

California State Airport Noise Standards Quarterly Report

Third Quarter 2023



LOS ANGELES INTERNATIONAL AIRPORT

Los Angeles World Airports

November 8, 2023

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Noise contour map

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

Los Angeles International Airport
Third Quarter 2023

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

349.8 Acres

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

4,393

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

14,424

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: 2,697

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

151,084

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

143,836

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)*

2,902

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

95

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

| 3Q23 | 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 | 168.3 | 1,153 | 1,180 | 3,906 | 29.7 | 192 | 195 | 708 | 0.5 | 1 | 1 | 4 |
| Multi-Family | 158.1 | 3,226 | 962 | 10,488 | 31.6 | 546 | 225 | 1,784 | 0.0 | 0 | 0 | 0 |
| Mobile Home | 0.6 | 0 | 2 | 0 | 0.0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 |
| Schools | 5.6 | 0 | 22 | 0 | 3.0 | 0 | 17 | 0 | 0.0 | 0 | 0 | 0 |
| Churches | 16.6 | 14 | 30 | 30 | 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 | 349.8 | 4,393 | 2,198 | 14,424 | 66.7 | 738 | 439 | 2,492 | 0.5 | 1 | 1 | 4 |

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.

LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

| 3Q23 | 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 |
| Single Family | 14.0 | 108 | 121 | 368 | 0.0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 |
| Multi-Family | 13.7 | 244 | 96 | 757 | 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 | 0.9 | 2 | 4 | 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 | 28.6 | 354 | 221 | 1,131 | 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.

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LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

| 3Q23 | Total Cumulative Noise Impact Areas - Del Aire | | | | | | | | | | | |
|---------------------------|---|----------|----------------|----------|-----------------------------|----------|----------------|----------|-----------------------------|----------|----------------|----------|
| | <i>CNEL 65 dB and Above</i> | | | | <i>CNEL 70 dB and Above</i> | | | | <i>CNEL 75 dB and Above</i> | | | |
| | Land Use | Acres | Dwelling Units | Parcels | Population | Acres | Dwelling Units | Parcels | Population | Acres | Dwelling Units | Parcels |
| 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.

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LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

| 3Q23 | Total Cumulative Noise Impact Areas - City of El Segundo | | | | | | | | | | | |
|---------------------------|---|------------|----------------|--------------|-----------------------------|------------|----------------|------------|-----------------------------|----------|----------------|----------|
| | <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 |
| Single Family | 45.5 | 296 | 297 | 784 | 2.5 | 15 | 15 | 32 | 0.0 | 0 | 0 | 0 |
| Multi-Family | 12.9 | 376 | 144 | 802 | 4.9 | 186 | 86 | 382 | 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 | 59.1 | 672 | 443 | 1,586 | 7.4 | 201 | 101 | 414 | 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.

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LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

| 3Q23 | 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 |
| Single Family | 59.3 | 410 | 418 | 1,446 | 0.5 | 4 | 4 | 16 | 0.0 | 0 | 0 | 0 |
| Multi-Family | 85.6 | 1,928 | 462 | 6,378 | 0.6 | 14 | 4 | 74 | 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 | 10.7 | 10 | 17 | 19 | 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 | 158.2 | 2,348 | 902 | 7,843 | 3.2 | 18 | 9 | 90 | 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.

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LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

| 3Q23 | 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 |
| Single Family | 49.4 | 339 | 344 | 1,309 | 26.7 | 173 | 176 | 659 | 0.5 | 1 | 1 | 4 |
| Multi-Family | 45.8 | 678 | 260 | 2,551 | 26.1 | 346 | 135 | 1,328 | 0.0 | 0 | 0 | 0 |
| Mobile Home | 0.0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 |
| Schools | 4.2 | 0 | 21 | 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 | 101.0 | 1,018 | 628 | 3,863 | 56.1 | 519 | 329 | 1,987 | 0.5 | 1 | 1 | 4 |

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.

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Incompatible Land Use

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

| 3Q23 | Total Cumulative Noise Impact Areas - South and South East LA | | | | | | | | | | | |
|---------------------------|--|----------|----------------|----------|-----------------------------|----------|----------------|----------|-----------------------------|----------|----------------|----------|
| | <i>CNEL 65 dB and Above</i> | | | | <i>CNEL 70 dB and Above</i> | | | | <i>CNEL 75 dB and Above</i> | | | |
| | Land Use | Acres | Dwelling Units | Parcels | Population | Acres | Dwelling Units | Parcels | Population | Acres | Dwelling Units | Parcels |
| 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 | 1.4 | 0 | 3 | 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 | 1.4 | 0 | 3 | 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.

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LOS ANGELES INTERNATIONAL AIRPORT

Incompatible Land Use

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

| 3Q23 | 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 |
| 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.

