BOB HOPE AIRPORT

QUARTERLY NOISE MONITORING

SECOND QUARTER 2014

AAAI REPORT 1443

OCTOBER 2014

Prepared by:

ACOUSTICAL ANALYSIS ASSOCIATES, INCORPORATED

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QUARTERLY NOISE MONITORING AT BOB HOPE AIRPORT SECOND QUARTER 2014

OCTOBER 2014

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SECOND QUARTER 2014

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 boundary[1]. 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. 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.

The Bob Hope Airport Noise Monitoring System was modernized and augmented in late December 2012 by replacing the noise and flight track matching software, the noise monitoring hardware, and by adding sites 19, 20, 21, and 22 to allow closer monitoring to the current 65 dB CNEL contour. The old site 17 was removed as redundant with site 15, so the updated noise monitoring system contains 20 permanent microphone locations.

This report describes the data acquired by the monitoring system during the second quarter of 2014. Noise impact boundaries for 65 dB and 70 dB are shown based on these measurements and measurements obtained during the third and fourth quarter 2013, and first quarter 2014

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

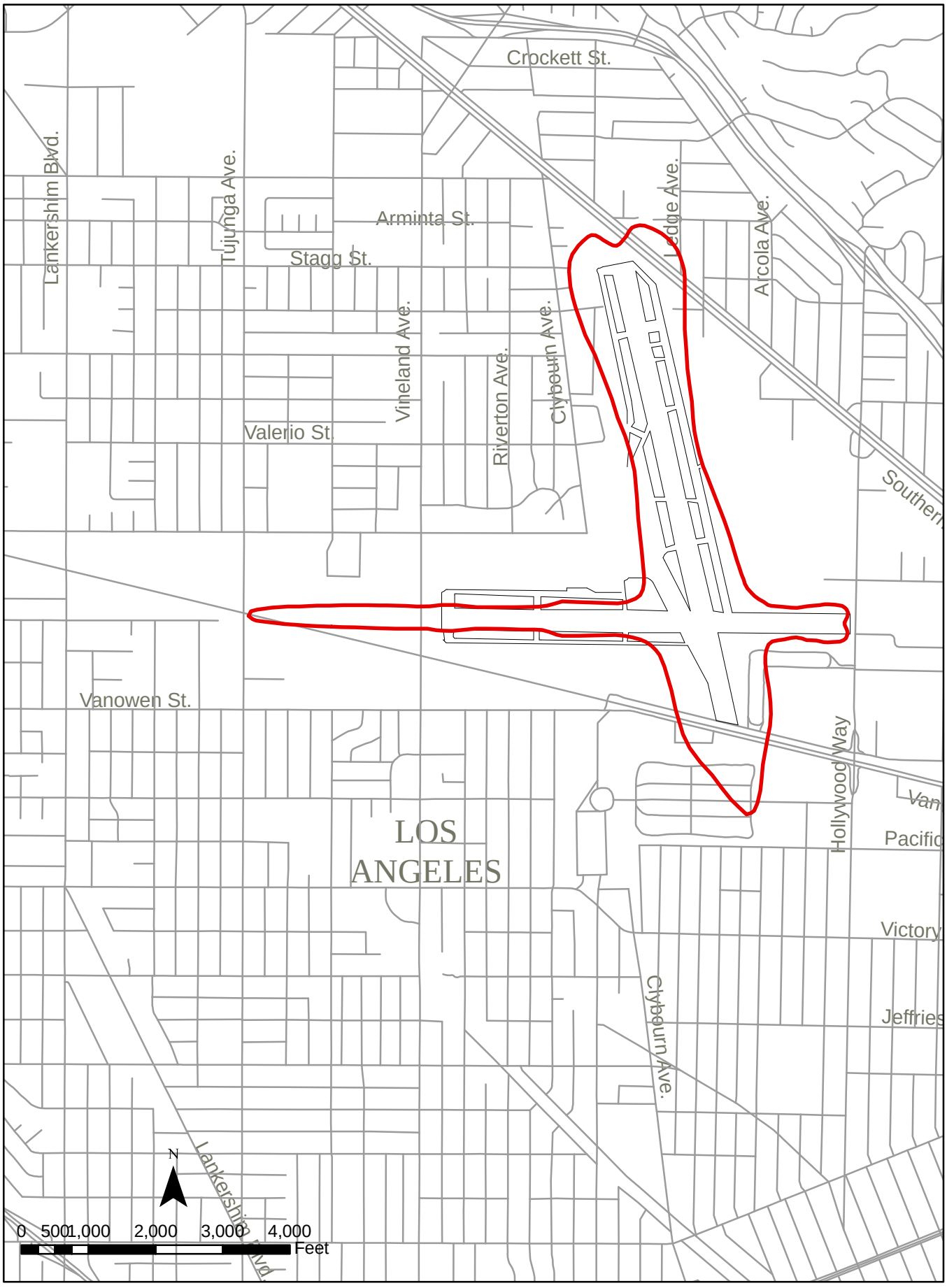

