

California State Airport Noise Standards Quarterly Report

First Quarter 2025



LOS ANGELES INTERNATIONAL AIRPORT

Los Angeles World Airports

May 13, 2025

TABLE OF CONTENTS

California State Airport Noise Standards Quarterly Report

1. Division of Aeronautics Form 617
2. Incompatible Land Use Data
3. Daily Aircraft CNEL Data
4. Runway Utilization Report
 - Summary of Runway Use
 - Summary of Runway Flow
5. Average Daily Runway Use by Aircraft Type
 - 24 Hour Average
 - Night-time Average (10pm – 7am)
6. Average Daily Runway Use by Aircraft Group
 - 24 Hour Average
 - Night-time Average (10pm – 7am)
7. Summary of Actions

Attachment

Noise contour map

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

Los Angeles International Airport
First Quarter 2025

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

398.9 Acres

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

5,005

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

16,487

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

B747: 2,460

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

138,220

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

129,101

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

100 %

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

3,175

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

89

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

1Q25	Total Cumulative Noise Impact Areas - All Jurisdictions											
	<i>CNEL 65 dB and Above</i>				<i>CNEL 70 dB and Above</i>				<i>CNEL 75 dB and Above</i>			
Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population
Single Family	192.1	1,324	1,354	4,459	35.9	239	243	895	1.2	4	4	15
Multi-Family	181.2	3,664	1,098	11,991	40.8	756	260	2,645	1.6	15	5	63
Mobile Home	0.6	0	2	0	0.0	0	0	0	0.0	0	0	0
Schools	6.6	0	26	0	3.0	0	17	0	0.0	0	0	0
Churches	17.8	17	35	37	2.4	0	2	0	0.0	0	0	0
Hospitals	0.6	0	2	0	0.0	0	0	0	0.0	0	0	0
Total Incompatible	398.9	5,005	2,517	16,487	82.1	995	522	3,540	2.8	19	9	78

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

Report Date: May, 07 2025

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

1Q25	Total Cumulative Noise Impact Areas - Athens											
	<i>CNEL 65 dB and Above</i>				<i>CNEL 70 dB and Above</i>				<i>CNEL 75 dB and Above</i>			
Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population
Single Family	21.6	161	176	531	0.0	0	0	0	0.0	0	0	0
Multi-Family	25.0	453	160	1,437	0.0	0	0	0	0.0	0	0	0
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	1.3	3	6	6	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Total Incompatible	47.9	617	342	1,974	0.0	0	0	0	0.0	0	0	0

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

Report Date: May, 07 2025

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

1Q25	Total Cumulative Noise Impact Areas - Del Aire											
	CNEL 65 dB and Above				CNEL 70 dB and Above				CNEL 75 dB and Above			
Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population
Single Family	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Multi-Family	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Total Incompatible	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0

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

Report Date: May, 07 2025

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

1Q25	Total Cumulative Noise Impact Areas - City of El Segundo											
	CNEL 65 dB and Above				CNEL 70 dB and Above				CNEL 75 dB and Above			
	Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels
Single Family	48.0	314	315	830	2.1	12	12	25	0.0	0	0	0
Multi-Family	13.2	382	146	815	4.1	160	69	327	0.0	0	0	0
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	0.7	0	2	0	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Total Incompatible	61.9	696	463	1,646	6.2	172	81	352	0.0	0	0	0

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

Report Date: May, 07 2025

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

1Q25	Total Cumulative Noise Impact Areas - City of Inglewood											
	<i>CNEL 65 dB and Above</i>				<i>CNEL 70 dB and Above</i>				<i>CNEL 75 dB and Above</i>			
Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population
Single Family	63.6	444	452	1,566	2.8	19	20	73	0.0	0	0	0
Multi-Family	89.3	1,996	483	6,650	6.9	189	27	760	0.0	0	0	0
Mobile Home	0.6	0	2	0	0.0	0	0	0	0.0	0	0	0
Schools	1.4	0	1	0	0.0	0	0	0	0.0	0	0	0
Churches	10.4	11	16	22	2.1	0	1	0	0.0	0	0	0
Hospitals	0.6	0	2	0	0.0	0	0	0	0.0	0	0	0
Total Incompatible	165.9	2,451	956	8,238	11.8	208	48	834	0.0	0	0	0

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

Report Date: May, 07 2025

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

1Q25	Total Cumulative Noise Impact Areas - Lennox											
	<i>CNEL 65 dB and Above</i>				<i>CNEL 70 dB and Above</i>				<i>CNEL 75 dB and Above</i>			
Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population
Single Family	52.3	359	364	1,382	31.1	208	211	796	1.2	4	4	15
Multi-Family	49.5	745	282	2,786	29.9	407	164	1,558	1.6	15	5	63
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	5.2	0	25	0	3.0	0	17	0	0.0	0	0	0
Churches	1.6	1	3	4	0.3	0	1	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Total Incompatible	108.6	1,105	674	4,172	64.3	615	393	2,354	2.8	19	9	78

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

Report Date: May, 07 2025

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

1Q25	Total Cumulative Noise Impact Areas - South and South East LA											
	CNEL 65 dB and Above				CNEL 70 dB and Above				CNEL 75 dB and Above			
Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population
Single Family	6.5	46	47	150	0.0	0	0	0	0.0	0	0	0
Multi-Family	4.1	88	27	302	0.0	0	0	0	0.0	0	0	0
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	2.5	1	7	4	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Total Incompatible	13.1	135	81	456	0.0	0	0	0	0.0	0	0	0

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

Report Date: May, 07 2025

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

1Q25	Total Cumulative Noise Impact Areas - Westchester/Playa Del Rey											
	<i>CNEL 65 dB and Above</i>				<i>CNEL 70 dB and Above</i>				<i>CNEL 75 dB and Above</i>			
Land Use	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population	Acres	Dwelling Units	Parcels	Population
Single Family	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Multi-Family	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Mobile Home	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Schools	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Churches	1.3	1	1	1	0.0	0	0	0	0.0	0	0	0
Hospitals	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0
Total Incompatible	1.3	1	1	1	0.0	0	0	0	0.0	0	0	0

