

AAAI Report 1395 AAAI Project 88018

QUARTERLY NOISE MONITORING AT BOB HOPE AIRPORT FIRST QUARTER 2012

MAY 2012

Prepared for:



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Prepared for:

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QUARTERLY NOISE MONITORING AT BOB HOPE AIRPORT FIRST QUARTER 2012

I. INTRODUCTION

In compliance with the California Noise Standards (Reference 1) and the current variance from certain provisions of the Standards (Reference 2), the operator of the Bob Hope Airport is required to perform noise monitoring in the vicinity of the airport for the purpose of establishing a noise impact boundary. The Noise Standards currently specify a community noise equivalent level (CNEL) of 65 dB for the noise impact boundary¹. The airport is required to provide, each quarter, an updated annual noise impact contour based on measurement data over the four preceding quarters.

A permanent noise monitoring system became operational in April 1980 and, with brief interruption for system expansion, maintenance, and program changes, has been operational since that time. Of the original nine noise monitor sites, eight have remained unchanged since 1980. The monitor at site 8 was removed in 1997 and replaced by a monitor at site 18. Two sites were added east of the airport in late 1980. Four sites were added south of the airport in January 1986 in response to the requirement to determine the 65 dB contour. Three more locations were added in February 1997. Two of these, identified as 16 and 17, are south of the airport, and one, 18, is to the west. The site to the west replaces Site 8. These locations were added to permit monitoring closer to the 65 dB contour. The noise monitoring computer at the airport was replaced in August 1995.

This report describes the data acquired by the monitoring system during the first quarter of 2012. Noise impact boundaries for 65 dB and 70 dB are shown based on these measurements and measurements obtained during the second, third and fourth quarter 2011 reported in References 3, 4 and 5. Figure 1 shows the 70 dB contour and Figure 2 shows the 65 dB contour, based on the measured noise data.

¹ Prior to January 1, 1986, a CNEL of 70 dB defined the noise impact boundary.

II. NOISE MEASUREMENTS

A. <u>Sites</u>

Aircraft noise levels were monitored at 15 locations prior to February, 1997. Two sites were added in February 1997, and equipment at one site west of the airport was moved to a new location. In July 2003, the monitor station at site 9 was moved 105 feet further west to accommodate new construction at the Fire Station. The noise monitor sites are shown in Figure 3.

B. Noise Measurement Equipment

Each of the microphone locations uses an identical set of equipment connected to a central control unit. The noise level at each site is digitized and transmitted by phone line to the central site. The computer at the central site processes the data to produce (among other measures) the CNEL at each site. Appendix A provides a brief description of the system.

C. Noise Data

During this quarter, there was occasional telephone signal interruption and monitor equipment failures, causing some loss of data. Tables 1, 2, and 3 show the aircraft CNEL measured at each monitoring site for each day of the quarter. The dashed lines indicate days for which a monitor was operating for less than 94% of the time. The data for these days was excluded from the averages.

D. Operational Data

Departure and arrival schedules are provided by the airlines. In addition, airline flight operations are tabulated and provided by airport personnel. Operations of certain general aviation aircraft are determined from the airport's computerized flight tracking system.

III. MEASURED NOISE DATA

Daily CNEL values for the noise monitoring system are listed in Tables 1, 2, and 3. Table 4 lists the average values for each quarter together with the annual average.

IV. SCHEDULED AIRLINE AND AIR TAXI OPERATIONS

The scheduled air carrier and commuter operations for the quarter are shown in Table 5.

V. CNEL CONTOUR DEVELOPMENT

The contours shown in Figures 1 and 2 are based upon computer-generated "master" contours which are adjusted to reflect the monitoring data. Beginning with the second quarter 2009, noise contours are developed using the master contours produced by Version 7.0 of the Integrated Noise Model (INM), a sophisticated aircraft noise modeling program developed for the Federal Aviation Administration. Inputs to the program consist of aircraft types and performance data, flight paths, numbers of operations, and day/evening/night distribution of flights. The program calculates CNEL values at equally spaced grid points and produces CNEL contour lines at 1 dB intervals. The annual average CNEL values at each site were marked at the appropriate locations on the contour map and the locations of the 65 and 70 dB CNEL contours were determined in the vicinity of each measuring point. These points were then joined following the general shape of the computed contours.

The master contours, used in developing the contours for this quarter are based on operations for the 12-month period from July 2008 through June 2009. This replaced the previous master set of CNEL Contours which were based on operations for the 12-month period from January 2007 through December 2007.

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TABLE 1. CNEL VALUES FOR JANUARY 2012

RMS NUMBER

Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18
1/1/2012	56.1	56.2	57.3	49.4	53.4	52.4	55.5	56.6	44.6	42.6	54.4	54.5	52.1	55.5	59.9	55.4	58.6
1/2/2012	59.2	58.7	60.6	52.8	57.5	50.2	55.2	58.9	42.0	50.0	45.5	57.0	56.6	59.9	62.7	59.2	60.2
1/3/2012	60.5	59.7	60.5	57.9	59.9	55.1	56.9	59.7	49.8	55.6	52.6	58.4	56.4	60.1	62.5	60.0	61.6
1/4/2012	59.7	59.5	59.9	58.3	59.1	55.2	56.3	59.2	55.8	47.8	51.2	58.1	56.1	59.5	63.1	60.0	61.5
1/5/2012	59.4	58.3	59.6	56.5	57.8	55.5	58.4	59.4	56.2	55.1	49.1	58.3	56.2	59.2	61.6	58.9	60.9
1/6/2012	62.1	59.0	59.5	59.5	62.5	50.4	54.5	60.6	53.3	50.4	53.4	61.0	55.6	60.8	61.8	60.6	61.7
1/7/2012	58.0	57.3	57.2	57.9	52.3	49.2	53.4	58.0	50.5	41.0	48.6	56.6	53.5	58.0	59.4	57.7	60.2
1/8/2012	57.9	56.4	58.5	57.1		53.2	55.0	57.5	43.0	50.1	46.2	55.8	53.4	57.6	60.7	57.4	59.9
1/9/2012	60.4	58.7	59.6	61.0	59.7	54.1	58.3	59.1	50.9	50.8	49.8	58.8	56.1	59.5	61.9	60.2	60.4
1/10/2012	60.6	58.6	59.9	56.7	59.9	55.3	55.8	61.1	52.2	54.8	51.6	59.9	55.7	60.5	61.6	60.1	62.6
1/11/2012	62.0	60.3	60.8	56.3	55.0	54.5	55.6	61.5	55.2	58.0	54.5	60.9	57.9	61.4	62.5	61.2	63.3
1/12/2012	58.3	58.9	59.9	54.9	55.1	49.1	56.9	59.5	49.8	54.2			55.5		62.3		60.8
1/13/2012	56.4	56.7	57.8	61.2		58.7	55.5	58.9	45.0	50.0	47.3		52.6	58.0	60.8	57.6	60.0
1/14/2012	52.7	53.2	54.2	48.1	54.2	49.1	52.8	56.1	42.4	49.9	51.8		50.0	53.8	57.1	54.1	58.2
1/15/2012	61.1	63.7	58.6	50.5	54.9	49.5	51.1	60.1	42.3	42.4	50.7		54.9	59.3	61.0	59.1	61.3
1/16/2012	63.3	62.0	60.3	54.5		52.8	57.5	62.1	53.8	50.2	53.1		57.1	61.9	62.5	62.1	63.4
1/17/2012	59.4	61.2	58.6	49.4	54.8	53.1	49.9	58.0	49.6	55.0	51.0		54.3	59.0	60.4	58.8	59.6
1/18/2012	62.0	59.5	60.3	54.1	54.1	53.1	55.9	61.5	57.3	51.8	54.8	65.4	56.3	61.4	61.5	61.3	63.1
1/19/2012	62.5	61.2	60.8	56.8		54.4	56.3	62.3	50.4	55.0	54.5	61.3	57.2	61.7	62.9	61.5	63.4
1/20/2012	61.7	60.6	61.6	52.8	58.0	57.1	56.7	64.2	52.0	53.3	52.9	60.4	58.4	61.3	64.0	61.4	64.9
1/21/2012	58.4	58.7	59.5	58.9	56.9	54.9	54.3	57.6	56.5	47.9	50.4	57.3	57.0	59.2	63.6	59.0	60.1
1/22/2012	60.4	57.6	59.9	50.2	53.5	53.6	55.2	61.1	49.3	47.9	51.7	60.1	56.0	60.6	62.2	60.6	62.4
1/23/2012	64.0	61.1	61.7	58.0	57.0	50.1	52.9	61.8	51.1	50.5	53.9	62.7	58.9	62.6	63.7	62.5	63.5
1/24/2012	58.8	56.4	57.2	61.4		62.9	60.4	60.5	54.8	52.2	52.8	57.1	55.4	58.0	62.8	57.7	62.7
1/25/2012	61.2	60.3	62.0	59.2	59.1	51.9	56.4	61.2	48.7	53.5	49.8	59.9		61.7	63.9	61.7	62.6
1/26/2012	56.9	57.5	59.3	63.4	63.0	63.4	63.2	59.2	48.3	54.6	49.9	54.9	56.3	57.2	65.5	56.7	61.6
1/27/2012	57.8	56.6	56.4	62.6	62.2	63.4	61.1	61.5	50.7	62.1	48.5	54.6	61.6	55.6	60.5	55.4	62.6
1/28/2012	54.4	53.7	53.1	57.0	52.6	52.3	54.8	55.3	44.1	45.6	43.2	52.9	48.5	55.2	56.3	55.2	58.5
1/29/2012	55.7	54.8	56.3	54.3		48.9	53.0	57.0	46.6	44.3	46.5	55.0	51.3	56.7	58.4	56.5	58.9
1/30/2012	60.6	58.5	59.4	56.5	55.9	49.4	54.2	60.2	51.8	52.3	50.2	59.2		59.0	62.2	58.9	61.7
1/31/2012	61.7	60.7	61.3	54.1	55.3	56.7	57.3	61.6	51.4	56.0	53.2	60.7		61.0	63.5	61.8	63.6
AVERAGE	60.2	59.2	59.5	57.8	58.1	56.2	56.7	60.2	51.9	53.5	51.6	59.4	56.1	59.7	62.1	59.6	61.7
NO. DAYS	31	31	31	31	25	31	31	31	31	31	30	25	28	30	31	30	31

