

# California State Airport Noise Standards Quarterly Report

Fourth Quarter 2009



**LAX**

*Los Angeles  
World Airports*

Los Angeles World Airports  
Los Angeles International Airport

November 7, 2011

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Noise contour map

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

Los Angeles International Airport  
Fourth Quarter 2009

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

**742.4 Acres**

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

**10,993**

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

**36,580**

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

**B747: 5,733**

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5. Total number of aircraft operations during the calendar quarter: (Not Mandatory)

**145,920**

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

**102,006**

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

**100 %**

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

**3,189**

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

**752**

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# LOS ANGELES INTERNATIONAL AIRPORT

Fourth Quarter 2009

Incompatible Land Use

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

<b>4Q09</b>	<b>Total Cumulative Noise Impact Areas - All Jurisdictions</b>											
	<i>CNEL 65dB and Above</i>				<i>CNEL 70dB and Above</i>				<i>CNEL 75dB and Above</i>			
	Land Use	Dwelling			Dwelling			Dwelling				
	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	381.2	2733	2707	9275	86.2	590	585	2476	3.4	16	16	72
Multi Family	361.2	8260	1877	27305	102.5	2150	485	8432	7.7	159	19	486
Mobile Home	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
Churches	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
<b>Total Incompatible</b>	<b>742.4</b>	<b>10993</b>	<b>4584</b>	<b>36580</b>	<b>188.7</b>	<b>2740</b>	<b>1070</b>	<b>10909</b>	<b>11.1</b>	<b>175</b>	<b>35</b>	<b>558</b>

<b>4Q09</b>	<b>Total Cumulative Noise Impact Areas - Westchester/Playa Del Rey</b>											
	<i>CNEL 65dB and Above</i>				<i>CNEL 70dB and Above</i>				<i>CNEL 75dB and Above</i>			
	Land Use	Dwelling			Dwelling			Dwelling				
	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	9	68	68	147	0	0	0	0	0	0	0	0
Multi Family	29.3	1222	77	2547	1.6	86	9	198	0	0	0	0
Mobile Home	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
Churches	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
<b>Total Incompatible</b>	<b>38.2</b>	<b>1290</b>	<b>145</b>	<b>2694</b>	<b>1.6</b>	<b>86</b>	<b>9</b>	<b>198</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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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.

# LOS ANGELES INTERNATIONAL AIRPORT

Fourth Quarter 2009

Incompatible Land Use

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

<b>4Q09</b>	<b>Total Cumulative Noise Impact Areas - South &amp; South East LA</b>															
	<i>CNEL 65dB and Above</i>				<i>CNEL 70dB and Above</i>				<i>CNEL 75dB and Above</i>							
	Land Use	Dwelling			Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	8.8	62	62	199	0	0	0	0	0	0	0	0	0	0	0	0
Multi Family	4.6	112	22	356	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	0
Schools	0	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	0
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Incompatible</b>	<b>13.4</b>	<b>174</b>	<b>84</b>	<b>556</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>4Q09</b>	<b>Total Cumulative Noise Impact Areas - Lennox</b>															
	<i>CNEL 65dB and Above</i>				<i>CNEL 70dB and Above</i>				<i>CNEL 75dB and Above</i>							
	Land Use	Dwelling			Acres	Units	Parcels	Population	Acres	Units	Parcels	Population	Acres	Units	Parcels	Population
Single Family	100.4	696	696	3141	59.8	410	410	1863	3.4	16	16	72	0	0	0	0
Multi Family	102.4	1751	545	7883	59	956	322	4345	5.7	59	18	266	0	0	0	0
Mobile Home	0	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	0
Churches	0	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	0
<b>Total Incompatible</b>	<b>202.8</b>	<b>2447</b>	<b>1241</b>	<b>11024</b>	<b>118.8</b>	<b>1366</b>	<b>732</b>	<b>6208</b>	<b>9.1</b>	<b>75</b>	<b>34</b>	<b>338</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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# LOS ANGELES INTERNATIONAL AIRPORT

