.8 | 30.1 | 30.5 | 30.4 | 29.7 | 28.5 | 27.1 | 25.9 | 25.1 | 24.7 | 24.4 | 24.1 | 24.0 | 25.6 | 30.5 |
| 11 | 24.0 | 24.1 | 24.2 | 23.9 | 23.7 | 23.7 | 23.8 | 23.8 | 23.9 | 24.5 | 25.9 | 27.4 | 28.1 | 28.9 | 30.0 | 31.0 | 30.6 | 29.2 | 27.3 | 26.0 | 25.1 | 24.6 | 24.3 | 24.0 | 25.9 | 31.0 |
| 12 | 23.5 | 23.1 | 22.9 | 22.5 | 22.2 | 22.0 | 21.8 | 22.0 | 23.8 | 27.0 | 29.1 | 29.7 | 28.9 | 27.4 | 27.8 | 28.6 | 29.1 | 29.2 | 28.7 | 28.7 | 28.3 | 27.6 | 27.8 | 27.4 | 26.2 | 29.7 |
| 13 | 27.4 | 27.3 | 27.2 | 26.8 | 26.5 | 26.1 | 25.8 | 25.9 | 27.1 | 29.0 | 29.9 | 28.0 | 27.2 | 27.0 | 26.8 | 26.6 | 26.5 | 27.1 | 27.2 | 27.3 | 27.4 | 27.4 | 27.3 | 27.4 | 27.2 | 29.9 |
| 14 | 27.7 | 27.9 | 28.1 | 27.8 | 27.6 | 27.5 | 27.4 | 27.3 | 27.0 | 26.9 | 26.7 | 26.5 | 26.4 | 26.3 | 25.8 | 25.4 | 25.6 | 26.0 | 26.0 | 25.9 | 25.5 | 25.4 | 25.8 | 25.9 | 26.6 | 28.1 |
| 15 | 26.1 | 26.1 | 26.4 | 26.2 | 26.1 | 25.9 | 25.7 | 26.1 | 26.5 | 27.7 | 29.6 | 31.2 | 30.4 | 30.0 | 29.6 | 29.7 | 30.2 | 30.7 | 29.7 | 28.6 | 27.8 | 27.2 | 26.9 | 26.7 | 28.0 | 31.2 |
| 16 | 26.4 | 26.0 | 25.8 | 25.2 | 24.7 | 24.4 | 24.2 | 23.9 | 24.4 | 26.3 | 28.3 | 29.8 | 30.3 | 30.3 | 29.7 | 29.1 | 28.4 | 27.8 | 27.1 | 26.1 | 26.0 | 25.8 | 25.5 | 25.4 | 26.7 | 30.3 |
| 17 | 25.2 | 24.8 | 24.7 | 24.3 | 24.3 | 24.3 | 24.3 | 24.3 | 24.6 | 25.6 | 26.8 | 27.6 | 27.7 | 28.3 | 28.8 | 29.0 | 29.1 | 28.9 | 28.2 | 27.4 | 26.7 | 26.2 | 25.8 | 25.6 | 26.4 | 29.1 |
| 18 | 25.6 | 25.7 | 25.9 | 25.6 | 25.3 | 25.0 | 24.6 | 24.7 | 26.0 | 27.6 | 29.4 | 29.0 | 28.7 | 28.0 | 27.2 | 27.3 | 27.1 | 27.3 | 27.5 | 27.2 | 27.0 | 26.8 | 26.5 | 26.3 | 26.7 | 29.4 |
| 19 | 26.1 | 26.0 | 26.0 | 25.8 | 25.8 | 25.8 | 25.9 | 26.1 | 26.4 | 27.0 | 27.8 | 28.1 | 28.2 | 28.4 | 28.3 | 27.6 | 27.1 | 26.6 | 26.3 | 26.0 | 25.8 | 25.7 | 25.5 | 25.5 | 26.6 | 28.4 |
| 20 | 25.7 | 25.5 | 25.4 | 25.0 | 24.6 | 24.3 | 23.9 | 23.5 | 24.1 | 26.6 | 28.5 | 29.4 | 29.1 | 29.2 | 29.6 | 29.9 | 29.9 | 29.8 | 28.9 | 27.9 | 27.3 | 26.9 | 26.5 | 26.3 | 27.0 | 29.9 |
| 21 | 25.9 | 25.4 | 25.2 | 24.8 | 24.5 | 24.3 | 24.1 | 24.1 | 24.7 | 25.8 | 27.4 | 28.9 | 29.7 | 29.7 | 29.6 | 27.4 | 27.3 | 27.2 | 26.6 | 25.6 | 26.5 | 26.3 | 26.1 | 26.1 | 26.4 | 29.7 |
| 22 | 26.0 | 26.1 | 26.2 | 26.0 | 25.8 | 25.8 | 26.2 | 26.7 | 26.9 | 27.2 | 28.1 | 29.4 | 29.9 | 29.2 | 27.5 | 27.5 | 27.4 | 27.5 | 27.7 | 27.7 | 27.8 | 27.9 | 27.9 | 28.0 | 27.3 | 29.9 |
| 23 | 28.1 | 28.3 | 28.5 | 28.4 | 28.3 | 28.2 | 28.1 | 27.8 | 27.9 | 28.4 | 29.0 | 29.2 | 29.0 | 28.5 | 28.0 | 27.7 | 27.2 | 27.0 | 26.8 | 26.3 | 26.4 | 26.4 | 26.5 | 26.4 | 27.8 | 29.2 |
| 24 | 26.1 | 25.7 | 25.5 | 25.2 | 24.9 | 24.7 | 24.4 | 23.8 | 24.4 | 25.4 | 28.1 | 28.2 | 28.2 | 28.3 | 28.1 | 27.9 | 27.9 | 27.5 | 27.8 | 27.6 | 27.3 | 26.9 | 26.5 | 26.2 | 26.6 | 28.3 |
| 25 | 26.1 | 26.0 | 26.1 | 25.9 | 25.8 | 25.6 | 25.6 | 25.7 | 26.5 | 28.1 | 29.5 | 30.6 | 29.9 | 29.7 | 29.9 | 30.2 | 29.6 | 29.3 | 29.1 | 28.3 | 27.7 | 27.2 | 26.9 | 26.7 | 27.7 | 30.6 |
| 26 | 26.5 | 26.3 | 26.2 | 25.8 | 25.6 | 25.5 | 25.1 | 25.2 | 26.7 | 28.7 | 30.4 | 28.4 | 27.1 | 26.4 | 26.4 | 26.5 | 26.6 | 27.9 | 28.3 | 28.0 | 27.7 | 27.4 | 27.1 | 25.9 | 26.9 | 30.4 |
| 27 | 26.9 | 26.7 | 26.7 | 26.5 | 26.4 | 26.3 | 26.3 | 26.8 | 28.5 | 30.3 | 29.2 | 28.0 | 27.1 | 26.8 | 26.9 | 27.1 | 27.3 | 27.3 | 27.8 | 28.1 | 28.1 | 28.0 | 27.8 | 27.5 | 27.4 | 30.3 |
| 28 | 27.1 | 26.7 | 26.5 | 26.0 | 25.8 | 25.7 | 25.5 | 25.2 | 27.0 | 29.6 | 28.9 | 27.9 | 27.6 | 27.2 | 27.4 | 27.5 | 27.4 | 27.2 | 27.5 | 27.5 | 27.6 | 27.6 | 27.5 | 27.2 | 27.1 | 29.6 |
| AV | 25.4 | 25.2 | 25.2 | 24.9 | 24.7 | 24.5 | 24.4 | 24.3 | 25.0 | 26.3 | 27.4 | 27.8 | 27.9 | 27.8 | 27.8 | 27.8 | 27.7 | 27.4 | 27.0 | 26.5 | 26.2 | 26.0 | 25.8 | 25.6 | 26.1 | |
| SD | 1.5 | 1.6 | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.8 | 1.8 | 2.0 | 2.0 | 2.0 | 1.9 | 1.8 | 1.7 | 1.8 | 1.6 | 1.5 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | | |
| PK | 28.1 | 28.3 | 28.5 | 28.4 | 28.3 | 28.2 | 28.1 | 27.8 | 28.5 | 30.3 | 30.4 | 31.2 | 30.4 | 30.5 | 30.4 | 31.0 | 30.6 | 30.7 | 29.7 | 28.7 | 28.3 | 28.0 | 27.9 | 28.0 | | 31.2 |

OU000 [Program: HDMS_MONTHSUM

Version: LC:15-OCT-93]

Delta Temp [99238]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

FEB, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | [ ] | -0.8 | -0.4 | -0.5 | -0.5 | -1.0 | -0.8 | -0.1 | 0.0 | 0.2 | 0.3 | 0.3 | 0.0 | 0.2 | 0.2 | -0.2 | -0.3 | -0.4 | -0.4 | -0.4 | -0.4 | -0.4 | 0.7 | -4.5 | -0.4 | 0.7 |
| 2 | 0.1 | 0.0 | 0.2 | 0.3 | 0.1 | 0.1 | -0.9 | 0.0 | 0.4 | 0.1 | -0.8 | -2.6 | -1.1 | 0.1 | 0.6 | 0.3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | -0.2 | 0.6 |
| 3 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | -0.2 | -0.4 | 0.3 | 0.2 | 0.1 | -0.2 | 0.0 | 0.6 | 0.5 | -0.1 | -0.1 | 0.0 | 0.0 | -0.1 | -0.2 | -0.3 | -0.4 | -0.4 | 0.6 |
| 4 | -0.5 | -0.4 | -0.4 | -0.5 | -0.4 | -0.6 | -0.5 | -0.1 | 0.2 | 0.4 | 0.5 | 0.7 | 0.8 | 0.7 | 0.7 | 0.4 | -0.2 | -0.6 | -0.6 | -0.5 | -0.3 | -0.5 | -0.6 | -1.0 | -0.1 | 0.8 |
| 5 | -0.8 | -0.7 | -0.6 | -0.3 | -0.3 | -0.5 | -0.6 | -0.3 | 0.1 | 0.4 | 0.6 | 0.2 | 0.1 | 0.0 | -0.1 | -0.3 | -0.4 | -0.5 | -0.5 | -0.6 | -0.5 | -0.4 | -0.4 | -0.5 | -0.3 | 0.6 |
| 6 | -0.5 | -0.4 | -0.3 | -0.3 | -0.2 | -0.2 | -0.2 | -0.3 | -0.5 | 0.1 | -1.0 | -0.7 | 0.0 | 0.2 | 0.2 | 0.0 | -0.3 | -0.8 | -0.8 | -0.5 | -0.9 | -0.3 | -0.2 | -0.3 | -0.3 | 0.2 |
| 7 | -0.5 | -0.7 | -0.2 | 0.0 | -0.1 | -0.6 | -0.5 | -0.1 | 0.2 | 0.3 | 0.2 | 0.1 | -0.1 | -0.2 | -0.3 | -0.3 | -0.3 | 0.0 | -0.3 | -0.5 | -0.4 | -0.4 | -0.3 | -0.4 | -0.2 | 0.3 |
| 8 | -0.4 | -0.5 | -0.5 | -0.3 | -0.7 | -1.1 | -1.4 | -0.8 | [QD] | [QD] | 1.0 | 0.2 | 0.3 | 0.2 | 0.2 | 0.0 | -0.2 | 0.9 | 0.4 | 0.8 | [QD] | [QD] | 0.0 | 2.7 | 0.0 | 2.7 |
| 9 | 2.0 | 2.2 | 2.2 | 2.6 | 3.4 | 1.6 | [QD] | [QD] | 0.5 | 0.4 | 0.4 | 0.5 | 0.8 | 0.8 | 0.7 | 0.4 | -0.3 | -0.6 | -0.5 | -0.4 | -0.4 | -0.5 | -0.6 | -0.6 | 0.7 | 3.4 |
| 10 | -0.6 | -0.8 | -0.7 | -0.4 | -0.3 | -0.8 | -0.5 | -0.1 | 0.2 | 0.4 | 0.5 | 0.5 | 0.6 | 0.8 | 0.4 | 0.1 | -0.3 | -0.6 | -0.4 | -0.3 | -0.6 | -1.1 | -0.8 | -0.1 | -0.2 | 0.8 |
| 11 | -0.3 | -0.3 | -0.5 | -0.5 | -0.1 | 0.2 | 0.3 | 0.3 | 0.3 | 0.5 | 0.4 | 0.2 | 0.7 | 0.8 | 0.7 | 0.4 | 0.0 | -0.1 | -0.4 | -0.4 | -0.3 | 0.1 | 0.2 | -0.1 | 0.1 | 0.8 |
| 12 | 0.1 | 0.7 | 0.8 | 1.2 | 2.4 | 1.6 | 1.7 | 0.8 | 0.5 | 0.4 | 0.2 | 0.4 | 0.1 | 0.4 | 0.2 | 0.4 | 0.0 | -0.4 | -0.1 | 0.0 | -0.1 | -0.1 | -0.4 | 0.0 | 0.4 | 2.4 |
| 13 | 0.1 | 0.0 | 0.1 | 0.7 | 2.4 | 3.3 | 1.8 | 0.7 | 0.7 | 0.8 | 0.6 | 0.5 | 1.0 | 0.9 | 0.8 | 0.5 | 0.1 | 0.0 | 0.1 | 0.0 | 0.1 | 0.5 | 0.8 | 0.9 | 0.7 | 3.3 |
| 14 | 1.0 | 1.5 | 2.1 | 2.2 | 2.2 | 1.6 | 1.2 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 0.0 | -0.4 | -0.4 | 0.8 | 2.2 |
| 15 | -0.5 | -0.4 | -0.4 | -0.3 | -0.4 | -1.0 | -0.4 | -0.1 | 0.1 | 0.5 | 0.6 | 0.6 | 1.1 | 1.0 | 0.8 | 0.5 | -0.1 | -0.3 | -0.3 | -0.3 | -0.6 | -0.3 | -0.4 | -0.5 | 0.0 | 1.1 |
| 16 | -0.4 | -0.6 | -1.4 | -1.4 | -0.7 | -0.7 | -0.6 | -0.3 | 0.1 | 0.5 | 0.6 | 0.3 | 0.2 | 0.0 | 0.0 | -0.3 | -0.2 | -0.5 | 0.1 | 0.6 | 0.7 | 0.5 | 1.6 | 1.9 | 0.0 | 1.9 |
| 17 | 0.6 | 1.0 | 1.4 | 1.8 | 2.1 | 1.7 | 1.5 | 1.1 | 0.6 | 0.5 | 0.4 | 0.8 | 1.0 | 0.9 | 0.7 | 0.6 | 0.2 | -0.2 | -0.4 | -0.3 | -0.4 | -0.4 | -0.4 | -0.4 | 0.6 | 2.1 |
| 18 | -0.4 | -0.4 | -0.6 | -0.8 | -1.1 | -1.3 | -1.0 | -0.3 | 0.2 | 0.4 | 0.5 | 0.5 | 0.4 | 0.7 | 0.5 | 0.2 | -0.4 | -1.4 | -1.2 | -0.7 | -1.2 | -1.0 | -0.9 | -0.9 | -0.4 | 0.7 |
| 19 | -0.8 | -1.3 | -1.1 | -0.7 | -0.6 | -0.5 | -0.3 | -0.3 | -0.1 | 0.1 | 0.0 | -0.2 | -0.1 | 0.0 | 0.0 | -0.3 | 0.4 | 0.2 | 2.1 | 0.8 | 1.1 | 2.0 | 3.2 | 1.1 | 0.2 | 3.2 |
| 20 | 0.4 | 0.2 | 0.3 | 0.4 | -0.1 | -0.3 | -0.3 | 0.0 | 0.3 | 0.4 | 0.6 | 0.7 | 0.9 | 0.9 | 0.8 | 0.5 | -0.1 | -0.4 | -0.5 | -0.5 | -0.5 | -0.5 | -0.6 | -0.6 | 0.1 | 0.9 |
| 21 | -0.8 | -0.8 | -1.0 | -1.0 | -0.9 | -0.7 | -0.6 | -0.4 | 0.0 | 0.3 | 0.5 | 0.4 | 0.3 | 0.6 | 0.6 | 0.3 | -0.3 | -0.6 | -0.7 | -0.1 | -0.7 | [QD] | [QD] | [QD] | -0.3 | 0.6 |
| 22 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 1.6 | 1.3 | 1.2 | 1.0 | 0.9 | 0.7 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | -0.3 | 0.6 |
| 23 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 1.3 | 0.9 | 0.5 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 0.9 | 1.3 |
| 24 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 0.5 | 0.7 | 1.0 | 1.2 | 1.0 | 0.9 | 0.8 | 0.6 | 0.2 | -0.3 | -0.3 | -0.3 | -0.4 | -0.5 | -0.7 | -0.5 | 0.2 | 1.2 |
| 25 | -0.3 | -0.5 | -0.6 | -0.4 | -0.8 | -0.4 | -0.4 | -0.4 | 0.1 | 0.3 | 0.5 | 0.8 | 1.1 | 0.9 | 0.7 | 0.2 | -0.5 | -0.5 | -0.4 | -0.3 | -0.3 | -0.3 | -0.3 | -0.4 | -0.1 | 1.1 |
| 26 | -0.5 | -0.6 | -1.8 | -1.3 | -1.0 | -0.8 | -0.9 | -0.2 | 0.3 | 0.5 | 0.6 | 0.9 | 1.1 | 1.1 | 0.9 | 0.6 | 0.1 | -0.3 | -0.4 | -0.5 | -0.5 | -0.3 | -0.4 | -0.4 | -0.2 | 1.1 |
| 27 | -1.2 | -1.5 | -0.9 | -1.0 | -0.6 | -0.5 | -0.5 | -0.1 | 0.2 | 0.5 | 0.6 | 0.8 | 1.1 | 1.1 | 0.9 | 0.5 | -0.2 | -1.3 | -1.3 | 0.0 | -0.5 | -0.7 | -0.9 | -0.9 | -0.3 | 1.1 |
| 28 | -1.0 | -0.9 | -1.3 | -0.8 | -0.6 | -1.2 | -1.1 | -0.1 | 0.2 | 0.4 | 0.5 | 0.6 | 0.9 | 1.0 | 0.9 | 0.4 | -0.1 | -0.9 | -1.0 | -1.2 | -0.8 | -0.7 | -0.6 | -0.5 | -0.3 | 1.0 |
| AV | -0.2 | -0.3 | -0.2 | -0.1 | 0.1 | -0.1 | -0.2 | -0.1 | 0.2 | 0.4 | 0.4 | 0.4 | 0.5 | 0.6 | 0.5 | 0.2 | -0.1 | -0.4 | -0.3 | -0.2 | -0.4 | -0.3 | -0.1 | -0.3 | 0.1 | |
| SD | 0.7 | 0.9 | 1.0 | 1.1 | 1.3 | 1.2 | 0.9 | 0.4 | 0.3 | 0.2 | 0.3 | 0.5 | 0.7 | 0.6 | 0.4 | 0.4 | 0.3 | 0.3 | 0.5 | 0.6 | 0.5 | 0.5 | 0.6 | 0.9 | 1.3 | |
| PK | 2.0 | 2.2 | 2.2 | 2.6 | 3.4 | 3.3 | 1.8 | 1.1 | 0.7 | 0.8 | 1.3 | 1.6 | 1.3 | 1.2 | 1.0 | 0.9 | 0.7 | 0.9 | 2.1 | 0.8 | 1.1 | 2.0 | 3.2 | 2.7 | | 3.4 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

CARBON MONOXIDE [42101]

PARTS PER MILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 6 | [ZS] | [ZS] | 4 | 5 | 4 | 4 | 5 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 6 |
| 2 | 3 | [ZS] | [ZS] | 4 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 4 | 3 | 4 |
| 3 | 4 | [ZS] | [ZS] | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 4 |
| 4 | 4 | [ZS] | [ZS] | 4 | 4 | 4 | 6 | [SC] | [SC] | [CA] | [CA] | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 6 |
| 5 | 3 | [ZS] | [ZS] | 2 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 6 |
| 6 | 2 | [ZS] | [ZS] | 2 | 2 | 2 | [PA] | [PA] | [PA] | [PA] | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 4 |
| 7 | 2 | [ZS] | [ZS] | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 3 |
| 8 | 4 | [ZS] | [ZS] | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 5 | 3 | 5 |
| 9 | 4 | [ZS] | [ZS] | 4 | 4 | 3 | 4 | 5 | 4 | 4 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 4 | 5 | 3 | 6 |
| 10 | 6 | [ZS] | [ZS] | 5 | 4 | 4 | 5 | 5 | 5 | 4 | 3 | 3 | -2 | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 5 | 7 | 8 | 9 | 4 | 9 |
| 11 | 8 | [ZS] | [ZS] | 4 | 4 | 4 | 6 | 6 | 5 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 5 | 5 | 5 | 4 | 8 |
| 12 | 4 | [ZS] | [ZS] | 4 | 4 | 5 | 7 | 6 | 5 | 4 | 3 | 3 | 3 | 3 | 3 | [SC] | [SC] | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 3 | 7 |
| 13 | 2 | [ZS] | [ZS] | 2 | 2 | 3 | 3 | 4 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 4 |
| 14 | 2 | [ZS] | [ZS] | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 5 |
| 15 | 4 | [ZS] | [ZS] | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 4 |
| 16 | 2 | [ZS] | [ZS] | 2 | 2 | 2 | 3 | [SC] | [SC] | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 3 |
| 17 | 2 | [ZS] | [ZS] | 3 | 4 | 5 | 5 | 4 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 3 | 5 |
| 18 | 2 | [ZS] | [ZS] | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 |
| 19 | 3 | [ZS] | [ZS] | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 3 |
| 20 | 2 | [ZS] | [ZS] | 2 | 2 | 2 | 3 | [SC] | [SC] | 2 | 2 | 2 | 2 | 2 | 2 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 2 | 3 |
| 21 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 2 | 3 |
| 22 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 23 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [SC] | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 |
| 25 | 2 | [ZS] | [ZS] | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 |
| 26 | 3 | [ZS] | [ZS] | 4 | 4 | 4 | 6 | 5 | 4 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 |
| 27 | 2 | [ZS] | [ZS] | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 3 |
| 28 | 3 | [ZS] | [ZS] | 2 | 2 | 2 | 3 | [SC] | [SC] | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 3 |
| 29 | 2 | [ZS] | [ZS] | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 3 |
| 30 | 3 | [ZS] | [ZS] | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 31 | 5 | [ZS] | [ZS] | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 5 |
| AV | 3 | [ | ] | [ | ] | 3 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | |
| SD | 2 | [ | ] | [ | ] | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | |
| PK | 8 | [ | ] | [ | ] | 5 | 5 | 5 | 7 | 6 | 5 | 4 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 5 | 7 | 8 | 9 | | 9 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SULFUR DIOXIDE (42401)

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 3 | [%S] | [%S] | 3 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 3 | 5 | 5 | 4 | 4 | 3 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 5 |
| 2 | 1 | [%S] | [%S] | 2 | 1 | 1 | 1 | 2 | 5 | 6 | 6 | 6 | 5 | 3 | 5 | 4 | 2 | 3 | 1 | 1 | 3 | 3 | 2 | 2 | 3 | 6 |
| 3 | 2 | [%S] | [%S] | 1 | 1 | 1 | 0 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 3 | 6 | 4 | 6 | 3 | 2 | 2 | 1 | 1 | 2 | 6 |
| 4 | 1 | [%S] | [%S] | 2 | 1 | 1 | 2 | [SC] | [SC] | (CA) | [CA] | 4 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 4 |
| 5 | 0 | [%S] | [%S] | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 3 |
| 6 | 1 | [%S] | [%S] | 2 | 1 | 1 | [PA] | [PA] | [PA] | [PA] | 3 | 3 | 3 | 5 | 5 | 4 | 2 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 2 | 6 |
| 7 | 1 | [%S] | [%S] | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 1 | 3 | 2 | 1 | 2 | 2 | 1 | 1 | 3 |
| 8 | 2 | [%S] | [%S] | 3 | 3 | 2 | 3 | 2 | 3 | 5 | 3 | 3 | 5 | 5 | 5 | 3 | 2 | 1 | 1 | 2 | 2 | 4 | 4 | 2 | 3 | 5 |
| 9 | 2 | [%S] | [%S] | 3 | 3 | 2 | 2 | 3 | 2 | 2 | 1 | 1 | 4 | 6 | 5 | 5 | 4 | 3 | 4 | 6 | 3 | 2 | 3 | 3 | 3 | 6 |
| 10 | 4 | [%S] | [%S] | 4 | 3 | 3 | 3 | 3 | 2 | 1 | 1 | 0 | 2 | 3 | 2 | 5 | 1 | 3 | 4 | 7 | 2 | 3 | 4 | 5 | 3 | 7 |
| 11 | 6 | [%S] | [%S] | 2 | 2 | 2 | 3 | 3 | 2 | 2 | 1 | 1 | 4 | 7 | 5 | 6 | 3 | 2 | 3 | 5 | 9 | 4 | 3 | 2 | 3 | 9 |
| 12 | 3 | [%S] | [%S] | 3 | 5 | 5 | 5 | 5 | 6 | 12 | 12 | 11 | 11 | 8 | 3 | [SC] | [SC] | 4 | 4 | 2 | 2 | 1 | 0 | 0 | 5 | 12 |
| 13 | 1 | [%S] | [%S] | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 |
| 14 | 0 | [%S] | [%S] | 1 | 1 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 2 | 3 | 1 | 0 | 2 | 5 | 1 | 5 |
| 15 | 4 | [%S] | [%S] | 1 | 1 | 1 | 2 | 2 | 3 | 6 | 5 | 5 | 4 | 5 | 3 | 1 | 1 | 1 | 1 | 2 | 4 | 3 | 0 | 1 | 3 | 6 |
| 16 | 1 | [%S] | [%S] | 0 | 1 | 0 | 0 | [SC] | [SC] | 1 | 2 | 1 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 17 | 0 | [%S] | [%S] | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 3 | 1 | 2 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 1 | 3 |
| 18 | 0 | [%S] | [%S] | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 3 | 4 | 2 | 3 | 6 | 5 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 2 | 6 |
| 19 | 0 | [%S] | [%S] | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 3 | 2 | 3 | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 1 | 3 |
| 20 | 1 | [%S] | [%S] | 1 | 1 | 0 | 1 | [SC] | [SC] | 2 | 1 | 1 | 2 | 1 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 1 | 2 |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | 0 | [%S] | [%S] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 3 |
| 26 | 0 | [%S] | [%S] | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 2 | 3 | 5 | 3 | 6 | 5 | 2 | 2 | 4 | 2 | 0 | 0 | 0 | 2 | 6 |
| 27 | 0 | [%S] | [%S] | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 4 | 2 | 1 | 4 |
| 28 | 0 | [%S] | [%S] | 1 | 0 | 0 | 2 | [SC] | [SC] | 7 | 2 | 3 | 3 | 4 | 2 | 2 | 2 | 2 | 3 | 1 | 1 | 1 | 2 | 1 | 2 | 7 |
| 29 | 0 | [%S] | [%S] | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 2 | 2 | 4 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| 30 | 1 | [%S] | [%S] | 2 | 2 | 1 | 2 | 1 | 1 | 0 | 2 | 2 | 1 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 1 | 2 |
| 31 | 2 | [%S] | [%S] | 7 | 6 | 2 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 7 |
| AV | 1 | [ | ] | [ | ] | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | |
| SD | 1 | [ | ] | [ | ] | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | | |
| PK | 6 | [ | ] | [ | ] | 7 | 6 | 5 | 5 | 5 | 6 | 12 | 12 | 11 | 11 | 8 | 5 | 6 | 6 | 4 | 6 | 7 | 9 | 4 | 4 | 5 | | 12 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

OXIDES OF NITROGEN [42603]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR (LOCAL STANDARD TIME)

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 265 | [%S] | [%S] | 190 | 284 | 198 | 203 | 211 | 112 | 85 | 69 | 73 | 96 | 97 | 81 | 71 | 34 | 21 | 15 | 17 | 15 | 23 | 29 | 46 | 101 | 284 |
| 2 | 93 | [%S] | [%S] | 158 | 111 | 67 | 93 | 51 | 68 | 67 | 71 | 97 | 37 | 27 | 28 | 36 | 18 | 32 | 23 | 23 | 41 | 38 | 92 | 112 | 61 | 158 |
| 3 | 160 | [%S] | [%S] | 89 | 67 | 63 | 81 | 105 | 82 | 66 | 59 | 47 | 42 | 32 | 23 | 31 | 19 | 17 | 25 | 32 | 47 | 26 | 40 | 75 | 56 | 160 |
| 4 | 129 | [%S] | [%S] | 188 | 175 | 130 | 292 | [SC] | [SC] | [CA] | [CA] | 63 | 19 | 17 | 13 | 39 | 42 | 19 | 29 | 38 | 30 | 62 | 75 | 78 | 80 | 292 |
| 5 | 81 | [%S] | [%S] | 29 | 31 | 63 | 111 | 107 | 62 | 46 | 33 | 29 | 24 | 18 | 12 | 14 | 13 | 15 | 18 | 17 | 18 | 30 | 28 | 21 | 37 | 111 |
| 6 | 29 | [%S] | [%S] | 42 | 48 | 62 | [PA] | [PA] | [PA] | [PA] | 20 | 20 | 33 | 88 | 66 | 52 | 31 | 22 | 34 | 41 | 36 | 26 | 16 | 15 | 38 | 88 |
| 7 | 14 | [%S] | [%S] | 13 | 22 | 20 | 24 | 45 | 23 | 26 | 46 | 39 | 26 | 14 | 8 | 17 | 11 | 20 | 16 | 54 | 61 | 92 | 126 | 158 | 40 | 158 |
| 8 | 171 | [%S] | [%S] | 104 | 106 | 114 | 119 | 95 | 79 | 58 | 44 | 28 | 50 | 57 | 26 | 40 | 16 | 11 | 12 | 33 | 25 | 54 | 118 | 170 | 70 | 171 |
| 9 | 139 | [%S] | [%S] | 172 | 193 | 166 | 159 | 203 | 139 | 102 | 60 | 45 | 69 | 95 | 63 | 71 | 52 | 34 | 51 | 71 | 84 | 171 | 227 | 264 | 119 | 264 |
| 10 | 300 | [%S] | [%S] | 306 | 258 | 216 | 316 | 282 | 235 | 131 | 74 | 51 | 92 | 67 | 46 | 96 | 31 | 48 | 70 | 178 | 242 | 356 | 427 | 495 | 193 | 495 |
| 11 | 515 | [%S] | [%S] | 198 | 218 | 246 | 327 | 282 | 234 | 119 | 90 | 86 | 102 | 160 | 125 | 93 | 59 | 40 | 34 | 49 | 135 | 202 | 215 | 223 | 171 | 515 |
| 12 | 190 | [%S] | [%S] | 165 | 204 | 327 | 426 | 306 | 225 | 143 | 126 | 106 | 94 | 79 | 30 | [SC] | [SC] | 25 | 29 | 20 | 34 | 44 | 28 | 22 | 131 | 426 |
| 13 | 31 | [%S] | [%S] | 39 | 44 | 71 | 107 | 98 | 81 | 52 | 27 | 16 | 14 | 10 | 11 | 38 | 26 | 26 | 29 | 20 | 34 | 49 | 46 | 41 | 41 | 107 |
| 14 | 46 | [%S] | [%S] | 61 | 75 | 59 | 59 | 57 | 42 | 53 | 53 | 50 | 28 | 10 | 11 | 25 | 47 | 32 | 42 | 52 | 39 | 63 | 144 | 170 | 55 | 170 |
| 15 | 166 | [%S] | [%S] | 52 | 48 | 47 | 86 | 66 | 44 | 41 | 31 | 28 | 21 | 15 | 23 | 21 | 12 | 15 | 19 | 27 | 28 | 25 | 20 | 21 | 39 | 166 |
| 16 | 16 | [%S] | [%S] | 17 | 10 | 17 | 39 | [SC] | [SC] | 19 | 29 | 13 | 21 | 29 | 33 | 20 | 31 | 25 | 33 | 22 | 18 | 15 | 34 | 45 | 24 | 45 |
| 17 | 35 | [%S] | [%S] | 116 | 162 | 205 | 224 | 136 | 84 | 27 | 29 | 16 | 38 | 42 | 24 | 23 | 16 | 17 | 17 | 19 | 34 | 33 | 23 | 24 | 60 | 224 |
| 18 | 13 | [%S] | [%S] | 17 | 27 | 72 | 102 | 57 | 48 | 49 | 40 | 40 | 54 | 38 | 33 | 65 | 61 | 27 | 30 | 42 | 22 | 17 | 17 | 15 | 40 | 102 |
| 19 | 20 | [%S] | [%S] | 18 | 15 | 19 | 23 | 29 | 40 | 61 | 53 | 37 | 39 | 66 | 29 | 43 | 26 | 21 | 31 | 36 | 54 | 59 | 44 | 52 | 37 | 66 |
| 20 | 40 | [%S] | [%S] | 27 | 31 | 20 | 47 | [SC] | [SC] | 26 | 24 | 31 | 23 | 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 29 | 47 |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | 14 | [%S] | [%S] | 10 | 14 | 27 | 37 | 34 | 27 | 23 | 63 | 25 | 34 | 37 | 56 | 61 | 50 | 37 | 28 | 36 | 33 | 44 | 39 | 34 | 35 | 63 |
| 26 | 88 | [%S] | [%S] | 130 | 181 | 205 | 266 | 169 | 101 | 71 | 40 | 26 | 48 | 87 | 37 | 72 | 52 | 31 | 37 | 66 | 35 | 23 | 19 | 12 | 82 | 266 |
| 27 | 12 | [%S] | [%S] | 54 | 56 | 110 | 84 | 55 | 19 | 27 | 14 | 21 | 32 | 35 | 9 | 8 | 8 | 12 | 36 | 58 | 52 | 57 | 66 | 71 | 41 | 110 |
| 28 | 12 | [%S] | [%S] | 33 | 17 | 11 | 24 | [SC] | [SC] | 101 | 24 | 44 | 55 | 88 | 43 | 54 | 33 | 27 | 46 | 15 | 13 | 18 | 21 | 53 | 37 | 101 |
| 29 | 40 | [%S] | [%S] | 56 | 54 | 57 | 67 | 40 | 32 | 21 | 27 | 21 | 24 | 34 | 55 | 47 | 26 | 21 | 14 | 17 | 17 | 28 | 52 | 49 | 36 | 67 |
| 30 | 53 | [%S] | [%S] | 64 | 64 | 94 | 128 | 113 | 65 | 36 | 36 | 25 | 14 | 29 | 17 | 8 | 19 | 16 | 18 | 21 | 32 | 71 | 124 | 135 | 54 | 135 |
| 31 | 175 | [%S] | [%S] | 124 | 91 | 87 | 116 | 104 | 105 | 87 | 69 | 12 | 27 | 24 | 13 | 27 | 33 | 24 | 37 | 32 | 43 | 50 | 60 | 55 | 63 | 175 |
| AV | 105 | [ | ] | [ | ] | 91 | 97 | 103 | 137 | 120 | 87 | 61 | 48 | 39 | 40 | 48 | 35 | 42 | 30 | 24 | 29 | 39 | 46 | 53 | 80 | 92 | 64 | |
| SD | 115 | [ | ] | [ | ] | 75 | 82 | 82 | 109 | 86 | 66 | 36 | 26 | 22 | 24 | 36 | 26 | 25 | 16 | 9 | 13 | 32 | 46 | 73 | 90 | 105 | | |
| PK | 515 | [ | ] | [ | ] | 306 | 284 | 327 | 426 | 306 | 235 | 143 | 126 | 106 | 102 | 160 | 125 | 96 | 61 | 48 | 70 | 178 | 242 | 356 | 427 | 495 | | 515 |

OU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITRIC OXIDE [42601]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
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CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 212 | [ZS] | [ZS] | 138 | 238 | 152 | 159 | 163 | 67 | 35 | 20 | 23 | 36 | 39 | 36 | 32 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | 62 | 238 |
| 2 | 53 | [ZS] | [ZS] | 117 | 70 | 28 | 52 | 16 | 28 | 26 | 25 | 18 | 11 | 5 | 6 | 11 | 2 | 7 | 2 | 0 | 0 | 0 | 29 | 49 | 25 | 117 |
| 3 | 101 | [ZS] | [ZS] | 45 | 26 | 23 | 39 | 58 | 35 | 22 | 17 | 8 | 8 | 3 | 3 | 10 | 2 | 0 | 2 | 2 | 10 | 2 | 1 | 28 | 20 | 101 |
| 4 | 74 | [ZS] | [ZS] | 135 | 127 | 85 | 239 | [SC] | [SC] | [CA] | [CA] | 17 | 2 | 3 | 2 | 17 | 17 | 1 | 1 | 1 | 0 | 11 | 24 | 28 | 44 | 239 |
| 5 | 31 | [ZS] | [ZS] | 0 | 1 | 22 | 65 | 59 | 23 | 12 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 0 | 11 | 65 |
| 6 | 1 | [ZS] | [ZS] | 7 | 12 | 23 | [PA] | [PA] | [PA] | [PA] | 9 | 7 | 15 | 58 | 39 | 27 | 11 | 1 | 3 | 3 | 4 | 3 | 0 | 8 | 12 | 58 |
| 7 | 2 | [ZS] | [ZS] | 0 | 3 | 3 | 5 | 17 | 6 | 7 | 14 | 10 | 6 | 1 | 0 | 4 | 0 | 6 | 9 | 21 | 16 | 36 | 70 | 102 | 15 | 102 |
| 8 | 116 | [ZS] | [ZS] | 56 | 60 | 68 | 72 | 54 | 37 | 20 | 12 | 7 | 19 | 27 | 3 | 15 | 3 | 0 | 0 | 4 | 1 | 10 | 59 | 115 | 34 | 116 |
| 9 | 83 | [ZS] | [ZS] | 119 | 141 | 117 | 112 | 154 | 85 | 45 | 15 | 8 | 15 | 36 | 18 | 27 | 8 | 2 | 10 | 23 | 24 | 110 | 158 | 188 | 68 | 188 |
| 10 | 216 | [ZS] | [ZS] | 244 | 201 | 160 | 262 | 226 | 173 | 74 | 27 | 15 | 8 | 36 | 18 | 53 | 8 | 11 | 15 | 103 | 176 | 289 | 358 | 424 | 141 | 424 |
| 11 | 445 | [ZS] | [ZS] | 147 | 169 | 197 | 273 | 226 | 168 | 60 | 35 | 29 | 38 | 86 | 51 | 42 | 22 | 9 | 1 | 6 | 65 | 140 | 153 | 164 | 115 | 445 |
| 12 | 130 | [ZS] | [ZS] | 108 | 143 | 263 | 360 | 240 | 150 | 70 | 52 | 33 | 25 | 29 | 9 | [SC] | [SC] | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 80 | 360 |
| 13 | 1 | [ZS] | [ZS] | 3 | 6 | 26 | 59 | 50 | 33 | 17 | 4 | 1 | 3 | 1 | 2 | 18 | 6 | 8 | 3 | 0 | 5 | 11 | 11 | 6 | 12 | 59 |
| 14 | 10 | [ZS] | [ZS] | 21 | 33 | 24 | 22 | 21 | 13 | 18 | 19 | 15 | 6 | 0 | 1 | 6 | 18 | 5 | 2 | 5 | 6 | 20 | 91 | 110 | 21 | 110 |
| 15 | 110 | [ZS] | [ZS] | 12 | 13 | 11 | 46 | 31 | 15 | 12 | 7 | 6 | 5 | 2 | 9 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 110 |
| 16 | 0 | [ZS] | [ZS] | 0 | 0 | 0 | 5 | [SC] | [SC] | 1 | 7 | 0 | 5 | 8 | 10 | 3 | 5 | 0 | 9 | 2 | 0 | 0 | 2 | 3 | 3 | 10 |
| 17 | 0 | [ZS] | [ZS] | 73 | 118 | 163 | 182 | 93 | 26 | 4 | 3 | 3 | 19 | 22 | 9 | 9 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 33 | 182 |
| 18 | 0 | [ZS] | [ZS] | 0 | 0 | 29 | 52 | 23 | 17 | 15 | 10 | 8 | 20 | 15 | 11 | 32 | 28 | 5 | 8 | 17 | 1 | 0 | 0 | 0 | 13 | 52 |
| 19 | 0 | [ZS] | [ZS] | 1 | 0 | 1 | 0 | 3 | 9 | 18 | 16 | 6 | 12 | 31 | 7 | 15 | 4 | 3 | 3 | 2 | 11 | 13 | 4 | 11 | 8 | 31 |
| 20 | 6 | [ZS] | [ZS] | 10 | 11 | 1 | 8 | [SC] | [SC] | 7 | 7 | 12 | 7 | 11 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 8 | 12 |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | 0 | [ZS] | [ZS] | 0 | 0 | 6 | 20 | 10 | 5 | 4 | 31 | 4 | 6 | 8 | 17 | 20 | 13 | 2 | 0 | 1 | 5 | 14 | 5 | 2 | 7 | 31 |
| 26 | 43 | [ZS] | [ZS] | 89 | 141 | 166 | 221 | 125 | 55 | 29 | 13 | 9 | 24 | 58 | 17 | 42 | 28 | 10 | 6 | 35 | 10 | 0 | 0 | 0 | 51 | 221 |
| 27 | 0 | [ZS] | [ZS] | 15 | 18 | 68 | 42 | 18 | 4 | 10 | 4 | 7 | 16 | 20 | 1 | 1 | 1 | 2 | 15 | 27 | 21 | 30 | 29 | 38 | 17 | 68 |
| 28 | 0 | [ZS] | [ZS] | 20 | 4 | 0 | 7 | [SC] | [SC] | 67 | 11 | 24 | 36 | 58 | 23 | 33 | 16 | 11 | 23 | 0 | 0 | 0 | 0 | 21 | 18 | 67 |
| 29 | 7 | [ZS] | [ZS] | 21 | 18 | 21 | 35 | 10 | 10 | 5 | 8 | 9 | 10 | 19 | 34 | 25 | 10 | 6 | 0 | 0 | 0 | 0 | 12 | 7 | 13 | 35 |
| 30 | 10 | [ZS] | [ZS] | 26 | 26 | 56 | 90 | 73 | 31 | 10 | 10 | 7 | 2 | 11 | 5 | 0 | 6 | 2 | 0 | 0 | 0 | 14 | 61 | 74 | 23 | 90 |
| 31 | 113 | [ZS] | [ZS] | 74 | 44 | 42 | 69 | 58 | 57 | 39 | 28 | 0 | 5 | 4 | 0 | 3 | 4 | 0 | 6 | 1 | 6 | 9 | 12 | 10 | 26 | 113 |
| AV | 65 | [ | ] | [ | ] | 55 | 60 | 65 | 96 | 79 | 48 | 25 | 16 | 11 | 13 | 21 | 13 | 17 | 9 | 4 | 4 | 10 | 14 | 27 | 41 | 52 | 32 | |
| SD | 100 | [ | ] | [ | ] | 63 | 71 | 73 | 100 | 76 | 52 | 22 | 11 | 8 | 11 | 22 | 14 | 15 | 8 | 4 | 6 | 21 | 35 | 52 | 77 | 91 | | |
| PK | 445 | [ | ] | [ | ] | 244 | 238 | 263 | 360 | 240 | 173 | 74 | 52 | 33 | 38 | 86 | 51 | 53 | 28 | 11 | 23 | 103 | 176 | 289 | 358 | 424 | | 445 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

