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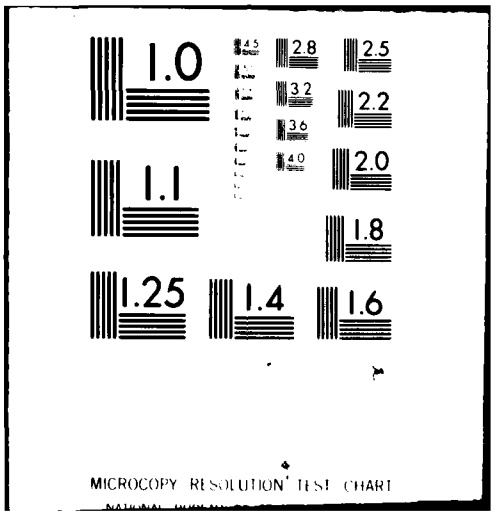
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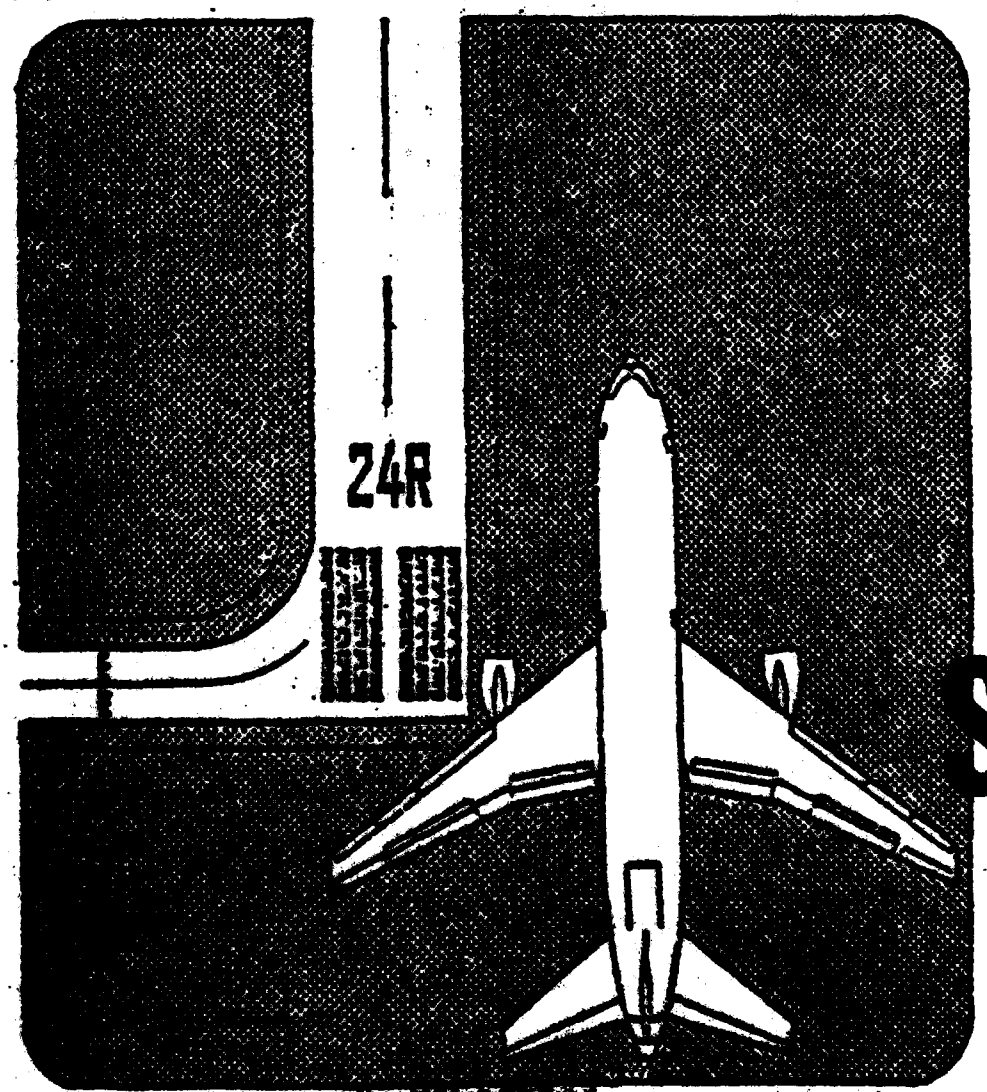
LEVEL III

LOS ANGELES INTERNATIONAL AIRPORT

DATA PACKAGE NO. 4

AIRPORT IMPROVEMENT

TASK FORCE DELAY STUDIES



AUGUST 1979

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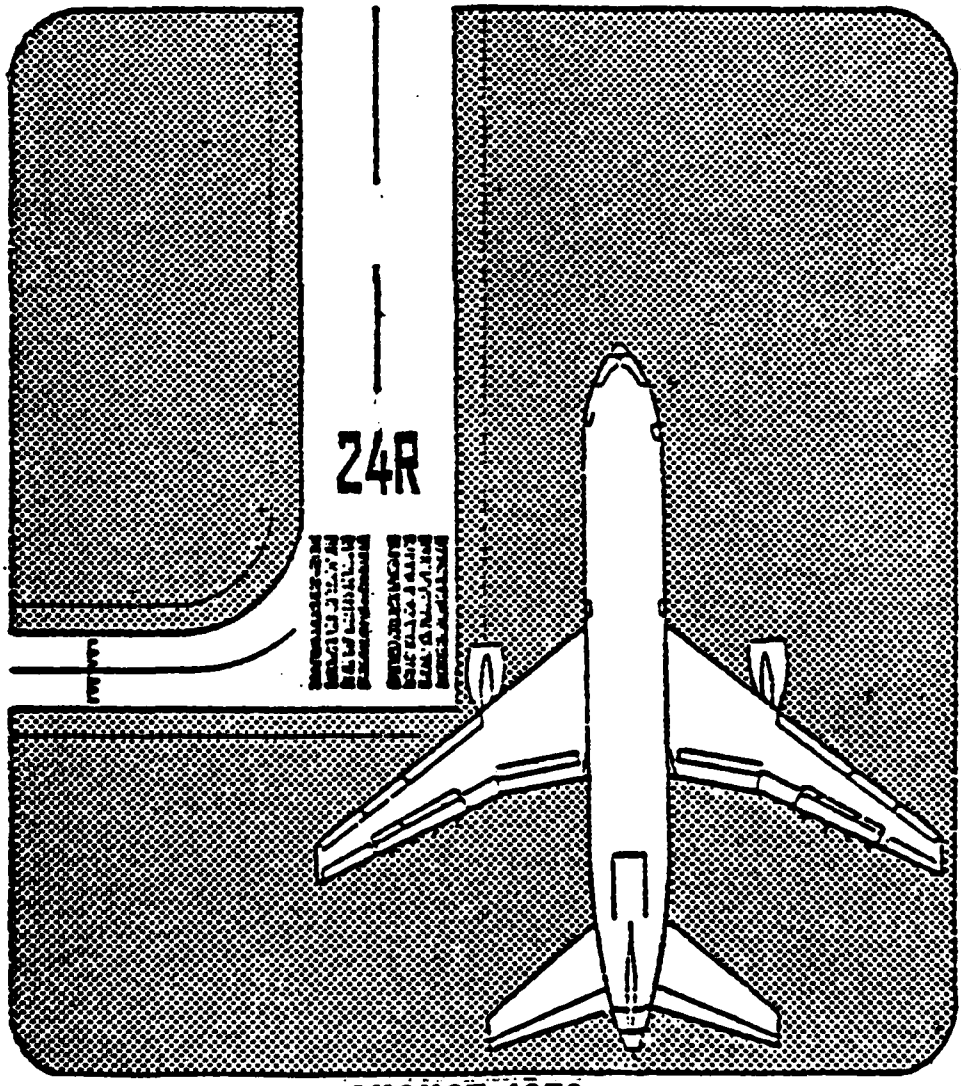
LOS ANGELES INTERNATIONAL AIRPORT

DATA PACKAGE NO. 4

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES



AUGUST 1979

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

DATE:

IN REPLY REFER TO: ANA-220

NATIONAL AVIATION FACILITIES EXPERIMENTAL CENTER
ATLANTIC CITY, NEW JERSEY 08405

SUBJECT: Los Angeles Simulation Model Demand & Aircraft Distributions for Stage 1 and Stage 2 Experiments

FROM: NAFEC Program Manager, ANA-220

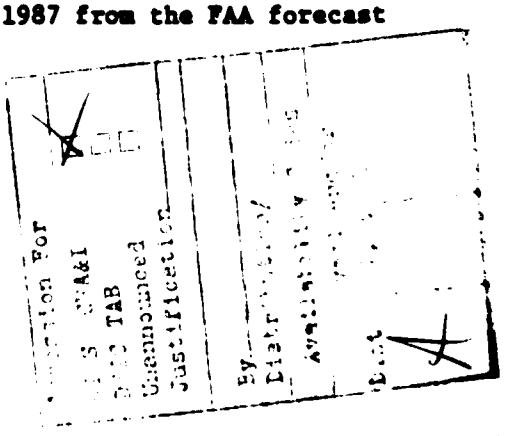
TO: Royal Mink, AWE-4

Enclosed is data package No. 4 for review by the Task Force members. Data package No. 3 has been reviewed along with all model inputs (separations, route structure, etc.) by the Task Force since the meeting in March 1979. All comments have been considered in the experimental design for Stage 1 and Stage 2 as described in Table 1 of this report.

Three main areas (1) the average day/peak month demand for 1978, 1982, and 1987, (2) the distributions applied to the demand, and (3) the forecast for the 1982 and 1987 traffic levels, recieved special attention during the preparation of the experiments. The average day/peak month demands were developed from an August 1978 OAG schedule along with the tower traffic report, the task force's 1982 forecast and 1987 traffic samples.

The resulting 1978, 1982, and 1987 demand levels (after application of the lateness distribution for arrivals) are listed in Tables 2 through 4 and shown in Figures 1 through 6. The 1978 demand reflects the activity level experienced at the facility on August 4, 1978. The 1982 demand level compares with Table III - 1 (page 13) of the interim capacity report for total movements during the day. The 1987 demand shows an increase in operations in accord with the schedule provided by the Task Force. The percentage of Class 1, 2, 3, and 4 operations for 1978, 1982 and 1987 are shown in Tables 2, 3, and 4 respectively (the class 1 percentage increases over the years).

An analysis of the yearly passenger totals and aircraft operations is shown in Table 5. Passenger totals for the years 1982 and 1987 agree with the FAA forecast data. The 1978 demand experienced at Los Angeles indicates that passenger totals approached the projected 1982 level. The calculated airline and air taxi operations agree with the actual totals in 1978 and are the same in 1982 compared with the FAA forecast. (Assuming that 19% of the total yearly traffic is handled in July and August). The total operations differ in 1987 from the FAA forecast



probably because of the assumption that Class 1 operations will be increased from 25.3% to 33.1% for the airline operations.

The distributions shown in Tables 6 through 12 were applied to the demand schedules for particular experiments. These distributions were developed from information obtained during data collection, reported runway and gate utilization and future plans for the airport improvements (tunnel reconstruction, terminal expansion, etc.). For example, the class and runway distribution for arrivals and departures experienced during data collection (VFR-1) are shown in Table 13.

Attachment E, Class and Runway Demand Distributions for Arrivals and Departures includes a summary of the amount of scheduled activity on each runway for each experiment. The experiment, grouped according to the direction of traffic flow and the weather condition during the simulation period are shown in the index of Attachment E. Tables 14 through 40 depict the runway assignments for each experiment which may be modified during the simulation exercise (either by an automatic reassignment of depature runway because of runway congestion or a change in the arrival aircraft runway after an evaluation of the results (average runway delays) for an experiment).

The development of the experimental design has included the application of data reduced from the collected field data at the airport along with information provided by the Task Force members. The model calibration established the VFR-1 parameters for the model. The other separation values (1978 IFR-1 and IFR-2, 1982 VFR-1 and IFR-1, and 1987 VFR-1 and IFR-1) were discussed and coordinated with METREK and facility personnel.

The experimental design for the combined Stage 1 and 2 simulation runs is shown in Attachment F of this report. The experiments starts with the calibration inputs and progress in sequence with each change to the model inputs noted for each experiment. A single entry of the experiment number indicates that only an aircraft schedule input change is required to perform the experiment.

JOHN VANDERVEER

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ATTACHMENT A

LOS ANGELES DELAY EXPERIMENTS

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES

AUGUST 1979

TABLE 1

LOS ANGELES DELAY EXPERIMENTS

Experiment number	Model	Study case[a]	Arrival runways	Departure runways	Weather	Demand	ATC System scenario[b]	Near Tearm[c] improvements
Stage 1 Experiments								
1	ASM[d]	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1978	1978	None
2	ASM	2	24L, 24R, 25L, 25R	24L, 25R	IFR1	1978	1978	None
3	ASM	3	24R, 25L	24L, 25R	IFR2	1978	1978	None
4	ASM	5	6R, 7L	24L, 25R	VFR1	1978	1978	None
5	ASM	6	6R, 7L	24L, 25R	IFR1	1978	1978	None
6	ASM	4	6L, 6R, 7L, 7R	6L, 6R, 7L, 7R	VFR1	1978	1978	None
7	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1978	None
8	ASM	2	24L, 24R, 25L, 25R	24L, 25R	IFR1	1982	1978	None
9	ASM	4	6L, 6R, 7L, 7R	6L, 6R, 7L, 7R	VFR1	1982	1978	None
10	ASM	5	6R, 7L	24L, 25R	VFR1	1982	1978	None
10A	ASM	6	6R, 7L	24L, 25R	IFR1	1982	1978	None
11	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1982	1982[e]
12	ASM	2	24L, 24R, 25L, 25R	24L, 25R	IFR1	1982	1982	1982[f]
13	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1982	2, 3[g]
15	ASM	5	6R, 7L	24L, 25R	VFR1	1982	1982	5, 7[g]
16	ASM[h]	4	6L, 6R, 7L, 7R	6L, 6R, 7L, 7R	VFR1	1982	1982	5, 7, 8[g]
17	ADM[h]	n. a.	n. a.	n. a.	n. a.	1978	1978	None
17A	RCM[i]	7	24L, 24R, 25L	24L, 24R, 25L	VFR1	1982	1982	Tunnel Construction[j]
17B	RCM	7	24L, 24R, 25L, 25x[k]	24L, 24R, 25L, 25X	VFR1	1982	1982	Tunnel Construction
17C	RCM	7	24L, 24R, 25L, 26	24L, 24R, 25L, 26	VFR1	1982	1982	Comments-Usage for Light

n. a. = not applicable.

a. Study cases (combinations of runway use and weather conditions) are defined in Figure III-1.

b. FAA will describe impact of 1982 and post-1987 ATC systems on model inputs.

c. Potential near-term improvements are identified in the Los Angeles International Airport Improvement Task Force Interim Report, and in Appendix B.

d. Airfield Simulation Model.

e. Task Force establishes packages of near-term improvements most likely to be implemented in 1982 and 1987 time frames. The 1982 package includes improvement # 2 (high-speed taxiway off Runway 25L to the south), improvement # 3 (strengthening of the Sepulveda Tunnel), (cont.)

TABLE 1 (CONTINUED)

e. (cont.) new taxiway access to threshold of Runway 24R, and temporary holding areas on future Taxiway 75. The 1987 package includes all 1982 improvements plus Satellite 1, International Terminal, and/or remote parking for 20 aircraft at west end of airport. These packages of improvements are subject to Task Force review and revision.
f. Impact of absence of improvements # 2 and #3 (high-speed taxiway of Runway 25L and strengthening of the Sepulveda Tunnel).
g. Improvement # 5 is a high-speed taxi exit off Runway 7. Improvement # 7 is a high-spped taxi exit to Taxiway 47 from Runway 6R. Improvement #8 is a bypass area on the north side of Runway 7L.
h. Annual Delay Model.
i. Runway Capacity Model.
j. Runway 25R closed for tunnel construction.
k. During closure of 25R for tunnel construction, parts of Runway 25 are open for small aircraft arrivals and departures.