Fourth Quarter 2009

Incompatible Land Use

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

<b>4Q09</b>	<b>Total Cumulative Noise Impact Areas - Del Aire</b>											
	<i>CNEL 65dB and Above</i>				<i>CNEL 70dB and Above</i>				<i>CNEL 75dB and Above</i>			
	Land Use	Dwelling			Population	Dwelling			Population	Dwelling		
	Acres	Units	Parcels	Acres		Units	Parcels	Acres		Units	Parcels	
Single Family	0	0	0	0	0	0	0	0	0	0	0	0
Multi Family	0	0	0	0	0	0	0	0	0	0	0	0
Mobile Home	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
Churches	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
<b>Total Incompatible</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>4Q09</b>	<b>Total Cumulative Noise Impact Areas - Athens</b>											
	<i>CNEL 65dB and Above</i>				<i>CNEL 70dB and Above</i>				<i>CNEL 75dB and Above</i>			
	Land Use	Dwelling			Population	Dwelling			Population	Dwelling		
	Acres	Units	Parcels	Acres		Units	Parcels	Acres		Units	Parcels	
Single Family	42.1	340	340	1179	0	0	0	0	0	0	0	0
Multi Family	39.6	854	270	2876	0	0	0	0	0	0	0	0
Mobile Home	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
Churches	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
<b>Total Incompatible</b>	<b>81.7</b>	<b>1194</b>	<b>610</b>	<b>4055</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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Fourth Quarter 2009

Incompatible Land Use

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

<b>4Q09</b>	<b>Total Cumulative Noise Impact Areas - City of Inglewood</b>																									
	<i>CNEL 65dB and Above</i>				<i>CNEL 70dB and Above</i>				<i>CNEL 75dB and Above</i>																	
	Land Use	Dwelling			Acres	Units	Parcels	Population	Dwelling			Acres	Units	Parcels	Population											
Single Family	112.8	835	809	2998	12.9	95	90	426	0	0	0	0	Multi Family	146.1	3225	771	11231	26.6	649	99	2880	0	0	0	0	
Mobile Home	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	
Schools	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	
Churches	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	
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>Total Incompatible</b>	<b>258.8</b>	<b>4060</b>	<b>1580</b>	<b>14229</b>	<b>39.5</b>	<b>744</b>	<b>189</b>	<b>3306</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>4Q09</b>	<b>Total Cumulative Noise Impact Areas - City of El Segundo</b>																									
	<i>CNEL 65dB and Above</i>				<i>CNEL 70dB and Above</i>				<i>CNEL 75dB and Above</i>																	
	Land Use	Dwelling			Acres	Units	Parcels	Population	Dwelling			Acres	Units	Parcels	Population											
Single Family	108.2	732	732	1610	13.5	85	85	187	0	0	0	0	Multi Family	39.2	1096	192	2411	15.2	459	55	1010	2	100	1	220	
Mobile Home	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	
Schools	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	
Churches	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	
Hospitals	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>Total Incompatible</b>	<b>147.4</b>	<b>1828</b>	<b>924</b>	<b>4022</b>	<b>28.7</b>	<b>544</b>	<b>140</b>	<b>1197</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>220</b>