NITROGEN DIOXIDE [42602]

PARTS PER BILLION

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 52 | [ZS] | [ZS] | 52 | 47 | 46 | 43 | 48 | 45 | 50 | 50 | 50 | 60 | 59 | 45 | 39 | 26 | 17 | 15 | 17 | 15 | 22 | 29 | 34 | 39 | 60 |
| 2 | 40 | [ZS] | [ZS] | 42 | 41 | 39 | 42 | 35 | 40 | 42 | 46 | 40 | 26 | 22 | 23 | 25 | 15 | 25 | 21 | 23 | 41 | 38 | 64 | 53 | 36 | 64 |
| 3 | 59 | [ZS] | [ZS] | 44 | 41 | 40 | 43 | 47 | 47 | 44 | 42 | 39 | 34 | 29 | 20 | 21 | 17 | 17 | 23 | 30 | 37 | 24 | 39 | 48 | 36 | 59 |
| 4 | 54 | [ZS] | [ZS] | 52 | 49 | 45 | 54 | [SC] | [SC] | [CA] | [CA] | 47 | 17 | 14 | 11 | 23 | 25 | 18 | 27 | 37 | 30 | 50 | 51 | 50 | 36 | 54 |
| 5 | 50 | [ZS] | [ZS] | 29 | 30 | 41 | 46 | 48 | 39 | 34 | 27 | 26 | 22 | 18 | 12 | 14 | 13 | 15 | 18 | 17 | 18 | 18 | 20 | 21 | 26 | 50 |
| 6 | 27 | [ZS] | [ZS] | 35 | 37 | 39 | [PA] | [PA] | [PA] | [PA] | 11 | 12 | 18 | 30 | 27 | 25 | 20 | 21 | 30 | 38 | 32 | 23 | 16 | 15 | 25 | 39 |
| 7 | 12 | [ZS] | [ZS] | 13 | 19 | 17 | 19 | 28 | 16 | 19 | 32 | 29 | 21 | 13 | 8 | 13 | 11 | 14 | 16 | 33 | 45 | 56 | 56 | 56 | 25 | 56 |
| 8 | 55 | [ZS] | [ZS] | 47 | 46 | 46 | 46 | 41 | 42 | 38 | 33 | 22 | 31 | 30 | 23 | 25 | 13 | 11 | 12 | 29 | 24 | 45 | 59 | 56 | 35 | 59 |
| 9 | 54 | [ZS] | [ZS] | 53 | 52 | 49 | 47 | 49 | 54 | 57 | 45 | 38 | 54 | 59 | 45 | 44 | 43 | 32 | 41 | 48 | 61 | 60 | 68 | 76 | 51 | 76 |
| 10 | 84 | [ZS] | [ZS] | 62 | 57 | 58 | 54 | 56 | 63 | 57 | 46 | 36 | 24 | 32 | 28 | 43 | 23 | 38 | 55 | 75 | 66 | 67 | 69 | 71 | 53 | 84 |
| 11 | 70 | [ZS] | [ZS] | 51 | 49 | 49 | 54 | 57 | 66 | 60 | 56 | 57 | 64 | 74 | 75 | 50 | 37 | 35 | 33 | 41 | 70 | 62 | 62 | 59 | 56 | 75 |
| 12 | 60 | [ZS] | [ZS] | 58 | 63 | 64 | 65 | 66 | 75 | 74 | 75 | 73 | 69 | 50 | 27 | [SC] | [SC] | 24 | 29 | 20 | 34 | 42 | 27 | 22 | 51 | 75 |
| 13 | 30 | [ZS] | [ZS] | 37 | 38 | 45 | 48 | 48 | 48 | 36 | 23 | 14 | 11 | 9 | 8 | 20 | 20 | 18 | 26 | 20 | 29 | 38 | 35 | 34 | 29 | 48 |
| 14 | 37 | [ZS] | [ZS] | 41 | 42 | 35 | 38 | 36 | 29 | 35 | 34 | 35 | 22 | 10 | 11 | 19 | 29 | 27 | 39 | 47 | 34 | 43 | 53 | 60 | 34 | 60 |
| 15 | 56 | [ZS] | [ZS] | 40 | 35 | 36 | 40 | 35 | 30 | 29 | 24 | 22 | 17 | 13 | 14 | 13 | 9 | 14 | 19 | 27 | 28 | 25 | 20 | 21 | 26 | 56 |
| 16 | 16 | [ZS] | [ZS] | 17 | 10 | 17 | 33 | [SC] | [SC] | 18 | 21 | 13 | 17 | 21 | 22 | 18 | 26 | 25 | 24 | 20 | 18 | 15 | 32 | 42 | 21 | 42 |
| 17 | 35 | [ZS] | [ZS] | 43 | 44 | 42 | 42 | 43 | 38 | 23 | 16 | 13 | 20 | 20 | 14 | 14 | 13 | 16 | 17 | 19 | 30 | 32 | 23 | 24 | 26 | 44 |
| 18 | 13 | [ZS] | [ZS] | 17 | 27 | 43 | 50 | 33 | 31 | 34 | 30 | 32 | 34 | 24 | 22 | 32 | 33 | 22 | 23 | 25 | 21 | 17 | 17 | 15 | 27 | 50 |
| 19 | 20 | [ZS] | [ZS] | 17 | 15 | 18 | 23 | 26 | 32 | 43 | 36 | 31 | 27 | 36 | 23 | 28 | 22 | 19 | 28 | 34 | 42 | 46 | 41 | 41 | 29 | 46 |
| 20 | 36 | [ZS] | [ZS] | 18 | 20 | 19 | 39 | [SC] | [SC] | 20 | 17 | 19 | 16 | 12 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 21 | 39 |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | 14 | [ZS] | [ZS] | 10 | 14 | 21 | 27 | 24 | 21 | 20 | 32 | 21 | 38 | 29 | 40 | 41 | 37 | 35 | 26 | 34 | 28 | 29 | 35 | 32 | 27 | 41 |
| 26 | 45 | [ZS] | [ZS] | 41 | 40 | 38 | 45 | 44 | 46 | 42 | 27 | 17 | 25 | 28 | 20 | 30 | 25 | 21 | 31 | 31 | 25 | 23 | 19 | 12 | 31 | 46 |
| 27 | 12 | [ZS] | [ZS] | 39 | 39 | 42 | 43 | 36 | 14 | 17 | 11 | 14 | 16 | 15 | 8 | 7 | 7 | 11 | 21 | 31 | 32 | 27 | 37 | 33 | 23 | 43 |
| 28 | 12 | [ZS] | [ZS] | 13 | 13 | 11 | 17 | [SC] | [SC] | 34 | 12 | 20 | 19 | 31 | 20 | 22 | 17 | 16 | 23 | 15 | 13 | 18 | 21 | 32 | 19 | 34 |
| 29 | 34 | [ZS] | [ZS] | 33 | 37 | 35 | 32 | 22 | 21 | 16 | 20 | 12 | 13 | 15 | 20 | 22 | 16 | 16 | 14 | 17 | 17 | 28 | 40 | 42 | 24 | 42 |
| 30 | 43 | [ZS] | [ZS] | 39 | 38 | 39 | 38 | 40 | 34 | 26 | 26 | 18 | 12 | 18 | 12 | 8 | 13 | 15 | 18 | 21 | 32 | 57 | 63 | 62 | 30 | 63 |
| 31 | 62 | [ZS] | [ZS] | 51 | 48 | 45 | 47 | 46 | 48 | 47 | 41 | 12 | 22 | 20 | 13 | 24 | 29 | 24 | 31 | 31 | 37 | 41 | 48 | 45 | 37 | 62 |
| AV | 40 | [ | ] | [ | ] | 37 | 36 | 38 | 41 | 41 | 40 | 36 | 32 | 28 | 27 | 27 | 23 | 24 | 21 | 21 | 25 | 29 | 32 | 36 | 39 | 40 | 32 | |
| SD | 20 | [ | ] | [ | ] | 15 | 14 | 13 | 11 | 11 | 16 | 15 | 15 | 15 | 16 | 16 | 15 | 12 | 10 | 8 | 9 | 13 | 15 | 15 | 17 | 18 | | |
| PK | 84 | [ | ] | [ | ] | 62 | 63 | 64 | 65 | 66 | 75 | 74 | 75 | 73 | 69 | 74 | 75 | 50 | 43 | 38 | 55 | 75 | 70 | 67 | 69 | 76 | | 84 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT SPEED [61103]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1.4 | 1.0 | 0.7 | 0.2 | 0.4 | 0.7 | 0.8 | 0.8 | 2.3 | 1.5 | 0.5 | 2.0 | 3.8 | 4.5 | 5.5 | 6.3 | 5.8 | 5.4 | 4.4 | 3.9 | 3.8 | 2.7 | 1.3 | 1.0 | 2.5 | 6.3 |
| 2 | 1.5 | 1.1 | 0.7 | 1.4 | 1.3 | 1.0 | 1.4 | 1.0 | 1.4 | 1.2 | 1.3 | 2.7 | 3.9 | 4.0 | 4.5 | 5.2 | 4.8 | 4.4 | 3.4 | 2.4 | 1.1 | 0.7 | 1.3 | 1.3 | 2.2 | 5.2 |
| 3 | 1.5 | 1.3 | 1.3 | 1.5 | 1.5 | 1.5 | 2.3 | 2.2 | 2.7 | 2.6 | 1.8 | 1.7 | 2.4 | 2.7 | 2.2 | 4.2 | 3.9 | 3.4 | 3.2 | 2.3 | 2.4 | 2.5 | 0.6 | 0.4 | 2.2 | 4.2 |
| 4 | 0.9 | 0.7 | 0.3 | 0.2 | 0.6 | 0.6 | 1.4 | 1.2 | 1.8 | 1.2 | 0.9 | 2.3 | 3.9 | 5.0 | 4.6 | 4.2 | 3.7 | 3.5 | 3.1 | 1.6 | 0.3 | 1.3 | 0.7 | 1.2 | 1.9 | 5.0 |
| 5 | 1.4 | 1.4 | 2.3 | 2.1 | 1.9 | 2.1 | 2.2 | 3.0 | 3.0 | 2.7 | 3.1 | 2.8 | 2.3 | 2.1 | 1.6 | 3.9 | 4.4 | 4.8 | 3.7 | 2.9 | 3.8 | 5.6 | 3.4 | 1.6 | 2.9 | 5.6 |
| 6 | 2.5 | 2.5 | 2.2 | 1.3 | 1.5 | 1.1 | 1.1 | 2.7 | 6.8 | 6.9 | [PA] | 3.6 | 5.3 | 8.2 | 9.5 | 9.2 | 8.4 | 6.2 | 4.6 | 3.0 | 3.8 | 4.8 | 5.2 | 5.3 | 4.6 | 9.5 |
| 7 | 5.5 | 6.5 | 2.7 | 3.7 | 2.3 | 2.4 | 2.6 | 2.1 | 2.7 | 1.4 | 1.2 | 1.5 | 3.6 | 4.9 | 4.8 | 4.7 | 5.9 | 5.3 | 4.5 | 5.1 | 1.8 | 1.1 | 1.5 | 1.6 | 3.3 | 6.5 |
| 8 | 1.5 | 1.8 | 1.8 | 1.1 | 1.1 | 1.1 | 1.8 | 2.2 | 2.3 | 0.7 | 0.8 | 3.0 | 4.2 | 5.3 | 5.3 | 5.2 | 4.2 | 3.2 | 3.0 | 2.6 | 1.9 | 0.4 | 0.9 | 1.1 | 2.4 | 5.3 |
| 9 | 1.1 | 1.0 | 0.9 | 1.2 | 0.9 | 0.5 | 1.4 | 1.5 | 2.1 | 1.4 | 0.8 | 1.4 | 3.5 | 5.4 | 5.4 | 5.7 | 5.1 | 5.2 | 5.0 | 4.8 | 1.6 | 1.5 | 1.4 | 1.1 | 2.5 | 5.7 |
| 10 | 0.6 | 0.5 | 0.5 | 0.5 | 0.3 | 0.3 | 0.5 | 0.4 | 0.5 | 0.2 | 0.7 | 2.5 | 4.8 | 4.8 | 5.0 | 5.4 | 4.6 | 3.6 | 2.0 | 0.8 | 0.7 | 0.8 | 0.6 | 0.4 | 1.7 | 5.4 |
| 11 | 0.7 | 1.6 | 0.9 | 0.6 | 0.6 | 1.1 | 0.8 | 1.6 | 2.1 | 1.7 | 0.4 | 1.4 | 4.6 | 5.4 | 5.8 | 5.7 | 5.1 | 4.3 | 4.2 | 3.0 | 0.6 | 0.9 | 0.8 | 1.1 | 2.3 | 5.8 |
| 12 | 1.7 | 2.2 | 1.7 | 0.9 | 1.6 | 0.9 | 0.9 | 1.8 | 1.5 | 1.2 | 1.1 | 3.1 | 2.5 | 4.2 | 3.0 | 4.6 | 4.3 | 3.2 | 3.1 | 1.8 | 0.9 | 2.7 | 4.8 | 1.8 | 2.3 | 4.8 |
| 13 | 1.1 | 1.4 | 1.4 | 2.1 | 1.8 | 0.8 | 1.6 | 2.3 | 2.9 | 3.7 | 3.1 | 3.3 | 3.7 | 5.2 | 5.0 | 5.2 | 4.2 | 3.6 | 2.0 | 0.8 | 1.5 | 1.6 | 1.9 | 1.9 | 2.6 | 5.2 |
| 14 | 2.0 | 1.7 | 1.8 | 2.3 | 2.3 | 1.1 | 1.1 | 1.8 | 1.2 | 0.3 | 1.5 | 0.9 | 2.4 | 4.3 | 4.1 | 3.9 | 5.0 | 4.7 | 3.9 | 3.7 | 2.3 | 1.5 | 1.2 | 1.7 | 2.4 | 5.0 |
| 15 | 1.3 | 1.8 | 2.1 | 1.6 | 1.3 | 1.3 | 1.7 | 1.8 | 2.4 | 2.9 | 1.9 | 1.7 | 4.3 | 4.5 | 3.7 | 4.7 | 4.7 | 3.6 | 1.7 | 1.2 | 2.5 | 3.0 | 3.4 | 1.7 | 2.5 | 4.7 |
| 16 | 2.5 | 1.9 | 1.2 | 0.1 | 0.4 | 1.1 | 1.7 | 0.6 | 0.6 | 1.4 | 2.1 | 2.0 | 2.6 | 3.5 | 4.2 | 3.2 | 3.1 | 2.7 | 3.3 | 3.1 | 2.9 | 3.1 | 1.3 | 1.4 | 2.1 | 4.2 |
| 17 | 1.5 | 1.7 | 0.2 | 0.3 | 0.4 | 1.1 | 0.7 | 0.2 | 1.8 | 2.6 | 2.8 | 4.2 | 4.6 | 4.5 | 4.7 | 4.6 | 4.4 | 3.9 | 3.2 | 2.9 | 3.2 | 1.8 | 2.0 | 2.0 | 2.5 | 4.7 |
| 18 | 1.7 | 1.6 | 1.5 | 1.8 | 0.7 | 0.8 | 0.1 | 0.9 | 2.0 | 1.3 | 0.2 | 3.1 | 4.7 | 5.0 | 5.9 | 6.5 | 7.0 | 5.9 | 4.9 | 3.9 | 4.0 | 4.0 | 2.9 | 1.3 | 3.0 | 7.0 |
| 19 | 1.1 | 2.3 | 2.0 | 1.6 | 1.5 | 1.3 | 1.4 | 0.9 | 0.1 | 1.6 | 3.7 | 4.1 | 5.2 | 5.7 | 5.7 | 6.4 | 6.0 | 5.2 | 4.0 | 2.5 | 2.2 | 2.6 | 3.1 | 3.5 | 3.1 | 6.4 |
| 20 | 3.2 | 2.7 | 2.0 | 3.0 | 3.4 | 3.3 | 2.2 | 3.2 | 3.2 | 3.8 | 4.9 | 5.4 | 5.7 | 6.7 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 3.8 | 6.7 |
| 21 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 22 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 23 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 3.3 | 3.0 | 2.3 | 2.8 | 5.7 | 6.6 | 6.1 | 4.3 | 4.5 | 3.1 | 2.3 | 3.4 | 4.4 | 5.6 | 4.1 | 6.6 |
| 25 | 5.9 | 4.4 | 3.5 | 4.3 | 4.8 | 5.1 | 5.0 | 5.8 | 6.2 | 4.5 | 6.6 | 6.7 | 2.5 | 1.3 | 2.6 | 0.7 | 1.5 | 2.6 | 2.7 | 2.5 | 3.7 | 3.2 | 1.3 | 0.3 | 3.6 | 6.7 |
| 26 | 1.2 | 0.4 | 0.8 | 0.1 | 0.9 | 0.4 | 0.4 | 1.4 | 0.7 | 0.5 | 2.9 | 3.9 | 6.2 | 8.0 | 8.2 | 8.3 | 7.7 | 7.0 | 4.8 | 5.5 | 4.9 | 1.6 | 3.1 | 3.5 | 3.4 | 8.3 |
| 27 | 3.0 | 2.2 | 1.1 | 0.8 | 1.1 | 1.2 | 1.3 | 0.6 | 2.8 | 2.3 | 3.8 | 4.6 | 6.3 | 7.6 | 7.2 | 5.6 | 6.2 | 8.1 | 6.4 | 6.4 | 6.1 | 6.5 | 6.1 | 5.0 | 4.3 | 8.1 |
| 28 | 4.6 | 6.7 | 6.2 | 7.1 | 5.4 | 6.4 | 8.1 | 4.2 | 8.8 | 9.3 | 10.0 | 10.8 | 11.3 | 11.8 | 10.9 | 11.2 | 11.0 | 10.7 | 9.6 | 6.9 | 7.4 | 4.4 | 4.7 | 2.5 | 7.9 | 11.8 |
| 29 | 2.1 | 1.2 | 1.3 | 1.7 | 1.6 | 1.6 | 1.2 | 1.8 | 1.2 | 0.4 | 2.1 | 4.9 | 4.9 | 5.7 | 7.6 | 7.7 | 7.5 | 6.6 | 3.2 | 3.4 | 3.8 | 2.7 | 2.3 | 2.4 | 3.3 | 7.7 |
| 30 | 2.2 | 1.6 | 1.7 | 1.7 | 1.6 | 2.0 | 2.4 | 2.6 | 1.7 | 0.9 | 1.5 | 4.1 | 4.3 | 4.7 | 5.1 | 5.4 | 5.1 | 4.7 | 3.7 | 3.0 | 0.2 | 1.3 | 1.4 | 2.1 | 2.7 | 5.4 |
| 31 | 1.4 | 1.8 | 1.5 | 1.9 | 2.3 | 1.5 | 2.7 | 3.0 | 3.0 | 2.0 | 1.4 | 2.8 | 4.6 | 4.7 | 5.1 | 3.4 | 3.9 | 3.2 | 4.0 | 2.5 | 2.0 | 2.2 | 2.5 | 1.3 | 2.7 | 5.1 |
| AV | 2.0 | 2.0 | 1.6 | 1.6 | 1.6 | 1.6 | 1.8 | 1.9 | 2.5 | 2.2 | 2.4 | 3.3 | 4.3 | 5.1 | 5.4 | 5.5 | 5.3 | 4.8 | 3.9 | 3.2 | 2.7 | 2.5 | 2.4 | 2.0 | 3.0 | |
| SD | 1.4 | 1.5 | 1.2 | 1.5 | 1.2 | 1.4 | 1.6 | 1.2 | 1.9 | 2.0 | 2.1 | 2.0 | 1.8 | 2.1 | 2.0 | 2.0 | 1.9 | 1.8 | 1.5 | 1.5 | 1.7 | 1.5 | 1.6 | 1.4 | | |
| MX | 5.9 | 6.7 | 6.2 | 7.1 | 5.4 | 6.4 | 8.1 | 5.8 | 8.8 | 9.3 | 10.0 | 10.8 | 11.3 | 11.8 | 10.9 | 11.2 | 11.0 | 10.7 | 9.6 | 6.9 | 7.4 | 6.5 | 6.1 | 5.6 | | 11.8 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND SPEED [61101]

METERS/SECOND

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1.5 | 1.0 | 0.8 | 0.5 | 0.5 | 0.8 | 0.8 | 0.9 | 2.4 | 1.8 | 1.1 | 2.3 | 3.9 | 4.6 | 5.6 | 6.3 | 5.9 | 5.6 | 4.5 | 3.9 | 3.9 | 2.8 | 1.5 | 1.2 | 2.7 | 6.3 |
| 2 | 1.6 | 1.2 | 0.8 | 1.4 | 1.3 | 1.0 | 1.5 | 1.2 | 1.9 | 1.5 | 1.6 | 2.9 | 4.0 | 4.1 | 4.6 | 5.3 | 4.9 | 4.5 | 3.5 | 2.5 | 1.3 | 0.9 | 1.5 | 1.3 | 2.3 | 5.3 |
| 3 | 1.5 | 1.3 | 1.3 | 1.5 | 1.5 | 1.5 | 2.4 | 2.3 | 2.8 | 2.7 | 2.0 | 1.9 | 2.5 | 2.8 | 3.5 | 4.3 | 3.9 | 3.5 | 3.2 | 2.5 | 2.6 | 2.6 | 0.8 | 0.7 | 2.3 | 4.3 |
| 4 | 0.9 | 0.8 | 0.5 | 0.7 | 0.7 | 0.8 | 1.4 | 1.3 | 1.9 | 1.5 | 1.4 | 2.9 | 4.0 | 5.2 | 4.7 | 4.3 | 3.8 | 3.6 | 3.2 | 1.8 | 0.8 | 1.4 | 0.8 | 1.2 | 2.1 | 5.2 |
| 5 | 1.4 | 1.4 | 2.3 | 2.1 | 1.9 | 2.2 | 2.3 | 3.0 | 3.2 | 3.0 | 3.5 | 3.0 | 2.6 | 3.0 | 3.8 | 4.1 | 4.6 | 5.0 | 3.8 | 3.1 | 4.1 | 5.8 | 3.4 | 2.0 | 3.1 | 5.8 |
| 6 | 2.6 | 2.7 | 2.3 | 1.4 | 1.5 | 1.3 | 1.3 | 3.8 | 6.9 | 7.1 | [PA] | 3.9 | 5.5 | 8.4 | 9.6 | 9.3 | 8.6 | 6.3 | 4.9 | 3.1 | 3.9 | 4.9 | 5.4 | 5.5 | 4.8 | 9.6 |
| 7 | 5.8 | 6.8 | 3.3 | 4.0 | 2.9 | 3.4 | 2.8 | 2.2 | 2.9 | 1.8 | 2.0 | 1.9 | 3.9 | 5.1 | 4.9 | 4.9 | 6.0 | 5.4 | 4.5 | 5.1 | 2.1 | 1.2 | 1.5 | 1.7 | 3.6 | 6.8 |
| 8 | 1.6 | 1.8 | 1.9 | 1.2 | 1.1 | 1.1 | 1.9 | 2.2 | 2.3 | 1.3 | 1.4 | 3.4 | 4.4 | 5.4 | 5.4 | 5.3 | 4.3 | 3.3 | 3.1 | 2.7 | 2.1 | 0.7 | 1.1 | 1.1 | 2.5 | 5.4 |
| 9 | 1.2 | 1.1 | 1.0 | 1.3 | 1.0 | 0.6 | 1.5 | 1.5 | 2.2 | 1.8 | 1.4 | 1.8 | 3.7 | 5.5 | 5.4 | 5.8 | 5.2 | 5.3 | 5.1 | 4.8 | 2.8 | 1.6 | 1.5 | 1.1 | 2.6 | 5.8 |
| 10 | 0.7 | 0.6 | 0.7 | 0.6 | 0.6 | 0.6 | 0.8 | 0.7 | 0.8 | 0.7 | 1.2 | 2.6 | 4.9 | 4.9 | 5.1 | 5.4 | 4.6 | 3.7 | 2.0 | 1.0 | 0.9 | 1.0 | 0.8 | 0.6 | 1.9 | 5.4 |
| 11 | 0.9 | 1.7 | 1.8 | 0.8 | 0.8 | 1.2 | 1.0 | 1.7 | 2.2 | 1.9 | 1.1 | 1.9 | 4.7 | 5.5 | 5.9 | 5.8 | 5.2 | 4.4 | 4.2 | 3.1 | 1.0 | 1.1 | 1.0 | 1.3 | 2.5 | 5.9 |
| 12 | 1.8 | 2.3 | 1.7 | 2.0 | 1.7 | 0.9 | 1.0 | 2.0 | 1.7 | 1.5 | 2.3 | 3.3 | 2.6 | 4.4 | 3.4 | 4.7 | 4.4 | 3.3 | 3.2 | 2.1 | 1.2 | 2.8 | 4.9 | 2.1 | 2.5 | 4.9 |
| 13 | 1.8 | 1.6 | 1.5 | 2.1 | 1.8 | 1.0 | 1.6 | 2.4 | 3.1 | 3.9 | 3.3 | 3.9 | 4.0 | 5.5 | 5.1 | 5.4 | 4.3 | 3.8 | 2.2 | 1.1 | 1.9 | 1.9 | 2.1 | 2.3 | 2.8 | 5.5 |
| 14 | 2.0 | 1.9 | 2.0 | 2.4 | 2.4 | 2.0 | 1.6 | 1.9 | 1.5 | 1.0 | 1.8 | 1.6 | 2.9 | 4.6 | 4.4 | 5.1 | 5.2 | 4.8 | 4.0 | 3.8 | 3.2 | 1.9 | 1.3 | 1.9 | 2.7 | 5.2 |
| 15 | 1.5 | 2.0 | 2.2 | 1.6 | 1.3 | 1.4 | 1.8 | 1.8 | 2.6 | 3.2 | 2.3 | 2.3 | 4.6 | 4.7 | 3.9 | 4.8 | 4.8 | 3.8 | 1.8 | 1.5 | 2.7 | 3.2 | 3.7 | 1.9 | 2.7 | 4.8 |
| 16 | 2.6 | 2.0 | 1.3 | 0.6 | 0.5 | 1.2 | 1.7 | 0.9 | 1.1 | 1.7 | 2.2 | 2.2 | 2.9 | 3.6 | 4.3 | 3.3 | 3.1 | 2.9 | 3.4 | 3.2 | 3.0 | 3.1 | 1.6 | 1.6 | 2.3 | 4.3 |
| 17 | 1.5 | 1.8 | 0.6 | 0.7 | 0.6 | 1.2 | 0.8 | 0.6 | 1.9 | 2.7 | 2.9 | 4.3 | 4.7 | 4.6 | 4.8 | 4.8 | 4.5 | 3.9 | 3.2 | 3.0 | 3.3 | 2.0 | 2.2 | 2.2 | 2.6 | 4.8 |
| 18 | 1.8 | 1.7 | 1.6 | 1.1 | 0.8 | 0.8 | 0.3 | 1.1 | 2.1 | 1.6 | 1.0 | 3.5 | 4.8 | 5.1 | 6.0 | 6.7 | 7.1 | 6.0 | 4.9 | 3.9 | 4.1 | 4.0 | 3.0 | 1.4 | 3.1 | 7.1 |
| 19 | 1.4 | 2.3 | 2.1 | 1.7 | 1.6 | 1.4 | 1.5 | 1.1 | 1.0 | 2.3 | 3.9 | 4.3 | 5.3 | 5.9 | 5.8 | 6.5 | 6.1 | 5.3 | 4.1 | 2.7 | 2.4 | 2.6 | 3.2 | 3.6 | 3.3 | 6.5 |
| 20 | 3.2 | 2.7 | 2.0 | 3.1 | 3.4 | 3.3 | 2.3 | 3.3 | 3.4 | 4.0 | 5.1 | 5.5 | 5.8 | 6.8 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 3.8 | 6.8 |
| 21 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 22 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 23 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | 6.0 | 4.7 | 3.6 | 4.4 | 5.0 | 5.2 | 5.1 | 6.1 | 6.3 | 5.3 | 6.7 | 6.9 | 2.6 | 1.6 | 3.1 | 1.8 | 2.0 | 2.8 | 2.8 | 2.7 | 3.9 | 3.3 | 1.7 | 1.0 | 4.0 | 6.9 |
| 26 | 1.3 | 0.5 | 0.9 | 0.6 | 1.1 | 0.6 | 0.7 | 1.6 | 1.2 | 1.2 | 3.4 | 4.1 | 6.4 | 8.1 | 8.4 | 8.5 | 7.8 | 7.1 | 4.9 | 5.6 | 5.0 | 2.3 | 3.3 | 3.8 | 3.7 | 8.5 |
| 27 | 3.1 | 2.3 | 1.3 | 1.1 | 1.2 | 1.3 | 1.4 | 1.1 | 3.0 | 2.6 | 4.1 | 4.8 | 6.4 | 7.7 | 7.4 | 5.8 | 6.3 | 8.1 | 6.5 | 6.6 | 6.2 | 6.6 | 6.2 | 5.1 | 4.4 | 8.1 |
| 28 | 4.7 | 7.2 | 6.6 | 7.3 | 5.6 | 6.6 | 8.3 | 4.5 | 8.9 | 9.5 | 10.2 | 10.9 | 11.4 | 11.9 | 11.1 | 11.4 | 11.2 | 10.9 | 9.7 | 7.1 | 7.6 | 4.5 | 4.9 | 2.9 | 8.1 | 11.9 |
| 29 | 2.1 | 1.3 | 1.4 | 1.8 | 1.7 | 1.7 | 1.4 | 2.0 | 1.6 | 1.6 | 2.5 | 5.1 | 5.1 | 5.8 | 7.8 | 7.8 | 7.6 | 6.8 | 3.4 | 3.6 | 4.1 | 2.9 | 2.3 | 2.5 | 3.5 | 7.8 |
| 30 | 2.3 | 1.7 | 1.7 | 1.8 | 1.7 | 2.0 | 2.4 | 2.7 | 2.0 | 1.7 | 2.0 | 4.3 | 4.4 | 4.8 | 5.2 | 5.5 | 5.2 | 4.8 | 3.8 | 3.1 | 1.5 | 1.5 | 1.5 | 2.2 | 2.9 | 5.5 |
| 31 | 1.4 | 1.8 | 1.5 | 2.0 | 2.3 | 1.7 | 2.7 | 3.1 | 3.0 | 2.2 | 2.1 | 3.3 | 4.8 | 5.0 | 5.3 | 3.7 | 4.0 | 5.3 | 4.1 | 2.8 | 2.1 | 2.4 | 2.6 | 1.5 | 2.9 | 5.3 |
| AV | 2.2 | 2.2 | 1.8 | 1.8 | 1.7 | 1.7 | 1.9 | 2.1 | 2.7 | 2.6 | 2.8 | 3.6 | 4.5 | 5.3 | 5.6 | 5.7 | 5.4 | 5.0 | 4.0 | 3.3 | 3.0 | 2.7 | 2.5 | 2.2 | 3.2 | |
| SD | 1.4 | 1.6 | 1.2 | 1.5 | 1.3 | 1.4 | 1.6 | 1.3 | 1.9 | 2.0 | 2.0 | 1.9 | 1.8 | 2.0 | 1.9 | 1.9 | 1.9 | 1.8 | 1.5 | 1.5 | 1.6 | 1.5 | 1.6 | 1.4 | | |
| MX | 6.0 | 7.2 | 6.6 | 7.3 | 5.6 | 6.6 | 8.3 | 6.1 | 8.9 | 9.5 | 10.2 | 10.9 | 11.4 | 11.9 | 11.1 | 11.4 | 11.2 | 10.9 | 9.7 | 7.1 | 7.6 | 6.6 | 6.2 | 5.6 | | 11.9 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | E | ENE | N | N | NE | NE | E | E | E | E | ENE | WSW | W | W | W | W | W | W | WSW | WSW | WSW | WSW | SSW | SSE | [VA] |
| 2 | E | ENE | NNE | ENE | NE | E | E | NE | SE | SSE | SSW | WSW | W | W | W | W | W | W | WSW | W | SW | SSE | SSE | E | [VA] |
| 3 | E | ENE | ENE | E | E | E | E | E | ESE | SE | SE | SE | SE | SW | W | W | W | WSW | W | W | W | NW | ESE | [VA] |
| 4 | ENE | ENE | ENE | N | NE | NNE | NE | NE | ENE | E | S | SW | SW | WSW | WSW | W | W | W | W | W | NE | SE | E | E | [VA] |
| 5 | ENE | E | ESE | E | E | E | E | E | ESE | E | SE | SE | SE | SSW | SW | SW | SW | WSW | WSW | SSW | SW | WSW | WSW | S | [VA] |
| 6 | ESE | ENE | ENE | E | E | E | SE | NW | W | W | [PA] | N | W | W | W | N | W | W | WNW | N | N | NNW | N | N | [VA] |
| 7 | N | N | NNW | W | NNW | NE | N | N | N | ENE | SE | SW | SW | WSW | WSW | WSW | WSW | WSW | W | WNW | N | NNE | NNE | [VA] |
| 8 | NE | NE | ENE | NE | ENE | NE | ENE | ENE | ENE | ESE | SW | SW | W | WSW | WSW | WSW | WSW | WSW | W | WSW | WSW | ESE | ENE | [VA] |
| 9 | NE | ENE | ENE | NE | ENE | NNE | NNE | ENE | ENE | NE | WNW | W | WSW | W | W | W | W | W | W | NW | ENE | ENE | NE | [VA] |
| 10 | NE | NE | NE | NE | E | N | E | ENE | NNE | SW | WSW | WSW | WSW | W | W | W | W | W | WSW | NNW | NNE | ENE | N | ENE | [VA] |
| 11 | NE | NE | NE | ENE | ENE | ENE | NE | E | E | ENE | ENE | W | W | W | W | W | W | W | WSW | W | SSE | ESE | ESE | ESE | [VA] |
| 12 | NE | E | E | ENE | ENE | ESE | ESE | ENE | E | SE | SSW | WSW | WSW | WSW | WSW | W | WSW | W | W | WSW | S | ESE | E | SE | [VA] |
| 13 | NE | E | ESE | E | E | ENE | ENE | E | E | ESE | SSE | S | SW | WSW | WSW | W | W | W | WNW | NW | N | NNE | NNW | NE | [VA] |
| 14 | ENE | NE | NNE | N | NNW | NNE | NW | WNW | N | NNW | ENE | NE | N | NNW | NNW | NW | W | WNW | WNW | WNW | W | ENE | NE | ENE | [VA] |
| 15 | ESE | E | E | E | E | ENE | NE | ENE | E | ESE | ESE | SE | WSW | SW | WSW | W | W | WSW | SSW | S | SE | ESE | SE | SE | E |
| 16 | ESE | E | ENE | W | SW | SSE | SE | SSE | SW | SW | WSW | SW | WSW | WSW | W | WSW | W | W | W | W | WSW | WSW | WNW | W | W |
| 17 | WSW | W | SSE | NE | ESE | E | NE | NNE | WSW | WSW | WSW | WSW | W | W | WSW | W | W | W | WSW | W | W | WNW | W | W | W |
| 18 | NW | NW | N | N | NE | NE | NE | NE | ESE | ESE | NE | WSW | WSW | WSW | W | W | W | W | W | WSW | WSW | WSW | WSW | WSW | [VA] |
| 19 | SSW | WSW | WNW | WNW | NNW | NW | NNW | N | W | NW | W | WSW | W | W | W | W | W | W | W | WNW | W | WSW | WSW | WSW | W |
| 20 | WSW | W | WNW | W | W | W | WNW | W | W | W | W | WSW | WSW | WSW | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | W |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | ESE | SSE | SE | SSE | ESE | ESE | SSE | SE | SSE | SSE | N | W | W | WSW | WSW | W | WSW | WSW | WSW | SSW | S | SE | ESE | ESE | WSW |
| 26 | ENE | N | NNW | SSE | NE | E | NNE | ENE | NE | SSE | WSW | WSW | W | W | W | W | W | W | W | W | W | NNW | NNE | [VA] |
| 27 | S | SSW | SE | E | ENE | E | ESE | SE | WSW | W | WSW | W | W | W | WSW | WSW | WSW | WSW | W | W | W | W | W | W | W |
| 28 | SW | WSW | WSW | W | WNW | W | W | WNW | W | W | W | W | W | W | W | W | W | W | W | WNW | WNW | WNW | WNW | NW | W |
| 29 | N | NNW | NNW | N | NNE | N | NNE | NE | ENE | SW | WSW | WSW | W | W | W | W | W | W | NW | NW | NNW | N | NE | NE | [VA] |
| 30 | NE | NE | NNW | ENE | NE | ENE | NE | NE | ENE | ESE | WSW | W | WSW | W | W | WSW | WSW | WSW | WSW | W | SW | E | E | E | [VA] |
| 31 | E | E | E | E | E | E | E | E | E | ENE | E | SSW | SSE | SSE | S | S | SSE | SSW | WNW | NNW | ENE | ENE | E | E | [VA] |
| FV | NE | ENE | [VA] | [VA] | [VA] | [VA] | [VA] | ENE | E | [VA] | WSW | WSW | W | W | W | W | W | W | WSW | W | WSW | [VA] | E | [VA] | |

OU004 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

WIND DIRECTION AVERAGE [61102]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

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* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 87 | 64 | 5 | 5 | 47 | 52 | 86 | 95 | 84 | 80 | 65 | 266 | 264 | 260 | 265 | 264 | 266 | 265 | 256 | 249 | 245 | 245 | 198 | 148 | [VA] |
| 2 | 85 | 77 | 31 | 59 | 52 | 80 | 79 | 56 | 126 | 160 | 192 | 251 | 260 | 260 | 262 | 263 | 261 | 263 | 258 | 259 | 229 | 166 | 123 | 96 | [VA] |
| 3 | 87 | 71 | 78 | 80 | 80 | 92 | 92 | 101 | 113 | 134 | 137 | 140 | 143 | 146 | 232 | 259 | 259 | 259 | 258 | 273 | 281 | 274 | 321 | 104 | [VA] |
| 4 | 57 | 63 | 74 | 10 | 41 | 17 | 49 | 46 | 73 | 94 | 173 | 233 | 218 | 239 | 258 | 266 | 271 | 262 | 260 | 274 | 51 | 135 | 83 | 87 | [VA] |
| 5 | 78 | 87 | 104 | 98 | 89 | 89 | 89 | 94 | 106 | 100 | 132 | 133 | 135 | 197 | 217 | 223 | 226 | 245 | 242 | 212 | 223 | 257 | 251 | 171 | [VA] |
| 6 | 112 | 63 | 69 | 86 | 83 | 93 | 141 | 310 | 280 | 278 | [PA] | 280 | 264 | 268 | 271 | 271 | 274 | 278 | 293 | 360 | 355 | 345 | 356 | 359 | [VA] |
| 7 | 358 | 349 | 346 | 279 | 328 | 38 | 356 | 357 | 8 | 72 | 130 | 235 | 223 | 246 | 250 | 248 | 256 | 255 | 245 | 289 | 302 | 359 | 14 | 25 | [VA] |
| 8 | 45 | 50 | 67 | 54 | 67 | 54 | 58 | 67 | 76 | 110 | 232 | 235 | 261 | 258 | 255 | 257 | 258 | 256 | 255 | 266 | 256 | 238 | 104 | 67 | [VA] |
| 9 | 42 | 64 | 65 | 43 | 75 | 30 | 31 | 69 | 62 | 56 | 295 | 278 | 250 | 260 | 263 | 262 | 265 | 262 | 262 | 264 | 309 | 75 | 62 | 54 | [VA] |
| 10 | 51 | 49 | 39 | 55 | 80 | 349 | 93 | 44 | 21 | 221 | 258 | 257 | 256 | 261 | 263 | 266 | 265 | 260 | 251 | 330 | 14 | 74 | 10 | 70 | [VA] |
| 11 | 40 | 49 | 41 | 57 | 73 | 66 | 53 | 90 | 80 | 77 | 20 | 272 | 260 | 261 | 266 | 267 | 264 | 262 | 258 | 289 | 160 | 113 | 123 | 106 | [VA] |
| 12 | 49 | 81 | 81 | 59 | 62 | 106 | 105 | 70 | 88 | 130 | 197 | 255 | 258 | 255 | 237 | 260 | 258 | 265 | 259 | 251 | 173 | 109 | 100 | 130 | [VA] |
| 13 | 51 | 93 | 108 | 94 | 99 | 78 | 73 | 82 | 96 | 116 | 153 | 102 | 231 | 238 | 254 | 269 | 277 | 272 | 299 | 307 | 2 | 18 | 347 | 42 | [VA] |
| 14 | 73 | 54 | 13 | 360 | 340 | 16 | 306 | 298 | 354 | 332 | 71 | 37 | 352 | 347 | 344 | 312 | 279 | 283 | 289 | 288 | 352 | 64 | 50 | 61 | [VA] |
| 15 | 116 | 89 | 90 | 84 | 80 | 57 | 52 | 61 | 89 | 112 | 118 | 143 | 240 | 228 | 249 | 264 | 261 | 247 | 203 | 171 | 131 | 118 | 138 | 126 | 5 |
| 16 | 117 | 99 | 74 | 264 | 214 | 160 | 129 | 166 | 216 | 214 | 241 | 226 | 248 | 256 | 259 | 258 | 261 | 265 | 261 | 261 | 255 | 252 | 286 | 280 | 13 |
| 17 | 257 | 280 | 150 | 43 | 107 | 84 | 43 | 22 | 242 | 253 | 249 | 253 | 262 | 260 | 257 | 261 | 263 | 262 | 257 | 260 | 269 | 299 | 271 | 267 | 13 |
| 18 | 316 | 317 | 355 | 9 | 36 | 40 | 48 | 51 | 107 | 105 | 51 | 250 | 257 | 257 | 265 | 267 | 266 | 269 | 261 | 255 | 251 | 247 | 253 | 242 | [VA] |
| 19 | 195 | 253 | 283 | 291 | 327 | 320 | 339 | 11 | 264 | 309 | 261 | 257 | 259 | 264 | 260 | 265 | 265 | 265 | 278 | 290 | 273 | 255 | 255 | 258 | 13 |
| 20 | 255 | 261 | 292 | 272 | 270 | 267 | 292 | 278 | 269 | 267 | 265 | 258 | 255 | 258 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 13 |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 13 |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | 123 | 161 | 141 | 119 | 113 | 104 | 102 | 133 | 159 | 164 | 264 | 277 | 289 | 360 | 101 | 35 | 254 | 212 | 219 | 239 | 241 | 263 | 294 | 15 | [VA] |
| 26 | 62 | 349 | 348 | 158 | 53 | 91 | 29 | 63 | 50 | 147 | 252 | 255 | 266 | 267 | 272 | 272 | 268 | 267 | 271 | 264 | 261 | 208 | 179 | 182 | [VA] |
| 27 | 190 | 200 | 137 | 97 | 71 | 101 | 111 | 134 | 248 | 263 | 253 | 265 | 264 | 259 | 258 | 248 | 249 | 256 | 264 | 274 | 272 | 270 | 274 | 263 | 13 |
| 28 | 235 | 239 | 254 | 270 | 290 | 275 | 274 | 294 | 271 | 271 | 263 | 266 | 261 | 267 | 266 | 268 | 267 | 270 | 273 | 287 | 285 | 289 | 284 | 326 | 13 |
| 29 | 352 | 344 | 331 | 349 | 28 | 10 | 28 | 37 | 70 | 234 | 257 | 257 | 260 | 260 | 267 | 267 | 274 | 280 | 306 | 306 | 346 | 6 | 38 | 37 | [VA] |
| 30 | 39 | 39 | 19 | 61 | 51 | 58 | 48 | 50 | 58 | 102 | 250 | 261 | 253 | 261 | 260 | 251 | 258 | 256 | 257 | 266 | 220 | 89 | 87 | 100 | [VA] |
| 31 | 95 | 87 | 84 | 86 | 94 | 86 | 88 | 101 | 94 | 71 | 100 | 208 | 149 | 151 | 187 | 176 | 157 | 212 | 294 | 348 | 32 | 70 | 92 | 79 | [VA] |
| FV | 3 | 4 | [VA] | [VA] | [VA] | [VA] | [VA] | 4 | 5 | [VA] | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 12 | 13 | 12 | [VA] | 5 | [VA] | |