TABLE 1

LOS ANGELES DELAY EXPERIMENTS

Experiment number	Model	Study case[a]	Arrival Runways	Departure Runways	Weather	Demand	ATC System scenario[b]	Near-term improvements[c]
Stage 2 Experiments								
18	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1982	10[l]
19 A	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1978	Terminal Expansion[n]
20	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1982	Terminal Expansion[n]
21	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1982	1982	Remote Terminal [o]
22	ASM	7	24L, 24R, 25L	24L, 24R, 25L	VFR1	1982	1978	Tunnel Construction
22A	ASM	8	24L, 24R, 25L	24L, 24R, 25L	VFR1	1982	1978	Dual Taxiway[p]
23	ASM	8	24R, 25L	24L, 25L	IFR1	1982	1978	Tunnel Construction 25R
24	ASM	9	24R, 25R	24L, 25R	IFR1	1982	1978	Tunnel Construction 25L
25	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1987	1987	1987[e]
25A	ASM	1	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	VFR1	1987	1987	1987
26	ASM	2	24L, 24R, 25L, 25R	24L, 24R	IFR1	1987	1987	1987
27	ADM	n.a.	n.a.	n.a.	n.a.	1982	1982	1982
28	ADM	n.a.	n.a.	n.a.	n.a.	1982	1982	None
29	ADM	n.a.	n.a.	n.a.	n.a.	1982	1978	1982
30	ADM	n.a.	n.a.	n.a.	n.a.	1982	1978	None
31	ADM	n.a.	n.a.	n.a.	n.a.	1987	1987	1987
32	ADM	n.a.	n.a.	n.a.	n.a.	1987	1987	None
33	ADM	n.a.	n.a.	n.a.	n.a.	1987	1978	1987
34	ADM	n.a.	n.a.	n.a.	n.a.	1987	1988	None

l. Improvement #10 consists of a series of taxiway improvements identified in Appendix B.

n. Construction of Satellite 1 and International Terminal. The need for this experiment will be reviewed by the Task Force after consideration of future airline terminal locations.

o. Remote parking for 20 aircraft at west end of Airport.

p. Additional experiment may be needed to test value of dual taxiway system around Satellite 4 during tunnel construction

ATTACHMENT B

1978, 1982, and 1987 DEMAND with CLASS PERCENTAGES

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES

AUGUST 1979

TABLE 2

1978 DEMAND

TIME	AIR CARRIER	SUPPLEMENTS	AIR TAXI	GENERAL AVIATION	TOTAL
	ARRIVALS				
0000	16	1	1	2	20
0100	13	7	0	1	21
0200	3	3	1	0	7
0300	2	3	1	0	6
0400	5	5	0	0	10
0500	2	2	1	0	5
0600	9	0	5	4	18
0700	18	1	5	5	29
0800	25	4	5	7	41
0900	20	2	4	9	35
1000	40	1	6	8	55
1100	45	4	7	8	64
1200	28	1	3	9	41
1300	26	0	3	8	37
	DEPARTURES				
0000	19	1	2	2	24
0100	9	2	0	0	11
0200	1	6	1	0	8
0300	1	2	1	0	4
0400	1	3	1	0	5
0500	4	5	0	1	10
0600	9	2	4	2	17
0700	32	4	6	6	48
0800	49	3	3	9	64
0900	38	4	5	5	52
1000	34	2	6	6	48
1100	34	3	4	11	52
1200	44	5	5	11	65
1300	39	1	1	8	49

CLASS DISTRIBUTION (0700-1400)

CLASS 1	CLASS 2	CLASS 3	CLASS 4
20 %	57 %	18 %	5 %

TABLE 3

1982 DEMAND

TIME	AIR CARRIER	SUPPLEMENTS	AIR TAXI	GENERAL AVIATION	TOTAL
	ARRIVALS				
0000	12	1	1	2	16
0100	15	7	0	1	23
0200	4	3	1	0	8
0300	4	3	1	0	8
0400	5	5	0	0	10
0500	1	2	1	0	4
0600	9	0	5	4	18
0700	18	1	5	5	29
0800	26	4	5	7	42
0900	22	2	4	9	37
1000	39	1	6	8	54
1100	46	4	7	8	65
1200	29	1	3	9	42
1300	29	0	3	8	40
	DEPARTURES				
0000	22	1	2	2	27
0100	8	2	0	0	10
0200	4	6	1	0	11
0300	0	2	1	0	3
0400	4	3	1	0	8
0500	4	5	0	1	10
0600	10	2	4	2	18
0700	30	4	6	6	46
0800	49	3	3	9	64
0900	42	4	5	5	56
1000	34	2	6	6	48
1100	34	3	4	11	52
1200	42	5	5	11	63
1300	43	1	1	8	53

CLASS DISTRIBUTION (0700-1400)

CLASS 1	CLASS 2	CLASS 3	CLASS 4
22 %	59 %	14 %	5 %

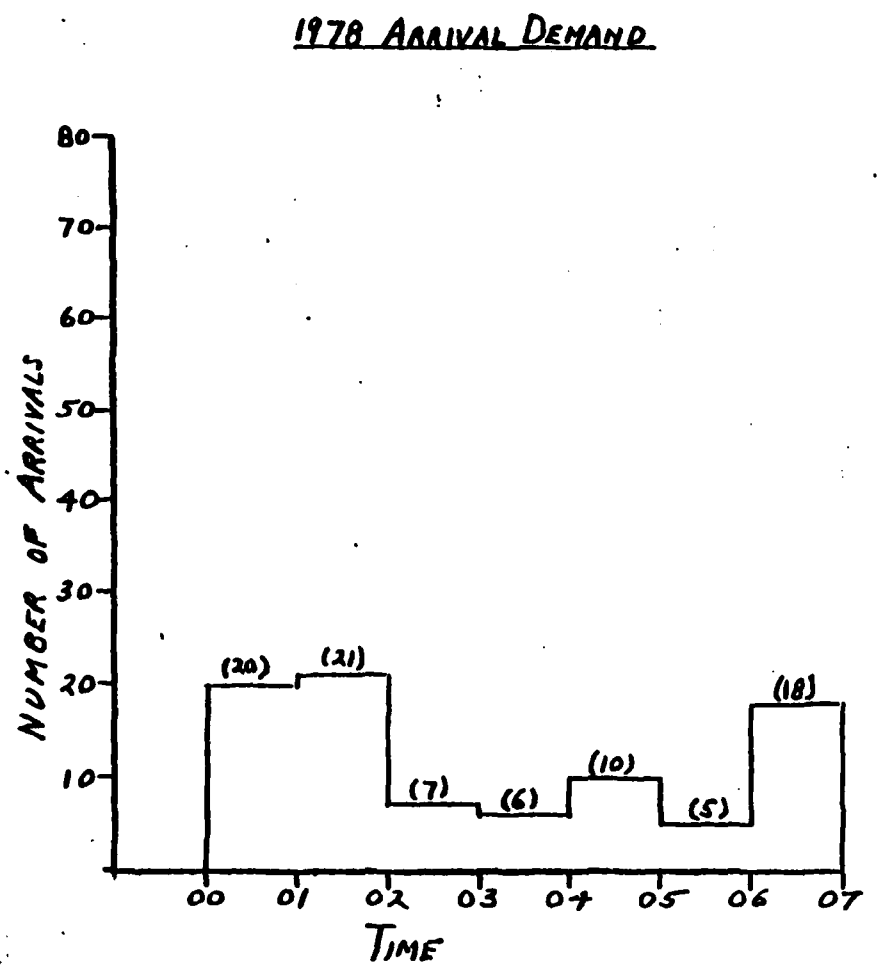
TABLE 4

1987 DEMAND

TIME	AIR CARRIER + SUPPLEMENTS	AIR TAXI	GENERAL AVIATION	TOTAL
	ARRIVALS			
0000 0100 0200 0300 0400 0500 0600				
0700	20	5	5	30
0800	35	5	7	47
0900	27	4	9	40
1000	43	6	8	57
1100	59	7	8	74
1200	38	3	9	50
1300	32	3	8	43
	DEPARTURES			
0000 0100 0200 0300 0400 0500 0600				
0700	39	6	6	51
0800	57	3	9	69
0900	48	5	5	58
1000	41	6	6	53
1100	41	4	11	56
1200	56	5	11	72
1300	55	1	8	64

CLASS DISTRIBUTION (0700-1400)

CLASS 1	CLASS 2	CLASS 3	CLASS 4
25 %	58 %	13 %	4 %



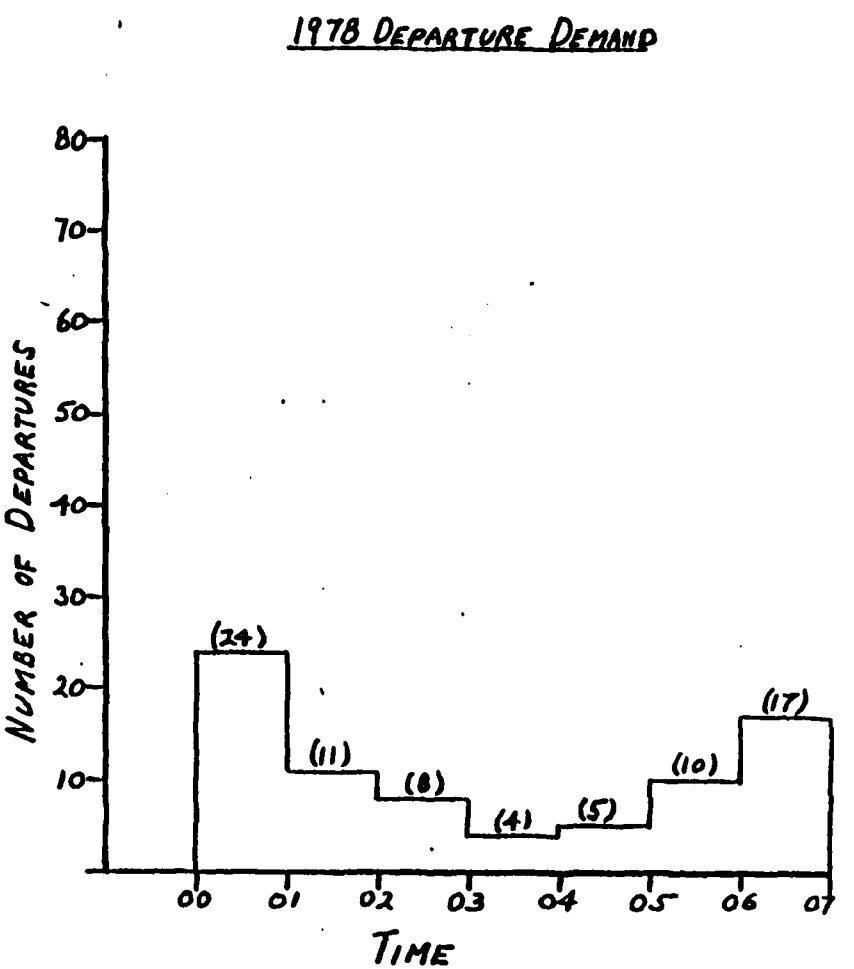
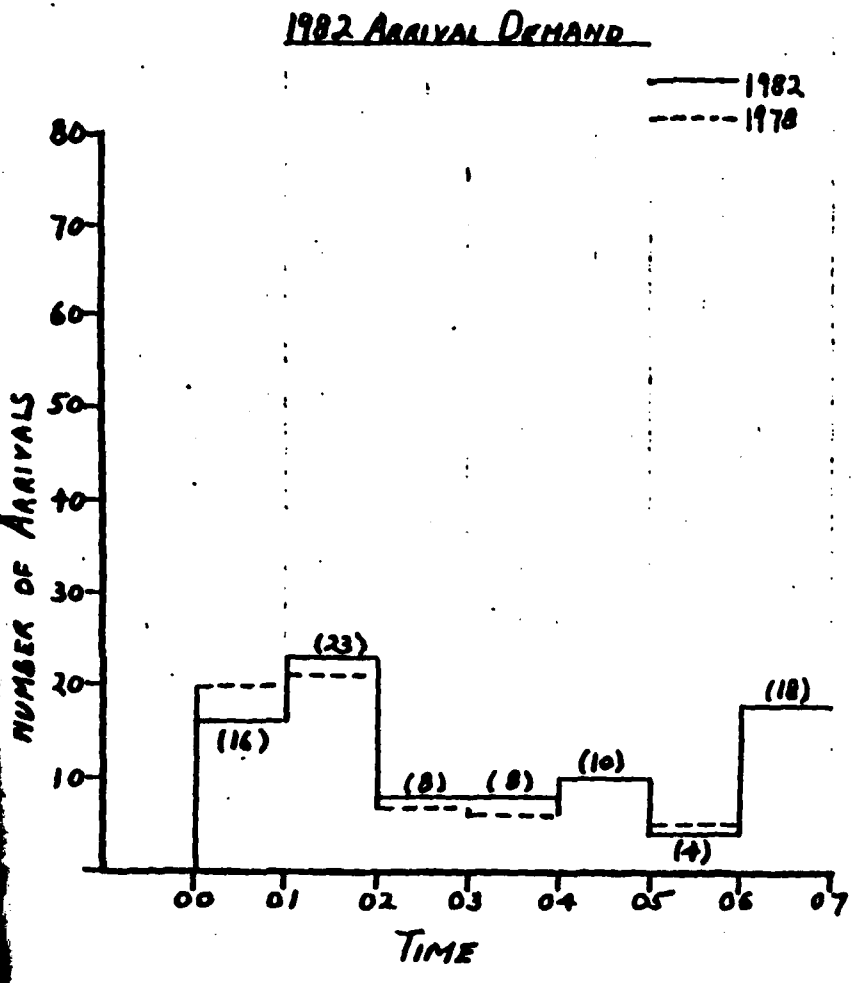


FIGURE 1. 1978 DEMAND
(FROM 0000 TO 0700 LOCAL TIME)



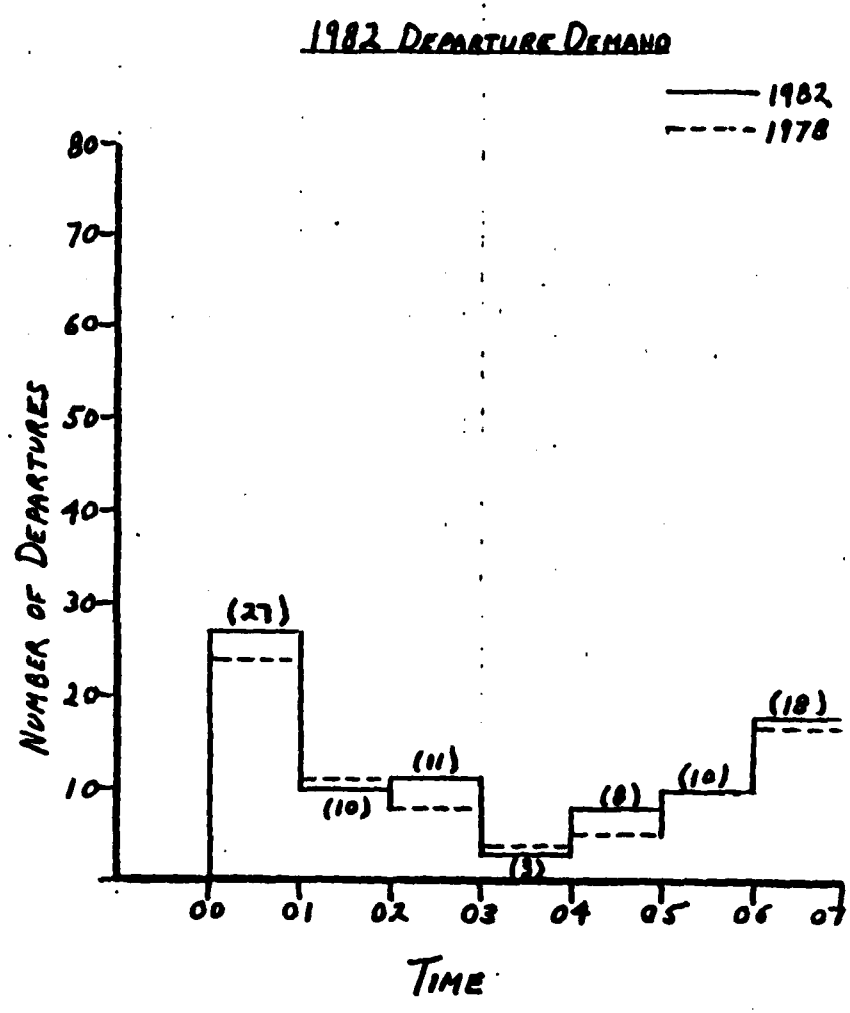


FIGURE 2. 1982 DEMAND
(FROM 0000 TO 0700 LOCAL TIME)