Figure 1 - BOB HOPE AIRPORT 70 dB CNEL CONTOUR 2nd Quarter 2014

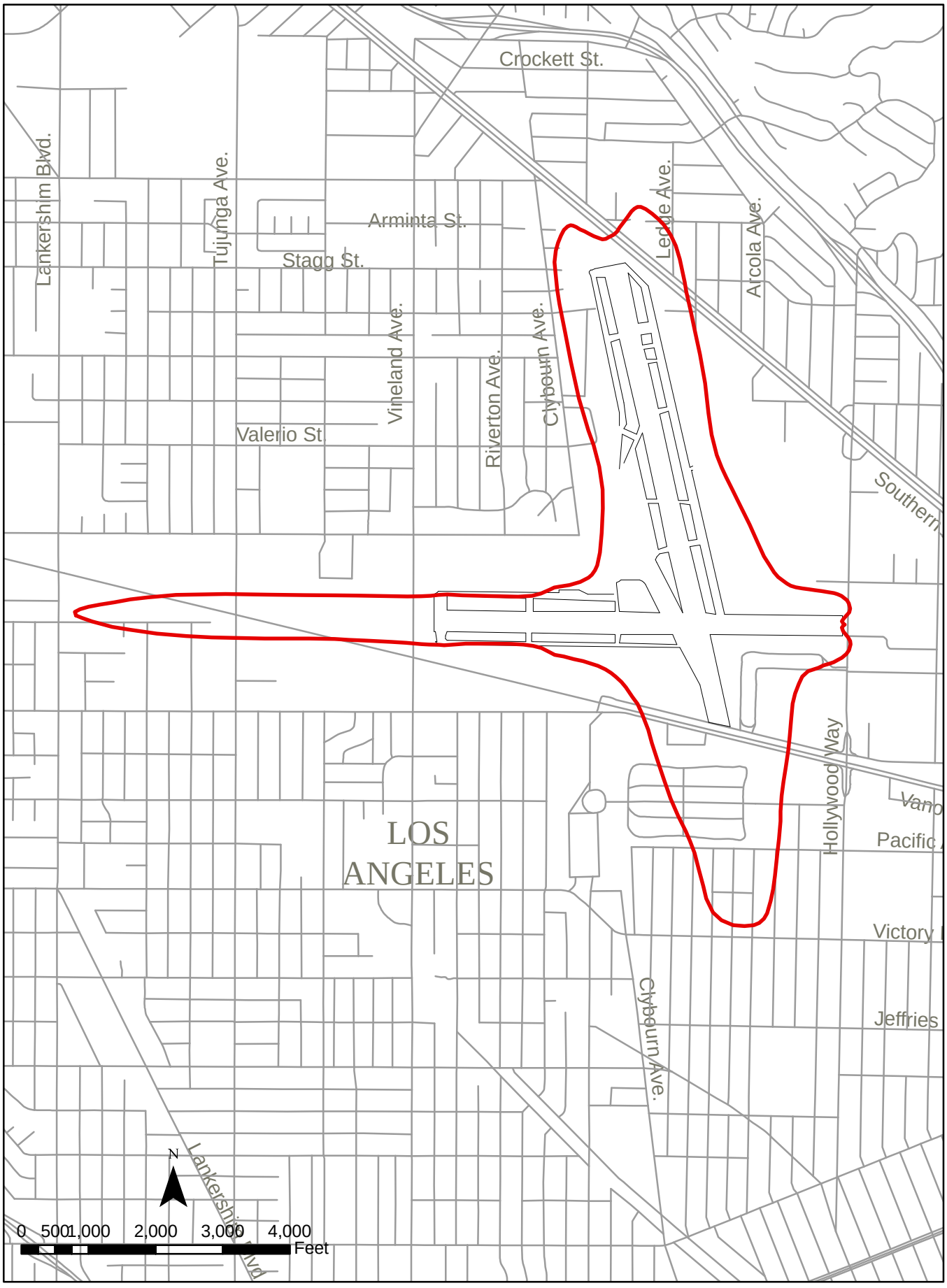

Figure 2 - BOB HOPE AIRPORT 65 dB CNEL CONTOUR 2nd Quarter 2014

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.

II. NOISE MEASUREMENTS

A. Sites

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. In December 2012, four new monitor sites were added and one existing site removed as redundant, leaving a total of twenty noise monitoring locations. 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 stored locally and transmitted by broad band connection to the central site once per 24-hour period. The automated noise and flight track monitoring software 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 were occasional power interruptions 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.

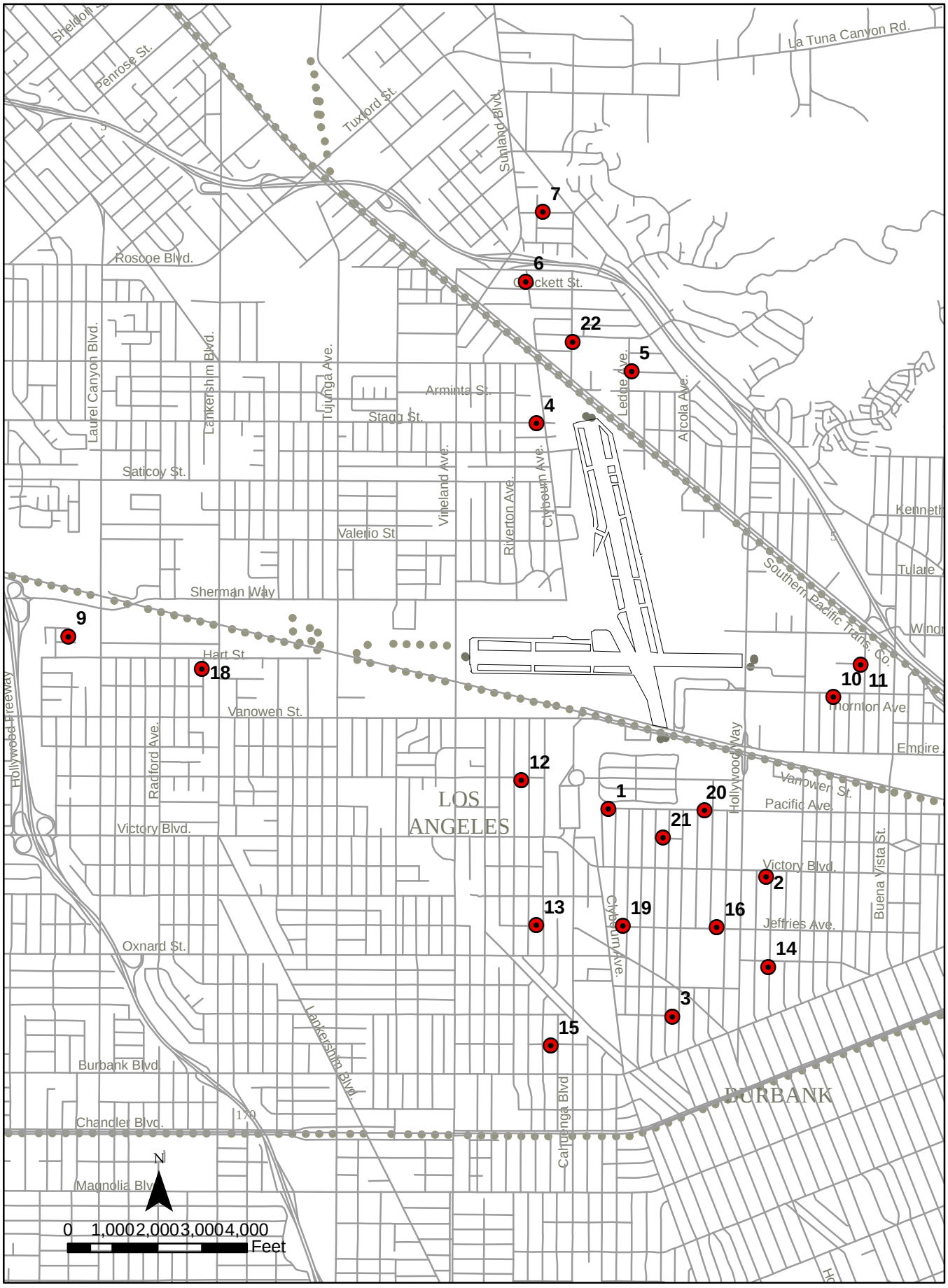

FIGURE 3 - BOB HOPE AIRPORT NOISE MONITOR LOCATIONS

D. Operational Data

Departure and arrival schedules are provided by the airlines. In addition, operations of air carrier, general aviation and rotary-wing 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. Note that there are now, for the first time, annual average values available at the four new sites 19, 20, 21, and 22.

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.