OU001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | E | ENE | N | N | NE | NE | E | E | E | E | ENE | WSW | W | W | W | W | W | W | WSW | WSW | WSW | WSW | SSW | SSE | [VA] |
| 2 | E | ENE | NE | ENE | NE | ENE | E | NE | SE | SSE | S | WSW | W | W | W | W | W | W | WSW | W | WSW | SSE | ESE | E | [VA] |
| 3 | E | ENE | E | E | E | E | E | E | ESE | SE | SE | SE | SE | SSE | SW | W | W | W | WSW | W | W | W | NW | E | [VA] |
| 4 | ENE | ENE | E | NNE | NE | NNE | NE | NE | ENE | E | SSE | WSW | SW | WSW | WSW | W | W | W | W | W | NNE | SE | E | E | [VA] |
| 5 | ENE | E | ESE | E | E | E | E | E | ESE | E | SE | SE | SE | SSW | SW | SW | SW | WSW | WSW | SSW | SW | WSW | WSW | S | [VA] |
| 6 | ESE | ENE | ENE | E | E | E | SE | WNW | W | W | [PA] | N | W | W | W | W | W | W | WNW | N | N | NNW | N | N | [VA] |
| 7 | N | N | NNW | W | NW | NNE | N | N | N | ENE | SE | SW | SW | WSW | WSW | WSW | WSW | WNW | WSW | W | W | WSW | WSW | ENE | [VA] |
| 8 | NE | NE | ENE | NE | ENE | NE | ENE | ENE | ENE | ESE | SW | SW | W | WSW | WSW | WSW | WSW | WSW | WSW | WNW | N | NNE | NNE | NE | [VA] |
| 9 | NE | ENE | ENE | NE | ENE | NNE | NNE | ENE | ENE | ENE | WNW | WNW | WSW | W | W | W | W | W | W | WSW | WSW | ESE | ENE | NE | [VA] |
| 10 | NE | ENE | NE | ENE | E | N | E | ENE | NNE | SSW | W | WSW | WSW | W | W | W | W | W | WSW | NNW | N | ENE | N | ENE | [VA] |
| 11 | NE | NE | NE | ENE | E | ENE | ENE | E | E | ENE | NNE | W | W | W | W | W | W | W | WSW | WSW | SSE | ESE | ESE | ESE | [VA] |
| 12 | NE | E | E | ENE | ENE | ESE | E | ENE | E | SE | SW | WSW | W | WSW | WSW | W | WSW | W | WSW | W | S | ESE | E | SE | [VA] |
| 13 | ENE | E | ESE | E | E | ENE | ENE | E | E | ESE | SSE | S | SW | WSW | WSW | W | W | W | WNW | WNW | N | NNE | NNW | NE | E |
| 14 | ENE | NE | N | N | NNW | NNE | WNW | WNW | N | NNW | ENE | NNE | N | NNW | NNW | NW | W | WNW | NNW | WNW | NW | NE | NE | ENE | [VA] |
| 15 | ESE | E | E | E | E | ENE | NE | ENE | E | ESE | ESE | SE | WSW | SW | WSW | W | W | WNW | NNW | WNW | NNW | NE | NE | ENE | [VA] |
| 16 | ESE | ESE | ENE | W | SSW | SSE | SE | SSE | SSW | SSW | WSW | SW | WSW | WSW | W | W | W | WSW | SSW | SSE | SE | ESE | SE | SE | E |
| 17 | WSW | W | SE | NE | ESE | E | NE | NNE | WSW | WSW | WSW | W | W | WSW | W | W | W | W | W | W | W | WNW | W | W | W |
| 18 | NW | NW | N | N | NE | NE | ENE | ENE | ESE | ESE | NE | WSW | WSW | WSW | W | W | W | W | W | W | W | WNW | W | W | W |
| 19 | SSW | WSW | W | WSW | NNW | NW | NNW | N | W | WNW | W | WSW | WSW | W | W | W | W | W | WNW | W | W | WSW | WSW | WSW | WSW |
| 20 | WSW | W | WNW | W | W | W | WNW | W | W | W | W | WSW | WSW | WSW | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | W |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | ESE | ESE | SE | ESE | ESE | ESE | SE | SSE | SSE | W | W | WSW | WSW | W | WNW | WSW | WSW | WSW | SSW | S | SE | ESE | ESE | WSW | |
| 26 | ENE | N | N | ESE | NE | E | NE | ENE | ESE | WSW | WSW | W | W | WNW | NNE | SSE | ENE | WSW | SSW | SW | WSW | WSW | W | WNW | WNW | [VA] |
| 27 | S | SSW | SE | E | ENE | E | ESE | SE | WSW | W | WSW | W | W | W | WSW | WSW | WSW | WSW | W | W | W | W | W | W | [VA] |
| 28 | SW | WSW | WSW | W | WNW | W | W | WNW | W | W | W | W | W | W | W | W | W | W | WNW | WNW | WNW | WNW | NW | W | |
| 29 | N | NNW | NNW | N | NNE | N | NNE | NE | ENE | WSW | WSW | W | W | W | W | W | W | W | NW | NW | NNW | N | NE | NE | [VA] |
| 30 | NE | NE | NNE | ENE | NE | ENE | NE | NE | ENE | ESE | WSW | W | WSW | N | W | WSW | WSW | WSW | WSW | W | WSW | E | E | E | [VA] |
| 31 | E | E | E | E | E | E | E | E | E | ENE | E | SSW | SSE | SSE | S | S | SSE | SW | WNW | NNW | NNE | ENE | E | E | [VA] |
| PV | NE | ENE | [VA] | E | [VA] | E | [VA] | ENE | ENE | [VA] | WSW | WSW | W | W | W | W | W | W | WSW | W | WSW | [VA] | E | [VA] | |

CO004 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

RESULTANT DIRECTION [61104]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | PREV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 87 | 64 | 8 | 3 | 45 | 55 | 79 | 92 | 82 | 79 | 66 | 247 | 264 | 261 | 264 | 264 | 266 | 267 | 256 | 249 | 245 | 246 | 200 | 152 | [VA] |
| 2 | 86 | 77 | 39 | 59 | 52 | 78 | 79 | 56 | 137 | 158 | 185 | 251 | 260 | 260 | 262 | 263 | 261 | 264 | 258 | 259 | 237 | 167 | 123 | 98 | [VA] |
| 3 | 88 | 71 | 79 | 81 | 80 | 89 | 92 | 101 | 114 | 136 | 137 | 141 | 142 | 147 | 236 | 259 | 259 | 259 | 258 | 272 | 277 | 274 | 314 | 101 | [VA] |
| 4 | 67 | 60 | 100 | 27 | 43 | 27 | 49 | 48 | 74 | 96 | 168 | 238 | 218 | 239 | 258 | 266 | 271 | 263 | 260 | 272 | 24 | 136 | 83 | 86 | [VA] |
| 5 | 78 | 88 | 104 | 98 | 89 | 90 | 89 | 94 | 106 | 100 | 135 | 134 | 135 | 200 | 217 | 223 | 225 | 247 | 245 | 213 | 226 | 257 | 252 | 172 | [VA] |
| 6 | 113 | 64 | 71 | 85 | 83 | 89 | 142 | 282 | 279 | 277 | [PA] | 279 | 263 | 268 | 271 | 271 | 273 | 277 | 287 | 0 | 355 | 345 | 357 | 358 | [VA] |
| 7 | 358 | 349 | 341 | 277 | 322 | 21 | 353 | 356 | 8 | 72 | 129 | 231 | 221 | 247 | 250 | 249 | 257 | 256 | 245 | 258 | 292 | 1 | 15 | 26 | [VA] |
| 8 | 48 | 51 | 66 | 55 | 66 | 55 | 61 | 67 | 76 | 108 | 223 | 236 | 261 | 258 | 255 | 257 | 257 | 256 | 255 | 267 | 257 | 240 | 104 | 67 | [VA] |
| 9 | 44 | 64 | 65 | 46 | 72 | 30 | 29 | 67 | 62 | 61 | 293 | 282 | 252 | 260 | 263 | 262 | 265 | 263 | 262 | 264 | 295 | 77 | 64 | 53 | [VA] |
| 10 | 47 | 60 | 53 | 67 | 94 | 354 | 85 | 63 | 18 | 211 | 268 | 258 | 256 | 262 | 263 | 266 | 265 | 263 | 251 | 329 | 7 | 78 | 11 | 61 | [VA] |
| 11 | 40 | 49 | 46 | 69 | 81 | 68 | 62 | 91 | 80 | 77 | 20 | 264 | 260 | 261 | 266 | 267 | 264 | 263 | 258 | 257 | 158 | 112 | 122 | 102 | [VA] |
| 12 | 49 | 81 | 82 | 63 | 61 | 104 | 96 | 70 | 90 | 142 | 222 | 256 | 260 | 256 | 239 | 262 | 258 | 265 | 259 | 262 | 171 | 109 | 100 | 133 | [VA] |
| 13 | 60 | 88 | 106 | 94 | 98 | 70 | 73 | 84 | 97 | 116 | 154 | 185 | 232 | 239 | 254 | 268 | 276 | 272 | 291 | 302 | 2 | 15 | 347 | 42 | 5 |
| 14 | 73 | 53 | 10 | 359 | 338 | 18 | 301 | 297 | 350 | 327 | 75 | 31 | 350 | 347 | 345 | 304 | 279 | 283 | 280 | 287 | 339 | 55 | 50 | 63 | [VA] |
| 15 | 111 | 87 | 89 | 87 | 79 | 57 | 53 | 61 | 92 | 112 | 115 | 144 | 240 | 228 | 250 | 264 | 261 | 251 | 202 | 166 | 131 | 119 | 137 | 127 | 5 |
| 16 | 120 | 103 | 78 | 272 | 200 | 162 | 129 | 152 | 210 | 210 | 245 | 229 | 253 | 256 | 260 | 259 | 261 | 270 | 262 | 261 | 256 | 252 | 282 | 279 | 13 |
| 17 | 254 | 273 | 139 | 43 | 106 | 85 | 46 | 22 | 249 | 253 | 250 | 254 | 263 | 260 | 257 | 262 | 263 | 262 | 256 | 260 | 269 | 298 | 268 | 263 | 13 |
| 18 | 317 | 316 | 354 | 9 | 39 | 40 | 65 | 59 | 109 | 102 | 44 | 256 | 258 | 257 | 265 | 267 | 266 | 269 | 261 | 255 | 250 | 247 | 253 | 248 | 12 |
| 19 | 205 | 253 | 281 | 286 | 328 | 320 | 340 | 5 | 271 | 285 | 261 | 257 | 258 | 264 | 268 | 265 | 265 | 265 | 277 | 288 | 273 | 256 | 255 | 258 | 13 |
| 20 | 255 | 261 | 289 | 273 | 270 | 267 | 291 | 276 | 268 | 268 | 265 | 258 | 255 | 258 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 13 |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 261 | 262 | 253 | 245 | 263 | 252 | 251 | 256 | 248 | 208 | 175 | 133 | 115 | 122 | 12 |
| 25 | 123 | 160 | 141 | 120 | 113 | 104 | 102 | 137 | 159 | 167 | 264 | 276 | 285 | 12 | 102 | 74 | 252 | 213 | 218 | 240 | 243 | 264 | 290 | 331 | [VA] |
| 26 | 63 | 352 | 355 | 123 | 52 | 100 | 43 | 63 | 65 | 148 | 254 | 256 | 265 | 267 | 272 | 271 | 268 | 266 | 270 | 264 | 261 | 216 | 179 | 182 | [VA] |
| 27 | 191 | 202 | 143 | 90 | 72 | 101 | 112 | 140 | 250 | 263 | 256 | 264 | 263 | 259 | 258 | 248 | 250 | 258 | 262 | 274 | 272 | 270 | 274 | 264 | 13 |
| 28 | 233 | 240 | 257 | 270 | 288 | 274 | 274 | 287 | 271 | 270 | 263 | 265 | 261 | 267 | 266 | 268 | 267 | 270 | 272 | 284 | 284 | 288 | 282 | 315 | 13 |
| 29 | 351 | 343 | 334 | 349 | 28 | 8 | 28 | 37 | 75 | 244 | 258 | 259 | 260 | 260 | 267 | 267 | 274 | 277 | 306 | 304 | 348 | 5 | 38 | 38 | [VA] |
| 30 | 39 | 40 | 19 | 59 | 54 | 58 | 48 | 53 | 57 | 116 | 257 | 262 | 253 | 261 | 260 | 251 | 258 | 257 | 257 | 266 | 248 | 85 | 87 | 101 | [VA] |
| 31 | 96 | 87 | 84 | 85 | 95 | 84 | 87 | 101 | 95 | 70 | 98 | 204 | 152 | 151 | 187 | 174 | 160 | 221 | 293 | 347 | 32 | 72 | 93 | 82 | [VA] |
| PV | 3 | 4 | [VA] | 5 | [VA] | 5 | [VA] | 4 | 4 | [VA] | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 12 | 13 | 12 | [VA] | 5 | [VA] | |

CO001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA STABILITY [61191]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 1 | 2 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | |
| 2 | 4 | 5 | 6 | 4 | 4 | 6 | 5 | 6 | 1 | 1 | 1 | 1 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 5 | |
| 3 | 4 | 6 | 4 | 4 | 4 | 6 | 4 | 5 | 3 | 2 | 1 | 1 | 2 | 2 | 2 | 3 | 4 | 4 | 4 | 5 | 6 | 4 | 6 | 6 | |
| 4 | 4 | 6 | 6 | 6 | 6 | 6 | 5 | 1 | 3 | 1 | 1 | 1 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 5 | 5 | |
| 5 | 4 | 5 | 4 | 4 | 4 | 4 | 4 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 5 | 4 | 4 | 4 | 6 | |
| 6 | 4 | 5 | 5 | 6 | 4 | 6 | 6 | 4 | 4 | 3 | 6 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | |
| 7 | 4 | 4 | 5 | 4 | 5 | 5 | 6 | 2 | 2 | 1 | 1 | 1 | 2 | 3 | 4 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | |
| 8 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 2 | 1 | 1 | 2 | 3 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 6 | 6 | 6 | 4 | |
| 9 | 6 | 4 | 4 | 6 | 5 | 6 | 6 | 3 | 2 | 1 | 1 | 1 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 5 | 5 | |
| 10 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 2 | 4 | 3 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 1 |
| 11 | 6 | 5 | 6 | 6 | 6 | 6 | 6 | 2 | 3 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | |
| 12 | 5 | 6 | 4 | 6 | 5 | 5 | 6 | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 2 | 3 | 3 | 4 | 4 | 6 | 6 | 6 | 4 | 6 | |
| 13 | 6 | 6 | 6 | 4 | 5 | 6 | 5 | 3 | 2 | 3 | 2 | 2 | 2 | 3 | 4 | 3 | 3 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | |
| 14 | 5 | 6 | 6 | 5 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | |
| 15 | 6 | 6 | 5 | 5 | 6 | 5 | 5 | 5 | 1 | 2 | 1 | 1 | 3 | 3 | 2 | 4 | 4 | 2 | 6 | 6 | 6 | 4 | 4 | 6 | |
| 16 | 4 | 6 | 6 | 6 | 6 | 5 | 5 | 6 | 1 | 1 | 1 | 1 | 1 | 3 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | |
| 17 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 4 | 3 | 4 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 6 | |
| 18 | 6 | 6 | 5 | 5 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 2 | 4 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | |
| 19 | 6 | 4 | 6 | 6 | 6 | 6 | 5 | 1 | 1 | 1 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 4 | 5 | 4 | |
| 20 | 5 | 5 | 6 | 4 | 4 | 5 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | [ | ] | [ | [ | ] | [ | ] | [ | ] | [ | |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 3 | 2 | 1 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 4 | 4 | |
| 25 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | 3 | 2 | 1 | 2 | 1 | 1 | 6 | 5 | 6 | 4 | 4 | 6 | 6 | |
| 26 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 1 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | |
| 27 | 4 | 5 | 6 | 6 | 5 | 6 | 5 | 1 | 2 | 1 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | |
| 28 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | |
| 29 | 5 | 6 | 6 | 6 | 6 | 5 | 1 | 2 | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | |
| 30 | 5 | 5 | 5 | 6 | 6 | 5 | 3 | 2 | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 4 | 6 | 6 | 6 | 6 | 5 | |
| 31 | 4 | 4 | 5 | 5 | 5 | 6 | 4 | 3 | 3 | 2 | 1 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 6 | 5 | 6 | 4 | 6 | |

00001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE [62101]

DEGREES CENTIGRADE
LEVEL HEIGHT : 9 METERS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15.3 | 15.1 | 14.8 | 14.5 | 13.7 | 13.6 | 13.1 | 13.7 | 16.2 | 17.8 | 19.8 | 20.7 | 20.4 | 20.2 | 19.6 | 18.8 | 18.1 | 17.2 | 16.8 | 16.9 | 17.0 | 16.5 | 16.4 | 16.1 | 16.8 | 20.7 |
| 2 | 15.0 | 14.5 | 14.6 | 13.9 | 14.1 | 14.2 | 14.5 | 15.2 | 15.7 | 16.5 | 17.4 | 18.3 | 18.2 | 18.4 | 18.1 | 17.7 | 17.5 | 17.1 | 16.9 | 17.0 | 17.1 | 17.3 | 17.1 | 16.9 | 16.4 | 18.4 |
| 3 | 16.2 | 16.0 | 16.0 | 16.0 | 16.1 | 16.2 | 16.2 | 16.3 | 16.6 | 17.0 | 17.6 | 17.9 | 18.0 | 18.0 | 18.0 | 17.8 | 17.3 | 17.1 | 17.1 | 17.2 | 17.4 | 17.4 | 17.4 | 17.1 | 17.0 | 18.0 |
| 4 | 16.5 | 16.1 | 15.4 | 15.1 | 14.9 | 14.9 | 15.3 | 15.8 | 16.5 | 17.2 | 17.9 | 18.0 | 18.2 | 18.0 | 17.7 | 17.5 | 17.3 | 16.7 | 16.5 | 16.7 | 16.8 | 16.7 | 16.7 | 16.7 | 16.6 | 18.2 |
| 5 | 16.6 | 16.4 | 16.1 | 15.4 | 15.0 | 14.6 | 14.2 | 14.9 | 16.0 | 16.5 | 17.2 | 17.3 | 17.7 | 17.7 | 17.8 | 17.5 | 17.0 | 16.8 | 16.4 | 16.3 | 15.5 | 13.5 | 13.5 | 13.1 | 16.0 | 17.8 |
| 6 | 14.4 | 17.0 | 13.2 | 12.0 | 11.8 | 12.0 | 12.7 | 13.4 | 15.0 | 15.0 | [PA] | 15.7 | 16.5 | 17.4 | 17.5 | 16.8 | 16.9 | 16.3 | 16.1 | 15.6 | 15.0 | 14.7 | 14.5 | 14.2 | 14.9 | 17.5 |
| 7 | 14.0 | 13.9 | 13.5 | 13.0 | 12.9 | 13.2 | 12.9 | 13.2 | 14.5 | 15.4 | 16.3 | 17.2 | 17.6 | 17.2 | 16.9 | 17.0 | 16.7 | 16.0 | 15.6 | 15.9 | 16.3 | 16.0 | 15.6 | 15.3 | 15.3 | 17.6 |
| 8 | 14.7 | 14.5 | 14.4 | 14.2 | 13.9 | 13.6 | 13.2 | 13.9 | 15.1 | 16.4 | 17.6 | 18.3 | 18.4 | 19.1 | 17.5 | 17.0 | 16.6 | 16.3 | 16.0 | 16.2 | 16.2 | 16.2 | 16.0 | 15.3 | 15.8 | 18.4 |
| 9 | 15.0 | 14.3 | 13.9 | 13.7 | 13.1 | 13.1 | 13.4 | 14.6 | 16.5 | 18.6 | 20.4 | 21.9 | 22.2 | 21.2 | 20.1 | 19.4 | 19.1 | 18.5 | 18.3 | 18.5 | 19.5 | 18.2 | 17.5 | 17.8 | 17.4 | 22.2 |
| 10 | 17.6 | 16.6 | 15.9 | 15.3 | 15.3 | 15.2 | 15.6 | 16.8 | 20.3 | 22.7 | 24.7 | 25.7 | 25.2 | 24.0 | 24.2 | 23.6 | 22.6 | 21.5 | 21.4 | 22.3 | 22.1 | 21.5 | 20.5 | 20.6 | 20.5 | 25.7 |
| 11 | 19.3 | 18.9 | 18.2 | 17.2 | 16.7 | 17.0 | 16.8 | 17.6 | 20.8 | 23.9 | 25.8 | 27.2 | 26.8 | 25.3 | 24.2 | 23.2 | 22.9 | 22.4 | 21.5 | 20.7 | 21.0 | 20.0 | 19.5 | 18.7 | 21.1 | 27.2 |
| 12 | 18.6 | 17.3 | 16.2 | 16.0 | 16.3 | 15.6 | 15.3 | 17.0 | 19.1 | 20.7 | 22.0 | 21.9 | 23.1 | 22.5 | 22.9 | 18.9 | 18.4 | 17.8 | 17.6 | 17.5 | 17.7 | 17.9 | 17.5 | 17.5 | 18.6 | 23.1 |
| 13 | 17.5 | 17.4 | 17.1 | 16.5 | 16.3 | 16.3 | 16.4 | 16.8 | 17.4 | 18.3 | 18.5 | 18.9 | 18.7 | 18.5 | 17.3 | 16.9 | 16.7 | 16.1 | 13.4 | 14.0 | 14.1 | 13.5 | 13.4 | 12.3 | 16.3 | 18.9 |
| 14 | 13.1 | 12.8 | 12.9 | 12.1 | 12.9 | 13.6 | 13.8 | 14.9 | 16.0 | 16.8 | 18.0 | 19.5 | 21.7 | 22.9 | 23.9 | 22.4 | 20.5 | 19.5 | 19.3 | 19.5 | 19.9 | 20.0 | 18.8 | 18.2 | 17.6 | 23.9 |
| 15 | 17.2 | 16.2 | 15.6 | 15.3 | 15.3 | 15.9 | 15.8 | 16.5 | 17.5 | 18.5 | 19.7 | 20.8 | 20.4 | 19.6 | 19.7 | 19.0 | 18.9 | 17.7 | 17.5 | 17.9 | 18.0 | 17.7 | 17.3 | 17.5 | 17.7 | 20.8 |
| 16 | 17.4 | 17.0 | 16.8 | 16.8 | 16.9 | 17.1 | 17.0 | 17.1 | 17.4 | 17.6 | 17.7 | 18.0 | 18.4 | 18.3 | 17.9 | 18.0 | 17.8 | 17.7 | 17.4 | 17.2 | 17.1 | 17.0 | 17.0 | 16.8 | 17.4 | 18.4 |
| 17 | 16.7 | 16.7 | 16.5 | 15.8 | 15.6 | 15.2 | 15.7 | 16.7 | 17.4 | 17.7 | 18.3 | 18.8 | 19.1 | 19.0 | 18.7 | 18.5 | 17.8 | 17.2 | 16.9 | 17.0 | 17.1 | 17.2 | 17.0 | 17.1 | 17.2 | 19.1 |
| 18 | 17.3 | 17.4 | 17.3 | 17.1 | 17.0 | 17.0 | 17.2 | 17.7 | 18.1 | 18.6 | 19.7 | 19.9 | 19.8 | 19.8 | 19.5 | 19.0 | 18.6 | 18.2 | 17.6 | 17.7 | 17.7 | 17.6 | 17.6 | 17.6 | 18.1 | 19.9 |
| 19 | 17.5 | 17.3 | 17.6 | 17.5 | 17.6 | 17.6 | 17.7 | 18.0 | 18.6 | 19.5 | 19.4 | 19.7 | 19.2 | 19.7 | 19.6 | 19.4 | 18.6 | 17.9 | 17.9 | 18.0 | 17.8 | 17.6 | 17.4 | 17.3 | 18.3 | 19.7 |
| 20 | 17.2 | 17.2 | 17.2 | 16.8 | 16.8 | 16.7 | 17.0 | 17.4 | 17.8 | 18.3 | 18.4 | 18.1 | 18.7 | 18.7 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 17.6 | 18.7 |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | | |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | | |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | | |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | | |
| 25 | 16.8 | 17.5 | 21.4 | 16.3 | 16.8 | 15.5 | 17.0 | 17.4 | 19.6 | 15.5 | 15.6 | 14.1 | 13.4 | 13.2 | 13.8 | 15.2 | 16.0 | 15.7 | 15.3 | 15.3 | 15.0 | 14.8 | 15.1 | 14.8 | 15.8 | 21.4 |
| 26 | 14.2 | 13.8 | 13.5 | 12.9 | 12.6 | 12.6 | 12.9 | 13.8 | 15.4 | 16.6 | 17.7 | 18.2 | 19.0 | 19.5 | 19.5 | 19.3 | 18.5 | 17.4 | 17.2 | 16.7 | 16.2 | 16.4 | 16.1 | 15.8 | 16.1 | 19.5 |
| 27 | 15.7 | 15.6 | 15.5 | 15.1 | 15.0 | 15.1 | 15.7 | 16.3 | 16.5 | 17.2 | 17.8 | 17.6 | 17.5 | 17.8 | 17.8 | 17.4 | 17.0 | 16.4 | 16.1 | 15.9 | 16.0 | 15.8 | 15.8 | 15.4 | 16.3 | 17.8 |
| 28 | 15.2 | 15.4 | 14.1 | 13.4 | 12.6 | 12.8 | 12.8 | 12.3 | 13.4 | 13.9 | 13.6 | 14.3 | 14.4 | 14.9 | 14.5 | 14.2 | 13.6 | 12.9 | 12.3 | 12.4 | 12.4 | 12.2 | 12.0 | 11.4 | 13.4 | 15.4 |
| 29 | 10.6 | 10.4 | 10.2 | 9.8 | 9.2 | 8.8 | 8.9 | 10.2 | 11.6 | 12.6 | 13.6 | 13.9 | 14.2 | 14.5 | 14.9 | 15.1 | 15.1 | 15.1 | 15.0 | 14.3 | 14.0 | 13.5 | 13.2 | 12.4 | 12.6 | 15.1 |
| 30 | 11.9 | 11.5 | 11.1 | 10.4 | 10.1 | 10.1 | 10.3 | 11.8 | 13.5 | 14.7 | 15.7 | 16.3 | 16.6 | 16.8 | 16.6 | 16.4 | 15.9 | 15.4 | 15.0 | 15.1 | 15.3 | 15.1 | 14.6 | 14.0 | 13.9 | 16.8 |
| 31 | 13.3 | 12.5 | 12.5 | 12.4 | 12.4 | 12.4 | 12.5 | 13.0 | 16.5 | 14.7 | 15.4 | 15.8 | 15.3 | 16.1 | 14.8 | 13.9 | 13.3 | 12.0 | 12.9 | 11.1 | 10.5 | 9.3 | 9.7 | 11.1 | 13.1 | 16.5 |
| AV | 15.8 | 15.5 | 15.2 | 14.6 | 14.5 | 14.4 | 14.6 | 15.3 | 16.5 | 17.3 | 18.3 | 18.7 | 18.9 | 18.9 | 18.6 | 18.1 | 17.7 | 17.2 | 16.8 | 16.7 | 16.8 | 16.4 | 16.2 | 15.9 | 16.7 | |
| SD | 2.1 | 2.0 | 2.3 | 2.1 | 2.2 | 2.2 | 2.2 | 2.1 | 2.0 | 2.5 | 2.8 | 3.0 | 3.0 | 2.7 | 2.8 | 2.4 | 2.1 | 2.9 | 2.2 | 2.3 | 2.5 | 2.6 | 2.4 | 2.4 | | |
| PK | 19.3 | 18.9 | 21.4 | 17.5 | 17.6 | 17.6 | 17.7 | 18.0 | 20.8 | 23.9 | 25.8 | 27.2 | 26.8 | 25.3 | 24.2 | 23.6 | 22.9 | 22.4 | 21.5 | 22.3 | 22.1 | 21.5 | 20.5 | 20.6 | | 27.2 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SOLAR RADIATION [63301]

WATTS PER SQUARE METER

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 159 | 368 | 552 | 693 | 775 | 800 | 739 | 625 | 438 | 221 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 800 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 67 | 190 | 526 | 656 | 702 | 781 | 732 | 602 | 430 | 216 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 781 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 55 | 138 | 194 | 310 | 205 | 280 | 198 | 113 | 232 | 126 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 310 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 147 | 316 | 372 | 394 | 260 | 682 | 689 | 467 | 257 | 128 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 689 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 218 | 319 | 323 | 457 | 218 | 328 | 230 | [MT] | 209 | 100 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 457 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 72 | 355 | 562 | [PA] | 844 | 862 | 805 | 644 | 308 | 265 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 862 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 213 | 439 | 628 | 760 | 844 | 864 | 787 | 674 | 508 | 268 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 864 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 197 | 412 | 600 | 740 | 835 | 843 | 747 | 615 | 363 | 209 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 235 | 843 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 193 | 387 | 562 | 721 | 814 | 809 | 754 | 620 | 324 | 192 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 227 | 814 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 216 | 432 | 622 | 766 | 857 | 883 | 816 | 679 | 486 | 263 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 883 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 225 | 444 | 632 | 771 | 850 | 877 | 812 | 674 | 481 | 258 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 877 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 221 | 460 | 575 | 703 | 668 | 819 | 762 | 486 | 222 | 139 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 762 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 161 | 191 | 351 | 307 | 538 | 658 | 646 | 285 | 151 | 136 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 658 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 55 | 89 | 100 | 147 | 162 | 163 | 171 | 299 | 320 | 458 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 458 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 72 | 108 | 122 | 160 | 174 | 173 | 198 | 331 | 445 | 446 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 446 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 36 | 80 | 191 | 220 | 238 | 356 | 331 | 223 | 186 | 70 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 356 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 194 | 184 | 303 | 563 | 682 | 790 | 742 | 637 | 472 | 265 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 790 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 190 | 315 | 352 | 509 | 692 | 840 | 789 | 660 | 474 | 263 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 840 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 202 | 425 | 517 | 794 | 779 | 649 | 819 | 675 | 475 | 253 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 819 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 320 | 468 | 820 | 745 | 629 | 900 | 720 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 335 | 900 |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 35 | 68 | 90 | 192 | 221 | 84 | 165 | 121 | 340 | 303 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 340 |
| 26 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 220 | 420 | 593 | 802 | 910 | 909 | 852 | 718 | 523 | 293 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 910 |
| 27 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 214 | 244 | 548 | 745 | 941 | 930 | 866 | 763 | 511 | 269 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 941 |
| 28 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 218 | 365 | 563 | 594 | 772 | 956 | 832 | 643 | 474 | 277 | 73 | 1 | 0 | 0 | 0 | 0 | 0 | 242 | 956 |
| 29 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 310 | 529 | 640 | 770 | 956 | 962 | 891 | 745 | 536 | 234 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 962 |
| 30 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 309 | 523 | 714 | 649 | 897 | 955 | 892 | 751 | 547 | 332 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 955 |
| 31 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 90 | 90 | 115 | 207 | 203 | 268 | 231 | 95 | 67 | 54 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 268 |
| AV | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 171 | 310 | 453 | 561 | 628 | 680 | 645 | 533 | 377 | 226 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 84 | 148 | 210 | 231 | 285 | 283 | 259 | 216 | 134 | 102 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PK | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 320 | 529 | 820 | 802 | 956 | 962 | 892 | 763 | 547 | 458 | 170 | 1 | 0 | 0 | 0 | 0 | 0 | | 962 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA MS [70012]

DEGREES, CCWBASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 11 | 19 | 28 | 58 | 35 | 34 | 20 | 26 | 17 | 31 | 59 | 31 | 12 | 12 | 9 | 8 | 9 | 13 | 9 | 9 | 9 | 13 | 27 | 34 | 22 | 59 |
| 2 | 10 | 17 | 20 | 10 | 12 | 16 | 15 | 26 | 41 | 35 | 37 | 22 | 12 | 13 | 12 | 12 | 11 | 12 | 11 | 15 | 35 | 42 | 29 | 17 | 20 | 42 |
| 3 | 10 | 17 | 12 | 10 | 11 | 24 | 12 | 12 | 16 | 21 | 23 | 26 | 19 | 20 | 50 | 12 | 11 | 13 | 9 | 20 | 26 | 15 | 44 | 50 | 20 | 50 |
| 4 | 12 | 20 | 59 | 68 | 29 | 36 | 14 | 23 | 17 | 33 | 51 | 36 | 15 | 19 | 11 | 13 | 12 | 9 | 8 | 28 | 63 | 16 | 26 | 17 | 26 | 68 |
| 5 | 11 | 12 | 11 | 10 | 10 | 12 | 10 | 14 | 20 | 25 | 27 | 22 | 29 | 45 | 17 | 15 | 16 | 15 | 16 | 22 | 23 | 18 | 11 | 36 | 19 | 45 |
| 6 | 15 | 22 | 13 | 20 | 12 | 26 | 33 | 43 | 11 | 13 | [PA] | 22 | 16 | 11 | 9 | 9 | 10 | 10 | 19 | 15 | 15 | 14 | 16 | 17 | 17 | 43 |
| 7 | 16 | 17 | 36 | 22 | 37 | 44 | 21 | 18 | 18 | 39 | 51 | 40 | 20 | 15 | 11 | 18 | 10 | 10 | 11 | 9 | 30 | 25 | 18 | 23 | 23 | 51 |
| 8 | 18 | 15 | 15 | 16 | 13 | 15 | 20 | 12 | 16 | 52 | 55 | 25 | 13 | 11 | 13 | 12 | 16 | 9 | 15 | 17 | 25 | 53 | 37 | 11 | 21 | 55 |
| 9 | 17 | 12 | 10 | 15 | 17 | 28 | 20 | 15 | 17 | 37 | 54 | 37 | 16 | 9 | 10 | 8 | 10 | 10 | 6 | 8 | 37 | 20 | 14 | 16 | 18 | 54 |
| 10 | 25 | 39 | 41 | 39 | 53 | 53 | 45 | 50 | 45 | 67 | 51 | 17 | 10 | 13 | 11 | 9 | 8 | 15 | 14 | 41 | 34 | 36 | 36 | 53 | 34 | 67 |
| 11 | 38 | 12 | 56 | 40 | 40 | 23 | 36 | 21 | 16 | 23 | 65 | 43 | 10 | 9 | 8 | 9 | 10 | 13 | 10 | 15 | 54 | 28 | 33 | 35 | 27 | 65 |
| 12 | 13 | 18 | 8 | 15 | 13 | 16 | 29 | 19 | 25 | 35 | 59 | 17 | 20 | 16 | 25 | 12 | 13 | 14 | 16 | 30 | 43 | 17 | 12 | 31 | 21 | 59 |
| 13 | 51 | 26 | 20 | 11 | 13 | 33 | 15 | 15 | 18 | 17 | 18 | 31 | 21 | 19 | 11 | 14 | 14 | 14 | 25 | 39 | 35 | 32 | 22 | 36 | 23 | 51 |
| 14 | 14 | 21 | 24 | 18 | 19 | 53 | 46 | 18 | 37 | 68 | 33 | 55 | 33 | 22 | 23 | 39 | 14 | 12 | 12 | 10 | 43 | 37 | 24 | 22 | 29 | 68 |
| 15 | 33 | 24 | 13 | 13 | 16 | 16 | 15 | 13 | 21 | 24 | 36 | 40 | 20 | 13 | 19 | 9 | 10 | 22 | 16 | 36 | 23 | 15 | 22 | 25 | 21 | 40 |
| 16 | 14 | 18 | 15 | 75 | 35 | 16 | 17 | 47 | 57 | 35 | 24 | 26 | 24 | 14 | 11 | 12 | 12 | 17 | 15 | 15 | 14 | 8 | 35 | 27 | 24 | 75 |
| 17 | 18 | 18 | 70 | 61 | 38 | 23 | 22 | 62 | 20 | 12 | 14 | 12 | 14 | 15 | 12 | 16 | 10 | 11 | 12 | 12 | 17 | 19 | 25 | 23 | 23 | 70 |
| 18 | 17 | 18 | 13 | 15 | 29 | 19 | 63 | 32 | 22 | 37 | 70 | 26 | 12 | 13 | 13 | 12 | 9 | 10 | 8 | 9 | 10 | 10 | 10 | 20 | 21 | 70 |
| 19 | 39 | 8 | 18 | 26 | 21 | 22 | 17 | 32 | 78 | 44 | 15 | 15 | 10 | 13 | 11 | 11 | 10 | 10 | 14 | 20 | 25 | 15 | 7 | 12 | 21 | 78 |
| 20 | 7 | 7 | 16 | 8 | 10 | 7 | 20 | 18 | 17 | 16 | 16 | 13 | 13 | 11 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 13 | 20 |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | 10 | 19 | 15 | 11 | 14 | 14 | 11 | 19 | 13 | 32 | 11 | 13 | 19 | 36 | 32 | 63 | 40 | 21 | 18 | 24 | 19 | 15 | 42 | 68 | 24 | 68 |
| 26 | 17 | 43 | 29 | 73 | 36 | 44 | 49 | 26 | 53 | 62 | 30 | 16 | 14 | 10 | 10 | 11 | 10 | 10 | 14 | 11 | 11 | 44 | 19 | 24 | 28 | 73 |
| 27 | 17 | 13 | 31 | 36 | 13 | 18 | 15 | 54 | 20 | 28 | 21 | 15 | 13 | 11 | 14 | 14 | 12 | 8 | 13 | 10 | 11 | 12 | 10 | 13 | 18 | 54 |
| 28 | 16 | 21 | 19 | 13 | 14 | 12 | 11 | 23 | 10 | 10 | 12 | 10 | 8 | 9 | 10 | 10 | 10 | 9 | 10 | 15 | 12 | 13 | 14 | 30 | 13 | 30 |
| 29 | 16 | 22 | 23 | 19 | 20 | 15 | 27 | 20 | 40 | 69 | 31 | 16 | 17 | 13 | 10 | 11 | 11 | 15 | 18 | 19 | 21 | 17 | 15 | 18 | 21 | 69 |
| 30 | 15 | 15 | 16 | 20 | 19 | 14 | 14 | 17 | 29 | 57 | 41 | 15 | 14 | 13 | 13 | 12 | 13 | 15 | 10 | 13 | 76 | 34 | 19 | 16 | 22 | 76 |
| 31 | 10 | 9 | 14 | 16 | 14 | 29 | 13 | 13 | 13 | 19 | 46 | 33 | 18 | 17 | 14 | 23 | 17 | 52 | 12 | 26 | 17 | 24 | 17 | 29 | 21 | 52 |
| AV | 18 | 19 | 24 | 27 | 22 | 24 | 23 | 25 | 26 | 35 | 35 | 25 | 17 | 16 | 15 | 15 | 12 | 14 | 13 | 18 | 28 | 23 | 22 | 26 | 22 | |
| SD | 10 | 8 | 16 | 21 | 13 | 13 | 14 | 14 | 16 | 18 | 18 | 11 | 6 | 6 | 9 | 11 | 6 | 8 | 4 | 9 | 17 | 12 | 10 | 14 | | |
| PK | 52 | 43 | 70 | 75 | 63 | 53 | 63 | 62 | 78 | 69 | 70 | 55 | 33 | 45 | 50 | 63 | 40 | 52 | 25 | 41 | 76 | 53 | 44 | 68 | | 78 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

DELTA T STABILITY CLASS [88825]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 1 | 1 | 1 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 6 | 6 | 5 |
| 2 | 5 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 5 | 4 | 4 | 4 | 4 | 5 | 4 |
| 3 | 3 | 5 | 4 | 5 | 5 | 6 | 6 | 6 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 5 | 5 | 5 | 6 | 6 | 6 | 6 |
| 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 2 | 2 | 1 | 1 | 3 | 2 | 3 | 2 | 3 | 3 | 5 | 5 | 6 | 6 | 6 | 6 | 6 |
| 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 5 | 5 | 5 | 4 | 2 | 3 | 4 |
| 6 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 5 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 7 | 4 | 4 | 4 | 4 | 5 | 4 | 5 | 3 | 2 | 1 | 1 | 1 | 2 | 3 | 2 | 2 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 |
| 8 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 5 |
| 9 | 5 | 6 | 6 | 6 | 6 | 6 | 5 | 2 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 |
| 10 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 4 | 5 | 5 | 5 | 5 | 5 | 5 |
| 11 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 |
| 12 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 4 | 5 |
| 13 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 4 | 4 | 3 | 4 | 6 | 6 | 6 | 6 | 6 | 6 |
| 14 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 |
| 15 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 5 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 5 | 5 | 5 | 4 | 4 | 5 |
| 16 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 5 | 4 | 4 | 5 | 4 | 5 | 5 |
| 17 | 5 | 5 | 5 | 5 | 5 | 6 | 4 | 4 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 5 | 4 | 5 | 5 | 5 |
| 18 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 3 | 2 | 1 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 5 |
| 19 | 4 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 2 | 1 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 6 | 6 | 6 | 4 | 4 |
| 20 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 4 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 2 | 2 | 1 | 1 | 3 | 4 | 2 | 2 | 2 | 2 | 4 | 4 | 4 |
| 25 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 3 | 2 | 3 | 2 | 2 | 5 | 6 | 6 | 5 | 5 | 6 | 0 | |
| 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | |
| 27 | 4 | 5 | 5 | 6 | 6 | 6 | 6 | 2 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | |
| 28 | 4 | 4 | 5 | 4 | 4 | 4 | 4 | 3 | 4 | 4 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | |
| 29 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | |
| 30 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 1 | 1 | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | |
| 31 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 5 | 5 | 4 | 4 | 6 | 6 | 6 | 6 | 6 | |