	RMS NUMBER																
Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18
2/1/2012	61.8	60.0	61.0	55.8	53.3	54.4	54.0	63.1	53.1	52.5	56.0	59.7	58.4	60.1	63.3	60.0	62.1
2/2/2012	60.2	58.4	58.1	60.3		54.0	53.0	59.2	53.9	58.3	52.5	61.3	56.2	61.2	61.7	61.2	63.3
2/3/2012	61.4	58.6	60.0	57.1	56.7	53.7	58.4	62.7	48.0	52.3	52.1	58.3	56.2	60.1	62.0	59.8	61.4
2/4/2012	59.9	59.1	61.5	60.6		63.1	61.4	61.1	55.0	40.0	43.4	55.3	65.6	56.7	58.0	57.2	58.3
2/5/2012	60.0	58.3	58.6	59.9	57.7	52.6	56.6	59.3	38.7	38.8	49.7	58.2	53.1	57.7	60.0	57.9	60.5
2/6/2012	62.2	59.9	60.9	56.4	58.3	55.0	59.2	60.2	47.2	48.2	51.1	59.6	55.4	59.9	61.4	59.9	61.8
2/7/2012	62.9	60.2	61.0	55.8	58.4	54.3	56.6	61.2	54.3	53.3	53.2	61.2	56.0	60.8	61.7	60.4	63.4
2/8/2012	63.5	61.7	62.2	58.3		58.3	59.8	61.5	48.5	50.9	53.4	59.9	56.4	60.9	62.7	60.4	62.4
2/9/2012	62.6	60.0	60.6	56.5		55.1	56.9	60.9	49.7	51.6	50.8	59.3	57.6	60.8	62.2	60.8	62.2
2/10/2012	61.3	60.3	61.2	54.6	54.7	55.6	61.1	60.6	49.3	51.6	52.7	60.2	55.7	60.2	59.5	60.1	62.9
2/11/2012	61.7	58.6	59.4	58.1	56.6	55.8	57.5	61.7	42.8	49.0	48.5	58.7	52.2	58.2	58.1	58.4	61.1
2/12/2012	60.3	58.3	58.8	47.7	44.4	46.2		60.0	58.0	45.5	52.6	60.4	54.7	61.1	61.1	60.9	62.1
2/13/2012	62.3	61.0	62.4	56.1	60.0	51.6	61.5	62.6	54.9	56.5	52.3	61.3		61.6	64.2	61.6	60.7
2/14/2012	63.8	61.1	62.0	57.0	58.3	52.9	58.5	62.1	50.2	56.3	54.4	62.0	57.5	62.2	62.5	61.2	63.1
2/15/2012	63.7	61.5	62.2	57.6		54.6	57.0	63.1	54.0	53.4	54.6	59.4	59.4	60.1	65.3	59.8	62.0
2/16/2012	62.0	61.0	61.5	54.6	56.5	53.8	57.5	62.0	46.4	51.0	51.3	57.3	56.2	59.1	61.2	57.7	62.5
2/17/2012	62.9	61.2	61.8	59.3	53.4	56.2	58.5	63.1	54.4	47.4	50.8	59.7	53.9	59.8	62.3	59.5	60.8
2/18/2012	62.3	61.1	61.9	55.7		57.0	55.1	64.0	51.2	46.2	51.4	57.6		58.3	58.7	58.4	59.7
2/19/2012	60.8	57.3	57.8	56.1		52.6	53.0	61.3	49.8	49.2	51.5	60.4	55.5	60.6	60.5	60.5	62.4
2/20/2012	64.5	61.6	61.9	60.1	58.3	49.8	51.3	63.2	46.9	55.7	50.9	61.4	57.9	62.4	63.2	61.9	61.9
2/21/2012	63.3	62.7	63.2	52.5		51.9	53.5	61.7	54.0	50.5	53.4	59.4	57.0	60.4	61.9	59.9	63.0
2/22/2012	63.1	64.3	63.9	60.4	63.7	54.9	60.2	62.6	49.1	51.7	51.2	60.0	55.8	60.3	62.2	60.3	62.1
2/23/2012	63.1	61.5	62.1	60.7		55.0	57.0	63.0	51.7	54.6	53.3	61.7	56.8	61.8	62.9	61.7	62.3
2/24/2012	57.5	55.5	57.0	50.8		50.8	49.5	58.0	55.1	51.0	50.1	59.5	55.9	60.1	62.1	60.2	63.3
2/25/2012	60.7	59.1	60.3	56.6		53.0	53.7	61.7	55.1	51.1	48.0	58.1		59.0	60.8	58.4	61.3
2/26/2012	59.8	58.7	61.0	57.2		56.0	60.7	58.3	55.9	51.4	49.8	59.3	56.5	61.1	62.6	60.6	63.2
2/27/2012	60.4	58.9	59.9	55.7	56.7	56.7	57.3	59.7	50.0	55.2	54.6	59.0	55.9	58.3	62.6	58.2	62.2
2/28/2012	60.7	60.0	60.9	60.1		51.4	55.2	59.6	49.3	51.3	54.6	62.0		60.9	61.9	60.5	63.7
2/29/2012	61.4	60.4	61.6	61.9	61.2	55.2	59.5	60.5	57.9	50.8	54.5	61.4		61.9	63.1	62.0	63.8
AVERAGE	62.0	60.4	61.1	57.9	58.2	55.3	57.9	61.6	52.9	52.5	52.4	59.9	57.5	60.4	62.0	60.2	62.2
NO. DAYS	29.0	29	29	29	16	29	28	29	29.0	29	29	29	24	29	29	29	29