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

Report Date: May, 07 2025



January	PDR1	PDR2	ESG1	ESG2	ESG3	ESG5	DEL1	WCH2	WCH3	WCH5	WCH6	ING1	ING2	ING3	ING6	ING8	LNX1	LNX2	LNX3	LNX4	ATH2	SLA1	SLA3	SLA5	SLA7
1 Wed	67	63	63	66	62	61	53	62	62	73	62	66	65	66	69	60	78	67	62	65	71	69	64	67	71
2 Thu	67	63	65	68	65	64	58	67	66	73	63	60	65	66	68	59	73	60	62	63	66	64	61	63	63
3 Fri	68	63	64	67	63	62	44	61	61	75	64	61	67	68	70	61	76	62	62	65	69	66	63	65	65
4 Sat	67	62	63	67	63	64	55	63	62	73	62	60	65	66	68	60	74	66	61	63	67	64	61	65	64
5 Sun	65	59	63	67	64	65	59	64	63	72	61	58	64	65	66	59	72	59	61	62	65	63	62	63	62
6 Mon	66	62	63	67	61	60	54	64	62	72	61	58	64	66	67	59	73	60	60	63	67	63	61	63	63
7 Tue	63	60	63	67	63	63	59	61	59	63	62	61	61	57	63	60	69	65	65	66	59	52	59	58	52
8 Wed	59	54	60	64	58	58	58	48	58	65	64	63	61	60	65	62	71	69	67	67	61	54	64	60	56
9 Thu	64	58	60	65	62	62	60	64	65	72	63	62	63	64	68	62	74	67	66	66	64	61	62	63	62
10 Fri	65	60	62	65	60	58	50	63	66	70	60	57	62	64	65	58	71	60	62	62	62	60	58	62	61
11 Sat	64	59	62	66	62	62	61	61	60	71	60	57	63	63	66	58	75	59	61	62	66	63	59	63	61
12 Sun	64	59	61	65	60	60	47	61	61	72	60	57	63	64	67	59	73	59	61	62	64	62	59	63	62
13 Mon	62	59	60	64	59	57	51	57	58	69	58	55	61	62	68	54	70	57	56	59	62	60	56	61	59
14 Tue	63	58	60	64	61	63	58	59	60	69	59	56	61	62	67	58	73	61	59	63	64	60	59	63	62
15 Wed	64	58	60	65	62	63	58	62	62	70	59	56	61	62	65	56	71	58	58	61	62	60	57	61	60
16 Thu	66	61	62	66	62	61	54	61	60	71	60	58	64	64	67	58	73	59	60	63	65	63	60	63	63
17 Fri	67	62	64	68	62	60	52	65	62	72	61	59	65	66	67	60	73	60	61	63	65	64	60	63	63
18 Sat	66	61	62	67	60	58	60	62	61	71	60	58	63	64	67	59	72	62	60	63	65	62	60	63	63
19 Sun	66	61	62	66	61	59	43	60	59	73	62	59	65	66	69	60	75	61	61	65	67	64	62	65	66
20 Mon	64	60	61	65	58	55	46	58	56	71	60	55	62	63	65	56	71	66	55	60	63	61	57	60	59
21 Tue	59	53	55	61	56	58	51	55	53	68	57	51	59	59	62	51	69	53	52	52	59	57	53	58	56
22 Wed	59	58	54	61	58	58	51	52	55	68	56	52	59	60	63	54	70	58	55	58	60	57	54	58	58
23 Thu	61	55	54	61	56	57	53	56	59	70	58	53	60	61	65	56	71	67	59	58	61	59	55	60	58
24 Fri	65	59	59	64	60	58	51	59	62	71	62	56	62	62	66	57	73	67	60	62	63	59	57	62	60
25 Sat	66	60	62	66	59	55	52	63	60	71	61	58	63	64	67	61	72	62	61	62	64	62	60	63	62
26 Sun	67	63	61	66	61	59	58	62	62	71	64	63	65	65	69	62	74	68	67	68	65	62	64	64	63
27 Mon	67	64	63	67	63	62	53	59	59	72	61	58	64	65	68	60	73	61	61	64	66	63	61	64	64
28 Tue	65	61	62	67	62	60	51	62	61	70	59	56	62	63	69	59	72	58	59	63	65	62	60	63	63
29 Wed	66	61	62	67	61	58	48	62	61	71	60	58	63	64	67	60	72	60	59	62	65	62	61	63	63
30 Thu	67	62	62	67	62	59	45	58	59	71	62	63	64	64	67	58	73	60	59	63	65	62	60	63	64
31 Fri	66	60	63	67	63	63	51	62	61	72	61	59	64	65	68	62	73	60	61	64	65	63	62	64	63



February	PDR1	PDR2	ESG1	ESG2	ESG3	ESG5	DEL1	WCH2	WCH3	WCH5	WCH6	ING1	ING2	ING3	ING6	ING8	LNX1	LNX2	LNX3	LNX4	ATH2	SLA1	SLA3	SLA5	SLA7
1 Sat	66	61	62	66	60	58	47	62	59	70	59	56	63	63	67	58	72	62	59	62	64	61	61	62	62
2 Sun	67	61	60	65	57	51	41	58	57	73	61	57	64	65	67	57	74	59	59	63	65	63	62	63	63
3 Mon	67	62	61	66	60	56	43	58	60	74	63	59	66	66	67	59	73	60	62	63	64	65	62	62	62
4 Tue	65	60	62	66	59	62	52	63	61	71	61	59	63	64	68	62	73	68	62	64	65	62	62	63	63
5 Wed	65	60	59	64	57	54	59	60	61	71	66	66	66	65	69	67	74	71	67	68	65	62	65	63	62
6 Thu	67	61	59	64	59	48	55	63	63	73	67	64	66	65	68	60	75	71	70	70	63	62	68	61	61
7 Fri	67	62	62	66	61	57	51	61	61	76	65	61	67	68	68	61	74	66	66	67	65	66	66	64	64
8 Sat	67	61	62	66	61	59	48	61	60	71	60	58	63	64	66	59	72	60	59	62	63	62	62	62	62
9 Sun	67	61	62	66	60	57	42	59	62	71	60	60	64	64	68	58	73	66	60	63	67	62	61	63	62
10 Mon	66	62	63	67	60	56	48	62	59	72	61	58	64	65	67	59	72	60	60	62	65	63	60	63	64
11 Tue	66	61	62	66	60	57	51	60	59	71	61	58	64	64	66	59	72	59	59	62	64	63	65	62	62
12 Wed	65	59	59	64	58	55	60	61	61	71	67	65	66	64	70	64	75	71	68	69	65	60	67	64	62
13 Thu	68	63	62	66	61	57	55	63	64	74	66	65	67	68	71	66	76	70	66	67	67	67	62	65	65
14 Fri	68	62	64	67	63	62	56	59	60	74	63	61	66	67	70	62	75	63	63	66	67	65	67	65	65
15 Sat	66	60	63	67	62	61	54	64	61	71	60	58	63	64	67	60	74	59	59	63	65	62	61	64	63
16 Sun	66	61	62	67	62	61	58	62	63	71	60	57	63	63	66	57	72	58	59	62	63	64	59	62	62
17 Mon	67	63	63	67	61	57	54	64	63	73	62	59	65	66	67	59	73	61	61	63	65	64	61	64	64
18 Tue	68	62	63	67	62	56	45	64	62	72	61	58	64	64	68	59	72	59	59	63	65	63	61	63	63
19 Wed	67	62	63	67	62	59	51	64	62	73	62	58	65	66	68	59	73	60	60	63	65	64	61	63	63
20 Thu	69	63	63	67	63	60	54	65	63	73	62	59	65	66	68	59	74	61	61	64	66	64	62	65	64
21 Fri	68	62	62	67	62	59	50	65	66	73	62	60	65	66	69	61	75	61	62	65	65	66	63	64	64
22 Sat	67	62	62	66	63	64	56	62	64	73	62	60	64	65	68	60	74	61	62	66	65	63	61	63	63
23 Sun	67	62	63	67	63	63	56	62	64	72	61	58	64	65	67	59	73	59	61	64	64	66	62	64	63
24 Mon	67	62	63	67	63	63	54	65	64	72	61	58	64	65	68	59	73	62	61	63	65	63	61	64	63
25 Tue	66	61	62	67	62	57	48	63	62	71	60	58	64	64	67	61	72	58	59	63	64	63	60	63	62
26 Wed	65	60	61	67	65	65	62	62	64	71	61	59	63	63	69	60	75	62	62	66	66	61	62	66	64
27 Thu	67	62	62	67	67	69	63	62	64	72	60	59	63	63	67	59	74	61	63	64	65	63	63	64	63
28 Fri	69	63	63	67	62	61	54	63	65	73	62	65	65	66	68	61	74	60	61	63	65	67	63	64	64



