



**ACOUSTICAL ANALYSIS ASSOCIATES, INCORPORATED**

**AAAI Report 1397  
AAAI Project 88018**

# **QUARTERLY NOISE MONITORING AT BOB HOPE AIRPORT THIRD QUARTER 2012**

**DECEMBER 2012**

**Prepared for:**



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AAAI Project 88018

QUARTERLY NOISE MONITORING  
AT BOB HOPE AIRPORT  
THIRD QUARTER 2012

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Prepared for:

Burbank-Glendale-Pasadena Airport Authority  
2627 Hollywood Way  
Burbank, CA 91505

Prepared by:

Acoustical Analysis Associates, Inc.  
950 Enchanted Way, Suite 105  
Simi Valley, CA 93065

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**QUARTERLY NOISE MONITORING AT BOB HOPE AIRPORT  
THIRD 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 boundary<sup>1</sup>. 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 third quarter of 2012. Noise impact boundaries for 65 dB and 70 dB are shown based on these measurements and measurements obtained during the fourth quarter 2011 and first and second quarter 2012 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.

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

## 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. 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.

TABLE 1. CNEL VALUES FOR JULY 2012

RMS NUMBER																	
Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18
7/1/2012	60.0	59.0	59.2	58.5	61.4	52.5	61.9	61.8	45.5	51.2	64.8	58.1	59.0	58.6	63.5	59.0	63.0
7/2/2012	61.9	59.0	59.7	55.5	58.7	52.9	56.5	60.5	46.9	53.0	63.7	60.1	55.4	60.5	61.6	62.0	62.0
7/3/2012	62.2	58.0	59.5	56.5	62.9	56.4	59.2	62.5	62.1	55.2	52.4	61.2	53.0	61.9	60.6	61.1	65.3
7/4/2012	60.8	60.2	58.2	51.5	66.5	51.0	69.1	59.9	54.1	48.2	50.6	59.3	54.9	59.0	60.2	59.0	61.6
7/5/2012	61.9	58.9	60.0	55.0	66.6	---	60.2	62.7	51.0	54.1	51.9	60.8	60.2	60.6	62.1	60.7	63.9
7/6/2012	---	---	---	---	59.0	---	---	---	---	---	---	---	---	---	---	---	---
7/7/2012	---	---	---	---	66.7	---	---	---	---	---	---	---	---	---	---	---	---
7/8/2012	---	---	---	---	55.9	---	---	---	---	---	---	---	---	---	---	---	---
7/9/2012	62.6	59.6	61.1	58.8	66.1	---	57.6	61.2	45.5	49.8	63.1	59.3	56.2	60.1	62.7	60.8	62.5