TABLE 2. CNEL VALUES FOR FEBRUARY 2012

TABLE 3. CNEL VALUES FOR MARCH 2011

RMS NUMBER

Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18
3/1/2012	60.0	58.1	60.0	63.0	63.1	64.5	62.2	60.1	52.4	58.3	50.7	58.4	66.8	59.9	64.9	60.7	61.5
3/2/2012	60.5	58.5	58.2	58.1	57.3	54.8	56.5	60.1	54.9	51.7	49.1	58.4	53.9	58.9	60.7	58.6	61.3
3/3/2012	56.3	55.8	55.3	53.8	53.2		54.5	55.3				53.8	50.7	54.7		55.3	56.6
3/4/2012	58.2	56.0	57.4	48.1	52.0	47.9	51.6	58.1	54.1	50.0	45.9	55.9	52.8	57.7		57.4	59.3
3/5/2012	61.1	57.7	57.8	56.3	51.2	47.8	55.6	59.8	49.0	48.2	51.2	59.1	54.8	58.9	60.5	58.6	62.3
3/6/2012	60.2	56.5	58.0	58.0		55.1	54.3	60.3	46.0	53.6	53.6	58.9	56.6	60.1	63.8	62.2	62.4
3/7/2012	60.4	56.7	57.6	56.9	56.7	57.5	57.7	58.6	55.1	51.2	51.1	58.1	56.8	57.7	61.7	57.0	62.2
3/8/2012	59.4	56.6	57.6	56.1	59.0	51.1	55.8	59.6	47.2	47.4	49.2	59.2	56.6	58.1	59.9	59.2	61.0
3/9/2012	57.6	57.6	58.5	53.0		50.5	59.2	59.4	59.1	52.8	49.6	56.4	59.8	58.3	60.4	57.8	60.3
3/10/2012	57.9	56.7	56.8	55.8	52.1	49.3	54.0	57.7	45.2	49.4	50.6	56.7	58.0	57.2	57.4	57.1	59.4
3/11/2012	64.3	60.6	61.1	57.5	61.2	50.3	56.6	61.1	52.6	49.3	54.9	62.2	59.8	63.6	64.8	63.6	62.2
3/12/2012	63.1	59.4	59.9	56.0	58.6	48.2	60.8	60.4	43.7	45.7	53.3	61.9	58.7	61.1	61.6	61.0	61.8
3/13/2012	62.2	59.3	60.2	54.9		54.6	56.6	62.4	54.5	53.0	54.2	61.2	57.7	61.0	62.3	61.1	66.1
3/14/2012	62.0	60.1	61.2	51.2	57.3	50.8		62.2	49.7	52.6	53.2	60.9	59.2	61.5	60.9	61.3	63.7
3/15/2012	62.2	59.2	60.5	55.0	58.8	52.9	58.8	62.0	53.6	58.1	51.8	61.7		61.8		61.8	63.3
3/16/2012	62.1	59.2	60.0	52.6	61.4	55.7	57.1	62.8	44.8	49.6	52.5	60.8		60.9		61.0	63.7
3/17/2012	60.7	57.8	57.7	59.0	61.2	55.7	54.6	57.4	42.8	56.8	53.7	58.8		58.8		58.6	60.8
3/18/2012	56.1	55.1	57.2	49.0	57.2	54.7	50.1	58.2	56.7	47.7	49.9	62.9	56.2	57.0		55.4	60.9
3/19/2012	61.9	59.6	59.6	53.4	58.7	55.0		59.8	59.6	53.6	51.4	62.1	56.8	60.7		60.4	61.1
3/20/2012	61.8	59.0	59.7	55.8	61.1	55.5	57.9	61.7	51.6	53.9	55.5	61.0	56.3	60.7		60.7	65.7
3/21/2012	61.7	60.0	60.8	51.9	60.7	49.6	56.6	60.9	49.4	52.7	53.3	59.9	56.8	60.2		60.7	62.2
3/22/2012	62.8	59.7	60.5	57.5	57.3	53.0	67.8	62.5	49.6	57.1	53.0	61.7	57.5	61.1	62.4	61.1	63.6
3/23/2012	62.3	58.5	59.7	53.5	59.5	58.3	57.1	62.7	48.0	49.0	51.1	61.4	55.1	61.2	61.9	61.3	63.9
3/24/2012	59.8	57.3	57.4	50.7	60.4	55.7	53.5	59.2	54.5	49.9	51.0	58.2	53.0	58.7	63.4	58.4	60.2
3/25/2012	64.3	61.0	60.2	59.9	58.7	48.2	48.4	62.8	45.9		56.7	62.5		61.3	63.0	61.3	64.2
3/26/2012	62.9	59.8	60.7	52.5	56.8	46.8	53.3	60.9	55.3	47.3	53.6	61.4	56.7	61.1	63.3	61.2	62.2
3/27/2012	63.2	59.8	60.2	53.8	63.3	51.6		61.5	55.0	55.3	53.5	61.3	58.5	62.0	62.6	61.3	63.6
3/28/2012	60.4	58.9	60.5	57.5	58.8	54.9		61.5	53.6	58.3	52.0	59.4	56.8	60.5	62.1	60.5	62.8
3/29/2012	62.9	60.2	61.5	59.3	56.8	52.7		62.0	49.5	57.1	53.9	61.9	57.4	62.7	62.9	62.5	63.4
3/30/2012	61.4	59.3	60.6	53.9	56.3	50.5	50.4	62.7	47.9	48.3	50.5	60.0		61.6	63.0	61.2	64.3
3/31/2012	61.2	58.0	58.5	50.6	57.3		51.5	59.8	57.4	43.1	51.1	58.9	54.7	58.5	61.0	58.6	61.1
AVERAGE	61.3	58.6	59.3	56.2	58.9	55.0	58.2	60.7	53.1	53.5	52.4	60.2	58.1	60.2	62.2	60.2	62.5
NO. DAYS	31	31	31	31	28	29	26	31	30	29	30	31	26	31	22	31	31
QTR. AVG.	61.2	59.4	60.0	57.4	58.5	55.5	57.6	60.8	52.6	53.2	52.2	59.9	57.3	60.1	62.1	60.0	62.1
NO. DAYS	91	91	91	91	69	89	85	91	90	89	89	85	78	90	82	90	91

Site	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	4 Quarter
No.	2011	2011	2011	2012	Average
1	62.5	62.6	61.6	61.2	62.0
2	60.3	60.2	59.8	59.4	60.0
3	61.2	61.4	60.7	60.0	60.9
4	58.4	57.6	58.8	57.4	58.1
5	58.2	56.0	59.2	58.5	58.1
6	57.2	55.8	56.4	55.5	56.3
7	59.5	59.5	58.1	57.6	58.8
9	62.0	62.4	61.3	60.8	61.7
10	53.6	53.0	54.3	52.6	53.4
11	53.8	53.9	53.2	53.2	53.5
12	52.9	51.8	52.7	52.2	52.4
13	60.4	60.0	59.8	59.9	60.0
14	57.3	57.0	57.2	57.3	57.2
15	61.4	61.3	61.0	60.1	61.0
16	63.9	64.2	63.5	62.1	63.5
17	61.1	61.1	60.7	60.0	60.8
18	62.7	62.8	61.9	62.1	62.4

TABLE 4. AVERAGE CNEL VALUES

AIRCRAFT DAY EVENING NIGHT TOTAL	SCHE AS D8-Q400 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13 0 0		ROM AS CRJ DEP 21 0 0 21	1/1/12 I7 ARR 14 7 0 21	to AS CRJ DEP 0 0 0 0	1/2/12 ARR 0 0 0 0	2 DAY3 AS B73 DEP 7 0 0 7	
DAY EVENING NIGHT TOTAL	SCHE US A319 DEP ARR 6 6 0 0 0 0 6 6	0 0 0		FROM US B73 DEP 0 0 0 0	1/1/12 72 ARR 0 0 0 0	to US B73 DEP 0 0 0 0	1/2/12 73 ARR 0 0 0 0	US CR. DEP 0 0 0 0	J ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE US CRJ7 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14 7 7		ROM AA MD8 DEP 20 0 0 20	1/1/12 30 ARR 13 7 0 20	to WN B73 DEP 0 0 0 0	1/2/12 373 ARR 0 0 0 0	WN B7 DEP 0 0 0 0	375 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE WN B7377 DEP ARR 265 240 58 83 0 0 323 323	0 0 0		ROM UA A32 DEP 0 0 0 0	1/1/12 0 ARR 0 0 0 0	to UA B73 DEP 0 0 0 0	1/2/12 73 ARR 0 0 0 0	UA B73 DEP 0 0 0 0	875 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE UA B757 DEP ARR 0 0 0 0 0 0 0 0	45 0 0	FFECT F ARR 38 7 0 45	FROM UA CRJ DEP 8 6 0 14	1/1/12 J7 ARR 1 13 0 14	to FE A300 DEP 0 0 0 0	1/2/12 0 ARR 0 0 0 0	FE A31 DEP 0 5 0 5	0 ARR 1 0 4 5
DAY EVENING NIGHT TOTAL	SCHE UPS A300 DEP ARR 3 4 5 0 0 4 8 8	0 0 0	57 ARR	DL B75 DEP	ARR	to DL CRJ DEP 14 0 0 14	ARR	DL CR. DEP 6 0 0 6	J7 ARR 0 6 0 6
DAY EVENING NIGHT TOTAL	SCHE DL CRJ9 DEP ARR 0 0 0 0 0 0 0 0	14 7 0		FROM FW2 A3 DEP 0 0 0 0	1/1/12 319 ARR 0 0 0 0 0	to	1/2/12	TOTAL DEP 436 88 7 531	S ARR 372 151 8 531

AIRCRAFT DEP	AS D8- ARR		DULE IN AS B73 ARR	EFFECT 377 DEP	FROM AS CR ARR	1/3/12 J7 DEP	to AS CR. ARR	1/3/12 J DEP	1 DAY AS B73 ARR	
DAY EVENING NIGHT TOTAL	0 0 0 0	0 0 0 0	13 0 0 13	6 7 0 13	21 0 0 21	14 7 0 21	0 0 0 0	0 0 0 0	7 0 0 7	7 0 0 7
DAY	US A31 DEP 6	I9 ARR 6	US A32 DEP 0	ARR 0	US B7 DEP 0	ARR 0	to US B73 DEP 0	ARR 0	US CR DEP 0	ARR 0
EVENING NIGHT TOTAL	0 0 6	0 0 6	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
DAY EVENING NIGHT TOTAL	US CR DEP 0 0 0 0		DULE IN US CR DEP 14 7 7 28	EFFECT J9 ARR 21 7 0 28	FROM AA ME DEP 20 0 0 20	1/3/12 280 ARR 13 7 0 20	to WN B7 DEP 0 0 0 0	1/3/12 373 ARR 0 0 0 0	WN B7 DEP 0 0 0 0	375 ARR 0 0 0 0 0
DAY EVENING NIGHT TOTAL	WN B7 DEP 265 58 0 323		DULE IN UA A3 DEP 0 0 0 0	EFFECT 19 ARR 0 0 0 0	FROM UA A3 DEP 0 0 0 0	1/3/12 20 ARR 0 0 0 0	to UA B73 DEP 0 0 0 0	1/3/12 373 ARR 0 0 0 0	UA B73 DEP 0 0 0 0	375 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	UA B75 DEP 0 0 0 0		DULE IN UA RJ DEP 53 6 0 59	EFFECT ARR 41 18 0 59	FROM UA CR DEP 2 0 0 2	1/3/12 2J7 ARR 0 2 0 2	to FE A30 DEP 0 0 0 0	1/3/12 0 ARR 0 0 0 0 0	FE A31 DEP 0 5 0 5	0 ARR 1 0 4 5
DAY EVENING NIGHT TOTAL	UPS A: DEP 3 5 0 8		UPS B DEP	EFFECT 757 ARR 0 0 0 0 0	DL B7 DEP	ARR	to DL CR DEP 14 0 0 14	1/3/12 J ARR 7 7 0 14	DL CR DEP 0 0 0 0	J7 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	DL CR. DEP 0 0 0 0		DULE IN B6 A32 DEP 14 7 0 21	EFFECT 20 ARR 7 14 0 21	FROM FW2 A DEP 0 0 0 0	1/3/12 319 ARR 0 0 0 0	to	1/3/12	TOTAL DEP 432 88 7 527	.S ARR 367 152 8 527