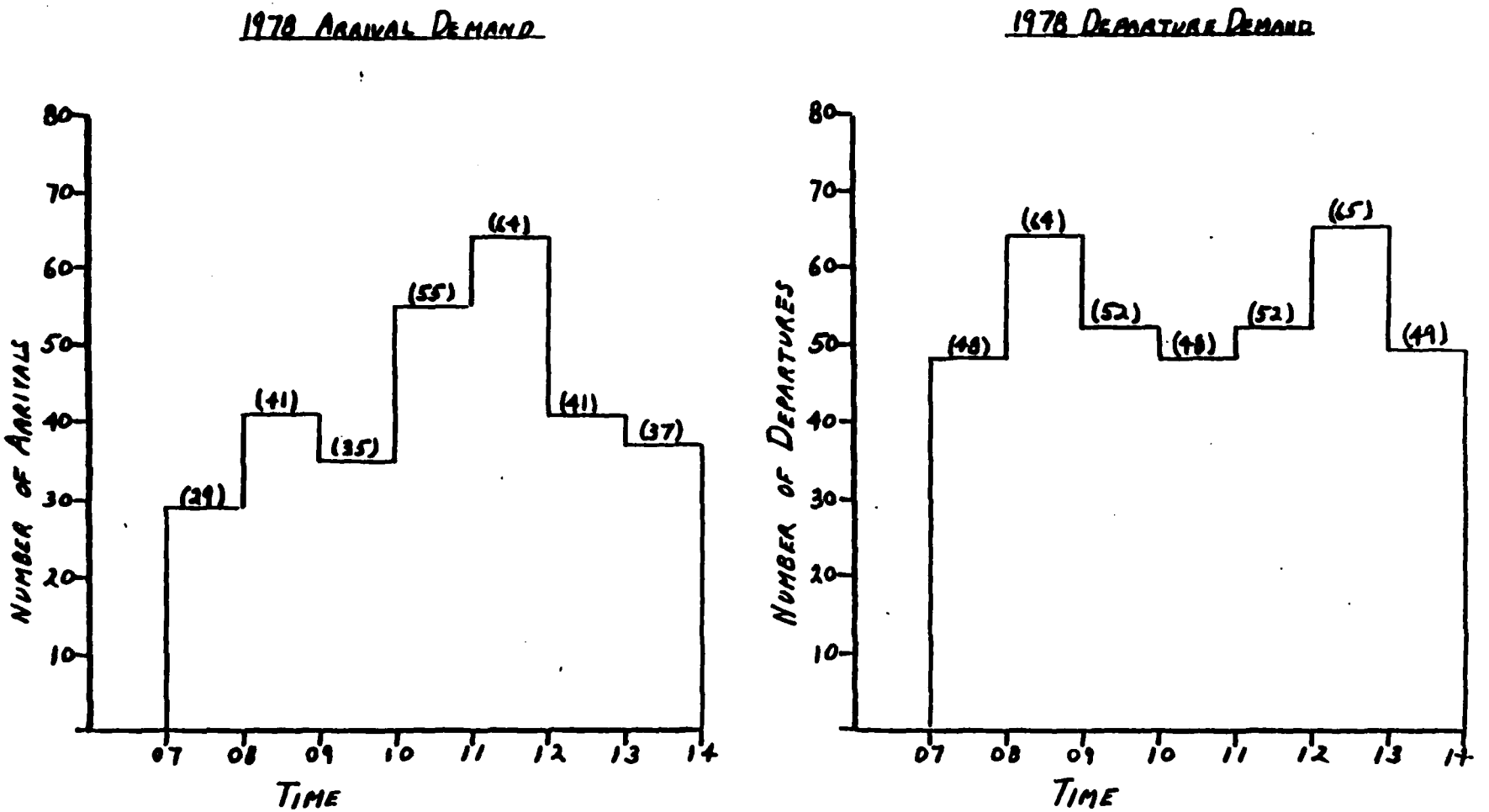


FIGURE 3. 1978 DEMAND
(FROM 0700 TO 1400 LOCAL TIME)

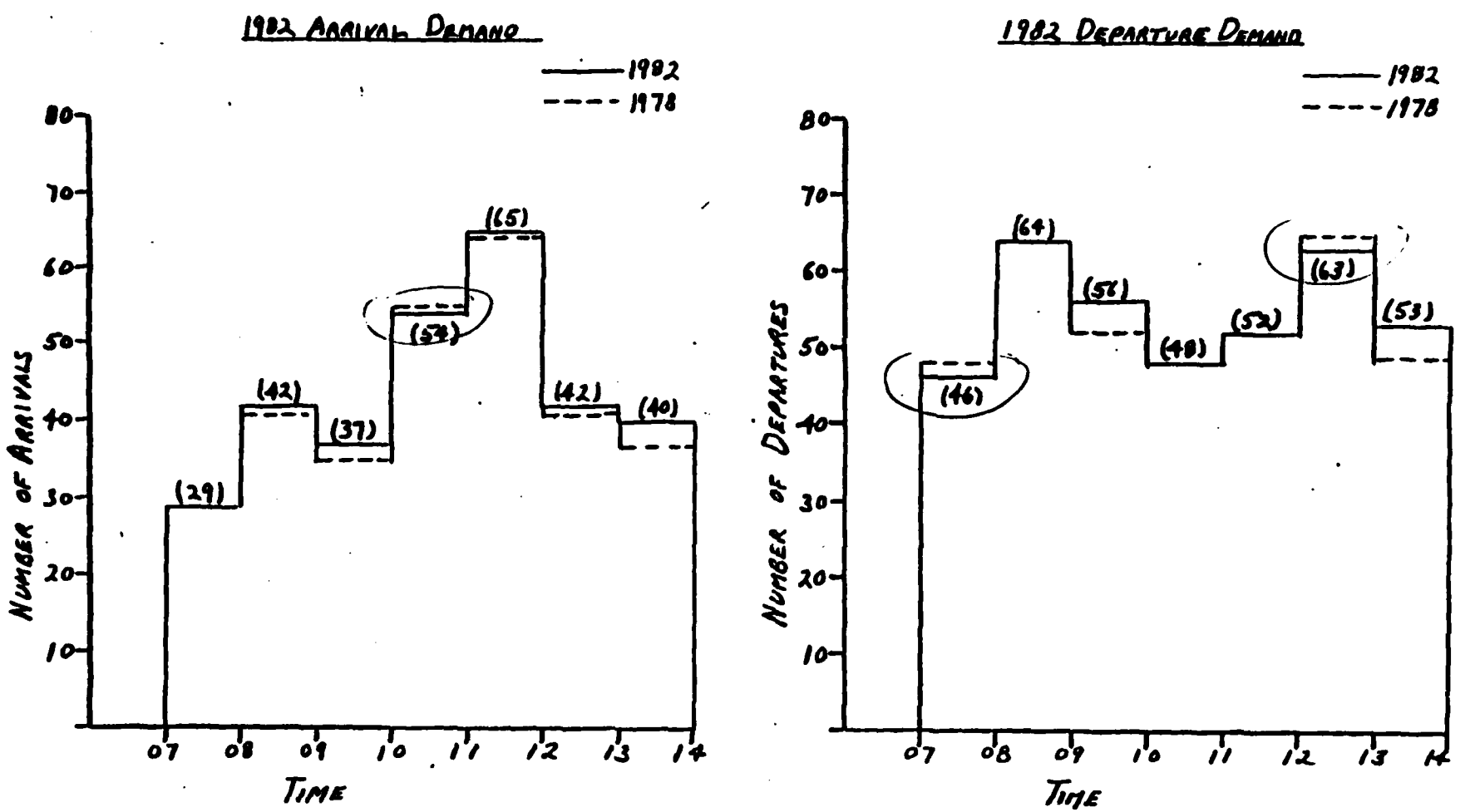


FIGURE 4. 1982 DEMAND
(FROM 0700 TO 1400 LOCAL TIME)

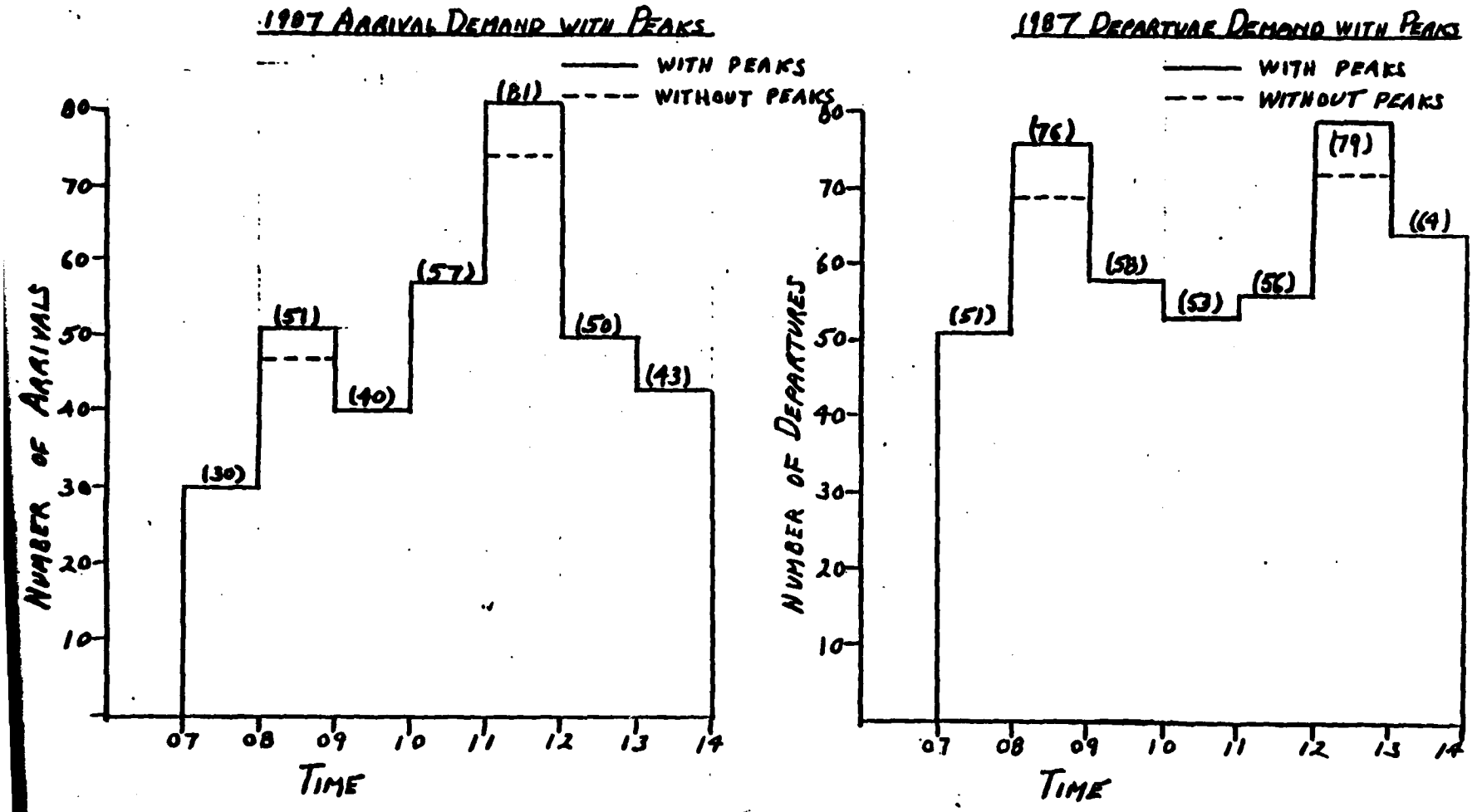


FIGURE 6. 1987 DEMAND WITH PEAKS
(FROM 0700 TO 1400 LOCAL TIME)

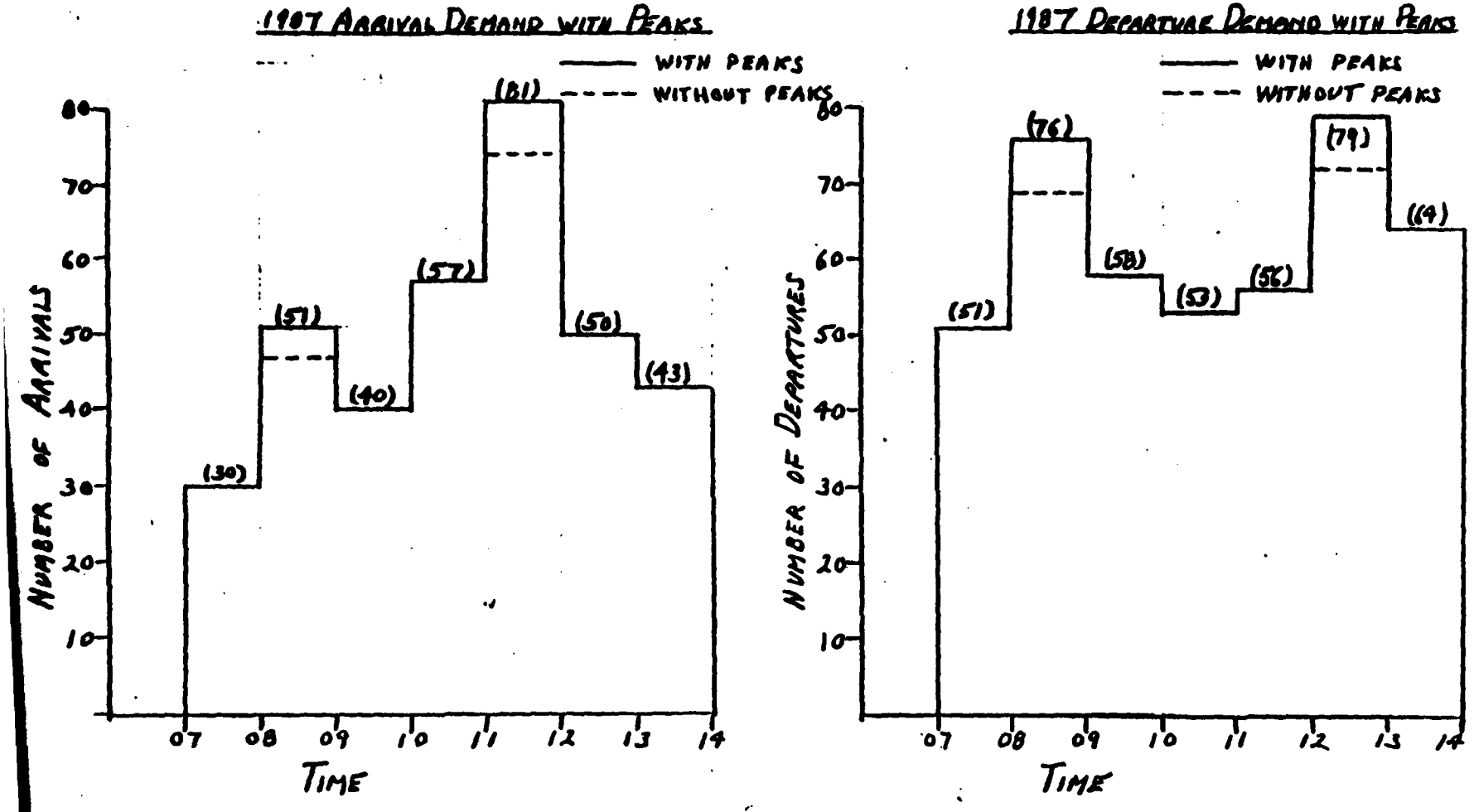


FIGURE 6. 1987 DEMAND WITH PEAKS
(FROM 0700 TO 1400 LOCAL TIME)

ATTACHMENT C

ANALYSIS of YEARLY TOTALS for PASSENGER and AIRCRAFT OPERATIONS

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES

AUGUST 1979

TABLE 5

ANALYSIS of YEARLY TOTALS for PASSENGER and AIRCRAFT OPERATIONS

O.K.

	1978 (ACTUAL)	1982	1987
Total Daily Air Carrier and Supplemental Operations	1455	1478	1492
TOTAL DEPARTURES	727	739	746
% of Class 1 (For	25.3%	27.2%	33.1%
Class 2 Entire	57.7%	55.4%	55.3%
Class 3 Day)	17.0%	17.4%	11.6%
# of Passengers Per Aircraft	O.K.	300 in 82	287
Class 1 280 seats x 0.65 L.F. = 182.0		160	300 170
2 140 seats x 0.65 L.F. = 91.0		20	25
3 8 seats x 0.65 L.F. = ~~5.2~~ 10.4			
Class 1 182.0 x	184=33,488	201=36,582	247=44,954
Class 2 91.0 x	419=38,129	409=37,219	413=37,583
Class 3 5.2 x	124= 645	129= 670	86= 447
DAILY PASSENGER TOTALS	72,262	74,471	82,984
	X 60	X 60	X 60
July-August Passenger Totals	4,335,720	4,468,260	4,979,040
+ % of yearly Total	+ 0.25	+ 0.25	+ 0.25
YEARLY PASSENGER COUNT	17,342,880	17,873,040	19,916,160
FAA Forecast	~15,000,000	17,834,000	19,563,000

TABLE 5 (cont.)