TABLE 1. CNEL VALUES FOR APRIL 2014

RMS NUMBER

Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	18	19	20	21	22
04/01/14	60.1	59.3	60.0	55.4	58.3	57.9	56.9	60.6	52.9	53.0	52.8	56.7	57.3	58.0	62.3	60.6	60.3	64.2	64.7	62.9
04/02/14	60.5	58.3	58.8	56.3	54.8	56.8	60.5	60.8	53.1	54.1	53.4	57.7	56.0	57.7	60.9	60.1	60.9	63.4	64.8	65.5
04/03/14	61.8	59.7	60.3	54.6	55.6	52.1	54.6	62.6	54.3	55.9	54.7	59.1	56.6	60.4	61.4	62.0	63.0	64.8	66.3	47.0
04/04/14	62.9	60.8	60.8	55.4	56.2	51.7	53.9	63.1	55.1	53.0	54.3	60.3	58.4	60.1	62.4	62.7	62.8	65.9	67.2	60.5
04/05/14	58.4	56.8	57.7	53.3	54.8	54.2	54.3	55.5	50.3	49.2	52.4	54.8	54.8	56.0	60.9	56.1	59.0	62.0	63.2	58.5
04/06/14	59.5	56.6	58.1	55.3	56.7	54.6	52.4	58.8	59.7	49.7	51.0	56.3	54.3	57.8	59.9	58.5	60.7	62.9	64.4	38.6
04/07/14	60.2	58.5	59.8	57.1	57.6	55.8	54.5	58.8	52.3	54.3	52.3	56.7	56.1	58.3	61.1	59.2	61.4	64.1	65.5	60.1
04/08/14	59.8	58.9	59.1	53.1	56.0	53.2	54.2	60.5	54.3	55.2	54.2	55.5	55.9	57.6	60.3	45.3	60.4	64.2	65.0	57.2
04/09/14	59.7	57.5	58.2	52.4	54.1	50.9	53.6	60.2	52.6	54.0	52.8	52.9	54.8	56.9	59.6	59.8	60.7	63.4	64.9	58.8
04/10/14	59.3	57.0	57.4	55.6	53.9	51.3	54.0	61.3	51.9	53.9	52.3	---	53.6	56.7	58.4	60.8	60.1	62.8	64.2	59.9
04/11/14	60.6	57.9	58.6	55.2	54.8	51.6	54.5	62.2	54.8	57.7	52.4	---	55.0	58.1	59.9	61.6	61.0	63.6	64.9	60.0
04/12/14	59.5	56.2	56.2	52.3	55.0	55.3	53.0	58.6	56.2	55.1	51.6	---	52.8	57.4	57.3	58.0	59.6	61.7	63.0	---
04/13/14	61.4	58.7	58.5	52.6	56.0	50.3	53.5	61.8	50.3	47.6	52.8	---	54.9	58.5	59.5	54.5	61.1	63.5	64.9	58.6
04/14/14	60.7	58.7	59.5	53.6	51.7	50.6	54.4	59.1	53.1	53.5	53.1	---	56.3	58.6	61.2	58.1	61.7	64.5	66.1	59.7
04/15/14	61.3	58.9	59.7	56.6	54.2	57.1	54.6	61.9	53.5	54.5	52.8	---	56.2	58.6	60.9	61.3	61.6	64.3	65.6	58.8
04/16/14	61.5	58.5	59.9	55.3	54.0	52.9	52.9	62.1	51.7	50.9	54.6	---	56.0	59.2	60.5	61.2	61.9	64.2	65.9	61.3
04/17/14	62.4	60.1	61.3	56.0	56.6	52.3	51.3	63.8	52.1	50.7	53.9	---	57.3	60.5	62.2	62.8	63.4	65.7	67.2	59.0
04/18/14	61.3	58.9	59.6	60.3	55.9	52.1	51.0	62.9	56.1	50.2	53.7	59.4	56.3	59.6	60.8	62.2	62.3	64.1	65.7	58.0
04/19/14	58.2	55.9	57.3	50.7	49.6	47.2	44.9	57.8	49.5	51.4	50.1	55.0	53.5	56.6	58.3	57.3	59.2	61.4	63.2	52.6
04/20/14	60.7	59.2	60.3	53.0	52.0	47.9	51.9	60.2	50.0	47.4	53.1	57.3	56.2	59.2	61.2	---	61.7	64.4	66.3	58.1
04/21/14	61.3	58.8	59.7	62.8	60.2	49.1	51.4	61.8	53.8	52.5	54.0	58.6	56.1	59.5	60.7	61.5	62.2	64.8	66.2	---
04/22/14	61.1	58.7	59.1	54.4	54.3	51.6	52.0	62.5	54.2	53.3	53.3	58.0	56.3	59.0	60.4	62.0	61.6	64.1	65.5	57.1
04/23/14	62.4	58.9	60.0	57.9	55.3	53.8	55.5	61.4	52.4	51.8	53.7	58.7	56.7	59.2	61.1	60.7	61.9	64.4	65.6	63.4
04/24/14	62.1	59.6	60.5	58.6	55.1	54.9	54.2	62.7	54.4	55.3	54.5	58.5	56.7	59.7	62.2	62.1	62.8	65.0	66.7	58.2
04/25/14	61.7	60.1	60.8	55.2	57.7	53.2	53.8	63.0	55.3	54.5	53.6	59.4	57.9	60.4	63.5	62.2	62.8	65.3	66.7	57.7
04/26/14	54.7	54.6	57.2	54.7	56.8	58.4	57.3	53.8	50.6	52.9	50.3	45.0	54.1	51.1	61.1	55.9	53.3	61.1	60.8	62.2
04/27/14	61.3	59.2	61.4	57.0	54.2	50.4	54.2	60.6	54.6	56.1	54.2	---	57.3	59.3	62.0	60.1	62.3	64.9	66.7	59.6
04/28/14	59.5	56.9	58.2	59.9	59.1	59.8	58.0	57.6	52.0	57.0	51.6	---	55.6	56.8	62.0	58.3	59.7	62.5	64.0	62.8
04/29/14	58.0	56.6	58.2	60.0	60.3	61.4	57.4	59.4	51.8	56.4	52.1	53.1	54.7	55.7	61.1	58.8	58.1	62.7	64.1	63.8
04/30/14	55.9	51.6	51.3	61.0	60.8	61.9	58.4	59.2	50.3	52.7	54.5	50.5	48.5	50.3	56.3	59.4	53.1	57.2	58.2	64.1
AVERAGE	60.6	58.4	59.2	56.9	56.4	55.4	54.9	61.0	53.7	53.8	53.2	57.2	55.9	58.4	60.9	60.2	61.2	63.8	65.2	60.5
NO. DAYS	30	30	30	30	30	30	30	30	30	30	30	20	30	30	30	29	30	30	30	28