AIRCRAFT DAY EVENING NIGHT TOTAL	SCHE AS D8-Q400 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DULE IN E AS B73 DEP 13 0 0 13		FROM AS CR. DEP 21 0 0 21	1/4/12 J7 ARR 14 7 0 21	to AS CRJ DEP 0 0 0 0	1/7/12 ARR 0 0 0 0	4 DAY AS B73 DEP 7 0 0 7	
DAY EVENING NIGHT TOTAL	SCHE US A319 DEP ARR 6 6 0 0 0 0 6 6	DULE IN E US A32 DEP 0 0 0 0 0		FROM US B73 DEP 0 0 0 0	1/4/12 372 ARR 0 0 0 0	to US B73 DEP 0 0 0 0	1/7/12 73 ARR 0 0 0 0	US CR. DEP 0 0 0 0	J ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE US CRJ7 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DULE IN E US CRJ DEP 14 7 7 28		FROM AA MD DEP 20 0 0 20	1/4/12 80 ARR 13 7 0 20	to WN B73 DEP 0 0 0 0	1/7/12 373 ARR 0 0 0 0	WN B7 DEP 0 0 0 0	375 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE WN B7377 DEP ARR 265 240 58 83 0 0 323 323	DULE IN E UA A319 DEP 0 0 0 0 0		FROM UA A32 DEP 0 0 0 0	1/4/12 20 ARR 0 0 0 0	to UA B73 DEP 0 0 0 0	1/7/12 73 ARR 0 0 0 0	UA B73 DEP 0 0 0 0	375 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE UA B757 DEP ARR 0 0 0 0 0 0 0 0	DULE IN E UA RJ DEP 53 6 0 59	ARR 41 18 0 59	FROM UA CR. DEP 2 0 0 2	1/4/12 J7 ARR 0 2 0 2	to FE A30 DEP 0 0 0 0	1/7/12 0 ARR 0 0 0 0	FE A31 DEP 0 5 0 5	0 ARR 1 0 4 5
DAY EVENING NIGHT TOTAL	SCHE UPS A300 DEP ARR 3 4 5 0 0 4 8 8	DULE IN E UPS B7 DEP 0 0 0 0	57 ARR	FROM DL B75 DEP 0 0 0 0	ARR	to DL CRJ DEP 14 0 0 14	ARR	DL CR. DEP 0 0 0 0	J7 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE DL CRJ9 DEP ARR 0 0 0 0 0 0 0 0	DULE IN E B6 A320 DEP 14 6 0 20		FROM FW2 A DEP 0 0 0 0	1/4/12 319 ARR 0 0 0 0	to	1/7/12	TOTAL DEP 432 87 7 526	S ARR 367 151 8 526

AIRCRAFT DAY EVENING NIGHT TOTAL	SC AS D8-Q400 DEP AR 0 0 0 0 0 0 0 0			FROM AS CR DEP 21 0 0 21	1/8/12 J7 ARR 14 7 0 21	to AS CRJ DEP 0 0 0 0 0	1/9/12 ARR 0 0 0 0	2 DAY AS B73 DEP 7 0 0 7	
DAY EVENING NIGHT TOTAL		HEDULE IN US A3	EFFECT		1/8/12	to US B73 DEP 0 0 0 0	1/9/12	US CR. DEP 0 0 0 0	
DAY EVENING NIGHT TOTAL	SC US CRJ7 DEP AR 0 0 0 0 0 0 0 0	HEDULE IN US CR R DEP 14 7 7 28		FROM AA MD DEP 20 0 0 20	1/8/12 80 ARR 13 7 0 20	to WN B73 DEP 0 0 0 0	1/9/12 373 ARR 0 0 0 0	WN B7 DEP 0 0 0 0	375 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SC WN B7377 DEP AR 265 246 58 77 0 0 323 323	6 0 0 0		FROM UA A32 DEP 0 0 0 0	1/8/12 20 ARR 0 0 0 0	to UA B73 DEP 0 0 0 0	1/9/12 73 ARR 0 0 0 0	UA B73 DEP 0 0 0 0	375 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SC UA B757 DEP AR 0 0 0 0 0 0 0 0	HEDULE IN UA RJ R DEP 53 6 0 59		FROM UA CR DEP 2 0 0 2	1/8/12 J7 ARR 0 2 0 2	to FE A30 DEP 0 0 0 0	1/9/12 0 ARR 0 0 0 0	FE A31 DEP 0 5 0 5	0 ARR 1 0 4 5
DAY EVENING NIGHT TOTAL	SC UPS A300 DEP AR 3 4 5 0 0 4 8 8	HEDULE IN UPS B R DEP 0 0 0 0 0	757 ARR	FROM DL B75 DEP 0 0 0 0	ARR	to DL CRJ DEP 14 0 0 14	1/9/12 ARR 7 7 0 14	DL CR. DEP 0 0 0 0	J7 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SC DL CRJ9 DEP AR 0 0 0 0 0 0 0 0	HEDULE IN B6 A32 R DEP 14 6 0 20		FROM FW2 A DEP 0 0 0 0	1/8/12 319 ARR 0 0 0 0	to	1/9/12	TOTAL DEP 432 87 7 526	S ARR 373 145 8 526

AIRCRAFT DAY EVENING NIGHT TOTAL	SCHEI AS D8-Q400 DEP ARR 0 0 0 0 0 0 0 0 0 0	DULE IN EFFECT AS B7377 DEP ARR 13 6 0 7 0 0 13 13	FROM 1/10/12 AS CRJ7 DEP ARR 21 14 0 7 0 0 21 21	2 to 2/1/12 AS CRJ DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0	23 DAYS AS B7378 DEP ARR 7 7 0 0 0 0 7 7
DAY EVENING NIGHT TOTAL	SCHEI US A319 DEP ARR 6 6 0 0 0 0 6 6	DULE IN EFFECT US A320 DEP ARR 0 0 0 0 0 0 0 0 0 0	FROM 1/10/12 US B7372 DEP ARR 0 0 0 0 0 0 0 0 0 0	to 2/1/12 US B7373 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	US CRJ DEP ARR 0 0 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHEI US CRJ7 DEP ARR 0 0 0 0 0 0 0 0	DULE IN EFFECT US CRJ9 DEP ARR 14 21 7 7 7 0 28 28	FROM 1/10/12 AA MD80 DEP ARR 14 7 0 7 0 0 14 14	to 2/1/12 WN B7373 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WN B7375 DEP ARR 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHEI WN B7377 DEP ARR 265 246 58 77 0 0 323 323	DULE IN EFFECT UA A319 DEP ARR 0 0 0 0 0 0 0 0 0 0	FROM 1/10/12 UA A320 DEP ARR 0 0 0 0 0 0 0 0 0 0	to 2/1/12 UA B7373 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UA B7375 DEP ARR 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHEI UA B757 DEP ARR 0 0 0 0 0 0 0 0	DULE IN EFFECT UA RJ DEP ARR 53 41 6 18 0 0 59 59	FROM 1/10/12 UA CRJ7 DEP ARR 2 0 0 2 0 0 2 2	to 2/1/12 FE A300 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0	FE A310 DEP ARR 0 1 5 0 0 4 5 5
DAY EVENING NIGHT TOTAL	SCHEI UPS A300 DEP ARR 3 4 5 0 0 4 8 8	DULE IN EFFECT UPS B757 DEP ARR 0 0 0 0 0 0 0 0 0 0	FROM 1/10/12 DL B752 DEP ARR 0 0 0 0 0 0 0 0 0 0	to 2/1/12 DL CRJ DEP 14 7 0 7 0 0 14 14	DL CRJ7 DEP ARR 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHEI DL CRJ9 DEP ARR 0 0 0 0 0 0 0 0	DULE IN EFFECT B6 A320 DEP ARR 14 7 6 13 0 0 20 20	FROM 1/10/12 FW2 A319 DEP ARR 0 0 0 0 0 0 0 0 0 0	? to 2/1/12	TOTALS DEP ARR 426 367 87 145 7 8 520 520