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| July | 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 | 65 | 58 | 61 | 66 | 59 | 58 | 51 | 58 | 53 | 73 | 67 | 61 | 66 | 67 | 70 | 62 | 76 | 71 | 65 | 66 | 68 | 64 | 63 | 66 | 70 |
| 2 Sun | 65 | 57 | 58 | 64 | 56 | 53 | 42 | 56 | 56 | 73 | 62 | 61 | 65 | 65 | 68 | 60 | 75 | 68 | 65 | 66 | 67 | 64 | 61 | 66 | 67 |
| 3 Mon | 66 | 59 | 59 | 64 | 56 | 53 | 51 | 59 | 58 | | 67 | 62 | 67 | 67 | 70 | 60 | 76 | 71 | 67 | 66 | 68 | 65 | 62 | 65 | 66 |
| 4 Tue | 66 | 62 | 61 | 65 | 59 | 58 | 56 | 58 | 58 | -- | 63 | 59 | 63 | 66 | 69 | 58 | 72 | 63 | 66 | 65 | 64 | 63 | 61 | 63 | 64 |
| 5 Wed | 68 | 63 | 63 | 66 | 60 | 55 | 48 | 59 | 60 | -- | 64 | 64 | 67 | 67 | 71 | 62 | 77 | 65 | 64 | 69 | 70 | 65 | 66 | 67 | 67 |
| 6 Thu | 68 | 62 | 64 | 67 | 61 | 55 | 48 | 59 | 59 | 75 | 63 | 61 | 67 | 67 | 69 | 60 | 75 | 61 | 62 | 65 | 67 | 65 | 61 | 64 | 65 |
| 7 Fri | 69 | 63 | 64 | 67 | 60 | 55 | 47 | 59 | 60 | 74 | 63 | 61 | 67 | 67 | 71 | 62 | 75 | 64 | 63 | 66 | 68 | 68 | 63 | 65 | 65 |
| 8 Sat | 68 | 62 | 63 | 67 | 60 | 57 | 43 | 59 | 58 | 73 | 63 | 63 | 66 | 67 | 69 | 61 | 75 | 65 | 62 | 65 | 67 | 65 | 63 | 65 | 65 |
| 9 Sun | 68 | 62 | 63 | 67 | 60 | 55 | 43 | 59 | 60 | 73 | 63 | 60 | 67 | 67 | 69 | 61 | 74 | 68 | 63 | 67 | 67 | 65 | 62 | 64 | 64 |
| 10 Mon | 69 | 64 | 63 | 68 | 60 | 55 | 41 | 61 | 62 | 75 | 64 | 61 | 68 | 68 | 69 | 61 | 74 | 64 | 61 | 64 | 66 | 66 | 61 | 64 | 64 |
| 11 Tue | 66 | 60 | 61 | 65 | 59 | 55 | 52 | 58 | 58 | 75 | 64 | 61 | 67 | 68 | 69 | 62 | 75 | 65 | 61 | 65 | 66 | 66 | 63 | 64 | 65 |
| 12 Wed | 68 | 62 | 62 | 66 | 60 | 57 | 55 | 59 | 61 | 75 | 65 | 62 | 68 | 68 | 69 | 62 | 74 | 66 | 62 | 66 | 66 | 65 | 61 | 63 | 64 |
| 13 Thu | 69 | 63 | 64 | 67 | 62 | 56 | 50 | 59 | 59 | 75 | 65 | 62 | 68 | 68 | 70 | 63 | 74 | 65 | 62 | 65 | 66 | 66 | 61 | 64 | 64 |
| 14 Fri | 68 | 62 | 64 | 68 | 62 | 59 | 45 | 61 | 62 | 74 | 63 | 61 | 67 | 67 | 68 | 61 | 74 | 63 | 61 | 64 | 65 | 65 | 61 | 63 | 64 |
| 15 Sat | 67 | 61 | 64 | 68 | 60 | 58 | 60 | 58 | 54 | 73 | 62 | 59 | 66 | 66 | 68 | 61 | 75 | 70 | 63 | 64 | 67 | 64 | 61 | 64 | 64 |
| 16 Sun | 67 | 61 | 63 | 67 | 60 | 56 | 34 | 57 | 55 | 73 | 62 | 65 | 66 | 67 | 69 | 60 | 75 | 66 | 62 | 65 | 66 | 64 | 62 | 64 | 64 |
| 17 Mon | 69 | 64 | 63 | 66 | 59 | 55 | 54 | 60 | 57 | 74 | 63 | 61 | 67 | 67 | 69 | 61 | 75 | 64 | 63 | 65 | 67 | 65 | 62 | 65 | 65 |
| 18 Tue | 67 | 61 | 63 | 67 | 61 | 56 | 46 | 58 | 56 | 73 | 63 | 60 | 66 | 66 | 68 | 60 | 74 | 61 | 60 | 64 | 65 | 64 | 61 | 63 | 63 |
| 19 Wed | 68 | 63 | 63 | 67 | 60 | 56 | 51 | 59 | 59 | 74 | 63 | 61 | 67 | 68 | 70 | 61 | 76 | 65 | 63 | 66 | 67 | 65 | 63 | 65 | 66 |
| 20 Thu | 68 | 62 | 63 | 67 | 62 | 56 | 58 | 60 | 60 | 73 | 63 | 60 | 66 | 67 | 68 | 60 | 74 | 62 | 62 | 64 | 64 | 63 | 61 | 62 | 63 |
| 21 Fri | 68 | 62 | 63 | 66 | 60 | 59 | 43 | 60 | 60 | 74 | 63 | 60 | 66 | 67 | 70 | 62 | 76 | 63 | 63 | 66 | 67 | 65 | 64 | 65 | 65 |
| 22 Sat | 68 | 61 | 62 | 67 | 59 | 56 | 64 | 58 | 57 | 74 | 63 | 60 | 66 | 67 | 71 | 62 | 75 | 62 | 63 | 65 | 67 | 65 | 62 | 65 | 66 |
| 23 Sun | 68 | 61 | 62 | 67 | 60 | 56 | 52 | 57 | 56 | 73 | 62 | 59 | 66 | 66 | 69 | 59 | 75 | 61 | 61 | 65 | 67 | 64 | 61 | 64 | 64 |
| 24 Mon | 69 | 63 | 63 | 66 | 60 | 57 | 40 | 60 | 61 | 75 | 64 | 61 | 68 | 68 | 69 | 61 | 74 | 63 | 61 | 64 | 67 | 66 | 63 | 64 | 64 |
| 25 Tue | 67 | 61 | 62 | 66 | 59 | 56 | 46 | 58 | 58 | 74 | 63 | 60 | 67 | 67 | 70 | 62 | 76 | 62 | 62 | 66 | 67 | 65 | 65 | 65 | 65 |
| 26 Wed | 68 | 62 | 64 | 67 | 62 | 62 | 44 | 60 | 63 | 73 | 62 | 60 | 66 | 67 | 71 | 63 | 76 | 64 | 63 | 67 | 69 | 65 | 64 | 65 | 65 |
| 27 Thu | 69 | 63 | 63 | 66 | 60 | 57 | 48 | 60 | 60 | 74 | 63 | 61 | 66 | 67 | 69 | 62 | 74 | 65 | 62 | 65 | 67 | 66 | 62 | 64 | 65 |
| 28 Fri | 69 | 62 | 62 | 66 | 60 | 58 | 44 | 61 | 59 | 74 | 63 | 60 | 67 | 67 | 69 | 63 | 75 | 63 | 62 | 65 | 67 | 65 | 62 | 64 | 65 |
| 29 Sat | 68 | 62 | 62 | 66 | 59 | 58 | 45 | 58 | 57 | 75 | 64 | 61 | 67 | 68 | 69 | 60 | 75 | 62 | 61 | 64 | 66 | 66 | 63 | 65 | 64 |
| 30 Sun | 67 | 61 | 63 | 67 | 59 | 54 | 38 | 59 | 58 | 73 | 62 | 60 | 66 | 66 | 68 | 59 | 74 | 60 | 60 | 64 | 65 | 64 | 61 | 63 | 64 |
| 31 Mon | 68 | 64 | 63 | 67 | 59 | 55 | 44 | 60 | 59 | 73 | 63 | 59 | 66 | 66 | 68 | 59 | 73 | 60 | 59 | 66 | 67 | 65 | 61 | 63 | 63 |



| August | 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 Tue | 67 | 61 | 63 | 68 | 60 | 56 | 47 | 60 | 59 | 73 | 63 | 59 | 66 | 66 | 69 | 60 | 74 | 60 | 60 | 64 | 66 | 65 | 60 | 63 | 63 |
| 2 Wed | 67 | 61 | 64 | 67 | 60 | 55 | 49 | 61 | 60 | 73 | 62 | 59 | 66 | 66 | 68 | 60 | 74 | 61 | 61 | 64 | 66 | 64 | 61 | 63 | 64 |
| 3 Thu | 68 | 62 | 64 | 68 | 61 | 54 | 51 | 61 | 61 | 74 | 63 | 62 | 67 | 67 | 69 | 60 | 74 | 61 | 61 | 64 | 66 | 65 | 65 | 63 | 63 |
| 4 Fri | 68 | 62 | 63 | 67 | 60 | 55 | 47 | 61 | 61 | 75 | 64 | 61 | 67 | 68 | 69 | 62 | 75 | 61 | 64 | 65 | 66 | 67 | 62 | 64 | 64 |
| 5 Sat | 67 | 61 | 63 | 67 | 60 | 56 | 40 | 59 | 57 | 73 | 62 | 59 | 66 | 67 | 67 | 60 | 73 | 61 | 60 | 63 | 65 | 65 | 61 | 63 | 63 |
| 6 Sun | 66 | 59 | 62 | 66 | 59 | 54 | 45 | 58 | 56 | 73 | 62 | 60 | 65 | 66 | 67 | 59 | 74 | 61 | 60 | 63 | 65 | 64 | 63 | 64 | 63 |
| 7 Mon | 68 | 63 | 62 | 66 | 59 | 54 | 41 | 60 | 55 | 74 | 64 | 60 | 67 | 68 | 69 | 61 | 74 | 65 | 60 | 64 | 66 | 66 | 61 | 64 | 64 |
| 8 Tue | 69 | 62 | 63 | 69 | 60 | 55 | 49 | 60 | 58 | 74 | 63 | 61 | 67 | 68 | 69 | 62 | 75 | 63 | 62 | 65 | 67 | 66 | 62 | 65 | 65 |
| 9 Wed | 68 | 62 | 63 | 67 | 60 | 55 | 42 | 58 | 57 | 75 | 63 | 60 | 67 | 67 | 69 | 62 | 74 | 64 | 61 | 64 | 67 | 66 | 61 | 64 | 64 |
| 10 Thu | 68 | 62 | 63 | 67 | 60 | 59 | 46 | 58 | 58 | 74 | 63 | 62 | 67 | 68 | 70 | 63 | 75 | 65 | 62 | 65 | 67 | 65 | 61 | 64 | 65 |
| 11 Fri | 68 | 61 | 64 | 69 | 61 | 57 | 48 | 58 | 58 | 74 | 63 | 60 | 66 | 67 | 70 | 62 | 74 | 62 | 62 | 64 | 66 | 65 | 62 | 64 | 64 |
| 12 Sat | 68 | 61 | 62 | 67 | 59 | 57 | 42 | 58 | 58 | 74 | 63 | 59 | 66 | 67 | 69 | 62 | 75 | 63 | 62 | 66 | 66 | 65 | 62 | 61 | 65 |
| 13 Sun | 67 | 59 | 62 | 67 | 60 | 55 | 44 | 58 | 56 | 74 | 62 | 59 | 66 | 67 | 69 | 59 | 74 | 60 | 61 | 63 | 65 | 64 | 60 | 63 | 63 |
| 14 Mon | 65 | 59 | 60 | 66 | 59 | 55 | 42 | 57 | 57 | 74 | 63 | 59 | 66 | 67 | 70 | 60 | 76 | 62 | 62 | 66 | 66 | 63 | 62 | 64 | 64 |
| 15 Tue | 66 | 59 | 61 | 65 | 59 | 54 | 52 | 59 | 60 | 73 | 63 | 59 | 66 | 68 | 70 | 61 | 76 | 62 | 63 | 66 | 66 | 64 | 62 | 64 | 65 |
| 16 Wed | 67 | 61 | 64 | 67 | 60 | 57 | 50 | 61 | 61 | 74 | 62 | 61 | 67 | 67 | 71 | 62 | 76 | 63 | 64 | 67 | 68 | 64 | 64 | 66 | 66 |
| 17 Thu | 67 | 62 | 62 | 66 | 60 | 54 | 55 | 60 | 61 | 74 | 62 | 60 | 66 | 67 | 71 | 62 | 76 | 63 | 64 | 66 | 67 | 65 | 63 | 65 | 65 |
| 18 Fri | 68 | 61 | 63 | 67 | 60 | 54 | 49 | 61 | 63 | 75 | 64 | 61 | 67 | 68 | 71 | 62 | 77 | 64 | 64 | 67 | 68 | 65 | 63 | 66 | 64 |
| 19 Sat | 68 | 62 | 63 | 67 | 60 | 58 | 47 | 58 | 61 | 73 | 62 | 59 | 65 | 66 | 70 | 62 | 75 | 63 | 61 | 66 | 67 | 64 | 62 | 65 | 65 |
| 20 Sun | 67 | 60 | 63 | 67 | 61 | 60 | 56 | 60 | 63 | 73 | 66 | 62 | 66 | 66 | 68 | 61 | 74 | 66 | 65 | 65 | 64 | 63 | 62 | 62 | 62 |
| 21 Mon | 69 | 63 | 63 | 68 | 60 | 55 | 46 | 62 | 62 | 74 | 63 | 60 | 66 | 67 | 71 | 61 | 76 | 63 | 63 | 66 | 67 | 65 | 62 | 65 | 65 |
| 22 Tue | 68 | 62 | 63 | 67 | 60 | 56 | 53 | 62 | 63 | 74 | 63 | 61 | 67 | 68 | 70 | 62 | 74 | 65 | 62 | 65 | 67 | 67 | 61 | 65 | 65 |
| 23 Wed | 66 | 61 | 62 | 66 | 59 | 53 | 45 | 60 | 63 | 74 | 63 | 60 | 66 | 68 | 70 | 62 | 74 | 64 | 63 | 64 | 67 | 65 | 62 | 64 | 65 |
| 24 Thu | 68 | 62 | 61 | 66 | 60 | 54 | 44 | 59 | 60 | 74 | 63 | 62 | 66 | 67 | 71 | 61 | 77 | 65 | 64 | 66 | 68 | 65 | 63 | 65 | 65 |
| 25 Fri | 67 | 61 | 63 | 67 | 60 | 56 | 43 | 61 | 59 | 74 | 62 | 60 | 66 | 68 | 68 | 61 | 73 | 61 | 65 | 63 | 66 | 65 | 60 | 63 | 63 |
| 26 Sat | 66 | 59 | 63 | 67 | 60 | 57 | 44 | 59 | 59 | 72 | 61 | 59 | 65 | 66 | 67 | 60 | 79 | 63 | 61 | 63 | 64 | 63 | 61 | 62 | 62 |
| 27 Sun | 67 | 61 | 64 | 67 | 62 | 59 | 54 | 61 | 62 | 73 | 63 | 60 | 66 | 66 | 68 | 59 | 74 | 61 | 61 | 64 | 64 | 63 | 60 | 62 | 62 |
| 28 Mon | 66 | 61 | 64 | 67 | 62 | 61 | 59 | 62 | 62 | 73 | 63 | 59 | 65 | 66 | 69 | 61 | 75 | 61 | 62 | 65 | 66 | 63 | 61 | 64 | 63 |
| 29 Tue | 67 | 61 | 64 | 67 | 63 | 60 | 52 | 60 | 63 | 72 | 62 | 59 | 65 | 65 | 69 | 60 | 75 | 66 | 62 | 65 | 66 | 63 | 62 | 65 | 64 |
| 30 Wed | 68 | 65 | 63 | 67 | 61 | 59 | 42 | 60 | 63 | 73 | 62 | 59 | 65 | 66 | 70 | 61 | 76 | 62 | 62 | 66 | 67 | 64 | 62 | 65 | 64 |
| 31 Thu | 67 | 62 | 62 | 66 | 60 | 59 | 45 | 56 | 60 | 73 | 62 | 60 | 65 | 66 | 71 | 61 | 76 | 63 | 62 | 66 | 67 | 65 | 64 | 65 | 65 |