	1978	1982	1987
DAILY AIRCRAFT OPERATIONS	1455	1478	1492
	x 60	x 60	x 60
July-August Aircraft Operations	87,300	88,680	89,520
+ % of Yearly Total	+0.19	+ 0.19	+ 0.19
	- 453,960	461,136	465,520
FAA Forecast	~ 431,000	460,000	488,000
ACTUAL COUNT	449,000		

ATTACHMENT D

DISTRIBUTIONS APPLIED to DEMAND

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES
AUGUST 1979

TABLE 6

LAX 1978 and 1982 INPUT DISTRIBUTIONS

AIRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUNWAY DISTRIBUTIONS		RUNWAY/ARRIVAL FIX DISTRIBUTIONS
} AIRLINE CATEGORY GATE,GATE,... %,%,....	} GATE,CLASS RUNWAY,RUNWAY,.. %,%,...		} RWY [redacted],CLASS [redacted],FIX %,%,...
IA 1,2,3,9,10,11 11,26,55,2,3,3	1,1 1 100 } see format above	4,3 3,4 47,33	1,1 1,2,3,4 33,5,5,53 } see format above
EA 2 100 } see format	2,1 1,2,4 39,11,50	5,3 4 100	2,1 1,2,4 56,8,36
NA 1,2,3 3,79,18	3,1 1,2 86,14	6,3 3,4 47,33	3,1 1,4 90,10
PA 2,3 31,69	4,1 1,2,4 5,15,80	7,3 3,4 50,50	4,1 1,2,4 89,4,7
TW 1,2,11,13,14 16,78,4,1,1	5,1 4 100	9,3 3,4 10,90	1,2 1,2,3,4,5 25,3,17,54,1
AA 4,5,11,12 78,20,1,1	6,1 1,4 23,77	10,3 1,4 17,83	2,2 1,2,3,4,5 46,3,11,39,1
CO 5,6,7 4,20,76	7,1 1,3,4 5,5,90	11,3 1,2,3 78,21,1	3,2 1,2,3,4,5 28,6,3,62,1
DL 5,6,7 6,85,9	8,1 2,4 10,90	12,3 4 100	4,2 1,2,3,4,5 74,13,1,10,2
NW 4 100	1,2 1,3,4 5,21,74	9,4 3,4 50,50	1,3 1,2,3,4,5,6 28,22,33,12,3,2
PS 5,6,7,11,12 3,43,52,1,1	2,2 1,3,4 40,7,53	10,4 1 100	2,3 1,2,3,4,5,6 32,45,14,3,5,1
TI 8 100	4,2 3,4 39,61	11,4 1,2 79,21	3,3 1,2,3,4,5 13,33,34,13,7
UA 7,8 35,65	5,2 1,3,4 5,41,54	3,2 1,3,4 40,7,53	4,3 1,2,3,4,6 55,22,12,4,7
WA 4,5,6 3,58,39	6,2 1,3,4 5,54,41	12,1 2,4 10,90	1,4 1,2,3,5 33,36,25,8
MI 9,10 50,50	7,2 1,3,4 3,73,24	10,1 2,4 10,90	2,4 1,2,3,5 50,20,20,10
C1 5,6,7 20,72,8	8,2 1,3,4 1,55,44	11,1 1,2,4 3,95,2	3,4 1,2,3,5 25,25,25,25
C2 9,10,11,12 9,5,85,1	9,2 1,4 33,67	13,2 3,4 23,77	4,4 1,2,3,5 33,45,11,11
FI 10,12 13,87	10,2 3,4 33,67	12,4 4 100	
GA 9,10,11,12 55,8,36,1	11,2 1,2,3,4 47,10,16,27		
	12,2 3,4 33,77		

TABLE 6 (cont.)

LAX 1978 and 1982 INPUT DISTRIBUTIONS

GATE/DEPARTURE RUNWAY DISTRIBUTIONS		RUNWAY/DEPARTURE FIX DISTRIBUTIONS
GATE/CLASS RUNWAY,RUNWAY,... %,%,.....		RWY FLAG,[redacted],CLASS [redacted],..FIX %,%,... (FLAG=0, SET FIX=9)
2,1 2,3 98,2 } see format above	10,2 2,4 33,67	1,1,1 1,2 72,28 } see format above
3,1 2 100	11,2 1,2 25,25	1,2,1 1,2 72,28
4,1 1,2,4 3,95,2	12,2 3,4 45,55	1,3,1 1 100
5,1 2 100	13,2 3 100	1,4,1 1 100
6,1 1,2,4 10,75,15	4,3 2,4 33,67	1,1,2 1,2 27,73
7,1 2 100	5,3 1,3,4 25,25,50	1,2,2 1,2 27,73
8,1 1,2,3 4,94,2	6,3 3 100	1,3,2 1 100
10,1 2 100	7,3 3 100	1,4,2 1 100
11,1 2 100	8,3 3,4 50,50	1,1,3 2 100
12,1 3 100	9,3 3,4 35,65	1,2,3 2 100
1,2 1,2,3 33,33,34	10,3 2,3,4 25,25,50	1,3,3 1 100
2,2 2,3,4 73,25,2	11,3 1,2,3,4 27,13,32,28	1,4,3 1 100
3,2 2,3,4 86,5,9	12,3 3 100	1,1,4 2 100
4,2 2,3,4 2,71,27	9,4 1,2,4 7,7,86	1,2,4 2 100
5,2 2,3,4 19,57,24	10,4 1,2,3 33,33,34	1,3,4 1 100
6,2 1,2,3,4 7,25,55,13	11,4 1,2,3,4 38,30,12,20	1,4,4 1 100
7,2 1,2,3,4 8,31,44,17	12,4 4 100	
8,2 2,3,4 19,61,20	1,1 2,3 98,2	
9,2 3,4 50,50		

TABLE 7

LAX TUNNEL IMPROVEMENT INPUT DISTRIBUTIONS

AIRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUNWAY DISTRIBUTIONS		RUNWAY/ARRIVAL FIX DISTRIBUTIONS
AIRLINE CATEGORY GATE,GATE,... %,%,....	} GATE,CLASS RUNWAY,RUNWAY,... %,%,...		RWY [redacted],CLASS [redacted], FIX %,%,...
	T,1 } see 1 } format 100 } above	4,3 3,4 67,33	
	2,1 1,2,4 39,11,50	5,3 4 100	
	3,1 1,2 86,14	6,3 3,4 67,33	
	4,1 1,2,4 5,15,80	7,3 3,4 50,50	
	5,1 4 100	9,3 3,4 10,90	
	6,1 1,4 23,77	10,3 1,4 17,83	
	7,1 1,3,4 5,5,90	11,3 1,2,3 78,21,1	
	8,1 2,4 10,90	12,3 4 100	
	1,2 1,3,4 5,21,74	9,4 3,4 50,50	
	2,2 1,3,4 40,7,53	10,4 1 100	
	4,2 3,4 39,61	11,4 1,2 79,21	
	5,2 1,3,4 5,41,54	5,2 1,3,4 40,7,53	
	6,2 1,3,4 5,54,41	12,1 2,4 10,90	
	7,2 1,3,4 3,73,24	10,1 2,4 10,90	
	8,2 1,3,4 1,55,44	11,1 1,2,4 5,95,2	
	9,2 1,4 23,47	13,2 3,4 23,77	
	10,2 3,4 33,67	12,4 4 100	
	11,2 1,2,3,4 47,10,16,27		
	12,2 3,4 23,77		

TABLE 7 (cont.)

LAX TUNNEL IMPROVEMENT INPUT DISTRIBUTIONS

GATE/DEPARTURE RUNWAY DISTRIBUTIONS		RUNWAY/DEPARTURE FIX DISTRIBUTIONS
GATE/CLASS RUNWAY,RUNWAY,... %,%,.....		RWV FLAG,[illegible],CLASS [illegible],FIX %,%,... (FLAG=0, SET FIX=9)
-2,1 2 100 } see format above	10,2 2,4 25,75	SET DISTRIBUTIONS THE SAME AS TABLE 12 PAGE 33.
3,1 2 100	11,2 1,2,3 20,60,20	
4,1 2 100	12,2 3,4 75,25	
5,1 2,3,4 30,60,10	13,2 3,4 75,25	
6,1 3,4 75,25	4,3 2,4 33,67	
7,1 3,4 75,25	5,3 1,3,4 25,25,50	
8,1 3,4 75,25	6,3 3 100	
10,1 3,4 75,25	7,3 3 100	
11,1 2 100	8,3 3,4 50,50	
12,1 3,4 75,25	9,3 3,4 35,65	
1,2 1,2 5,95	10,3 2,3,4 25,25,50	
2,2 1,2 5,95	11,3 1,2,3,4 27,18,32,23	
3,2 1,2 5,95	12,3 3 100	
4,2 1,2,3 20,60,20	9,4 1,2,4 7,7,86	
5,2 2,3,4 10,70,20	10,4 1,2,3 33,33,34	
6,2 3,4 75,25	11,4 1,2,3,4 38,30,12,20	
7,2 3,4 75,25	12,4 4 100	
8,2 3,4 75,25	1,1 2 100	
9,2 3,4 30,50		

TABLE 8

LAX TERMINAL EXPANSION INPUT DISTRIBUTIONS

AIRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUNWAY DISTRIBUTIONS		
} AIRLINE CATEGORY GATE,GATE,... %,%,....	} GATE,CLASS RUNWAY,RUNWAY,.. %,%,...		
IA 9,10,11,20,22 2,3,3,46,46	} see format 1 1 100	} see format 8,2 1,3,4 1,55,44	19,3 1,2,3 78,21,1
EA 2 100	2,1 1,2,4 39,11,50	9,2 1,4 33,67	20,3 1,2,3 78,21,1
NA 2 100	3,1 1,2 86,14	10,2 3,4 33,67	21,3 1,2,3,4 60,10,10,20
PA 2,3 31,69	4,1 1,2,4 5,15,80	11,2 1,2,3,4 67,10,10,27	22,3 3,4 67,33
TW 1,2,11,13,14 16,78,4,1,1	5,1 4 100	12,2 3,4 23,77	3,4 3,4 50,50
AA 4,5,11,12 78,20,1,1	6,1 1,4 23,77	19,2 1,3,4 60,7,33	10,4 1 100
CO 6,7 24,76	7,1 1,3,4 5,5,90	20,2 1,3,4 5,21,74	11,4 1,2 79,21
DL 6,7 91,9	8,1 2,4 10,90	21,2 1,2,3,4 47,10,16,27	19,4 1,2 79,21
NW 4 100	19,1 1,2,4 39,11,50	22,2 1,3,4 5,21,74	20,4 1,2 79,21
PS 11,12,19 1,1,98	20,1 1,2,4 50,40,10	4,3 3,4 67,33	21,4 1,2,3,4 60,10,10,20
TI 8 100	21,1 1,2,4 25,25,50	5,3 4 100	22,4 3,4 67,33
UA 7,8 35,65	22,1 1,2,4 5,5,90	6,3 3,4 47,33	3,2 1,3,4 60,7,33
UA 5,6 61,39	1,2 1,3,4 5,21,74	7,3 3,4 50,50	12,1 2,4 10,90
AI 9,10 50,50	2,2 1,3,4 40,7,53	9,3 3,4 10,90	10,1 2,4 10,90
CI 5,6,7 20,72,8	4,2 3,4 39,61	10,3 1,4 17,83	11,1 1,2,4 5,95,?
C2 9,10,12,21 9,5,1,85	5,2 1,3,4 5,41,54	11,3 1,2,3 78,21,1	13,2 3,4 23,77
F1 10,12 15,57	6,2 1,3,4 5,36,41	12,3 4 100	12,4 4 100
GA 9,10,12,21 55,8,1,36	2 1,3,4 3,73,24		13,1 3,4 23,77

TABLE 8 (cont.)

LAX TERMINAL EXPANSION INPUT DISTRIBUTIONS

GATE/DEPARTURE RUNWAY DISTRIBUTIONS		
} GATE/CLASS RUNWAY,RUNWAY,... %,%,.....		
2,1 2,3 98,2 } see format above	7,2 1,2,3,4 8,31,44,17	2,3 3 100
3,1 2 100	8,2 2,3,4 19,61,20	19,3 1,2 75,25
4,1 1,2,4 5,95,2	9,2 3,4 50,50	20,3 1,2 75,25
5,1 2 100	10,2 2,4 33,67	21,3 1,2,3,4 27,18,32,23
6,1 1,2,4 10,75,15	11,2 1,2 75,25	22,3 2,4 33,67
7,1 2 100	12,2 3,4 63,35	9,4 1,2,4 7,7,86
8,1 1,2,3 4,94,2	13,2 3 100	10,4 1,2,3 33,33,34
10,1 2 100	19,2 1,2,3 33,33,34	11,4 1,2,3,4 38,30,12,20
11,1 2 100	20,2 2,3,4 73,25,2	12,4 4 100
12,1 3 100	21,2 1,2 75,25	19,4 1,2 75,25
19,1 2 100	22,2 2,4 33,67	20,4 1,2 75,25
20,1 2 100	4,3 2,4 33,67	21,4 1,2,3,4 38,30,12,20
21,1 2 100	5,3 1,3,4 25,25,50	22,4 1,2,3 33,33,34
22,1 2 100	6,3 3 100	1,1 2,3 98,2
1,2 1,2,3 33,33,34	7,3 3 100	13,1 3 100
2,2 2,3,4 73,25,2	8,3 3,4 50,50	
3,2 2,3,4 86,5,9	9,3 3,4 35,65	
4,2 2,3,4 2,71,27	10,3 2,3,4 25,25,50	
5,2 2,3,4 19,57,24	11,3 1,2,3,4 27,18,32,23	
6,2 1,2,3,4 7,[illegible]		

TABLE 9

LAX REMOTE TERMINAL INPUT DISTRIBUTIONS

AIRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUNWAY DISTRIBUTIONS		RUNWAY/ARRIVAL FIX DISTRIBUTIONS
} AIRLINE CATEGORY GATE,GATE,... %,%,....	} GATE,CLASS RUNWAY,RUNWAY,... %,%,....		RUNWAY FIX,CLASS %,%,....
IA 1,2,3,9,10,11,30 11,26,45,2,3,3,10	1,1 1 100 } see format above	12,2 3,4 23,77 | 13,2 3,4 23,77	
EA 2 100 } see format above	2,1 1,2,4 39,11,50	30,2 1,3,4 40,7,53 | 12,4 4 100	
NA 1,2,3 3,79,18	3,1 1,2 86,14	4,3 3,4 67,33	
BA 2,3 31,69	4,1 1,2,4 5,15,80	3,3 4 100	
TW 1,2,11,13,14 16,78,4,1,1	5,1 4 100	6,3 3,4 67,33	
AA 4,5,11,12 78,20,1,1	4,1 1,4 23,77	9,3 3,4 50,50	
CO 5,6,7 4,20,76	7,1 1,3,4 5,5,90	9,3 3,4 10,90	
BL 5,6,7 6,85,9	8,1 2,4 10,90	10,3 1,4 17,83	
NW 4 100	30,1 1,2,4 39,11,50	11,3 1,2,3 78,21,1	
PS 5,6,7,11,12 3,63,32,1,1	1,2 1,3,4 5,21,74	12,3 4 100	
TI 8 100	2,2 1,3,4 40,7,53	30,3 1,2,3 78,21,1	
UA 7,8 35,65	4,2 3,4 39,61	9,4 3,4 30,30	
WA 4,5,6 3,58,39	5,2 1,3,4 5,41,54	10,4 1 100	
AI 9,10 50,50	6,2 1,3,4 5,56,61	11,4 1,2 79,21	
C1 5,6,7 20,72,8	7,2 1,3,4 3,73,24	30,4 1,2 79,21	
C2 9,10,11,12 9,5,85,1	8,2 1,3,4 1,55,44	3,2 1,3,4 40,7,53	
F1 10,12 13,87	9,2 1,4 33,67	12,1 2,4 10,90	
GA 9,10,11,12 55,8,36,1	10,2 3,4 33,67	10,1 2,4 10,90	
	11,2 1,2,3,4 47,10,16,27	11,1 1,2,4 3,95,2	

NOTE: Gate 30 converted to Gate 75 in Demand schedule.

TABLE 9 (cont.)

LAX REMOTE TERMINAL INPUT DISTRIBUTIONS

GATE/DEPARTURE RUNWAY DISTRIBUTIONS			RUNWAY/DEPARTURE FIX DISTRIBUTIONS
} GATE/CLASS RUNWAY,RUNWAY,... %,%,.....			FLAG,RWY,CLASS FIX,.. %,%,... (FLAG=0, SET FIX=9)
2,1 2,3 98,2 } see format	9,2 3,4 50,50	30,4 1,2 75,25	
3,1 2 100	10,2 2,4 33,67	1,1 2,3 98,2	
4,1 1,2,4 3,95,2	11,2 1,2 75,25	13,1 3 100	
5,1 2 100	12,2 3,4 65,35		
6,1 1,2,4 10,75,15	13,2 3 100		
7,1 2 100	30,2 1,2,3 33,33,34		
8,1 1,2,3 4,96,2	4,3 2,4 33,67		
10,1 2 100	5,3 1,3,4 25,25,50		
11,1 2 100	6,3 3 100		
12,1 3 100	7,3 3 100		
30,1 2 100	8,3 3,4 50,50		
1,2 1,2,3 33,33,34	9,3 3,4 35,65		
2,2 2,3,4 75,25,2	10,3 2,3,4 25,25,50		
3,2 2,3,4 86,5,9	11,3 1,2,3,4 27,18,32,23		
4,2 2,3,4 2,71,27	12,3 3 100		
5,2 2,3,4 19,57,24	30,3 1,2 75,25		
6,2 1,2,3,4 7,25,55,13	9,4 1,2,4 7,7,86		
7,2 1,2,3,4 8,31,44,17	10,4 1,2,3 33,33,34		
8,2 2,3,4 19,61,20	11,4 1,2,3,4 38,30,12,20		
	12,4 4 100		

TABLE 10

LAX TUNNEL CONSTRUCTION INPUT DISTRIBUTIONS (VFR)

AIRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUNWAY DISTRIBUTIONS		RUNWAY/ARRIVAL FIX DISTRIBUTIONS
AIRLINE CATEGORY GATE,GATE,... %,%,....	GATE,CLASS RUNWAY,RUNWAY,.. %,%,...		ANY [illegible],CLASS [illegible] FIX %,%,...
	1,1 1 100	5,3 1,2,4 25,25,50	
	2,1 1,2,4 39,11,50	6,3 4 100	
	3,1 1,2 86,14	7,3 4 100	
	4,1 1,2,4 5,15,80	9,3 4 100	
	5,1 4 100	10,3 2,4 50,50	
	6,1 1,4 23,27	11,3 1,2,4 27,20,53	
	7,1 1,4 5,95	12,3 4 100	
	8,1 2,4 10,90	9,4 4 100	
	1,2 1,2 50,50	10,4 4 100	
	2,2 1,2 50,50	11,4 1,2 75,25	
	4,2 1,2,4 40,40,20	11,1 1,2,4 3,95,2	
	5,2 1,2,4 25,25,50	3,2 1,3,4 40,7,53	
	6,2 1,2,4 25,25,50	13,3 3,4 23,27	
	7,2 1,2,4 25,25,50		
	8,2 1,2,4 25,25,50		
	9,2 2,4 10,90		
	10,2 2,4 50,50		
	11,2 1,2 75,25		
	12,2 4 100		
	4,3 2,4 33,67		

TABLE 10 (cont.)