7/10/2012	62.0	59.2	60.1	58.1	62.0	---	59.0	62.7	51.0	51.6	52.2	59.9	56.0	60.1	62.0	60.4	64.8
7/11/2012	61.3	58.1	58.9	56.4	58.8	51.6	58.9	62.1	53.6	53.8	49.2	60.2	54.2	59.8	61.1	60.2	63.0
7/12/2012	59.2	58.3	58.7	54.7	58.6	51.3	54.5	61.0	54.4	50.1	48.0	57.6	54.4	58.0	60.7	58.1	61.5
7/13/2012	61.4	59.9	61.4	56.5	59.4	59.1	62.2	62.4	49.9	55.1	48.3	61.9	56.6	60.9	63.2	60.4	63.1
7/14/2012	58.9	58.1	57.6	57.0	57.1	56.9	62.7	59.8	54.4	47.1	52.1	57.2	50.9	57.8	59.5	58.0	62.1
7/15/2012	60.9	58.1	59.6	55.1	58.2	59.4	55.8	62.0	50.0	49.2	49.6	59.8	54.5	60.6	61.3	60.7	63.2
7/16/2012	62.7	60.5	61.0	57.0	63.4	61.8	61.5	62.4	54.9	58.3	52.5	61.3	57.6	62.2	62.9	62.0	63.5
7/17/2012	62.9	59.6	59.8	58.4	62.1	55.3	59.1	62.5	52.6	56.1	53.1	62.0	55.5	61.9	61.9	61.9	64.0
7/18/2012	60.5	59.7	61.6	52.0	55.3	57.3	61.9	61.9	51.9	52.9	49.3	58.9	---	60.9	63.6	60.4	62.4
7/19/2012	62.3	60.4	61.4	59.4	58.2	54.9	61.1	62.1	53.7	51.6	50.6	60.0	56.9	60.7	64.1	61.4	63.0
7/20/2012	62.0	60.2	61.9	56.4	55.8	53.8	58.1	62.9	50.6	52.2	48.6	60.2	56.9	61.6	63.8	61.6	63.6
7/21/2012	59.2	57.5	58.5	56.3	56.2	57.4	60.6	59.4	53.5	43.2	42.6	55.9	55.2	58.5	60.4	58.7	60.9
7/22/2012	60.3	57.1	59.3	57.4	52.5	---	55.4	61.4	51.5	46.1	45.2	59.1	55.8	59.7	61.3	60.0	63.0
7/23/2012	62.3	59.2	59.5	56.7	53.5	---	57.7	61.0	49.7	52.1	51.1	60.6	55.8	60.6	62.1	60.7	62.1
7/24/2012	62.5	58.7	59.5	58.8	58.5	---	59.7	62.0	52.2	54.8	51.9	62.0	55.7	61.6	61.3	61.2	66.1
7/25/2012	62.2	59.7	60.4	57.3	60.0	51.9	60.8	62.9	50.9	54.4	50.5	60.2	61.1	60.0	63.0	60.3	64.1
7/26/2012	63.3	60.0	60.9	57.6	54.9	54.7	59.1	62.6	54.1	54.7	53.4	61.3	57.2	61.5	63.0	61.7	64.1
7/27/2012	61.4	59.4	60.2	66.8	56.6	---	61.5	62.4	51.4	52.3	48.9	59.5	60.7	60.7	62.3	60.1	63.9
7/28/2012	58.8	56.4	57.7	56.2	57.4	---	58.2	59.5	48.4	51.9	45.4	57.5	---	58.3	60.6	58.8	60.7
7/29/2012	60.7	57.6	59.3	58.5	62.1	---	58.2	61.5	48.3	42.6	42.1	59.9	52.6	60.4	60.5	60.4	62.6
7/30/2012	61.4	59.5	60.2	53.9	56.1	---	57.5	61.5	60.6	51.3	50.7	59.9	56.0	60.8	62.2	61.0	62.9
7/31/2012	60.6	59.0	59.9	54.7	59.4	---	61.0	62.1	51.8	55.1	51.2	60.3	58.7	61.1	61.5	61.3	63.2
AVERAGE	61.5	59.1	60.0	58.0	61.1	56.3	60.8	61.8	53.9	52.9	55.6	60.0	56.9	60.5	62.1	60.6	63.2
NO. DAYS	28	28	28	28	31	17	28	28	28	28	28	28	26	28	28	28	28