March	PDR1	PDR2	ESG1	ESG2	ESG3	ESG5	DEL1	WCH2	WCH3	WCH5	WCH6	ING1	ING2	ING3	ING6	ING8	LNK1	LNK2	LNK3	LNK4	ATH2	SLA1	SLA3	SLA5	SLA7
1 Sat	67	61	63	68	60	58	37	60	60	71	60	58	64	64	70	58	72	60	59	63	65	65	61	63	63
2 Sun	68	62	63	67	62	58	50	58	56	71	60	60	64	65	68	60	74	60	61	64	64	63	66	62	62
3 Mon	66	63	63	67	62	61	55	59	58	73	62	64	65	66	69	59	73	60	60	63	65	65	66	64	63
4 Tue	68	61	63	67	61	56	50	61	60	72	61	60	64	65	68	59	73	59	60	63	65	67	63	63	63
5 Wed	68	62	63	67	62	58	47	60	61	72	61	59	65	65	68	60	74	61	61	64	65	61	69	63	63
6 Thu	68	63	64	68	64	60	51	59	61	74	63	62	66	67	71	63	76	63	63	66	66	68	68	65	65
7 Fri	67	62	64	68	63	61	54	61	61	72	61	60	64	65	68	60	73	59	60	64	65	67	63	64	64
8 Sat	67	62	63	67	62	61	52	61	62	72	61	59	64	65	67	59	73	60	60	63	64	67	61	63	63
9 Sun	67	62	63	67	63	61	59	63	63	73	62	59	65	65	68	59	74	60	61	64	65	66	63	63	63
10 Mon	65	61	63	67	64	61	46	61	63	73	62	59	65	66	67	59	73	60	61	64	66	65	61	63	63
11 Tue	65	60	57	63	58	53	62	61	62	70	68	66	66	64	67	64	73	71	69	69	62	64	67	62	57
12 Wed	64	61	55	61	55	51	61	63	63	75	69	67	67	65	69	65	75	72	71	71	64	60	70	63	61
13 Thu	67	64	65	68	64	60	54	60	60	71	63	66	64	65	72	66	77	70	67	69	66	55	62	64	64
14 Fri	67	62	63	68	62	60	58	61	63	73	65	63	67	69	70	64	75	67	65	67	67	67	66	66	65
15 Sat	68	63	63	67	62	61	53	60	63	74	63	60	66	67	69	61	75	63	63	66	67	68	64	66	65
16 Sun	68	63	63	67	61	58	49	62	63	73	62	60	66	66	69	61	75	61	62	65	67	67	63	65	65
17 Mon	68	64	64	68	62	57	46	61	59	71	60	61	63	64	69	61	75	59	58	65	64	61	64	61	61
18 Tue	66	61	63	67	63	61	56	57	56	74	64	61	66	67	69	61	74	63	61	64	66	62	66	64	65
19 Wed	66	61	63	67	64	65	57	59	61	72	61	59	64	64	66	53	73	60	60	63	63	65	62	62	62
20 Thu	67	62	64	68	65	64	45	62	62	72	62	60	65	65	67	59	73	59	60	63	64	67	62	63	62
21 Fri	68	62	64	68	62	58	45	63	62	73	62	61	66	67	70	61	74	66	63	64	66	67	64	64	64
22 Sat	67	62	63	68	61	61	49	64	61	72	61	58	64	66	67	59	73	64	60	63	65	65	62	63	63
23 Sun	67	62	63	68	61	56	42	60	59	73	62	59	65	66	69	61	74	60	61	64	66	65	63	64	64
24 Mon	67	63	62	67	62	63	55	61	59	74	62	60	66	67	68	61	74	61	61	64	66	64	65	64	64
25 Tue	66	59	58	64	58	55	48	58	57	73	62	59	64	65	70	60	76	63	63	66	66	66	63	64	64
26 Wed	67	62	62	67	61	56	37	58	58	73	62	61	65	66	70	61	75	62	63	66	67	65	61	65	65
27 Thu	67	62	64	68	63	58	41	59	60	74	63	61	67	67	68	61	74	61	61	64	66	68	69	64	64
28 Fri	67	62	63	68	61	56	48	62	61	74	62	60	66	67	68	61	74	61	64	64	66	65	66	64	64
29 Sat	67	61	63	67	60	58	35	61	59	73	61	59	65	66	68	60	73	60	60	63	65	66	62	64	64
30 Sun	68	63	63	67	61	56	44	61	58	74	62	59	66	66	69	60	74	60	61	64	66	65	62	64	64
31 Mon	68	63	63	68	62	56	50	62	62	74	63	61	66	67	69	61	75	62	62	65	66	66	66	64	64



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

Period : 01/01/2025 to 03/31/2025

Airline : ALL

Aircraft : ALL

Time Period	Percent Daily Operations Per Runway								Average Operations	Runway Complex		Runway Flow		In Board	Out Board
	06L	06R	07L	07R	24L	24R	25L	25R		South	North	West	East		
<u>Departures</u>															
Total Hours 24 Hours	<1%	2%	4%	<1%	32%	<1%	4%	56%	764	64%	36%	93%	7%	95%	5%
CNEL Hours															
0700 - 1900	0%	3%	4%	<1%	36%	1%	5%	52%	511	60%	40%	94%	6%	94%	6%
1900 - 2200	0%	4%	4%	<1%	34%	<1%	4%	55%	98	62%	38%	93%	7%	96%	4%
2200 - 0700	<1%	2%	5%	<1%	19%	<1%	2%	72%	156	79%	21%	93%	7%	98%	2%
Contra Hours															
Midnight - 0630	<1%	1%	6%	<1%	9%	<1%	3%	81%	72	89%	11%	93%	7%	97%	3%
0630 - Midnight	0%	3%	4%	<1%	35%	<1%	4%	54%	692	62%	38%	93%	7%	95%	5%
<u>Arrivals</u>															
Total Hours 24 Hours	3%	3%	<1%	4%	<1%	41%	48%	<1%	764	53%	47%	90%	10%	4%	96%
CNEL Hours															
0700 - 1900	3%	<1%	<1%	4%	<1%	44%	49%	<1%	510	53%	47%	94%	6%	<1%	99%
1900 - 2200	3%	<1%	0%	4%	<1%	43%	49%	<1%	138	53%	47%	93%	7%	<1%	100%
2200 - 0700	5%	21%	<1%	4%	<1%	26%	42%	<1%	116	49%	51%	69%	31%	23%	77%
Contra Hours															
Midnight - 0630	8%	53%	2%	4%	<1%	9%	21%	2%	46	30%	70%	32%	68%	58%	42%
0630 - Midnight	3%	<1%	<1%	4%	<1%	43%	50%	<1%	718	54%	46%	93%	7%	<1 %	99%

All values are rounded to the nearest whole number.