LAX TUNNEL CONSTRUCTION INPUT DISTRIBUTIONS (VFR)

GATE/DEPARTURE RUNWAY DISTRIBUTIONS		RUNWAY/DEPARTURE FIX DISTRIBUTIONS
GATE/CLASS RUNWAY,RUNWAY,... %,%,.....		RWY FLAG,[redacted],CLASS [redacted],FIX %,%,... (FLAG=0, SET FIX=9)
2,1 2 100	see format above 10,2 4 100	
3,1 2 100	11,2 1,2,4 10,25,65	
4,1 2 100	12,2 4 100	
5,1 2 100	13,2 4 100	
6,1 1,2 10,90	4,3 2,4 33,67	
7,1 2 100	5,3 1,4 33,67	
8,1 1,2 4,96	6,3 4 100	
10,1 2 100	7,3 4 100	
11,1 2 100	8,3 4 100	
12,1 2 100	9,3 4 100	
1,2 1,2 25,75	10,3 4 100	
2,2 1,2 25,75	11,3 1,2,4 25,50,25	
3,2 1,2 5,95	12,3 4 100	
4,2 1,2,4 10,25,65	9,4 1,2,4 2,7,84	
5,2 1,2,4 10,25,65	10,4 1,2,4 33,33,34	
6,2 4 100	11,4 1,2,4 38,42,20	
7,2 4 100	12,4 4 100	
8,2 4 100	1,1 2,3 98,2	
9,2 4 100		

TABLE 11

LAX TUNNEL CONSTRUCTION INPUT DISTRIBUTIONS (IFR)

GATE/DEPARTURE RUNWAY DISTRIBUTIONS		RUNWAY/DEPARTURE FIX DISTRIBUTIONS
GATE/CLASS RUNWAY,RUNWAY,... %,%,.....		FLAG,RWY,CLASS [redacted] FIX %,%,... (FLAG=0, SET FIX=9)
2,1 2,3 98,2	10,2 2,3 33,67	
3,1 2 100	11,2 2 100	
4,1 2 100	12,2 3 100	
5,1 2 100	13,2 3 100	
6,1 2 100	4,3 2,3 33,67	
7,1 2 100	5,3 2,3 25,75	
8,1 2 100	6,3 3 100	
10,1 2 100	7,3 3 100	
11,1 2 100	8,3 3 100	
12,1 3 100	9,3 3 100	
1,2 2 100	10,3 2,3 25,75	
2,2 2 100	11,3 2,3 50,50	
3,2 2 100	12,3 3 100	
4,2 2,3 50,50	9,4 2,3 14,86	
5,2 3 100	10,4 2,3 66,34	
6,2 3 100	11,4 2,3 68,32	
7,2 3 100	12,4 3 100	
8,2 3 100	1,1 2,3 98,2	
9,2 3 100	13,1 3 100	

TABLE 11 (cont.)

LAX TUNNEL CONSTRUCTION INPUT DISTRIBUTIONS (IFR)

AIRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUNWAY DISTRIBUTIONS	RUNWAY/ARRIVAL FIX DISTRIBUTIONS
AIRLINE CATEGORY GATE,GATE,... %,%,....	GATE,CLASS RUNWAY,RUNWAY,... %,%,....	RWY [redacted],CLASS [redacted],FIX %,%,....
	1,1 1 100 | 5,3 1,3 25,75	
	2,1 1 100 | 6,3 3 100	
	3,1 1 100 | 7,3 3 100	
	4,1 1 100 | 9,3 3 100	
	5,1 1 100 | 10,3 1,3 17,83	
	6,1 1 100 | 11,3 1,3 33,67	
	7,1 1 100 | 12,3 3 100	
	8,1 1 100 | 9,4 3 100	
	1,2 1,3 75,25 | 10,4 1 100	
	2,2 1,3 75,25 | 11,4 1 100	
	4,2 1,3 75,25 | 11,1 1 100	
	5,2 1,3 25,25 | 13,1 1 100	
	6,2 1,3 25,75 | 3,2 1,3 25,25	
	7,2 1,3 25,75 | 12,4 3 100	
	8,2 1,3 20,80	
	9,2 1,3 10,90	
	10,2 1,3 25,75	
	11,2 1,3 50,50	
	12,2 3 100	
	4,3 1,3 33,67	

TABLE 12

LAX 1987 INPUT DISTRIBUTIONS

AIRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUNWAY DISTRIBUTIONS			
AIRLINE CATEGORY GATE,GATE,... %,%,....	GATE,CLASS RUNWAY,RUNWAY,.. %,%,....			
IR 20,21,22,9,10 67,13,67,2,3	1,1 1,2 60,40 (see format above)	4,2 1,2,3,4 15,15,35,35	7,3 3,4 50,50	9,4 4 100
EA 3 100 (see format above)	2,1 1,2 60,40	5,2 1,2,3,4 15,15,35,35	8,3 3,4 50,50	10,4 4 100
NA 2 100	3,1 1,2 60,40	6,2 3,4 50,50	9,3 4 100	11,4 1,2,3,4 15,15,35,35
PA 3 100	4,1 1,2,3,4 15,15,35,35	7,2 3,4 50,50	10,3 4 100	12,4 3 100
TW 1,13,14,21 95,1,1,3	5,1 1,2,3,4 15,15,35,35	8,2 3,4 50,50	11,3 1,2,3,4 15,15,35,35	
AA 4,5,21,12 68,49,3,1	6,1 3,4 50,50	9,2 4 100	12,3 3 100	13,4 3 100
CO 6,7 50,50	7,1 3,4 50,50	10,2 4 100	13,3 3 100	14,4 1,2 60,40
DL 6 100	8,1 3,4 50,50	11,2 1,2,3,4 15,15,35,35	14,3 1,2 60,60	20,4 1,2 40,60
NW 4,21 97,3	9,1 4 100	12,2 3 100	20,3 1,2 40,60	21,4 1,2 60,40
PS 19,21,12 98,1,1	10,1 4 100	13,2 3 100	21,3 1,2 60,40	22,4 3,4 50,50
TI 6 100	11,1 1,2,3,4 15,15,35,35	15,2 1,2 60,40	22,3 3,4 50,50	
UA 7,8 35,65	12,1 3 100	20,2 1,2 60,40	1,3 1,2 40,60	
WA 5,6 50,50	13,1 3 100	21,2 1,2 60,40	2,4 1,2 40,60	
MI 9,10 50,50	19,1 1,2 60,40	22,2 3,4 50,50	3,4 1,2 40,60	
C1 20,22,19 33,33,34	20,1 1,2 60,40	1,3 1,2 40,60	4,4 1,2,3,4 15,15,35,35	
C2 9,10,21,12 9,5,85,1	21,1 1,2 60,40	2,3 1,2 40,60	5,4 1,2,3,4 15,15,35,35	
F1 10,12 13,87	22,1 3,4 50,50	3,3 1,2 40,60	6,4 3,4 50,50	
GA 9,10,21,12 55,8,34,1	1,2 1,2 60,40	4,3 1,2,3,4 15,15,35,35	7,4 3,4 50,50	
	2,2 1,2 60,40	5,3 1,2,3,4 15,15,35,35	8,4 3,4 50,50	
	3,2 1,2 60,40	6,3 3,4 50,50		

TABLE 12 (cont.)

LAX 1987 INPUT DISTRIBUTIONS

GATE/DEPARTURE RUNWAY DISTRIBUTIONS			
} GATE/CLASS RUNWAY,RUNWAY,... %,%.....			
7,7 2 100 } see format above	4,2 2,3,4 25,50,25	7,3 3,4 50,50	9,4 3,4 50,50
2,1 2 100	5,2 3,4 70,30	8,3 3,4 50,50	10,4 3,4 50,50
3,1 2 100	6,2 3,4 70,30	9,3 3,4 20,80	11,4 3,4 50,50
4,1 2,3,4 25,50,25	7,2 3,4 70,30	10,3 1,3,4 10,10,80	12,4 3,4 50,50
5,1 3,4 80,20	8,2 3,4 70,30	11,3 1,3,4 25,50,25	13,4 3,4 50,50
6,1 3,4 80,20	9,2 3,4 20,80	12,3 3,4 50,50	19,4 1,2 95,5
7,1 3,4 80,20	10,2 2,3,4 10,10,80	13,3 3,4 50,50	20,4 1,2 95,5
8,1 3,4 80,20	11,2 2,3,4 25,50,25	19,3 1,2 5,95	21,4 1 100
9,1 3,4 20,80	12,2 3,4 70,30	20,3 1,2 20,80	22,4 1,3,4 25,25,50
10,1 1,3,4 10,10,80	13,2 3,4 70,30	21,3 1 100	
11,1 2,3,4 25,50,25	19,2 1,2 5,95	22,3 1,3,4 25,25,50	
12,1 3,4 80,20	20,2 1,2 5,95	1,4 1,2 95,5	
13,1 3,4 80,20	21,2 2,3,4 25,50,25	2,4 1,2 95,5	
19,1 2 100	22,2 2 100	3,4 1,2 95,5	
20,1 2 100	1,3 1,2 50,50	4,4 1,2,3,4 15,15,35,35	
21,1 2 100	2,3 1,2 50,50	5,4 3,4 50,50	
22,1 2,3,4 25,50,25	3,3 1,2 50,50	6,4 3,4 50,50	
1,2 1,2 5,95	4,3 1,2,3,4 15,15,35,35	7,4 3,4 50,50	
2,2 1,2 5,95	5,3 3,4 50,50	8,4 3,4 50,50	
3,2 1,2 60,40	6,3 3,4 50,50		

TABLE 12 (cont.)

LAX 1987 INPUT DISTRIBUTIONS

RUNWAY/ARRIVAL FIX DISTRIBUTIONS	RUNWAY/DEPARTURE FIX DISTRIBUTIONS
FIX,CLASS RUNWAY,RUNWAY,... %,%,...	RWY FLAG,CLASS [redacted],FIX %,%,... (FLAG=0, SET FIX=9)
1,1 1,2,3,4 37,5,5,53 } see format above	1,1,1 1,2 5,95
2,1 1,2,4 54,8,38	1,1,2 1,2 5,95
3,1 1,4 90,10	1,1,3 2 100
4,1 1,2,4 80,4,7	1,1,4 2 100
1,2 1,2,3,4,5 25,3,17,54,1	1,2,1 1,2 5,95
2,2 1,2,3,4,5 46,3,11,39,1	1,2,2 1,2 5,95
3,2 1,2,3,4,5 28,6,3,62,1	1,2,3 2 100
4,2 1,2,3,4,5 74,13,1,10,2	1,2,4 2 100
1,3 1,2,3,4,5,6 28,22,33,12,3,2	1,3,1 1 100
2,3 1,2,3,4,5,6 32,45,14,3,5,1	1,3,2 1 100
3,3 1,2,3,4,5 13,33,34,13,7	1,3,3 1 100
4,3 1,2,3,4,6 55,22,12,4,7	1,3,4 1 100
1,4 1,2,3,5 33,34,25,8	1,4,1 1 100
2,4 1,2,3,5 50,20,20,10	1,4,2 1 100
3,4 1,2,3,5 25,25,25,25	1,4,3 1 100
4,4 1,2,3,5 33,45,11,11	1,4,4 1 100

TABLE 13

CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

FIELD DATA

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	28	16	2	94	140
CLASS 2	26	15	274	216	531
CLASS 3	115	32	26	64	237
CLASS 4	24	4	4	17	49
TOTAL	193	67	306	391	957

	DEPARTURES				
CLASS 1	6	244	2	4	256
CLASS 2	19	174	331	120	644
CLASS 3	41	33	71	79	224
CLASS 4	9	8	2	17	36
TOTAL	75	459	406	220	1160

ARRIVAL AND DEPARTURR TOTALS	268	526	712	611	2117

ATTACHMENT E

CLASS and RUNWAY DEMAND DISTRIBUTION for ARRIVALS and DEPARTURES

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

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INDEX of CLASS and RUNWAY DEMAND DISTRIBUTIONS for ARRIVAL and DEPARTURES

TABLE 14

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 1

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	15	4	0	33	52
CLASS 2	16	1	81	75	173
CLASS 3	30	8	2	20	60
CLASS 4	6	1	6	5	18
TOTAL	67	14	89	133	303

	DEPARTURES				
CLASS 1	2	89	3	1	95
CLASS 2	20	66	115	39	240
CLASS 3	11	9	23	25	68
CLASS 4	5	3	2	9	19
TOTAL	38	167	143	74	422

ARRIVAL AND DEPARTURE TOTALS	105	181	232	207	725

TABLE 15

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 7

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	14	4	0	41	59
CLASS 2	24	2	83	78	187
CLASS 3	16	4	2	25	47
CLASS 4	9	1	4	4	18
TOTAL	63	11	89	148	311

	DEPARTURES				
CLASS 1	3	98	1	2	104
CLASS 2	30	69	116	39	254
CLASS 3	10	7	20	21	58
CLASS 4	5	3	2	9	19
TOTAL	48	177	139	71	435

ARRIVAL AND DEPARTURE TOTALS	111	188	228	219	746

TABLE 16

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 11

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	13	4	0	42	59
CLASS 2	23	2	82	80	187
CLASS 3	17	5	2	23	47
CLASS 4	7	2	4	5	18
TOTAL	60	13	88	150	311

	DEPARTURES				
CLASS 1	0	54	40	10	104
CLASS 2	10	61	138	45	254
CLASS 3	10	7	19	22	58
CLASS 4	4	3	1	11	19
TOTAL	24	125	198	88	435

ARRIVAL AND DEPARTURE TOTALS	84	138	286	238	746

TABLE 17

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 13

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	13	4	0	42	59
CLASS 2	23	2	82	80	187
CLASS 3	17	5	2	23	47
CLASS 4	7	2	4	5	18
TOTAL	60	13	88	150	311
	DEPARTURES				
CLASS 1	0	54	40	10	104
CLASS 2	10	61	138	45	254
CLASS 3	10	7	19	22	58
CLASS 4	4	3	1	11	19
TOTAL	24	125	198	88	435
ARRIVAL AND DEPARTURE TOTALS	84	138	286	238	746

TABLE 18

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 18

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	14	4	0	41	59
CLASS 2	24	2	83	78	187
CLASS 3	16	4	2	25	47
CLASS 4	9	1	4	4	18
TOTAL	63	11	89	148	311

	DEPARTURES				
CLASS 1	3	98	1	2	104
CLASS 2	30	69	116	39	254
CLASS 3	10	7	20	21	58
CLASS 4	5	3	2	9	19
TOTAL	48	177	139	71	435

ARRIVAL AND DEPARTURE TOTALS	111	188	228	219	746

TABLE 19

CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 2

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	15	4	0	33	52
CLASS 2	77	1	20	75	173
CLASS 3	32	8	0	20	60
CLASS 4	8	1	4	5	18
TOTAL	132	14	24	133	303

	DEPARTURES				
CLASS 1	0	91	4	0	95
CLASS 2	0	86	154	0	240
CLASS 3	0	20	48	0	68
CLASS 4	0	8	11	0	19
TOTAL	0	205	217	0	422

ARRIVAL AND DEPARTURE TOTALS	67	219	306	133	725

TABLE 20

CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 3

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	19	0	0	33	52
CLASS 2	78	0	0	95	173
CLASS 3	40	0	0	20	60
CLASS 4	7	0	0	9	18
TOTAL	146	0	0	157	303

	DEPARTURES				
CLASS 1	0	91	4	0	95
CLASS 2	0	86	154	0	240
CLASS 3	0	20	48	0	68
CLASS 4	0	8	11	0	19
TOTAL	0	205	217	0	422

ARRIVAL AND DEPARTURE TOTALS	81	205	217	222	725

TABLE 21

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 8

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	14	4	0	41	59
CLASS 2	107	2	0	78	187
CLASS 3	16	4	2	25	47
CLASS 4	9	1	4	4	18
TOTAL	146	11	6	148	311

	DEPARTURES				
CLASS 1	0	101	3	0	104
CLASS 2	0	99	155	0	154
CLASS 3	0	17	41	0	58
CLASS 4	0	8	11	0	19
TOTAL	0	225	210	0	435

ARRIVAL AND DEPARTURE TOTALS	63	236	299	148	746

TABLE 22

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 12

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	14	4	0	41	59
CLASS 2	107	2	0	78	187
CLASS 3	16	4	2	25	47
CLASS 4	9	1	4	4	18
TOTAL	146	11	6	148	311

	DEPARTURES				
CLASS 1	0	101	3	0	104
CLASS 2	0	99	155	0	154
CLASS 3	0	17	41	0	58
CLASS 4	0	8	11	0	19
TOTAL	0	225	210	0	435