| September | 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 Fri | 69 | 63 | 63 | 66 | 59 | 51 | 45 | 62 | 62 | 74 | 62 | 59 | 66 | 68 | 70 | 63 | 75 | 61 | 63 | 66 | 67 | 65 | 63 | 65 | 65 |
| 2 Sat | 67 | 61 | 63 | 67 | 59 | 54 | 54 | 58 | 54 | 73 | 61 | 63 | 65 | 65 | 70 | 59 | 73 | 60 | 60 | 63 | 65 | 63 | 61 | 63 | 60 |
| 3 Sun | 67 | 60 | 63 | 67 | 60 | 55 | 50 | 57 | 59 | 73 | 62 | 58 | 65 | 66 | 68 | 59 | 73 | 60 | 60 | 63 | 66 | 64 | 61 | 63 | 63 |
| 4 Mon | 67 | 61 | 63 | 67 | 60 | 55 | 45 | 62 | 57 | 73 | 62 | 60 | 66 | 66 | 67 | 58 | 73 | 60 | 60 | 64 | 66 | 65 | 65 | 64 | 64 |
| 5 Tue | 67 | 62 | 62 | 66 | 59 | 55 | 40 | 58 | 57 | 73 | 62 | 59 | 65 | 66 | 69 | 61 | 74 | 63 | 60 | 64 | 66 | 64 | 62 | 64 | 64 |
| 6 Wed | 67 | 62 | 62 | 66 | 61 | 55 | 44 | 58 | 59 | 73 | 62 | 59 | 65 | 66 | 70 | 63 | 74 | 65 | 62 | 65 | 67 | 64 | 62 | 65 | 65 |
| 7 Thu | 68 | 62 | 62 | 66 | 59 | 54 | 44 | 60 | 63 | 74 | 63 | 61 | 66 | 67 | 70 | 62 | 75 | 64 | 62 | 65 | 67 | 65 | 62 | 65 | 66 |
| 8 Fri | 68 | 61 | 62 | 66 | 60 | 58 | 48 | 60 | 61 | 74 | 63 | 61 | 66 | 67 | 69 | 63 | 74 | 65 | 62 | 65 | 66 | 64 | 61 | 64 | 64 |
| 9 Sat | 66 | 59 | 63 | 66 | 60 | 57 | 52 | 59 | 60 | 72 | 61 | 58 | 64 | 65 | 67 | 58 | 74 | 66 | 61 | 63 | 65 | 63 | 60 | 62 | 62 |
| 10 Sun | 69 | 61 | 63 | 66 | 60 | 56 | 47 | 58 | 59 | 73 | 62 | 59 | 66 | 66 | 67 | 59 | 73 | 62 | 59 | 67 | 65 | 64 | 60 | 62 | 62 |
| 11 Mon | 67 | 62 | 63 | 67 | 60 | 59 | 41 | 60 | 59 | 73 | 62 | 58 | 65 | 66 | 67 | 58 | 73 | 63 | 60 | 62 | 65 | 64 | 60 | 62 | 62 |
| 12 Tue | 65 | 59 | 63 | 67 | 61 | 57 | 50 | 56 | 59 | 63 | 56 | 61 | 60 | 65 | 70 | 61 | 76 | 63 | 64 | 67 | 68 | 63 | 63 | 65 | 65 |
| 13 Wed | 66 | 60 | 63 | 67 | 60 | 54 | 42 | 56 | 57 | 64 | 55 | 61 | 60 | 69 | 70 | 62 | 77 | 64 | 63 | 67 | 68 | 62 | 63 | 66 | 65 |
| 14 Thu | 66 | 60 | 63 | 67 | 61 | 58 | 54 | 55 | 56 | 63 | 56 | 61 | 60 | 66 | 71 | 62 | 77 | 63 | 64 | 66 | 68 | 63 | 64 | 66 | 66 |
| 15 Fri | 65 | 59 | 63 | 67 | 61 | 57 | 43 | 55 | 59 | 64 | 56 | 61 | 61 | 66 | 70 | 63 | 76 | 64 | 64 | 66 | 68 | 63 | 63 | 66 | 67 |
| 16 Sat | 66 | 59 | 63 | 67 | 60 | 58 | 47 | 54 | 47 | 63 | 54 | 62 | 59 | 65 | 70 | 62 | 76 | 62 | 63 | 66 | 68 | 61 | 63 | 65 | 65 |
| 17 Sun | 65 | 59 | 63 | 67 | 60 | 56 | 56 | 54 | 53 | 64 | 56 | 63 | 61 | 67 | 70 | 63 | 76 | 62 | 62 | 67 | 68 | 63 | 62 | 65 | 65 |
| 18 Mon | 67 | 62 | 63 | 67 | 60 | 56 | 48 | 59 | 61 | 65 | 58 | 62 | 62 | 69 | 69 | 62 | 74 | 65 | 63 | 65 | 67 | 64 | 62 | 64 | 64 |
| 19 Tue | 67 | 61 | 62 | 66 | 59 | 55 | 48 | 59 | 60 | 64 | 57 | 62 | 61 | 67 | 70 | 63 | 74 | 65 | 61 | 65 | 67 | 63 | 62 | 65 | 65 |
| 20 Wed | 67 | 61 | 63 | 67 | 61 | 56 | 50 | 58 | 55 | 64 | 57 | 62 | 61 | 67 | 70 | 64 | 74 | 65 | 62 | 64 | 69 | 63 | 62 | 65 | 65 |
| 21 Thu | 68 | 62 | 63 | 67 | 60 | 57 | 50 | 58 | 59 | 65 | 57 | 65 | 62 | 67 | 70 | 63 | 75 | 65 | 63 | 65 | 68 | 63 | 62 | 65 | 66 |
| 22 Fri | 67 | 61 | 63 | 68 | 62 | 58 | 57 | 57 | 62 | 64 | 57 | 62 | 61 | 67 | 70 | 62 | 77 | 64 | 63 | 67 | 68 | 63 | 63 | 66 | 66 |
| 23 Sat | 65 | 59 | 64 | 68 | 61 | 58 | 56 | 57 | 59 | 63 | 55 | 60 | 59 | 65 | 68 | 59 | 74 | 60 | 62 | 63 | 66 | 61 | 60 | 63 | 64 |
| 24 Sun | 67 | 61 | 62 | 66 | 59 | 54 | 41 | 58 | 58 | 64 | 57 | 62 | 61 | 67 | 70 | 61 | 76 | 64 | 62 | 66 | 68 | 63 | 62 | 65 | 65 |
| 25 Mon | 66 | 61 | 63 | 68 | 59 | 53 | 51 | 62 | 63 | 63 | 58 | 62 | 61 | 66 | 68 | 60 | 74 | 63 | 63 | 64 | 65 | 62 | 60 | 63 | 63 |
| 26 Tue | 65 | 59 | 64 | 68 | 61 | 56 | 48 | 62 | 59 | 63 | 56 | 62 | 60 | 66 | 68 | 59 | 73 | 61 | 60 | 67 | 65 | 62 | 60 | 63 | 62 |
| 27 Wed | 66 | 60 | 64 | 68 | 61 | 58 | 57 | 60 | 58 | 63 | 55 | 60 | 60 | 65 | 68 | 59 | 74 | 61 | 60 | 63 | 66 | 63 | 61 | 63 | 63 |
| 28 Thu | 67 | 61 | 64 | 69 | 61 | 55 | 58 | 58 | 56 | 65 | 56 | 61 | 60 | 66 | 69 | 60 | 75 | 62 | 61 | 64 | 66 | 63 | 62 | 64 | 64 |
| 29 Fri | 66 | 59 | 63 | 68 | 61 | 55 | 52 | 58 | 58 | 63 | 58 | 61 | 60 | 66 | 69 | 61 | 74 | 60 | 62 | 64 | 66 | 62 | 63 | 64 | 64 |
| 30 Sat | 66 | 60 | 63 | 68 | 61 | 58 | 47 | 55 | 58 | 64 | 57 | 62 | 61 | 67 | 70 | 61 | 76 | 64 | 63 | 66 | 67 | 64 | 63 | 65 | 67 |