CU001 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

BATTERY VOLTAGE [99034]

VOLTS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 2 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 3 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 4 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 5 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 6 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 7 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 8 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 9 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 10 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 11 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 12 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 13 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 15 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 16 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 17 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 18 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 19 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 20 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | [ | ] | [ | ] | [ | ] | [ | ] | [ | 14 | 14 |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 25 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 26 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 27 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 28 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 29 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 30 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 31 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| AV | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | |
| SD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PK | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | | 14 |

CU000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

SIGMA THETA (CALCULATE) [99090]

DEGREES, COMPASS

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12 | 20 | 50 | 66 | 38 | 39 | 31 | 27 | 19 | 35 | 79 | 43 | 12 | 12 | 10 | 8 | 9 | 13 | 9 | 9 | 9 | 13 | 29 | 35 | 26 | 79 |
| 2 | 11 | 17 | 26 | 10 | 12 | 20 | 15 | 27 | 47 | 46 | 50 | 29 | 12 | 13 | 12 | 12 | 11 | 11 | 11 | 15 | 38 | 51 | 22 | 16 | 22 | 51 |
| 3 | 10 | 18 | 13 | 10 | 12 | 30 | 12 | 13 | 17 | 22 | 26 | 29 | 21 | 22 | 50 | 13 | 11 | 12 | 9 | 22 | 28 | 15 | 51 | 62 | 22 | 62 |
| 4 | 12 | 22 | 76 | 81 | 30 | 42 | 14 | 24 | 17 | 45 | 68 | 49 | 16 | 19 | 11 | 13 | 13 | 10 | 8 | 30 | 77 | 18 | 30 | 17 | 31 | 81 |
| 5 | 12 | 13 | 11 | 10 | 10 | 12 | 10 | 14 | 20 | 24 | 29 | 27 | 31 | 49 | 17 | 15 | 16 | 17 | 17 | 23 | 23 | 18 | 11 | 40 | 20 | 49 |
| 6 | 15 | 22 | 14 | 26 | 12 | 29 | 37 | 74 | 12 | 13 | [PA] | 23 | 18 | 12 | 9 | 9 | 10 | 10 | 24 | 16 | 15 | 14 | 17 | 17 | 19 | 74 |
| 7 | 17 | 17 | 50 | 23 | 46 | 49 | 28 | 19 | 19 | 42 | 61 | 46 | 28 | 15 | 11 | 19 | 10 | 10 | 11 | 9 | 33 | 25 | 18 | 24 | 26 | 61 |
| 8 | 18 | 16 | 16 | 17 | 13 | 15 | 15 | 12 | 18 | 61 | 67 | 28 | 15 | 11 | 13 | 13 | 16 | 9 | 14 | 16 | 24 | 70 | 36 | 12 | 23 | 70 |
| 9 | 19 | 12 | 10 | 18 | 17 | 36 | 20 | 16 | 18 | 42 | 71 | 43 | 17 | 9 | 10 | 8 | 10 | 10 | 6 | 8 | 38 | 24 | 15 | 16 | 20 | 71 |
| 10 | 45 | 52 | 49 | 44 | 98 | 55 | 57 | 63 | 59 | 81 | 62 | 19 | 11 | 13 | 11 | 9 | 8 | 15 | 15 | 38 | 39 | 47 | 40 | 73 | 42 | 98 |
| 11 | 45 | 13 | 79 | 51 | 37 | 25 | 48 | 21 | 16 | 24 | 89 | 60 | 10 | 9 | 8 | 9 | 10 | 12 | 10 | 17 | 61 | 29 | 38 | 38 | 92 | 89 |
| 12 | 14 | 18 | 9 | 20 | 13 | 16 | 33 | 18 | 26 | 48 | 63 | 18 | 22 | 18 | 24 | 13 | 13 | 14 | 16 | 35 | 47 | 17 | 12 | 34 | 23 | 63 |
| 13 | 58 | 29 | 22 | 11 | 13 | 58 | 16 | 16 | 18 | 17 | 22 | 34 | 22 | 20 | 12 | 14 | 14 | 14 | 29 | 45 | 37 | 34 | 23 | 37 | 26 | 58 |
| 14 | 14 | 21 | 25 | 16 | 20 | 98 | 72 | 19 | 43 | 87 | 38 | 72 | 43 | 23 | 24 | 44 | 14 | 12 | 12 | 10 | 47 | 39 | 28 | 22 | 34 | 87 |
| 15 | 38 | 27 | 15 | 16 | 21 | 17 | 15 | 15 | 23 | 24 | 38 | 49 | 22 | 13 | 21 | 10 | 10 | 24 | 18 | 40 | 25 | 16 | 24 | 25 | 23 | 49 |
| 16 | 15 | 19 | 18 | 80 | 40 | 17 | 17 | 63 | 57 | 37 | 25 | 28 | 31 | 14 | 12 | 13 | 12 | 17 | 14 | 15 | 14 | 8 | 37 | 35 | 27 | 80 |
| 17 | 20 | 23 | 94 | 81 | 42 | 23 | 24 | 74 | 34 | 11 | 14 | 13 | 14 | 35 | 12 | 16 | 10 | 11 | 12 | 12 | 16 | 20 | 27 | 27 | 27 | 94 |
| 18 | 18 | 19 | 13 | 16 | 32 | 20 | 81 | 39 | 24 | 42 | 86 | 51 | 12 | 13 | 13 | 12 | 9 | 10 | 8 | 9 | 11 | 10 | 10 | 32 | 25 | 86 |
| 19 | 63 | 9 | 19 | 28 | 22 | 22 | 17 | 44 | 95 | 57 | 16 | 16 | 10 | 13 | 12 | 11 | 11 | 10 | 15 | 21 | 25 | 14 | 7 | 10 | 24 | 95 |
| 20 | 7 | 7 | 18 | 8 | 10 | 7 | 20 | 19 | 18 | 16 | 16 | 14 | 13 | 11 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 13 | 20 |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | 17 | 20 | 27 | 18 | 15 | 10 | 10 | 10 | 12 | 21 | 35 | 18 | 12 | 11 | 17 | 35 |
| 25 | 10 | 20 | 16 | 11 | 15 | 14 | 11 | 22 | 13 | 30 | 11 | 13 | 20 | 45 | 34 | 72 | 49 | 23 | 19 | 27 | 20 | 14 | 43 | 69 | 26 | 72 |
| 26 | 19 | 56 | 44 | 89 | 52 | 54 | 67 | 30 | 65 | 79 | 52 | 20 | 15 | 10 | 10 | 11 | 10 | 10 | 14 | 12 | 11 | 50 | 21 | 25 | 34 | 89 |
| 27 | 18 | 14 | 30 | 40 | 15 | 19 | 14 | 62 | 21 | 31 | 23 | 15 | 13 | 11 | 14 | 14 | 13 | 9 | 14 | 11 | 12 | 12 | 11 | 14 | 19 | 62 |
| 28 | 17 | 21 | 19 | 13 | 15 | 13 | 12 | 24 | 10 | 11 | 13 | 10 | 9 | 10 | 10 | 10 | 10 | 10 | 10 | 15 | 12 | 15 | 15 | 29 | 14 | 29 |
| 29 | 16 | 23 | 25 | 21 | 20 | 16 | 24 | 21 | 49 | 85 | 46 | 18 | 17 | 14 | 10 | 11 | 12 | 16 | 18 | 20 | 23 | 17 | 16 | 18 | 23 | 85 |
| 30 | 15 | 15 | 16 | 21 | 20 | 14 | 14 | 18 | 35 | 74 | 56 | 16 | 14 | 13 | 13 | 12 | 13 | 15 | 10 | 13 | 91 | 33 | 19 | 15 | 24 | 91 |
| 31 | 10 | 9 | 14 | 16 | 15 | 31 | 11 | 13 | 13 | 22 | 48 | 34 | 20 | 19 | 15 | 25 | 18 | 57 | 13 | 25 | 17 | 25 | 16 | 40 | 22 | 57 |
| AV | 21 | 20 | 29 | 31 | 25 | 28 | 27 | 30 | 30 | 41 | 44 | 30 | 18 | 17 | 15 | 16 | 13 | 14 | 14 | 20 | 31 | 25 | 23 | 29 | 24 | |
| SD | 15 | 11 | 23 | 26 | 19 | 16 | 20 | 20 | 20 | 24 | 24 | 16 | 8 | 9 | 10 | 13 | 8 | 9 | 5 | 10 | 20 | 15 | 11 | 17 | | |
| PK | 63 | 56 | 94 | 89 | 98 | 58 | 81 | 74 | 95 | 87 | 89 | 72 | 43 | 49 | 58 | 72 | 49 | 57 | 29 | 45 | 91 | 70 | 51 | 73 | | 98 |

00000 [Program: RDMS_MONTHSUM

Version: LC:15-OCT-93]

TEMPERATURE 2M HEIGHT [99144]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 28/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 14.6 | 14.0 | 13.3 | 12.2 | 12.0 | 11.3 | 11.6 | 13.5 | 16.2 | 18.3 | 20.3 | 21.5 | 21.3 | 21.1 | 20.4 | 19.4 | 18.2 | 16.7 | 15.9 | 16.4 | 17.4 | 17.9 | 17.5 | [QD] | 16.6 | 21.5 |
| 2 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 17.6 | 18.2 | 19.3 | 19.4 | 19.6 | 19.3 | 18.6 | 17.9 | 17.8 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 18.6 | 19.6 |
| 3 | [QD] | [QD] | [QD] | [QD] | [QD] | 17.8 | 17.4 | 16.9 | 16.9 | 17.3 | 17.9 | 18.1 | 18.3 | 18.3 | 18.3 | 18.5 | 17.9 | 17.5 | 17.3 | 17.1 | 17.4 | 17.6 | 17.8 | 18.0 | 17.7 | 18.5 |
| 4 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 17.8 | 18.2 | 18.6 | 18.5 | 19.3 | 19.3 | 19.1 | 18.5 | 18.0 | 17.6 | 18.2 | 18.5 | 18.2 | 18.4 | 18.7 | 18.3 | 18.5 | 19.3 |
| 5 | 18.1 | 18.2 | 17.7 | 16.7 | 16.3 | 16.1 | 15.8 | 15.9 | 16.9 | 17.3 | 17.9 | 17.6 | 18.2 | 18.1 | 18.2 | 17.6 | 17.4 | 17.7 | 17.1 | 17.1 | [QD] | [QD] | [QD] | [QD] | 17.3 | 18.2 |
| 6 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 15.3 | 15.6 | [PA] | 16.7 | 17.5 | 17.9 | 17.7 | 16.7 | 16.7 | 15.9 | 15.7 | 15.2 | 14.6 | 14.4 | 14.1 | 13.9 | 15.8 | 17.9 |
| 7 | 13.7 | 13.7 | 13.0 | 12.0 | 12.3 | 12.4 | 12.6 | 13.4 | 15.0 | 16.0 | 17.0 | 18.0 | 18.4 | 18.0 | 17.6 | 17.4 | 16.5 | 15.2 | 14.9 | 15.2 | 15.7 | 15.5 | 15.3 | 15.0 | 15.2 | 18.4 |
| 8 | 14.4 | 14.9 | 14.1 | 13.8 | 13.3 | 13.0 | 12.6 | 13.8 | 15.5 | 17.0 | 18.3 | 19.3 | 19.4 | 19.0 | 18.2 | 17.3 | 15.7 | 15.6 | 14.9 | 15.2 | 15.0 | 15.2 | 15.1 | 14.8 | 15.7 | 19.4 |
| 9 | 14.8 | 15.0 | 14.8 | 13.8 | 14.0 | 13.6 | 13.4 | 14.6 | 16.8 | 19.0 | 20.8 | 22.4 | 23.0 | 21.9 | 20.7 | 19.3 | 18.9 | 17.8 | 17.3 | 17.6 | 18.7 | 17.3 | 16.7 | 16.7 | 17.5 | 23.0 |
| 10 | 15.5 | 14.7 | 13.7 | 12.2 | 12.8 | 12.6 | 13.3 | 16.3 | 20.5 | 23.0 | 25.0 | 26.1 | 25.7 | 24.5 | 24.4 | 23.5 | 22.2 | 20.3 | 19.2 | 21.0 | 20.4 | 19.4 | 18.2 | 18.5 | 19.3 | 26.1 |
| 11 | 16.9 | 17.0 | 16.1 | 15.2 | 14.1 | 14.6 | 14.6 | 17.2 | 20.8 | 24.1 | 26.1 | 27.6 | 27.1 | 25.6 | 24.3 | 23.1 | 22.2 | 21.0 | 19.8 | 19.1 | 19.4 | 18.8 | 17.9 | 17.1 | 20.0 | 27.6 |
| 12 | 17.6 | 16.0 | 15.1 | 14.6 | 15.0 | 14.3 | 14.1 | 16.7 | 19.4 | 21.2 | 22.6 | 22.5 | 23.3 | 23.2 | 23.0 | 18.9 | 18.3 | 17.5 | 17.3 | 17.3 | 17.3 | 17.5 | 17.2 | 17.1 | 18.2 | 23.3 |
| 13 | 17.1 | 16.9 | 16.6 | 16.0 | 15.8 | 15.9 | 16.0 | 16.8 | 17.5 | 18.6 | 18.8 | 19.5 | 19.5 | 19.3 | 17.7 | 17.0 | 16.8 | 15.9 | 15.4 | 14.8 | 14.5 | 13.6 | 13.9 | 13.3 | 16.5 | 19.5 |
| 14 | 13.0 | 12.7 | 13.5 | 14.0 | 13.9 | 13.8 | 14.0 | 15.0 | 16.3 | 17.1 | 18.6 | 20.1 | 22.4 | 23.6 | 24.4 | 22.6 | 20.6 | 19.4 | 19.0 | 19.1 | 19.5 | 19.3 | 18.0 | 17.3 | 17.8 | 24.4 |
| 15 | 15.8 | 15.5 | 15.0 | 14.9 | 15.0 | 15.9 | 15.7 | 16.7 | 18.0 | 19.1 | 20.6 | 21.7 | 21.3 | 20.7 | 20.6 | 19.7 | 18.7 | 17.5 | 17.0 | 17.7 | 17.8 | 17.6 | 17.1 | 17.1 | 17.8 | 21.7 |
| 16 | 17.0 | 16.4 | 16.5 | 16.6 | 16.9 | 16.8 | 16.8 | 17.2 | 17.6 | 17.9 | 18.0 | 18.3 | 18.9 | 18.8 | 18.2 | 18.2 | 17.7 | 17.5 | 17.0 | 16.9 | 16.7 | 16.3 | 16.2 | 16.2 | 17.3 | 18.9 |
| 17 | 15.7 | 16.1 | 16.0 | 15.4 | 16.2 | [QD] | [QD] | [QD] | 18.1 | 18.6 | 19.3 | 19.9 | 20.4 | 20.1 | 19.7 | 19.2 | 18.1 | 17.0 | 16.4 | 16.4 | 16.8 | 16.9 | 16.9 | 17.0 | 17.6 | 20.4 |
| 18 | 17.3 | 17.3 | 17.3 | 17.0 | 16.6 | 16.3 | 16.5 | 17.8 | 18.5 | 19.0 | 20.2 | 20.8 | 20.9 | 20.8 | 20.3 | 19.4 | 18.6 | 17.9 | 17.1 | 17.5 | [QD] | [QD] | [QD] | [QD] | 18.4 | 20.9 |
| 19 | [QD] | [QD] | 18.4 | 19.4 | 19.1 | 20.1 | 18.0 | 18.3 | 19.0 | 20.1 | 20.4 | 20.7 | 20.1 | 20.7 | 20.7 | 20.2 | 19.8 | 20.7 | 19.3 | 19.0 | [QD] | [QD] | [QD] | [QD] | 19.7 | 20.7 |
| 20 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 21 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 22 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 23 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] |
| 24 | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [ | ] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [ | ] |
| 25 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 16.3 | 16.4 | 15.7 | 15.4 | 15.9 | 16.9 | 15.4 | 16.1 | 15.9 | 15.7 | 17.8 | 20.3 |
| 26 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 16.0 | 17.2 | 18.5 | 19.2 | 20.0 | 20.3 | 20.1 | 19.6 | 18.7 | 17.4 | 16.9 | 16.5 | 16.0 | 16.1 | 15.9 | 15.7 | 17.8 | 20.3 |
| 27 | 15.5 | 15.3 | 15.3 | 15.1 | 15.1 | 15.3 | 15.8 | 16.6 | 16.9 | 17.9 | 18.9 | 18.9 | 18.8 | 18.9 | 18.7 | 18.2 | 17.4 | 16.4 | 16.2 | 15.9 | 15.8 | 15.6 | 15.5 | 15.0 | 16.6 | 18.9 |
| 28 | 15.0 | 16.1 | [QD] | 14.3 | 13.3 | 12.5 | 12.6 | 12.4 | 13.4 | 14.2 | 13.8 | 14.8 | 15.0 | 15.2 | 14.8 | 14.3 | 13.5 | 12.7 | 12.1 | 12.3 | 12.2 | 11.8 | 11.6 | 11.0 | 13.4 | 16.1 |
| 29 | 10.3 | 9.9 | 9.6 | 9.4 | 9.0 | 8.7 | 9.1 | 10.6 | 12.3 | 13.3 | 14.5 | 15.2 | 15.5 | 15.8 | 15.7 | 15.6 | 15.1 | 14.8 | 14.8 | 14.1 | 13.8 | 13.2 | 12.8 | 12.0 | 12.7 | 15.8 |
| 30 | 11.6 | 11.2 | 10.8 | 10.0 | 9.7 | 9.5 | 10.1 | 12.1 | 14.2 | 15.6 | 16.3 | 17.5 | 18.0 | 18.0 | 17.7 | 17.1 | 16.3 | 15.0 | 13.7 | 13.8 | 14.4 | 14.2 | 13.5 | 12.9 | 13.9 | 18.0 |
| 31 | 12.4 | 11.7 | 11.8 | 11.9 | 12.1 | 12.3 | 12.5 | 13.3 | 13.8 | 14.7 | 15.4 | 15.8 | 15.4 | 16.2 | 14.7 | 14.6 | 15.3 | 14.5 | 12.8 | 13.5 | 12.0 | 11.6 | 12.2 | 14.0 | 13.5 | 16.2 |
| AV | 15.1 | 14.8 | 14.7 | 14.2 | 14.1 | 14.1 | 14.1 | 15.3 | 16.8 | 17.9 | 19.0 | 19.6 | 19.9 | 19.8 | 19.4 | 18.5 | 17.9 | 17.0 | 16.4 | 16.5 | 16.4 | 16.1 | 15.8 | 15.5 | 16.9 | |
| SD | 2.1 | 2.2 | 2.3 | 2.4 | 2.5 | 2.8 | 2.4 | 2.2 | 2.1 | 2.5 | 2.8 | 3.0 | 2.9 | 2.6 | 2.7 | 2.3 | 2.0 | 1.9 | 2.0 | 2.0 | 2.2 | 2.3 | 2.1 | 2.2 | | |
| PK | 18.1 | 18.2 | 18.4 | 19.4 | 19.1 | 20.1 | 18.0 | 18.3 | 20.8 | 24.1 | 26.1 | 27.6 | 27.1 | 25.6 | 24.4 | 23.5 | 22.2 | 21.0 | 19.8 | 21.0 | 20.4 | 19.4 | 18.7 | 18.5 | | 27.6 |

00000 [Program: RDMS_MONTHSUM

Version: LC:15-OCT-93]

STATION TEMPERATURE [99231]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 23/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 26.9 | 26.5 | 26.2 | 25.8 | 25.5 | 25.1 | 24.9 | 25.2 | 26.9 | 29.0 | 29.0 | 27.6 | 26.9 | 26.9 | 27.1 | 27.4 | 27.2 | 26.8 | 26.8 | 26.6 | 26.4 | 26.3 | 26.6 | 26.6 | 26.7 | 29.0 |
| 2 | 26.4 | 26.4 | 26.5 | 26.3 | 26.1 | 26.3 | 26.7 | 26.9 | 27.3 | 28.3 | 29.6 | 27.9 | 27.2 | 27.1 | 27.3 | 27.5 | 27.4 | 27.2 | 27.4 | 27.4 | 27.3 | 27.3 | 27.2 | 27.1 | 27.2 | 29.6 |
| 3 | 27.2 | 27.2 | 27.5 | 27.4 | 27.5 | 27.6 | 27.7 | 27.8 | 28.1 | 28.5 | 29.2 | 30.1 | 30.5 | 31.0 | 30.7 | 29.7 | 28.7 | 29.3 | 28.6 | 28.1 | 27.8 | 27.6 | 27.8 | 27.8 | 28.5 | 31.0 |
| 4 | 27.7 | 27.3 | 27.0 | 26.5 | 26.2 | 26.2 | 26.2 | 26.0 | 26.8 | 27.8 | 28.2 | 27.4 | 26.6 | 26.5 | 26.4 | 26.4 | 26.4 | 26.3 | 26.9 | 27.1 | 27.3 | 27.3 | 27.5 | 27.5 | 26.9 | 28.2 |
| 5 | 27.6 | 27.7 | 27.8 | 27.5 | 27.3 | 27.0 | 26.7 | 26.7 | 27.9 | 28.9 | 29.2 | 27.7 | 27.1 | 26.8 | 26.4 | 26.3 | 26.1 | 25.8 | 25.2 | 25.0 | 24.9 | 23.3 | 22.8 | 23.1 | 26.4 | 29.2 |
| 6 | 23.2 | 23.0 | 23.1 | 22.6 | 22.3 | 22.3 | 22.3 | 21.5 | 20.9 | 21.2 | [PA] | 22.7 | 23.4 | 24.7 | 24.6 | 24.7 | 25.4 | 25.8 | 25.3 | 24.7 | 24.0 | 23.5 | 23.1 | 22.7 | 23.3 | 25.8 |
| 7 | 22.4 | 22.1 | 22.0 | 21.8 | 21.4 | 21.2 | 21.1 | 22.0 | 23.9 | 25.7 | 26.3 | 26.3 | 26.1 | 25.7 | 25.5 | 25.5 | 25.4 | 25.0 | 24.7 | 24.0 | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 | 26.3 |
| 8 | 23.9 | 23.9 | 24.2 | 24.0 | 23.9 | 23.8 | 23.5 | 23.9 | 25.4 | 26.2 | 26.1 | 25.7 | 25.7 | 25.6 | 25.5 | 25.6 | 25.3 | 25.3 | 25.3 | 25.0 | 24.6 | 24.4 | 24.2 | 24.1 | 24.8 | 26.2 |
| 9 | 24.0 | 24.1 | 24.0 | 23.6 | 23.3 | 22.9 | 22.5 | 23.1 | 25.2 | 26.1 | 25.9 | 26.2 | 27.0 | 27.1 | 26.9 | 26.4 | 25.8 | 25.4 | 25.4 | 25.7 | 26.0 | 26.2 | 26.1 | 25.8 | 25.2 | 27.1 |
| 10 | 25.3 | 24.6 | 24.3 | 23.7 | 23.2 | 22.6 | 22.3 | 23.4 | 25.6 | 26.4 | 27.2 | 28.1 | 28.6 | 28.3 | 28.4 | 28.4 | 28.1 | 27.2 | 26.3 | 25.9 | 26.0 | 26.2 | 26.1 | 25.8 | 25.9 | 28.6 |
| 11 | 25.8 | 25.5 | 25.5 | 25.1 | 24.6 | 24.2 | 23.9 | 24.9 | 25.9 | 26.0 | 27.4 | 29.2 | 29.9 | 30.0 | 29.8 | 29.1 | 28.3 | 27.3 | 26.1 | 25.7 | 25.8 | 26.2 | 26.3 | 26.1 | 26.6 | 30.0 |
| 12 | 25.6 | 25.3 | 25.1 | 24.6 | 24.2 | 24.0 | 24.0 | 24.6 | 25.9 | 25.7 | 26.5 | 26.8 | 27.1 | 27.2 | 27.4 | 26.5 | 25.8 | 25.3 | 25.7 | 25.9 | 25.9 | 25.9 | 26.0 | 25.9 | 25.7 | 27.4 |
| 13 | 25.7 | 25.4 | 25.4 | 24.9 | 24.7 | 24.5 | 24.4 | 24.7 | 25.7 | 26.1 | 25.8 | 25.8 | 25.5 | 25.2 | 24.8 | 24.5 | 25.1 | 25.5 | 26.0 | 24.5 | 24.1 | 23.8 | 23.6 | 23.5 | 24.9 | 26.1 |
| 14 | 23.5 | 23.5 | 23.5 | 23.2 | 23.2 | 23.2 | 23.4 | 23.7 | 24.8 | 26.3 | 26.5 | 26.1 | 26.4 | 26.6 | 26.8 | 26.8 | 26.3 | 26.0 | 25.7 | 26.0 | 26.3 | 26.3 | 26.2 | 26.0 | 25.3 | 26.8 |
| 15 | 25.8 | 25.6 | 25.5 | 25.1 | 24.9 | 25.0 | 25.3 | 25.9 | 26.4 | 26.1 | 26.5 | 27.3 | 27.3 | 26.9 | 26.9 | 26.7 | 26.2 | 25.9 | 26.1 | 26.4 | 26.8 | 26.9 | 26.9 | 26.7 | 26.2 | 27.3 |
| 16 | 26.5 | 26.1 | 25.9 | 25.6 | 25.7 | 25.8 | 25.8 | 25.9 | 26.8 | 28.0 | 28.7 | 27.4 | 26.3 | 25.8 | 25.5 | 25.4 | 25.3 | 26.0 | 27.1 | 27.4 | 27.5 | 27.5 | 27.6 | 27.5 | 26.5 | 28.7 |
| 17 | 27.4 | 27.0 | 27.0 | 26.8 | 26.6 | 26.3 | 26.1 | 26.6 | 27.9 | 27.0 | 26.3 | 25.4 | 25.2 | 25.3 | 25.5 | 25.7 | 25.8 | 25.5 | 25.8 | 26.4 | 26.4 | 26.8 | 27.0 | 27.0 | 26.4 | 27.9 |
| 18 | 27.5 | 27.9 | 28.3 | 28.4 | 28.4 | 28.2 | 28.0 | 28.3 | 28.7 | 27.0 | 26.4 | 26.0 | 25.6 | 25.7 | 25.9 | 26.1 | 26.0 | 25.7 | 25.9 | 26.4 | 26.6 | 26.6 | 26.9 | 27.5 | 27.0 | 28.7 |
| 19 | 27.9 | 28.1 | 28.4 | 28.5 | 28.7 | 28.8 | 28.9 | 29.2 | 28.6 | 27.4 | 26.3 | 26.1 | 25.8 | 25.8 | 25.8 | 26.0 | 26.2 | 26.2 | 26.0 | 26.2 | 27.2 | 27.6 | 27.6 | 27.4 | 27.1 | 27.3 | 29.2 |
| 20 | 27.0 | 26.9 | 27.0 | 26.8 | 26.5 | 26.4 | 26.5 | 26.7 | 26.3 | 25.0 | 25.1 | 24.7 | 24.5 | 24.7 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | 26.0 | 27.0 |
| 21 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 22 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 23 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | 27.7 | 27.5 | 27.2 | 26.7 | 26.4 | 26.1 | 25.8 | 25.8 | 26.0 | 26.3 | 25.8 | 25.7 | 26.0 | 26.2 | 26.5 | 26.8 | 27.6 | 26.0 | 26.1 | 26.1 | 25.6 | 25.3 | 25.7 | 25.9 | 26.3 | 27.7 |
| 26 | 26.0 | 26.1 | 26.0 | 25.7 | 25.5 | 25.3 | 25.2 | 25.8 | 27.4 | 26.6 | 25.5 | 24.9 | 24.7 | 24.7 | 24.8 | 25.0 | 25.0 | 24.9 | 25.2 | 25.9 | 26.0 | 26.4 | 26.7 | 26.7 | 25.7 | 27.4 |
| 27 | 26.8 | 26.9 | 27.1 | 27.1 | 27.2 | 27.3 | 27.5 | 27.8 | 27.4 | 25.6 | 25.1 | 25.0 | 24.8 | 24.7 | 24.9 | 25.1 | 25.1 | 24.8 | 24.6 | 25.5 | 26.0 | 26.2 | 26.3 | 26.3 | 26.0 | 27.8 |
| 28 | 26.1 | 25.6 | 25.1 | 24.8 | 24.6 | 24.4 | 23.8 | 21.7 | 21.6 | 23.3 | 24.3 | 24.7 | 24.9 | 25.3 | 25.5 | 25.7 | 25.5 | 25.1 | 24.4 | 23.9 | 23.8 | 23.8 | 23.6 | 23.6 | 24.4 | 26.1 |
| 29 | 23.5 | 23.2 | 23.1 | 22.7 | 22.5 | 22.3 | 22.3 | 23.4 | 25.3 | 27.2 | 25.8 | 24.3 | 23.9 | 23.9 | 24.1 | 24.1 | 24.2 | 24.9 | 25.2 | 25.1 | 25.0 | 24.8 | 24.5 | 24.2 | 24.1 | 27.2 |
| 30 | 23.9 | 23.9 | 23.9 | 23.7 | 23.4 | 23.2 | 23.2 | 24.0 | 25.9 | 26.9 | 25.3 | 24.4 | 24.3 | 24.5 | 24.9 | 25.0 | 25.0 | 24.8 | 24.7 | 25.0 | 25.0 | 25.1 | 25.1 | 25.0 | 24.6 | 26.9 |
| 31 | 24.9 | 24.9 | 25.0 | 25.0 | 25.0 | 25.1 | 25.1 | 25.3 | 25.5 | 25.7 | 26.2 | 26.7 | 27.2 | 27.5 | 27.4 | 26.6 | 26.0 | 25.5 | 24.8 | 24.5 | 24.3 | 24.3 | 24.1 | 24.0 | 25.4 | 27.5 |
| AV | 25.8 | 25.6 | 25.6 | 25.3 | 25.1 | 25.0 | 24.9 | 25.2 | 26.1 | 26.5 | 26.7 | 26.3 | 26.2 | 26.3 | 26.4 | 26.3 | 26.1 | 25.8 | 25.8 | 25.8 | 25.8 | 25.8 | 25.8 | 25.7 | 25.8 | |
| SD | 1.6 | 1.7 | 1.7 | 1.8 | 1.9 | 1.9 | 2.0 | 2.0 | 1.8 | 1.6 | 1.4 | 1.6 | 1.6 | 1.6 | 1.5 | 1.3 | 1.2 | 1.0 | 1.0 | 1.1 | 1.2 | 1.4 | 1.5 | 1.6 | | |
| PK | 27.9 | 28.1 | 28.4 | 28.5 | 28.7 | 28.8 | 28.9 | 29.2 | 28.7 | 29.0 | 29.6 | 30.1 | 30.5 | 31.0 | 30.7 | 29.7 | 29.7 | 29.3 | 28.6 | 28.1 | 27.8 | 27.6 | 27.8 | 27.8 | | 31.0 |

00000 [Program: EDMS_MONTHSUM

Version: LC:15-OCT-93]

Delta Temp [99238]

DEGREES CENTIGRADE

LAX AIR QUALITY MONITORING PROGRAM, #706211

SITE 1 LAX

MAR, 1998

AEROVIRONMENT ENVIRONMENTAL SERVICES INC.

**********
* *
* FINAL DATA *
* AS OF 28/APR/98 *
* *
**********

CLOCK HOUR [LOCAL STANDARD TIME]

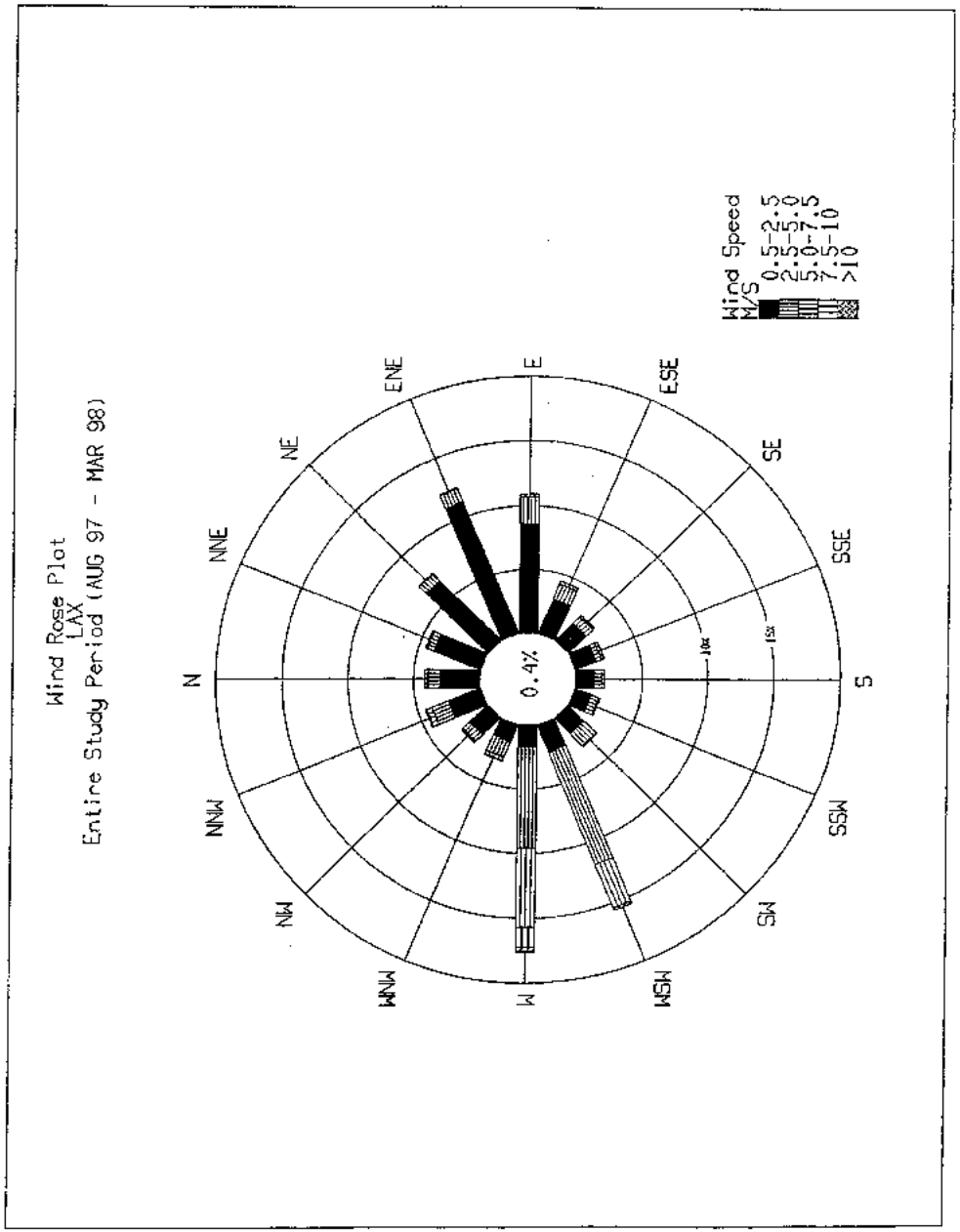
| DY | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | AVG | PEAK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | -0.7 | -1.0 | -1.5 | -2.3 | -1.7 | -2.3 | -1.5 | -0.3 | 0.0 | 0.4 | 0.5 | 0.7 | 0.9 | 0.9 | 0.9 | 0.6 | 0.0 | -0.5 | -0.8 | -0.5 | 0.4 | 1.5 | 1.1 | [QD] | -0.2 | 1.5 |
| 2 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 1.1 | 0.8 | 1.0 | 1.3 | 1.2 | 1.1 | 0.9 | 0.5 | 0.7 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 1.0 | 1.3 |
| 3 | [QD] | [QD] | [QD] | [QD] | [QD] | 1.6 | 1.2 | 0.6 | 0.3 | 0.9 | 0.4 | 0.2 | 0.2 | 0.2 | 0.2 | 0.6 | 0.7 | 0.4 | 0.2 | 0.0 | 0.0 | 0.2 | 0.5 | 0.9 | 0.5 | 1.6 |
| 4 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 1.3 | 1.0 | 0.7 | 0.6 | 1.0 | 1.3 | 1.3 | 1.0 | 0.7 | 0.8 | 1.7 | 1.8 | 1.4 | 1.7 | 1.9 | 1.6 | 1.2 | 1.9 |
| 5 | 1.5 | 1.8 | 1.6 | 1.3 | 1.3 | 1.6 | 1.6 | 0.9 | 0.9 | 0.8 | 0.7 | 0.3 | 0.5 | 0.4 | 0.4 | 0.1 | 0.4 | 0.8 | 0.7 | 0.8 | [QD] | [QD] | [QD] | [QD] | 0.9 | 1.8 |
| 6 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 0.3 | 0.4 | [PA] | 1.0 | 1.0 | 0.5 | 0.2 | -0.1 | -0.2 | -0.4 | -0.4 | -0.5 | -0.4 | -0.3 | -0.3 | -0.3 | 0.0 | 1.0 |
| 7 | -0.3 | -0.3 | -0.5 | -1.1 | -0.5 | -0.8 | -0.3 | 0.1 | 0.5 | 0.6 | 0.7 | 0.8 | 0.8 | 0.8 | 0.7 | 0.5 | -0.1 | -0.8 | -0.7 | -0.7 | -0.6 | -0.5 | -0.3 | -0.3 | -0.1 | 0.8 |
| 8 | -0.3 | -0.2 | -0.3 | -0.4 | -0.6 | -0.5 | -0.6 | -0.1 | 0.4 | 0.6 | 0.7 | 1.0 | 1.0 | 0.9 | 0.7 | 0.3 | 0.1 | -0.7 | -1.1 | -1.0 | -1.2 | -1.0 | -0.9 | -0.6 | -0.2 | 1.0 |
| 9 | -0.2 | 0.8 | 0.9 | 0.1 | 0.9 | 0.5 | 0.0 | 0.1 | 0.3 | 0.4 | 0.4 | 0.6 | 0.7 | 0.7 | 0.6 | -0.1 | -0.2 | -0.7 | -1.0 | -0.8 | -0.8 | -0.9 | -0.9 | -1.1 | 0.0 | 0.9 |
| 10 | -2.1 | -2.0 | -2.3 | -3.1 | -2.5 | -2.6 | -2.4 | -0.5 | 0.2 | 0.3 | 0.4 | 0.5 | 0.5 | 0.5 | 0.2 | -0.1 | -0.4 | -1.3 | -2.2 | -1.3 | -1.7 | -2.1 | -2.3 | -2.1 | -1.2 | 0.5 |
| 11 | -2.3 | -1.9 | -2.1 | -2.0 | -2.7 | -2.3 | -2.2 | -0.4 | 0.0 | 0.2 | 0.3 | 0.4 | 0.3 | 0.4 | 0.2 | -0.1 | -0.7 | -1.4 | -1.8 | -1.6 | -1.7 | -1.2 | -1.6 | -1.6 | -1.1 | 0.4 |
| 12 | -0.9 | -1.3 | -1.1 | -1.4 | -1.2 | -1.3 | -1.2 | -0.3 | 0.3 | 0.4 | 0.6 | 0.5 | 0.3 | 0.7 | 0.2 | 0.1 | -0.2 | -0.3 | -0.3 | -0.2 | -0.4 | -0.4 | -0.3 | -0.4 | -0.3 | 0.7 |
| 13 | -0.4 | -0.5 | -0.6 | -0.5 | -0.5 | -0.4 | -0.3 | -0.1 | 0.1 | 0.3 | 0.3 | 0.6 | 0.8 | 0.8 | 0.3 | 0.1 | 0.1 | -0.2 | 2.0 | 0.8 | 0.5 | 0.1 | 0.5 | 1.0 | 0.2 | 2.0 |
| 14 | -0.1 | -0.2 | 0.6 | 1.9 | 1.0 | 0.2 | 0.2 | 0.1 | 0.3 | 0.3 | 0.5 | 0.6 | 0.7 | 0.7 | 0.5 | 0.2 | 0.1 | 0.0 | -0.3 | -0.3 | -0.4 | -0.7 | -0.8 | -0.8 | 0.2 | 1.9 |
| 15 | -1.3 | -0.8 | -0.6 | -0.4 | -0.3 | 0.0 | 0.0 | 0.2 | 0.5 | 0.7 | 0.9 | 0.9 | 1.0 | 1.1 | 0.9 | 0.7 | 0.4 | -0.2 | -0.5 | -0.2 | -0.1 | -0.2 | -0.2 | -0.3 | 0.1 | 1.1 |
| 16 | -0.4 | -0.6 | -0.3 | -0.2 | -0.1 | -0.2 | -0.2 | 0.1 | 0.2 | 0.3 | 0.3 | 0.3 | 0.5 | 0.5 | 0.3 | 0.3 | 0.0 | -0.2 | -0.4 | -0.3 | -0.4 | -0.6 | -0.8 | -0.6 | -0.1 | 0.5 |
| 17 | -1.0 | -0.6 | -0.5 | -0.4 | 0.6 | [QD] | [QD] | [QD] | 0.8 | 0.9 | 1.0 | 1.1 | 1.3 | 1.1 | 1.0 | 0.7 | 0.4 | -0.2 | -0.6 | -0.6 | -0.3 | -0.3 | -0.2 | -0.1 | 0.2 | 1.3 |
| 18 | 0.0 | 0.0 | 0.0 | -0.1 | -0.4 | -0.7 | -0.7 | 0.1 | 0.4 | 0.3 | 0.4 | 0.8 | 1.1 | 1.0 | 0.8 | 0.4 | 0.0 | -0.3 | -0.5 | -0.2 | [QD] | [QD] | [QD] | [QD] | 0.1 | 1.1 |
| 19 | [QD] | [QD] | 0.8 | 1.9 | 1.5 | 2.4 | 0.3 | 0.3 | 0.4 | 0.7 | 0.9 | 1.0 | 0.9 | 1.0 | 1.1 | 0.8 | 1.2 | 2.8 | 1.3 | 0.9 | [QD] | [QD] | [QD] | [QD] | 1.1 | 2.8 |
| 20 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 21 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 22 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 23 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 24 | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| 25 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [ ] | [ ] |
| 26 | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | [QD] | 0.6 | 0.6 | 0.8 | 1.1 | 1.0 | 0.8 | 0.7 | 0.4 | 0.2 | 0.0 | -0.3 | -0.2 | -0.2 | -0.3 | -0.1 | 0.0 | 0.3 | 1.1 |
| 27 | -0.2 | -0.4 | -0.2 | 0.0 | 0.2 | 0.1 | 0.1 | 0.4 | 0.4 | 0.7 | 1.1 | 1.3 | 1.2 | 1.0 | 0.8 | 0.4 | 0.0 | 0.0 | 0.0 | -0.2 | -0.2 | -0.2 | -0.3 | -0.4 | 0.3 | 1.3 |
| 28 | -0.2 | 0.7 | [QD] | 0.9 | 0.8 | -0.3 | -0.2 | 0.1 | 0.0 | 0.2 | 0.3 | 0.4 | 0.5 | 0.4 | 0.3 | 0.1 | -0.1 | -0.2 | -0.3 | -0.2 | -0.2 | -0.3 | -0.4 | -0.4 | 0.3 | 1.3 |
| 29 | -0.4 | -0.4 | -0.5 | -0.4 | -0.2 | -0.1 | 0.1 | 0.4 | 0.7 | 0.7 | 0.9 | 1.3 | 1.3 | 1.2 | 0.8 | 0.5 | 0.0 | -0.3 | -0.2 | -0.2 | -0.2 | -0.4 | -0.5 | -0.4 | 0.2 | 1.3 |
| 30 | -0.3 | -0.3 | -0.3 | -0.4 | -0.4 | -0.5 | -0.2 | 0.3 | 0.7 | 0.9 | 0.7 | 1.2 | 1.4 | 1.3 | 1.1 | 0.8 | 0.3 | -0.4 | -1.4 | -1.3 | -0.9 | -0.9 | -1.1 | -1.2 | 0.0 | 1.4 |
| 31 | -0.9 | -0.8 | -0.6 | -0.4 | -0.3 | -0.1 | 0.0 | 0.3 | -2.7 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | -0.1 | 0.7 | 2.0 | 2.4 | 0.0 | 2.6 | 1.5 | 2.3 | 2.4 | 2.8 | 0.5 | 2.8 |
| AV | -0.6 | -0.4 | -0.4 | -0.4 | -0.3 | -0.3 | -0.3 | 0.1 | 0.3 | 0.5 | 0.6 | 0.7 | 0.8 | 0.8 | 0.6 | 0.4 | 0.2 | 0.0 | -0.3 | -0.1 | -0.2 | -0.2 | -0.2 | -0.2 | 0.2 | |
| SD | 0.8 | 0.9 | 1.0 | 1.3 | 1.1 | 1.3 | 1.0 | 0.3 | 0.7 | 0.3 | 0.3 | 0.4 | 0.4 | 0.3 | 0.4 | 0.4 | 0.5 | 0.9 | 1.0 | 0.9 | 0.9 | 1.0 | 1.1 | 1.1 | | |
| PK | 1.5 | 1.8 | 1.6 | 1.9 | 1.5 | 2.4 | 1.6 | 0.9 | 1.3 | 1.1 | 1.1 | 1.3 | 1.4 | 1.3 | 1.3 | 1.1 | 2.0 | 2.8 | 2.0 | 2.6 | 2.0 | 2.3 | 2.4 | 2.8 | | 2.8 |