ARRIVAL AND DEPARTURE TOTALS	63	236	299	148	746

TABLE 23

CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 19A

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	11	6	0	42	59
CLASS 2	31	2	68	86	187
CLASS 3	13	2	4	28	47
CLASS 4	6	1	5	6	18
TOTAL	61	11	77	162	311

	DEPARTURES				
CLASS 1	3	97	2	2	104
CLASS 2	37	69	112	36	254
CLASS 3	10	6	20	22	58
CLASS 4	5	3	2	9	19
TOTAL	55	175	136	69	435

ARRIVAL AND DEPARTURE TOTALS	116	186	213	231	746

TABLE 24

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 20

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	11	6	0	42	59
CLASS 2	31	2	68	86	187
CLASS 3	13	2	4	28	47
CLASS 4	6	1	5	6	18
TOTAL	61	11	77	162	311
	DEPARTURES				
CLASS 1	3	97	2	2	104
CLASS 2	37	69	112	36	254
CLASS 3	10	6	20	22	58
CLASS 4	5	3	2	9	19
TOTAL	55	175	136	69	435
ARRIVAL AND DEPARTURE TOTALS	116	186	213	231	746

TABLE 25

CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 21

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	14	5	0	40	59
CLASS 2	24	2	83	78	187
CLASS 3	17	4	2	24	47
CLASS 4	6	1	6	5	18
TOTAL	61	12	91	147	311
	DEPARTURES				
CLASS 1	3	98	2	1	104
CLASS 2	30	69	115	40	254
CLASS 3	10	7	20	21	58
CLASS 4	4	4	2	9	19
TOTAL	47	178	139	71	435
ARRIVAL AND DEPARTURE TOTALS	108	190	230	218	746

TABLE 26

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 22

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	14	5	0	40	59
CLASS 2	64	48	0	75	187
CLASS 3	7	6	0	34	47
CLASS 4	6	2	0	10	18
TOTAL	91	61	0	159	311

	DEPARTURES				
CLASS 1	2	102	0	0	104
CLASS 2	14	42	0	198	254
CLASS 3	8	15	0	35	58
CLASS 4	5	4	0	10	19
TOTAL	29	163	0	243	435

ARRIVAL AND DEPARTURE TOTALS	120	224	0	402	746

TABLE 27

CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 22A

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	14	5	0	40	59
CLASS 2	64	48	0	75	187
CLASS 3	7	6	0	34	47
CLASS 4	6	2	0	10	18
TOTAL	91	61	0	159	311

	DEPARTURES				
CLASS 1	2	102	0	0	104
CLASS 2	14	42	0	198	254
CLASS 3	8	15	0	35	58
CLASS 4	5	4	0	10	19
TOTAL	29	163	0	243	435

ARRIVAL AND DEPARTURE TOTALS	120	224	0	402	746

TABLE 28

CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 23

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	19	0	0	40	59
CLASS 2	112	0	0	75	187
CLASS 3	13	0	0	34	47
CLASS 4	8	0	0	10	18
TOTAL	152	0	0	159	311

	DEPARTURES				
CLASS 1	0	104	0	0	104
CLASS 2	0	56	0	198	254
CLASS 3	0	23	0	35	58
CLASS 4	0	9	0	10	19
TOTAL	0	192	0	243	435

ARRIVAL AND DEPARTURE TOTALS	152	192	0	402	746

TABLE 29

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 24

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	59	0	0	0	59
CLASS 2	82	0	105	0	187
CLASS 3	8	0	39	0	47
CLASS 4	5	0	13	0	18
TOTAL	154	0	157	0	311

	DEPARTURES				
CLASS 1	0	102	2	0	104
CLASS 2	0	69	185	0	254
CLASS 3	0	18	40	0	58
CLASS 4	0	8	11	0	19
TOTAL	0	197	238	0	435

ARRIVAL AND DEPARTURE TOTALS	154	197	395	0	746

TABLE 30

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 6

RUNWAY NAME	6R	6L	7R	7L	TOTAL
	ARRIVALS				
CLASS 1	4	15	33	0	52
CLASS 2	1	16	75	81	173
CLASS 3	8	30	20	2	60
CLASS 4	1	6	5	6	18
TOTAL	14	67	133	89	303

	DEPARTURES				
CLASS 1	89	2	1	3	95
CLASS 2	66	20	39	115	240
CLASS 3	9	11	25	23	68
CLASS 4	3	5	9	2	19
TOTAL	167	38	74	143	422

ARRIVAL AND DEPARTURE TOTALS	181	105	207	232	725

TABLE 31

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 9

RUNWAY NAME	6R	6L	7R	7L	TOTAL
	ARRIVALS				
CLASS 1	4	14	41	0	59
CLASS 2	2	24	78	83	187
CLASS 3	4	16	25	2	47
CLASS 4	1	9	4	4	18
TOTAL	11	63	148	89	311

	DEPARTURES				
CLASS 1	98	3	2	1	104
CLASS 2	69	30	39	116	254
CLASS 3	7	10	21	20	58
CLASS 4	3	5	9	2	19
TOTAL	177	48	71	139	435

ARRIVAL AND DEPARTURE TOTALS	188	111	219	228	746

TABLE 32

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 16

RUNWAY NAME	6R	6L	7R	7L	TOTAL
	ARRIVALS				
CLASS 1	4	14	41	0	59
CLASS 2	2	24	78	83	187
CLASS 3	4	16	25	2	47
CLASS 4	1	9	4	4	18
TOTAL	11	63	148	89	311

	DEPARTURES				
CLASS 1	98	3	2	1	104
CLASS 2	69	30	39	116	254
CLASS 3	7	10	21	20	58
CLASS 4	3	5	9	2	19
TOTAL	177	48	71	139	435

ARRIVAL AND DEPARTURE TOTALS	188	111	219	228	746

TABLE 33

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 4

RUNWAY NAME	6R	7L	24L	25R	TOTAL
	ARRIVALS				
CLASS 1	10	23	0	0	33
CLASS 2	8	33	0	0	41
CLASS 3	7	4	0	0	11
CLASS 4	1	1	0	0	2
TOTAL	26	61	0	0	87

	DEPARTURES				
CLASS 1	0	0	40	5	45
CLASS 2	0	0	26	33	59
CLASS 3	0	0	6	6	12
CLASS 4	0	0	1	1	2
TOTAL	0	0	73	45	18

ARRIVAL AND DEPARTURE TOTALS	26	61	73	45	205

TABLE 34

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 10

RUNWAY NAME	6R	7L	24L	25R	TOTAL
	ARRIVALS				
CLASS 1	9	27	0	0	36
CLASS 2	8	33	0	0	41
CLASS 3	3	5	0	0	8
CLASS 4	0	2	0	0	2
TOTAL	20	67	0	0	87

	DEPARTURES				
CLASS 1	0	0	47	4	51
CLASS 2	0	0	27	39	66
CLASS 3	0	0	5	4	9
CLASS 4	0	0	1	1	2
TOTAL	0	0	80	48	128

ARRIVAL AND DEPARTURE TOTALS	20	67	80	48	215

TABLE 35

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 15

RUNWAY NAME	6R	7L	24L	25R	TOTAL
	ARRIVALS				
CLASS 1	9	27	0	0	36
CLASS 2	8	33	0	0	41
CLASS 3	3	5	0	0	8
CLASS 4	0	2	0	0	2
TOTAL	20	67	0	0	87

	DEPARTURES				
CLASS 1	0	0	47	4	51
CLASS 2	0	0	27	39	66
CLASS 3	0	0	5	4	9
CLASS 4	0	0	1	1	2
TOTAL	0	0	80	48	128

ARRIVAL AND DEPARTURE TOTALS	20	67	80	48	215

TABLE 36

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 5

RUNWAY NAME	6R	7L	24L	25R	TOTAL
	ARRIVALS				
CLASS 1	10	23	0	0	33
CLASS 2	8	33	0	0	41
CLASS 3	7	4	0	0	11
CLASS 4	1	1	0	0	2
TOTAL	26	61	0	0	87

	DEPARTURES				
CLASS 1	0	0	40	5	45
CLASS 2	0	0	26	33	59
CLASS 3	0	0	6	6	12
CLASS 4	0	0	1	1	2
TOTAL	0	0	73	45	18

ARRIVAL AND DEPARTURE TOTALS	26	61	73	45	205

TABLE 37

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 10A

RUNWAY NAME	6R	7L	24L	25R	TOTAL
	ARRIVALS				
CLASS 1	9	27	0	0	36
CLASS 2	8	33	0	0	41
CLASS 3	3	5	0	0	8
CLASS 4	0	2	0	0	2
TOTAL	20	67	0	0	87

	DEPARTURES				
CLASS 1	0	0	47	4	51
CLASS 2	0	0	27	39	66
CLASS 3	0	0	5	4	9
CLASS 4	0	0	1	1	2
TOTAL	0	0	80	48	128

ARRIVAL AND DEPARTURE TOTALS	20	67	80	48	215

TABLE 38

CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 25

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	16	12	24	23	75
CLASS 2	58	40	55	49	202
CLASS 3	12	8	1	27	48
CLASS 4	5	3	0	10	18
TOTAL	91	63	80	109	343
	DEPARTURES				
CLASS 1	0	49	63	20	132
CLASS 2	4	96	121	57	278
CLASS 3	25	0	5	20	50
CLASS 4	6	0	1	12	19
TOTAL	35	145	190	109	479
ARRIVAL AND DEPARTURE TOTALS	126	208	270	218	822

TABLE 39

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 25A

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1					
CLASS 2					
CLASS 3					
CLASS 4					
TOTAL					

	DEPARTURES				
CLASS 1					
CLASS 2					
CLASS 3					
CLASS 4					
TOTAL					

ARRIVAL AND DEPARTURE TOTALS					

TO BE DEVELOPED

TABLE 40

CLASS AND RUNWAY DEMAND DISTRIBUTION
FOR ARRIVALS AND DEPARTURES

EXPERIMENT NO. 26

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	ARRIVALS				
CLASS 1	16	12	24	23	75
CLASS 2	58	40	55	49	202
CLASS 3	12	8	1	27	48
CLASS 4	5	3	0	10	18
TOTAL	91	63	80	109	343

	DEPARTURES				
CLASS 1	0	49	83	0	132
CLASS 2	0	100	178	0	278
CLASS 3	0	25	25	0	50
CLASS 4	0	6	13	0	19
TOTAL	0	180	299	0	479

ARRIVAL AND DEPARTURE TOTALS	91	243	379	109	822

ATTACHMENT F

EXPERIMENTAL DESIGN for COMBINED STAGE 1 and 2

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LOS ANGELES

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****

LAX-CALA 1 -- BASE IS CAL (LAXCALA1) WITH SPEC-RTE STRUCTURE

****

LAX STAGE 1, EXPERIMENT NO. 1 CONFIGURATION A
TIMES(START,FINISH)
07 00 14 00
A/C SERVICE TIMES

1	40.00	3.00
2	30.00	3.00
3	20.00	2.00
4	20.00	2.00

LAX STAGE 1, EXPERIMENT NO. 7 CONFIGURATION A

LAX STAGE 2, EXPERIMENT NO. 22 CONFIGURATION A

LAX STAGE 1, EXPERIMENT NO. 2 CONFIGURATION A
A/C SEPARATIONS (1978 IFR-1)
1978 IFR-1 SEPARATION VALUES FOR ARRIVAL-TO-ARRIVAL

	CLASS 1 NMI. (S.D.)	CLASS 2 NMI. (S.D.)	CLASS 3 NMI. (S.D.)	CLASS 4 NMI. (S.D.)
CLASS 1	5.2 (0.70)	6.1 (0.65)	7.0 (0.60)	6.8 (0.50)
CLASS 2	4.2 (0.70)	4.1 (0.65)	5.0 (0.60)	4.8 (0.50)
CLASS 3	4.2 (0.70)	4.1 (0.65)	4.0 (0.60)	3.8 (0.50)
CLASS 4	4.2 (0.70)	4.1 (0.65)	4.0 (0.60)	3.8 (0.50)

1978 IFR-1 SEPARATION VALUES FOR DEPARTURE-TO-DEPARTURE

	CLASS 1 NMI. (S.D.)	CLASS 2 NMI (S.D.)	CLASS 3 NMI. (S.D.)	CLASS 4 NMI. (S.D.)
CLASS 1	1.64(0.08)	2.14(0.08)	2.14(0.08)	2.14(0.08)
CLASS 2	1.14(0.08)	1.14(0.08)	1.13(0.08)	1.13(0.08)
CLASS 3	1.13(0.08)	1.14(0.08)	1.13(0.08)	1.13(0.08)
CLASS 4	1.13(0.08)	1.14(0.08)	1.13(0.08)	1.13(0.08)

1978 IFR-1 SEPARATION VALUES FOR DEPARTURE-TO-ARRIVAL

	CLASS 1 NMI. (S.D.)	CLASS 2 NMI. (S.D.)	CLASS 3 NMI. (S.D.)	CLASS 4 NMI. (S.D.)
CLASS 1	2.4 (0.26)	2.4 (0.25)	2.4 (0.24)	2.4 (0.24)
CLASS 2	2.4 (0.26)	2.4 (0.25)	2.4 (0.24)	2.4 (0.24)
CLASS 3	2.4 (0.26)	2.4 (0.25)	2.4 (0.24)	2.4 (0.24)
CLASS 4	2.4 (0.26)	2.4 (0.25)	2.4 (0.24)	2.4 (0.24)

1978 IFR-1 ARRIVAL-TO-ARRIVAL AND DEPARTURE-TO-ARRIVAL SEPARATIONS FOR DEPENDENT RUNWAYS ARE 100 PERCENT AND 40 PERCENT OF SAME RUNWAY SEPARATIONS

LAX STAGE 1, EXPERIMENT NO. 8 CONFIGURATION A

LAX STAGE 2, EXPERIMENT NO. 23 CONFIGURATION A

LAX STAGE 2, EXPERIMENT NO. 24 CONFIGURATION A

LAX STAGE 1, EXPERIMENT NO. 3 CONFIGURATION A

IFR-2 RUNWAY CROSSING LINK CLEARANCE TIMES (ADD 5 SECONDS TO ARRIVAL ON RUNWAY)

2	307	30	30	38	40	22	22	23	26	30	30	30	30
2	312	47	47	51	40	31	31	33	42	30	30	30	30
2	317	57	57	51	40	36	36	38	42	30	30	30	30
2	320	61	59	51	40	43	43	42	42	30	30	30	30
2	323	61	59	51	40	46	46	42	42	30	30	30	30
3	275	56	56	65	50	35	35	37	42	30	30	30	30
3	272	57	61	77	50	42	42	42	42	30	30	30	30
3	269	57	61	77	50	43	43	42	42	30	30	30	30
3	262	72	67	65	57	46	46	42	42	30	30	30	30
3	260	61	64	68	57	47	47	42	42	30	30	30	30
3	280	56	51	59	47	47	47	42	42	30	30	30	30
4	279	56	51	59	47	47	47	42	42	30	30	30	30
4	258	72	67	65	57	47	47	42	42	30	30	30	30
4	284	43	43	52	50	29	29	21	42	30	30	30	30
-4	265	72	67	65	57	44	44	42	42	30	30	30	30

RWY ARRIVAL OCCUPANCY TIMES (1978 IFR-2 = 1978 VFR-1 PLUS 5 SECONDS)

1978 IFR-2 RUNWAY ARRIVAL OCCUPANCY TIMES (CALIBRATION DATA PLUS 5.0 SECONDS)

1	11								
4000	42.0	4280	52.0	4501	59.4	5500	50.7	5700	47.0
6150	47.0	6400	56.9	6500	54.2	7500	60.8	7550	58.5
7780	59.2								
2	16								
2200	39.5	2580	42.8	3000	56.0	4280	45.6	4500	57.7
4501	51.8	5350	47.4	5500	43.5	5700	47.8	6150	51.8
6400	53.8	6500	54.2	7550	56.6	7780	59.0	7820	64.0
8250	63.8								
3	13								
2200	36.6	2580	41.9	2600	40.0	3000	47.7	4000	38.8
4280	64.3	4500	53.1	4501	43.0	4600	51.0	5350	55.3
5700	65.0	7550	68.3	7780	91.0				
4	7								
2000	40.0	2580	37.4	4280	43.5	4500	50.0	5350	49.5
5700	57.0	7780	55.0						

A/C SEPARATIONS (1978 IFR-2) (CHANGE IFR-1 A/D BASED ON ARRIVAL RUNWAY OCCUPANC)

IFR-2 SEPARATION VALUES SPECIAL A/D SEPARATION BASED ON ARRIVAL RUNWAY OCCUPANCY

	CLASS 1		CLASS 2		CLASS 3		CLASS 4	
	MINUTES	(S.D.)	MINUTES	(S.D.)	MINUTES	(S.D.)	MINUTES	(S.D.)
CLASS 1	0.96	(0.16)	0.86	(0.19)	1.05	(0.23)	0.82	(0.09)
CLASS 2	0.96	(0.16)	0.86	(0.19)	1.05	(0.23)	0.82	(0.09)
CLASS 3	0.96	(0.16)	0.86	(0.19)	1.05	(0.23)	0.82	(0.09)
CLASS 4	0.96	(0.16)	0.86	(0.19)	1.05	(0.23)	0.82	(0.09)