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

Period : 07/01/2023 to 09/30/2023

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 | | | |
| Departures | | | | | | | | | | | | | | | | |
| Total Hours | | | | | | | | | | | | | | | | |
| 24 Hours | 0% | <1% | <1% | <1% | 39% | <1% | 4% | 56% | 816 | 60% | 40% | 99% | <1 % | 96% | 4% | |
| CNEL Hours | | | | | | | | | | | | | | | | |
| 0700 - 1900 | 0% | <1% | <1% | <1% | 43% | <1% | 4% | 52% | 540 | 56% | 44% | 99% | <1 % | 96% | 4% | |
| 1900 - 2200 | 0% | <1% | <1% | <1% | 45% | 0% | 4% | 51% | 101 | 55% | 45% | 99% | <1 % | 96% | 4% | |
| 2200 - 0700 | 0% | <1% | <1% | 0% | 25% | <1% | 4% | 71% | 175 | 75% | 25% | 100% | <1 % | 95% | 5% | |
| Contra Hours | | | | | | | | | | | | | | | | |
| Midnight - 0630 | 0% | <1% | <1% | 0% | 18% | <1% | 7% | 74% | 95 | 81% | 19% | 100% | <1 % | 93% | 7% | |
| 0630 - Midnight | 0% | <1% | <1% | <1% | 42% | <1% | 4% | 53% | 721 | 58% | 42% | 99% | <1 % | 96% | 4% | |
| Arrivals | | | | | | | | | | | | | | | | |
| Total Hours | | | | | | | | | | | | | | | | |
| 24 Hours | <1% | 2% | <1% | <1% | 8% | 37% | 51% | 1% | 815 | 53% | 47% | 97% | 3% | 11% | 89% | |
| CNEL Hours | | | | | | | | | | | | | | | | |
| 0700 - 1900 | <1% | 0% | <1% | <1% | 9% | 38% | 52% | <1% | 524 | 53% | 47% | 99% | <1 % | 10% | 90% | |
| 1900 - 2200 | <1% | 0% | 0% | <1% | 8% | 39% | 52% | <1% | 146 | 52% | 48% | 99% | <1 % | 9% | 91% | |
| 2200 - 0700 | 2% | 10% | <1% | <1% | 5% | 29% | 50% | 4% | 145 | 54% | 46% | 88% | 12% | 19% | 81% | |
| Contra Hours | | | | | | | | | | | | | | | | |
| Midnight - 0630 | 4% | 27% | <1% | 1% | 3% | 17% | 38% | 10% | 54 | 49% | 51% | 67% | 33% | 40% | 60% | |
| 0630 - Midnight | <1% | <1% | <1% | <1% | 9% | 38% | 52% | <1% | 761 | 53% | 47% | 99% | <1 % | 9% | 91% | |

All values are rounded to the nearest whole number.