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

Period: 01/01/2025 to 03/31/2025

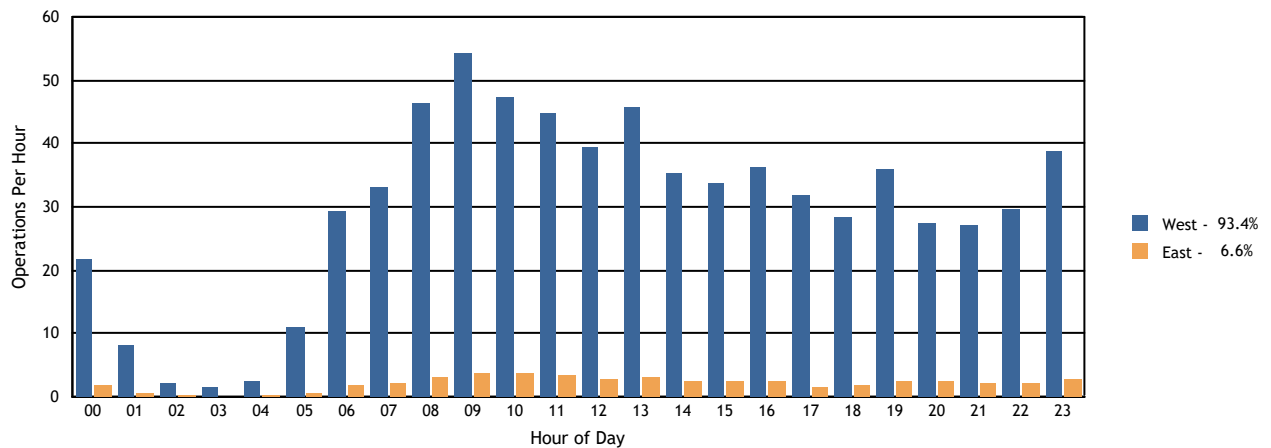
Airline : ALL

Aircraft : ALL

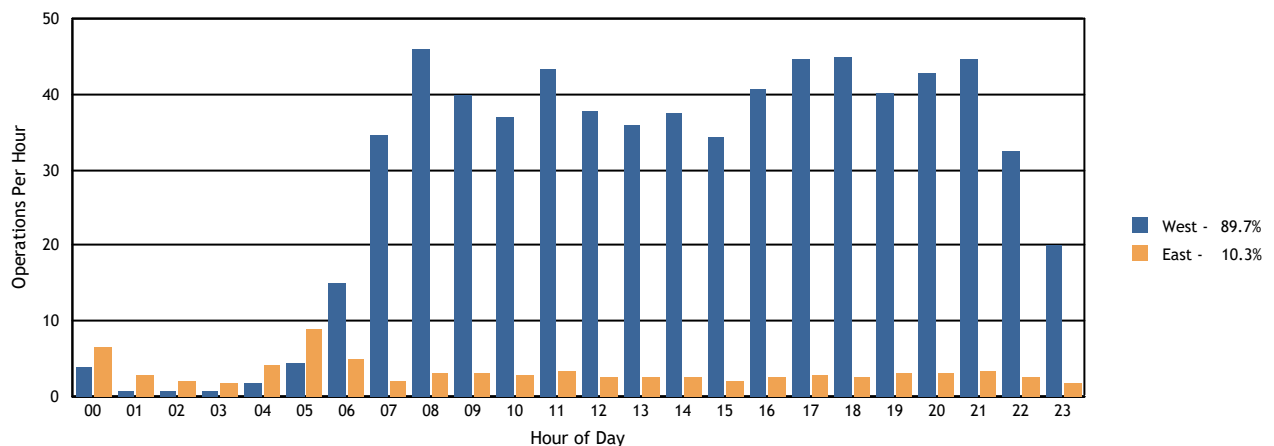
Time Period	Departures			Arrivals			Departures		Arrivals		
	West	East	Average	West	East	Average	West	East	West	East	
Total Hours											
24 Hours	713	51	764	685	79	764	93%	7%	90%	10%	
CNEL Hours											
0700-1900	478	33	511	477	33	510	94%	6%	94%	6%	
1900-2200	91	7	98	128	10	138	93%	7%	93%	7%	
2200-0700	145	11	156	80	36	116	93%	7%	69%	31%	
Contra Hours											
Midnight - 0630	67	5	72	15	31	46	93%	7%	32%	68%	
0630 - Midnight	646	46	692	671	48	718	93%	7%	93%	7%	

All percentages are rounded to the nearest whole number.

Departures Per Hour by Operational Direction



Arrivals Per Hour by Operational Direction



LAX Average Daily Runway Use By Aircraft Type - 24 Hours First Quarter 2025

Arrivals (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
A20N	0.61	0.36	0.01	1.38	0.03	7.40	18.06	0.06
A21N	1.32	2.50	0.12	2.96	0.07	17.48	37.91	0.31
A306	0.01	0.00	0.00	0.01	0.00	0.00	0.04	0.00
A319	0.49	0.06	0.00	0.43	0.06	7.54	6.24	0.00
A320	0.53	0.37	0.01	0.88	0.04	8.69	12.11	0.09
A321	1.19	1.68	0.06	2.86	0.04	14.27	36.32	0.29
A332	0.19	0.70	0.00	0.26	0.04	2.38	2.67	0.01
A333	0.09	0.12	0.00	0.07	0.00	0.23	1.28	0.03
A359	0.81	1.22	0.00	0.32	0.04	7.74	4.97	0.03
A35K	0.12	0.00	0.00	0.02	0.01	1.42	0.42	0.00
A388	0.39	0.01	0.00	0.01	0.01	5.23	0.21	0.00
ASTR	0.00	0.00	0.00	0.00	0.00	0.02	0.09	0.00
B350	0.09	0.01	0.00	0.03	0.00	1.13	0.59	0.00
B38M	1.58	1.93	0.04	1.62	0.09	20.94	20.08	0.27
B39M	0.67	0.74	0.01	1.36	0.00	7.73	19.62	0.13
B733	0.00	0.01	0.00	0.02	0.00	0.00	0.02	0.00
B734	0.00	0.07	0.01	0.01	0.00	0.06	0.06	0.00
B737	1.38	0.44	0.03	0.61	0.21	19.92	5.90	0.09
B738	2.52	1.13	0.07	2.52	0.09	33.86	33.00	0.39
B739	1.43	0.33	0.01	1.57	0.09	17.51	22.52	0.22
B744	0.24	0.70	0.09	0.41	0.01	0.50	5.51	0.04
B748	0.28	0.72	0.00	0.24	0.04	1.89	2.81	0.00
B752	0.73	1.24	0.01	0.96	0.06	6.79	11.08	0.16
B753	0.03	0.04	0.00	0.23	0.02	1.54	3.33	0.00
B762	0.00	0.04	0.00	0.03	0.00	0.00	0.16	0.00
B763	0.89	3.31	0.41	1.56	0.06	6.84	14.83	0.34
B764	0.13	0.02	0.00	0.08	0.00	1.67	1.13	0.00
B772	0.09	0.53	0.00	0.27	0.01	1.23	2.30	0.03
B77L	0.33	1.43	0.09	0.67	0.00	0.26	8.48	0.09
B77W	1.07	0.70	0.01	0.39	0.07	14.82	5.41	0.04
B788	0.29	0.92	0.02	0.17	0.01	3.38	2.40	0.03
B789	0.94	1.91	0.03	0.59	0.04	10.56	6.98	0.08
B78X	0.17	0.02	0.00	0.14	0.00	1.69	1.96	0.03
BCS1	0.00	0.01	0.00	0.00	0.00	0.03	0.03	0.00
BCS3	0.02	0.00	0.00	0.02	0.00	0.11	0.29	0.00
BE20	0.01	0.00	0.00	0.00	0.00	0.02	0.08	0.00
BE36	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00
BE40	0.01	0.00	0.00	0.01	0.00	0.07	0.17	0.00
C152	0.00	0.00	0.00	0.01	0.00	0.01	0.19	0.00
C172	0.00	0.00	0.00	0.00	0.00	0.01	0.03	0.00