IFR-2 SEPARATION CHANGES (IFR-1 VALUES AND 100 PERCENT OF SAME RUNWAY SEPARATIONS FOR DEPENDENT RUNWAY SEPARATIONS)

****

NEW SEQUENCE -- LAX CALA 1 -- BASE IS CAL (LAXCALA1) WITH SPEC-RTE

****

LAX STAGE 2. EXPERIMENT NO. 21 CONFIGURATION A
A/C SEPARATIONS (1982 VFR-1)
1982 VFR-1 SEPARATION CHANGES (ARRIVAL-TO-ARRIVAL FOR SAME RUNWAY)

	CLASS 1 NMI. (S.D.)	CLASS 2 NMI. (S.D.)	CLASS 3 NMI. (S.D.)	CLASS 4 NMI. (S.D.)
CLASS 1	3.7 (0.43)	3.9 (0.40)	4.9 (0.37)	4.7 (0.31)
CLASS 2	2.9 (0.43)	2.8 (0.40)	3.6 (0.37)	3.4 (0.31)
CLASS 3	2.9 (0.43)	2.8 (0.40)	2.8 (0.37)	2.6 (0.31)
CLASS 4	2.9 (0.43)	2.8 (0.40)	2.8 (0.37)	2.6 (0.31)

LAX STAGE 1 EXPERIMENT NO. 13 CONFIGURATION A
RWY XING LINKS (LINK 372 CROSSING 24L)
2 372 30 30 30 30
TAXIWAY ROUTES(ACCESS TO 24R AND GATE 75)
TAXIWAY ROUTES (ACCESS TO BYPASS OF RUNWAY 24L TO RUNWAY 24R)
031 (ROUTE 464) MODIFY
075 375 374 156 157 158 365 159 160 364
161 162 163 363 164 303 362 304 368 134
135 136 334 335 137 138 370 371 372 373
432
19 (ROUTE 591) MODIFY
1 147 131 132 361 133 368 134 135 136
334 335 137 138 370 371 372 373 432
11 (ROUTE 592) MODIFY
2 144 334 335 137 138 370 371 372 373
432
8 (ROUTE 593) MODIFY
3 143 138 370 371 372 373 432
25 (ROUTE 594) MODIFY
4 331 359 126 127 128 129 299 300 308
361 133 368 134 135 136 334 335 137 138
370 371 372 373 432
29 (ROUTE 595) MODIFY
005 204 355 178 358 149 359 309 296 297
298 299 300 308 361 133 368 134 135 136
334 335 137 138 370 371 372 373 432
33 (ROUTE 596) MODIFY
006 205 353 180 179 355 178 358 169 359
309 296 297 298 129 299 300 308 361 133
368 134 135 136 334 335 137 138 370 371
372 373 432
36 (ROUTE 597) MODIFY
7 204 352 182 181 353 180 179 355 178
358 149 359 309 296 297 298 129 299 300
308 361 133 368 134 135 136 334 335 137

138 370 371 372 373 432
38 (ROUTE 598) MODIFY
8 203 184 183 352 182 181 353 180 179
355 178 358 149 359 309 296 297 298 129
299 300 308 361 133 368 134 135 136 334
335 137 138 370 371 372 373 432
38 (ROUTE 599) MODIFY
9 223 224 225 226 227 228 229 230 265
266 268 357 125 359 309 296 297 298 129
299 300 308 361 133 368 134 135 136 334
335 137 138 370 371 372 373 432
32 (ROUTE 600) MODIFY
10 328 230 265 266 268 357 125 359 309
296 297 298 129 299 300 308 361 133 368
134 135 136 334 335 137 138 370 371 372
373 432
22 (ROUTE 601) MODIFY
11 148 128 129 299 300 308 361 133 368
134 135 136 334 335 137 138 370 371 372
373 432
054 (ROUTE 602) MODIFY
12 332 200 199 198 197 196 195 194 193
192 191 190 113 114 115 116 185 184 183
352 182 181 353 180 179 355 178 358 149
359 309 296 297 298 129 299 300 308 361
133 368 134 135 136 334 335 137 138 370
371 372 373 432
052 (ROUTE 603) MODIFY
13 201 197 196 195 194 193 192 191 190
113 114 115 116 350 185 184 183 352 182
181 353 180 179 355 178 358 149 359 309
296 297 298 129 299 300 308 361 133 368
134 135 136 334 335 137 138 370 371 372
373 432
24 (ROUTE 604) MODIFY
14 325 364 161 162 163 363 164 303 362
304 368 134 135 136 334 335 137 138 370
371 372 373 432
44 (ROUTE 605) MODIFY
15 202 113 114 115 116 350 185 184 183
352 182 181 353 180 179 355 178 358 149
359 309 296 297 298 129 299 300 308 361
133 368 134 135 136 334 335 137 138 370
371 372 373 432
31 (ROUTE 606) MODIFY
16 255 249 366 250 176 360 294 295 296
297 298 129 299 300 308 361 133 368 134
135 136 334 335 137 138 370 371 372 373
432
27 (ROUTE 607) MODIFY
17 324 365 159 160 364 161 162 163 363
164 303 362 304 368 134 135 136 334 335
137 138 370 371 372 373 432
36 (ROUTE 608) MODIFY
18 253 367 245 246 247 248 249 366 250
176 360 294 295 296 297 298 129 299 300
308 361 133 368 134 135 136 334 335 137
138 370 371 372 373 432

LAX STAGE 1 EXPERIMENT NO. 11 CONFIGURATION A
RWY EXIT SELECTION

4		4		3	
225	0.22	284	0.50	222	0.28

-------- SAME SEQUENCE -- LAX CALA 11 -- BASE IS CAL PLUS EXP 11 ROUTES
TAXIWAY ROUTES(ACCESS TO 24R AND GATE 75,NEW EXIT ROUTES FOR HIGH SPEED EXIT)
TAXIWAY ROUTES (ACCESS TO BYPASS OF RUNWAY 24L TO RUNWAY 24R)
TAXIWAY LINKS

121	0.2	7

LAX STAGE 1, EXPERIMENT NO. 12 CONFIGURATION A
A/C SEPARATIONS (1982 IFR-1)
1982 IFR-1 SEPARATION VALUE FOR ARRIVAL-TO-ARRIVAL

	CLASS 1	CLASS 2	CLASS 3	CLASS 4
	NMI. (S.D.)	NMI. (S.D.)	NMI. (S.D.)	NMI. (S.D.)
CLASS 1	4.0 (0.43)	3.9 (0.40)	4.9 (0.37)	4.7 (0.31)
CLASS 2	4.0 (0.43)	3.9 (0.40)	3.9 (0.37)	3.7 (0.31)
CLASS 3	4.0 (0.43)	3.9 (0.40)	3.9 (0.37)	3.7 (0.31)
CLASS 4	4.0 (0.43)	3.9 (0.40)	3.9 (0.37)	3.7 (0.31)

****

NEW SEQUENCE -- LAX CALA 18 -- BASE IS CAL PLUS EXP 18 ROUTES

****

LAX STAGE 2, EXPERIMENT NO. 22A CONFIGURATION A
A/C SEPARATIONS (1978 VFR-1)
TAXIWAY ROUTES (TAXIWAY IMPROVEMENTS IDENTIFIED IN APPENDIX B)
TAXIWAY LINKS

124	350.0	2
125	300.0	2
126	700.0	2
149	350.0	3
150	400.0	3
174	450.0	6
175	0.2	7
264	300.0	6
268	300.0	6
294	300.0	3
295	450.0	3
309	600.0	5
331	400.0	3

LAX STAGE 2, EXPERIMENT NO. 18 CONFIGURATION A
A/C SEPARATIONS (1982 VFR-1)
1982 VFR-1 SEPARATION CHANGES (ARRIVAL-TO-ARRIVAL FOR SAME RUNWAY)

	CLASS 1	CLASS 2	CLASS 3	CLASS 4
	NMI. (S.D.)	NMI. (S.D.)	NMI. (S.D.)	NMI. (S.D.)
CLASS 1	3.7 (0.43)	3.9 (0.40)	4.9 (0.37)	4.7 (0.31)
CLASS 2	2.9 (0.43)	2.8 (0.40)	3.6 (0.37)	3.4 (0.31)
CLASS 3	2.9 (0.43)	2.8 (0.40)	2.8 (0.37)	2.6 (0.31)
CLASS 4	2.9 (0.43)	2.8 (0.40)	2.8 (0.37)	2.6 (0.31)

LAX STAGE 2, EXPERIMENT NO. 20 CONFIGURATION A
--------SAME SEQUENCE --- LAX CALA 19 --- BASE IS CAL PLUS EXP 19 ROUTES
TAXIWAY ROUTES (TAXIWAY CHANGES DUE TO TERMINAL EXPANSION)
TAXIWAY LINKS

129	350.0	2
299	500.0	3
309	500.0	5

LAX STAGE 2, EXPERIMENT NO. 19 CONFIGURATION A
A/C SEPARATIONS (1978 VFR-1)

****

NEW SEQUENCE -- LAX CALA 25 -- BASE IS CAL PLUS EXP 25 ROUTES

****

LAX STAGE 2, EXPERIMENT NO. 25 CONFIGURATION A
TAXIWAY ROUTES (TAXIWAY CHANGES DUE TO TERMINAL EXPANSION, REMOTE TERMINAL AND DUAL TAXIWAY SYSTEM)
TAXIWAY LINKS

121	0.2	7

A/C SEPARATIONS (1987 VFR-1)
1987 VFR-1 SEPARATION CHANGES (ARRIVAL-TO-ARRIVAL FOR SAME RUNWAY)

	CLASS 1	CLASS 2	CLASS 3	CLASS 4
	NMI. (S.D.)	NMI. (S.D.)	NMI. (S.D.)	NMI. (S.D.)
CLASS 1	2.7 (0.31)	3.2 (0.29)	3.6 (0.27)	3.5 (0.29)
CLASS 2	2.6 (0.31)	2.6 (0.29)	3.1 (0.27)	3.0 (0.29)
CLASS 3	2.6 (0.31)	2.6 (0.29)	2.5 (0.27)	2.4 (0.29)
CLASS 4	2.6 (0.31)	2.6 (0.29)	2.5 (0.27)	2.4 (0.29)

LAX STAGE 2, EXPERIMENT NO. 25A CONFIGURATION A

LAX STAGE 2, EXPERIMENT NO. 26 CONFIGURATION A
A/C SEPARATIONS (1987 IFR-1)
1987 IFR-1 SEPARATION CHANGES (ARRIVAL-TO-ARRIVAL FOR SAME RUNWAY)

	CLASS 1	CLASS 2	CLASS 3	CLASS 4
	NMI. (S.D.)	NMI. (S.D.)	NMI (S.D.)	NMI. (S.D.)
CLASS 1	2.7 (0.31)	3.2 (0.29)	3.6 (0.27)	3.5 (0.22)

```
CLASS 2          2.7  (0.31)       2.7  (0.29)    3.1  (0.27)     3.0  (0.22)
CLASS 3          2.7  (0.31)       2.7  (0.29)    2.6  (0.27)     2.5  (0.22)
CLASS 4          2.7  (0.31)       2.7  (0.29)    2.6  (0.27)     2.5  (0.22)

**********************************************************************

        NEW SEQUENCE == LAX CALC 6 == BASE IS CAL (LAXCALA1) WITH SPEC=RTE

**********************************************************************

LAX STAGE  1, EXPERIMENT NO. 6  CONFIGURATION C
TIMES(START,FINISH)
   07 00   14 00
RWY NAMES
06R      06L      07R      07L
RWY END LINKS
     151      323      410      422
RWY XING LINKS
LOS ANGELES CONFIGURATION C
     1        312        44   41   58   50   47   47   42   42   30   30   30   30
     1        307        53   51   62   51   47   47   42   42   30   30   30   30
     3        265        32   49   39   35   47   47   42   42   30   30   30   30
     3        258        18   34   32   35   47   47   42   42   30   30   30   30
     3        279        53   50   62   51   47   47   42   42   30   30   30   30
     4        262        27   52   43   34   47   47   42   42   30   30   30   30
     4        260        18   35   29   21   47   47   42   42   30   30   30   30
     4        280        53   50   62   51   47   47   42   42   30   30   30   30
     4        266        32   49   39   35   47   47   42   42   30   30   30   30
     4        269        43   42   49   38   47   47   42   42   30   30   30   30
     4        272        52   45   47   45   47   47   42   42   30   30   30   30
     4        275        42   47   61   52   47   47   42   42   30   30   30   30
    -4        284        56   52   63   50   47   47   42   42   30   30   30   30
RWY EXIT SELECTION
       1    1    3
     310  0.30  305  0.40  145  0.30
       2    1    3
     310  0.54  305  0.37  145  0.09
       3    1    3
     310  0.54  305  0.37  145  0.09
       4    1    3
     310  0.54  305  0.37  145  0.09
       1    2    2
     312  0.30  307  0.70
       2    2    2
     312  0.54  307  0.46
       3    2    2
     312  0.54  307  0.46
       4    2    2
     312  0.54  307  0.46
       1    3    3
     272  0.87  275  0.07  284  0.06
       2    3    3
     272  0.87  275  0.07  284  0.06
```

```
        3       3       2
      269    0.50     272    0.25     258    0.25
        4       3       2
      258    0.99     266    0.01
        1       4       4
      277    0.67     278    0.20     282    0.07     286    0.06
        2       4       4
      277    0.67     278    0.20     282    0.07     286    0.06
        3       4       4
      274    0.25     277    0.25     282    0.25     260    0.25
       -4       4       2
      260    0.99     268    0.01
RWY EXIT DISTANCES
      018
      310    5630     305    7050     145    7490     312    3840     307    5800
      272    4500     275    7430     284    7300     269    4090     258    1970
      277    6030     278    6650     282    7130     286    7400     274    4820
      260    1970     268    3440     266    3440
RWY ARRIVAL OCCUPANCY TIMES
        1       8
     3840    47.0    5630    47.0    6030    60.0    6650    66.0    7050    70.0
     7130    76.0    7400    76.0    7490    70.0
        2       8
     3840    47.0    5630    48.0    6030    60.0    6650    66.0    7050    61.0
     7130    76.0    7400    76.0    7490    75.0
        3       4
     1970    42.0    6030    63.0    7130   139.0    7490   139.0
       -4       2
     1970    42.0    7490   139.0
TAXIWAY TWO-WAY
LOS ANGELES CONFIGURATION C
      004
      363     164     303     362
      004
      362     303     164     363
      006
      363     164     303     362     302     301
      006
      301     302     362     303     164     363
      005
      164     303     362     302     301
      005
      301     302     362     303     164
      002
      368     250
      002
      250     366
      006
      366     250     176     360     177     357
      006
      357     177     360     176     250     366
      008
      330     126     359     125     357     177     360     176
      008
      176     360     177     357     125     359     126     330
      005
      330     126     359     125     357
      005
      357     125     359     126     330
```

```
007
331  359  125  357  177  360  176
007
176  360  177  357  125  359  331
004
331  359  125  357
004
357  125  359  331
246  247  248  249  366  250  176  360  177  357
010
357  177  360  176  250  366  249  248  247  246
008
246  247  248  249  366  250  176  360
008
360  176  250  366  249  248  247  246
006
202  113  114  115  116  350
006
350  116  115  114  113  202
005
113  114  115  116  350
-005
350  116  115  114  113
```

A/C SEPARATIONS (1978 VER-1)

FIX TRAVEL TIMES CONFIGURATION "C"