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

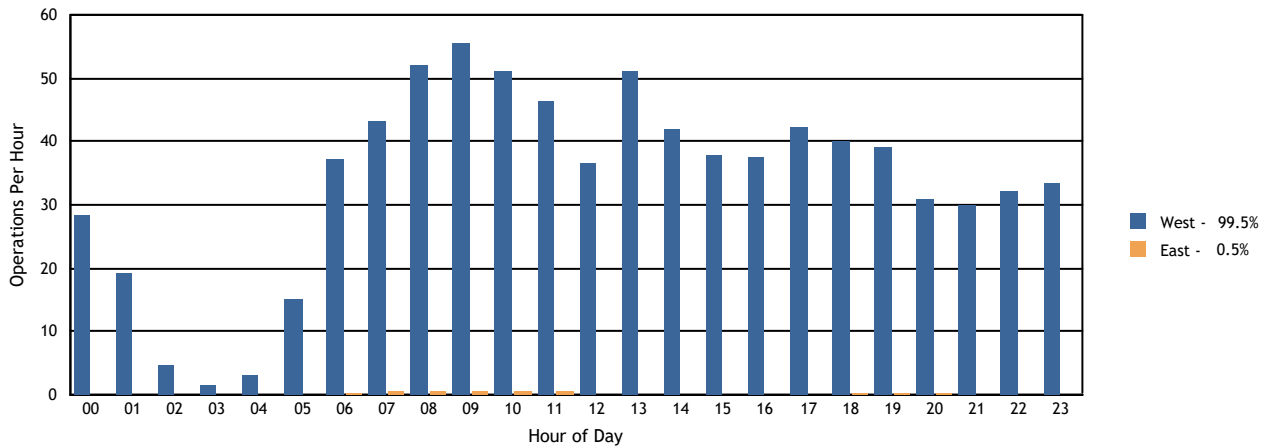
Period: 07/01/2023 to 09/30/2023

Airline : ALL
 Aircraft : ALL

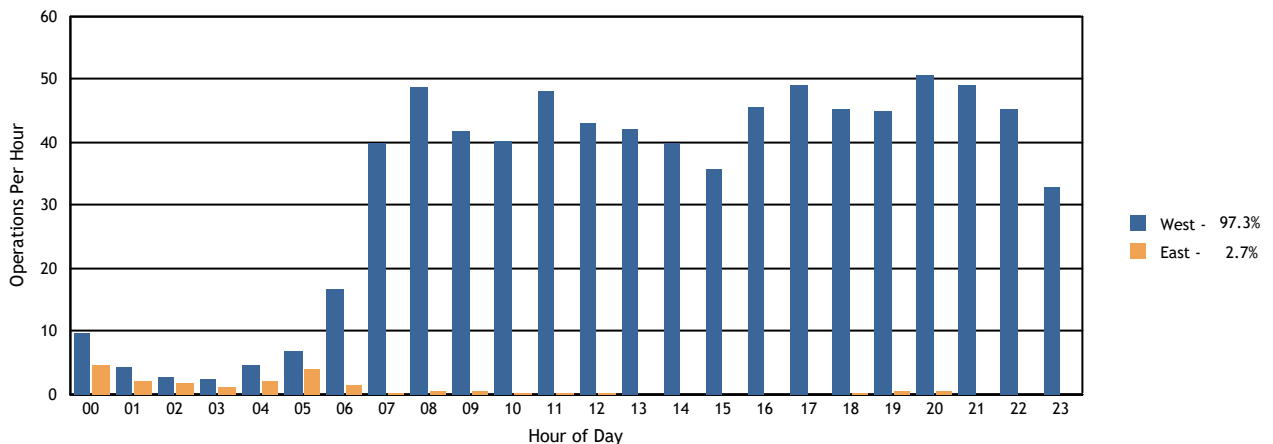
| Time Period | Departures | | | Arrivals | | | Departures | | Arrivals | |
|---------------------|------------|------|---------|----------|------|---------|------------|------|----------|------|
| | West | East | Average | West | East | Average | West | East | West | East |
| Total Hours | | | | | | | | | | |
| 24 Hours | 811 | 4 | 816 | 793 | 22 | 815 | 99% | <1% | 97% | 3% |
| CNEL Hours | | | | | | | | | | |
| 0700-1900 | 536 | 3 | 540 | 521 | 3 | 524 | 99% | <1% | 99% | <1% |
| 1900-2200 | 100 | <1 | 101 | 145 | 1 | 146 | 99% | <1% | 99% | <1% |
| 2200-0700 | 175 | <1 | 175 | 127 | 18 | 145 | 100% | <1% | 88% | 12% |
| Contra Hours | | | | | | | | | | |
| Midnight - 0630 | 95 | <1 | 95 | 36 | 18 | 54 | 100% | <1% | 67% | 33% |
| 0630 - Midnight | 717 | 4 | 721 | 757 | 4 | 761 | 99% | <1% | 99% | <1% |

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 Third Quarter 2023

| Arrivals (Average Daily Operations) | | | | | | | | |
|--|------|------|------|------|------|-------|-------|------|
| Aircraft Type | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| A19N | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 |
| A20N | 0.08 | 0.35 | 0.00 | 0.10 | 0.49 | 3.12 | 18.30 | 0.17 |
| A21N | 0.43 | 1.84 | 0.00 | 0.23 | 3.29 | 18.42 | 36.68 | 0.84 |
| A306 | 0.02 | 0.12 | 0.00 | 0.02 | 0.00 | 0.00 | 0.61 | 0.18 |
| A310 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 |
| A319 | 0.08 | 0.05 | 0.00 | 0.08 | 2.51 | 8.65 | 10.74 | 0.20 |
| A320 | 0.24 | 0.53 | 0.00 | 0.13 | 2.62 | 19.09 | 35.50 | 0.64 |
| A321 | 0.39 | 1.88 | 0.00 | 0.32 | 2.55 | 17.20 | 52.97 | 0.86 |
| A332 | 0.02 | 0.24 | 0.00 | 0.02 | 0.55 | 3.09 | 3.66 | 0.04 |
| A333 | 0.01 | 0.01 | 0.00 | 0.02 | 0.15 | 0.84 | 1.39 | 0.00 |
| A343 | 0.00 | 0.01 | 0.00 | 0.00 | 0.12 | 0.54 | 0.37 | 0.00 |
| A345 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 |
| A359 | 0.08 | 0.29 | 0.00 | 0.01 | 1.32 | 5.73 | 4.42 | 0.07 |
| A35K | 0.01 | 0.00 | 0.00 | 0.00 | 0.49 | 1.89 | 1.53 | 0.02 |
| A388 | 0.00 | 0.00 | 0.00 | 0.03 | 0.84 | 3.00 | 0.15 | 0.00 |
| ASTR | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| B350 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 1.10 | 0.65 | 0.01 |
| B38M | 0.20 | 0.51 | 0.00 | 0.07 | 4.66 | 23.41 | 12.46 | 0.12 |
| B39M | 0.07 | 0.39 | 0.00 | 0.12 | 1.16 | 5.97 | 17.72 | 0.35 |
| B722 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| B734 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 |
| B737 | 0.18 | 0.51 | 0.00 | 0.09 | 6.36 | 24.97 | 9.79 | 0.18 |
| B738 | 0.33 | 1.13 | 0.00 | 0.23 | 6.90 | 35.40 | 41.37 | 0.78 |
| B739 | 0.18 | 0.51 | 0.00 | 0.12 | 4.40 | 18.59 | 26.25 | 0.37 |
| B744 | 0.11 | 0.53 | 0.01 | 0.04 | 0.08 | 0.26 | 7.49 | 0.28 |
| B748 | 0.00 | 0.08 | 0.00 | 0.27 | 0.51 | 1.67 | 3.30 | 0.00 |
| B752 | 0.05 | 0.21 | 0.00 | 0.07 | 0.80 | 4.70 | 8.76 | 0.16 |
| B753 | 0.02 | 0.15 | 0.00 | 0.07 | 1.01 | 4.27 | 7.74 | 0.12 |
| B762 | 0.01 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.02 |
| B763 | 0.38 | 1.92 | 0.03 | 0.17 | 0.84 | 4.54 | 15.99 | 1.86 |
| B764 | 0.02 | 0.17 | 0.00 | 0.03 | 0.20 | 1.18 | 0.77 | 0.01 |
| B772 | 0.08 | 0.34 | 0.00 | 0.03 | 0.48 | 2.01 | 5.89 | 0.26 |
| B77L | 0.21 | 1.07 | 0.02 | 0.13 | 0.03 | 0.45 | 10.29 | 0.77 |
| B77W | 0.08 | 0.32 | 0.00 | 0.04 | 3.22 | 11.17 | 7.21 | 0.20 |
| B788 | 0.05 | 0.26 | 0.00 | 0.04 | 0.97 | 3.40 | 3.27 | 0.08 |
| B789 | 0.08 | 0.63 | 0.00 | 0.07 | 1.55 | 6.26 | 8.51 | 0.22 |
| B78X | 0.02 | 0.00 | 0.00 | 0.02 | 0.36 | 1.76 | 2.32 | 0.02 |
| BCS1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 |
| BCS3 | 0.00 | 0.00 | 0.00 | 0.02 | 0.12 | 0.45 | 1.83 | 0.02 |
| BE20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.05 | 0.12 | 0.00 |

| Departures (Average Daily Operations) | | | | | | | | |
|--|------|------|------|------|-------|------|------|-------|
| Aircraft Type | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| A19N | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 |
| A20N | 0.00 | 0.04 | 0.05 | 0.00 | 2.77 | 0.02 | 0.20 | 19.59 |
| A21N | 0.00 | 0.17 | 0.21 | 0.01 | 21.12 | 0.03 | 0.30 | 40.02 |
| A306 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.17 | 0.78 |
| A310 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 |
| A319 | 0.00 | 0.04 | 0.10 | 0.00 | 11.76 | 0.01 | 0.04 | 10.33 |
| A320 | 0.00 | 0.10 | 0.18 | 0.00 | 21.92 | 0.07 | 0.26 | 36.36 |
| A321 | 0.00 | 0.22 | 0.18 | 0.00 | 14.86 | 0.07 | 0.54 | 60.42 |
| A332 | 0.00 | 0.00 | 0.05 | 0.00 | 4.89 | 0.00 | 0.03 | 2.66 |
| A333 | 0.00 | 0.01 | 0.00 | 0.00 | 0.87 | 0.00 | 0.01 | 1.53 |
| A343 | 0.00 | 0.00 | 0.01 | 0.00 | 0.57 | 0.00 | 0.02 | 0.46 |
| A345 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.02 |
| A359 | 0.00 | 0.02 | 0.00 | 0.00 | 6.20 | 0.00 | 0.07 | 5.67 |
| A35K | 0.00 | 0.00 | 0.01 | 0.00 | 1.29 | 0.00 | 0.02 | 2.62 |
| A388 | 0.00 | 0.00 | 0.00 | 0.01 | 0.20 | 0.00 | 3.82 | 0.01 |
| ASTR | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 |
| B350 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.34 | 1.12 |
| B38M | 0.00 | 0.12 | 0.13 | 0.00 | 29.75 | 0.08 | 0.03 | 11.30 |
| B39M | 0.00 | 0.03 | 0.10 | 0.00 | 5.00 | 0.02 | 0.34 | 20.33 |
| B734 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| B737 | 0.00 | 0.14 | 0.13 | 0.00 | 36.16 | 0.13 | 0.30 | 5.23 |
| B738 | 0.00 | 0.26 | 0.26 | 0.00 | 43.96 | 0.07 | 0.54 | 41.12 |
| B739 | 0.00 | 0.09 | 0.20 | 0.00 | 21.16 | 0.02 | 0.26 | 28.74 |
| B744 | 0.00 | 0.02 | 0.01 | 0.00 | 0.07 | 0.00 | 2.34 | 6.38 |
| B748 | 0.00 | 0.01 | 0.00 | 0.01 | 0.07 | 0.00 | 5.67 | 0.09 |
| B752 | 0.00 | 0.09 | 0.01 | 0.00 | 6.54 | 0.01 | 0.03 | 8.13 |
| B753 | 0.00 | 0.04 | 0.00 | 0.00 | 3.99 | 0.00 | 0.10 | 9.33 |
| B762 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.33 |
| B763 | 0.00 | 0.02 | 0.03 | 0.00 | 7.75 | 0.02 | 3.99 | 13.92 |
| B764 | 0.00 | 0.01 | 0.00 | 0.00 | 1.90 | 0.00 | 0.01 | 0.48 |
| B772 | 0.00 | 0.00 | 0.01 | 0.00 | 1.75 | 0.00 | 0.11 | 7.25 |
| B77L | 0.00 | 0.03 | 0.00 | 0.00 | 0.02 | 0.00 | 4.40 | 8.53 |
| B77W | 0.00 | 0.03 | 0.02 | 0.00 | 6.72 | 0.01 | 0.23 | 15.17 |
| B788 | 0.00 | 0.00 | 0.02 | 0.00 | 4.24 | 0.00 | 0.11 | 3.71 |
| B789 | 0.00 | 0.02 | 0.03 | 0.00 | 6.45 | 0.00 | 0.08 | 10.88 |
| B78X | 0.00 | 0.00 | 0.00 | 0.00 | 1.62 | 0.00 | 0.00 | 2.93 |
| BCS1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| BCS3 | 0.00 | 0.00 | 0.00 | 0.00 | 1.33 | 0.00 | 0.00 | 1.12 |
| BE20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.02 | 0.15 |
| BE36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 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 Third Quarter 2023