TABLE 2. CNEL VALUES FOR MAY 2014

RMS NUMBER

Date/Time:	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	18	19	20	21	22
05/01/14	60.8	58.8	60.3	57.7	57.9	55.1	53.9	61.4	52.4	53.5	54.0	55.7	56.1	57.3	61.6	61.6	60.8	64.7	65.9	59.4
05/02/14	59.4	58.3	58.3	56.8	57.5	58.1	56.7	59.9	54.3	55.7	53.2	54.6	55.9	55.5	61.3	59.6	59.3	61.5	64.4	62.3
05/03/14	58.6	55.6	57.4	54.6	55.2	50.6	54.8	57.8	52.8	50.9	50.9	55.8	53.5	55.8	57.9	57.3	58.4	---	62.9	58.1
05/04/14	60.8	58.1	60.4	61.9	58.4	53.2	56.3	60.4	50.3	48.6	53.1	58.1	56.3	59.0	61.3	59.8	62.3	---	65.8	62.1
05/05/14	61.5	58.0	58.5	59.1	55.2	52.0	54.6	61.4	54.6	51.4	53.3	58.6	55.3	58.8	59.6	60.9	61.1	---	64.8	60.4
05/06/14	59.9	57.6	59.2	59.7	59.0	59.5	58.4	60.9	55.8	55.5	53.2	57.1	56.0	58.5	62.0	61.1	60.7	---	64.8	64.7
05/07/14	62.8	59.1	59.7	57.4	56.4	54.8	53.7	62.8	54.6	56.5	54.6	60.0	56.5	59.5	60.6	61.6	61.9	64.2	65.7	60.7
05/08/14	61.9	59.4	59.4	56.2	55.8	52.9	54.6	62.8	52.5	49.2	53.5	60.5	56.1	60.1	60.9	61.9	62.8	64.6	66.5	61.2
05/09/14	60.8	58.6	59.7	56.8	57.1	52.8	53.1	63.1	56.8	56.0	53.0	57.8	56.2	59.1	60.8	62.6	61.9	64.3	66.1	60.1
05/10/14	59.2	55.8	56.5	57.4	52.5	50.3	51.7	58.6	51.1	50.8	51.7	56.3	52.5	56.8	57.5	58.2	59.1	61.1	62.9	57.3
05/11/14	56.7	55.4	56.7	55.7	57.0	57.8	54.5	56.5	47.8	40.0	50.0	50.7	54.1	53.1	61.2	57.2	56.3	61.2	62.8	60.6
05/12/14	59.0	57.2	58.7	57.3	56.2	52.7	54.1	58.5	51.8	54.6	52.2	54.3	55.9	55.6	61.3	58.9	59.1	63.4	64.5	59.1
05/13/14	61.2	56.5	57.4	59.3	58.8	58.2	56.0	60.0	53.0	54.1	51.6	54.2	54.2	55.8	59.5	59.8	59.1	62.8	64.2	61.4
05/14/14	60.0	57.5	57.9	58.4	57.0	52.4	53.5	59.8	55.0	53.4	53.7	55.9	54.8	56.9	59.3	59.4	60.2	58.4	64.7	58.5
05/15/14	57.6	55.9	55.9	56.4	58.8	59.3	58.5	60.0	51.7	54.0	52.2	53.4	53.2	54.6	58.5	59.5	57.9	---	62.8	64.0
05/16/14	60.3	58.3	58.7	57.5	54.2	51.0	52.9	62.1	54.6	55.2	53.4	56.5	54.9	57.9	60.0	61.7	60.9	65.2	65.2	58.8
05/17/14	60.4	56.1	57.0	56.6	52.1	47.9	52.7	58.6	53.8	53.2	51.6	56.5	52.7	56.9	57.6	57.9	59.3	62.2	63.9	58.2
05/18/14	61.3	58.2	59.2	56.6	56.2	54.2	57.8	61.2	51.6	49.5	55.6	59.3	55.5	60.1	60.0	60.9	62.4	63.8	66.0	63.0
05/19/14	61.6	57.8	58.7	57.2	54.0	50.3	53.6	61.8	53.3	49.9	53.7	59.0	54.5	59.4	59.1	61.4	61.9	63.3	65.0	58.7
05/20/14	62.4	59.9	61.0	58.5	58.9	53.5	54.8	62.1	53.5	53.5	54.4	60.0	57.3	60.5	62.2	61.7	63.1	65.6	66.9	60.5
05/21/14	61.9	59.8	60.6	58.5	57.3	55.4	55.8	63.5	56.0	55.6	54.4	59.0	56.5	60.0	61.4	62.9	62.8	65.0	66.3	63.1
05/22/14	61.7	60.0	61.1	55.1	57.4	50.3	52.1	49.3	53.4	51.9	54.0	59.2	57.6	60.2	62.3	49.0	63.0	65.5	66.9	56.6
05/23/14	61.5	60.5	60.7	54.1	56.1	51.7	53.6	63.2	60.2	52.4	53.4	58.4	57.5	60.1	61.9	62.2	62.6	65.6	66.9	57.1
05/24/14	59.9	56.5	57.2	53.7	53.4	49.5	51.6	57.4	52.4	49.9	51.0	55.9	53.9	58.5	58.2	56.8	61.2	61.9	64.7	57.2
05/25/14	58.4	54.0	55.4	51.4	50.5	45.6	50.6	57.9	47.4	46.6	49.0	55.1	50.9	55.8	55.8	57.3	57.9	59.7	61.3	56.1
05/26/14	60.3	56.3	57.2	53.7	51.8	46.9	50.8	60.9	49.4	49.2	51.8	57.5	53.2	58.3	58.0	60.5	60.6	62.2	64.1	55.6
05/27/14	61.3	58.6	60.1	56.4	53.3	48.7	52.6	62.6	51.9	51.2	53.3	58.1	56.1	59.3	61.0	62.3	62.1	64.4	66.0	58.3
05/28/14	61.3	58.9	59.3	56.2	54.3	52.2	53.3	62.1	51.6	50.5	53.1	58.1	55.9	58.9	60.7	61.8	62.1	64.2	65.7	59.6
05/29/14	61.3	58.8	59.9	56.0	55.9	52.0	54.5	63.3	52.9	52.9	53.3	59.0	56.3	59.3	60.9	62.4	62.3	64.6	66.1	60.1
05/30/14	60.5	58.1	58.5	53.9	54.0	51.7	54.5	62.5	52.8	53.5	52.7	57.2	55.8	58.7	59.7	62.2	61.6	63.5	65.2	60
05/31/14	59.6	57.6	58.3	52.4	52.2	49.3	54.5	58.0	52.2	53.4	51.2	55.8	54.8	57.3	59.7	56.9	60.8	63.4	64.7	59.3
AVERAGE	60.6	58.0	58.9	57.1	56.2	54.0	54.7	61.0	53.7	52.9	53.0	57.5	55.4	58.3	60.3	60.5	61.1	63.7	65.2	60.3
NO. DAYS	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	26	31	31