Departures (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
A20N	0.01	0.62	1.24	0.02	7.42	0.14	0.08	18.36
A21N	0.00	1.20	2.84	0.01	15.64	0.40	0.10	42.53
A306	0.00	0.01	0.01	0.00	0.00	0.00	0.02	0.02
A319	0.00	0.14	0.80	0.00	9.34	0.27	0.08	4.20
A320	0.00	0.32	0.97	0.01	7.29	0.29	0.08	13.76
A321	0.00	1.34	2.39	0.00	7.09	0.21	0.08	45.52
A332	0.00	0.12	0.30	0.00	3.34	0.08	0.36	2.06
A333	0.00	0.03	0.03	0.00	0.33	0.00	0.39	1.03
A359	0.00	0.26	0.80	0.00	7.21	0.08	0.01	6.73
A35K	0.00	0.07	0.08	0.00	0.82	0.02	0.00	1.00
A388	0.00	0.27	0.00	0.18	5.00	0.00	0.43	0.00
ASTR	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.06
B350	0.00	0.10	0.02	0.00	0.17	0.02	0.46	1.09
B38M	0.00	1.04	1.83	0.00	22.08	0.52	0.06	21.09
B39M	0.00	0.46	1.66	0.00	4.02	0.18	0.04	23.98
B733	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.03
B734	0.00	0.00	0.01	0.00	0.00	0.00	0.08	0.11
B737	0.00	1.00	0.82	0.00	23.03	0.59	0.14	3.09
B738	0.00	1.93	3.07	0.01	31.19	0.98	0.32	36.00
B739	0.00	1.07	1.88	0.01	14.19	0.39	0.03	26.24
B744	0.00	0.06	0.54	0.00	0.14	0.00	1.74	5.06
B748	0.00	0.09	0.00	0.24	1.72	0.02	3.80	0.10
B752	0.00	0.33	1.07	0.00	9.24	0.21	0.18	10.02
B753	0.00	0.08	0.20	0.00	0.29	0.00	0.00	4.66
B762	0.00	0.00	0.02	0.00	0.00	0.00	0.10	0.11
B763	0.00	0.44	1.69	0.00	9.58	0.19	3.10	13.21
B764	0.00	0.11	0.06	0.00	2.47	0.03	0.00	0.37
B772	0.00	0.06	0.23	0.00	0.28	0.00	0.10	3.80
B77L	0.00	0.10	0.63	0.04	0.02	0.00	3.88	6.67
B77W	0.00	0.31	1.23	0.00	6.32	0.02	0.01	14.61
B788	0.00	0.08	0.39	0.01	1.84	0.03	0.01	4.87
B789	0.00	0.29	1.14	0.00	4.98	0.03	0.04	14.66
B78X	0.00	0.12	0.18	0.00	0.69	0.01	0.02	3.02
BCS1	0.00	0.00	0.01	0.00	0.04	0.00	0.00	0.02
BCS3	0.00	0.01	0.01	0.00	0.13	0.00	0.01	0.28
BE20	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.10
BE36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
BE40	0.00	0.00	0.01	0.00	0.00	0.00	0.07	0.18
C152	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.20
C17	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00

LAX Noise Management

Source: LAX ANOMS, based on available FAA radar flight track data.

note: Aircraft Type for certain military operations may not be available through our data source, therefore will not be included in the report.

LAX Average Daily Runway Use By Aircraft Type - 24 Hours

First Quarter 2025

Arrivals (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
C182	0.00	0.01	0.00	0.04	0.00	0.16	0.59	0.01
C208	0.00	0.00	0.00	0.01	0.00	0.00	0.33	0.01
C25A	0.00	0.00	0.00	0.02	0.00	0.12	0.10	0.00
C25B	0.01	0.00	0.00	0.02	0.00	0.17	0.57	0.00
C25C	0.00	0.00	0.00	0.01	0.00	0.03	0.07	0.00
C525	0.00	0.00	0.00	0.00	0.00	0.03	0.02	0.00
C550	0.00	0.00	0.00	0.00	0.00	0.02	0.03	0.00
C55B	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
C560	0.00	0.01	0.00	0.01	0.00	0.02	0.07	0.00
C56X	0.02	0.00	0.00	0.07	0.00	0.29	0.82	0.02
C650	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00
C680	0.00	0.01	0.00	0.02	0.00	0.13	0.32	0.00
C68A	0.01	0.01	0.01	0.12	0.01	0.73	1.94	0.00
C700	0.02	0.01	0.00	0.08	0.00	0.39	0.98	0.00
C750	0.00	0.00	0.00	0.04	0.00	0.03	0.43	0.00
CL30	0.04	0.03	0.01	0.10	0.00	0.63	1.47	0.01
CL35	0.04	0.03	0.00	0.04	0.00	0.61	1.84	0.02
CL60	0.01	0.02	0.00	0.06	0.00	0.51	1.31	0.00
CRJ2	0.04	0.07	0.00	0.13	0.00	0.68	1.58	0.04
CRJ7	0.37	0.04	0.00	0.50	0.01	5.88	7.46	0.06
CRJ9	0.02	0.00	0.00	0.00	0.00	0.31	0.03	0.00
E135	0.01	0.00	0.00	0.07	0.00	0.48	1.29	0.01
E145	0.00	0.00	0.00	0.03	0.00	0.06	0.78	0.00
E170	0.29	0.02	0.00	0.57	0.01	5.27	8.50	0.08
E190	0.00	0.00	0.00	0.01	0.00	0.03	0.14	0.00
E35L	0.00	0.00	0.00	0.02	0.00	0.02	0.13	0.01
E50P	0.00	0.00	0.00	0.01	0.00	0.03	0.11	0.00
E545	0.01	0.02	0.00	0.07	0.00	0.24	0.86	0.02
E550	0.00	0.00	0.00	0.03	0.00	0.14	0.68	0.00
E55P	0.12	0.03	0.00	0.22	0.01	0.77	1.68	0.00
E75L	3.96	0.22	0.01	2.30	0.26	63.04	28.42	0.21
E75S	0.10	0.00	0.00	0.07	0.00	1.40	0.87	0.00
F2TH	0.01	0.00	0.00	0.04	0.00	0.10	0.54	0.00
F900	0.00	0.01	0.00	0.04	0.00	0.03	0.31	0.00
FA50	0.00	0.01	0.00	0.01	0.00	0.00	0.03	0.00
FA7X	0.02	0.02	0.00	0.02	0.00	0.02	0.32	0.00
FA8X	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
G150	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00
G280	0.01	0.00	0.00	0.00	0.00	0.08	0.40	0.00
GA5C	0.00	0.00	0.00	0.01	0.00	0.02	0.10	0.01