| Arrivals (Average Daily Operations) | | | | | | | | |
|--|------|------|------|------|-------|-------|-------|------|
| Aircraft Type | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| BE36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| BE40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.15 | 0.00 |
| BE99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.43 | 0.12 | 0.00 |
| BE9L | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.02 | 0.00 |
| C150 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| C172 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 |
| C182 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.03 | 0.00 |
| C208 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 1.84 | 0.16 |
| C25A | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.07 | 0.21 | 0.00 |
| C25B | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.14 | 0.42 | 0.00 |
| C25C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.11 | 0.00 |
| C525 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.02 | 0.12 | 0.00 |
| C550 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 |
| C560 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.08 | 0.00 |
| C56X | 0.00 | 0.01 | 0.00 | 0.01 | 0.08 | 0.26 | 0.73 | 0.00 |
| C650 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 |
| C680 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.11 | 0.36 | 0.02 |
| C68A | 0.01 | 0.00 | 0.00 | 0.00 | 0.15 | 0.34 | 1.37 | 0.01 |
| C700 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.22 | 0.46 | 0.00 |
| C750 | 0.01 | 0.00 | 0.00 | 0.01 | 0.07 | 0.14 | 0.53 | 0.00 |
| CL30 | 0.00 | 0.01 | 0.00 | 0.02 | 0.13 | 0.95 | 1.51 | 0.01 |
| CL35 | 0.00 | 0.02 | 0.00 | 0.02 | 0.14 | 0.26 | 0.74 | 0.00 |
| CL60 | 0.02 | 0.02 | 0.00 | 0.00 | 0.11 | 0.32 | 0.95 | 0.02 |
| CRJ2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.35 | 0.92 | 0.00 |
| CRJ7 | 0.02 | 0.02 | 0.00 | 0.03 | 1.33 | 5.74 | 3.17 | 0.04 |
| E120 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| E135 | 0.00 | 0.00 | 0.00 | 0.01 | 0.03 | 0.29 | 0.98 | 0.00 |
| E145 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.09 | 0.42 | 0.00 |
| E170 | 0.10 | 0.02 | 0.01 | 0.08 | 3.22 | 19.15 | 13.88 | 0.34 |
| E190 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.83 | 0.01 |
| E35L | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.09 | 0.00 |
| E50P | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| E545 | 0.00 | 0.00 | 0.00 | 0.01 | 0.08 | 0.10 | 0.35 | 0.00 |
| E550 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.07 | 0.36 | 0.01 |
| E55P | 0.02 | 0.00 | 0.00 | 0.01 | 0.09 | 0.24 | 0.87 | 0.00 |
| E75L | 0.29 | 0.09 | 0.00 | 0.08 | 10.21 | 29.55 | 14.84 | 0.26 |
| E75S | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| F2TH | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.10 | 0.39 | 0.00 |
| F900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.10 | 0.28 | 0.00 |
| FA20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 |

| Departures (Average Daily Operations) | | | | | | | | |
|--|------|------|------|------|-------|------|------|-------|
| Aircraft Type | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| BE40 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 | 0.10 | 0.15 |
| BE99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.01 | 0.04 | 0.57 |
| BE9L | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.04 |
| C150 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| C172 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.01 |
| C182 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 |
| C208 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.01 |
| C25A | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.24 |
| C25B | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.50 |
| C25C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.09 |
| C525 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.11 |
| C550 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| C560 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.10 |
| C56X | 0.00 | 0.00 | 0.02 | 0.00 | 0.03 | 0.00 | 0.32 | 0.73 |
| C650 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.01 |
| C680 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.23 | 0.26 |
| C68A | 0.00 | 0.01 | 0.00 | 0.00 | 0.12 | 0.00 | 0.59 | 1.14 |
| C700 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.18 | 0.48 |
| C750 | 0.00 | 0.00 | 0.01 | 0.00 | 0.05 | 0.00 | 0.28 | 0.43 |
| CL30 | 0.00 | 0.01 | 0.00 | 0.00 | 0.23 | 0.00 | 0.84 | 1.51 |
| CL35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.32 | 0.79 |
| CL60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.52 | 0.85 |
| CRJ2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | 1.23 |
| CRJ7 | 0.00 | 0.05 | 0.00 | 0.00 | 3.61 | 0.00 | 0.00 | 6.67 |
| E120 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| E135 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 1.01 |
| E145 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.33 |
| E170 | 0.00 | 0.11 | 0.10 | 0.00 | 11.29 | 0.00 | 0.02 | 25.27 |
| E190 | 0.00 | 0.00 | 0.00 | 0.00 | 0.60 | 0.00 | 0.04 | 0.23 |
| E35L | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 | 0.08 |
| E50P | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| E545 | 0.00 | 0.01 | 0.00 | 0.00 | 0.03 | 0.00 | 0.18 | 0.30 |
| E550 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.17 | 0.24 |
| E55P | 0.00 | 0.01 | 0.01 | 0.00 | 0.11 | 0.00 | 0.37 | 0.72 |
| E75L | 0.00 | 0.24 | 0.11 | 0.00 | 35.64 | 0.04 | 0.07 | 19.25 |
| E75S | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 |
| F2TH | 0.00 | 0.01 | 0.01 | 0.00 | 0.04 | 0.00 | 0.14 | 0.32 |
| F900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.14 | 0.25 |
| FA20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| FA50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.05 |

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 Third Quarter 2023

| Arrivals (Average Daily Operations) | | | | | | | | |
|--|------|------|------|------|------|------|------|------|
| Aircraft Type | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| FA50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.14 | 0.00 |
| FA7X | 0.00 | 0.01 | 0.00 | 0.01 | 0.02 | 0.11 | 0.47 | 0.00 |
| FA8X | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.07 | 0.00 |
| G150 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.05 | 0.00 |
| G280 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.07 | 0.40 | 0.00 |
| GA5C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.13 | 0.00 |
| GA6C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.17 | 0.00 |
| GALX | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.03 | 0.15 | 0.00 |
| GL5T | 0.01 | 0.00 | 0.00 | 0.00 | 0.04 | 0.08 | 0.23 | 0.01 |
| GL7T | 0.01 | 0.01 | 0.00 | 0.00 | 0.04 | 0.17 | 0.60 | 0.00 |
| GLEX | 0.02 | 0.07 | 0.00 | 0.01 | 0.13 | 0.43 | 1.24 | 0.01 |
| GLF4 | 0.02 | 0.03 | 0.00 | 0.01 | 0.07 | 0.37 | 1.24 | 0.03 |
| GLF5 | 0.02 | 0.01 | 0.00 | 0.03 | 0.05 | 0.34 | 1.47 | 0.05 |
| GLF6 | 0.00 | 0.03 | 0.00 | 0.00 | 0.07 | 0.40 | 1.24 | 0.02 |
| H25B | 0.01 | 0.04 | 0.00 | 0.02 | 0.01 | 0.11 | 0.97 | 0.00 |
| H25C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.07 | 0.00 |
| HA4T | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| HDJT | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.10 | 0.00 |
| J328 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.04 | 0.00 |
| LJ35 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.04 | 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 | 0.08 | 0.09 | 0.34 | 0.00 |
| LJ60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.10 | 0.13 | 0.00 |
| LJ75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.03 | 0.00 |
| MD11 | 0.08 | 0.33 | 0.01 | 0.01 | 0.01 | 0.07 | 1.85 | 0.32 |
| P28A | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| PC12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.10 | 0.16 | 0.00 |
| PC24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.04 | 0.00 |
| PRM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.07 | 0.00 |
| S22T | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 |
| SR20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| SR22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 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 | 0.04 | 0.03 | 0.00 |
| 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 | 0.01 | 0.00 | 0.01 | 0.00 |
| MD81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| GJ6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| A339 | 0.01 | 0.00 | 0.00 | 0.00 | 0.50 | 2.30 | 1.22 | 0.00 |
| EPIC | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 |