00000 [Program: EDMS_MONTHSUM

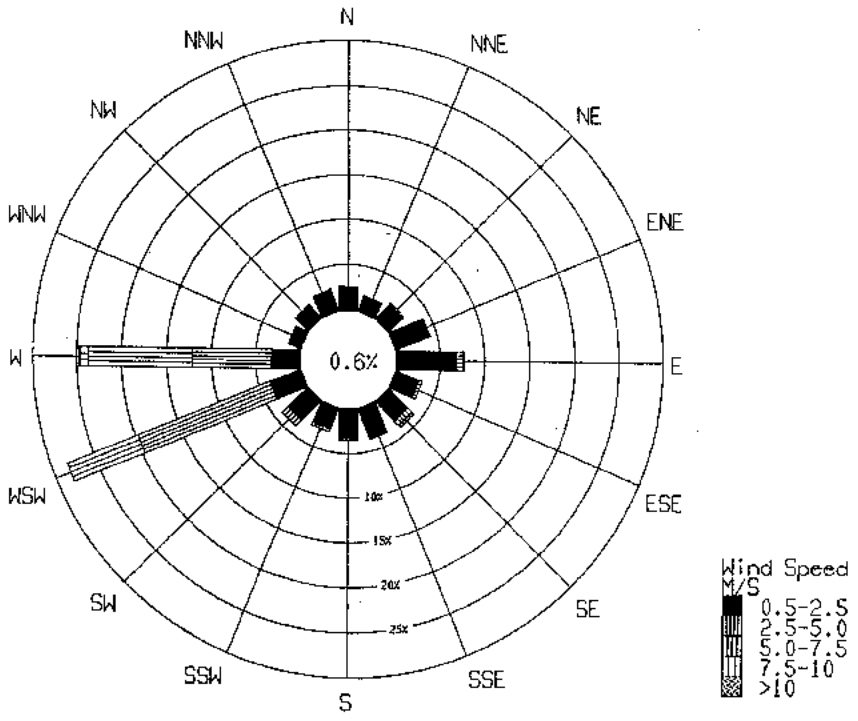
Version: LC:15-OCT-93]

**Appendix D**

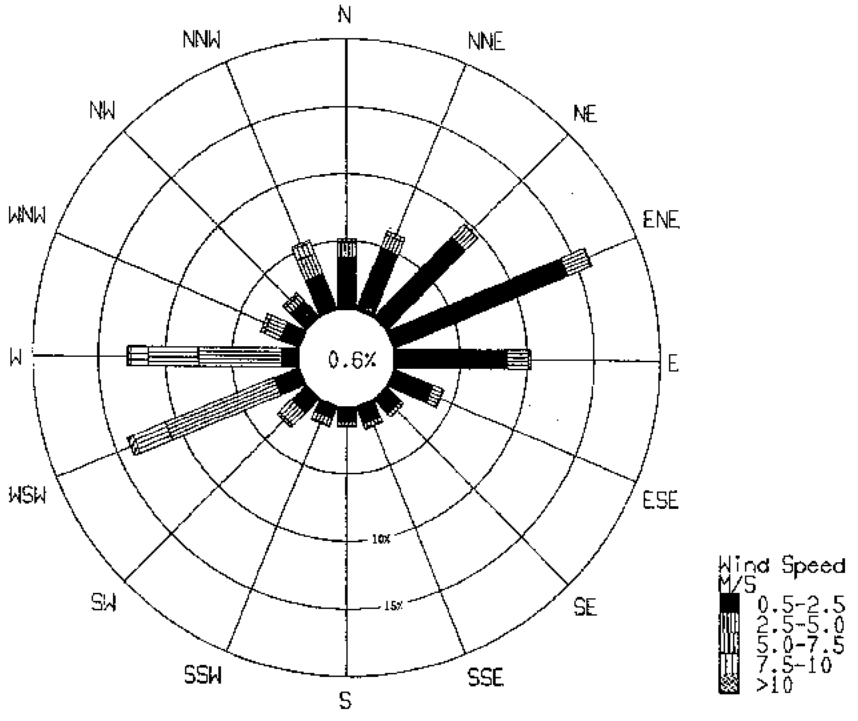
**WIND ROSES AND WIND FREQUENCIES**

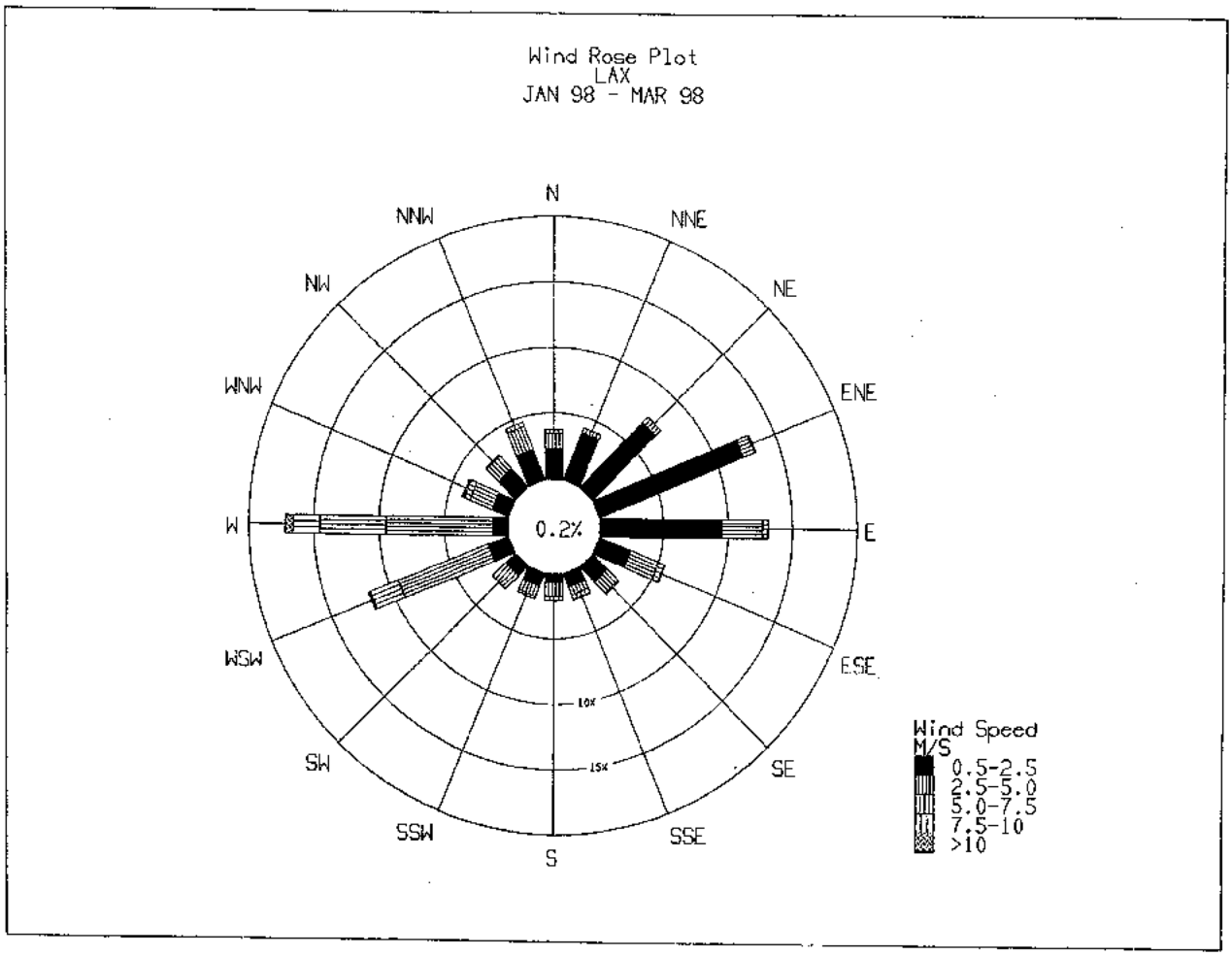


Wind Rose Plot
LAX
AUG 97 - SEP 97




Wind Rose Plot
LAX
OCT 97 - DEC 97






Aerovironment Environmental Services, Inc.

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*    FINAL DATA      *
*  AS OF  5/MAY/98   *
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JOINT FREQUENCY DISTRIBUTION OF WIND SPEED VS WIND DIRECTION AVERAGE
LAX AIR QUALITY MONITORING PROGRAM (706211)
SITE (1) - LAX
01-AUG-97 to 31-MAR-98

[ Number of Occurrences ]

| WIND DIRECTION AVERAGE [61102] (DEGREES, COMPASS) | WIND SPEED [51101] (METERS/SECOND) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 0-.5 | 0.5-2.5 | 2.5-5.0 | 5.0-7.5 | 7.5-10 | >10 | TOTAL | AVG WS |
| N | 2 | 163 | 47 | 12 | 0 | 0 | 224 | 1.9 |
| NNE | 3 | 203 | 30 | 6 | 0 | 0 | 242 | 1.6 |
| NE | 8 | 352 | 41 | 1 | 0 | 0 | 402 | 1.5 |
| ENE | 2 | 595 | 58 | 4 | 0 | 0 | 659 | 1.6 |
| E | 2 | 462 | 109 | 13 | 0 | 0 | 586 | 1.9 |
| ESE | 1 | 156 | 68 | 12 | 1 | 0 | 238 | 2.2 |
| SE | 2 | 102 | 38 | 8 | 0 | 0 | 150 | 2.2 |
| SSE | 0 | 93 | 22 | 10 | 1 | 0 | 126 | 2.3 |
| S | 0 | 79 | 29 | 9 | 0 | 0 | 117 | 2.4 |
| SSW | 0 | 72 | 32 | 5 | 1 | 0 | 110 | 2.3 |
| SW | 2 | 92 | 69 | 5 | 1 | 0 | 169 | 2.5 |
| WSW | 0 | 122 | 505 | 192 | 5 | 6 | 830 | 4.0 |
| W | 0 | 90 | 423 | 322 | 81 | 19 | 935 | 4.9 |
| WNW | 1 | 76 | 67 | 16 | 3 | 0 | 163 | 3.0 |
| NW | 0 | 99 | 38 | 6 | 0 | 0 | 143 | 2.2 |
| NNW | 1 | 137 | 71 | 25 | 4 | 0 | 238 | 2.6 |
| TOTAL | 24 | 2893 | 1647 | 646 | 97 | 25 | 5332 | 2.8 |

[Program: RIMS_FREQDIST

Version: LC:08-JAN-90 ]

Aerovironment Environmental Services, Inc.

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*    FINAL DATA      *
*  AS OF  5/MAY/98   *
*                    *
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JOINT FREQUENCY DISTRIBUTION OF WIND SPEED VS WIND DIRECTION AVERAGE
LAX AIR QUALITY MONITORING PROGRAM (706211)
SITE (1) - LAX
01-AUG-97 to 31-MAR-98

[ Percentage of Occurrences ]

WIND DIRECTION AVERAGE [61102] (DEGREES, COMPASS)

WIND SPEED [61101] (METERS/SECOND)

| | 0-.5 | 0.5-2.5 | 2.5-5.0 | 5.0-7.5 | 7.5-10 | >10 | TOTAL |
|---|---|---|---|---|---|---|---|
| N | 0.0 | 3.1 | 0.9 | 0.2 | 0.0 | 0.0 | 4.2 |
| NNE | 0.1 | 3.8 | 0.6 | 0.1 | 0.0 | 0.0 | 4.5 |
| NE | 0.2 | 6.6 | 0.8 | 0.0 | 0.0 | 0.0 | 7.5 |
| ENE | 0.0 | 11.2 | 1.1 | 0.1 | 0.0 | 0.0 | 12.4 |
| E | 0.0 | 8.7 | 2.0 | 0.2 | 0.0 | 0.0 | 11.0 |
| ESE | 0.0 | 2.9 | 1.3 | 0.2 | 0.0 | 0.0 | 4.5 |
| SE | 0.0 | 1.9 | 0.7 | 0.2 | 0.0 | 0.0 | 2.8 |
| SSE | 0.0 | 1.7 | 0.4 | 0.2 | 0.0 | 0.0 | 2.4 |
| S | 0.0 | 1.5 | 0.5 | 0.2 | 0.0 | 0.0 | 2.2 |
| SSW | 0.0 | 1.4 | 0.6 | 0.1 | 0.0 | 0.0 | 2.1 |
| SW | 0.0 | 1.7 | 1.3 | 0.1 | 0.0 | 0.0 | 3.2 |
| WSW | 0.0 | 2.3 | 9.5 | 3.6 | 0.1 | 0.1 | 15.6 |
| W | 0.0 | 1.7 | 7.9 | 6.0 | 1.5 | 0.4 | 17.5 |
| WNW | 0.0 | 1.4 | 1.3 | 0.3 | 0.1 | 0.0 | 3.1 |
| NW | 0.0 | 1.9 | 0.7 | 0.1 | 0.0 | 0.0 | 2.7 |
| NNW | 0.0 | 2.6 | 1.3 | 0.5 | 0.1 | 0.0 | 4.5 |
| TOTAL | 0.5 | 54.3 | 30.9 | 12.1 | 1.8 | 0.5 | 100.0 |

[Program: EDMS_FREQDIST Version: LC:08-JAN-90 ]

Aerovironment Environmental Services, Inc.

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*                    *
*    FINAL DATA      *
*  AS OF  5/MAY/98   *
*                    *
**********************
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JOINT FREQUENCY DISTRIBUTION OF WIND SPEED VS WIND DIRECTION AVERAGE
LAX AIR QUALITY MONITORING PROGRAM (706211)
SITE (1) - LAX
01-AUG-97 to 30-SEP-97

[ Number of Occurrences ]

WIND DIRECTION AVERAGE [61102] (DEGREES, COMPASS)

WIND SPEED [61101] (METERS/SECOND)

| | 0-.5 | 0.5-2.5 | 2.5-5.0 | 5.0-7.5 | 7.5-10 | >10 | TOTAL | AVG WS |
|---|---|---|---|---|---|---|---|---|
| N | 0 | 29 | 1 | 0 | 0 | 0 | 30 | 1.1 |
| NNE | 2 | 21 | 0 | 0 | 0 | 0 | 23 | 0.9 |
| NE | 0 | 26 | 2 | 0 | 0 | 0 | 28 | 1.3 |
| ENE | 1 | 47 | 0 | 0 | 0 | 0 | 48 | 1.2 |
| E | 1 | 81 | 9 | 0 | 0 | 0 | 91 | 1.5 |
| ESE | 1 | 32 | 4 | 0 | 0 | 0 | 37 | 1.5 |
| SE | 0 | 35 | 8 | 3 | 0 | 0 | 46 | 2.0 |
| SSE | 0 | 39 | 1 | 2 | 0 | 0 | 42 | 1.8 |
| S | 0 | 38 | 2 | 0 | 0 | 0 | 40 | 1.6 |
| SSW | 0 | 28 | 4 | 0 | 0 | 0 | 32 | 1.8 |
| SW | 2 | 37 | 10 | 0 | 0 | 0 | 49 | 1.8 |
| WSW | 0 | 42 | 172 | 92 | 0 | 0 | 306 | 4.1 |
| W | 0 | 37 | 110 | 134 | 11 | 1 | 293 | 4.8 |
| WNW | 0 | 15 | 2 | 0 | 0 | 0 | 17 | 1.6 |
| NW | 0 | 23 | 0 | 0 | 0 | 0 | 23 | 1.3 |
| NNW | 0 | 29 | 0 | 0 | 0 | 0 | 29 | 1.0 |
| TOTAL | 7 | 559 | 325 | 231 | 11 | 1 | 1134 | 3.1 |

[Program: EDMS_FREQDIST Version: LC:08-JAN-90 ]

Aerovironment Environmental Services, Inc.

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*                    *
*    FINAL DATA      *
*  AS OF 5/MAY/98    *
*                    *
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JOINT FREQUENCY DISTRIBUTION OF WIND SPEED VS WIND DIRECTION AVERAGE
LAX AIR QUALITY MONITORING PROGRAM (706211)
SITE (1) - LAX
01-AUG-97 to 30-SEP-97

[ Percentage of Occurrences ]

| WIND DIRECTION AVERAGE [61102] (DEGREES, COMPASS) | WIND SPEED [61101] (METERS/SECOND) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 0-.5 | 0.5-2.5 | 2.5-5.0 | 5.0-7.5 | 7.5-10 | >10 | TOTAL |
| N | 0.0 | 2.6 | 0.1 | 0.0 | 0.0 | 0.0 | 2.6 |
| NNE | 0.2 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| NE | 0.0 | 2.3 | 0.2 | 0.0 | 0.0 | 0.0 | 2.5 |
| ENE | 0.1 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 |
| E | 0.1 | 7.1 | 0.8 | 0.0 | 0.0 | 0.0 | 8.0 |
| ESE | 0.1 | 2.8 | 0.4 | 0.0 | 0.0 | 0.0 | 3.3 |
| SE | 0.0 | 3.1 | 0.7 | 0.3 | 0.0 | 0.0 | 4.1 |
| SSE | 0.0 | 3.4 | 0.1 | 0.2 | 0.0 | 0.0 | 3.7 |
| S | 0.0 | 3.4 | 0.2 | 0.0 | 0.0 | 0.0 | 3.5 |
| SSW | 0.0 | 2.5 | 0.4 | 0.0 | 0.0 | 0.0 | 2.8 |
| SW | 0.2 | 3.3 | 0.9 | 0.0 | 0.0 | 0.0 | 4.3 |
| WSW | 0.0 | 3.7 | 15.2 | 8.1 | 0.0 | 0.0 | 27.0 |
| W | 0.0 | 3.3 | 9.7 | 11.8 | 1.0 | 0.1 | 25.8 |
| WNW | 0.0 | 1.3 | 0.2 | 0.0 | 0.0 | 0.0 | 1.5 |
| NW | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| NNW | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 |
| TOTAL | 0.6 | 49.3 | 28.7 | 20.4 | 1.0 | 0.1 | 100.0 |

[Program: EDMS_FREQDIST
Version: LC:08-JAN-90 ]

Aerovironment Environmental Services, Inc.

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*                    *
*    FINAL DATA      *
*  AS OF 5/MAY/98    *
*                    *
**********************
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JOINT FREQUENCY DISTRIBUTION OF WIND SPEED VS WIND DIRECTION AVERAGE
LAX AIR QUALITY MONITORING PROGRAM (706211)
SITE (1) - LAX
01-OCT-97 to 31-DEC-97

[ Number of Occurrences ]

| WIND DIRECTION AVERAGE [61102] (DEGREES, COMPASS) | WIND SPEED [61101] (METERS/SECOND) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 0-.5 | 0.5-2.5 | 2.5-5.0 | 5.0-7.5 | 7.5-10 | >10 | TOTAL | AVG WS |
| N | 1 | 86 | 23 | 6 | 0 | 0 | 116 | 1.9 |
| NNE | 0 | 103 | 22 | 6 | 0 | 0 | 131 | 1.9 |
| NE | 7 | 183 | 28 | 1 | 0 | 0 | 219 | 1.6 |
| ENE | 1 | 300 | 39 | 2 | 0 | 0 | 342 | 1.6 |
| E | 1 | 186 | 35 | 4 | 0 | 0 | 226 | 1.7 |
| ESE | 0 | 69 | 16 | 2 | 0 | 0 | 87 | 1.8 |
| SE | 2 | 33 | 6 | 2 | 0 | 0 | 43 | 1.9 |
| SSE | 0 | 31 | 7 | 1 | 0 | 0 | 39 | 1.8 |
| S | 0 | 27 | 5 | 2 | 0 | 0 | 34 | 2.0 |
| SSW | 0 | 21 | 11 | 1 | 1 | 0 | 34 | 2.4 |
| SW | 0 | 33 | 29 | 5 | 1 | 0 | 68 | 2.7 |
| WSW | 0 | 44 | 179 | 53 | 3 | 5 | 284 | 3.9 |
| W | 0 | 28 | 144 | 84 | 28 | 6 | 290 | 4.8 |
| WNW | 1 | 32 | 27 | 6 | 0 | 0 | 66 | 2.8 |
| NW | 0 | 37 | 12 | 4 | 0 | 0 | 53 | 2.3 |
| NNW | 1 | 58 | 33 | 18 | 4 | 0 | 114 | 3.0 |
| TOTAL | 14 | 1271 | 616 | 197 | 37 | 11 | 2146 | 2.6 |

[Program: EDMS_FREQDIST
Version: LC:08-JAN-90 ]

Aerovironment Environmental Services, Inc.

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*    FINAL DATA      *
*  AS OF 5/MAY/98    *
*                    *
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JOINT FREQUENCY DISTRIBUTION OF WIND SPEED VS WIND DIRECTION AVERAGE
LAX AIR QUALITY MONITORING PROGRAM (706211)
SITE (1) - LAX
01-OCT-97 to 31-DEC-97

[ Percentage of Occurrences ]

| WIND DIRECTION AVERAGE [61102] (DEGREES, COMPASS) | WIND SPEED [61101] (METERS/SECOND) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 0-.5 | 0.5-2.5 | 2.5-5.0 | 5.0-7.5 | 7.5-10 | >10 | TOTAL |
| N | 0.0 | 4.0 | 1.1 | 0.3 | 0.0 | 0.0 | 5.4 |
| NNE | 0.0 | 4.8 | 1.0 | 0.3 | 0.0 | 0.0 | 6.1 |
| NE | 0.3 | 8.5 | 1.3 | 0.0 | 0.0 | 0.0 | 10.2 |
| ENE | 0.0 | 14.0 | 1.8 | 0.1 | 0.0 | 0.0 | 15.9 |
| E | 0.0 | 8.7 | 1.6 | 0.2 | 0.0 | 0.0 | 10.5 |
| ESE | 0.0 | 3.2 | 0.7 | 0.1 | 0.0 | 0.0 | 4.1 |
| SE | 0.1 | 1.5 | 0.3 | 0.1 | 0.0 | 0.0 | 2.0 |
| SSE | 0.0 | 1.4 | 0.3 | 0.0 | 0.0 | 0.0 | 1.8 |
| S | 0.0 | 1.3 | 0.2 | 0.1 | 0.0 | 0.0 | 1.6 |
| SSW | 0.0 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 1.6 |
| SW | 0.0 | 1.5 | 1.4 | 0.2 | 0.0 | 0.0 | 3.2 |
| WSW | 0.0 | 2.1 | 8.3 | 2.5 | 0.1 | 0.2 | 13.2 |
| W | 0.0 | 1.3 | 6.7 | 3.9 | 1.3 | 0.3 | 13.5 |
| WNW | 0.0 | 1.5 | 1.3 | 0.3 | 0.0 | 0.0 | 3.1 |
| NW | 0.0 | 1.7 | 0.6 | 0.2 | 0.0 | 0.0 | 2.5 |
| NNW | 0.0 | 2.7 | 1.5 | 0.8 | 0.2 | 0.0 | 5.3 |
| TOTAL | 0.7 | 59.2 | 28.7 | 9.2 | 1.7 | 0.5 | 100.0 |

[Program: EDMS_FREQDIST
Version: LC:08-JAN-90 ]

Aerovironment Environmental Services, Inc.

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*    FINAL DATA      *
*  AS OF 5/MAY/98    *
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JOINT FREQUENCY DISTRIBUTION OF WIND SPEED VS WIND DIRECTION AVERAGE
LAX AIR QUALITY MONITORING PROGRAM (706211)
SITE (1) - LAX
01-JAN-98 to 31-MAR-98

[ Number of Occurrences ]

| WIND DIRECTION AVERAGE [61102] (DEGREES, COMPASS) | WIND SPEED [61101] (METERS/SECOND) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 0-.5 | 0.5-2.5 | 2.5-5.0 | 5.0-7.5 | 7.5-10 | >10 | TOTAL | AVG WS |
| N | 1 | 48 | 23 | 6 | 0 | 0 | 78 | 2.3 |
| NNE | 1 | 79 | 8 | 0 | 0 | 0 | 88 | 1.5 |
| NE | 1 | 143 | 11 | 0 | 0 | 0 | 155 | 1.5 |
| ENE | 0 | 248 | 19 | 2 | 0 | 0 | 269 | 1.7 |
| E | 0 | 195 | 65 | 9 | 0 | 0 | 269 | 2.1 |
| ESE | 0 | 55 | 48 | 10 | 1 | 0 | 114 | 2.7 |
| SE | 0 | 34 | 24 | 3 | 0 | 0 | 61 | 2.5 |
| SSE | 0 | 23 | 14 | 7 | 1 | 0 | 45 | 3.1 |
| S | 0 | 14 | 22 | 7 | 0 | 0 | 43 | 3.3 |
| SSW | 0 | 23 | 17 | 4 | 0 | 0 | 44 | 2.7 |
| SW | 0 | 22 | 30 | 0 | 0 | 0 | 52 | 2.8 |
| WSW | 0 | 36 | 154 | 47 | 2 | 1 | 240 | 3.8 |
| W | 0 | 25 | 169 | 104 | 42 | 12 | 352 | 5.1 |
| WNW | 0 | 29 | 38 | 10 | 3 | 0 | 80 | 3.5 |
| NW | 0 | 39 | 26 | 2 | 0 | 0 | 67 | 2.4 |
| NNW | 0 | 50 | 38 | 7 | 0 | 0 | 95 | 2.7 |
| TOTAL | 3 | 1063 | 706 | 218 | 49 | 13 | 2052 | 2.9 |

[Program: EDMS_FREQDIST
Version: LC:08-JAN-90 ]

Aerovironment Environmental Services, Inc.

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*    FINAL DATA      *
*  AS OF  5/MAY/98   *
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JOINT FREQUENCY DISTRIBUTION OF WIND SPEED V& WIND DIRECTION AVERAGE
LAX AIR QUALITY MONITORING PROGRAM (706211)
SITE (1) - LAX
01-JAN-98 to 31-MAR-98

[ Percentage of Occurrances ]

| WIND DIRECTION AVERAGE [61102] (DEGREES, COMPASS) | WIND SPEED [61101] (METERS/SECOND) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 0-.5 | 0.5-2.5 | 2.5-5.0 | 5.0-7.5 | 7.5-10 | >10 | TOTAL |
| N | 0.0 | 2.3 | 1.1 | 0.3 | 0.0 | 0.0 | 3.8 |
| NNE | 0.0 | 3.8 | 0.4 | 0.0 | 0.0 | 0.0 | 4.3 |
| NE | 0.0 | 7.0 | 0.5 | 0.0 | 0.0 | 0.0 | 7.6 |
| ENE | 0.0 | 12.1 | 0.9 | 0.1 | 0.0 | 0.0 | 13.1 |
| E | 0.0 | 9.5 | 3.2 | 0.4 | 0.0 | 0.0 | 13.1 |
| ESE | 0.0 | 2.7 | 2.3 | 0.5 | 0.0 | 0.0 | 5.6 |
| SE | 0.0 | 1.7 | 1.2 | 0.1 | 0.0 | 0.0 | 3.0 |
| SSE | 0.0 | 1.1 | 0.7 | 0.3 | 0.0 | 0.0 | 2.2 |
| S | 0.0 | 0.7 | 1.1 | 0.3 | 0.0 | 0.0 | 2.1 |
| SSW | 0.0 | 1.1 | 0.8 | 0.2 | 0.0 | 0.0 | 2.1 |
| SW | 0.0 | 1.1 | 1.5 | 0.0 | 0.0 | 0.0 | 2.5 |
| WSW | 0.0 | 1.8 | 7.5 | 2.3 | 0.1 | 0.0 | 11.7 |
| W | 0.0 | 1.2 | 8.2 | 5.1 | 2.0 | 0.6 | 17.2 |
| WNW | 0.0 | 1.4 | 1.9 | 0.5 | 0.1 | 0.0 | 3.9 |
| NW | 0.0 | 1.9 | 1.3 | 0.1 | 0.0 | 0.0 | 3.3 |
| NNW | 0.0 | 2.4 | 1.9 | 0.3 | 0.0 | 0.0 | 4.6 |
| TOTAL | 0.1 | 51.8 | 34.4 | 10.6 | 2.4 | 0.6 | 100.0 |

|Program: EDMS_FREQDIST Version: LC:08-JAN-90 ]

Appendix E
PM-10 DATA

## PM-10 CONCENTRATION SUMMARY REPORT (mG/M$^3$)

LAX

| Sample Date | Sampler # | Concentration | | % Diff |
|---|---|---|---|---|
| 08-15-97 | 2866 | 27.0 | | |
| 08-15-97 | 2873 | 28.7 | Collocated | 6.15% |
| 08-17-97 | 2865 | 14.6 | | |
| 08-17-97 | 2872 | 16.7 | Collocated | 13.34% |
| 08-19-97 | 2873 | 22.2 | | |
| 08-19-97 | 2866 | 22.1 | Collocated | -0.37% |
| | 2873 | 1.9* | | |
| 08-21-97 | 2865 | 18.9 | | |
| 08-23-97 | 2872 | 32.6 | | |
| 08-25-97 | 2865 | 36.8 | | |
| 08-25-97 | 2866 | 29.2 | | |
| 08-27-97 | 2866 | 31.0 | | |
| 08-29-97 | 2865 | 31.7 | | |
| 08-31-97 | 2873 | 2.3* | | |
| 09-02-97 | 2872 | 34.4 | | |
| 09-10-97 | 2866 | 36.3 | | |
| 09-12-97 | 2865 | 29.2 | | |
| 09-12-97 | 2873 | 28.8 | Collocated | -1.62% |
| 09-14-97 | 2872 | 35.9 | | |
| 09-16-97 | 2866 | 35.2 | | |
| 09-18-97 | 2872 | 2.8* | | |
| 09-18-97 | 2865 | 29.6 | | |
| 09-20-97 | 2873 | 30.5 | | |
| 09-22-97 | 2866 | 36.3 | | |
| 09-22-97 | 2865 | 37.3 | Collocated | 2.88% |
| 09-24-97 | 2872 | 48.6 | | |
| 09-26-97 | 2873 | 31.8 | | |
| 09/28/97 | 2866 | 42.6 | | |
| 09/30/97 | 2872 | 45.7 | | |
| 09/30/97 | 2865 | 1.4* | | |
| 10/02/97 | 2873 | 29.1 | | |
| 10/04/97 | 2865 | 25.9 | | |
| 10/04/97 | 2866 | 24.9 | Collocated | -3.75% |
| 10/06/97 | 2872 | 41.3 | | |
| 10/08/97 | 2873 | 38.4 | | |
| 10/10/97 | 2866 | 0.6* | | |
| 10/10/97 | 2865 | 24.3 | | |
| 10/12/97 | 2872 | 24.2 | | |
| 10/14/97 | 2873 | 36.4 | | |
| 10/16/97 | 2865 | 32.6 | | |
| 10/16/97 | 2866 | 35.7 | Collocated | 9.10% |
| 10/18/97 | 2872 | 44.4 | | |
| 10/20/97 | 2873 | 24.5 | | |
| 10/22/97 | 2865 | 48.1 | | |



## PM-10 CONCENTRATION SUMMARY REPORT (mG/M$^3$)

LAX

| Sample Date | Sampler # | Concentration | | % Diff |
|---|---|---|---|---|
| 10/24/97 | 2866 | 1.4* | | |
| 10/24/97 | 2872 | 37.9 | | |
| 10/26/97 | 2873 | 31.3 | | |
| 10/28/97 | 2865 | 40.6 | | |
| 10/28/97 | 2866 | 42.0 | Collocated | 3.51% |
| 10/30/97 | 2872 | 63.4 | | |
| 11/01/97 | 2873 | 61.8 | | |
| 11/03/97 | 2865 | 36.1 | | |
| 11/03/97 | 2866 | 4.4* | | |
| 11/05/97 | 2872 | 61.8 | | |
| 11/07/97 | 2873 | 43.1 | | |
| 11/09/97 | 2865 | 35.1 | | |
| 11/09/97 | 2866 | 35.2 | Collocated | 0.36% |
| 11/11/97 | 2872 | 29.0 | | |
| 11/13/97 | 2873 | 26.3 | | |
| 11/15/97 | 2872 | 2.7* | | |
| 11/15/97 | 2873 | 27.1 | | |
| 11/17/97 | 2865 | 31.4 | | |
| 11/19/97 | 2873 | 33.6 | | |
| 11/21/97 | 2872 | 36.7 | | |
| 11/21/97 | 2865 | 34.1 | Collocated | -7.34% |
| 11/23/97 | 2873 | 36.4 | | |
| 11/25/97 | 2872 | 73.8 | | |
| 11/27/97 | 2873 | 24.5 | | |
| 11/27/97 | 2872 | 0.7* | | |
| 11/29/97 | 2865 | 45.2 | | |
| 12/03/97 | 2873 | 39.3 | | |
| 12/03/97 | 2872 | 43.6 | Collocated | 10.37% |
| 12/05/97 | 2865 | 27.7 | | |
| 12-07-97 | 2873 | 10.3 | | |
| 12-09-97 | 2872 | 12.0 | | |
| 12-09-97 | 2865 | 1.1* | | |
| 12-11-97 | 2873 | 39.1 | Fire to North | |
| 12-13-97 | 2872 | 32.3 | Fire to North | |
| 12-15-97 | 2873 | 23.2 | | |
| 12-15-97 | 2872 | 26.6 | Collocated | 13.68% |
| 12-17-97 | 2865 | 44.9 | | |
| 12-19-97 | 2873 | 33.3 | | |
| 12-21-97 | 2872 | 31.2 | | |
| 12-21-97 | 2865 | 2.4* | | |
| 12-23-97 | 2873 | 58.8 | | |
| 12-25-97 | 2872 | 28.5 | | |
| 12-27-97 | 2873 | 35.9 | | |

## PM-10 CONCENTRATION SUMMARY REPORT (mG/M³)

LAX

| Sample Date | Sampler # | Concentration | | % Diff |
|---|---|---|---|---|
| 12-27-97 | 2872 | 41.2 | Collocated | 13.84% |
| 12-29-97 | 2865 | 55.6 | | |
| 12-31-97 | 2873 | 64.6 | | |
| 01-02-98 | 2872 | 25.7 | | |
| 01-02-98 | 2865 | 0.9* | | |
| 01-04-98 | 2872 | 16.7 | | |
| 01-06-98 | 2865 | 28.6 | | |
| 01-08-98 | 2872 | 57.7 | | |
| 01-08-98 | 2865 | 56.2 | Collocated | -2.60% |
| 01-10-98 | 2873 | 15.9 | | |
| 01-12-98 | 2872 | 37.7 | | |
| 01-14-98 | 2865 | 39.1 | | |
| 01-14-98 | 2873 | 0.2* | | |
| 01-16-98 | 2872 | 48.9 | | |
| 01-18-98 | 2865 | 54.7 | | |
| 01-20-98 | 2872 | 28.6 | | |
| 01-20-98 | 2865 | 27.0 | Collocated | -5.77% |
| 01-23-98 | 2872 | 54.7 | 1 | |
| 01-24-98 | 2865 | 56.1 | 1 | |
| 01-25-98 | 2872 | 72.5 | 1 | |
| 01-26-98 | 2873 | 0.6* | 1 | |
| 01-26-98 | 2865 | 82.3 | 1 | |
| 01-27-98 | 2872 | 51.5 | 1,2 | |
| 01-29-98 | 2865 | 34.8 | | |
| 02-01-98 | 2872 | 23.9 | | |
| 02-01-98 | 2873 | 24.2 | Collocated | 1.21% |
| 02-03-98 | 2865 | 14.9 | | |
| 02-05-98 | 2872 | 28.6 | | |
| 02-07-98 | 2873 | 20.9 | | |
| 02-07-98 | 2865 | 0.9* | | |
| 02-09-98 | 2872 | 16.5 | | |
| 02-11-98 | 2873 | 25.9 | | |
| 02-13-98 | 2872 | 25.1 | | |
| 02-13-98 | 2873 | 24.4 | Collocated | -2.52% |
| 02-15-98 | 2865 | 21.3 | | |
| 02-17-98 | 2872 | 13.6 | | |
| 02-19-98 | 2873 | 30.0 | | |
| 02-19-98 | 2865 | 0.7* | | |
| 02-21-98 | 2872 | 23.0 | | |
| 02-23-98 | 2873 | 7.2 | | |
| 02-25-98 | 2872 | 11.8 | | |
| 02-25-98 | 2873 | 11.0 | Collocated | -7.28% |
| 02-27-98 | 2865 | 16.9 | | |



## PM-10 CONCENTRATION SUMMARY REPORT (mG/M³)

LAX

| Sample Date | Sampler # | Concentration | | % Diff |
|---|---|---|---|---|
| 03-01-98 | 2872 | 38.6 | | |
| 03-03-98 | 2873 | 37.1 | | |
| 03-03-98 | 2865 | 0.6* | | |
| 03-05-98 | 2872 | 23.5 | | |
| 03-05-98 | 2873 | 22.3 | Collocated | -5.13% |
| 03-07-98 | 2872 | 20.1 | | |
| 03-09-98 | 2873 | 36.2 | | |
| 03-11-98 | 2865 | 32.2 | | |
| 03-13-98 | 2872 | 20.8 | | |
| 03-15-98 | 2873 | 31.2 | | |
| 03-15-98 | 2865 | 0.4* | | |
| 03-17-98 | 2872 | 25.8 | | |
| 03-19-98 | 2873 | 33.8 | | |
| 03-21-98 | 2872 | 19.8 | | |
| 03-21-98 | 2873 | 21.2 | Collocated | 6.83% |
| 03-23-98 | 2865 | 29.7 | | |
| 03-25-98 | 2872 | 10.5 | | |
| 03-25-98 | 2865 | 1.6* | | |
| 03-27-98 | 2873 | 22.6 | | |
| 03-29-98 | 2872 | 14.4 | | |
| 03-31-98 | 2873 | 21.2 | | |
| Minimum | | 7.2 | | |
| Maximum | | 82.3 | | |
| Average | | 33.1 | | |
| Median | | 31.2 | | |
| Precision | 2.25% | ± | 9.80% | |

* Dynamic Blank
1 - Noon to Noon
2 - Ran 48 hours

State and Federal Criteria:
State: 50 mg/m3 (24 hour)
Federal: 150 mg/m3 (24 hour), 50 mg/m3 (annual)

LAX Master Plan

# TECHNICAL REPORT
# DEPOSITION MONITORING

March 1998

Prepared for:

Los Angeles World Airports

Prepared by:

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Draft Version #1

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# Deposition Monitoring

## 1.0 INTRODUCTION

### 1.1 PURPOSE

Particulate deposition is of concern in the communities and school districts surrounding LAX, as represented by a significant number of deposition/"soot" comments received during the LAX Master Plan EIS/EIR Notice of Preparation comment period. This monitoring study was performed to determine dry deposition rates in the area immediately surrounding LAX, the chemical constituents of the deposed particulate, and to analyze the potential sources of the particle deposition found during this study.

### 1.2 SAMPLING METHODOLOGY

Passive monitoring was performed at several locations surrounding LAX in order to determine dry deposition rates and chemical constituents. Two passive filter samples were collected at each location twice daily. The sampling times were from twelve 12:00 noon to 8:00 p.m. ("daytime") and 8:00 p.m to 12:00 noon ("nighttime") daily. The twice-daily sampling was performed in order to determine the deposition rates and composition during periods of onshore wind (daytime) versus during periods of offshore wind (nighttime). Historic January LAX meteorological data was used to determine the normal daily daytime and nighttime periods of onshore and offshore winds, respectively. The 8-hour daytime sample period was selected to maximize the frequency of onshore winds during daytime sampling; therefore, onshore winds in the late morning and early evening occur during the nighttime sampling period.

The deposition monitoring "stations" were comprised of two sample filters clipped on separate stainless steel frames placed in a container surrounded by a short wind fence. The deposition monitoring was performed by AeroVironment Environmental Services, Inc. (AeroVironment), under a contract with and oversight by PCR. Additional description of the monitoring station setup with station photographs is provided in the Aerovironment Environmental Services (AVES) Inc. report (AVES, 1998a), provided as **Attachment A**.