TABLE 3. CNEL VALUES FOR JUNE 2014

RMS NUMBER

Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	18	19	20	21	22
06/01/14	60.0	57.6	58.6	52.5	55.1	48.5	65.0	60.9	52.0	52.7	51.0	57.2	55.3	57.5	60.0	60.3	60.5	63.3	64.8	55.0
06/02/14	61.3	59.0	59.5	54.6	53.1	51.7	55.3	60.4	50.9	50.6	52.7	57.8	56.1	58.4	60.6	60.1	61.2	64.3	65.4	59.3
06/03/14	60.5	58.5	60.1	56.6	56.5	56.5	58.3	61.0	51.7	51.6	53.1	57.4	56.3	59.0	60.4	60.4	61.5	64.1	65.5	63.6
06/04/14	61.3	58.8	59.8	54.5	54.2	53.0	55.4	61.8	51.3	50.8	53.6	57.3	55.9	58.7	60.7	61.5	61.6	64.4	65.7	62.4
06/05/14	61.4	58.5	58.7	57.5	56.2	55.4	56.7	62.5	51.8	52.2	53.1	58.6	55.3	59.2	59.8	62.1	62.2	63.7	65.5	62.2
06/06/14	60.9	58.0	58.7	54.5	55.1	52.8	57.3	63.3	53.3	53.9	53.0	58.3	54.8	59.7	59.7	62.3	62.2	63.8	65.4	62.3
06/07/14	58.5	55.8	56.6	55.2	53.1	47.6	50.6	59.3	52.2	53.3	50.6	56.7	53.1	57.1	57.6	58.3	59.7	61.5	63.1	54.6
06/08/14	60.8	57.4	58.1	52.9	53.5	51.1	54.7	61.8	51.0	49.4	52.6	57.9	54.3	59.2	59.1	61.0	62.0	63.2	65.3	58.1
06/09/14	62.3	59.8	61.1	56.9	52.4	47.5	53.4	61.9	51.9	53.3	53.9	58.5	57.3	59.7	62.1	61.8	62.2	65.3	66.6	58.2
06/10/14	62.6	60.0	60.6	54.6	56.7	51.5	56.1	62.7	52.9	52.8	54.8	58.9	57.5	59.6	62.2	62.6	62.1	65.6	66.7	61.1
06/11/14	61.8	59.2	60.0	54.6	56.9	52.7	54.9	63.2	51.6	54.4	53.7	58.4	56.5	59.1	61.1	62.1	61.6	64.4	65.8	59.3
06/12/14	61.8	58.7	59.3	54.4	54.4	52.0	55.0	63.6	54.6	55.5	53.6	58.8	55.4	59.8	60.5	62.9	62.8	64.9	66.1	68.5
06/13/14	62.4	59.2	59.5	54.1	56.2	52.3	55.2	63.4	53.0	52.7	55.2	59.2	56.1	59.9	60.9	63.0	62.7	64.8	66.5	---
06/14/14	59.2	56.5	57.1	52.5	52.1	46.2	52.3	61.1	51.4	50.8	51.3	56.5	53.3	57.4	57.9	59.4	59.6	61.7	63.1	56.0
06/15/14	61.0	58.5	59.7	55.1	57.3	47.4	50.1	61.4	51.4	49.3	52.3	58.9	55.7	60.1	60.6	60.6	62.3	64.2	65.9	54.8
06/16/14	61.4	58.9	60.4	56.9	54.8	48.9	51.7	61.4	58.7	63.5	53.4	58.6	56.6	59.8	61.3	60.8	62.3	64.9	66.3	59.0
06/17/14	62.2	60.5	59.7	56.5	56.1	53.6	54.1	62.3	56.5	55.0	54.0	59.4	56.4	59.6	61.2	61.5	61.9	65.2	65.9	60.0
06/18/14	62.9	60.0	61.1	56.7	55.3	52.5	54.6	62.9	56.0	57.1	55.0	59.4	57.3	60.4	62.1	62.2	62.9	65.4	66.7	61.4
06/19/14	61.9	59.8	61.0	59.0	55.5	51.9	55.5	63.6	52.6	53.6	54.4	58.5	57.2	60.2	62.1	63.0	63.6	65.4	67.1	59.7
06/20/14	60.4	59.0	59.9	56.3	53.7	54.1	56.7	62.6	42.5	46.2	52.2	56.4	56.5	59.0	61.1	61.9	61.9	64.4	66.1	63.0
06/21/14	59.5	57.1	58.4	55.9	52.1	49.5	52.6	60.0	53.5	55.0	51.5	56.6	54.4	57.4	59.4	60.5	60.1	63.0	64.1	55.3
06/22/14	61.2	58.9	60.4	58.0	53.9	49.6	50.9	61.7	50.8	47.9	53.2	59.3	56.0	60.5	61.3	61.1	63.4	64.9	67.0	---
06/23/14	62.3	60.0	60.9	54.8	55.4	50.7	55.4	61.9	52.8	56.5	53.8	58.6	57.3	59.9	61.8	61.3	63.0	65.3	66.7	60.5
06/24/14	61.9	59.4	60.3	56.2	55.4	53.7	56.6	63.1	52.9	54.9	53.8	58.9	56.4	60.2	61.3	62.4	62.9	65.3	66.8	49.1
06/25/14	61.7	59.4	60.1	57.4	55.7	51.2	54.3	63.4	53.7	53.4	53.5	58.4	56.7	59.9	61.4	62.6	62.8	65.1	66.6	58.8
06/26/14	62.4	60.5	61.1	57.1	58.8	51.0	56.1	63.4	53.3	54.3	54.3	58.3	57.5	60.7	62.6	62.7	63.6	66.4	67.6	55.6
06/27/14	61.3	59.0	59.9	56.7	57.5	54.3	57.9	63.0	54.4	51.8	52.9	58.7	56.1	60.0	61.0	62.1	62.8	64.8	66.5	62.2
06/28/14	61.2	59.0	60.7	53.7	52.7	45.9	51.3	59.6	52.0	53.5	53.2	57.5	56.3	58.3	61.5	59.4	60.9	64.4	65.4	56.9
06/29/14	60.5	58.2	59.8	53.8	53.6	45.9	46.5	61.0	49.4	46.2	52.0	57.1	55.6	59.0	60.6	60.1	61.8	64.1	65.6	52.6
06/30/14	61.2	58.6	60.1	54.8	54.1	51.5	53.3	61.1	51.3	49.0	53.0	57.4	56.3	58.1	60.8	60.5	61.7	64.0	65.6	57.8
AVERAGE	61.4	58.9	59.8	55.8	55.2	51.8	56.1	62.1	53.1	54.3	53.3	58.2	56.1	59.4	60.9	61.5	62.1	64.5	66.0	60.5
NO. DAYS	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	28
QTR. AVG.	60.8	58.4	59.3	56.6	55.9	53.9	55.2	61.4	53.5	53.7	53.1	57.7	55.7	58.7	60.6	60.7	61.4	64.0	65.4	60.4
NO. DAYS	91	91	91	91	91	91	91	91	91	91	91	81	91	91	91	90	91	86	91	87

TABLE 4. AVERAGE CNEL VALUES

Site No.	3rd Quarter 2013	4th Quarter 2013	1st Quarter 2014	2nd Quarter 2014	4 Quarter Average
1	61.4	60.7	60.8	60.8	60.9
2	58.8	58.6	58.5	58.4	58.6
3	59.8	59.2	59.3	59.3	59.4
4	57.5	57.5	57.8	56.6	57.4
5	55.1	57.4	57.9	55.9	56.7
6	54.6	54.4	54.4	53.9	54.3
7	56.5	54.1	54.2	55.2	55.1
9	62.0	61.0	61.1	61.4	61.4
10	53.8	54.5	53.9	53.5	53.9
11	53.5	54.9	53.8	53.7	54.0
12	53.4	53.7	53.6	53.1	53.5
13	58.1	57.2	57.5	57.7	57.6
14	56.1	55.7	55.7	55.7	55.8
15	59.2	58.5	58.6	58.7	58.7
16	61.0	60.4	60.7	60.6	60.7
18	61.4	60.6	60.5	60.7	60.8
19	61.9	61.9	61.5	61.4	61.7
20	64.4	64.2	64.0	64.0	64.1
21	66.0	65.1	65.5	65.4	65.5
22	60.6	59.4	59.8	60.5	60.1

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE SECOND QUARTER 2014

SCHEDULE IN EFFECT FROM 4/1/14 to 4/7/14 7 DAYS

AIRCRAFT	AS D8-Q400		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	20	13	14	14	0	0	0	0
EVENING	0	0	0	7	6	6	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	20	20	20	20	0	0	0	0

SCHEDULE IN EFFECT FROM 4/1/14 to 4/7/14

	US A319	US A320	US B7372		US B7373		US CRJ			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	6	6	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	6	6	0	0

SCHEDULE IN EFFECT FROM 4/1/14 to 4/7/14

	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	19	20	0	0	0	0	0	0
EVENING	0	0	1	7	0	0	0	0	0	0
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	27	27	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 4/1/14 to 4/7/14