AIRCRAFT DAY EVENING NIGHT TOTAL	SCHE AS D8-Q400 DEP ARR 0 0 0 0 0 0 0 0 0 0	DULE IN EFFECT AS B7377 DEP ARR 13 6 0 7 0 0 13 13	FROM 2/2/12 AS CRJ7 DEP ARR 21 14 0 7 0 0 21 21	to 2/8/12 AS CRJ DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0	7 DAYS AS B7378 DEP ARR 7 7 0 0 0 0 7 7
DAY EVENING NIGHT TOTAL	SCHE US A319 DEP ARR 6 6 0 0 0 0 6 6	DULE IN EFFECT US A320 DEP ARR 0 0 0 0 0 0 0 0 0 0	FROM 2/2/12 US B7372 DEP ARR 0 0 0 0 0 0 0 0 0 0	to 2/8/12 US B7373 DEP ARR 0 0 0 0 0 0 0 0 0 0	US CRJ DEP ARR 0 0 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE US CRJ7 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DULE IN EFFECT US CRJ9 DEP ARR 14 21 7 7 7 0 28 28	FROM 2/2/12 AA MD80 DEP ARR 14 7 0 7 0 0 14 14	to 2/8/12 WN B7373 DEP ARR 0 0 0 0 0 0 0 0 0 0	WN B7375 DEP ARR 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE WN B7377 DEP ARR 265 246 58 77 0 0 323 323	DULE IN EFFECT UA A319 DEP ARR 0 0 0 0 0 0 0 0 0 0	FROM 2/2/12 UA A320 DEP ARR 0 0 0 0 0 0 0 0 0 0	to 2/8/12 UA B7373 DEP ARR 0 0 0 0 0 0 0 0 0 0	UA B7375 DEP ARR 0 0 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE UA B757 DEP ARR 0 0 0 0 0 0 0 0	DULE IN EFFECT UA RJ DEP ARR 49 42 4 17 6 0 59 59	FROM 2/2/12 UA CRJ7 DEP ARR 1 0 0 1 0 0 1 1	to 2/8/12 FE A300 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0	FE A310 DEP ARR 0 1 5 0 0 4 5 5
DAY EVENING NIGHT TOTAL	SCHE UPS A300 DEP ARR 3 4 5 0 0 4 8 8	DULE IN EFFECT UPS B757 DEP ARR 0 0 0 0 0 0 0 0 0 0	FROM 2/2/12 DL B752 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0	to 2/8/12 DL CRJ DEP ARR 14 7 0 7 0 0 14 14	DL CRJ7 DEP ARR 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE DL CRJ9 DEP ARR 0 0 0 0 0 0 0 0	DULE IN EFFEC B6 A320 DEP ARR 14 7 6 13 0 0 20 20	FROM 2/2/12 FW2 A319 DEP ARR 0 0 0 0 0 0 0 0 0 0	to 2/8/12	TOTALS DEP ARR 421 368 85 143 13 8 519 519

AIRCRAFT DAY EVENING NIGHT TOTAL	SCHE AS D8-Q400 DEP ARR 0 0 0 0 0 0 0 0	EDULE IN AS B73 DEP 13 0 0 13	FROM AS CR DEP 21 0 0 21	2/9/12 2J7 ARR 14 7 0 21	to AS CR. DEP 0 0 0 0		3 DAY AS B73 DEP 7 0 0 7	
DAY EVENING NIGHT TOTAL	SCHE US A319 DEP ARR 6 6 0 0 0 0 6 6	EDULE IN US A32 DEP 0 0 0 0	FROM US B7 DEP 0 0 0 0	2/9/12 372 ARR 0 0 0 0	to US B73 DEP 0 0 0 0	2/11/12 73 ARR 0 0 0 0	US CR DEP 0 0 0 0	J ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE US CRJ7 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DULE IN US CR DEP 14 7 7 28	FROM AA ME DEP 0 0 0 0	2/9/12 080 ARR 0 0 0 0	to WN B73 DEP 0 0 0 0	2/11/12 373 ARR 0 0 0 0	WN B7 DEP 0 0 0 0	375 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE WN B7377 DEP ARR 265 246 58 77 0 0 323 323	DULE IN UA A3 DEP 0 0 0 0	FROM UA A3 DEP 0 0 0 0	2/9/12 20 ARR 0 0 0 0	to UA B73 DEP 0 0 0 0	2/11/12 73 ARR 0 0 0 0	UA B73 DEP 0 0 0 0	375 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE UA B757 DEP ARR 0 0 0 0 0 0 0 0	DULE IN UA RJ DEP 49 4 6 59	FROM UA CR DEP 1 0 0 1	2/9/12 2J7 ARR 0 1 0 1	to FE A30 DEP 0 0 0 0	2/11/12 0 ARR 0 0 0 0	FE A31 DEP 0 5 0 5	0 ARR 1 0 4 5
DAY EVENING NIGHT TOTAL	SCHE UPS A300 DEP ARR 3 4 5 0 0 4 8 8	DULE IN UPS B DEP 0 0 0 0	FROM DL B75 DEP 0 0 0 0	2/9/12 52 ARR 0 0 0 0 0	to DL CRJ DEP 14 0 0 14	2/11/12 ARR 7 0 14	DL CR DEP 0 0 0 0	J7 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE DL CRJ9 DEP ARR 0 0 0 0 0 0 0 0	DULE IN B6 A32 DEP 14 6 0 20	FROM FW2 A DEP 0 0 0 0	2/9/12 319 ARR 0 0 0 0 0	to	2/11/12	TOTAL DEP 407 85 13 505	S ARR 361 136 8 505

AIRCRAFT DAY EVENING NIGHT TOTAL	SCF AS D8-Q400 DEP ARF 0 0 0 0 0 0 0 0	EDULE IN AS B7 DEP 13 0 0 13	FROM AS CR DEP 21 0 0 21	2/12/12 J7 ARR 14 7 0 21	to AS CRJ DEP 0 0 0 0		4 DAY3 AS B73 DEP 7 0 0 7	
DAY EVENING NIGHT TOTAL	SCH US A319 DEP ARF 6 6 0 0 0 0 6 6	EDULE IN US A3 DEP 0 0 0 0	FROM US B73 DEP 0 0 0 0	2/12/12 372 ARR 0 0 0 0	to US B73 DEP 0 0 0 0	2/15/12 73 ARR 0 0 0 0	US CR. DEP 0 0 0 0	J ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCH US CRJ7 DEP ARF 0 0 0 0 0 0 0 0	EDULE IN US CF DEP 14 7 7 28	FROM AA MD DEP 0 0 0 0	2/12/12 80 ARR 0 0 0 0	to WN B73 DEP 0 0 0 0	2/15/12 373 ARR 0 0 0 0 0	WN B7 DEP 0 0 0 0	375 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCH WN B7377 DEP ARF 261 241 65 85 0 0 326 326	EDULE IN UA A3 DEP 0 0 0 0 0	 FROM UA A32 DEP 0 0 0 0	2/12/12 20 ARR 0 0 0 0	to UA B73 DEP 0 0 0 0	2/15/12 73 ARR 0 0 0 0	UA B73 DEP 0 0 0 0	875 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCH UA B757 DEP ARF 0 0 0 0 0 0 0 0	EDULE IN UA RJ DEP 49 4 6 59	FROM UA CR DEP 1 0 0 1	2/12/12 J7 ARR 0 1 0 1	to FE A300 DEP 0 0 0 0	2/15/12) ARR 0 0 0 0	FE A31 DEP 0 5 0 5	0 ARR 1 0 4 5
DAY EVENING NIGHT TOTAL	SCH UPS A300 DEP ARF 3 4 5 0 0 4 8 8	EDULE IN UPS E DEP 0 0 0 0	FROM DL B75 DEP 0 0 0 0	2/12/12 52 ARR 0 0 0 0	to DL CRJ DEP 14 0 0 14	2/15/12 ARR 7 7 0 14	DL CR. DEP 0 0 0	J7 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCH DL CRJ9 DEP ARF 0 0 0 0 0 0 0 0	EDULE IN B6 A3 DEP 14 6 0 20	FROM FW2 A DEP 0 0 0 0	2/12/12 319 ARR 0 0 0 0	to	2/15/12	TOTAL DEP 403 92 13 508	S ARR 356 144 8 508

AIRCRAFT DAY EVENING NIGHT TOTAL	AS D8-Q40	CHEDULE IN E 00 AS B73 RR DEP 13 0 0 13		FROM AS CRJ DEP 21 0 0 21	2/16/12 7 ARR 14 7 0 21	to AS CRJ DEP 0 0 0 0	2/16/12 ARR 0 0 0 0	1 DAYS AS B737 DEP 7 0 0 7	
DAY EVENING NIGHT TOTAL	US A319	CHEDULE IN E US A32 RR DEP 0 0 0 0 0		FROM US B733 DEP 0 0 0 0	2/16/12 72 ARR 0 0 0 0	to US B737 DEP 0 0 0 0 0	2/16/12 73 ARR 0 0 0 0 0	US CRJ DEP 0 0 0 0	ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	US CRJ7	CHEDULE IN E US CRJ RR DEP 14 7 7 28		FROM AA MD8 DEP 0 0 0 0	2/16/12 60 ARR 0 0 0 0	to WN B73 DEP 0 0 0 0	2/16/12 73 ARR 0 0 0 0 0	WN B73 DEP 0 0 0 0	875 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	WN B7377	RR DEP 1 0 5 0 0		FROM UA A320 DEP 0 0 0 0	2/16/12 0 ARR 0 0 0 0	to UA B737 DEP 0 0 0 0	2/16/12 73 ARR 0 0 0 0 0	UA B733 DEP 0 0 0 0	75 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	UA B757	CHEDULE IN E UA RJ RR DEP 49 4 6 59	EFFECT F ARR 42 17 0 59	FROM UA CRJ DEP 1 0 0 1	2/16/12 7 ARR 0 1 0 1	to FE A300 DEP 0 0 0 0	2/16/12 ARR 0 0 0 0	FE A310 DEP 0 5 0 5) ARR 1 0 4 5
DAY EVENING NIGHT TOTAL	UPS A300	CHEDULE IN E UPS B7 RR DEP 0 0 0 0 0	57 ARR	FROM DL B752 DEP 0 0 0 0	ARR	DL CRJ DEP	2/16/12 ARR 7 7 0 14	DL CRJ DEP 0 0 0 0	7 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	DL CRJ9	CHEDULE IN E B6 A320 RR DEP 14 7 0 21		FROM FW2 A3 DEP 0 0 0 0	2/16/12 19 ARR 0 0 0 0 0	to	2/16/12	TOTALS DEP 403 93 13 509	S ARR 356 145 8 509