Departures (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
C172	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.03
C182	0.00	0.01	0.04	0.00	0.00	0.00	0.06	0.71
C208	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.34
C25A	0.00	0.02	0.01	0.00	0.01	0.00	0.06	0.14
C25B	0.00	0.02	0.01	0.00	0.00	0.00	0.12	0.61
C25C	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.07
C525	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06
C550	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.04
C55B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
C560	0.00	0.00	0.01	0.00	0.01	0.00	0.04	0.06
C56X	0.00	0.07	0.08	0.00	0.00	0.00	0.32	0.74
C650	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
C680	0.00	0.02	0.02	0.00	0.00	0.00	0.16	0.28
C68A	0.00	0.09	0.08	0.00	0.07	0.00	1.04	1.56
C700	0.00	0.04	0.03	0.00	0.01	0.00	0.53	0.89
C750	0.00	0.00	0.03	0.00	0.01	0.00	0.11	0.36
CL30	0.00	0.07	0.02	0.00	0.02	0.01	0.84	1.31
CL35	0.00	0.08	0.07	0.00	0.06	0.00	0.84	1.59
CL60	0.00	0.03	0.04	0.00	0.00	0.00	0.69	1.18
CRJ2	0.00	0.09	0.10	0.00	0.02	0.00	0.17	2.17
CRJ7	0.00	0.59	0.37	0.00	3.33	0.06	0.00	9.97
CRJ9	0.00	0.02	0.00	0.00	0.14	0.00	0.00	0.20
E135	0.00	0.07	0.00	0.00	0.00	0.00	0.62	1.17
E145	0.00	0.00	0.02	0.00	0.00	0.00	0.32	0.52
E170	0.00	0.36	0.60	0.00	1.08	0.02	0.03	12.56
E190	0.00	0.00	0.01	0.00	0.01	0.00	0.10	0.08
E35L	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.12
E50P	0.00	0.01	0.00	0.00	0.00	0.00	0.03	0.12
E545	0.00	0.03	0.02	0.00	0.03	0.01	0.46	0.66
E550	0.00	0.03	0.01	0.00	0.00	0.01	0.23	0.54
E55P	0.00	0.13	0.11	0.00	0.04	0.01	0.89	1.66
E75L	0.00	4.10	2.39	0.01	42.84	1.51	0.02	47.66
E75S	0.00	0.09	0.10	0.00	2.06	0.01	0.00	0.17
F2TH	0.00	0.03	0.02	0.00	0.01	0.00	0.19	0.42
F900	0.00	0.02	0.04	0.00	0.00	0.00	0.14	0.18
FA50	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.03
FA7X	0.00	0.02	0.02	0.00	0.00	0.00	0.14	0.22
FA8X	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01
G150	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00
G280	0.00	0.01	0.02	0.00	0.00	0.00	0.22	0.26

LAX Noise Management

Source: LAX ANOMS, based on available FAA radar flight track data.

note: Aircraft Type for certain military operations may not be available through our data source, therefore will not be included in the report.

LAX Average Daily Runway Use By Aircraft Type - 24 Hours

First Quarter 2025

Arrivals (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
GA6C	0.00	0.00	0.00	0.04	0.00	0.10	0.34	0.00
GALX	0.00	0.03	0.00	0.02	0.00	0.10	0.11	0.00
GL5T	0.00	0.01	0.00	0.03	0.00	0.20	0.48	0.02
GL7T	0.01	0.06	0.02	0.03	0.00	0.27	0.71	0.00
GLAS	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00
GLEX	0.02	0.02	0.00	0.07	0.00	0.46	1.22	0.01
GLF2	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
GLF4	0.02	0.04	0.01	0.12	0.00	0.49	1.88	0.01
GLF5	0.04	0.09	0.01	0.12	0.00	0.41	1.59	0.01
GLF6	0.04	0.04	0.00	0.08	0.01	0.50	1.39	0.00
H25B	0.00	0.03	0.01	0.06	0.00	0.13	0.79	0.02
H25C	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00
HDJT	0.01	0.00	0.00	0.02	0.00	0.03	0.18	0.00
J328	0.01	0.00	0.00	0.01	0.00	0.01	0.01	0.00
LJ35	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00
LJ40	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
LJ45	0.00	0.00	0.00	0.00	0.00	0.02	0.27	0.00
LJ60	0.00	0.00	0.00	0.02	0.00	0.09	0.31	0.00
LJ75	0.00	0.00	0.00	0.01	0.00	0.01	0.08	0.00
MD11	0.07	0.27	0.02	0.09	0.00	0.01	0.77	0.01
MU2	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
P180	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00
P28A	0.00	0.00	0.00	0.01	0.00	0.00	0.08	0.00
PA46	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.00
PC12	0.01	0.00	0.00	0.13	0.00	0.18	1.48	0.17
PC24	0.00	0.00	0.00	0.00	0.00	0.02	0.12	0.00
PRM1	0.00	0.00	0.00	0.02	0.00	0.00	0.06	0.00
S22T	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00
SR20	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
SR22	0.01	0.01	0.00	0.00	0.00	0.09	0.07	0.00
GLF3	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00
SF50	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
DA40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
P210	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
TBM7	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.00
BE35	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00
A339	0.00	0.00	0.00	0.01	0.00	0.09	0.22	0.00
FA10	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
P28R	0.00	0.00	0.00	0.03	0.00	0.01	0.07	0.00
C340	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00

Departures (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
GA5C	0.00	0.01	0.00	0.00	0.01	0.00	0.06	0.06
GA6C	0.00	0.02	0.04	0.00	0.01	0.00	0.14	0.23
GALX	0.00	0.01	0.03	0.00	0.00	0.00	0.12	0.13
GL5T	0.00	0.06	0.04	0.00	0.01	0.00	0.23	0.43
GL7T	0.00	0.01	0.01	0.01	0.02	0.00	0.37	0.61
GLAS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
GLEX	0.00	0.03	0.07	0.00	0.02	0.01	0.62	1.00
GLF2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
GLF4	0.00	0.04	0.10	0.02	0.02	0.01	0.79	1.56
GLF5	0.00	0.06	0.09	0.00	0.06	0.00	0.82	1.21
GLF6	0.00	0.04	0.08	0.00	0.01	0.01	0.64	1.04
H25B	0.00	0.03	0.02	0.00	0.01	0.01	0.36	0.61
H25C	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.02
HDJT	0.00	0.03	0.00	0.00	0.00	0.00	0.03	0.18
J328	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.02
LJ35	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.03
LJ40	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
LJ45	0.00	0.02	0.00	0.00	0.01	0.00	0.12	0.14
LJ60	0.00	0.01	0.03	0.00	0.00	0.00	0.14	0.23
LJ75	0.00	0.00	0.01	0.00	0.01	0.00	0.01	0.07
MD11	0.00	0.03	0.04	0.00	0.00	0.00	0.49	0.67
MU2	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
P180	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.07
P28A	0.00	0.00	0.01	0.00	0.06	0.00	0.01	0.01
PA46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
PC12	0.00	0.01	0.11	0.00	0.06	0.01	0.09	1.68
PC24	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.09
PRM1	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.06
S22T	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
SR20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
SR22	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.16
GLF3	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00
DA40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
P210	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
TBM7	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.02
BE35	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01
A339	0.00	0.01	0.00	0.00	0.14	0.00	0.00	0.16
FA10	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
P28R	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.08
C340	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02

LAX Noise Management

Source: LAX ANOMS, based on available FAA radar flight track data.

note: Aircraft Type for certain military operations may not be available through our data source, therefore will not be included in the report.