1	1	1	33.0	180.0
1	1	2	33.0	180.0
1	1	3	36.0	180.0
2	1	2	28.5	180.0
2	1	3	31.5	180.0
2	1	4	31.5	180.0
3	1	1	22.5	192.9
3	1	2	22.5	192.9
3	1	3	22.5	180.0
3	1	4	25.5	180.0
4	1	1	24.0	192.0
4	1	2	24.0	192.0
4	1	3	24.0	180.0
4	1	4	24.0	180.0
5	1	2	22.5	192.9
5	1	3	22.5	180.0
5	1	4	18.0	180.0
8	1	3	18.0	180.0
8	1	4	18.0	180.0
1	2	1	36.0	196.4
1	2	2	36.0	180.0
1	2	3	36.0	180.0
2	2	1	28.5	180.0
2	2	2	28.5	180.0
2	2	3	28.5	180.0
2	2	4	28.5	180.0
3	2	1	25.5	191.3
3	2	2	25.5	191.3
3	2	3	25.5	191.3
3	2	4	25.5	180.0
4	2	1	25.5	204.0
4	2	2	25.5	191.3
4	2	3	25.5	180.0
4	2	4	25.5	180.0

```
    5       2       2     18.0    180.0
    5       2       3     18.0    180.0
    5       2       4     18.0    180.0
    8       2       3     18.0    180.0
    1       4       1     33.0    180.0
    1       4       2     34.5    197.1
    1       4       3     34.5    180.0
    2       4       2     36.0    180.0
    2       4       3     36.0    180.0
    2       4       4     36.0    180.0
    3       4       2     21.0    210.0
    3       4       3     21.0    180.0
    3       4       4     18.0    180.0
    4       4       1     24.0    192.0
    4       4       2     24.0    192.0
    4       4       3     24.0    192.0
    4       4       4     24.0    180.0
    5       4       2     18.0    180.0
    5       4       3     18.0    180.0
    5       4       4     18.0    180.0
    8       4       2     18.0    180.0
    1       3       1     33.0    180.0
    1       3       2     31.5    180.0
    1       3       3     31.5    180.0
    2       3       2     36.0    180.0
    2       3       3     18.0    180.0
    3       3       1     18.0    180.0
    3       3       2     18.0    180.0
    3       3       3     18.0    180.0
    3       3       4     18.0    180.0
    4       3       1     24.0    192.0
    4       3       2     24.0    192.0
    4       3       3     24.0    180.0
    4       3       4     24.0    180.0
    5       3       2     21.0    180.0
    8       3       3     18.0    180.0
    7       3       2     18.0    180.0
    7       3       4     18.0    180.0
   -8       3       4     18.0    180.0

LAX STAGE  1, EXPERIMENT NO. 9  CONFIGURATION C

LAX STAGE  1, EXPERIMENT NO. 16 CONFIGURATION C
RWY XING LINKS (LINK 378 CROSSING 7L)
    4       378                                   30   30   30   30
RWY EXIT SELECTION
    1       1       2
  369     0.70     145     0.30
    2       1       2
  369     0.91     145     0.09
    3       1       2
  369     0.91     145     0.09
    4       1       2
  369     0.91     145     0.09
    1       4       2
```

```
277    0.01    376    0.99
  2       4       3
277    0.01    376    0.99
  3       4       3
274    0.25    376    0.50    260    0.25
  4       4       2
260    0.99    268    0.01
RWY EXIT DISTANCES
  20
310   5630    305   7050    145   7490    312   3840    307   5800
272   4500    275   7430    284   7300    269   4090    258   1970
277   6030    278   6650    282   7130    286   7400    274   4820
260   1970    268   3440    266   3440    376   6030    369   6400
TAXIWAY ROUTES (NEW ROUTES TO RUNWAY 7R FROM BY PASS OF 7L. NEW HIGH SPEED
 EXIT ROUTES FOR RUNWAY 6R AND 7L)
TAXIWAY ROUTES (ACCESS TO BYPASS OF RUNWAY 7L TO RUNWAY 7R)
  040                    ( ROUTE    463 )     MODIFY
  025   325   324   156   157   158   365   159   160   364
  161   162   163   363   164   165   166   167   168   169
  170   171   172   173   174   175   250   366   249   248
  247   246   245   367   244   243   377   378   379   410
   34                    ( ROUTE    555 )     MODIFY
    1   147   131   132   361   133   304   362   303   165
  166   167   168   169   170   171   172   173   174   175
  250   366   249   248   247   246   245   367   244   243
  377   378   379   410
   31                    ( ROUTE    556 )     MODIFY
    2   166   133   304   362   303   165   166   167   168
  169   170   171   172   173   174   175   250   366   249
  248   247   246   245   367   244   243   377   378   379
  410
   37                    ( ROUTE    557 )     MODIFY
    3   340   339   338   337   336   146   361   133   304
  362   303   165   166   167   168   169   170   171   172
  173   174   175   250   366   249   248   247   246   245
  367   244   243   377   378   379   410
   22                    ( ROUTE    558 )     MODIFY
    4   331   359   125   357   177   360   176   250   366
  249   248   247   246   245   367   244   243   377   378
  379   410
   24                    ( ROUTE    559 )     MODIFY
    5   206   355   178   358   150   357   177   350   176
  250   366   249   248   247   246   245   367   244   243
  377   378   379   410
   27                    ( ROUTE    560 )     MODIFY
    6   205   353   180   179   355   178   358   150   357
  177   360   176   250   366   249   248   247   246   245
  367   244   243   377   378   379   410
   30                    ( ROUTE    561 )     MODIFY
    7   204   352   182   181   353   180   179   355   178
  358   150   357   177   360   176   250   366   249   248
  247   246   245   367   244   243   377   378   379   410
   32                    ( ROUTE    562 )     MODIFY
    8   203   184   183   352   182   181   353   180   179
  355   178   358   150   357   177   360   176   250   366
  249   248   247   246   245   367   244   243   377   378
  379   410
  019                    ( ROUTE    563 )     SAME
  009   333   223   224   225   226   227   228   229   230
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231     232     233     234     235     236     237     238     410
011                   ( ROUTE    564 )     SAME
010     230     231     232     233     234     235     236     237     238
410
 23                   ( ROUTE    565 )     MODIFY
 11     330     126     359     125     357     177     360     176     250
366     249     249     247     246     245     367     244     243     377
378     379     410
 49                   ( ROUTE    566 )     MODIFY
 12     332     200     199     198     197     196     195     194     193
192     191     190     113     114     115     116     350     185     184
183     352     182     181     353     180     179     355     178     358
150     357     177     360     176     250     366     249     248     247
246     245     367     244     243     377     378     379     410
 46                   ( ROUTE    567 )     MODIFY
 13     201     197     196     195     194     193     192     191     190
113     114     115     116     350     185     184     183     352     182
181     353     180     179     355     178     358     150     357     177
360     176     250     366     249     248     247     246     245     367
244     243     377     378     379     410
 33                   ( ROUTE    568 )     MODIFY
 14     325     364     161     162     163     363     164     165     166
167     168     169     170     171     172     173     174     175     250
366     249     248     247     246     245     367     244     243     377
378     379     410
 39                   ( ROUTE    569 )     MODIFY
 15     202     113     114     115     116     350     117     185     184
183     352     182     181     353     180     179     355     178     358
150     357     177     360     176     250     366     249     248     247
246     245     367     244     243     377     378     379     410
 13                   ( ROUTE    570 )     MODIFY
 16     255     248     247     246     245     367     244     243     377
378     379     410
 36                   ( ROUTE    571 )     MODIFY
 17     324     365     159     160     364     161     162     163     363
164     165     166     167     168     169     170     171     172     173
174     175     250     366     249     248     247     246     245     367
244     243     377     378     379     410
  9                   ( ROUTE    572 )     MODIFY
 18     253     367     244     243     377     378     379     410
A/C SEPARATIONS  (1982 VFR-1)
1982 VFR-1 SEPARATION CHANGES (ARRIVAL-TO-ARRIVAL FOR SAME RUNWAY)
              CLASS 1          CLASS 2          CLASS 3          CLASS 4
              NMI. (S.D.)      NMI. (S.D.)      NMI (S.D.)       NMI. (S.D.)
CLASS 1        3.7 (0.43)       3.9 (0.40)       4.9 (0.37)       4.7 (0.31)
CLASS 2        2.9 (0.43)       2.8 (0.40)       3.6 (0.37)       3.4 (0.31)
CLASS 3        2.9 (0.43)       2.8 (0.40)       2.8 (0.37)       2.6 (0.31)
CLASS 4        2.9 (0.43)       2.8 (0.40)       2.8 (0.37)       2.6 (0.31)

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NEW SEQUENCE --  LAX CALB 4  --  BASE IS CAL (LAXCALA1) WITH SPEC-RTE
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LAX STAGE 1, EXPERIMENT NO. 4  CONFIGURATION B
TIMES(START,FINISH)
   00 00   08 00
RWY NAMES
06R      07L      24L      25R
RWY END LINKS
   151      422      423      411
LAX RWY XINGS CONFIG. B
    2      266       37   37   36   33                              30   30   30   30
    2      280       45   40   56   49                              30   30   30   30
    4      266                            45   45   42   42
    4      282                            29   29   21   42
    4      260
   -4      280                            29   29   21   42
RWY EXIT SELECTION
      1      1      3
    310   0.30    305   0.40    145   0.30
      2      1      3
    310   0.54    305   0.37    145   0.09
      3      1      3
    310   0.54    305   0.37    145   0.09
      4      1      3
    310   0.54    305   0.37    145   0.09
      1      2      4
    277   0.67    278   0.20    282   0.07    286   0.06
      2      2      4
    277   0.67    278   0.20    282   0.07    286   0.06
      3      2      4
    274   0.25    277   0.25    282   0.25    260   0.25
     -4      2      2
    260   0.99    268   0.01
RWY EXIT DISTANCES
     10
    310   5630    305   7050    145   7490    274   4820    278   6650
    282   7130    286   7400    277   6030    260   1970    268   3440
RWY ARRIVAL OCCUPANCY TIMES
      1      7
   5630   47.0   6030   60.0   6650   66.0   7050   70.0   7130   76.0
   7400   76.0   7490   70.0
      2      7
   5630   48.0   6030   60.0   6650   66.0   7050   61.0   7130   76.0
   7400   76.0   7490   75.0
      3      5
   1970   62.0   4820   64.0   6030   63.0   7130  139.0   7490  139.0
     -4      2
   1970   42.0   7490  139.0
TAXIWAY TWO-WAY
LOS ANGELES CONFIGURATION B
    002
    359    331
    002
    331    359
    002
    355    206
    002
    206    355
    002
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353	205					
002						
205	353					
002						
352	204					
002						
204	352					
002						
361	146					
002						
146	361					
003						
206	355	208				
003						
208	355	206				
003						
205	353	210				
003						
210	353	205				
004						
204	352	211	351			
004						
351	211	352	204			
003						
203	185	350				
003						
350	185	203				
005						
113	114	115	116	350		
005						
350	116	115	114	113		
006						
202	113	114	115	116	350	
006						
350	116	115	114	113	202	
005						
330	126	359	125	357		
005						
357	125	359	126	330		
004						
331	359	125	357			
004						
357	125	359	331			
002						
361	146					
002						
146	361					
007						
361	146	336	337	338	339	340
007						
340	339	338	337	336	146	361
002						
366	250					
002						
250	366					
006						
366	250	176	360	177	357	
006						
357	177	360	176	250	366	

A/C SEPARATIONS (1978 VFR-1 SPECIAL SEPARATIONS FOR D/A -- 15 NMI)

1978 VFR-1 SPECIAL D/A SEPARATIONS (RUNWAYS 24L-6R , 25R-7L)

DEPENDENT RUNWAYS 3-1 , 4-2

	CLASS 1	CLASS 2	CLASS 3	CLASS 4
	NMI. (S.D.)	NMI. (S.D.)	NMI. (S.D.)	NMI. (S.D.)
CLASS 1	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)
CLASS 2	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)
CLASS 3	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)
CLASS 4	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)

1978 VFR-1 SPECIAL A/D SEPARATIONS (RUNWAYS 6R-24L AND 7L-25R)

DEPENDENT RUNWAYS 1-3 AND 2-4

	CLASS 1	CLASS 2	CLASS 3	CLASS 4
	MINUTES (S.D.)	MINUTES (S.D.)	MINUTES (S.D.)	MINUTES (S.D.)
CLASS 1	0.88 (0.16)	0.78 (0.19)	0.97 (0.23)	0.74 (0.09)
CLASS 2	0.88 (0.16)	0.78 (0.19)	0.97 (0.23)	0.74 (0.09)
CLASS 3	0.88 (0.16)	0.78 (0.19)	0.97 (0.23)	0.74 (0.09)
CLASS 4	0.88 (0.16)	0.78 (0.19)	0.97 (0.23)	0.74 (0.09)

FIX TRAVEL TIMES CONFIGURATION "8"

1	1	1	33.0	180.0
1	1	2	33.0	180.0
1	1	3	36.0	180.0
2	1	2	28.5	180.0
2	1	3	31.5	180.0
2	1	4	31.5	180.0
3	1	1	22.5	192.9
3	1	2	22.5	192.9
3	1	3	22.5	180.0
3	1	4	25.5	180.0
4	1	1	24.0	192.0
4	1	2	24.0	192.0
4	1	3	24.0	180.0
4	1	4	24.0	180.0
5	1	2	22.5	192.9
5	1	3	22.5	180.0
5	1	4	18.0	180.0
8	1	3	18.0	180.0
8	1	4	18.0	180.0
1	2	1	33.0	180.0
1	2	2	34.5	197.1
1	2	3	34.5	180.0
2	2	2	36.0	180.0
2	2	3	36.0	180.0
2	2	4	36.0	180.0
3	2	2	21.0	210.0
3	2	3	21.0	180.0
3	2	4	18.0	180.0
4	2	1	24.0	192.0
4	2	2	24.0	192.0
4	2	3	24.0	192.0
4	2	4	24.0	180.0
5	2	2	18.0	180.0
5	2	3	18.0	180.0
5	2	4	18.0	180.0
8	2	2	18.0	180.0

LAX STAGE 1, EXPERIMENT NO. 15 CONFIGURATION B

RWY EXIT SELECTION

```
      1      1      2
    369   0.70    145   0.30
      2      1      2
    369   0.91    145   0.09
      3      1      2
    369   0.91    145   0.09
      4      1      2
    369   0.91    145   0.09
      1      2      2
    277   0.01    376   0.99
      2      2      2
    277   0.01    376   0.99
      3      2      3
    274   0.25    376   0.50    260   0.25
     -4      2      2
    260   0.99    268   0.01
```

RWY EXIT DISTANCES

```
     12
    310   5630    305   7050    145   7490    274   4820    278   6650
    282   7130    286   7400    277   6030    260   1970    268   3440
    376   6030    369   6400
```

A/C SEPARATIONS (1982 VFR=1)

1982 VFR-1 SEPARATION CHANGES (ARRIVAL-TO-ARRIVAL FOR SAME RUNWAY)

	CLASS 1 NMI. (S.D.)	CLASS 2 NMI. (S.D.)	CLASS 3 NMI (S.D.)	CLASS 4 NMI. (S.D.)
CLASS 1	3.7 (0.43)	3.9 (0.40)	4.9 (0.37)	4.7 (0.31)
CLASS 2	2.9 (0.43)	2.8 (0.40)	3.6 (0.37)	3.4 (0.31)
CLASS 3	2.9 (0.43)	2.8 (0.40)	2.8 (0.37)	2.6 (0.31)
CLASS 4	2.9 (0.43)	2.8 (0.40)	2.8 (0.37)	2.6 (0.31)

LAX STAGE 1, EXPERIMENT NO. 5 CONFIGURATION B

A/C SEPARATIONS (1978 IFR=1)

1978 IFR-1 SEPARATION VALUES FOR ARRIVAL-TO-ARRIVAL

	CLASS 1 NMI. (S.D.)	CLASS 2 NMI. (S.D.)	CLASS 3 NMI. (S.D.)	CLASS 4 NMI. (S.D.)
CLASS 1	5.2 (0.70)	6.1 (0.65)	7.0 (0.60)	6.8 (0.50)
CLASS 2	4.2 (0.70)	4.1 (0.65)	5.0 (0.60)	4.8 (0.50
CLASS 3	4.2 (0.70)	4.1 (0.65)	4.0 (0.60)	3.8 (0.50)
CLASS 4	4.2 (0.70)	4.1 (0.65)	4.0 (0.60)	3.8 (0.50)

1978 IFR-1 SEPARATION VALUES FOR DEPARTURE-TO-DEPARTURE

	CLASS 1 NMI. (S.D.)	CLASS 2 NMI. (S.D.)	CLASS 3 NMI. (S.D.)	CLASS 4 NMI. (S.D.)
CLASS 1	1.64(0.08)	2.14(0.08)	2.14(0.08)	2.14(0.08)
CLASS 2	1.14(0.08)	1.14(0.08)	1.13(0.08)	1.13(0.08)
CLASS 3	1.13(0.08)	1.14(0.08)	1.13(0.08)	1.13(0.08)
CLASS 4	1.13(0.08)	1.14(0.08)	1.13(0.08)	1.13(0.08)

1978 IFR-1 SEPARATION VALUES FOR DEPARTURE-TO-ARRIVAL

	CLASS 1 NMI. (S.D.)	CLASS 2 NMI. (S.D.)	CLASS 3 NMI. (S.D.)	CLASS 4 NMI. (S.D.)
CLASS 1	2.4 (0.26)	2.4 (0.25)	2.4 (0.24)	2.4 (0.24)
CLASS 2	2.4 (0.26)	2.4 (0.25)	2.4 (0.24)	2.4 (0.24)
CLASS 3	2.4 (0.26)	2.4 (0.25)	2.4 (0.24)	2.4 (0.24)
CLASS 4	2.4 (0.26)	2.4 (0.25)	2.4 (0.24)	2.4 (0.24)

1978 IFR-1 SPECIAL D/A SEPARATIONS (RUNWAYS 24L-6R,7L AND 25R-6R,7L)

DEPENDENT RUNWAYS 3-1,2 AND 4-1,2

	CLASS 1	CLASS 2	CLASS 3	CLASS 4
	NMI. (S.D.)	NMI. (S.D.)	NMI. (S.D.)	NMI. (S.D.)
CLASS 1	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)
CLASS 2	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)
CLASS 3	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)
CLASS 4	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)	15.0 (0.01)

LAX STAGE 1, EXPERIMENT NO. 10A CONFIGURATION B

****

ADD THESE TAXIWAY LINKS TO SPEC-LNK

****

TAXIWAY LINKS

19	1	.01	7
20	1	.01	7
21	1	.01	7
22	1	.01	7
270		300.0	4
273		1150.0	6
377		0.1	7
378		500.0	6
379		1000.0	6
380		0.2	7
381		480.0	4
382		500.0	4
383		480.0	4
384		300.0	3
385		300.0	3
386		0.2	7
387		300.0	3


DATE:
TIME