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

\* = Not Required for Title 21 Reporting



November	AIR1	PDR1	PDR2	PDR3*	ESG1	ESG2	ESG3	ESG4*	ESG5	DEL1*	WCH1*	WCH2	WCH3	WCH4*	WCH5	WCH6	ING1	ING2	ING3	ING4	ING6	ING5*	ING7*	ING8	LNX1	LNX2	LNX3	LNX4	ATH1*	ATH2	SLA1	SLA2*	SLA3	SLA4*	SLA5	SLA6*	SLA7	SLA8*	SLA9*
1 Sun	--	66	59	53	64	66	62	56	64	--	55	61	62	59	73	61	60	65	65	61	69	--	--	58	--	67	64	66	--	64	62	57	60	56	62	62	64	61	57
2 Mon	--	67	62	55	65	67	60	55	60	--	52	61	63	61	73	63	60	65	66	59	69	--	--	56	--	61	63	65	--	65	62	58	61	56	63	59	63	59	59
3 Tue	--	67	59	55	63	66	61	58	58	--	52	59	60	55	74	62	60	66	67	63	69	--	--	57	--	64	61	67	--	67	63	57	63	57	65	58	65	60	59
4 Wed		67	60	57	64	67	60	54	57	--	52	60	57	55	74	62	60	66	66	60	72	--	--	60	--	64	64	67	--	68	63	59	64	58	66	59	65	61	60
5 Thu	--	68	61	54	66	68	63	56	60	--	53	59	57	52	74	62	61	67	67	60	70	--	--	59	--	62	63	66	--	66	64	61	63	59	64	60	64	61	61
6 Fri	--	68	61	56	66	68	63	55	63	--	51	58	56	53	74	62	60	67	67	60	70	--	--	60	--	62	62	66	--	66	64	60	62	60	64	59	65	60	61
7 Sat	--	67	60	53	65	68	61	54	58	--	53	58	57	55	73	61	59	65	66	60	71	--	--	60	--	62	63	67	--	66	63	62	62	57	64	61	64	60	60
8 Sun	--	67	60	54	65	67	60	51	57	--	52	58	52	51	74	62	59	66	66	59	70	--	--	57	--	60	62	66	--	66	63	60	62	58	63	58	64	60	60
9 Mon	--	67	62	56	65	67	61	54	59	--	54	61	62	55	76	63	60	67	67	59	70	--	--	58	--	63	63	65	--	66	64	58	62	59	63	59	63	59	63
10 Tue	--	67	59	56	65	68	63	60	62	--	53	61	59	56	74	61	59	65	65	59	69	--	--	54	--	60	62	64	--	65	62	56	59	57	61	56	62	58	60
11 Wed	--	67	62	54	65	68	62	58	61	--	52	61	58	54	73	61	60	65	67	60	70	--	--	58	--	64	64	67	--	66	62	60	62	56	64	57	64	59	58
12 Thu	--	68	61	54	65	68	64	55	60	--	54	60	57	56	75	63	61	67	67	60	70	--	--	59	--	61	62	66	--	66	65	59	62	59	64	61	64	59	61
13 Fri	--	67	60	55	66	68	63	57	65	--	48	57	55	50	75	63	60	67	67	60	69	--	--	59	--	62	62	64	--	65	64	62	61	59	63	61	64	61	62
14 Sat	--	67	59	52	66	68	64	58	62	--	54	62	59	53	73	62	59	66	66	60	69	--	--	58	--	62	62	65	--	65	63	58	61	57	64	62	65	62	59
15 Sun	--	66	60	53	64	67	62	59	64	--	51	59	57	54	71	60	58	64	64	57	69	--	--	56		60	61	64	--	65	61	57	61	56	63	62	62	58	58
16 Mon	--	64	58	53	62	65	61	58	63	--	42	57	56	52	71	60	57	62	63	57	67	--	--	53		61	63	62	--	63	60	61	59	54	61	62	61	57	56
17 Tue	--	65	57	53	66	67	63	56	65	--	50	60	60	56	73	62	59	66	66	59	69	--	--	57	--	61	62	64	--	65	63	58	60	56	63	64	63	59	57
18 Wed	--	68	61	58	65	68	62	56	62	--	56	63	60	59	73	62	60	66	66	61	72	--	--	61		64	65	68	--	68	63	60	64	58	66	63	66	63	60
19 Thu	--	68	61	56	66	68	63	61	64	--	56	62	63	59	73	62	61	65	66	62	72	--	--	60	--	64	67	68	--	67	63	61	64	59	66	66	65	62	60
20 Fri	--	68	61	54	65	67	63	60	61	--	53	62	61	57	74	63	61	67	67	60	70	--	--	60	--	63	65	66	--	67	64	59	63	58	64	62	64	61	62
21 Sat	--	67	60	54	65	68	62	56	61	--	50	58	57	58	72	61	59	65	65	59	69	--	--	59	--	61	63	65	--	66	63	63	62	58	65	61	65	64	59
22 Sun	--	67	60	54	64	67	62	57	63	--	53	62	62	56	73	61	59	65	66	59	69	--	--	58	--	62	63	65	--	66	63	59	62	58	64	61	64	61	60
23 Mon	--	67	61	57	64	67	62	59	64	--	52	61	62	56	72	62	59	64	65	60	69	--	--	56	76	62	65	65	--	66	62	59	61	57	64	63	63	59	60
24 Tue	--	66	58	54	62	65	61	60	64	--	57	63	65	62	72	61	60	64	64	58	68	--	--	54	73	62	64	63	--	64	61	61	59	55	62	65	61	58	57
25 Wed	--	65	57	53	62	65	61	55	63	--	57	61	63	58	72	60	57	63	65	58	67	--	--	54	72	60	62	62	--	63	61	61	59	55	63	64	67	58	58
26 Thu	--	64	55	49	62	65	62	57	65	--	46	57	55	50	70	57	59	61	62	54	65	--	--	52	71	57	61	61	--	67	59	53	57	54	61	62	61	56	57
27 Fri	--	68	60	54	65	67	63	56	62	--	49	58	57	50	74	62	61	67	67	58	69	--	--	58	73	60	63	64	--	66	64	60	61	60	62	62	66	64	60
28 Sat	--	67	60	51	66	68	64	58	63	--	48	55	51	46	72	61	59	65	66	60	69	--	--	58	75	64	62	66	--	66	63	59	62	58	64	61	68	61	60
29 Sun	--	66	59	50	64	67	62	59	63	--	50	59	59	52	73	61	60	65	65	58	68	--	--	56	73	61	63	64	--	64	62	57	63	58	62	61	66	59	59
30 Mon	--	65	62	54	63	65	62	58	64	--	52	63	62	60	73	62	59	65	65	58	67	--	--	54	71	59	63	62	--	65	62	57	59	57	63	64	67	58	58