| Departures (Average Daily Operations) | | | | | | | | |
|--|------|------|------|------|------|------|------|------|
| Aircraft Type | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| FA7X | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.10 | 0.46 |
| FA8X | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.05 |
| G150 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.03 |
| G280 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.28 |
| GA5C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.12 |
| GA6C | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.17 |
| GALX | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.13 |
| GL5T | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.11 | 0.25 |
| GL7T | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.26 | 0.57 |
| GLEX | 0.00 | 0.01 | 0.00 | 0.00 | 0.08 | 0.00 | 0.48 | 1.30 |
| GLF4 | 0.00 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.57 | 1.10 |
| GLF5 | 0.00 | 0.01 | 0.02 | 0.00 | 0.09 | 0.00 | 0.61 | 1.28 |
| GLF6 | 0.00 | 0.00 | 0.01 | 0.00 | 0.11 | 0.00 | 0.49 | 1.10 |
| H25B | 0.00 | 0.01 | 0.02 | 0.00 | 0.04 | 0.00 | 0.29 | 0.73 |
| H25C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 |
| HA4T | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| HDJT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.09 |
| J328 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.02 |
| LJ35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 |
| LJ40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| LJ45 | 0.00 | 0.01 | 0.00 | 0.00 | 0.02 | 0.00 | 0.12 | 0.35 |
| LJ60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | 0.16 |
| LJ75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.03 |
| MD11 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.95 | 1.64 |
| PC12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.02 | 0.22 |
| PC24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.07 |
| PRM1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.09 |
| 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 | 0.01 | 0.00 | 0.00 | 0.00 |
| SR22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| GLF3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| SF50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 |
| 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 | 0.00 | 0.00 | 0.00 | 0.02 |
| MD81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| A339 | 0.00 | 0.01 | 0.02 | 0.00 | 2.82 | 0.00 | 0.03 | 1.16 |
| EPIC | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.05 |
| C340 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| SW4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| C5M | 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 Third Quarter 2023

| Arrivals (Average Daily Operations) | | | | | | | | |
|--|------|------|------|------|------|------|------|------|
| Aircraft Type | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| C340 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| SW4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| A318 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| GA7C | 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 |
| GA7C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| M20T | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |

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) Third Quarter 2023

| Arrivals (Average Daily Operations) | | | | | | | | |
|--|------|------|------|------|------|------|-------|------|
| Aircraft Type | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| A19N | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| A20N | 0.05 | 0.35 | 0.00 | 0.00 | 0.12 | 0.78 | 6.22 | 0.08 |
| A21N | 0.41 | 1.84 | 0.00 | 0.03 | 0.88 | 5.50 | 8.61 | 0.47 |
| A306 | 0.02 | 0.12 | 0.00 | 0.02 | 0.00 | 0.00 | 0.46 | 0.18 |
| A319 | 0.02 | 0.05 | 0.00 | 0.00 | 0.18 | 0.85 | 0.73 | 0.00 |
| A320 | 0.12 | 0.53 | 0.00 | 0.01 | 0.25 | 2.36 | 7.71 | 0.15 |
| A321 | 0.26 | 1.88 | 0.00 | 0.01 | 0.49 | 4.05 | 10.80 | 0.32 |
| A332 | 0.02 | 0.24 | 0.00 | 0.00 | 0.14 | 0.93 | 0.38 | 0.02 |
| A333 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.09 | 0.00 |
| A343 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| A359 | 0.04 | 0.29 | 0.00 | 0.00 | 0.03 | 0.47 | 0.39 | 0.02 |
| A35K | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.07 | 0.02 | 0.00 |
| A388 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.02 | 0.00 | 0.00 |
| B350 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.16 | 0.12 | 0.00 |
| B38M | 0.05 | 0.51 | 0.00 | 0.01 | 0.63 | 4.60 | 2.39 | 0.01 |
| B39M | 0.03 | 0.39 | 0.00 | 0.01 | 0.18 | 1.21 | 3.98 | 0.11 |
| B737 | 0.05 | 0.51 | 0.00 | 0.00 | 0.89 | 5.97 | 1.32 | 0.02 |
| B738 | 0.12 | 1.13 | 0.00 | 0.01 | 0.91 | 4.99 | 6.04 | 0.25 |
| B739 | 0.04 | 0.51 | 0.00 | 0.00 | 0.35 | 2.66 | 2.64 | 0.04 |
| B744 | 0.11 | 0.53 | 0.01 | 0.02 | 0.01 | 0.09 | 1.76 | 0.27 |
| B748 | 0.00 | 0.08 | 0.00 | 0.24 | 0.10 | 0.20 | 0.89 | 0.00 |
| B752 | 0.03 | 0.21 | 0.00 | 0.00 | 0.20 | 0.95 | 0.83 | 0.01 |
| B753 | 0.01 | 0.15 | 0.00 | 0.01 | 0.15 | 0.83 | 1.22 | 0.04 |
| B762 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.02 |
| B763 | 0.37 | 1.92 | 0.03 | 0.13 | 0.23 | 1.14 | 5.53 | 1.79 |
| B764 | 0.02 | 0.17 | 0.00 | 0.00 | 0.04 | 0.34 | 0.18 | 0.00 |
| B772 | 0.08 | 0.34 | 0.00 | 0.00 | 0.02 | 0.26 | 0.98 | 0.21 |
| B77L | 0.20 | 1.07 | 0.02 | 0.10 | 0.02 | 0.27 | 2.77 | 0.75 |
| B77W | 0.03 | 0.32 | 0.00 | 0.00 | 0.16 | 0.73 | 0.48 | 0.11 |
| B788 | 0.03 | 0.26 | 0.00 | 0.01 | 0.01 | 0.13 | 0.52 | 0.08 |
| B789 | 0.03 | 0.63 | 0.00 | 0.01 | 0.08 | 0.32 | 1.02 | 0.15 |
| B78X | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| BCS1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 |
| BCS3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| BE20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.02 | 0.00 |
| BE40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| BE99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.43 | 0.12 | 0.00 |
| C182 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| C208 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 |
| C25A | 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 |
| A19N | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| A20N | 0.00 | 0.00 | 0.00 | 0.00 | 1.17 | 0.02 | 0.18 | 7.43 |
| A21N | 0.00 | 0.02 | 0.03 | 0.00 | 3.36 | 0.03 | 0.28 | 12.02 |
| A306 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.59 |
| A319 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.01 | 0.01 | 1.28 |
| A320 | 0.00 | 0.03 | 0.01 | 0.00 | 2.65 | 0.03 | 0.23 | 9.68 |
| A321 | 0.00 | 0.02 | 0.02 | 0.00 | 4.00 | 0.07 | 0.50 | 16.80 |
| A332 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.48 |
| A333 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 |
| A343 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 |
| A345 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| A359 | 0.00 | 0.00 | 0.00 | 0.00 | 1.78 | 0.00 | 0.07 | 3.35 |
| A388 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.98 | 0.00 |
| B350 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.02 | 0.48 |
| B38M | 0.00 | 0.01 | 0.02 | 0.00 | 3.93 | 0.04 | 0.03 | 3.13 |
| B39M | 0.00 | 0.00 | 0.01 | 0.00 | 1.75 | 0.02 | 0.32 | 6.77 |
| B737 | 0.00 | 0.01 | 0.01 | 0.00 | 6.17 | 0.13 | 0.15 | 1.85 |
| B738 | 0.00 | 0.01 | 0.01 | 0.00 | 4.80 | 0.02 | 0.35 | 7.12 |
| B739 | 0.00 | 0.00 | 0.02 | 0.00 | 3.12 | 0.00 | 0.23 | 5.61 |
| B744 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 3.51 |
| B748 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 2.59 | 0.09 |
| B752 | 0.00 | 0.01 | 0.00 | 0.00 | 1.50 | 0.00 | 0.01 | 1.65 |
| B753 | 0.00 | 0.00 | 0.00 | 0.00 | 0.66 | 0.00 | 0.08 | 2.66 |
| B762 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 |
| B763 | 0.00 | 0.00 | 0.02 | 0.00 | 1.93 | 0.00 | 0.58 | 9.21 |
| B764 | 0.00 | 0.00 | 0.00 | 0.00 | 0.83 | 0.00 | 0.01 | 0.25 |
| B772 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.02 | 2.78 |
| B77L | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 3.88 |
| B77W | 0.00 | 0.00 | 0.01 | 0.00 | 0.60 | 0.00 | 0.21 | 7.80 |
| B788 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.08 | 1.22 |
| B789 | 0.00 | 0.00 | 0.00 | 0.00 | 1.26 | 0.00 | 0.07 | 4.24 |
| B78X | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| BE20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 |
| BE40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| BE99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.01 | 0.04 | 0.55 |
| C182 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| C208 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 |
| C25A | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 |
| C25B | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 |
| C525 | 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 - Night Time (10pm - 7am)
Third Quarter 2023