AIRCRAFT DAY EVENING NIGHT TOTAL	SCHEI AS D8-Q400 DEP ARR 0 0 0 0 0 0 0 0 0 0	DULE IN EFFECT AS B7377 DEP ARR 13 6 0 7 0 0 13 13	FROM 2/17/12 AS CRJ7 DEP ARR 21 14 0 7 0 0 21 21	to 3/1/12 AS CRJ DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0	14 DAYS AS B7378 DEP ARR 7 7 0 0 0 0 7 7
DAY EVENING NIGHT TOTAL	SCHEI US A319 DEP ARR 7 7 0 7 7 0 14 14	DULE IN EFFECT US A320 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FROM 2/17/12 US B7372 DEP ARR 0 0 0 0 0 0 0 0 0 0	to 3/1/12 US B7373 DEP DEP ARR 0 4 4 0 0 0 4 4	US CRJ DEP ARR 0 0 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHEI US CRJ7 DEP ARR 0 0 0 0 0 0 0 0	DULE IN EFFECT US CRJ9 DEP ARR 12 15 3 0 0 0 15 15	FROM 2/17/12 AA MD80 DEP ARR 0 0 0 0 0 0 0 0 0 0	to 3/1/12 WN B7373 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WN B7375 DEP ARR 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHEI WN B7377 DEP ARR 261 241 65 85 0 0 326 326	DULE IN EFFECT UA A319 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FROM 2/17/12 UA A320 DEP ARR 0 0 0 0 0 0 0 0 0 0	to 3/1/12 UA B7373 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UA B7375 DEP ARR 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHEI UA B757 DEP ARR 0 0 0 0 0 0 0 0	DULE IN EFFECT UA RJ DEP ARR 49 42 4 17 6 0 59 59	FROM 2/17/12 UA CRJ7 DEP ARR 1 0 0 1 0 0 1 1	to 3/1/12 FE A300 DEP ARR 0 0 0 0 0 0 0 0 0 0	FE A310 DEP ARR 0 1 5 0 0 4 5 5
DAY EVENING NIGHT TOTAL	SCHEI UPS A300 DEP ARR 3 4 5 0 0 4 8 8	DULE IN EFFECT UPS B757 DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FROM 2/17/12 DL B752 DEP ARR 0 0 0 0 0 0 0 0 0 0	to 3/1/12 DL CRJ DEP ARR 14 7 0 7 0 0 14 14	DL CRJ7 DEP ARR 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHEI DL CRJ9 DEP ARR 0 0 0 0 0 0 0 0 0 0	DULE IN EFFECT B6 A320 DEP ARR 14 7 7 14 0 0 21 21	FROM 2/17/12 FW2 A319 DEP ARR 0 0 0 0 0 0 0 0 0 0	? to 3/1/12	TOTALS DEP ARR 402 355 93 145 13 8 508 508

AIRCRAFT AS B73			OULE IN E	EFFECT AS B73	FROM 877	3/2/12	to AS CR.	3/3/12 J7	2 DAY	S AS CRJ
DAY EVENING NIGHT TOTAL	DEP 0 0 0	ARR 0 0 0 0	DEP 13 0 0 13	ARR 6 7 0 13	DEP 21 0 0 21	ARR 14 7 0 21	DEP 0 0 0 0	ARR 0 0 0 0	DEP 7 0 0 7	ARR 7 0 0 7
DAY EVENING NIGHT TOTAL	DEP 7 0 7	SCHED 9 ARR 7 7 0 14		20	FROM US B73 DEP 0 0 0 0	3/2/12 372 ARR 0 0 0 0		3/3/12 373 ARR 4 0 0 4	US CR. DEP 0 0 0 0	J ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	US CR. DEP 0 0 0 0	SCHED J7 ARR 0 0 0 0	US CR.			3/2/12 80 ARR 0 0 0 0	WN B7	3/3/12 373 ARR 0 0 0 0	WN B7 DEP 0 0 0 0	375 ARR 0 0 0 0
DEP DAY EVENING NIGHT TOTAL		377	UA A31		FROM UA A32 ARR 0 0 0 0	3/2/12 20 DEP 0 0 0 0	to UA B73 ARR 0 0 0 0	3/3/12 73 DEP 0 0 0 0	UA B73 ARR 0 0 0 0	0 0 0 0 0
DAY EVENING NIGHT TOTAL	UA B75 DEP 0 0 0 0	57 ARR 0 0	UA RJ		FROM UA CR. DEP 1 0 0 1	3/2/12 J7 ARR 0 1 0 1	to FE A30 DEP 0 0 0 0	3/3/12 0 ARR 0 0 0 0	FE A31 DEP 0 5 0 5	0 ARR 1 0 4 5
DAY EVENING NIGHT TOTAL	UPS A3 DEP 3 5 0 8	300	UPS B7	757		3/2/12 52 ARR 0 0 0 0	DL CR.	3/3/12 ARR 14 6 0 20	DL CR. DEP 0 0 0 0	
DAY EVENING NIGHT TOTAL	DL CR. DEP 0 0 0 0		DULE IN 8 B6 A32 DEP 14 7 0 21	EFFECT 0 ARR 7 14 0 21	FROM FW2 A DEP 0 0 0 0	3/2/12 319 ARR 0 0 0 0	to	3/3/12	TOTAL DEP 408 93 13 514	S ARR 362 144 8 514

AIRCRAFT DAY EVENING NIGHT TOTAL	AS D8-Q4 DEP / 0 (0 (0 (ULE IN E AS B73 DEP 13 0 0 13	FFECT F 77 ARR 6 7 0 13	ROM AS CRJ DEP 21 0 0 21	3/4/12 7 ARR 14 7 0 21	to AS CRJ DEP 0 0 0 0 0	3/4/12 ARR 0 0 0 0	1 DAYS AS B73 DEP 7 0 0 7	
DAY EVENING NIGHT TOTAL	US A319 DEP / 7 7 0 7 7 0	ULE IN E US A320 DEP 0 0 0 0 0	FFECT F D ARR 0 0 0 0 0	ROM US B73 DEP 0 0 0 0 0	3/4/12 72 ARR 0 0 0 0	to US B73 DEP 0 4 0 4	3/4/12 73 ARR 4 0 0 4	US CRJ DEP 0 0 0 0	J ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	US CRJ7 DEP / 0 (0 (0 (ULE IN E US CRJ DEP 12 3 0 15	FFECT F 9 ARR 15 0 0 15	ROM AA MD8 DEP 0 0 0 0	3/4/12 30 ARR 0 0 0 0	to WN B73 DEP 0 0 0 0	3/4/12 373 ARR 0 0 0 0 0	WN B73 DEP 0 0 0 0	375 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	WN B737 DEP / 261 2 65 8 0 0	ULE IN E UA A319 DEP 0 0 0 0 0	FFECT F 9 ARR 0 0 0 0 0	ROM UA A320 DEP 0 0 0 0	3/4/12 0 ARR 0 0 0 0	to UA B73 DEP 0 0 0 0	3/4/12 73 ARR 0 0 0 0	UA B73 DEP 0 0 0 0	75 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	UA B757 DEP / 0 (0 (0 (ULE IN E UA RJ DEP 55 6 0 61	FFECT F ARR 42 19 0 61	ROM UA CRJ DEP 0 0 0 0	3/4/12 7 ARR 0 0 0 0	to FE A300 DEP 0 0 0 0	3/4/12) ARR 0 0 0 0	FE A310 DEP 0 5 0 5	0 ARR 1 0 4 5
DAY EVENING NIGHT TOTAL	UPS A300 DEP / 3 2 5 0 0 2	UPS B7 DEP	FFECT F 57 ARR 0 0 0 0	DL B752 DEP	3/4/12 2 ARR 0 0 0 0	to DL CRJ DEP 20 0 0 20	3/4/12 ARR 14 6 0 20	DL CRJ DEP 0 0 0 0	17 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	DL CRJ9 DEP 4 0 (0 (0 (ULE IN E B6 A320 DEP 14 7 0 21	FFECT F) ARR 7 14 0 21	FROM FW2 A3 DEP 0 0 0 0	3/4/12 19 ARR 0 0 0 0	to	3/4/12	TOTALS DEP 413 95 7 515	S ARR 362 145 8 515