TABLE 2. CNEL VALUES FOR AUGUST 2012

	RMS NUMBER																	
Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	
8/1/2012	62.7	61.6	60.5	59.5	57.6	54.2	59.1	62.9	55.7	52.6	50.1	60.0	57.9	60.3	63.1	60.4	63.8	
8/2/2012	62.1	58.4	60.9	57.0	56.6	57.0	59.7	62.7	50.5	51.1	51.6	60.3	56.0	60.8	63.0	60.8	63.8	
8/3/2012	62.2	----	59.8	53.6	58.7	52.5	57.6	63.0	47.5	55.7	51.2	60.8	55.2	60.5	61.5	60.7	63.4	
8/4/2012	59.3	----	59.5	54.2	57.0	51.7	57.9	59.4	51.7	41.6	45.7	57.7	54.2	58.8	60.4	59.0	60.4	
8/5/2012	60.8	----	59.7	56.4	54.1	49.9	56.1	60.6	44.0	42.9	36.6	58.7	54.5	59.5	60.6	59.7	61.7	
8/6/2012	61.4	----	60.4	58.0	56.0	52.8	58.2	60.8	50.6	54.6	49.5	58.8	55.8	59.9	62.5	60.4	61.8	
8/7/2012	61.8	----	60.9	56.9	57.8	55.9	59.9	61.9	50.5	54.1	48.7	60.5	56.6	61.0	62.4	60.7	64.1	
8/8/2012	61.6	----	60.0	58.4	55.3	52.3	59.9	62.6	53.2	53.9	45.5	58.8	55.0	59.6	62.9	59.7	63.7	
8/9/2012	61.8	----	61.6	55.3	55.1	48.1	59.2	62.0	50.1	55.1	48.1	59.6	56.8	61.3	61.2	61.3	62.8	
8/10/2012	61.9	----	60.9	57.7	55.2	41.1	58.4	62.5	55.4	52.9	43.9	58.0	56.4	59.9	----	60.1	63.1	
8/11/2012	58.4	----	58.9	50.6	53.8	----	54.0	59.9	39.8	47.7	43.8	55.0	54.5	57.2	----	57.6	61.0	
8/12/2012	59.6	----	59.2	55.3	52.2	----	55.4	60.2	45.3	42.9	42.5	57.0	53.8	59.3	----	59.4	61.7	
8/13/2012	62.1	----	61.5	58.4	55.2	----	59.5	61.1	60.9	49.2	49.9	58.8	57.3	60.6	----	60.5	62.1	
8/14/2012	61.5	60.6	60.8	56.0	57.8	55.8	58.4	62.0	49.4	55.4	49.5	59.2	56.4	61.3	----	61.0	65.3	
8/15/2012	61.3	60.2	60.7	57.9	57.6	49.1	57.0	62.1	53.7	60.1	47.1	59.1	57.4	60.5	----	59.9	62.9	
8/16/2012	61.1	60.2	61.3	54.1	58.2	49.4	59.3	61.6	51.3	49.6	47.1	57.9	56.8	60.2	----	60.4	62.4	
8/17/2012	60.1	58.7	58.9	55.1	57.4	50.4	58.2	61.7	49.5	53.3	45.5	57.7	54.5	59.1	----	59.3	62.3	
8/18/2012	57.0	56.6	56.8	52.2	56.4	41.0	54.2	58.9	52.9	53.5	44.7	57.6	55.0	56.7	----	57.3	60.0	
8/19/2012	59.9	58.0	59.8	54.7	55.1	50.0	59.8	60.7	47.1	48.5	42.2	57.9	55.2	59.7	----	60.0	61.7	
8/20/2012	62.4	58.5	61.2	56.2	56.3	48.2	56.9	61.8	53.2	56.2	51.1	60.3	55.6	60.4	----	60.6	62.9	
8/21/2012	63.5	59.6	61.2	57.4	60.2	57.1	61.6	62.9	55.1	54.5	53.6	61.9	56.8	61.8	64.3	60.1	64.4	
8/22/2012	58.3	57.0	58.4	53.9	57.0	46.1	56.2	59.6	51.7	51.3	41.9	56.3	54.4	58.4	60.6	----	60.4	
8/23/2012	62.5	61.2	61.3	58.1	58.5	52.2	65.4	62.8	51.6	48.3	52.2	61.2	57.6	61.9	63.3	----	64.5	
8/24/2012	61.2	59.5	60.2	55.5	64.6	52.0	58.7	62.7	58.4	53.0	49.7	60.3	57.3	60.6	61.9	----	63.1	
8/25/2012	60.6	57.2	56.8	54.0	58.7	57.9	60.3	60.4	56.1	52.5	50.2	57.7	----	59.3	59.1	----	61.6	
8/26/2012	61.1	58.8	59.9	64.3	61.3	55.3	61.2	60.9	45.7	46.7	48.5	58.8	55.4	60.0	62.4	----	62.0	
8/27/2012	58.1	57.1	57.3	52.6	55.0	54.5	56.2	57.3	34.4	48.4	44.7	56.0	53.7	57.9	60.5	----	58.8	
8/28/2012	57.6	55.3	58.0	51.1	57.4	55.3	53.9	57.7	48.5	55.2	51.3	54.4	53.8	60.0	62.1	----	61.1	
8/29/2012	61.7	59.8	59.9	59.5	59.6	54.6	60.7	62.3	56.8	55.1	49.2	66.4	56.2	60.2	65.5	----	63.3	
8/30/2012	58.5	57.3	58.9	52.9	56.3	49.7	56.1	60.7	53.6	52.8	41.9	56.4	54.6	58.2	60.6	----	61.7	
8/31/2012	60.6	59.1	60.4	56.3	59.7	50.8	56.5	62.3	56.3	52.3	56.5	59.9	55.2	60.7	61.8	----	63.1	
AVERAGE	61.0	59.0	60.0	56.9	57.9	53.2	59.0	61.5	53.4	53.3	49.3	59.5	55.8	60.0	62.2	60.0	62.6	
NO. DAYS	31	20	31	31	31	28	31	31	31	31	31	31	30	31	20	21	31	