| Arrivals (Average Daily Operations) | | | | | | | | |
|--|------|------|------|------|------|------|------|------|
| Aircraft Type | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| C25B | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| C560 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| C56X | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.04 | 0.00 |
| C680 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 |
| C68A | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 |
| C700 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| C750 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| CL30 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.02 | 0.08 | 0.00 |
| CL35 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 |
| CL60 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.04 | 0.08 | 0.02 |
| CRJ2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 |
| CRJ7 | 0.01 | 0.02 | 0.00 | 0.01 | 0.18 | 0.22 | 0.18 | 0.00 |
| E135 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 |
| E145 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.03 | 0.00 |
| E170 | 0.01 | 0.02 | 0.00 | 0.00 | 0.07 | 0.43 | 0.28 | 0.00 |
| E35L | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| E545 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 |
| E550 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 |
| E55P | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.02 | 0.05 | 0.00 |
| E75L | 0.00 | 0.09 | 0.00 | 0.01 | 0.33 | 1.04 | 1.13 | 0.00 |
| F2TH | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| F900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| FA20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| FA7X | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.05 | 0.00 |
| G280 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.04 | 0.00 |
| GALX | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| GL5T | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| GL7T | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 |
| GLEX | 0.01 | 0.07 | 0.00 | 0.01 | 0.01 | 0.00 | 0.10 | 0.01 |
| GLF4 | 0.01 | 0.03 | 0.00 | 0.00 | 0.00 | 0.01 | 0.07 | 0.02 |
| GLF5 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.15 | 0.04 |
| GLF6 | 0.00 | 0.03 | 0.00 | 0.00 | 0.01 | 0.01 | 0.11 | 0.01 |
| H25B | 0.01 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 |
| LJ35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| LJ60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 |
| MD11 | 0.08 | 0.33 | 0.01 | 0.01 | 0.00 | 0.04 | 0.62 | 0.32 |
| PC12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.02 | 0.00 |
| C25C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| A339 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.04 | 0.00 |
| EPIC | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| P210 | 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 |
| C560 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| C56X | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.08 |
| C680 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 |
| C68A | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.15 |
| C700 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| C750 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.02 |
| CL30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.16 |
| CL35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 |
| CL60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 |
| CRJ2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| CRJ7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.90 |
| E135 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 |
| E145 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 |
| E170 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.71 |
| E190 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| E35L | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| E545 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 |
| E550 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 |
| E55P | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.10 |
| E75L | 0.00 | 0.00 | 0.01 | 0.00 | 1.79 | 0.00 | 0.03 | 3.96 |
| F2TH | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 |
| F900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 |
| FA20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| FA7X | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 |
| FA8X | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| G280 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 |
| GA5C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| GA6C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| GALX | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| GL5T | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 |
| GL7T | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.11 |
| GLEX | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 |
| GLF4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.23 |
| GLF5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.27 |
| GLF6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.12 |
| H25B | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.10 |
| LJ35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 |
| LJ45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| LJ60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| MD11 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.46 |
| PC12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.05 |

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)
Third Quarter 2023**

| Arrivals (Average Daily Operations) | | | | | | | | |
|---|------|------|------|------|------|------|------|------|
| Aircraft Type | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| HA4T | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| C150 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| SW4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| GA7C | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| SR20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |

| Departures (Average Daily Operations) | | | | | | | | |
|---|------|------|------|------|------|------|------|------|
| Aircraft Type | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| FA50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| PRM1 | 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 | 0.01 |
| C550 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| A339 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.04 |
| EPIC | 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 |
| C150 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| MD81 | 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 | 0.00 | 0.00 | 0.00 | 0.01 |
| SR20 | 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 Group - 24 Hours
Third Quarter 2023**

| Arrivals (Average Daily Operations) | | | | | | | | |
|---|------|------|------|------|-------|--------|--------|------|
| Aircraft Group | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| Small Jet | 0.58 | 0.40 | 0.01 | 0.38 | 16.59 | 61.36 | 53.93 | 0.86 |
| Small Narrow-Body Jet | 1.35 | 3.99 | 0.00 | 0.96 | 29.24 | 139.70 | 174.88 | 2.85 |
| Large Narrow-Body Jet | 0.90 | 4.08 | 0.00 | 0.67 | 7.66 | 44.59 | 106.15 | 1.98 |
| Small Wide-Body Jet | 0.43 | 2.27 | 0.03 | 0.23 | 1.03 | 5.74 | 17.83 | 2.08 |
| Large Wide-Body Jet | 0.83 | 4.10 | 0.04 | 0.75 | 11.17 | 44.45 | 62.89 | 2.27 |
| Non-Jet | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | 1.79 | 3.16 | 0.17 |
| 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 | 0.53 | 0.33 | 0.00 | 52.08 | 0.04 | 9.13 | 71.74 |
| Small Narrow-Body Jet | 0.00 | 0.83 | 1.15 | 0.00 | 174.41 | 0.41 | 2.05 | 174.41 |
| Large Narrow-Body Jet | 0.00 | 0.52 | 0.40 | 0.01 | 46.51 | 0.11 | 0.98 | 117.90 |
| Small Wide-Body Jet | 0.00 | 0.04 | 0.03 | 0.00 | 9.67 | 0.02 | 4.38 | 15.51 |
| Large Wide-Body Jet | 0.00 | 0.17 | 0.21 | 0.02 | 37.75 | 0.01 | 17.89 | 70.71 |
| Non-Jet | 0.00 | 0.00 | 0.00 | 0.00 | 0.77 | 0.01 | 0.49 | 4.37 |
| 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)
Third Quarter 2023**

| Arrivals (Average Daily Operations) | | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|
| Aircraft Group | 06L | 06R | 07L | 07R | 24L | 24R | 25L | 25R |
| Small Jet | 0.09 | 0.40 | 0.00 | 0.04 | 0.65 | 1.91 | 3.08 | 0.12 |
| Small Narrow-Body Jet | 0.50 | 3.99 | 0.00 | 0.04 | 3.52 | 23.45 | 31.04 | 0.66 |
| Large Narrow-Body Jet | 0.72 | 4.08 | 0.00 | 0.05 | 1.72 | 11.33 | 21.46 | 0.84 |
| Small Wide-Body Jet | 0.41 | 2.27 | 0.03 | 0.15 | 0.27 | 1.48 | 6.23 | 2.00 |
| Large Wide-Body Jet | 0.62 | 4.10 | 0.04 | 0.39 | 0.63 | 3.54 | 9.96 | 1.92 |
| Non-Jet | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.66 | 0.41 | 0.00 |
| 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 | 0.00 | 0.01 | 0.00 | 2.08 | 0.00 | 0.20 | 8.42 |
| Small Narrow-Body Jet | 0.00 | 0.07 | 0.09 | 0.00 | 23.98 | 0.28 | 1.50 | 42.91 |
| Large Narrow-Body Jet | 0.00 | 0.05 | 0.05 | 0.00 | 9.52 | 0.10 | 0.87 | 33.14 |
| Small Wide-Body Jet | 0.00 | 0.00 | 0.02 | 0.00 | 2.77 | 0.00 | 0.60 | 10.16 |
| Large Wide-Body Jet | 0.00 | 0.00 | 0.02 | 0.00 | 4.46 | 0.00 | 4.53 | 27.96 |
| Non-Jet | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.01 | 0.07 | 1.37 |
| Military* | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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.

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

Third Quarter 2023

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 third quarter 2023.
- 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.