AIRCRAFT DAY EVENING NIGHT TOTAL	SCHE AS D8-Q400 DEP ARR 0 0 0 0 0 0 0 0	13 6 0 7 0 0	7 ARR 6	ROM AS CRJ DEP 21 0 0 21	3/5/12 7 ARR 14 7 0 21	to AS CRJ DEP 0 0 0 0		6 DAYS AS B73 DEP 7 0 0 7	
DAY EVENING NIGHT TOTAL	SCHE US A319 DEP ARR 0 0 0 7 7 0 7 0 7 7	0 (0 0 (0 0 (0		ROM US B73 DEP 0 0 0 0	3/5/12 72 ARR 0 0 0 0	to US B73 DEP 6 7 0 13	3/10/12 73 ARR 6 7 0 13	US CR. DEP 0 0 0 0	J ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE US CRJ7 DEP ARR 0 0 0 0 0 0 0 0	12 ⁻ 0 (0 () ARR 12 0	ROM AA MD8 DEP 0 0 0 0 0	3/5/12 30 ARR 0 0 0 0	to WN B73 DEP 0 0 0 0	3/10/12 373 ARR 0 0 0 0 0	WN B73 DEP 0 0 0 0	375 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE WN B7377 DEP ARR 261 241 65 85 0 0 326 326	0 0 0 0 0 0		ROM UA A320 DEP 0 0 0 0 0	3/5/12 0 ARR 0 0 0 0	to UA B73 DEP 0 0 0 0 0	3/10/12 73 ARR 0 0 0 0 0	UA B73 DEP 0 0 0 0	75 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE UA B757 DEP ARR 0 0 0 0 0 0 0 0	55 4 6 ⁷ 0 (ARR 42 19	ROM UA CRJ DEP 0 0 0 0 0	3/5/12 7 ARR 0 0 0 0	to FE A300 DEP 0 0 0 0	3/10/12 ARR 0 0 0 0	FE A31 DEP 0 5 0 5	0 ARR 1 0 4 5
DAY EVENING NIGHT TOTAL	SCHE UPS A300 DEP ARR 3 4 5 0 0 4 8 8	0 (0 0 (0 0 (0	57 ARR 0 0	ROM DL B752 DEP 0 0 0 0	3/5/12 2 ARR 0 0 0 0	to DL CRJ DEP 20 0 0 20	3/10/12 ARR 14 6 0 20	DL CRJ DEP 0 0 0 0	7 ARR 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE DL CRJ9 DEP ARR 0 0 0 0 0 0 0 0	14 7 7 0	ARR	ROM FW2 A3 DEP 0 0 0 0 0	3/5/12 19 ARR 0 0 0 0	to	3/10/12	TOTAL DEP 412 95 7 514	S ARR 354 152 8 514

AIRCRAFT DAY EVENING NIGHT TOTAL	SCHE AS D8-Q400 DEP ARR 0 0 0 0 0 0 0 0 0 0	DULE IN EFFEC AS B7377 DEP ARR 14 7 0 7 0 0 14 14	T FROM 3/11/12 AS CRJ7 DEP ARR 21 14 0 7 0 0 21 21	2 to 3/31/12 AS CRJ DEP ARR 0 0 0 0 0 0 0 0 0 0 0 0	21 DAYS AS B7378 DEP ARR 7 7 0 0 0 0 7 7
DAY EVENING NIGHT TOTAL	SCHE US A319 DEP ARR 0 0 0 7 7 0 7 0 7 7	DULE IN EFFEC US A320 DEP ARR 0 0 0 0 0 0 0 0 0 0	T FROM 3/11/12 US B7372 DEP ARR 0 0 0 0 0 0 0 0 0 0	2 to 3/31/12 US B7373 DEP ARR 6 6 7 7 0 0 13 13	US CRJ DEP ARR 0 0 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE US CRJ7 DEP ARR 0 0 0 0 0 0 0 0	DULE IN EFFEC US CRJ9 DEP ARR 12 12 0 0 0 0 12 12	T FROM 3/11/12 AA MD80 DEP ARR 0 0 0 0 0 0 0 0 0 0	2 to 3/31/12 WN B7373 DEP ARR 0 0 0 0 0 0 0 0 0 0	WN B7375 DEP ARR 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE WN B7377 DEP ARR 267 252 64 79 0 0 331 331	DULE IN EFFEC UA A319 DEP ARR 0 0 0 0 0 0 0 0 0 0	UA A320	2 to 3/31/12 UA B7373 DEP ARR 0 0 0 0 0 0 0 0 0 0	UA B7375 DEP ARR 0 0 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE UA B757 DEP ARR 0 0 0 0 0 0 0 0	DULE IN EFFEC UA RJ DEP ARR 55 42 6 19 0 0 61 61	UA CRJ7	2 to 3/31/12 FE A300 DEP ARR 0 0 0 0 0 0 0 0 0 0	FE A310 DEP ARR 0 1 5 0 0 4 5 5
DAY EVENING NIGHT TOTAL	SCHE UPS A300 DEP ARR 3 4 5 0 0 4 8 8	DULE IN EFFEC UPS B757 DEP ARR 0 0 0 0 0 0 0 0 0 0	T FROM 3/11/12 DL B752 DEP ARR 0 0 0 0 0 0 0 0 0 0	to 3/31/12 DL CRJ DEP ARR 20 14 0 6 0 0 20 20	DL CRJ7 DEP ARR 0 0 0 0 0 0 0 0
DAY EVENING NIGHT TOTAL	SCHE DL CRJ9 DEP ARR 0 0 0 0 0 0 0 0	DULE IN EFFEC B6 A320 DEP ARR 14 7 7 14 0 0 21 21	T FROM 3/11/12 FW2 A319 DEP ARR 0 0 0 0 0 0 0 0 0 0	2 to 3/31/12	TOTALS DEP ARR 419 366 94 146 7 8 520 520

TABLE 5. (CONTINUED)

FIRST QUARTER 2012

PERIOD TOTALS FOR AIR CARRIERS AND AIR TAXIS

AIR CARRIERS

	DEP	ARR
DAY	4064	3674
EVE	1067	1397
NIGHT	44	104
TOTAL	5175	5175

AIR TAXIS

	DEP	ARR
DAY	1365	1102
EVE	160	497
NIGHT	74	0
TOTAL	1599	1599

AIR CARRIERS AND AIR TAXIS								
	DEP	ARR						
DAY	5429	4776						
EVE	1227	1894						
NIGHT	118	104						
TOTAL	6774	6774						

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VI. INCOMPATIBLE LAND USE

The contours shown in Figures 1 and 2 were digitized and overlaid on a digital land use map of the area around the Airport. The total areas enclosed by the 65 and 70 dB CNEL contours were 733.6 and 324.2 acres, respectively. The areas of incompatible land uses enclosed by the contours were then computed. The incompatible land use areas were 16.23 acres within the 65 dB contour of which 0.51 acres were also within the 70 dB contour.

It should be noted that the above incompatible land areas do not include the soundproofed schools in the vicinity of the Airport (the Luther Burbank Middle School, St. Patrick and Glenwood Schools). The above incompatible land use areas also do not include those residences to which the Airport has acquired avigation easements. Within the 65 dB contour, the Airport has acquired avigation easements, through its ongoing residential sound insulation program, to 477 parcels of land. Those 477 parcels total 71.17 acres. None of the 477 parcels are also located within the 70 dB contour. Within the 65 dB contour, the Airport has also acquired avigation easements, under the Court of Appeal decision in <u>Baker v. Burbank-Glendale-Pasadena Airport Authority</u>, 220 Cal. App. 3d 1602 (1990), to 56 parcels of land. For 48 of the 56 parcels, the Authority has acquired avigation easements both through <u>Baker</u> and through its ongoing sound insulation program. Those 48 parcels are included in the total number of sound insulation program avigation easements set forth above. The 7 remaining <u>Baker</u> easement parcels total 0.89 acres.

It should be noted that the Airport Authority has made repeated attempts over the past several years to acoustically treat and obtain avigation easements at 109 single family residential parcels, totaling approximately 15.81 acres of the incompatible land use area within the 65 dB contour. Owners of these parcels have either refused to respond to notices regarding the sound insulation program, have withdrawn from the program, or own properties with major building code deficiencies that prevent them from participating.

The estimated numbers of incompatible residences are 115 within the 65 dB contour, of which 3 are also within the 70 dB contour. The estimated numbers of people residing within the 65 and 70 dB CNEL contours are 311 and 8, respectively.

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REFERENCES

- California Department of Transportation, Division of Aeronautics, "Noise Standards", California Code of Regulations, Title 21, Chapter 2.5, Subchapter 6.
- 2. L-30488, Department of Transportation, State of California, 27 June 1984.
- "Quarterly Noise Monitoring at Bob Hope Airport, Second Quarter 2011", AAAI Report 1377.
- "Quarterly Noise Monitoring at Burbank Airport, Third Quarter 2011", AAAI Report 1378.
- "Quarterly Noise Monitoring at Burbank Airport, Fourth Quarter 2011", AAAI Report 1380.

APPENDIX A NOISE MONITOR INSTRUMENTATION

APPENDIX A NOISE MONITOR INSTRUMENTATION

The permanent noise monitor system, manufactured by Tracor, consists of 17 remote monitoring stations (RMS) connected to a central site by telephone lines. The system block diagram showing the major elements is shown in Figure A-1. The electrical signal generated by the microphone/preamplifier assembly at each site is processed in the RMS electronics. The signal is passed through an A-weighting filter and is then detected and converted to a digital level signal in decibels with a resolution of 0.1 dB.

The digitized sound level is transmitted every half second by telephone line to the central site. The data received by the central site are processed by the computer. According to preset parameters, the noise is separated into two categories--aircraft noise and community noise. Each event attributed to an aircraft is saved in a noise event file. Computations are made of hourly noise level, community noise equivalent level, runway use, and other parameters. A wide variety of data presentations is available by exercising a number of routines provided by Tracor, as well as special-purpose routines that can be generated by the user.