\* = Not Required for Title 21 Reporting

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

\* = Not Required for Title 21 Reporting



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

Period : 10/01/2009 to 12/31/2009  
 Airline : ALL  
 Aircraft : ALL

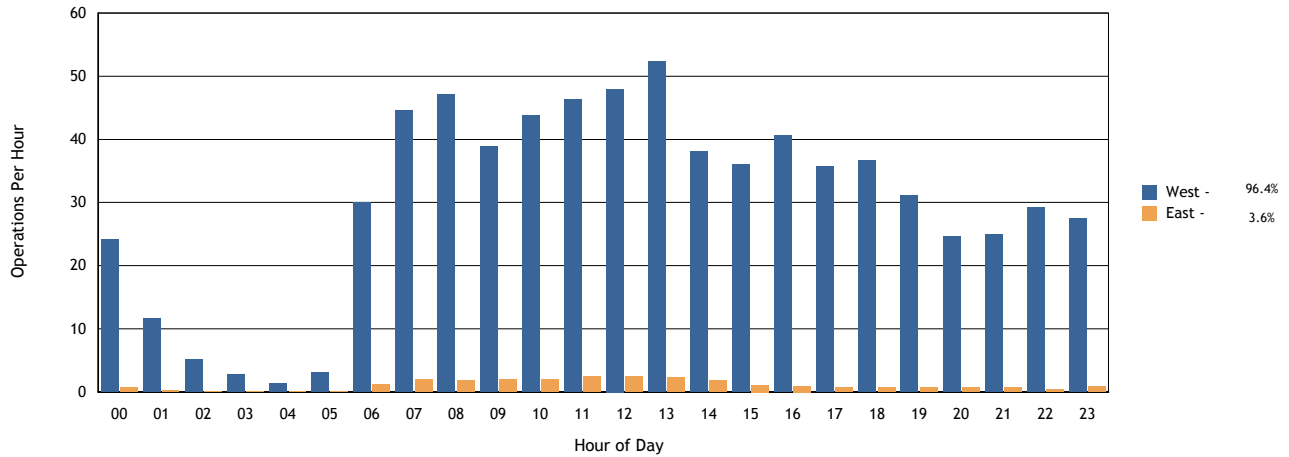
Time Period	Percent Daily Operations Per Runway								Average Operations	Runway Complex		Runway Flow		In Board	Out Board
	06L	06R	07L	07R	24L	24R	25L	25R		South	North	West	East		
<b>Departures</b>															
<b>Total Hours</b>															
24 Hours	<1%	1%	2%	<1%	40%	1%	3%	52%	750	58%	42%	96%	4%	95%	5%
<b>CNEL Hours</b>															
0700 - 1900	<1%	1%	2%	<1%	44%	1%	3%	48%	529	53%	47%	96%	4%	95%	5%
1900 - 2200	<1%	<1%	1%	<1%	48%	<1%	6%	43%	83	50%	50%	98%	2%	94%	6%
2200 - 0700	<1%	<1%	2%	<1%	20%	<1%	3%	74%	139	79%	21%	97%	3%	96%	4%
<b>Contra Hours</b>															
Midnight - 0630	<1%	<1%	2%	<1%	12%	<1%	4%	81%	264	88%	12%	97%	3%	95%	5%
0630 - Midnight	<1%	1%	2%	<1%	43%	1%	3%	49%	2,737	55%	45%	96%	4%	95%	5%
<b>Arrivals</b>															
<b>Total Hours</b>															
24 Hours	2%	2%	2%	2%	<1%	42%	48%	1%	741	53%	47%	93%	7%	6%	94%
<b>CNEL Hours</b>															
0700 - 1900	2%	<1%	<1%	2%	<1%	45%	49%	1%	497	52%	48%	96%	4%	2%	98%
1900 - 2200	1%	0%	<1%	1%	2%	45%	48%	3%	144	52%	48%	98%	2%	4%	96%
2200 - 0700	3%	13%	13%	3%	<1%	22%	45%	<1%	99	61%	39%	68%	32%	27%	73%
<b>Contra Hours</b>															
Midnight - 0630	6%	33%	33%	5%	<1%	2%	20%	<1%	38	59%	41%	23%	77%	67%	33%
0630 - Midnight	2%	<1%	<1%	2%	<1%	44%	50%	2%	702	53%	47%	96%	4%	3%	97%

All values are rounded to the nearest whole number.