LAX Average Daily Runway Use By Aircraft Type - 24 Hours

First Quarter 2025

Arrivals								
(Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
M20P	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00
GA7C	0.00	0.00	0.00	0.01	0.00	0.06	0.16	0.00
DA62	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
M20T	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00

Departures								
(Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
M20P	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00
GA7C	0.00	0.02	0.00	0.00	0.00	0.00	0.10	0.11

LAX Average Daily Runway Use By Aircraft Type - Night Time (10pm - 7am) First Quarter 2025

Arrivals (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
A20N	0.18	0.36	0.01	0.30	0.01	0.83	3.06	0.00
A21N	0.46	2.50	0.12	0.73	0.01	3.68	6.04	0.04
A319	0.01	0.06	0.00	0.01	0.01	0.21	0.24	0.00
A320	0.13	0.37	0.01	0.20	0.00	1.12	3.24	0.02
A321	0.42	1.68	0.04	0.36	0.00	2.42	4.89	0.06
A332	0.13	0.70	0.00	0.03	0.02	0.32	0.30	0.00
A333	0.08	0.12	0.00	0.03	0.00	0.00	0.19	0.02
A359	0.19	1.22	0.00	0.02	0.00	0.36	0.61	0.02
A35K	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A388	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
ASTR	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00
B350	0.00	0.01	0.00	0.00	0.00	0.07	0.13	0.00
B38M	0.53	1.93	0.03	0.24	0.02	3.42	3.14	0.07
B39M	0.18	0.74	0.01	0.37	0.00	0.91	3.83	0.01
B737	0.21	0.44	0.02	0.04	0.00	2.57	0.21	0.01
B738	0.27	1.13	0.06	0.32	0.00	3.16	3.83	0.07
B739	0.20	0.32	0.01	0.14	0.00	1.82	2.48	0.01
B744	0.12	0.69	0.09	0.12	0.00	0.02	0.94	0.03
B748	0.18	0.72	0.00	0.14	0.03	0.09	0.83	0.00
B752	0.37	1.24	0.01	0.19	0.03	1.40	1.32	0.03
B753	0.00	0.04	0.00	0.02	0.00	0.07	0.21	0.00
B762	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
B763	0.53	3.31	0.40	0.58	0.03	1.34	3.72	0.30
B764	0.01	0.02	0.00	0.00	0.00	0.21	0.02	0.00
B772	0.04	0.53	0.00	0.08	0.00	0.16	0.38	0.01
B77L	0.27	1.43	0.09	0.30	0.00	0.13	2.32	0.07
B77W	0.09	0.69	0.01	0.06	0.00	0.66	0.38	0.01
B788	0.11	0.92	0.02	0.08	0.00	0.32	0.70	0.02
B789	0.22	1.91	0.03	0.09	0.02	0.62	1.73	0.04
B78X	0.00	0.02	0.00	0.00	0.00	0.02	0.04	0.00
BCS1	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
BCS3	0.00	0.00	0.00	0.00	0.00	0.03	0.01	0.00
BE40	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00
C152	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00
C172	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
C182	0.00	0.01	0.00	0.00	0.00	0.00	0.11	0.00
C25B	0.01	0.00	0.00	0.01	0.00	0.00	0.02	0.00
C560	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
C56X	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00
C680	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00

Departures (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
A20N	0.01	0.12	0.50	0.01	1.13	0.01	0.03	6.70
A21N	0.00	0.21	0.64	0.01	2.94	0.07	0.02	10.11
A319	0.00	0.00	0.09	0.00	0.71	0.02	0.00	0.81
A320	0.00	0.07	0.24	0.01	0.64	0.02	0.00	4.77
A321	0.00	0.43	0.71	0.00	2.17	0.04	0.03	13.47
A332	0.00	0.01	0.06	0.00	0.11	0.00	0.00	0.52
A333	0.00	0.00	0.02	0.00	0.02	0.00	0.01	0.49
A359	0.00	0.02	0.47	0.00	2.74	0.01	0.00	3.68
A388	0.00	0.06	0.00	0.08	1.19	0.00	0.27	0.00
ASTR	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
B350	0.00	0.03	0.01	0.00	0.06	0.01	0.00	0.52
B38M	0.00	0.17	0.41	0.00	2.16	0.04	0.02	7.17
B39M	0.00	0.13	0.42	0.00	0.57	0.04	0.03	6.54
B737	0.00	0.07	0.14	0.00	2.96	0.14	0.00	1.98
B738	0.00	0.17	0.51	0.00	2.68	0.08	0.06	7.13
B739	0.00	0.10	0.18	0.01	0.98	0.00	0.01	4.42
B744	0.00	0.02	0.38	0.00	0.13	0.00	0.11	3.39
B748	0.00	0.04	0.00	0.14	0.86	0.00	1.79	0.10
B752	0.00	0.10	0.31	0.00	1.64	0.03	0.00	3.33
B753	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.44
B763	0.00	0.22	0.59	0.00	1.22	0.00	0.16	8.19
B764	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.09
B772	0.00	0.02	0.07	0.00	0.00	0.00	0.01	1.21
B77L	0.00	0.00	0.28	0.02	0.01	0.00	0.10	3.99
B77W	0.00	0.00	0.61	0.00	0.87	0.00	0.01	6.58
B788	0.00	0.01	0.17	0.01	0.08	0.00	0.01	2.48
B789	0.00	0.09	0.32	0.00	1.13	0.00	0.00	4.01
B78X	0.00	0.00	0.04	0.00	0.00	0.00	0.01	0.34
BCS3	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.02
BE40	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.02
C152	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06
C172	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
C182	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.14
C25A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
C25B	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.09
C56X	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.06
C680	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
C68A	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.19
C700	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.06
C750	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03

LAX Noise Management

Source: LAX ANOMS, based on available FAA radar flight track data.

note: Aircraft Type for certain military operations may not be available through our data source, therefore will not be included in the report.

LAX Average Daily Runway Use By Aircraft Type - Night Time (10pm - 7am) First Quarter 2025

Arrivals (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
C68A	0.00	0.01	0.01	0.01	0.00	0.01	0.03	0.00
C700	0.00	0.01	0.00	0.00	0.00	0.02	0.01	0.00
C750	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
CL30	0.00	0.03	0.01	0.01	0.00	0.00	0.03	0.00
CL35	0.01	0.03	0.00	0.00	0.00	0.00	0.10	0.01
CL60	0.00	0.02	0.00	0.00	0.00	0.02	0.09	0.00
CRJ2	0.00	0.07	0.00	0.02	0.00	0.02	0.03	0.00
CRJ7	0.04	0.04	0.00	0.01	0.00	0.43	0.18	0.00
E170	0.01	0.02	0.00	0.01	0.00	0.28	0.57	0.00
E190	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
E35L	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
E545	0.00	0.02	0.00	0.00	0.00	0.00	0.01	0.00
E55P	0.01	0.03	0.00	0.06	0.00	0.03	0.09	0.00
E75L	0.18	0.19	0.00	0.20	0.03	2.70	1.54	0.00
E75S	0.01	0.00	0.00	0.00	0.00	0.04	0.08	0.00
F2TH	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00
F900	0.00	0.01	0.00	0.01	0.00	0.01	0.01	0.00
FA7X	0.00	0.02	0.00	0.00	0.00	0.01	0.06	0.00
G280	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00
GA5C	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
GA6C	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
GALX	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00
GL5T	0.00	0.01	0.00	0.00	0.00	0.00	0.02	0.00
GL7T	0.00	0.06	0.02	0.00	0.00	0.00	0.07	0.00
GLEX	0.00	0.02	0.00	0.01	0.00	0.00	0.09	0.00
GLF4	0.00	0.04	0.01	0.02	0.00	0.02	0.12	0.00
GLF5	0.01	0.09	0.01	0.04	0.00	0.01	0.22	0.01
GLF6	0.01	0.04	0.00	0.01	0.00	0.01	0.09	0.00
H25B	0.00	0.03	0.01	0.00	0.00	0.00	0.07	0.00
LJ45	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
LJ60	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00
MD11	0.07	0.27	0.02	0.08	0.00	0.00	0.34	0.01
PC12	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.01
SR22	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
B734	0.00	0.07	0.01	0.00	0.00	0.01	0.00	0.00
C25C	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
FA50	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00
E50P	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
C650	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
H25C	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
HDJT	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00

Departures (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
CL30	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.17
CL35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16
CL60	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.19
CRJ2	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.20
CRJ7	0.00	0.00	0.07	0.00	0.12	0.00	0.00	0.44
E135	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06
E145	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
E170	0.00	0.00	0.03	0.00	0.01	0.00	0.00	0.52
E190	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
E545	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
E550	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06
E55P	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.26
E75L	0.00	0.22	0.28	0.01	2.11	0.09	0.00	4.81
E75S	0.00	0.00	0.01	0.00	0.22	0.00	0.00	0.00
F2TH	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
F900	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03
G280	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
GA6C	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01
GALX	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
GL5T	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.02
GL7T	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.16
GLEX	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.22
GLF4	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.17
GLF5	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.21
GLF6	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.17
H25B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11
LJ60	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.02
LJ75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
MD11	0.00	0.00	0.01	0.00	0.00	0.00	0.02	0.43
PC12	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.04
SR22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
B734	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
C25C	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
PRM1	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
E50P	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
C650	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
HDJT	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03
B733	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
PC24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
C550	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
A339	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00

LAX Noise Management

Source: LAX ANOMS, based on available FAA radar flight track data.

note: Aircraft Type for certain military operations may not be available through our data source, therefore will not be included in the report.