One filter from each sample period was weighed prior to and after sampling, and a deposition weight was determined for each of the twice daily deposition samples. The samples were combined into two sets of 12 composite samples by location and sampling period (i.e. daytime or nighttime) for analysis. The first set of 12 composite samples (plus one quality control field blank) were analyzed for the following nineteen polycyclic aromatic hydrocarbons (PAHs): acenaphene, acenaphtylene, anthracene, benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(e)pyrene, benzo(g,h,i)perylene, benzo(k)fluoranthene, chrysene, dibenz(a,h)anthracene, fluoranthene, fluorene, indeno(1,2,3-cd)pyrene, 2-methylnapthalene, napthalene, perylene, phenathrene, and pyrene. The second set of 12 composite samples (plus one quality control field blank) were analyzed for the following 12 metals; arsenic, beryllium, cadmium, chromium, copper, lead, manganese, mercury, nickel, selenium, vanadium, and zinc). The analytical methods are more thoroughly described in **Attachment A**.

### 1.3 MONITORING STATION LOCATIONS

Deposition monitoring was performed at a total of six locations surrounding LAX. The name and general location of the six sampling locations are provided on **Table 1-1** and are shown on **Figure 1-1**.

**Table 1-1**
**Depostion Sampling Stations**

| Station Name | On-Airport/Off-Airport | General Location |
|---|---|---|
| Ambient Monitoring Site | On-Airport | East of Runway 25R |
| West-side Dunes | On-Airport | West of Runway 24L |
| Warren Lane School | Off-Airport | Three miles West of Airport |
| Felton Ave School | Off-Airport | East of Runway 25R & Across the I-405 |
| Paseo Del Rey School | Off-Airport | Northwest of Runway 24R |
| Imperial Ave School | Off-Airport | South of Runway 25L |





The six monitoring stations are more thoroughly described as follows:

#### AMBIENT MONITORING SITE

This monitoring station was located at ground level approximately 2020 feet east Runway 25R/7L near the Ambient Monitoring Station. This site is located on access controlled airport owned property.

#### WEST-SIDE DUNES

This monitoring station was located at ground level in a clear area just south of the former Century Blvd on the top of the dunes at an elevation of 150 feet above sea level. This site, which is located just within the El Segundo Blue Butterfly Preserve, is 1,300 feet west southwest of the west end of Runway 24L/6R. This site is located on access restricted and controlled airport owned property.

#### WARREN LANE SCHOOL

This monitoring station was located on the first story roof of the audio/visual room at the Warren Lane School. The site is located approximately 3.25 miles east northeast of Runway 25R/7L in between the main east/west arrival flight paths for LAX. The Warren Lane School is a grade school in the City of Inglewood School District.

#### FELTON AVENUE SCHOOL

This monitoring station was located on the roof of the auditorium of the Felton Avenue School, which would be equivalent to a second story roof. The school's Principal selected this site as the most secure sampling location. The monitoring site is located 4,100 feet east of and directly in the arrival/departure flight path of Runway 25R/7L. The Felton Avenue School is a grade school in the City of Lennox School District.

#### PASEO DEL REY SCHOOL

This monitoring station was located on the roof of a recently constructed and unoccupied bungalow on the northeast side of the school campus. This site was identified as the most secure location that was located away from trees and other monitoring obstructions. The monitoring site is located 3,100 feet north northwest of the western end of Runway 24R/6L. The Paseo del Rey School is a natural science magnet grade school in the Los Angeles Unified School District.

#### IMPERIAL AVENUE SCHOOL

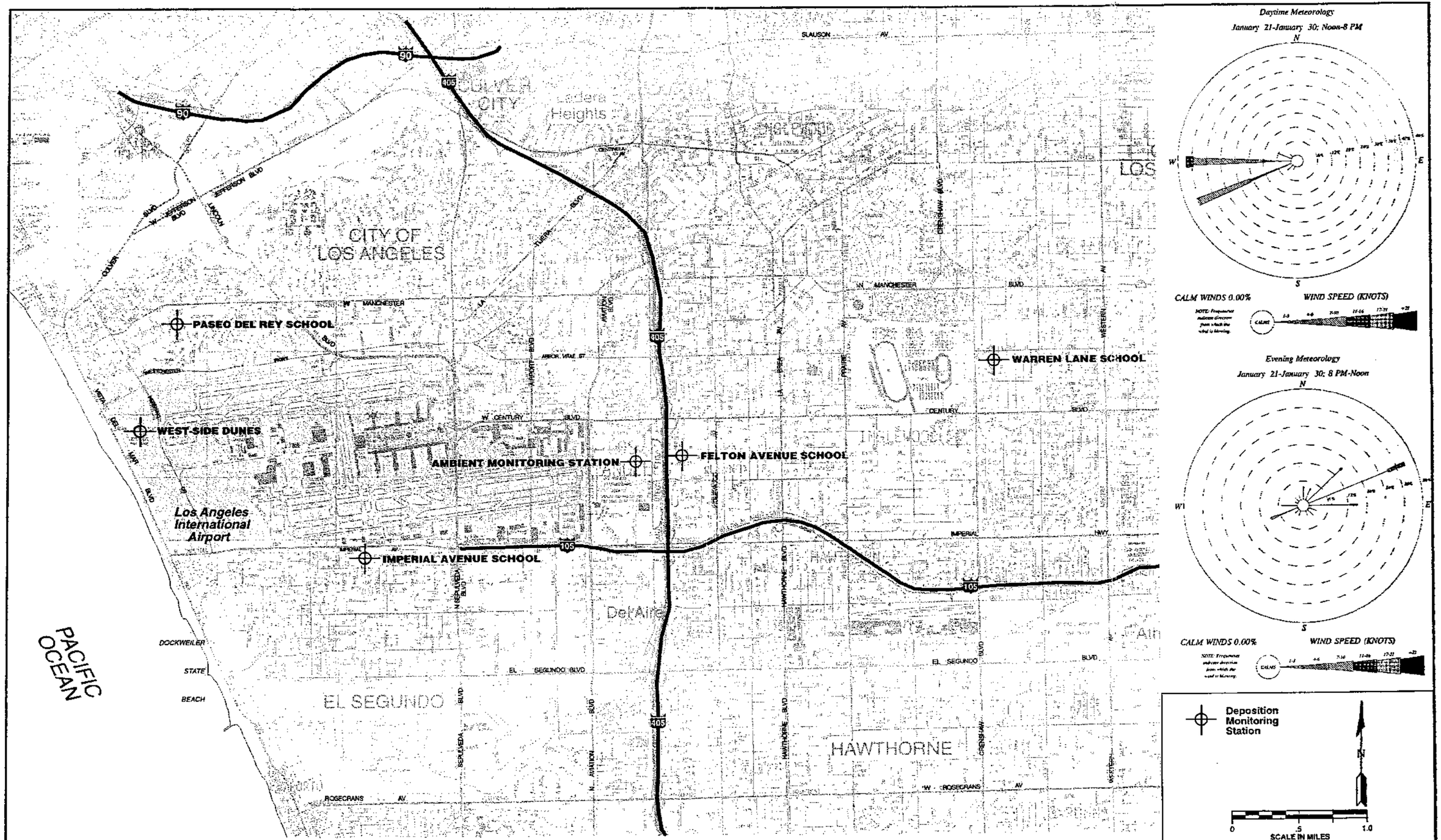
This monitoring station was located on the roof of the patio area south of the school's main office building. The monitoring site is located 1,600 feet south of Runway 25L/7R and 3,400 feet directly south of the southern tip of the Tom Bradley International Terminal. The Imperial Avenue School is a Los Angeles County operated school for the severely developmentally disabled, which is on a site leased from the City of El Segundo School District.

## 2.0 MONITORING RESULTS

The following sections present the deposition monitoring results, the site meteorological conditions observed during the monitoring period, and the characteristic airport operations that occurred during the sampling period.

### 2.1 DEPOSITION MONITORING SUMMARY

The dry deposition sampling was performed starting at 8:00 p.m. January 21st, 1998, and ending 8:00 p.m. January 30th, 1998. A total of 9 daytime samples and 8 nighttime samples were collected at each location, with the exception of the Felton Avenue School where daytime filters on January 22nd, 23rd, and 25th were lost or damaged due to high winds; requiring the wind fence height at the Felton Avenue School monitoring station to be raised to stop filter loss. Wet weather caused the loss of the nighttime sample ending on January 29th. It was determined that the daytime filters collected on January 30th would not be analyzed due to the disturbed post frontal conditions occuring during the last day of sampling. The average and maximum deposition rates for each of the six stations are shown on **Table 2-1**.




# Los Angeles International Airport Master Plan

**Deposition Monitoring Station Locations**

Figure 1-1

**Table 2-1**

**Average and Maximum Sampled Deposition Rates ($\mu g/m^2/s$)**

| Monitoring Location | Average Deposition Rate: Daytime | Nighttime | 24-Hour | Maximum Daytime Deposition |
|---|---|---|---|---|
| Ambient Monitoring Site | 2.32 | 1.23 | 1.59 | 3.09 |
| West-side Dunes | 2.21 | 1.12 | 1.48 | 2.96 |
| Warren Lane School | 2.37 | 1.40 | 1.72 | 3.07 |
| Felton Avenue School | 3.51 | 1.35 | 2.07 | 6.30 |
| Paseo Del Rey School | 2.24 | 1.08 | 1.47 | 2.87 |
| Imperial Avenue School | 1.97 | 1.16 | 1.43 | 2.99 |

Source: AeroVironment Environmental Services, 1998 (Attachment A)

The Felton Avenue School was found to have the highest average deposition rate and the Imperial Avenue School was found to have the lowest average deposition rate. The Warren Lane School had the highest nighttime deposition rate and the second highest overall deposition rate. The PAH and metals deposition rates determined for each of the sampling locations are shown in **Table 2-2**. A summary of the gravimetric and chemical analysis data for each of the monitoring stations is as follows:

## AMBIENT MONITORING SITE

The ambient monitoring site was found to exhibit average deposition rates, based on the six monitoring stations, for both daytime and nighttime monitoring periods. No abnormally high deposition rates were observed during the monitoring period; however, the January 29th daytime filter gravimetric results were negative indicating a loss of filter material. Chemical analyses of the daytime composite filter indicates the presence of copper and zinc and the potential presence of lead and nickel. The nighttime composite filter analysis indicates the presence of zinc and the potential presence of copper, lead and manganese. The daytime copper concentration was the highest found at any of the monitoring sites, and the nighttime sample was the only sample to find manganese above the analytical method detection limit. No PAH compounds were detected.

This monitoring station was located at ground level. Therefore, there is a higher potential for wind borne soil to impact the sampling results.

## WEST-SIDE DUNES

The West-Side Dunes monitoring site was found to exhibit below average deposition rates, based on the six monitoring stations, for both daytime and nighttime monitoring periods. No abnormally high deposition rates were observed during the monitoring period; however, the January 29th daytime filter gravimetric results were negative indicating a loss of filter material. Chemical analyses of the daytime composite filter indicates the presence of zinc and the potential presence of nickel. The nighttime composite filter analysis indicates the potential presence of copper. The daytime zinc concentration that was found for this site was the highest found. The potential presence of fluorene was found in the nighttime samples. No PAH compounds were detected in the daytime samples.

This monitoring station was located at ground level. Therefore, there is a higher potential for wind borne soil to impact the sampling results.

## WARREN LANE SCHOOL

The Warren Lane School monitoring site was found to exhibit the highest nighttime deposition rates and average daytime deposition rates, based on the average of the six monitoring stations. The highest single nighttime deposition rate was found at this site for the sample starting on January 21st. Chemical analyses of the daytime composite filter indicates the potential presence of copper and nickel. The nighttime composite filter analysis indicates the potential presence of copper and lead. No PAH compounds were detected.





**Table 2-2**

**Chemical Specific Deposition Rates ($\mu g/m^2/hr$)**

| Chemical Constituent | Deposition Monitoring Stations: Ambient Monitoring Site Daytime | Ambient Monitoring Site Nighttime | West-side Dunes Daytime | West-side Dunes Nighttime | Warren Lane School Daytime | Warren Lane School Nighttime | Felton Avenue School Daytime | Felton Avenue School Nighttime | Paseo del Rey School Daytime | Paseo del Rey School Nighttime | Imperial Ave. School Daytime | Imperial Ave. School Nighttime |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Metals | | | | | | | | | | | | |
| Arsenic | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Beryllium | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Cadmium | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | 1.18[a] | ND[a] | ND[a] | ND[a] |
| Chromium | [a] | [a] | [a] | [a] | [a] | [a] | [a] | [a] | [a] | [a] | [a] | [a] |
| Copper | 19.36 | 5.11[a] | 4.69[a] | 8.35[a] | 2.82[a] | 10.15[a] | 4.06[a] | 1.09[a] | [a] | [a] | [a] | 4.32[a] |
| Lead | 1.04[a] | 0.66[a] | [a] | [a] | 0.76[a] | 3.99[a] | 0.99[a] | [a] | [a] | [a] | [a] | 0.57[a] |
| Manganese | ND[a] | 1.14[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Mercury | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Nickel | 3.99[a] | ND[a] | 1.90[a] | ND[a] | 4.13[a] | ND[a] | ND[a] | 1.49[a] | 4.69[a] | 1.57[a] | 1.91[a] | 1.16[a] |
| Selenium | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Vanadium | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | 3.06[a] | ND[a] |
| Zinc | 11.50 | 5.87 | 18.62 | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| PAHs | | | | | | | | | | | | |
| Acenaphene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Acenaphtylene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Anthracene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Benzo(a)anthracene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Benzo(a)pyrene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Benzo(b)fluoranthene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Benzo(e)pyrene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Benzo(g,h,i)perylene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Benzo(k)fluoranthene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Chrysene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Dibenz(a,h)anthracene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Fluoranthene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | 0.017[a] |
| Fluorene | ND[a] | ND[a] | ND[a] | 0.023[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | 0.024[a] | ND[a] | ND[a] |
| Indeno(1,2,3-cd)pyrene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| 2-Methylnaphtalene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Naphtalene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Perylene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Phenanthrene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |
| Pyrene | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] | ND[a] |

[a]ND – Not Detected above the method detection limit. The detection limits for each test, in ng, are provided in Attachment A.
[b]This data is suspect because it is either: 1) less than twice the method detection limit or 2) less than three times the concentration found for the method blank.
[c] – Invalidated data. This data has been invalidated because the concentration for this chemical was found to be below the concentration found for the method blank.

Source: AeroVironment Environmental Services, 1998 (Attachment A)

### FELTON AVENUE SCHOOL

The Felton Avenue School monitoring site was found to exhibit the highest overall and daytime deposition rates, and the second highest nighttime deposition rate. The highest single deposition rate was found at this site for the daytime sample of January 24th. Three of the daytime filters were lost due to high winds. Chemical analyses of the daytime composite filter indicates the potential presence of copper and lead. The nighttime composite filter analysis indicates the potential presence of copper, lead and nickel. The daytime lead concentration found at this site was the highest observed at any of the monitoring sites, and the daytime copper concentration was the second highest observed. No PAH compounds were detected.

This monitoring station was located on top of the auditorium, which is at an approximate second story level. With respect to ground level, this is the highest of the six monitoring stations.

### PASEO DEL REY SCHOOL

The Paseo del Rey School monitoring site was found to exhibit average daytime deposition rates, based on the six monitoring stations, and the lowest nighttime deposition rates. No abnormally high deposition rates were observed during the monitoring period. Chemical analyses of the daytime composite filter indicates the potential presence cadmium, lead, and nickel. The nighttime composite filter analysis indicates the potential presence of nickel. The daytime nickel concentration found at this site was the highest found, and this daytime sample was the only sample to find cadmium above the analytic method detection limit. The potential presence of fluorene was found in the nighttime samples. No PAH compounds were detected in the daytime samples.

### IMPERIAL AVENUE SCHOOL

The Imperial Avenue School monitoring site was found to exhibit the lowest overall and daytime deposition rates, and below average nighttime deposition rates. No abnormally high deposition rates were observed during the monitoring period. Chemical analyses of the daytime composite filter indicates the presence of zinc and the potential presence of nickel and vanadium. The nighttime composite filter analysis indicates the potential presence of copper, lead and nickel. The daytime samples at this site were the only one to find vanadium above the analytical method detection limit. The potential presence of fluoranthene was found in the nighttime samples. No PAH were detected in the daytime samples.

## 2.2 METEOROLOGICAL CONDITIONS MONITORING

The average hourly wind directions and wind speeds observed at the ambient monitoring station during the dry deposition sampling, by sampling interval, are shown on **Table 2-3**. The daytime and nighttime wind condition wind roses are shown on **Figure 1-1**.

**Table 2-3**

**Average Wind Direction and Speed During Deposition Sampling**

| | Average Wind Direction (deg) | | Average Wind Speed (m/s) | |
|---|---|---|---|---|
| Date Sample Started | Daytime | Nighttime | Daytime | Nighttime |
| Wednesday, January 21st, 1998 | – | 53.6 | – | 1.5 |
| Thursday, January 22nd, 1998 | 259.8 | 94.6 | 3.9 | 1.6 |
| Friday, January 23rd, 1998 | 258.6 | 56.6 | 4.5 | 1.4 |
| Saturday, January 24th, 1998 | 258.7 | 74.2 | 2.9 | 0.8 |
| Sunday, January 25th, 1998 | 261.2 | 35.8 | 3.9 | 1.3 |
| Monday, January 26th, 1998 | 261.6 | 79.8 | 2.9 | 1.2 |
| Tuesday, January 27th, 1998 | 256.6 | 90.7 | 3.6 | 1.6 |
| Wednesday, January 28th, 1998 | 246.0 | Rain | 3.0 | Rain |
| Thursday, January 29th, 1998 | 274.1 | 38.0 | 7.7 | 1.9 |
| Friday, January 30th, 1998 | 254.4 | – | 3.5 | – |

Source: Aerovironment Environmental Services, 1998 (AVES, 1998b)





The winds encountered during the sampling period showed the expected distinctive daytime onshore, and nighttime mixed offshore wind patterns. The daytime hourly wind direction was particularly stable with a low from 204.9 degrees a high from 297.2 degrees and an average wind direction from 259.0 degrees. Seventy-six percent of the daytime hourly wind direction data collected from the ambient monitoring station were within ±10 degrees of the daytime average wind direction and only 6 hours of the total 72 hours of the daytime sampling period were greater than ±30 degrees of the average wind direction. The daytime hourly wind speeds during the sampling period were a maximum of 9.9 m/s, a minimum of 0.9 m/s, and an average of 4.0 m/s. Seventy-nine percent of the daytime hourly wind speeds were within ±2 m/s of the daytime average wind speed. The January 29th daytime wind speeds were observed to be considerably higher than average due to disturbed post-frontal conditions.

The nighttime wind direction was less stable than the daytime wind direction, with the hourly wind direction averaging from 65.4 degrees. Thirty-four percent of the nighttime hourly wind direction data collected from the ambient monitoring station were within ±10 degrees of this nighttime average wind direction, fifty-four percent of the data were within ±20 degrees of the nighttime average wind direction, and thirty-seven percent of the data were greater than ±30 degrees of the nighttime average wind direction. These averages are greatly influence by the first hour of the sample in the evening and the last hour of the sample in the morning, which displayed daytime wind characteristics. The nighttime hourly wind speeds during the sampling period showed a maximum of 3.7 m/s, a minimum of 0.4 m/s, and an average of 1.4 m/s. Ninety-five percent of the nighttime hourly wind speed data were within ±1 m/s of the nighttime average wind speed.

## 2.3 AIRPORT OPERATIONS MONITORING

LAX normally operates with flights arriving from and departing toward the east to west due to the predominant west and west-southwest (onshore) wind direction, and due in particular to the strong daytime onshore winds. The airport operates in this east/west direction for approximately 94% of all daytime operations (i.e. arrivals and departures) and 90% of all nighttime operations (Landrum & Brown, 1997a). During the deposition monitoring period the airport operated continually in the east/west direction without a single turnaround (Landrum & Brown, 1998).

Using 1996 operations data (Landrum & Brown, 1997b), forty-six percent of the daily operations occur during the daytime sampling period which corresponds to an average rate of 129 operations per hour. Fifty-four percent of the daily operations, corresponding to an average rate of 75 operations per hour, occur during the nighttime sampling period. The bulk of these "nighttime" operations occur in the first four and last six hours of the 16-hour sampling period, as a total of ninety-eight percent of the total daily operations occur between 6:00 a.m. to midnight.

# 3.0 ANALYSIS OF RESULTS

The following provides a general analysis and a source attribution analysis of the deposition monitoring results.

## 3.1 GENERAL ANALYSIS

The deposition rate data is somewhat suspect due to the limited time available for the sampling program. Several of the net filter weights were found to be negative; therefore, these filters were assumed to be damaged and were not included in the average gravimetric result data.

The majority of the metals and PAH composition data are either non-detect values, invalidated or qualified. The analytic data was invalidated when the detected concentration of the sample was found to be below the detected concentration of the method blank. Data was qualified when the detected concentration of the sample was either less than three times the detected concentration of the method blank or less than twice the method detection limit. The only unqualified composition data is the daytime copper result for the Ambient Monitoring Station site and both the daytime and nighttime zinc results and daytime zinc results for the Ambient Monitoring Station and West-side Dunes site, respectively. All of the chromium results and selected copper and lead results were invalidated due to detected concentrations that were below that determined for the method blank. The single positive detection result for cadmium, manganese and vanadium; seven of the positive detection results for copper and lead; and all eight of the positive detection results for nickel are qualified. All three of the positive PAH results are qualified.

There were no significant patterns regarding the chemical composition found in the deposition samples, with

the exception of three of the four non-qualified metals composition data being found at the ambient monitoring site. Metals can be attributed to anthropomorphic and non-anthropomorphic sources. PAH can only be attributed to anthropomorphic sources; however, the potential impact of some of these anthropomorphic sources, such as, wood burning and structure (building, car, etc.) fires cannot be ascertained.

The daytime wind pattern provides a mechanism for the transport of depositional materials from the airport to the east sampling locations (i.e. Ambient Monitoring Station, Felton Avenue School, and Warren Lane School monitoring locations). However, the higher daytime wind speeds would tend to discourage deposition of smaller particles that are generally associated with the anthropomorphic particulate emission sources from the airport, and are favorable for causing large particulate re-entrainment and deposition from roadways, non-vegetated open areas, etc.

The variable nighttime wind pattern provides a potential mechanism for the transport of depositional materials from the airport to locations west, south, and north (i.e. West-Side Dunes, Imperial Avenue School, and Paseo del Rey School monitoring locations) in that order of potential impact. While, the particulate emissions rates decrease significantly at night, the lower nighttime wind speeds are more favorable for the deposition of smaller particles.

The majority of the particulate emissions from the airport are from aircraft and associated ground service equipment operations which exhibit a distinctive 6:00 a.m. to midnight operating pattern. The predominant east to west flight paths, diurnal airport operations, and general wind patterns would suggest that the majority of particulate emissions from the aircraft would be transported to the east.

The most significant particulate emission sources from the airport are the aircraft engines and tire wear and road dust from aircraft arrival, taxi, and departure and on-airport vehicle traffic. Vehicle emissions and road dust are the primary non-airport particulate emission sources.

## 3.2 SOURCE ATTRIBUTION ANALYSIS

The gravimetric results, coupled with the observed meteorological conditions, do not indicate that the airport is the major source of particulate deposition in the area surrounding LAX. The daytime Ambient Monitoring Station site results are significantly lower than those of the Felton Avenue School site, which is across the I-405. The meteorological conditions would suggest that the Ambient Monitoring Station site should be more directly impacted by the airport during the daytime and that the West-side Dunes, Imperial Avenue School and Paseo del Rey School sites should be more severely impacted during nighttime conditions if the airport was the main cause of particulate deposition in the general area. Using the daytime West-Side Dunes location as background the incremental increase from west to east from this site to the Ambient Monitoring Site is only 0.11 $\mu g/m^2/s$, or a 5% increase. However, the incremental increase from the Ambient Monitoring Station to the Felton Avenue School is 1.19 $\mu g/m^2/s$, or a 51% increase. These results imply that the I-405 freeway is a more significant source of particulate deposition than the airport complex.

The metals and PAH analytical results did not provide a clear basis for analysis due to the overwhelming number of non-detect and qualified data. The limited chemical composition data, and the lack of soil chemical composition data, do not allow for a chemical mass balance analysis. A qualitative analysis of the monitoring station locations, deposition rates, compositions, and wind directions was used to determine probable sources of the observed particulate deposition. Additionally, available airport metal emission source profiles, as summarized in **Table 3-1**, and PAH emission factor data, summarized in **Table 3-2**, were used to determine the likely sources of the detected chemical compounds.

Copper detected at the Ambient Monitoring Site and Felton Avenue School may be a result of airport related emissions, namely aircraft brake wear. This is further supported by the higher detected daytime copper concentration at the Warren Lane School and the detected nighttime copper concentrations at the West-Side Dunes and Imperial Avenue School sites. Aircraft brake wear copper emissions would be generated on both north and south runway complexes and would be expected to be transported to the west during daytime wind conditions and generally to the south and east during nighttime wind conditions. This daytime/nighttime wind pattern is the same as the copper detection pattern at all of the monitoring stations, including the Paseo del Rey School site which had no valid copper detection results.

Zinc detected at the Ambient Monitoring Site and Ambient Monitoring Site is believed to be non-anthropomorphic in origin based on the high daytime zinc concentration detected at the West-Site Dunes site, which is treated as a background sample (i.e. not airport impacted) during high wind speed daytime





onshore winds. Additionally, these two ground level on-airport monitoring sites were located in open areas that are poorly vegetated, causing the potential for soil particulate deposition which is a potential source of the detected zinc.

**Table 3-1**

**Airport Metal Emission Source Profiles**

| Source | Copper | Lead | Manganese | Nickel | Zinc |
|---|---|---|---|---|---|
| Aircraft Engines | 0.0084 | 0.0021 | 0.0017 | 0.0073 | 0.0028 |
| Tire Wear | 0.0000040 | 0 | 0.000003 | 0 | 0.010 |
| Brake Wear | 0.023 | 0 | 0 | 0 | 0 |
| Airport (Logan) | 0.052 | 0 | 0.00026 | 0.002 | 0.0095 |

Source: TRC Environmental Corporation (TRC, 1997)

**Table 3-2**

**PAH Emission Factors**

| Source | Units | Fluorene | Fluoranthene |
|---|---|---|---|
| Composite Aircraft | g/LTO | not available | 0.0035 |
| Diesel Engines | g/1000 liter | 0.078 to 1.46 | 0.034 to 0.16 |
| Wood Combustion | g/tonne | 12 | 10 |

Sources: CDM/PCR, 1998, Baseline Air Quality Data (Composite Aircraft)
CARB, 1996 (Diesel Engines)
USEPA, 1995 (Wood Combustion)

Analysis of the deposition data and emission factor data, shown in **Table 3-2**, supports a conclusion that the fluorene detected at the West-side Dunes and Paseo del Rey School sites are likely attributable emissions from to residential fireplaces. Fluorene emissions factors from wood combustion are high in comparison with other potential fluorene emission sources and are emitted near ground level. Fluorene emissions from wood combustion can be associated with both small particles (i.e. aerosols) and extremely large ash/soot particles that depose easily during calm nighttime wind conditions. Additionally, the winter sampling period, the normal nighttime use of fireplaces, and the location of the detected fluorene in relation to nighttime wind direction data further support this conclusion. The fluoranthene detected at the Imperial Avenue School is most likely attributable to either residential fireplaces or the road paving operations being performed by the City of El Segundo on and near Maple Street south of the school during the sampling period. Road paving emission factors were not available for fluorene or fluoranthene; however, asphalt batch plant emission factors indicate that these are two of the highest emitted PAH from asphalt operations.

The PAH deposition analytical results are in severe contrast with the $PM_{10}$ PAH analysis performed between January 24th and January 29th, 1998, at the ambient monitoring station (AVES, 1998c) that is provided as **Attachment B**. The $PM_{10}$ fraction particulate was found to contain measurable quantities of all PAH analyzed. The $PM_{10}$ PAH concentrations, if expressed as fractions and contained in the same fractions in the deposed particulate, would have been above method detection limits (i.e. 100 ng/sample) for the deposition particulate analysis. However, there were only three PAH detections out of a potential 228 for the deposition samples; therefore, the results from these two analyses suggest that airport related PAH emissions are contained almost exclusively on particles under 10 microns in size.

# 4.0 CONCLUSIONS

The gravimetric data collected at the six monitoring stations tend to eliminate the airport as the major deposition source for the areas directly adjacent to the airport. The deposition rate data implicates freeway traffic for high daytime concentrations observed at the Felton Avenue School site. The nighttime concentration

data, highest at the Warren Lane School and Felton Avenue School during off-airport wind conditions implicate non-airport related particulate emissions sources to the east of the airport.

The copper composition data indicates that a small fraction of the total deposition seen in the daytime is potentially from aircraft braking. The flourene found deposited on nighttime samples collected north and west of the airport, appear to the result of residential wood combustion. The fluoranthene found deposited on nighttime samples collected south of the airport appear to be the result of either residential wood combustion, or road paving that was being performed near the Imperial Avenue School during the monitoring period.

The limited monitoring duration and time of year, while required to meet project schedule requirements, were not optimal for dry deposition monitoring. The limited nature of this study did not allow for the determination of summertime maximum deposition rates or provide data necessary to perform a mass balance analysis. Therefore, to fully answer the questions raised by the public regarding deposition, it is recommended that larger filter size, and longer sampling period, deposition samples be collected during the summer. Additionally, it is recommended that these summertime samples be analyzed for PAH and selected metals, along with additional heavy hydrocarbons and selected inorganic compounds (i.e. sulfur, chlorine, etc.).

## 5.0 REFERENCES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# Attachment A

# Dry Deposition Monitoring at Los Angeles International Airport


**Prepared By:**

**AeroVironment Environmental Services, Inc.**

AeroVironment Environmental Services Inc.
AVES
An AeroVironment Inc. Affiliate

DRY DEPOSITION MONITORING
AT LOS ANGELES
INTERNATIONAL AIRPORT

Measurement Period:

January 21 to 30, 1998

AVES-R-50254-D001
AVES Project: 50254-D001

FINAL REPORT

DRY DEPOSITION MONITORING
AT LOS ANGELES
INTERNATIONAL AIRPORT

Measurement Period:

January 21 to 30, 1998

Prepared for

Planning Consultants Research
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By

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March 1998

## EXECUTIVE SUMMARY

- **Mass**

The mass of the deposition samples varied from 700 to 8,100 µg on to the 8" x 10" collection surfaces for the 8- and 16-hour collection periods. The average nighttime deposition rate for all six sites was 35,287 µg/m²/hr. The average deposition rate for the daytime samples for all six sites was 61,413 µg/m²/hr.

- **Polynuclear Aromatic Hydrocarbons**

High resolution GC/MS analyses of the composites of the six daytime and six nighttime samples determined the presence of fluorene, and fluoranthene in three nighttime samples only. Fluorene was detected in two of the analyses which corresponded to Sites 2 and 5. The fluorene concentrations were 149 (Site 2) and 155 (Site 5) ng/sample which translated to deposition rates of 23.13 ng/m²/hr and 23.81 ng/m²/hr, respectively. Fluoranthene was detected in one of the analyses which corresponded to Site 6. The fluoranthrene concentration was 110 ng/sample which translated to a deposition rate of 16.80 ng/m²/hr.

- **Metals**

The atomic absorption (AA) or inductively coupled ion spectroscopy (ICP) analyses of the composites of the eight daytime and eight nighttime samples determined the presence of concentrations of the chromium (Cr), copper (Cu), lead (Pb), maganese (Mn), nickel (Ni), vanadiam (V), and zinc (Zn) to vary from 0.05 µg/m²/hr for Pb to 1.94 µg/m²/hr for Cu for the daytime samples, and 0.03 µg/m²/hr for Pb to 0.59 µg/m²/hr for Zn for the nighttime samples.



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## Section 1

## INTRODUCTION

Between January 21 and 30, 1998, AeroVironment Environmental Services Inc. (AVES) conducted dry deposition monitoring at six locations (Figure 1-1) surrounding the Los Angeles International Airport (LAX). The monitoring was conducted as part of the LAX Master Plan Phase III Environmental Impact Survey/Report (EIS/R) preparation. The scope of this program involved the collection of:

- Dry deposition samples at six sites. Two quartz fiber 8" x 10" sample filters (one tared and one untared), per sampling period, per site, were attached to 8" x 10" stainless steel plates and placed flat in a galvanized wash tub for periods of approximately eight (daytime samples) and 16 (nighttime samples) hours. The daytime samples were started at around 12:00 hours Pacific Standard Time (PST), and were removed at around 20:00 hours PST. The nighttime samples were started at around 20:00 hours PST and were removed around 12:00 hours PST on the following day. The daytime sample periods were planned to correspond to the period of sea breeze conditions, while the nighttime samples were planned to correspond to the period of land breeze conditions. The untared filters were analyzed for PAH. The tared filters were analyzed for total mass and 12 metals, which included arsenic, beryllium, cadmium, chromium, copper, lead, mercury, manganese, nickel, selenium, vanadium, and zinc.

- Continuous meteorological data at one site including wind speed, wind direction, ambient temperature, delta temperature, relative humidity, and total solar radiation.

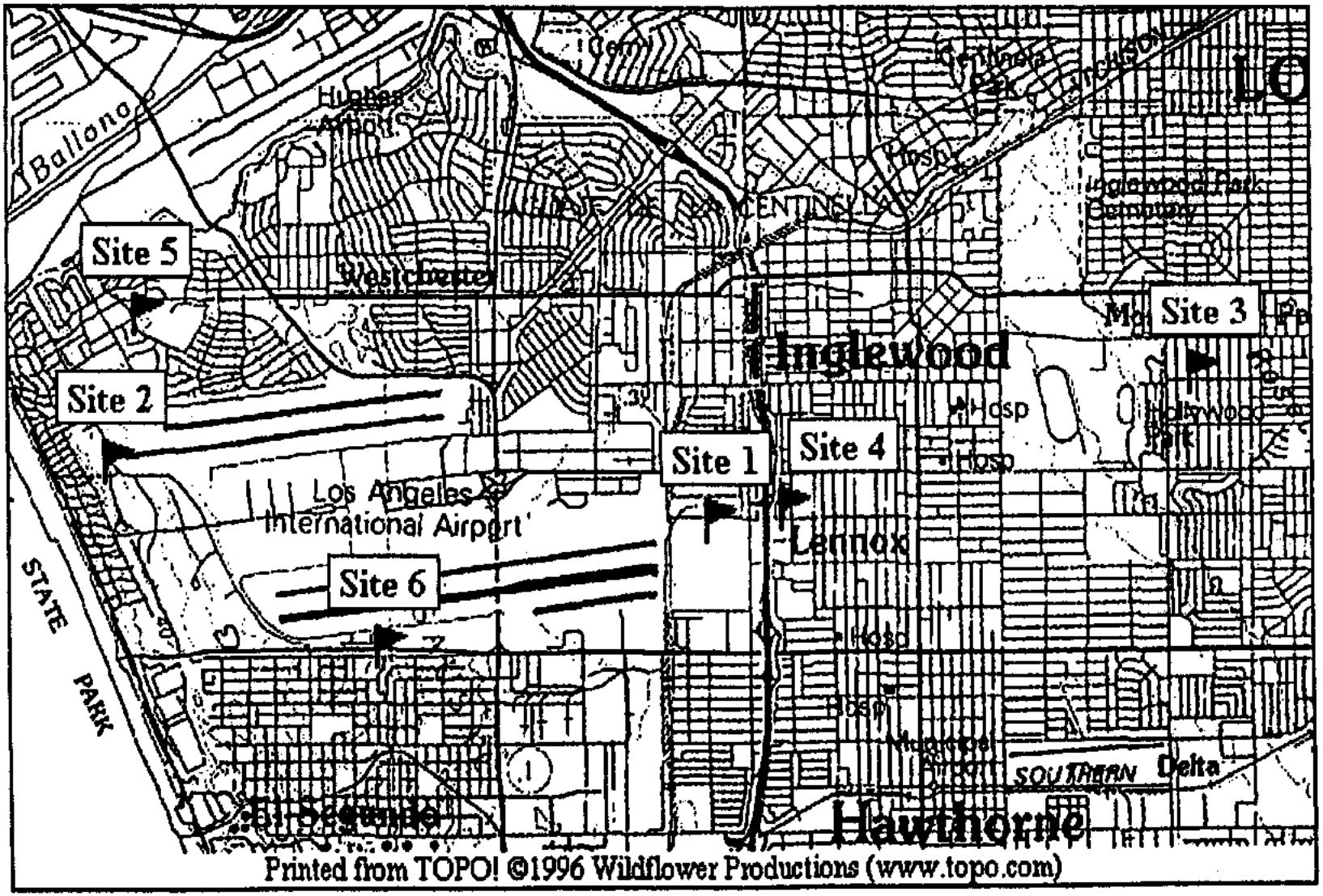


FIGURE 1-1. Map of Sampling Sites.

## Section 2

## DESCRIPTION OF SAMPLING EQUIPMENT

### 2.1 DRY DEPOSITION SAMPLER

The deposition samplers (Figures 2-1 and 2-2) consisted of three-foot diameter galvanized wash basins, in which two sample filters were placed at a time. The filters were first attached to stainless steel plates to prevent them from coming in contact with the galvanized steel wash basins. A wind fence was installed around the wash basin approximately four feet from the basin on all sides. The height of the wind fences was approximately two feet. The purpose of the wind fences was to minimize turbulence above the filters to ensure that the particles would land on the filters and to minimize sample loss from the same turbulence. Both filters were quartz fiber. One filter was analyzed for PAH; the other for total mass and selected metals.

### 2.2 METEOROLOGICAL MONITORING

Meteorological monitoring (see Figure 2-1) was conducted in accordance with the U.S. EPA monitoring guidelines for prevention of significant deterioration (PSD) (EPA, 1987). These monitoring guidelines cover all aspects of the data collection process including site selection, sensor and inlet exposure, instrument performance, data collection intervals, averaging periods, quality control checks, data processing and archiving, audits, and reporting. Instrument procedures were specified in the EPA guidance documentation for air quality and meteorological data collection (EPA, 1994a, 1994d).

- **Wind Speed, Wind Direction, and Sigma Theta**

The wind speed and direction measurements were made using an R.M. Young Model 05305 wind sensor. This wind system is comprised of a propeller anemometer mounted on a directional wind vane. The model 05305 was designed to meet the starting threshold and accuracy specifications recommended in the EPA PSD Guidelines (EPA, 1987). The wind sensors were mounted on top of a three-section, ten-meter tall, "crank-up" tower. The wind speed and direction signals were scanned once per second by the data logger and processed into 15- and 60-minute averages. The data logger processed the data into averages and calculated sigma thetas based on the Yamartino method (Campbell, 1996).

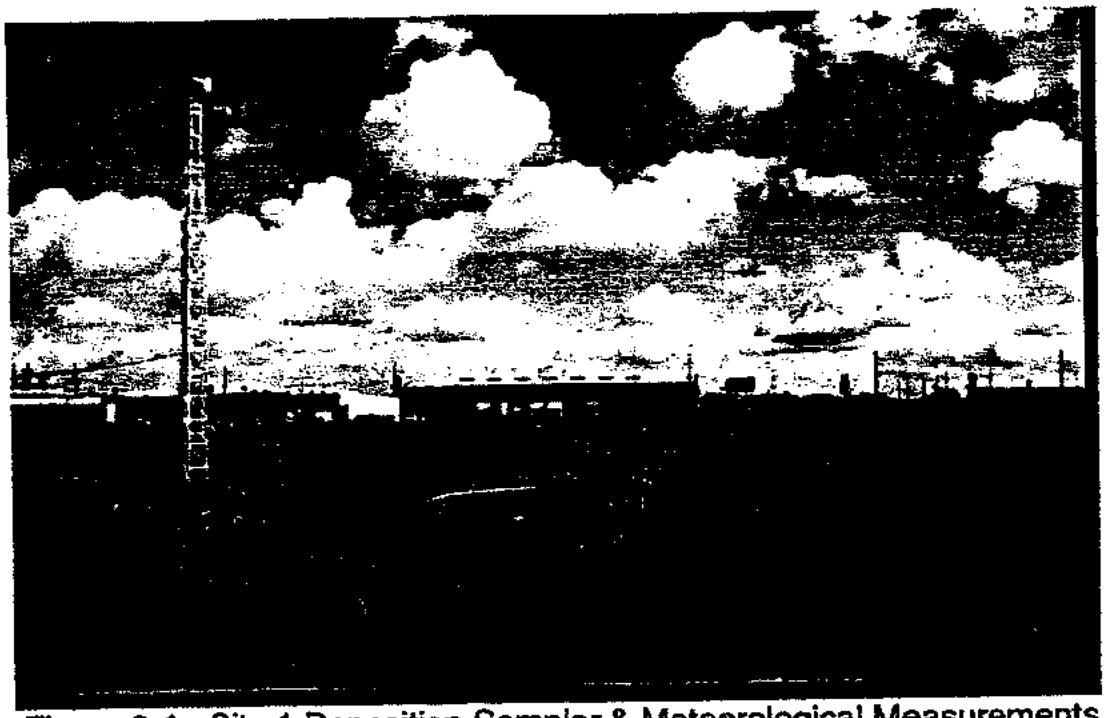

Figure 2-1. Site 1 Deposition Sampler & Meteorological Measurements.

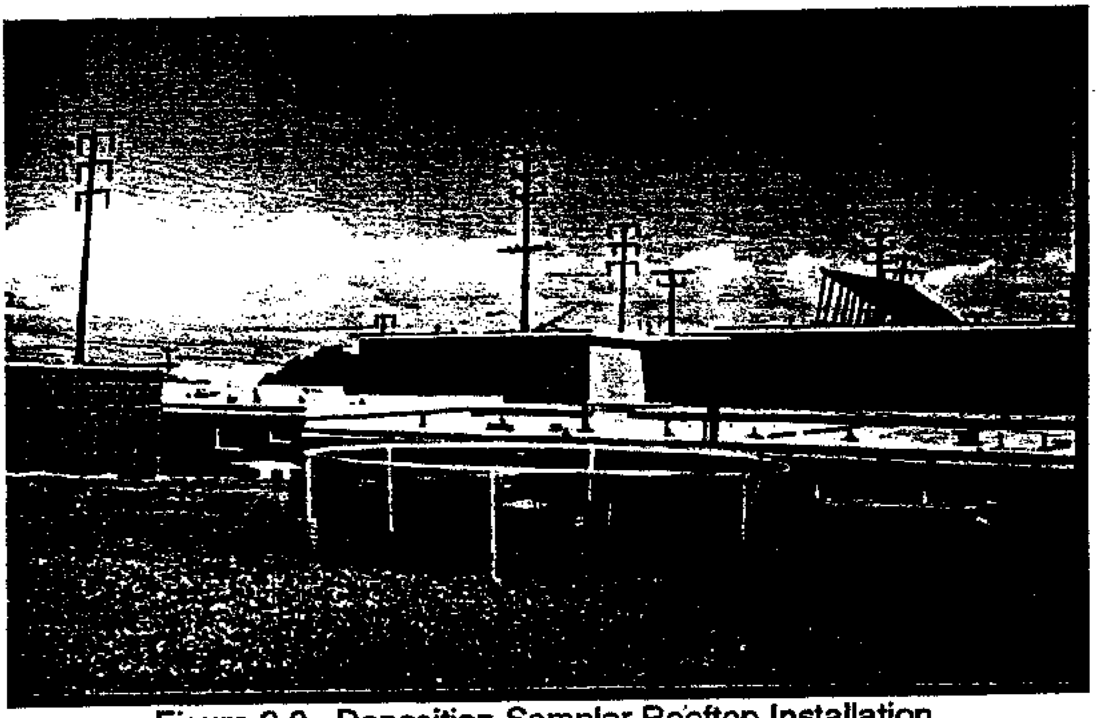

Figure 2-2. Deposition Sampler Rooftop Installation.