	WN B7377		WN B7378		UA A320	UA B7373		UA B7375		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	231	209	0	0	0	0	0	0	0	0
EVENING	53	75	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	284	284	0	0	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 4/1/14 to 4/7/14

	UA B757	UA RJ		UA CRJ7		FE A300		FE A310		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	43	30	6	6	0	0	0	1
EVENING	0	0	6	19	0	0	0	0	5	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	49	49	6	6	0	0	5	5

SCHEDULE IN EFFECT FROM 4/1/14 to 4/7/14

	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	20	13	0	0
EVENING	5	0	0	0	0	0	0	7	0	0
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	20	20	0	0

SCHEDULE IN EFFECT FROM 4/1/14 to 4/7/14

	DL CRJ9		B6 A320		FW2 A319		**TOTALS**	
	DEP	ARR	DEP	ARR	DEP	ARR	**DEP**	**ARR**
DAY	0	0	0	0	0	0	**356**	**310**
EVENING	0	0	7	7	0	0	**89**	**134**
NIGHT	0	0	0	0	0	0	**7**	**8**
TOTAL	0	0	7	7	0	0	**452**	**452**

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE SECOND QUARTER 2014

SCHEDULE IN EFFECT FROM 4/8/14 to 4/30/14 23 DAYS

AIRCRAFT	AS D8-Q400		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	20	13	14	14	0	0	0	0
EVENING	0	0	0	7	6	6	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	20	20	20	20	0	0	0	0

SCHEDULE IN EFFECT FROM 4/8/14 to 4/30/14

	US A319	US A320	US B7372		US B7373		US CRJ			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	6	6	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	6	6	0	0

SCHEDULE IN EFFECT FROM 4/8/14 to 4/30/14

	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	19	20	0	0	0	0	0	0
EVENING	0	0	1	7	0	0	0	0	0	0
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	27	27	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 4/8/14 to 4/30/14

	WN B7377		WN B7378		UA A320	UA B7373			UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	236	214	0	0	0	0	0	0	0	0
EVENING	57	79	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	293	293	0	0	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 4/8/14 to 4/30/14

	UA B757	UA RJ		UA CRJ7		FE A300		FE A310		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	43	30	6	6	0	0	0	1
EVENING	0	0	6	19	0	0	0	0	5	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	49	49	6	6	0	0	5	5

SCHEDULE IN EFFECT FROM 4/8/14 to 4/30/14

	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	20	13	0	0
EVENING	5	0	0	0	0	0	0	7	0	0
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	20	20	0	0

SCHEDULE IN EFFECT FROM 4/8/14 to 4/30/14

	DL CRJ9		B6 A320		FW2 A319		**TOTALS**	
	DEP	ARR	DEP	ARR	DEP	ARR	**DEP**	**ARR**
DAY	0	0	0	0	0	0	**361**	**315**
EVENING	0	0	7	7	0	0	**93**	**138**
NIGHT	0	0	0	0	0	0	**7**	**8**
TOTAL	0	0	7	7	0	0	**461**	**461**

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE SECOND QUARTER 2014

SCHEDULE IN EFFECT FROM 5/1/14 to 5/31/14 31 DAYS

AIRCRAFT	AS D8-Q400		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	20	13	14	14	0	0	0	0
EVENING	0	0	0	7	6	6	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	20	20	20	20	0	0	0	0

SCHEDULE IN EFFECT FROM 5/1/14 to 5/31/14

	US A319		US A320		US B7372		US B7373		US CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	6	6	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	6	6	0	0

SCHEDULE IN EFFECT FROM 5/1/14 to 5/31/14

	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	19	20	0	0	0	0	0	0
EVENING	0	0	1	7	0	0	0	0	0	0
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	27	27	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 5/1/14 to 5/31/14

	WN B7377		WN B7378		UA A320		UA B7373		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	236	214	0	0	0	0	0	0	0	0
EVENING	57	79	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	293	293	0	0	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 5/1/14 to 5/31/14

	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	45	32	1	1	0	0	0	1
EVENING	0	0	6	19	0	0	0	0	5	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	51	51	1	1	0	0	5	5

SCHEDULE IN EFFECT FROM 5/1/14 to 5/31/14

	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	19	12	0	0
EVENING	5	0	0	0	0	0	0	7	0	0
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	19	19	0	0

SCHEDULE IN EFFECT FROM 5/1/14 to 5/31/14

	DL CRJ9		B6 A320		FW2 A319			
	DEP	ARR	DEP	ARR	DEP	ARR	**TOTALS**	
							DEP	**ARR**
DAY	0	0	0	0	0	0	**357**	**311**
EVENING	0	0	7	7	0	0	**93**	**138**
NIGHT	0	0	0	0	0	0	**7**	**8**
TOTAL	0	0	7	7	0	0	**457**	**457**

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE SECOND QUARTER 2014

SCHEDULE IN EFFECT FROM 6/1/14 to 6/6/14 6 DAYS

AIRCRAFT	AS D8-Q400		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	20	13	14	14	0	0	0	0
EVENING	0	0	0	7	6	6	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	20	20	20	20	0	0	0	0

SCHEDULE IN EFFECT FROM 6/1/14 to 6/6/14

	US A319		US A320		US B7372		US B7373		US CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	7	0	0
EVENING	0	0	0	0	0	0	7	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	7	7	0	0

SCHEDULE IN EFFECT FROM 6/1/14 to 6/6/14

	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	19	19	0	0	0	0	0	0
EVENING	0	0	0	7	0	0	0	0	0	0
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	26	26	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 6/1/14 to 6/6/14

	WN B7377		WN B7378		UA A320		UA B7373		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	236	214	0	0	0	0	0	0	0	0
EVENING	57	79	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	293	293	0	0	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 6/1/14 to 6/6/14

	UA B757	UA RJ		UA CRJ7		FE A300		FE A310		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	45	32	1	1	0	0	0	1
EVENING	0	0	6	19	0	0	0	0	5	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	51	51	1	1	0	0	5	5

SCHEDULE IN EFFECT FROM 6/1/14 to 6/6/14

	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	19	12	0	0
EVENING	5	0	0	0	0	0	0	7	0	0
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	19	19	0	0

SCHEDULE IN EFFECT FROM 6/1/14 to 6/6/14

	DL CRJ9		B6 A320		FW2 A319			
	DEP	ARR	DEP	ARR	DEP	ARR	**TOTALS**	
							DEP	**ARR**
DAY	0	0	0	0	0	0	**357**	**317**
EVENING	0	0	7	7	0	0	**93**	**132**
NIGHT	0	0	0	0	0	0	**7**	**8**
TOTAL	0	0	7	7	0	0	**457**	**457**

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE SECOND QUARTER 2014

SCHEDULE IN EFFECT FROM 6/7/14 to 6/7/14 1 DAYS

AIRCRAFT	AS D8-Q400		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	20	13	14	14	0	0	0	0
EVENING	0	0	0	7	6	6	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	20	20	20	20	0	0	0	0

SCHEDULE IN EFFECT FROM 6/7/14 to 6/7/14

	US A319	US A320	US B7372		US B7373		US CRJ			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	7	0	0
EVENING	0	0	0	0	0	0	7	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	7	7	0	0