LAX Average Daily Runway Use By Aircraft Type - Night Time (10pm - 7am) **First Quarter 2025**

Arrivals (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
B733	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
C550	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
GA7C	0.00	0.00	0.00	0.01	0.00	0.02	0.00	0.00

Departures (Average Daily Operations)								
Aircraft Type	06L	06R	07L	07R	24L	24R	25L	25R
S22T	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
C206	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.06
B742	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.04
P28R	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03

LAX Average Daily Runway Use By Aircraft Group - 24 Hours

First Quarter 2025

Arrivals (Average Daily Operations)								
Aircraft Group	06L	06R	07L	07R	24L	24R	25L	25R
Small Jet	5.31	0.92	0.09	5.44	0.31	85.31	74.22	0.58
Small Narrow-Body Jet	9.28	5.46	0.20	10.53	0.61	124.37	139.27	1.24
Large Narrow-Body Jet	3.27	5.47	0.19	6.93	0.19	39.73	87.90	0.76
Small Wide-Body Jet	1.03	3.38	0.41	1.68	0.06	8.51	16.17	0.34
Large Wide-Body Jet	5.10	9.33	0.27	3.67	0.30	51.43	46.43	0.44
Non-Jet	0.13	0.03	0.00	0.34	0.00	1.90	4.30	0.20
Military*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Departures (Average Daily Operations)								
Aircraft Group	06L	06R	07L	07R	24L	24R	25L	25R
Small Jet	0.00	6.51	4.81	0.04	49.98	1.69	13.22	95.61
Small Narrow-Body Jet	0.01	6.62	12.40	0.06	118.84	3.36	1.03	148.91
Large Narrow-Body Jet	0.00	2.92	6.47	0.01	32.26	0.82	0.33	101.67
Small Wide-Body Jet	0.00	0.57	1.78	0.00	12.04	0.22	3.22	13.71
Large Wide-Body Jet	0.00	1.89	5.62	0.48	32.86	0.30	11.33	64.52
Non-Jet	0.00	0.20	0.27	0.00	0.36	0.03	0.72	5.38
Military*	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00

LAX Noise Management

Source: LAX ANOMS, based on available FAA radar flight track data.

* Aircraft Type for certain military operations may not be available through our data source, therefore will not be included in the report.

LAX Average Daily Runway Use By Aircraft Group - Night Time (10pm - 7am)
First Quarter 2025

Arrivals (Average Daily Operations)								
Aircraft Group	06L	06R	07L	07R	24L	24R	25L	25R
Small Jet	0.30	0.89	0.08	0.50	0.03	3.69	3.77	0.02
Small Narrow-Body Jet	1.71	5.44	0.17	1.63	0.04	14.10	20.09	0.19
Large Narrow-Body Jet	1.24	5.47	0.18	1.29	0.04	7.52	12.38	0.13
Small Wide-Body Jet	0.54	3.38	0.40	0.58	0.03	1.56	3.74	0.30
Large Wide-Body Jet	1.53	9.30	0.27	1.04	0.08	2.71	8.79	0.24
Non-Jet	0.00	0.03	0.00	0.02	0.00	0.12	0.47	0.01
Military*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Departures (Average Daily Operations)								
Aircraft Group	06L	06R	07L	07R	24L	24R	25L	25R
Small Jet	0.00	0.29	0.54	0.02	2.49	0.09	0.02	8.78
Small Narrow-Body Jet	0.01	0.82	2.50	0.03	11.83	0.37	0.16	39.61
Large Narrow-Body Jet	0.00	0.74	1.67	0.01	6.77	0.14	0.04	27.04
Small Wide-Body Jet	0.00	0.22	0.59	0.00	1.31	0.00	0.16	8.28
Large Wide-Body Jet	0.00	0.28	2.43	0.26	7.16	0.01	2.36	27.27
Non-Jet	0.00	0.04	0.06	0.00	0.06	0.01	0.01	1.00
Military*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Summary of Actions Taken by LAWA to Comply with Conditions to the Current Noise Variance for Los Angeles International Airport

First Quarter 2025

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

- LAWA continues to implement its Aircraft Noise Mitigation Program (ANMP), designed to fund the mitigation of all incompatible land uses within the noise impact boundary as defined in the State Noise Standards. LAWA updates the ANMP report periodically to ensure that it reasonably represents the mitigation and funding programs that are in place.
- With each second quarter Quarterly Report, LAWA submits an annual update of the ANMP. This update includes the number of dwellings acoustically insulated, the cost of the program, the anticipated funding availability, and the anticipated completion date of the project.
- LAWA continues to monitor and enforce, as appropriate, all of its informal noise abatement procedures in place at LAX, including but not limited to the early turn program, preferential runway use procedures and over ocean operations procedures, as well as the formal maintenance run-up restrictions.
- LAWA continues to work with the Federal Aviation Administration and pilots to improve compliance with its “no turns before the shoreline” policy.
- LAWA updated the 2014 Report on Implementation of the Preferential Runway Use Policy at LAX to reevaluate conditions related to compliance, implementation, and possible improvements, and submitted it to Caltrans and Los Angeles County on June 29, 2023.
- LAWA continues to provide the information to the County of Los Angeles needed to prepare Quarterly Reports of Noise Monitoring. Included with the noise monitoring information forwarded each quarter is this brief report regarding the implementation of each of the conditions to the Variance.

- LAWA completed an upgrade of the Noise and Operations Monitoring System for LAX in 2022. LAWA received Caltrans certification of the upgraded airport noise and operations monitoring system in October 2022 and provided the County of Los Angeles with a copy of all submitted documentation and Caltrans certification at that time. The County continues to review and audit the data LAWA submits in each Quarterly Report.
- LAWA continues to include tabular data and graphical illustrations with each Quarterly Report describing and comparing the level and type of usage for each runway at LAX during the quarter. In addition, LAWA is including tabular data describing the daily average number of arrivals and departures by aircraft type and model on each runway during all hours and during nighttime hours from 10 pm to 7 am. LAWA is also now providing the runway usage data to the FAA for their use in monitoring air traffic runway usage.
- LAWA continues to monitor and enforce its maintenance run-up curfew (2300-0600). When applicable, LAWA will include with each Quarterly Report, information regarding monitoring and enforcement activities undertaken during the quarter. There were no enforcement actions reported during the first quarter of 2025.
- LAWA continues to provide the LAX Noise Comment Phone Line with an option for callers to have a live answer as available, and continues to retrieve any complaint messages and provide appropriate responses in a timely manner.