- **Ambient and Delta Temperature**

Ambient and delta temperature measurements were made using a Campbell Model ASPTC aspirated thermocouple system. The system consisted of two matched thermocouples mounted individually in fan aspirated sun shields. The temperature sensors were mounted on the meteorological sensor tower at two meters and nine meters above ground level. The signals were scanned once per second by the data logger and processed into 15- and 60-minute averages.

- **Solar Radiation**

Sodar radiation was measured using an Eppley Model PSP pyranometer. The sensor was mounted and leveled on a four-foot-tall post approximately 10 meters south of the meteorological sensor tower. The sensor placement was such that shadows from the tower, tower guy wires, or other objects would not impact the measurements. The signals were scanned once per second by the data logger and processed into 15- and 60-minute averages.

- **Data Logger**

A Campbell Model 21X data logger was used to scan, process and record data from the sensors. The data logger scanned each parameter once per second and then digitally processed these data using running average algorithms into the appropriate 15- and 60-minute values (i.e., average or sigma theta). The data logger had sufficient internal memory capability to retain the processed data for a week or more. The data logger was connected via modem to a cellular telephone to allow access to the instantaneous data and for daily downloading of the data. A site computer allowed direct manual access to the instantaneous data to conduct data checks and calibrations. The computer was also used for downloading the recorded data.



## Section 3

## SAMPLING PROCEDURES

### 3.1 SET UP

The samplers for each of the six sampling locations consisted of a galvanized steel wash basin surrounded by a wind fence (see Figures 2-1 and 2-2). The galvanized steel wash basins were placed on flat horizontal surfaces. The wind fences were constructed of a PVC pipe frame over which was hung plastic snow fencing. The wind fences were placed approximately four feet away from the wash basins, and were approximately two feet tall. The 8" x 10" filters were secured to 8" x 10" stainless steel plates with four number 20 binder clips. The stainless steel plates with the filters were then placed flat on the bottom of the wash basins for sampling.

### 3.2 OPERATIONS

- **Sample Media Preparation**

A new Deposition Sampler Chain-of-Custody sheet (Figure 3-1) was initiated for each sample period. The untared filters arrived from the laboratory in a box. Prior to sending the filters, the laboratory analyzed one filter to ensure that the levels of PAH were below the lower detectable limit. Accompanying the filters were numbered manila folders placed individually in numbered zip-lock plastic bags. Before each sample period, six untared filters were taken from the box and placed into individually numbered manila folders and enclosed in the accompanying zip-lock plastic bag. Each of the six sample numbers were assigned to one of the six sites by writing the number of each filter on the line corresponding to a site.

The tared filters that were analyzed for metals were prenumbered and arrived from the laboratory individually packaged in a manila folder that was inside an 8.5" x 11" envelope. Each envelop had a label attached to it that contained the filter number. Each of the six sample numbers were assigned to one of the six sites by writing the number of each filter on the line corresponding to a site.

- **Sample Media Loading**

At each of the sites, the filters assigned to that site on the Deposition Sampler Chain-of-Custody sheet, were placed on 8" x 10" stainless steel plates and laid filter up in the bottom of the galvanized steel pans. The time was noted in the Time of Day Start Time column for each site.

## CHAIN OF CUSTODY

AEROVIRONMENT ENVIRONMENTAL SERVICES DEPOSITION SAMPLER

Analyses required:
Chester/Labnet: 1.Mass. 2. Selected metals from a) daytime composite and b) nighttime composite

Quanterra: PAH from a) daytime composite and b) nighttime composite. Note 1/2 of filter to be retained unanalyzed

| SITE NUMBER | CHESTERLABNET Filter ID | QUANTERRA FILTER ID | Sample Start Date | Time of Day Start Time | Time of Day Stop Time |
|---|---|---|---|---|---|
| 1 | 97-9 | AERO-011998- | | | |
| 2 | 97-9 | AERO-011994- | | | |
| 3 | 97-9 | AERO-011993- | | | |
| 4 | 97-9 | AERO-011992- | | | |
| 5 | 97-9 | AERO-011999- | | | |
| 6 | 97-9 | AERO-011991- | | | |
| BLANK | 97-9 | AERO-011888- | | | |
| BLANK | 97-9 | AERO-011884- | | | |

Site 1 = YELLOW TRUCK
Site 2 = DUNES
Site 3 = LANE SCHOOL
Site 4 = FELTON SCHOOL
Site 5 = PASEO DEL REY SCHOOL
Site 6 = RESIDENCE

NOTE: SAMPLES ARE TO BE COLD STORED AND COLD SHIPPED TO LABORATORY
* AMBIENT/BLANK: WRITE IN COLUMN IF SAMPLE IS AMBIENT OR A FIELD BLANK

Field Measurement Team:
Samples Relinquished by:_____ Date/Time:_____

Laboratory:
Samples Received by:_____ Date/Time:_____
Circle one: Chester Labnet / Quanterra

Send filters for PAH to:
Quanterra Environmental
Laboratory Sample Custodian
880 Riverside Parkway
West Sacramento, CA 95605
916-373-5600

Send filters for mass/metals to:
Chester Labnet
Paul Duda
12242 Garden Place SW
Tigard, OR 97223
503-624-2183

Send Results to
AeroVironment Environmental Services
Alex Gemail
222 E. Huntington Drive
Monrovia, CA 91016
626-357-9980x296
FAX 626-358-9628

Send chain of custody record with samples to each analysis laboratory.

C:\Users\Pam\Desktop\...\AX_DEP.xls FIGURE 3-1 03/01/00 4:26 AM



- **Sample Media Removal**

At the end of each sample period, the filters and stainless steel plates were removed from the galvanized wash tubs. The untared filters were removed from the stainless steel plates, folded in half, and placed into the manila folders and sealed inside the zip-lock plastic bag. The tared filters were also removed from the stainless steel plates and returned to the manila folder and envelop in which they were brought to the site. The time that the filters were removed from the galvanized wash tubs were entered in the Time of Day Stop Time column for the corresponding site on the Deposition Sampler Chain-of-Custody sheet.

- **Trip Blanks**

One trip blank was taken at one of the sites. The trip blank consisted of loading a tared and untared filter into the deposition sampler using the above sample loading procedures and then immediately unloading the filters also using the above sample unloading procedures. The trip blank provides information on contamination that may occur during transit between the laboratory and the sampler and the sampler and back to the laboratory, and during sample media loading and unloading. The trip blanks will not be analyzed unless questions arise from the sample filter analysis results.

- **Documentation**

The Deposition Sample Chain-of-Custody sheet was the only documentation for the dry deposition sampling. The Deposition Sample Chain-of-Custody sheet contained all filter identification numbers sample dates, times, and sample transfer information.

## Section 4

## CHAIN OF CUSTODY PROCEDURES

### 4.1 SAMPLE SHIPMENT

- **Laboratory to Field**

The unexposed untared filters were shipped from Quanterra, Inc. of West Sacramento, California, in a cooler with blue ice via Federal Express overnight service. The filters arrived in the box they were packaged in by the manufacturer. Numbered manila folders and zip-lock plastic bags were included for packaging and shipping the filter back to the laboratory.

The unexposed tared filters were shipped from Chester Lab Net of Tigard, Oregon, via Federal Express overnight service. The numbered filters arrived individually packaged in a numbered manila folder that was enclosed in individual numbered envelopes.

- **Field to Laboratory**

The exposed untared filters (PAH analysis) were shipped to Quanterra, Inc. of West Sacramento, California, in a cooler with blue ice via Federal Express overnight service. The quartz fiber filters left AVES on February 2, 1998, and were received by Quanterra, Inc. on February 3, 1998.

The exposed tared filters (mass and metals analyses) were shipped to Chester LabNet of Tigard, Oregon, on February 2, 1998, via Federal Express overnight service. The quartz fiber filters did not require refrigeration, but were cold shipped to ensure that the samples did not deteriorate in any way during transit.

### 4.2 CHAIN OF CUSTODY

The Deposition Sample chain-of-custody sheets (see Figure 3-1) were filled out when the sample media were prepared for installation in the samplers and stayed with the samples through all steps of sampling process. Once sampling was complete, the chain-of custody sheets were used as checklists to ensure that the all samples were accounted for and properly labeled. Since the dry deposition filters were to be sent to two separate laboratories, the original accompanied the set of samples going to one laboratory and a copy accompanied the samples sent to the second laboratory. A second copy was kept by AVES.



## Section 5

## LABORATORY ANALYSES

Laboratory analyses were conducted by Quanterra, Inc. of West Sacramento, California (PAH samples), and Chester Lab Net of Tigard, Oregon (mass, and metals analyses).

### 5.1 POLYNUCLEAR AROMATIC HYDROCARBONS

The PAHs were extracted using methylene chloride following EPA Method 8270 protocol (EPA, 1986), following extraction, the samples were analyzed by high resolution GC/MS using the CARB Method 429 protocol (CARB, 1989). The samples were analyzed for the presence of the nineteen PAH compounds on the Method 429 target list.

### 5.2 MASS

The mass of the metals filters were determined gravimetrically.

### 5.3 METALS

The metals were extracted from the filter media and analyzed following the EPA 7000 series methods (atomic absorption, AA) or 6000 series methods (inductively coupled ion spectroscopy, ICP) (EPA, 1986) as appropriate, for optimum sensitivity and analysis costs. Arsenic, lead and cadmium were extracted from the filters and analyzed by graphite furnace AA. Mercury was extracted and analyzed by cold vapor AA. The remaining seven metals were extracted from the filters and analyzed by ICP.

## Section 6

## RESULTS

### 6.1 POLYNUCLEAR AROMATIC HYDROCARBONS

The units of concentration are expressed in nanograms per sample (ng/sample). The deposition rate is expressed in nanograms per square meter per hour (ng/m²/hr). The laboratory reporting limit was 100 ng/sample.

The results of high resolution GC/MS analyses of the composites of the six daytime (Table 6-1) and six nighttime (Table 6-2) samples determined the presence of fluorene and fluoranthene in three nighttime samples only. Fluorene was detected in two of the analyses which corresponded to Sites 2 and 5. The fluorene concentrations were 149 (site 2) and 155 (site 5) ng/sample which translated to deposition rates of 23.13 ng/m²/hr and 23.81 ng/m²/hr, respectively. Fluoranthene was detected in one of the analyses which corresponded to site 6. The fluoranthrene concentration was 110 ng/sample which translated to a deposition rate of 16.80 ng/m²/hr.

### 6.2 Mass

The mass data units are micrograms per filter. The deposition rate is expressed in micrograms per meter squared per hour (ug/m²/hr).

- **Daytime (Sea Breeze Conditions) Samples**

The daytime mass analyses were based on all filters exposed except for filters numbers 98-Q69 at site 1; 98-Q70 at site 2; 97-Q3475, 97-Q3487, and 98-Q24 at site 4. The site 1 and 2 filters were excluded because they showed negative weight gains. The three filters at site 4 were blown away by high winds. The results for the total deposition rates (Table 6-3) for the six sites varied from 56,365 ug/m²/hr to 68,469 ug/m²/hr. The average was 61,413 ug/m²/hr with a standard deviation of 4,892 ug/m²/hr.

- **Nighttime (Land Breeze Conditions) Samples**

The nighttime mass analyses were based on all filters exposed. The results of the total deposition rates (Table 6-4) for the six sites varied from 31,171 ug/m²/hr to 40,702 ug/m²/hr. The average was 35,287 ug/m²/hr with a standard deviation of 3,814 ug/m²/hr. The nighttime deposition rates were approximately half the daytime rates.



| Lab ID: | 97352-0017-SA | | 97352-0018-SA | | 97352-0019-SA | | 97352-0020-SA | | 97352-0021-SA | | 97352-0022-SA | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Site #: | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| Deposit Area (m²): | 0.0516 | | 0.0516 | | 0.0516 | | 0.0516 | | 0.0516 | | 0.0516 | |
| # of Filters: | 8 | | 8 | | 8 | | 6 | | 8 | | 8 | |
| Analyte | ng | ng /m²/hr | ng | ng /m²/hr | ng | ng /m²/hr | ng | ng /m²/hr | ng | ng /m²/hr | ng | ng /m²/hr |
| Naphthalene | ND | | ND | | ND | | ND | | ND | | ND | |
| 2-Methylnaphthalene | ND | | ND | | ND | | ND | | ND | | ND | |
| Acenaphthylene | ND | | ND | | ND | | ND | | ND | | ND | |
| Acenaphthene | ND | | ND | | ND | | ND | | ND | | ND | |
| Fluorene | ND | | ND | | ND | | ND | | ND | | ND | |
| Phenanthrene | ND | | ND | | ND | | ND | | ND | | ND | |
| Anthracene | ND | | ND | | ND | | ND | | ND | | ND | |
| Fluoranthene | ND | | ND | | ND | | ND | | ND | | ND | |
| Pyrene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(a)anthracene | ND | | ND | | ND | | ND | | ND | | ND | |
| Chrysene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(b)fluoranthene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(k)fluoranthene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(e)pyrene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(a)pyrene | ND | | ND | | ND | | ND | | ND | | ND | |
| Perylene | ND | | ND | | ND | | ND | | ND | | ND | |
| Indeno(1,2,3-cd)pyrene | ND | | ND | | ND | | ND | | ND | | ND | |
| Dibenz(a,h)anthracene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(g,h,i)perylene | ND | | ND | | ND | | ND | | ND | | ND | |

TABLE 6-1. Polynuclear Aromatic Hydrocarbons Daytime Sample Results.

| Lab ID: | 97352-0011-SA | | 97352-0012-SA | | 97352-0013-SA | | 97352-0014-SA | | 97352-0015-SA | | 97352-0016-SA | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Site #: | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| Deposit Area ($m^2$): | 0.0516 | | 0.0516 | | 0.0516 | | 0.0516 | | 0.0516 | | 0.0516 | |
| # of Filters: | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | |
| Analyte | ng | ng /$m^2$/hr | ng | ng /$m^2$/hr | ng | ng /$m^2$/hr | ng | ng /$m^2$/hr | ng | ng /$m^2$/hr | ng | ng /$m^2$/hr |
| Naphthalene | ND | | ND | | ND | | ND | | ND | | ND | |
| 2-Methylnaphthalene | ND | | ND | | ND | | ND | | ND | | ND | |
| Acenaphthylene | ND | | ND | | ND | | ND | | ND | | ND | |
| Acenaphthene | ND | | ND | | ND | | ND | | ND | | ND | |
| Fluorene | ND | | 149 | 23.13 | ND | | ND | | 155 | 23.81 | ND | |
| Phenanthrene | ND | | ND | | ND | | ND | | ND | | ND | |
| Anthracene | ND | | ND | | ND | | ND | | ND | | ND | |
| Fluoranthene | ND | | ND | | ND | | ND | | ND | | 110 | 16.80 |
| Pyrene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(a)anthracene | ND | | ND | | ND | | ND | | ND | | ND | |
| Chrysene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(b)fluoranthene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(k)fluoranthene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(e)pyrene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(a)pyrene | ND | | ND | | ND | | ND | | ND | | ND | |
| Perylene | ND | | ND | | ND | | ND | | ND | | ND | |
| Indeno(1,2,3-cd)pyrene | ND | | ND | | ND | | ND | | ND | | ND | |
| Dibenz(a,h)anthracene | ND | | ND | | ND | | ND | | ND | | ND | |
| Benzo(g,h,i)perylene | ND | | ND | | ND | | ND | | ND | | ND | |

TABLE 6-2. Polynuclear Aromatic Hydrocarbons Nighttime Sample Results.



| Sample ID | Client ID | Sample Date | Tare Wt.(g) | Gross Wt.(g) | Net Wt.(ug) | ug/$m^3$/hr | Total ug/$m^3$/hr | Comments |
|---|---|---|---|---|---|---|---|---|
| 97-Q3472 | Site 1 Day | 1/22/98 | 4.1345 | 4.1360 | 1,500 | 3633.72 | | |
| 97-Q3484 | Site 1 Day | 1/23/98 | 4.3002 | 4.3031 | 2,900 | 7493.54 | | |
| 98-Q9 | Site 1 Day | 1/24/98 | 4.4206 | 4.4245 | 3,900 | 10077.52 | | |
| 98-Q21 | Site 1 Day | 1/25/98 | 4.4427 | 4.4468 | 4,100 | 9932.17 | | |
| 98-Q33 | Site 1 Day | 1/26/98 | 4.4442 | 4.4485 | 4,300 | 11111.11 | | |
| 98-Q45 | Site 1 Day | 1/27/98 | 4.4078 | 4.4113 | 3,500 | 8659.08 | | |
| 98-Q57 | Site 1 Day | 1/28/98 | 4.5856 | 4.5888 | 3,200 | 7751.94 | | |
| 98-Q69 | Site 1 Day | 1/29/98 | 4.6252 | 4.6145 | -10,600 | | 58659.08 | |
| 97-Q3473 | Site 2 Day | 1/22/98 | 4.1408 | 4.1420 | 1,200 | 2883.36 | | |
| 97-Q3485 | Site 2 Day | 1/23/98 | 4.3097 | 4.3125 | 2,800 | 6577.40 | | |
| 98-Q10 | Site 2 Day | 1/24/98 | 4.4338 | 4.4380 | 4,200 | 10174.42 | | |
| 98-Q22 | Site 2 Day | 1/25/98 | 4.4253 | 4.4291 | 3,800 | 8497.32 | | |
| 98-Q34 | Site 2 Day | 1/26/98 | 4.4267 | 4.4311 | 4,400 | 10658.91 | | |
| 98-Q46 | Site 2 Day | 1/27/98 | 4.3940 | 4.3983 | 4,300 | 10418.67 | | |
| 98-Q58 | Site 2 Day | 1/28/98 | 4.5560 | 4.5591 | 3,100 | 7356.43 | | |
| 98-Q70 | Site 2 Day | 1/29/98 | 4.6236 | 4.6124 | -11,200 | | 56364.51 | |
| 97-Q3474 | Site 3 Day | 1/22/98 | 4.1272 | 4.1292 | 2,000 | 4651.16 | | |
| 97-Q3486 | Site 3 Day | 1/23/98 | 4.3060 | 4.3090 | 3,000 | 7751.94 | | |
| 98-Q11 | Site 3 Day | 1/24/98 | 4.4266 | 4.4302 | 3,600 | 9200.10 | | |
| 98-Q23 | Site 3 Day | 1/25/98 | 4.4083 | 4.4122 | 3,700 | 10005.41 | | |
| 98-Q35 | Site 3 Day | 1/26/98 | 4.4380 | 4.4423 | 4,300 | 11037.53 | | |
| 98-Q47 | Site 3 Day | 1/27/98 | 4.4146 | 4.4184 | 3,800 | 9819.12 | | |
| 98-Q59 | Site 3 Day | 1/28/98 | 4.5600 | 4.5633 | 3,300 | 8252.06 | | |
| 98-Q71 | Site 3 Day | 1/29/98 | 4.6226 | 4.5251 | 2,500 | 7751.94 | 68469.26 | |
| 97-Q3475 | Site 4 Day | 1/22/98 | 4.3185 | 4.3036 | -14,900 | | | Damaged by wind |
| 97-Q3487 | Site 4 Day | 1/23/98 | 4.2887 | | | | | Filter blew away |
| 98-Q12 | Site 4 Day | 1/24/98 | 4.4156 | 4.4237 | 8,100 | 22695.43 | | |
| 98-Q24 | Site 4 Day | 1/25/98 | 4.4059 | | | | | No filter received |
| 98-Q36 | Site 4 Day | 1/26/98 | 4.4182 | 4.4229 | 4,700 | 11752.94 | | |
| 98-Q48 | Site 4 Day | 1/27/98 | 4.3945 | 4.3980 | 3,500 | 8944.54 | | |
| 98-Q61 | Site 4 Day | 1/28/98 | 4.6067 | 4.6106 | 3,900 | 9956.78 | | |
| 98-Q72 | Site 4 Day | 1/29/98 | 4.6025 | 4.6068 | 3,300 | 10292.56 | 63592.25 | |
| 97-Q3476 | Site 5 Day | 1/22/98 | 4.3108 | 4.3127 | 1,800 | 4453.24 | | |
| 97-Q3488 | Site 5 Day | 1/23/98 | 4.2682 | 4.2864 | 2,200 | 5220.69 | | |
| 98-Q13 | Site 5 Day | 1/24/98 | 4.4135 | 4.4171 | 3,600 | 8720.93 | | |
| 98-Q25 | Site 5 Day | 1/25/98 | 4.4329 | 4.4366 | 3,700 | 8963.18 | | |
| 98-Q37 | Site 5 Day | 1/26/98 | 4.4104 | 4.4136 | 3,200 | 7751.94 | | |
| 98-Q49 | Site 5 Day | 1/27/98 | 4.3863 | 4.3903 | 4,000 | 10222.34 | | |
| 98-Q60 | Site 5 Day | 1/28/98 | 4.5812 | 4.5856 | 4,400 | 10335.92 | | |
| 98-Q73 | Site 5 Day | 1/29/98 | 4.6277 | 4.6309 | 3,200 | 8956.10 | 64834.33 | |
| 97-Q3477 | Site 6 Day | 1/22/98 | 4.3023 | 4.3040 | 1,700 | 4075.76 | | |
| 98-Q2 | Site 6 Day | 1/23/98 | 4.4230 | 4.4255 | 2,500 | 5993.77 | | |
| 98-Q14 | Site 6 Day | 1/24/98 | 4.4367 | 4.4404 | 3,700 | 8780.25 | | |
| 98-Q26 | Site 6 Day | 1/25/98 | 4.4065 | 4.4098 | 3,300 | 7911.77 | | |
| 98-Q38 | Site 6 Day | 1/26/98 | 4.4246 | 4.4284 | 3,800 | 8302.33 | | |
| 98-Q50 | Site 6 Day | 1/27/98 | 4.3883 | 4.3915 | 3,300 | 7308.97 | | |
| 98-Q62 | Site 6 Day | 1/28/98 | 4.6065 | 4.6121 | 2,600 | 6169.91 | | |
| 98-Q74 | Site 6 Day | 1/29/98 | 4.6202 | 4.6229 | 2,700 | 7217.32 | 56760.08 | |
| | | | | Average: | | | 61413.25 | |
| | | | | Std. Dev.: | | | 4691.58 | |

TABLE 6-3. Mass Analysis Results (Daytime Samples)

| Sample ID | Client ID | Sample Date | Tare Wt.(g) | Gross Wt.(g) | Net Wt.(ug) | µg/m²/hr | Total µg/m²/hr | Comments |
|---|---|---|---|---|---|---|---|---|
| 97-Q3466 | Site 1 Night | 1/21/98 | 4.1486 | 4.1509 | 2,300 | 2785.85 | | |
| 97-Q3478 | Site 1 Night | 1/22/98 | 4.2982 | 4.3016 | 3,400 | 3933.82 | | |
| 98-Q3 | Site 1 Night | 1/23/98 | 4.4506 | 4.4544 | 3,800 | 4463.24 | | |
| 98-Q15 | Site 1 Night | 1/24/98 | 4.4163 | 4.4199 | 3,600 | 4239.34 | | |
| 98-Q27 | Site 1 Night | 1/25/98 | 4.4112 | 4.4153 | 4,100 | 4815.60 | | |
| 98-Q39 | Site 1 Night | 1/26/98 | 4.4130 | 4.4179 | 4,900 | 5904.33 | | |
| 98-Q51 | Site 1 Night | 1/27/98 | 4.3817 | 4.3861 | 4,400 | 5301.84 | | |
| 98-Q75 | Site 1 Night | 1/29/98 | 4.5985 | 4.6018 | 3,300 | 3955.89 | 35399.90 | |
| 97-Q3469 | Site 2 Night | 1/21/98 | 4.1344 | 4.1353 | 900 | 1150.01 | | |
| 97-Q3479 | Site 2 Night | 1/22/98 | 4.3213 | 4.3234 | 2,100 | 2625.66 | | |
| 98-Q4 | Site 2 Night | 1/23/98 | 4.4256 | 4.4292 | 3,600 | 4360.47 | | |
| 98-Q16 | Site 2 Night | 1/24/98 | 4.4161 | 4.4199 | 3,800 | 4936.99 | | |
| 98-Q28 | Site 2 Night | 1/25/98 | 4.3922 | 4.3960 | 3,800 | 4802.83 | | |
| 98-Q40 | Site 2 Night | 1/26/98 | 4.4101 | 4.4141 | 4,000 | 4844.96 | | |
| 98-Q52 | Site 2 Night | 1/27/98 | 4.3548 | 4.3588 | 4,000 | 4948.05 | | |
| 98-Q76 | Site 2 Night | 1/29/98 | 4.6030 | 4.6067 | 3,700 | 4412.84 | 32081.60 | |
| 97-Q3471 | Site 3 Night | 1/21/98 | 4.1384 | 4.1447 | 6,300 | 8518.12 | | |
| 97-Q3480 | Site 3 Night | 1/22/98 | 4.3273 | 4.3297 | 2,400 | 2790.70 | | |
| 98-Q5 | Site 3 Night | 1/23/98 | 4.4243 | 4.4283 | 4,000 | 4651.16 | | |
| 98-Q17 | Site 3 Night | 1/24/98 | 4.4378 | 4.4412 | 3,400 | 4034.17 | | |
| 98-Q29 | Site 3 Night | 1/25/98 | 4.4191 | 4.4233 | 4,200 | 4811.55 | | |
| 98-Q41 | Site 3 Night | 1/26/98 | 4.4091 | 4.4136 | 4,500 | 5301.48 | | |
| 98-Q53 | Site 3 Night | 1/27/98 | 4.3797 | 4.3847 | 5,000 | 5993.77 | | |
| 98-Q77 | Site 3 Night | 1/29/98 | 4.5963 | 4.6020 | 3,700 | 4601.42 | 40702.36 | |
| 97-Q3467 | Site 4 Night | 1/21/98 | 4.1346 | 4.1361 | 1,500 | 1779.78 | | |
| 97-Q3481 | Site 4 Night | 1/22/98 | 4.3049 | 4.3088 | 3,900 | 4534.88 | | |
| 98-Q6 | Site 4 Night | 1/23/98 | 4.4435 | 4.4473 | 3,800 | 4208.19 | | |
| 98-Q18 | Site 4 Night | 1/24/98 | 4.4370 | 4.4428 | 5,800 | 6844.52 | | |
| 98-Q30 | Site 4 Night | 1/25/98 | 4.4216 | 4.4263 | 4,700 | 5605.25 | | |
| 98-Q42 | Site 4 Night | 1/26/98 | 4.4291 | 4.4337 | 4,600 | 5485.99 | | |
| 98-Q54 | Site 4 Night | 1/27/98 | 4.3650 | 4.3702 | 5,200 | 6138.59 | | |
| 98-Q78 | Site 4 Night | 1/29/98 | 4.6040 | 4.6078 | 3,800 | 4485.89 | 38663.10 | |
| 97-Q3470 | Site 5 Night | 1/21/98 | 4.1441 | 4.1448 | 700 | 894.45 | | |
| 97-Q3482 | Site 5 Night | 1/22/98 | 4.2990 | 4.3011 | 2,100 | 2504.47 | | |
| 98-Q7 | Site 5 Night | 1/23/98 | 4.4305 | 4.4348 | 4,300 | 5208.33 | | |
| 98-Q19 | Site 5 Night | 1/24/98 | 4.4460 | 4.4497 | 3,700 | 4505.05 | | |
| 98-Q31 | Site 5 Night | 1/25/98 | 4.4085 | 4.4125 | 4,100 | 5326.75 | | |
| 98-Q43 | Site 5 Night | 1/26/98 | 4.4145 | 4.4175 | 3,000 | 3633.72 | | |
| 98-Q55 | Site 5 Night | 1/27/98 | 4.3899 | 4.3940 | 4,100 | 4914.89 | | |
| 98-Q79 | Site 5 Night | 1/29/98 | 4.6054 | 4.6088 | 3,400 | 4163.59 | 31171.26 | |
| 97-Q3468 | Site 6 Night | 1/21/98 | 4.1304 | 4.1320 | 1,600 | 2022.24 | | |
| 97-Q3483 | Site 6 Night | 1/22/98 | 4.2955 | 4.2982 | 2,600 | 3149.22 | | |
| 98-Q8 | Site 6 Night | 1/23/98 | 4.3936 | 4.3973 | 3,700 | 4461.59 | | |
| 98-Q20 | Site 6 Night | 1/24/98 | 4.4349 | 4.4387 | 3,800 | 4626.81 | | |
| 98-Q32 | Site 6 Night | 1/25/98 | 4.3950 | 4.3982 | 3,200 | 3916.77 | | |
| 98-Q44 | Site 6 Night | 1/26/98 | 4.4267 | 4.4303 | 3,600 | 4337.87 | | |
| 98-Q56 | Site 6 Night | 1/27/98 | 4.3773 | 4.3822 | 4,900 | 6295.77 | | |
| 98-Q80 | Site 6 Night | 1/29/98 | 4.6336 | 4.6376 | 4,000 | 4651.16 | 33461.45 | |
| | | | | | | Average: | 35286.61 | |
| | | | | | | Std. Dev.: | 3814.31 | |

TABLE 6-4. Mass Analysis Results (Nighttime Samples)



## 6.3 METALS

The units for the metals analysis are expressed in micrograms per analysis for each analyzed metal. The deposition rate is expressed in micrograms per meter squared per hour (ug/m²/hr). The lower detectable limit for each analyzed metal is as follows:

| Analyte | Lower Detectable Limit (ug) |
|---|---|
| Beryllium | < 0.635 |
| Manganese | < 3.81 |
| Vanadium | < 0.890 |
| Zinc | <6.35 |
| Mercury | < 8.26 |
| Chromium | NA |
| Arsenic | < 6.35 |
| Selenium | < 1.27 |
| Cadmium | < 2.54 |
| Lead | NA |
| Nickel | < 6.35 |
| Copper | NA |

- **Daytime (Sea Breeze Conditions) Samples**

The daytime sampling results (Table 6-5) showed concentrations of chromium, copper, lead, nickel, vanadium, and zinc above their lower detectable limits. The following table summaries these results.

| Analyte | Lowest Concentration (µg/m²/hr) | Highest Concentration (µg/m²/hr) | Number of Sites Reporting |
|---|---|---|---|
| Chromium | 0.39 | 0.69 | 6 |
| Copper | 0.20 | 1.94 | 6 |
| Lead | 0.05 | 0.40 | 6 |
| Nickel | 0.19 | 0.47 | 5 |
| Vanadium | 0.31 | 0.31 | 1 |
| Zinc | 1.16 | 1.86 | 2 |

- **Nighttime (Land Breeze Conditions) Samples**

The nighttime sampling results (Table 6-6) showed concentrations of chromium, copper, lead, manganese, nickel, and zinc above their lower detectable limits. The following table summaries these results.

| Analyte | Lowest Concentration (µg/m²/hr) | Highest Concentration (µg/m²/hr) | Number of Sites Reporting |
|---|---|---|---|
| Chromium | 0.18 | 0.20 | 6 |
| Copper | 0.15 | 0.51 | 6 |
| Lead | 0.03 | 0.09 | 6 |
| Maganese | 0.11 | 0.11 | 1 |
| Nickel | 0.12 | 0.16 | 3 |
| Zinc | 0.59 | 0.59 | 1 |

| Lab ID: | 98-Q525 | | 98-Q527 | | 98-Q529 | | 98-Q531 | | 98-Q533 | | 98-Q535 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Site #: | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| Deposit Area: | 4130 cm² | | 4130 cm² | | 4130 cm² | | 3100 cm² | | 4130 cm² | | 4130 cm² | |
| Filters: | 8 | | 8 | | 8 | | 6 | | 8 | | 8 | |
| Analyte | µg | µg /m2/hr | µg | µg /m2/hr | µg | µg /m2/hr | µg | µg /m2/hr | µg | µg /m2/hr | µg | µg /m2/hr |
| ICP | | | | | | | | | | | | |
| Be | < 0.635 | | < 0.635 | | < 0.635 | | < 0.638 | | < 0.635 | | < 0.635 | |
| Mn | < 3.81 | | < 5.08 | | < 3.81 | | < 3.83 | | < 3.81 | | < 3.81 | |
| V | < 8.90 | | < 8.90 | | < 8.90 | | < 8.93 | | < 8.90 | | 10.2 | 0.31 |
| Zn | 36.9 | 1.16 | 62.3 | 1.86 | < 6.35 | | < 6.38 | | < 6.35 | | < 6.35 | |
| CVAA | | | | | | | | | | | | |
| Hg | < 0.826 | | < 0.826 | | < 0.826 | | < 0.620 | | < 0.826 | | < 0.826 | |
| GFAA | | | | | | | | | | | | |
| Cr | 16.6 | 0.52 | 13 | 0.39 | 14.7 | 0.46 | 12.9 | 0.69 | 13.9 | 0.43 | 13.1 | 0.39 |
| As | < 6.35 | | < 6.35 | | < 6.35 | | < 6.38 | | < 6.35 | | < 6.35 | |
| Se | < 1.27 | | < 1.27 | | < 1.27 | | < 1.28 | | < 1.27 | | < 1.27 | |
| Cd | < 2.54 | | < 2.54 | | < 2.54 | | < 2.55 | | 3.81 | | < 2.54 | |
| Pb | 3.32 | 0.10 | 1.59 | 0.05 | 2.63 | 0.09 | 7.42 | 0.40 | 3.44 | 0.11 | 2.2 | 0.07 |
| Ni | 12.7 | 0.40 | 6.35 | 0.19 | 12.7 | 0.41 | < 6.38 | | 15.2 | 0.47 | 6.35 | 0.19 |
| Cu | 61.6 | 1.94 | 8.95 | 0.27 | 25.7 | 0.84 | 18.9 | 1.02 | 7.92 | 0.24 | 6.7 | 0.20 |

TABLE 6-5. Daytime Metals Results



| Lab ID: | 98-Q526 | | 98-Q528 | | 98-Q530 | | 98-Q532 | | 98-Q534 | | 98-Q536 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Site #: | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| Deposit Area: | 4130 cm² | | 4130 cm² | | 4130 cm² | | 4130 cm² | | 4130 cm² | | 4130 cm² | |
| Filters: | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | |
| Analyte | µg | µg /m2/hr | µg | µg /m2/hr | µg | µg /m2/hr | µg | µg /m2/hr | µg | µg /m2/hr | µg | µg /m2/hr |
| ICP | | | | | | | | | | | | |
| Be | < 0.635 | | < 0.635 | | < 0.635 | | < 0.635 | | < 0.635 | | < 0.635 | |
| Mn | 7.62 | 0.11 | < 3.81 | | < 3.81 | | < 3.81 | | < 3.81 | | < 3.81 | |
| V | < 8.90 | | < 8.90 | | < 8.90 | | < 8.90 | | < 8.90 | | < 8.90 | |
| Zn | 39.4 | 0.59 | < 6.35 | | < 6.35 | | < 6.35 | | < 6.35 | | < 6.35 | |
| CVAA | | | | | | | | | | | | |
| Hg | < 0.826 | | < 0.826 | | < 0.826 | | < 0.826 | | < 0.826 | | < 0.826 | |
| GFAA | | | | | | | | | | | | |
| Cr | 11.9 | 0.18 | 12.7 | 0.20 | 12.8 | 0.19 | 13.1 | 0.19 | 11.3 | 0.17 | 11.5 | 0.18 |
| As | < 6.35 | | < 6.35 | | < 6.35 | | < 6.35 | | < 6.35 | | < 6.35 | |
| Se | < 1.27 | | < 1.27 | | < 1.27 | | < 1.27 | | < 1.27 | | < 1.27 | |
| Cd | < 2.54 | | < 2.54 | | < 2.54 | | < 2.54 | | < 2.54 | | < 2.54 | |
| Pb | 4.43 | 0.07 | 1.92 | 0.03 | 4.69 | 0.07 | 6.39 | 0.09 | 2.27 | 0.03 | 3.74 | 0.06 |
| Ni | < 6.35 | | < 6.35 | | < 6.35 | | 10.2 | 0.15 | 10.2 | 0.16 | 7.62 | 0.12 |
| Cu | 34.3 | 0.51 | 30.2 | 0.47 | 18.8 | 0.28 | 27.8 | 0.41 | 9.77 | 0.15 | 28.3 | 0.43 |

TABLE 6-6. Nighttime Metals Results

Section 7

REFERENCES


California Air Resources Board (1989): Determination of Polyclic Aromatic Hydrocarbons (PAH) Emissions from Stationary Sources.

Campbell Scientific (1996): CR10X Measurement and Control Module: Operator's Manual. Unnumbered Campbell Document, Revised 7/96.

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United States Environmental Protection Agency (1994b): Quality Assurance Handbook for Air Pollution Measurement Systems, Volume II, Ambient Air Specific Methods. EPA Document EPA/600/R-94/038b, Environmental Monitoring Systems Laboratory, Research Triangle Park, North Carolina.

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# Attachment B

# Ambient Air Measurements for Respirable (PM-10 Fraction) Polynuclear Aromatic Hydrocarbons at Los Angeles International Airport


**Prepared By:**

**AeroVironment Environmental Services, Inc.**

AeroVironment Environmental Services Inc.
AVES
An AeroVironment Inc. Affiliate

AMBIENT AIR MEASUREMENTS FOR
RESPIRABLE (PM-10 FRACTION)
POLYNUCLEAR AROMATIC
HYDROCARBONS AT
LOS ANGELES INTERNATIONAL AIRPORT

AVES-R-50254-D002
AVES Project: 50254-D002

FINAL REPORT

# AMBIENT AIR MEASUREMENTS FOR RESPIRABLE (PM-10 FRACTION) POLYNUCLEAR AROMATIC HYDROCARBONS AT LOS ANGELES INTERNATIONAL AIRPORT

Measurement Period:

January 24 to 29, 1998

Prepared for

Planning Consultants Research
1 Venture, Suite 150
Irvine, CA 92618

By

AeroVironment Environmental Services Inc.
222 East Huntington Drive
Monrovia, CA 91016

March 1998

## EXECUTIVE SUMMARY

- **Polynuclear Aromatic Hydrocarbons (PAH)**

High resolution GC/MS analyses of the composites of the five 24-hour filter and five 24-hour polyurethane foam (PUF) samples determined the presence of concentrations of all 19 compounds found on the CARB Method 429 target list. The compound concentrations of the combination of the filters and PUFs varied from below detection limits for many of the targeted compounds to and from 0.345 $\mu g/m^3$ for anthracene to 3.156 $\mu g/m^3$ for benzo(g,h,i)perylene for compounds that were present above the methods lower detection limits.

- **Mass**

The mass concentrations for the PM-10 filters that were run concurrently with the PAH sampling varied from 54.7 $\mu g/m^3$ on January 23 and 24, to 82.3 $\mu g/m^3$ on January 26 and 27.

- **Meteorological Measurements**

Continuous meteorological measurements of wind speed, wind direction, sigma theta, ambient temperature, delta temperature, and total solar radiation were collected during the period of the PAH sampling. These data were collected as part of another air quality and meteorological monitoring program also associated with the LAX Master Plan Phase III Environmental Impact Survey/Report (EIS/R) preparation. These meteorological data are presented in a separate report (AVES, 1998).



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## Section 1

## INTRODUCTION

Between January 21 and 30, 1998, AeroVironment Environmental Services Inc. (AVES) conducted air sampling for the PM-10 fraction of polynuclear aromatic hydrocarbons (PAH) at the Los Angeles International Airport (LAX) (Figure 1-1). The monitoring was conducted as part of the LAX Master Plan Phase III Environmental Impact Survey/Report (EIS/R) preparation. The scope of this program was to:

- Collect five 24-hour PM-10 fraction of PAH samples at one site using a modified PM-10 sampler.
- Collect corresponding gravimetrically analyzed PM-10 samples.

Meteorological measurement were also collected at this site. These measurements were made as part of an air quality and meteorological sampling program that was conducted over a six-month period at the PAH sampling site in conjunction with the LAX Master Plan Phase III Environmental Impact Survey/Report (EIS/R) preparation project. Descriptions of the meteorological measurement systems are detailed in the measurements report (AVES, 1998) submitted to Planning Consultants Research Inc.

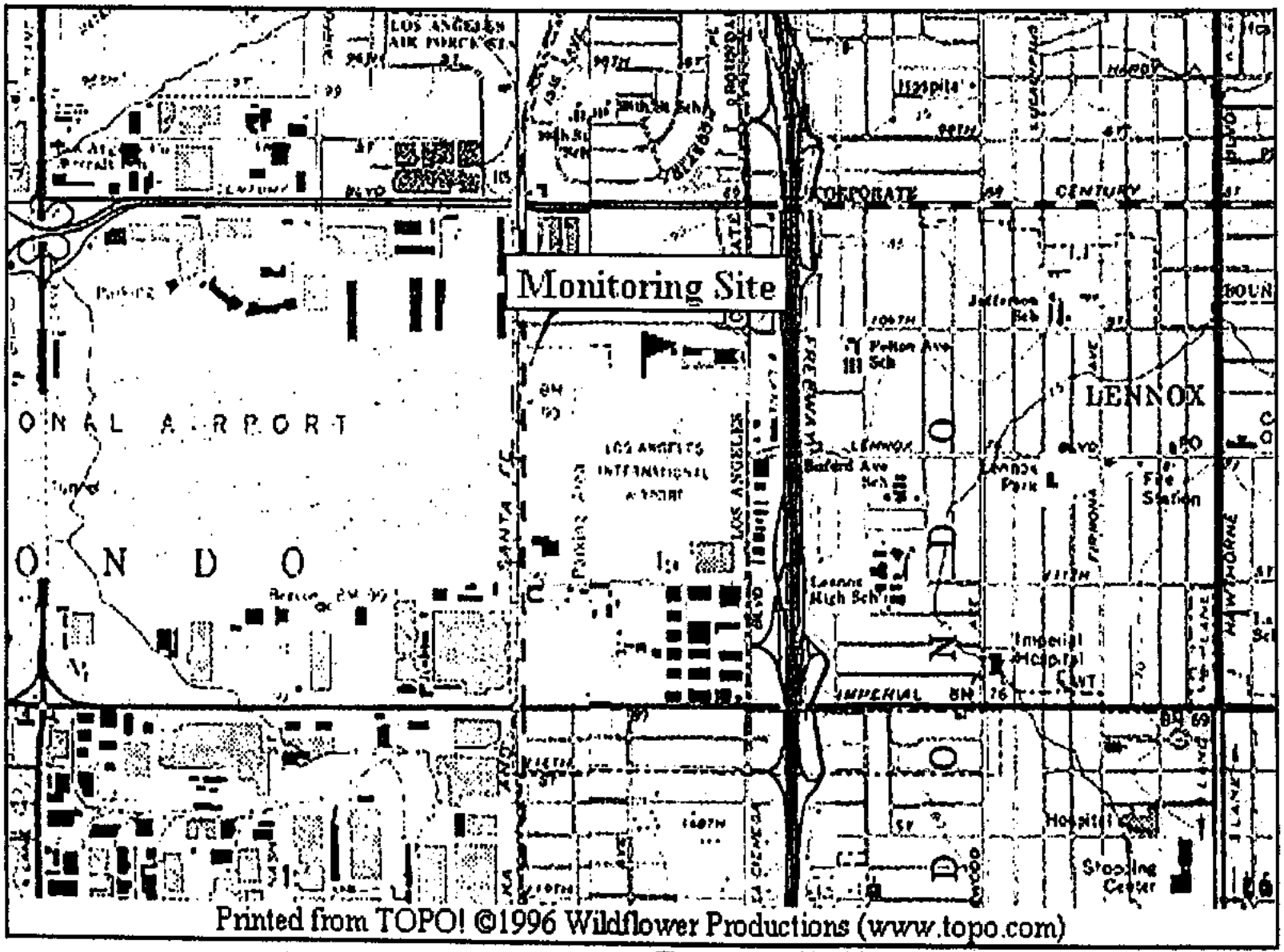


Figure 1-1. Site Map

## Section 2

## DESCRIPTION OF SAMPLING EQUIPMENT

### 2.1 PAH SAMPLER

A modified General Metal Works mass flow controlled PM-10 sampler (Figure 2-1) was used to collect the PM-10 fraction PAH samples. The modification consisted of a tap from the chamber behind the 8" x 10" quartz fiber filter that drew a portion of the sample filter through a polyurethane foam (PUF) sponge. This sample fraction accounts for the portion of the sample that was either in the vapor phase in the ambient air or that had volatilized off the filter. The PUF sample lines were one-half-inch PFA Teflon tubing. The PUF was enclosed in a stainless steel chamber. A vane pump was used to draw the sample through the PUF.