SCHEDULE IN EFFECT FROM 6/7/14 to 6/7/14

	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	19	19	0	0	0	0	0	0
EVENING	0	0	0	7	0	0	0	0	0	0
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	26	26	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 6/7/14 to 6/7/14

	WN B7377		WN B7378		UA A320	UA B7373		UA B7375		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	236	214	0	0	0	0	0	0	0	0
EVENING	57	79	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	293	293	0	0	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 6/7/14 to 6/7/14

	UA B757	UA RJ		UA CRJ7		FE A300		FE A310		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	42	28	5	5	0	0	0	1
EVENING	0	0	6	20	0	0	0	0	5	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	48	48	5	5	0	0	5	5

SCHEDULE IN EFFECT FROM 6/7/14 to 6/7/14

	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	19	12	0	0
EVENING	5	0	0	0	0	0	0	7	0	0
NIGHT0	4	0	0	0	0	0	0	0	0	
TOTAL	8	8	0	0	0	0	19	19	0	0

SCHEDULE IN EFFECT FROM 6/7/14 to 6/7/14

	DL CRJ9		B6 A320		FW2 A319			
	DEP	ARR	DEP	ARR	DEP	ARR	**TOTALS**	
							DEP	**ARR**
DAY	0	0	0	0	0	0	**358**	**317**
EVENING	0	0	7	7	0	0	**93**	**133**
NIGHT	0	0	0	0	0	0	**7**	**8**
TOTAL	0	0	7	7	0	0	**458**	**458**

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE SECOND QUARTER 2014

SCHEDULE IN EFFECT FROM 6/8/14 to 6/9/14 2 DAYS

AIRCRAFT	AS D8-Q400		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	14	7	14	14	0	0	7	7
EVENING	0	0	0	7	6	6	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	20	20	0	0	7	7

SCHEDULE IN EFFECT FROM 6/8/14 to 6/9/14

	US A319	US A320	US B7372		US B7373		US CRJ			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	7	0	0
EVENING	0	0	0	0	0	0	7	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	7	7	0	0

SCHEDULE IN EFFECT FROM 6/8/14 to 6/9/14

	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	19	19	0	0	0	0	0	0
EVENING	0	0	0	7	0	0	0	0	0	0
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	26	26	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 6/8/14 to 6/9/14

	WN B7377		WN B7378		UA A320	UA B7373		UA B7375		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	240	214	0	0	0	0	0	0	0	0
EVENING	58	84	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	298	298	0	0	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 6/8/14 to 6/9/14

	UA B757	UA RJ		UA CRJ7		FE A300		FE A310		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	42	28	5	5	0	0	0	1
EVENING	0	0	6	20	0	0	0	0	5	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	48	48	5	5	0	0	5	5

SCHEDULE IN EFFECT FROM 6/8/14 to 6/9/14

	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	19	12	0	0
EVENING	5	0	0	0	0	0	0	7	0	0
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	19	19	0	0

SCHEDULE IN EFFECT FROM 6/8/14 to 6/9/14

	DL CRJ9		B6 A320		FW2 A319			
	DEP	ARR	DEP	ARR	DEP	ARR	**TOTALS**	
							DEP	**ARR**
DAY	0	0	0	0	0	0	**363**	**318**
EVENING	0	0	7	7	0	0	**94**	**138**
NIGHT	0	0	0	0	0	0	**7**	**8**
TOTAL	0	0	7	7	0	0	**464**	**464**

Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE SECOND QUARTER 2014

SCHEDULE IN EFFECT FROM 6/10/14 to 6/30/14 21 DAYS

AIRCRAFT	AS D8-Q400		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	14	7	14	14	0	0	7	7
EVENING	0	0	0	7	6	6	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	20	20	0	0	7	7

SCHEDULE IN EFFECT FROM 6/10/14 to 6/30/14

	US A319	US A320	US B7372		US B7373		US CRJ			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	7	0	0
EVENING	0	0	0	0	0	0	7	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	7	7	0	0

SCHEDULE IN EFFECT FROM 6/10/14 to 6/30/14

	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	19	19	0	0	0	0	0	0
EVENING	0	0	0	7	0	0	0	0	0	0
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	26	26	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 6/10/14 to 6/30/14

	WN B7377		WN B7378		UA A320	UA B7373		UA B7375		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	240	214	0	0	0	0	0	0	0	0
EVENING	58	84	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	298	298	0	0	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 6/10/14 to 6/30/14

	UA B757	UA RJ		UA CRJ7		FE A300		FE A310		
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	42	28	5	5	0	0	0	1
EVENING	0	0	6	20	0	0	0	0	5	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	48	48	5	5	0	0	5	5

SCHEDULE IN EFFECT FROM 6/10/14 to 6/30/14

	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	20	13	0	0
EVENING	5	0	0	0	0	0	0	7	0	0
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	20	20	0	0

SCHEDULE IN EFFECT FROM 6/10/14 to 6/30/14

	DL CRJ9		B6 A320		FW2 A319		**TOTALS**	
	DEP	ARR	DEP	ARR	DEP	ARR	**DEP**	**ARR**
DAY	0	0	0	0	0	0	**364**	**319**
EVENING	0	0	7	7	0	0	**94**	**138**
NIGHT	0	0	0	0	0	0	**7**	**8**
TOTAL	0	0	7	7	0	0	**465**	**465**

TABLE 5. (CONTINUED)

SECOND QUARTER 2014

PERIOD TOTALS FOR
AIR CARRIERS AND AIR TAXIS

AIR CARRIERS

	DEP	ARR
DAY	3524	3222
EVE	1013	1221
NIGHT	0	104
TOTAL	4547	4547

AIR TAXIS

	DEP	ARR
DAY	1298	1073
EVE	247	563
NIGHT	91	0
TOTAL	1636	1636

AIR CARRIERS AND AIR TAXIS

	DEP	ARR
DAY	4832	4295
EVE	1260	1784
NIGHT	91	104
TOTAL	6183	6183

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 614.2 and 323.9 acres, respectively. The areas of incompatible land uses enclosed by the contours were then computed. The incompatible land use areas were 6.55 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 123 parcels of land. Those 123 parcels total 17.59 acres. None of the 123 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 Baker v. Burbank-Glendale-Pasadena Airport Authority, 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 Baker 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 Baker 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 46 single family residential parcels, totaling approximately 6.55 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 46 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 124 and 8, respectively.

REFERENCES

1. 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.

3. "Quarterly Noise Monitoring at Bob Hope Airport, Third Quarter 2013", AAAI Report 1425.

4. "Quarterly Noise Monitoring at Burbank Airport, Fourth Quarter 2013", AAAI Report 1426.

5. "Quarterly Noise Monitoring at Burbank Airport, First Quarter 2014", AAAI Report 1442.

APPENDIX A
NOISE MONITOR INSTRUMENTATION

APPENDIX A
NOISE MONITOR INSTRUMENTATION

The permanent noise monitor system, manufactured by Bruel & Kjaer, consists of 20 noise monitoring terminals (NMT) connected to a central site by DSL or wireless connections. 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 and saved locally in the B & K sound level meter. 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 stored sound level data at each site is dumped once every 24-hour period via wireless or DSL connection to the central site. The data received by the central site are processed by the ANOMS computer software. 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 B & K, 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 by latitude and longitude in Table A-1.