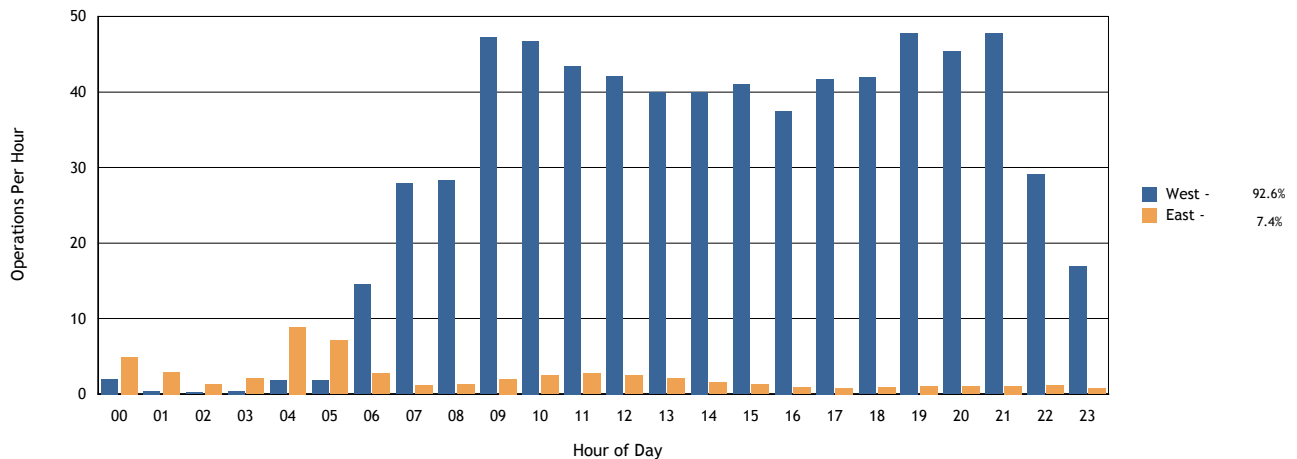
Time Period	Departures			Arrivals			Departures		Arrivals	
	West	East	Average	West	East	Average	West	East	West	East
<b>Total Hours</b>										
24 Hours	723	27	750	686	55	741	96%	4%	93%	7%
<b>CNEL Hours</b>										
0700-1900	508	21	529	478	20	497	96%	4%	96%	4%
1900-2200	81	2	83	141	3	144	98%	2%	98%	2%
2200-0700	135	4	139	67	32	99	97%	3%	68%	32%
<b>Contra Hours</b>										
Midnight - 0630	256	7	264	36	118	153	97%	3%	23%	77%
0630 - Midnight	2,637	100	2,737	2,708	100	2,809	96%	4%	96%	4%

All percentages are rounded to the nearest whole number.

Departures Per Hour by Operational Direction



Arrivals Per Hour by Operational Direction



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

Fourth Quarter 2009

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

- LAWA continues to implement its Aircraft Noise Mitigation Program (ANMP), designed to fund the mitigation of all incompatible land uses within the noise impact boundary as defined in the State Noise Standards. LAWA updates the ANMP report periodically to ensure that it reasonably represents the mitigation and funding programs that are in place.
- With each second quarter Quarterly Report, LAWA submits an annual update of the ANMP. This update includes the number of dwellings acoustically insulated, the cost of the program, the anticipated funding availability, and the anticipated completion date of the project.
- LAWA continues to monitor and enforce, as appropriate, all of its informal noise abatement procedures in place at LAX, including but not limited to the early turn program, preferential runway use procedures and over ocean operations procedures.
- LAWA continues to monitor and enforce its maintenance run-up curfew (2300-0600). When applicable, LAWA will include with each Quarterly Report, information regarding monitoring and enforcement activities undertaken during the quarter. There were no enforcement actions reported during the fourth quarter 2009.
- LAWA will continue to evaluate its existing informal noise abatement procedures, and to modify those procedures when necessary.
- LAWA continues its community response efforts by cataloging and responding to aircraft noise related citizen complaints.

- LAWA continues to submit to the State of California Department of Transportation (CalTrans) and the County of Los Angeles the required Quarterly Reports. These reports depict the noise impact area, and report on the incompatible land uses along with the daily and annual CNEL values at each monitoring station.
- With each Quarterly Report, beginning the second quarter 2005, LAWA continues to include tabular data and graphical illustrations describing and comparing the level and type of usage for each runway at LAX during the quarter.