### 2.2 PM-10 SAMPLERS

Graseby-Anderson volumetric flow controlled PM-10 samplers were used to collect the collocated PM-10 samples (Figure 2-2). These samplers were part of an air quality and meteorological sampling program that was being conducted over six months at site 1 in conjunction with the LAX Master Plan Phase III Environmental Impact Survey/Report (EIS/R) preparation project. A description of the PM-10 samplers is detailed in the measurements report (AVES, 1998) submitted to Planning Consultants Research Inc.



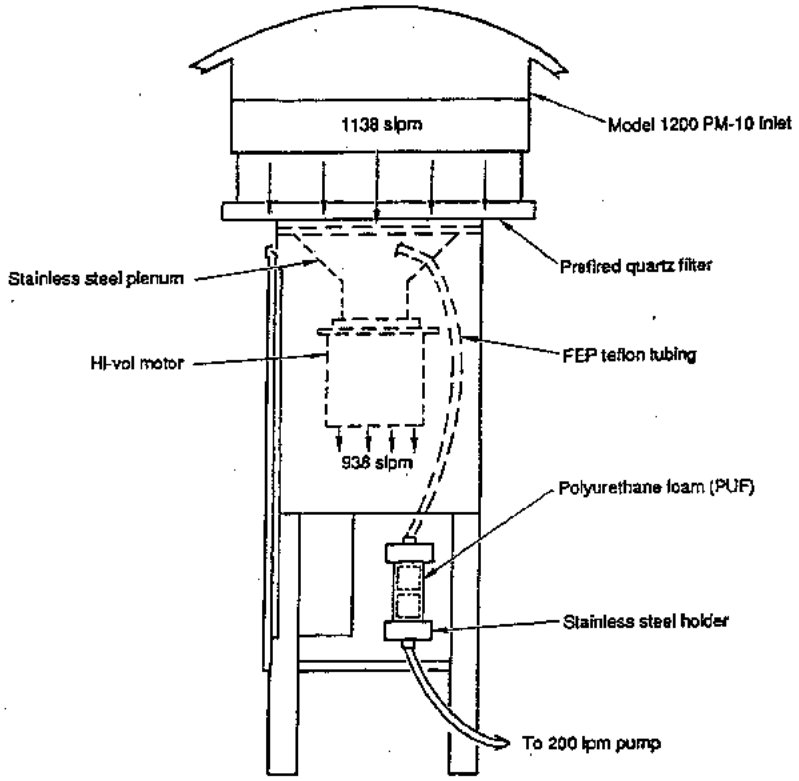


FIGURE 2-1. PM-10 PAH Sampler Schematic.

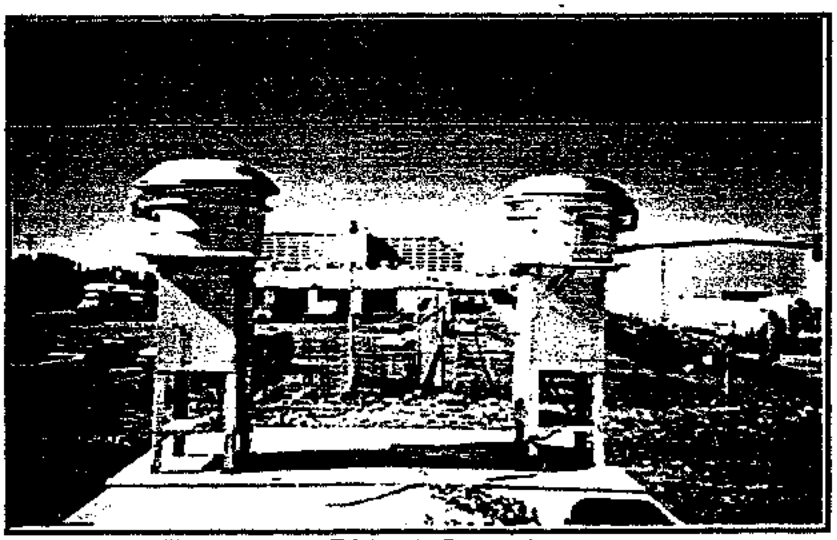

Figure 2-2. PM-10 Samplers

## Section 3

## SAMPLING PROCEDURES

### 3.1 PAH PM-10 SAMPLING

- **Set Up**

The PM-10 sampler was mounted on the roof of the Site 1 sampling station located under the approach to runway 25 right, between Aviation and La Cienega Boulevards (see Figure 1-1). The polyurethane foam (PUF) sample system pump was placed under the sampling shelter and connected to the stainless steel PUF chamber by one-half-inch PFA Teflon tubing. A Teledyne Hastings Model NALL mass flowmeter was installed in line, ahead of the pump, to provide the measurement of the PUF sample flow.

The initial PM-10 flow rate was determined using a high-volume sampler calibration orifice connected to a water manometer. The PM-10 and PUF sample pumps were operated during the calibration. The PUF sample flow rate was set to approximately 10% of the total sample flow rate. A simultaneous reading of the barometric pressure was taken to determine the volumetric flow rate. The corresponding ambient temperature reading, also required for the volumetric flow rate calculation, was provided by continuous temperature measurements that were part of a criteria air pollution and meteorological monitoring program at the same location. The high-volume sampler calibration orifice is certified annually by BGI, Inc. of Waltham, Massachusetts. The mass flowmeter used to measure the PUF sample flow rate was certified by the AVES standards laboratory prior to the beginning of this sample program.

- **Operations**

– **Sample Media Removal**

The PM-10 sampler and PUF sample pumps were turned off and the running time meter reading was noted on the PAH Sampler Chain-of-Custody sheet (Figure 3-1). The filter was removed from the sampler, folded in half, and placed back into the manila folder it arrived in and sealed in a plastic zip-lock bag. The stop time was recorded on the label attached to the plastic bag.



CHAIN OF CUSTODY

AEROVIRONMENT ENVIRONMENTAL SERVICES PAH SAMPLER

Analyses required: 1. Cut 8 x10 quartz filter in 1/2 and reserve 1/2. Consider/submit the 8 filter halves into one sample for high resolution PAH analysis
2. Combine/submit 8 field PUF samples into one sample for high-resolution PAH analysis.
3. Do not include field blanks with the above analyses.
*Cold store* field blanks until results from ambient composite samples are reviewed.

| | Filter ID | PUF ID | Sample Start Date | Time of Day Start Time | Time of Day Stop Time | Running Time Meter Start Time | Running Time Meter Stop Time | PM-10 Flowrate Start (in H2O) | PUF adj Stop (in H2O) | PM-10 Flowrate Start (in H2O) | PUF Flowrate Stop (in H2O) | PUF Flowrate Start (SCFH) | PUF Flowrate Stop (SCFH) | AMBIENT BLANK (Y) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | |

NOTE: SAMPLES ARE TO BE COLD STORED AND COLD SHIPPED TO LABORATORY
* AMBIENT BLANK: WRITE IN COLUMN IF SAMPLE IS AMBIENT OR A FIELD BLANK

Filter Measurement Team:
Samples Relinquished by: _____ Date/Time: _____

Laboratory:
Samples Received by: _____ Date/Time: _____

Send samples to:
Quanterra Environmental
Laboratory Sample Custodian
880 Riverside Parkway
West Sacramento, CA 95605
916-373-5600
Send original chain of custody record with samples to analysis laboratory.

Send Results to:
AeroVironment Environmental Services
Alex Servati
222 E. Huntington Drive
Monrovia, CA 91016
626-357-9980x290
FAX 626-358-0136

FIGURE 3-1

The PUF was removed from the stainless steel PUF chamber and placed back into the jar it arrived in and sealed. The stop time was recorded on the label affixed to the jar. The sample filter and PUF were then placed into the on-site sample holding refrigerator.

– **Flow Calibrations**

Once the exposed filter and PUF were removed, a high-volume calibration head (with a clean quartz fiber filter) were installed in place of the sample filter, and a clean calibration PUF was installed in the stainless steel PUF chamber. The PM-10 sampler and PAH sample pumps were restarted and allowed to run for approximately five minutes. The readings of the high-volume calibration orifice manometer and the mass flowmeter, in line with the PUF sample train, were recorded on the PAH Sampler Chain-of-Custody sheet in the PM-10 Flow Rate ("PUF on") "Stop" and "PUF Flow Rate Stop" columns, respectively. The PUF sample pump was then turned off and the high-volume calibration orifice manometer reading was recorded in the "PM-10 Flow Rate Stop" ("PUF off") column.

Adjustments to the PM-10 and/or PUF sample flow rates were made if the high-volume calibration orifice manometer reading, with the PUF sample pump running, was outside of the range from 1.02 to 1.25 standard cubic meters per minute ($m^3$/min) and the PUF mass flowmeter reading was outside the range from 103 to 105 standard liters per minute (slpm). To adjust the PM-10 and/or PUF flow rates, both the PM-10 and PUF sample pumps had to be running. The high volume calibration orifice manometer was adjusted to 1.13$m^3$/min by adjusting a pot on the PM-10 pump circuit board, and the PUF sample flow rate was adjusted to 104 slpm using the valve that was part of the in-line PUF manometer. The PM-10 sampler pump was turned off (both sample pumps were turned off if an adjustment was made) and the high-volume calibration orifice and calibration PUF were removed and stored in the monitoring trailer.

– **Sample Media Loading**

A new quartz fiber filter was removed from its protective plastic bag and manila folder and placed into a high-volume filter sampling frame. The filter sampling frame and filter were installed into the PM-10 sampler and the PM-10 sample head lowered into place and secured. A new PUF was removed from its jar and placed inside the stainless steel PUF chamber. The PUF chamber was closed and tightly secured. On the next line of the PAH Sampler Chain-of-Custody sheet, the filter and PUF serial numbers, the date, and the PM-10 sampler running time meter reading were recorded in the appropriate columns. The PM-10 and PUF sample pumps were turned on and the time recorded in the Time of Day Start Time column.

– **Trip Blank**

One trip blank consisting of a quartz fiber filter and PUF was exposed at the end of the sampling program. The trip blank procedure consisted of loading a clean sample media



into the sampler and then unloading them without running the sample pumps. The trip blank provides information on contamination that may occur during transit between the laboratory and the sampler and the sampler and back to the laboratory, and during sample media loading and unloading. The trip blank will not be analyzed unless questions arise from the sample filter analysis results.

– **Documentation**

The PAH Sampler Chain-of-Custody sheet (Figure 3-1) contained complete documentation for the PM-10 fraction of PAH monitoring. The PAH Sampler Chain-of-Custody sheet contained all filter identification numbers, sample dates, times, flow information and sample transfer information.

## 3.2 PM-10 MASS SAMPLING

The procedures for the PM-10 mass sampling (that was conducted in conjunction with PM-10 PAH sampling) are detailed in the measurements report (AVES, 1998) submitted to Planning Consultants Research Inc. for the six-month air quality and meteorological monitoring program that was being conducted at Site 1 (also part of the LAX Master Plan Phase III Environmental Impact Survey/Report [EIS/R] preparation project). The only modification to these procedures was that the PM-10 mass sampling was conducted concurrent with the PM-10 PAH sampling instead of every third day.

## Section 4

## CHAIN OF CUSTODY PROCEDURES

### 4.1 SAMPLE SHIPMENT

- **Laboratory to Field**

The unexposed quartz filters and cleaned PUFs were shipped from Quanterra, Inc. of West Sacramento, California, in a cooler with Blue Ice® via Federal Express overnight service. The filters arrived in the box they were packaged in by the manufacturer. Numbered manila folders and zip-lock plastic bags were included for packaging and shipping the filter back to the laboratory.

The PUFs were enclosed in labeled, sealed glass jars.

- **Field to Laboratory**

The exposed quartz filters and PUFs were shipped to Quanterra, Inc. of West Sacramento, California, in a cooler with blue ice via Federal Express overnight service. The PM-10 fraction PAH samples left AVES on February 2, 1998, and were received by Quanterra, Inc. on February 3, 1998.

### 4.2 CHAIN OF CUSTODY

The PAH Sampler chain-of-custody sheets (see Figures 3-1) were filled out when the sample media were prepared for installation in the samplers and stayed with the samples through all steps of the sampling process. Once sampling was complete, the chain-of custody sheets were used as checklists to ensure that all samples were accounted for and properly labeled. The original PAH Sampler Chain-of-Custody Sheet was sent with the PAH samples to the laboratory. A copy of the chain-of -custody sheet was kept by AVES.



## Section 5

## LABORATORY ANALYSES

Laboratory analyses were conducted by Quanterra, Inc. of West Sacramento California. The PM-10 mass analyses were performed by Apex Environmental of San Diego, California.

### 5.1 PM-10 PAH ANALYSIS

The PAHs were extracted using methylene chloride following the Method 8270 protocol (EPA, 1986) and analyzed by high resolution GC/MS following the California Air Resources Board Method 429 (CARB, 1989) for the 19 PAH compounds on the Method 429 target list.

### 5.2 PM-10 MASS ANALYSIS

The mass of the metals filters were determined gravimetrically.

## Section 6

## RESULTS

### 6.1 PAH

The units of concentration for the PM-10 fraction of PAH are expressed in nanograms per cubic meter of air (ng/m$^3$). PAH concentrations are summarized in Table 6-1, below.

TABLE 6-1. PAH Sample Results

| Lab ID #: | 97352-6 | | 97352-1 | | |
|---|---|---|---|---|---|
| Filter Media | Filters | Filters | PUF | PUF | Total |
| Sample Volume (m$^3$) | 8102.81 | | 728.37 | | PAH |
| # of Sample Media: | 5 | | 5 | | Conc. |
| Analyte | ng | ng/m$^3$ | ng | ng/m$^3$ | ng/m$^3$ |
| Naphthalene | 725 | 0.089 | 10475 | 1.293 | 1.382 |
| 2-Methylnaphthalene | 697 | 0.086 | 16974 | 2.095 | 2.181 |
| Acenaphthylene | 185 | 0.023 | 18579 | 2.293 | 2.316 |
| Acenaphthene | ND | | 3316 | 0.409 | 0.409 |
| Fluorene | 264 | 0.033 | 16934 | 2.337 | 2.369 |
| Phenanthrene | 1049 | 0.129 | 24426 | 3.015 | 3.144 |
| Anthracene | 202 | 0.025 | 2592 | 0.320 | 0.345 |
| Fluoranthene | 1708 | 0.211 | 5012 | 0.619 | 0.829 |
| Pyrene | 2446 | 0.302 | 5787 | 0.714 | 1.015 |
| Benzo(a)anthracene | 3544 | 0.437 | ND | | 0.437 |
| Chrysene | 6879 | 0.728 | 168 | 0.021 | 0.746 |
| Benzo(b)fluoranthene | 7782 | 0.960 | ND | | 0.960 |
| Benzo(k)fluoranthene | 7648 | 0.944 | ND | | 0.944 |
| Benzo(e)pyrene | 7843 | 0.968 | ND | | 0.968 |
| Benzo(a)pyrene | 9051 | 1.117 | ND | | 1.117 |
| Perylene | 1296 | 0.160 | ND | | 0.160 |
| Indeno(1,2,3-cd)pyrene | 11162 | 1.378 | ND | | 1.378 |
| Dibenz(a,h)anthracene | 757 | 0.093 | ND | | 0.093 |
| Benzo(g,h,i)perylene | 25571 | 3.156 | ND | | 3.156 |

ND = None Detected (< 100 ng/sample)

### 6.2 PM-10 MASS

Samples 1 through 4 (Table 6-2) all exceeded the California PM-10 24-hour standard of 50 µg/m$^3$. This mirrors the conditions under which the samples were taken. The first four samples were collected on days that were meteorologically undisturbed. A front passed through the area with rain on January 27, and January 28 was typical of relatively clean post-frontal conditions.



TABLE 6-2. PM-10 Gravimetric Analysis Results

| Filter Number | Start Date and Time | Stop Date and Time | Concentration (µg/m$^3$) |
|---|---|---|---|
| 1 | 1/23/98 12:00 PST | 1/24/98 12:00 PST | 54.7 |
| 2 | 1/24/98 12:00 PST | 1/25/98 12:00 PST | 56.1 |
| 3 | 1/25/98 12:00 PST | 1/26/98 12:00 PST | 72.5 |
| 4 | 1/26/98 12:00 PST | 1/27/98 12:00 PST | 82.3 |
| Dynamic Blank | 1/26/98 | 1/26/98 | 0.6 |
| 5 | 1/27/98 12:00 PST | 1/29/98 12:00 PST | 51.5* |

* Two-day sample.

## Section 7

## REFERENCES


AeroVironment Environmental Services Inc. (1998): Los Angeles International Airport Master Plan Phase III Environmental Impact Survey/Report (EIS/R) Preparation Air Quality and Meteorological Monitoring Program, Measurements Report.

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United States Environmental Protection Agency (1994b): Quality Assurance Handbook for Air Pollution Measurement Systems, Volume II, Ambient Air Specific Methods. EPA Document EPA/600/R-94/038b, Environmental Monitoring Systems Laboratory, Research Triangle Park, North Carolina.

United States Environmental Protection Agency (1994d): Quality Assurance Handbook for Air Pollution Measurement Systems, Volume IV, Meteorological Measurements. EPA Document EPA/600/R-94/038d, Environmental Monitoring Systems Laboratory, Research Triangle Park, North Carolina.

United States Environmental Protection Agency (1987): Ambient Monitoring Guidelines for Prevention of Significant Deterioration (PSD). EPA Document EPA-450/4-87-007, Environmental Monitoring Systems Laboratory, Research Triangle Park, North Carolina.

United States Environmental Protection Agency (1986): Test Methods for Evaluating Solid Waste. Laboratory Manual Physical/Chemical Methods. EPA Document SW-846. Office of Solid Waste and Emergency Response. Third Edition. November.

# Attachment Z
# Supplemental Air Dispersion Modeling of Aircraft

# 1.0 INTRODUCTION

As mentioned in the Air Quality Modeling Protocol for Criteria Pollutants (Attachment A to *Technical Report 4*), the ISCST3 model may also be used to compare concentrations associated with various alternatives with the California Ambient Air Quality Standard for $NO_2$. The California $NO_2$ standard is the only $NO_2$ standard in the United States using a one-hour averaging period. Modeling one-hour $NO_2$ concentrations can be difficult since the modeled results are highly sensitive to atmospheric stability and wind speed. Therefore, ISCST3 may be used to supplement the EDMS one-hour $NO_2$ analysis. After comparing the ambient monitoring data (Attachment X to *Technical Report 4*) with simplified EDMS model runs and discussing the results with FAA, it was determined that supplemental one-hour $NO_2$ analysis was warranted. The input and results of the supplemental analysis, using ISCST3[1], are discussed below.

# 2.0 SUPPLEMENTAL MODELING OF AIRCRAFT

For the supplemental one-hour $NO_2$ analysis, aircraft were modeled in ISCST3 as multiple point sources, distributed in equal emission increments for each of four operational modes (taxi/idle, approach, takeoff, climbout) and for each of three aircraft sizes. These three aircraft sizes were defined as Small, Large, and Heavy. In the site layout drawings for each alternative, travel segments were determined for each mode of operation. The travel segments were created for the travel scenarios originating and ending at each terminal gate area and areas used for maintenance and cargo aircraft. Point sources for aircraft were distributed along each travel segment representing aircraft acceleration and/or constant velocity. The number of sources used for each operational mode and each aircraft size is given in **Table 1**, Number of Sources for Aircraft Operation Modes.

The source height for all on-ground aircraft emissions was assumed to be two meters. The source heights for the in-air portion of the approach, takeoff, and climbout emissions were determined using the beginning and end heights for each mode, the velocity for each mode, and the FAA specified/calculated TIM.

**Table 1**

**Number of Sources for Aircraft Operation Modes**

| Idle | | | | |
|---|---|---|---|---|
| Taxi | Queue | Approach | Climbout | Takeoff |
| 60 | 1 to 20 | 5 | 5 | 15 |

Source: Camp Dresser & McKee Inc., 2000.

The aircraft size cutoff points for Small, Large, and Heavy aircraft were based on both airframe and engine size as shown in **Table 2**, Assigned Aircraft Size for Supplemental Modeling, and are consistent with similar aircraft size cutoff points established in EDMS 3.2. The grouping of aircraft by size in the ISCST3 dispersion model is a more accurate modeling methodology than grouping all aircraft located around the airport. Each aircraft size group has different emission properties (grams of emissions per kilogram of fuel) which are modeled more accurately in the different size groups than by averaging over all aircraft. In addition, buoyant plume rise is proportional to the heat released in the exhaust. Since the amount of heat released varies by aircraft engine size, grouping aircraft by size allows a more accurate estimation of plume rise than using any average value for all aircraft.

[1] U.S. Environmental Protection Agency, User's Guide for the Industrial Source Complex (ISC3) Dispersion Models, Volumes 1 and 2, with Addenda (EPA-454/B-95-003a and b), 1995.





**Table 2**

**Assigned Aircraft Size for Supplemental Modeling**

| Size | Aircraft | Engine Model No. | No. of Engines | Heat Rate (MMBtu/hr)[1] Takeoff | Taxi/Idle | Climbout | Approach |
|---|---|---|---|---|---|---|---|
| Small | ATR42 | PW121 | 2 | 12.86 | 4.25 | 10.92 | 7.94 |
| | ATR72-200 | PW124-B | 2 | 14.25 | 4.82 | 12.92 | 7.27 |
| | BAE146-300 | ALF502R-5 | 4 | 34.00 | 3.87 | 28.05 | 9.82 |
| | BH-1900 | PT6A-65B | 2 | 7.40 | 2.06 | 6.67 | 3.87 |
| | BH-1900 Cargo | PT6A-65B | 2 | 7.40 | 2.06 | 6.67 | 3.87 |
| | Canadair RJ50 | CF34-3A1 | 2 | 38.64 | 4.71 | 31.74 | 11.30 |
| | Canadair RJ70 | CF34-3A1 | 2 | 38.64 | 4.71 | 31.74 | 11.30 |
| | DASH-7 | PT6A-50 | 4 | 7.84 | 2.09 | 6.92 | 3.92 |
| | EMB110KQ1 | PT6A-27 | 2 | 5.08 | 1.39 | 4.78 | 2.57 |
| | EMB-120 | PW118 | 2 | 11.20 | 4.01 | 10.02 | 6.06 |
| | FOKKER 50 | PW125-B | 2 | 14.54 | 4.74 | 12.83 | 7.67 |
| | GenAvJet | JT15D-1 | 2 | 14.05 | 2.18 | 11.77 | 4.84 |
| | GenAvProp | PT6A-67B | 1 | 8.34 | 2.41 | 7.50 | 4.24 |
| | GenAvProp Cargo | PT6A-67B | 1 | 8.34 | 2.41 | 7.50 | 4.24 |
| | Jetstream 31 | TPE331-3 | 2 | 5.49 | 1.35 | 4.91 | 3.00 |
| | Saab 2000 | AE2100A | 2 | 21.64 | 5.47 | 19.05 | 10.35 |
| | SF-340A | CT7-5 | 2 | 9.59 | 1.42 | 8.92 | 4.27 |
| | SHORT 360 | PT6A-65AR | 2 | 8.41 | 2.17 | 7.52 | 4.20 |
| | Swearingen Metro 2 | TPE331-3 | 2 | 5.49 | 1.35 | 4.91 | 3.00 |
| Large | A319 | CFM56-5A1 | 2 | 99.78 | 9.60 | 81.84 | 27.63 |
| | A320 | CFM56-5B4 | 2 | 110.70 | 10.16 | 91.24 | 30.95 |
| | B727 Cargo | JT8D-15 | 3 | 111.84 | 14.02 | 89.72 | 32.30 |
| | B727-200 | JT8D-15 | 3 | 111.84 | 14.02 | 89.72 | 32.30 |
| | B737-200 | JT8D-9A | 2 | 98.74 | 12.53 | 80.32 | 28.29 |
| | B737-200C Cargo | JT8D-17A | 2 | 111.36 | 13.03 | 88.71 | 31.37 |
| | B737-300 | CFM56-3C | 2 | 82.79 | 10.54 | 69.49 | 25.92 |
| | B737-400 | CFM56-3C | 2 | 82.79 | 10.54 | 69.49 | 25.92 |
| | B737-500 | CFM56-3C | 2 | 82.79 | 10.54 | 69.49 | 25.92 |
| | B757 200 | PW2037 | 2 | 146.02 | 13.39 | 120.19 | 37.88 |
| | B757-200 Cargo | PW2037 | 2 | 146.02 | 13.39 | 120.19 | 37.88 |
| | DC9 Cargo | JT8D-17 | 2 | 118.20 | 13.96 | 94.65 | 33.61 |
| | DC9-50 | JT8D-17 | 2 | 118.20 | 13.96 | 94.72 | 33.61 |
| | F-28-4000 | RR SPEY-MK555 | 2 | 69.78 | 9.11 | 56.20 | 20.98 |
| | FOKKER 100-100 | TAY 650-15 | 2 | 82.98 | 11.30 | 67.88 | 24.11 |
| | FOKKER 70 | TAY620-15 | 2 | 72.15 | 10.44 | 59.81 | 21.84 |
| | MD-80 | JT8D-217A | 2 | 125.32 | 13.03 | 102.34 | 36.39 |
| | MD-80-87 | JT8D-217 | 2 | 125.32 | 13.03 | 102.34 | 36.39 |
| | MD-90-10 | V2525-D5 | 2 | 99.97 | 12.15 | 83.55 | 30.29 |
| | MD-90-95 | BR700-710A1-10 | 2 | 67.12 | 8.45 | 55.82 | 20.89 |
| Heavy | A300B | CF6-50C | 2 | 225.86 | 20.13 | 181.81 | 61.05 |
| | A300-C4-200 Cargo | CF6-50C2 | 2 | 236.11 | 20.41 | 187.50 | 62.66 |
| | A310-200 | CF6-80C2A2 | 2 | 200.98 | 17.94 | 168.14 | 56.01 |
| | A310-200 Cargo | CF6-80C2A2 | 2 | 200.98 | 17.94 | 168.14 | 56.01 |
| | A330 | CF6-80E1A1 | 2 | 256.52 | 21.46 | 208.77 | 67.79 |
| | A340-200 | CFM56-5C2 | 4 | 124.18 | 11.16 | 102.15 | 33.78 |
| | B747 Combination | PW4056 | 4 | 222.35 | 19.75 | 183.23 | 62.47 |

Table 2

Assigned Aircraft Size for Supplemental Modeling

| Size | Aircraft | Engine Model No. | No. of Engines | Heat Rate (MMBtu/hr)[1] Takeoff | Taxi/Idle | Climbout | Approach |
|---|---|---|---|---|---|---|---|
| | B747-200 | JT9D-7R4G2 | 4 | 230.61 | 21.26 | 178.48 | 62.56 |
| | B747-200 Cargo | JT9D-7R4G2 | 4 | 230.61 | 21.26 | 178.48 | 62.56 |
| | B747-400 | PW4056 | 4 | 222.35 | 19.75 | 183.23 | 62.47 |
| | B747-400 Cargo | PW4056 | 4 | 222.35 | 19.75 | 183.23 | 62.47 |
| | B747-X | PW4056 | 4 | 222.35 | 19.75 | 183.23 | 62.47 |
| | B767-200 | JT9D-7R4D | 2 | 195.10 | 19.50 | 159.31 | 72.09 |
| | B767-200 Cargo | JT9D-7R4D | 2 | 195.10 | 19.50 | 159.31 | 72.09 |
| | B767-300 | JT9D-7R4D | 2 | 195.10 | 19.50 | 159.31 | 72.09 |
| | B777-200 | PW4084 | 2 | 323.84 | 22.98 | 255.29 | 83.07 |
| | DC10-30 | CF6 50C2 | 3 | 236.11 | 20.41 | 187.50 | 62.66 |
| | DC10-30 Cargo | CF6-50C2 | 3 | 236.11 | 20.41 | 187.50 | 62.66 |
| | DC8 Cargo | CFM56-2C5 | 4 | 93.51 | 12.15 | 77.75 | 29.53 |
| | DC8-70 | CFM56-2C5 | 4 | 93.51 | 12.15 | 77.75 | 29.53 |
| | IL-96 | PS-90A | 4 | 165.10 | 16.90 | 135.86 | 46.42 |
| | L1011-500 | RB211-524B4 | 3 | 209.81 | 22.79 | 184.09 | 65.79 |
| | MD 11 | PW4460 | 3 | 251.30 | 20.22 | 197.95 | 66.74 |
| | MD-11 Cargo | PW4460 | 3 | 251.30 | 20.22 | 197.95 | 66.74 |

[1] Total Sensible Heat Exhaust Rate per engine, reduced by 35 percent to account for work (i.e., thrust) produced in the engines, is based on fuel flow at 100 percent of rated thrust for takeoff, 85 percent for climbout, 30 percent for approach, and 7 percent for taxi/idle.

Source: Camp Dresser & McKee Inc., 2000.

When point sources were used to model aircraft, buoyant plume rise of turbofan and turboprop engine exhaust was taken into account. The plume rise for each aircraft size was calculated using the average heat released from single engines on those aircraft. Aircraft manufacturers indicate that aircraft engines convert approximately 30 percent of the fuel heat input to thrust.[2] For purposes of this analysis, it was assumed that an additional 5 percent of the fuel heat input is converted to radiant and conductive heat loss inside and from the surface of the engine nacelle, respectively. Based on the foregoing assumptions, the plume rise from aircraft engines was calculated by assuming that the remaining 65 percent of the fuel heat input is emitted in the exhaust. The heat exhaust rate for each type of aircraft located at LAX for each mode of operation is given in **Table 2**, Assigned Aircraft Size for Supplemental Modeling. In takeoff mode, the engines are assumed to be operating in full thrust.

Based on a review of a report prepared for the FAA,[3] it was concluded that adjacent jet engines on an individual aircraft should not be combined for the determination of plume rise. Since aircraft engines have a horizontal exhaust orientation, the plume rise calculation was based on a heat balance to determine the heat flux and equivalent vertical exit velocity that would result.

In order to determine the equivalent vertical exit velocity, the diameters of the point sources used were based on an estimate of the wing span of the three aircraft sizes: 15 meters, 40 meters, and 60 meters for Small, Large, and Heavy aircraft, respectively. The temperature of the engine exhaust upon release was assumed to be 561 °K (550 °F) based on the average of exhaust temperatures observed by Music et al.[4] The fuel use data were taken from the EDMS 3.2 model. Revising the diameter and temperature

[2] Sutkus, D., Personal communication, July 23, 1998.

[3] Yamartino, R. J., D. G. Smith, S. A. Bremer, D. Heinhold, D. Lamich, and B. Taylor, Impact of Aircraft Emissions on Air Quality in the Vicinity of Airports. Volume I: Recent Airport Measurement Programs, Data and Sub-Model Development, 1980.

[4] Music, P. D., J. S. Hunt and D. F. Naugle, Photographic Measurements of USAF Aircraft Plume Rise, 1977.





assumptions has little effect on the modeled results as long as the heat input (i.e. thermal buoyancy flux) remains constant. The following equations were used to determine the heat-induced equivalent vertical exit velocity.

$$Q = (E \times H \times 0.65)/1 \times 10^6$$

Where:

Q = exhaust heat rate (MMBtu/hr)

E = engine mode fuel consumption rate (lb/hr)

H = fuel heating value (Btu/lb; Jet A ~ 18,400 Btu/lb)

0.65 = heat input fraction in exhaust

and

$$F_b = 2.6 \times Q^{5/8}$$

Where:

$F_b$ = thermal buoyancy flux ($m^4/s^3$)

Q = sensible heat emission rate (MMBtu/hr)

2.6 = unit conversion factor for Q (in MMBtu/hr) to $F_b$ ($m^4/s^3$) for ambient air at 68°F

and

$V = F_b/(g \times r^2 \times [(T_s-T_a)/T_s])^{1/3}$ (also see ISCST3 User's Guide)

Where:

V = equivalent vertical exit velocity (m/s)

$F_b$ = thermal buoyancy flux ($m^4/s^3$)

g = gravitational constant, 9.807 $m/s^2$

r = source radius (m)

$T_s$ = source temperature, 561 °K

$T_a$ = ambient temperature, 293 °K

The average equivalent vertical exit velocity was calculated for each aircraft size and each operational mode by determining the total buoyancy flux for all engines divided by the total number of engine operations for each aircraft size. Therefore, the number of engines on each aircraft, while not combined to determine a total plume rise, are used to determine the average engine plume rise for each aircraft size category. The exhaust heat rate, buoyancy flux, and equivalent vertical exit velocity for each aircraft size and operational mode are presented in **Table 3**, Plume Rise Parameters for Aircraft/Engine Size Categories Used in Supplemental Modeling. Since the aircraft fleet mix changes over time, the plume rise parameters are presented as ranges with the first value for year 2005 and the second value for year 2015. The data in **Table 3**, Plume Rise Parameters for Aircraft/Engine Size Categories Used in Supplemental Modeling, can be used to calculate plume rise using the standard plume rise formulas presented in the ISCST3 User's Guide.

[5] Beychok, M. R., Fundamentals of Stack Gas Dispersion, 1994.

[6] Briggs, G. A., Plume Rise Predictions, 1975.

**Table 3**

**Plume Rise Parameters for Aircraft/Engine Size Categories Used in Supplemental Modeling**

| Plume Rise Parameter[1] | Small | Large | Heavy |
|---|---|---|---|
| Exhaust Heat Rate (MMBtu/hr) | | | |
| Taxi/Idle | 1.91 - 2.98 | 11.7 - 12.3 | 19.6 - 19.9 |
| Approach | 4.12 - 5.81 | 31.2 - 33.0 | 62.5 - 64.9 |
| Climbout | 8.08 - 11.3 | 88.1 - 98.7 | 173.1 - 183.4 |
| Takeoff | 9.04 - 13.0 | 107.3 - 119.6 | 213.5 - 227.2 |
| Buoyant Flux Parameter ($m^4/s^3$) | | | |
| Taxi/Idle | 4.97 - 7.75 | 30.5 - 31.9 | 51.0 - 51.9 |
| Approach | 10.7 - 15.1 | 81.0 - 85.9 | 162.5 - 168.7 |
| Climbout | 20.8 - 29.3 | 229.0 - 256.7 | 450.1 - 476.8 |
| Takeoff | 23.5 - 33.7 | 278.9 - 311.0 | 555.1 - 590.8 |
| Equivalent Vertical Exit Velocity (m/s) | | | |
| Taxi/Idle | 0.019 - 0.029 | 0.016 - 0.017 | 0.012 - 0.012 |
| Approach | 0.041 - 0.057 | 0.043 - 0.046 | 0.039 - 0.040 |
| Climbout | 0.079 - 0.111 | 0.122 - 0.137 | 0.107 - 0.113 |
| Takeoff | 0.089 - 0.128 | 0.149 - 0.166 | 0.132 - 0.140 |
| Exit Temperature (°K) | 561 | 561 | 561 |
| Stack Diameter (m) | 15 | 40 | 60 |

[1] The plume rise parameters range in value for alternative and year being analyzed

Source: Camp Dresser & McKee Inc., 2000.

For the purposes of the dispersion analysis, the location of each plume rise point source during takeoff and climbout was shifted by 30 meters downstream, opposite to the flight direction, to account for the horizontal displacement of the plume caused by the momentum of the exit gases. This distance was derived from a study by Brendmoen and Netzer[7] that indicated that plume rise does not begin until the plume is at least 30 jet diameters downstream of the exhaust and the assumption that the diameter of a typical aircraft engine is approximately 1 meter.

The $NO_2$ emissions used for each aircraft point source were based on the annual emissions calculated by the EDMS 3.2 emissions module for each alternative and horizon year. The annual emissions are sorted by aircraft size category (i.e., Small, Large, and Heavy) and by operational mode, divided by the number of point sources used for each operational mode. The units are converted from tons/year into emissions in grams/second. Temporal factors, calculated from the SIMMOD data for each alternative, were used to convert the annual average emissions to maximum hourly emissions.

The temporal factors used in ISCST3 modeling for taxi/idle, approach, takeoff, and climbout are based on the actual hourly data for departures and arrivals as appropriate for each aircraft type. The hourly temporal factors are used for aircraft operation modes in the ISCST3 modeling since ISCST3 allows only one set of scaling factors per run.

The hourly temporal factors for departure were used for operation in climbout and queue mode. The queue temporal factors were calculated, for each queue position, using the hourly number of each aircraft type passing through each queue point, and the average hourly depth of queue. The depth of queue was determined through analysis of the SIMMOD model results developed for the LAX Master Plan. Data showing the arrival, departure, and queue aircraft assignments by alternative and horizon year are presented in Attachment U in *Technical Report 4*. The depth of the queue for each runway is based on the number of aircraft in each queue during hourly intervals. Fractions in the queue depth represent aircraft moving through the queue in a shorter time interval.

The taxi temporal factors were determined for each taxi point based upon the location of the taxi segment in the site layout drawings for each alternative and horizon year. Taxi points in arrival and departure segments were assigned arrival or departure temporal factors, respectively. For taxi points in segments

[7] Brendmoen, J. V. and D. W. Netzer. Atmospheric Dispersion of High Velocity Jets, 1979.





with cross traffic, a combination of the departure and the arrival temporal factors for each aircraft size was assigned. The combined (mixed) arrival and departure temporal factors used for taxi sources is given in Attachment D to *Technical Report 4*.

# 3.0 SUPPLEMENTAL MODELING RESULTS

**Table 4**, Unmitigated Peak One-Hour $NO_2$ Concentrations for On-Airport Sources, presents supplemental modeling results of the concentrations associated with each alternative in 2005 and 2015. The environmental baseline one-hour $NO_2$ concentrations are also included in this table. See Section 4.6, *Air Quality*, of the Draft EIS/EIR (Figures 4.6-2, through 4.6-7) for the location of maximum impact for the three build alternatives in 2005 and 2015. In this supplemental analysis, aircraft were modeled as described above and all other sources are modeled as described in Appendix G, *Air Quality Impact Analysis*.

**Table 4**

**Unmitigated Peak One-Hour $NO_2$ Concentrations for On-Airport Sources (Including Background)**

| | | Concentration (Including Background)[1, 2] | | | | |
|---|---|---|---|---|---|---|
| | | Environmental | Alternative | | | |
| Year | CAAQS | Baseline | NA/NP | A | B | C |
| 2005 | 0.25 ppm (470 µg/m³) | 0.15 ppm (282 µg/m³) | 0.32 ppm (604 µg/m³) | 0.27 ppm (515 µg/m³) | 0.27 ppm (515 µg/m³) | 0.27 ppm (515 µg/m³) |
| 2015 | 0.25 ppm (470 µg/m³) | 0.15 ppm (282 µg/m³) | 0.33 ppm (617 µg/m³) | 0.14 ppm (269 µg/m³) | 0.17 ppm (312 µg/m³) | 0.17 ppm (325 µg/m³) |

ppm = parts per million by volume.
µg/m³ = micrograms per cubic meter.
CAAQS = California Ambient Air Quality Standard.

[1] Aircraft modeled as point sources in ISCST3, as indicated in Attachment A to *Technical Report 4*.
[2] Background (non-airport) one-hour $NO_2$ concentration estimated to be 0.0998 ppm (188 µg/m³) in 2005 and 0.0765 ppm (144 µg/m³) in 2015

Source: Camp Dresser & McKee Inc., 2000.

**Table 5**, Mitigated Peak One-Hour $NO_2$ Concentrations for On-Airport Sources, presents supplemental modeling results of the concentrations after mitigation associated with each build alternative in 2005 and 2015.

**Table 5**

**Mitigated Peak One-Hour $NO_2$ Concentrations for On-Airport Sources (Including Background)**

| | | Concentration (Including Background)[1,2] | | | | |
|---|---|---|---|---|---|---|
| | | Environmental | Alternative | | | |
| Year | CAAQS | Baseline | NA/NP | A | B | C |
| 2005 | 0.25 ppm (470 µg/m³) | 0.15 ppm (282 µg/m³) | 0.32 ppm (604 µg/m³) | 0.23 ppm (433 µg/m³) | 0.23 ppm (433 µg/m³) | 0.23 ppm (433 µg/m³) |
| 2015 | 0.25 ppm (470 µg/m³) | 0.15 ppm (282 µg/m³) | 0.33 ppm (617 µg/m³) | 0.13 ppm (245 µg/m³) | 0.14 ppm (263 µg/m³) | 0.14 ppm (265 µg/m³) |

ppm = parts per million by volume.
µg/m³ = micrograms per cubic meter.
CAAQS = California Ambient Air Quality Standard.

1 Aircraft modeled as point sources in ISCST3, as indicated in Attachment A to Technical Report 4.
2 Background (non-airport) one-hour $NO_2$ concentration estimated to be 0.0998 ppm (188 µg/m³) in 2005 and 0.0765 ppm (144 µg/m³) in 2015.

Source: Camp Dresser & McKee Inc., 2000.