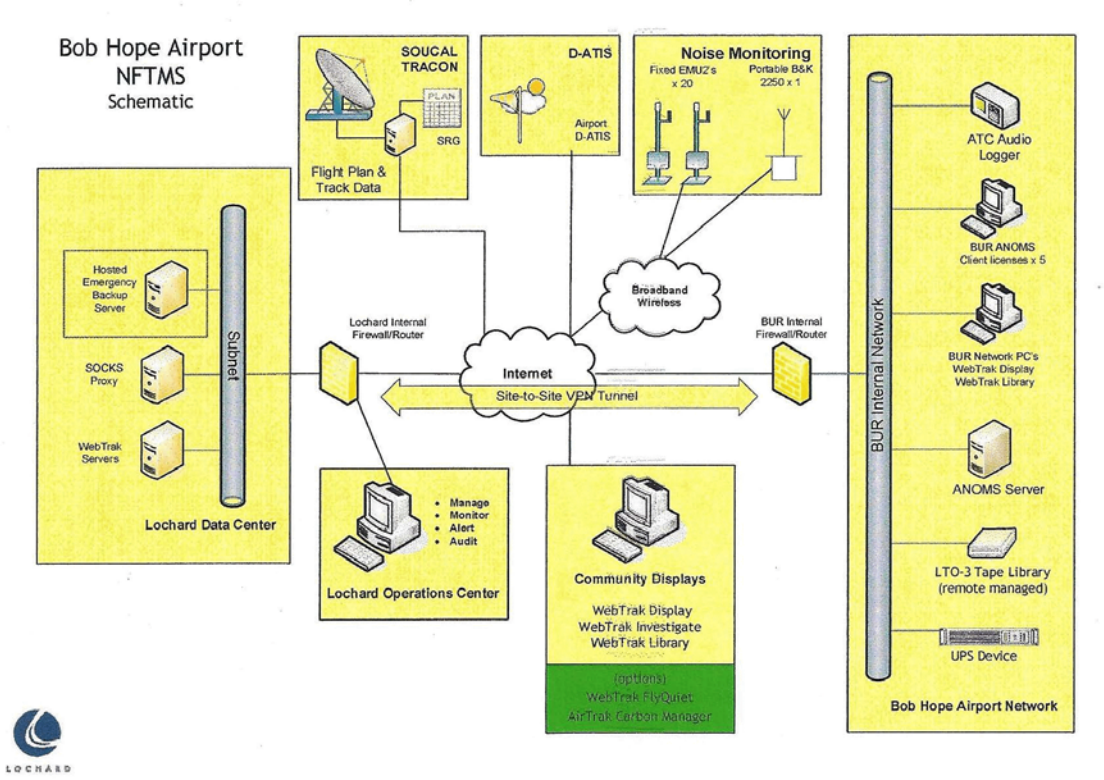

Figure A-1. Permanent Noise Monitor System Schematic

TABLE A-1
NOISE MONITOR SITE LOCATIONS

NMT	Latitude	Longitude
1	34.188424	-118.358983
2	34.184296	-118.347330
3	34.175731	-118.354197
4	34.212022	-118.364391
5	34.215261	-118.357381
6	34.220705	-118.365214
7	34.224979	-118.363989
9	34.198871	-118.398889
10	34.195336	-118.342392
11	34.197321	-118.340376
12	34.190175	-118.365404
13	34.181303	-118.345270
14	34.178786	-118.347134
15	34.173922	-118.363157
16	34.181185	-118.350949
18	34.196899	-118.389014
19	34.181277	-118.357866
20	34.188378	-118.351878
21	34.186700	-118.354939
22	34.217035	-118.361725

APPENDIX B
CALIBRATION

APPENDIX B
CALIBRATION

The system was calibrated during setup using a Bruel and Kjaer acoustic calibrator. Acoustic calibrations are performed annually. Electrical calibrations are performed automatically four times per 24-hour day. Figure B-1 shows the calibration summary for January 2013 and Figure B-2 shows the detailed electrical calibration report for Noise Monitor Site 1.

Devices Report

RMT Calibration Results

Bob Hope Airport

Start Date: 04-Jan-2013

End Date: 31-Jan-2013

Monitor Location		04-Jan-2013	11-Jan-2013	18-Jan-2013	25-Jan-2013
1	1	0.1	0.1	0.1	0.1
2	2	0.4	0.4	0.3	0.3
3	3	0.5	0.0	0.0	0.0
4	4	0.3	0.3	0.3	0.3
5	#5	0.2	0.2	0.2	0.2
6	6	0.0	0.0	0.0	0.0
7	7	0.3	0.3	0.3	0.3
9	9	0.2	0.2	0.2	0.2
10	10	0.2	0.2	0.2	0.2
11	11	0.6	0.0	0.0	0.0
12	12	0.3	0.3	0.3	0.3
13	13	0.0	0.0	0.0	0.0
14	14	0.0	0.0	0.0	0.0
15	15	0.0	0.0	0.0	0.0
16	16	0.4	0.4	0.4	0.4
18	18	0.0	0.0	0.1	0.1
19	19	0.0	0.0	0.0	0.0
20	20	0.1	0.0	0.1	0.1
21	21	0.0	0.0	0.0	0.0
22	22	0.0	0.0	0.0	0.0

Devices Report

RMT Calibration Results

Bob Hope Airport

Start Date: 04-Jan-2013

End Date: 31-Jan-2013

Monitor Location: 1 - 1, (Fixed)

Seven Day Period Commencing: Friday January 04, 2013

Calibrated with Sound Calibrator : Never

Number of Calibrations: 27

Average adjustment for this RMT over this period: 0.10 dB

Date Time	Expected Result	Value Measured	Calibration Error
04-Jan-2013 0:00	87.1	87.2	0.1
04-Jan-2013 6:00	87.1	87.2	0.1
04-Jan-2013 12:00	87.1	87.2	0.1
04-Jan-2013 18:00	87.1	87.2	0.1
05-Jan-2013 0:00	87.1	87.2	0.1
05-Jan-2013 6:00	87.1	87.2	0.1
05-Jan-2013 12:00	87.1	87.2	0.1
05-Jan-2013 18:00	87.1	87.2	0.1
06-Jan-2013 0:00	87.1	87.2	0.1
06-Jan-2013 6:00	87.1	87.2	0.1
06-Jan-2013 12:00	87.1	87.2	0.1
06-Jan-2013 18:00	87.1	87.2	0.1
07-Jan-2013 0:00	87.1	87.2	0.1
07-Jan-2013 6:00	87.1	87.2	0.1
07-Jan-2013 12:00	87.1	87.2	0.1
07-Jan-2013 18:00	87.1	87.2	0.1
08-Jan-2013 0:00	87.1	87.2	0.1
08-Jan-2013 6:00	87.1	87.2	0.1
08-Jan-2013 12:00	87.1	87.3	0.2
08-Jan-2013 18:00	87.1	87.2	0.1
09-Jan-2013 0:00	87.1	87.2	0.1
09-Jan-2013 6:00	87.1	87.2	0.1
09-Jan-2013 12:00	87.1	87.2	0.1
09-Jan-2013 18:00	87.1	87.2	0.1
10-Jan-2013 0:00	87.1	87.2	0.1
10-Jan-2013 6:00	87.1	87.2	0.1
10-Jan-2013 12:00	87.1	87.2	0.1