The locations of the remote sites (shown in Figure 3) are listed relative to the runway thresholds in Table A-1.

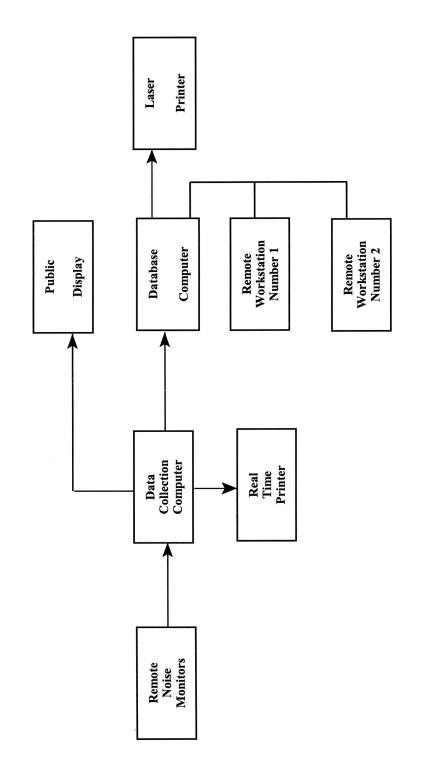


FIGURE A-1. PERMANENT NOISE MONITOR SYSTEM BLOCK DIAGRAM

TABLE A-1 NOISE MONITOR SITE LOCATIONS

	Distance From	Distance From
Site No.	N. End of RW 15	Extended Centerline
1	8590	-1490
2	10830	1590
3	13440	-1090
4	-150	1200
5	-810	1100
6	-3280	-740
7	-4720	-50
12	7520	-3320
13	10660	-3600
14	12780	1160
15	13380	-3920
16	11600	360
17	12900	-3520

Note: Positive distances from the runway threshold are to the south; positive distances from the extended centerline are to the east.

	Distance From	Distance From
Site No.	W. End of RW 8	Extended Centerline
9	-8805	225
10	8180	-880
11	8740	-110
18	-5880	-440

Note: Positive distances from the runway threshold are to the east; positive distances from the extended centerline are to the north.

APPENDIX B CALIBRATION

APPENDIX B CALIBRATION

The system was calibrated during setup using a Bruel and Kjaer pistonphone. Acoustic calibrations are being performed approximately every six months. Electrical calibrations are performed automatically shortly after midnight each day. Figure B-1 shows the latest calibration certificate of the pistonphone employed in the acoustic calibrations and Figure B-2 shows a typical electrical calibration.

č

Certificate Number: 17527

Certificate of Calibration for Brüel & Kjær Pistonphone

This calibration is performed by comparison with measurement reference standard pistonphones:

Type No.	4220	4228
Serial No.	1048473	1504084
Calibrated by	TS (Brüel & Kjær)	TS (Brüel & Kjær)
Due Date	31 AUG 10	31 AUG 10
Cal. Interval (Mo.)	12	12

- Estimated uncertainty of comparison: ± 0.04 dB
- Estimated uncertainty of calibration service for standard pistonphone: $\pm \ 0.06 \ \text{dB}$ b)
- c) Total uncertainty: $\sqrt{a^2 + b^2} = \pm 0.07 \text{ dB}$

Odin Metrology, Inc.

Calibration of Sound & Vibration Instruments

Expanded uncertainty (coverage factor k = 2 for 95% confidence d) level): = ± 0.14 dB

If the ambient pressure P_{a} deviates from the above stated nominal value, 1,013 mbar, a correction ΔSPL should be added to the calibrated sound pressure level:

 $\Delta SPL = 20*log_{10}(P_a [hPa])/1013$

This acoustic calibrator has been calibrated using standards with values traceable to the National Institute of Standards and Technology. This calibration is traceable to NIST Test Number 822/276563-D1269.

CONDITI	ON OF TEST	
Ambient Pressure	988.69	hPa
Temperature	23	°C
Relative Humidity	40	%
Date of Calibration	21 JUN 2010	
Re-calibration due on	21 JU	V 2011

The calibration of this acoustic calibrator was performed using a test system which conforms to the requirements of ANSI/NCSLZ540-1, 1994 ISO Guide 25 and the guidelines of ISO 10012-1, ISO 17025, and ISO 9001:2000, Certification NQA No. 11252.

Calibration performed by de

Harold Lynch, Service Manager

ODIN METROLOGY, INC. 3533 OLD CONEJO ROAD, SUITE 125 THOUSAND OAKS, CA 91320 PHONE: (805) 375-0830; FAX: (805) 375-0405

Calibrator type
Serial no.
Submitted by
Purchase order no.
Asset no

alibration for Pistonphone		
Calibrator type 4228 Serial no. 22452 Submitted by AAA,	A A A A A A A A A A A A A A A A A A A	
Purchase order no. Verba Asset no. N/A		
This calibrator has been specifications listed below at stated.		
SPL produced in coupler terminated by a loading volume of 1.333 cm ³	124 ± 0.15 dB	
Frequency	251.2 Hz ± 0.1%	
Second Harmonic Distortion At 1,013 mbar, 20°C, and	< 3%	

	No! No!
20°C, and CRMANCE 124.05 251.15 0.6 -55 9.4 stment per ed? laced? INAL PERF 124.05 251.15	d 65% relative humidity AS RECEIVED dB re 20 µPa Hz % dB re 124 dB V formed? Not Not Not Not Not Not Not Not Not Not
ORMANCE 124.05 251.15 0.6 -55 9.4 stment per ed? laced? INAL PERF(124.05 251.15	AS RECEIVED dB re 20 µPa Hz % dB re 124 dB V formed? No No No No No No No No No No
124.05 251.15 0.6 -55 9.4 stment per ed? laced? TINAL PERF 124.05 251.15	dB re 20 µPa Hz % dB re 124 dB V formed? Not Not Not Not Not Not Not Not Not Not
124.05 251.15 0.6 -55 9.4 stment per ed? laced? TINAL PERF 124.05 251.15	dB re 20 µPa Hz % dB re 124 dB V formed? Not Not Not Not Not Not Not Not Not Not
251.15 0.6 -55 9.4 stment per ed? laced? INAL PERF 124.05 251.15	Hz % dB re 124 dB V formed? Not Not Not Not Not Not Not Not Not Not
0.6 -55 9.4 stment per ed? laced? 	% dB re 124 dB V formed? Not Not Not ORMANCE dB re 20 µPa
-55 9.4 9.4 ed? laced? INAL PERF0 124.05 251.15	dB re 124 dB V formed? Not Not ORMANCE dB re 20 µPa
9.4 stment per ed? laced? TINAL PERFO 124.05 251.15	V formed? No No No ORMANCE dB re 20 µPa
stment per ed? laced? FINAL PERF 124.05 251.15	formed? Not Not ORMANCE dB re 20 µPa
ed? laced? FINAL PERF0 124.05 251.15	Nol Nol ORMANCE dB re 20 µPa
ed? laced? FINAL PERF0 124.05 251.15	Nol Nol ORMANCE dB re 20 µPa
124.05 251.15	dB re 20 µPa
251.15	
	Hz
0.6	
0.0	%
-55	dB re 124 dB
none was v	vithin manufacturer's

	FINAL PERFORM	ANCE
SPL	124.05	dB re 20 µPa
Frequency	251.15	Hz
Distortion	0.6	%
HF Noise	-55	dB re 124 dB

5 Note: This calibration report shall not be reproduced, except in full, without written consent of Odin Metrology, Inc. Page 1 of 2

* Calibration Report *

Calibration	RMS: 1 Passed Peak:109.9 dB @ 01/25/2006 0:	06
Calibration	RMS: 2 Passed Peak:109.8 dB @ 01/25/2006 0:	06
Calibration	RMS: 3 Passed Peak:109.7 dB @ 01/25/2006 0:	06
Calibration	RMS: 4 Passed Peak:109.7 dB @ 01/25/2006 0:	06
Calibration	RMS: 5 Passed Peak:109.8 dB @ 01/25/2006 0:	06
Calibration	RMS: 6 Passed Peak:109.9 dB @ 01/25/2006 0:	06
Calibration	RMS: 7 Passed Peak:109.9 dB @ 01/25/2006 0:	06
Calibration	RMS: 9 Passed Peak:109.8 dB @ 01/25/2006 0:	06
Calibration	RMS:10 Passed Peak:109.8 dB @ 01/25/2006 0:	06
	RMS:11 Passed Peak:109.9 dB @ 01/25/2006 0:	
	RMS:12 Passed Peak:109.9 dB @ 01/25/2006 0:	
Calibration	RMS:13 Passed Peak:110.0 dB @ 01/25/2006 0:	06
Calibration	RMS:14 Passed Peak:109.9 dB @ 01/25/2006 0:	06
Calibration	RMS:15 Passed Peak:110.0 dB @ 01/25/2006 0:	06
Calibration	RMS:16 Passed Peak:109.7 dB @ 01/25/2006 0:	06
Calibration	RMS:17 Passed Peak:109.7 dB @ 01/25/2006 0:	06
Calibration	RMS:18 Passed Peak:109.8 dB @ 01/25/2006 0:	06

Figure B-2. Typical Daily Electrical Calibration