TABLE 3. CNEL VALUES FOR SEPTEMBER 2012

RMS NUMBER																	
Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18
9/1/2012	57.1	57.5	57.7	51.8	56.5	49.9	59.3	57.9	55.9	50.6	42.9	54.9	52.9	57.0	59.6	----	58.5
9/2/2012	58.3	57.1	57.3	50.5	54.6	48.5	57.2	57.4	46.3	46.8	38.1	55.1	53.4	57.0	59.4	----	58.5
9/3/2012	56.1	55.1	56.7	51.8	54.2	50.3	62.0	58.1	36.1	50.1	46.9	52.5	52.3	55.0	58.9	----	59.4
9/4/2012	54.0	54.1	55.6	45.2	55.1	36.6	51.4	55.4	49.6	48.0	50.1	50.4	50.2	54.0	57.8	----	56.8
9/5/2012	61.3	60.9	61.2	58.2	59.0	54.5	56.6	61.6	50.0	49.7	49.3	59.4	57.5	60.3	63.6	----	63.7
9/6/2012	62.2	61.3	62.0	53.1	56.2	47.6	59.1	61.8	46.1	51.3	49.4	61.1	57.8	61.9	63.9	----	63.5
9/7/2012	61.7	61.4	62.8	53.8	58.7	53.3	62.3	62.6	49.4	53.1	47.5	58.8	59.0	61.3	65.1	----	63.8
9/8/2012	58.8	58.7	58.9	57.5	56.8	44.9	54.6	61.3	47.1	48.1	46.2	55.7	56.6	57.0	62.1	----	61.3
9/9/2012	60.4	57.9	59.6	56.9	53.1	42.6	52.3	60.2	54.5	40.0	47.7	57.5	55.6	58.3	61.7	----	60.9
9/10/2012	60.3	59.1	59.9	53.5	58.5	44.6	57.1	58.1	51.3	47.1	49.3	58.5	56.0	59.2	61.9	----	59.3
9/11/2012	57.8	56.3	58.7	46.5	62.2	51.3	53.2	59.9	52.7	52.7	47.5	56.7	54.5	61.1	60.0	----	62.3
9/12/2012	55.6	55.0	56.9	45.7	56.8	46.2	56.4	58.8	51.3	49.1	45.3	54.4	53.4	56.3	58.8	----	59.4
9/13/2012	60.2	60.5	61.9	54.5	56.8	52.4	59.1	61.9	48.5	49.7	47.1	58.1	57.2	59.6	64.2	----	62.9
9/14/2012	58.8	60.0	60.6	54.8	60.4	53.5	56.2	61.0	48.6	51.1	45.4	56.5	56.2	58.9	63.0	----	62.0
9/15/2012	53.5	52.4	54.6	53.1	56.0	38.5	----	51.2	44.8	43.7	45.1	52.1	46.5	54.8	55.4	----	51.2
9/16/2012	60.1	56.6	59.0	55.8	58.0	50.4	54.8	60.7	41.6	47.7	52.3	57.5	52.5	58.8	59.8	----	62.9
9/17/2012	61.4	59.2	60.6	49.2	55.7	51.5	56.3	60.4	47.6	52.2	49.5	59.6	56.3	60.5	62.5	----	61.5
9/18/2012	57.7	55.3	57.4	58.2	60.6	52.9	56.2	59.7	51.2	57.7	45.5	57.4	53.9	60.5	60.4	----	62.2
9/19/2012	60.8	60.3	60.5	56.4	57.3	55.1	61.0	61.3	55.1	55.4	49.4	58.6	58.9	59.8	62.8	----	62.5
9/20/2012	60.1	59.9	60.9	50.6	55.3	49.8	57.6	61.2	50.5	57.1	49.7	58.4	57.2	60.1	63.1	----	62.8
9/21/2012	60.6	60.4	62.7	59.0	58.2	53.3	59.2	61.7	52.5	53.9	49.0	58.3	57.2	60.5	64.6	----	63.0
9/22/2012	55.6	56.9	56.5	53.1	56.6	56.9	59.2	57.2	47.7	54.3	49.3	55.5	48.5	56.1	59.8	----	59.0
9/23/2012	59.2	59.9	59.6	51.8	56.0	49.7	55.8	60.0	55.1	50.0	41.7	56.4	58.6	59.1	61.6	----	61.1
9/24/2012	62.5	60.2	61.3	57.5	57.5	50.9	56.9	60.9	53.6	53.0	48.6	60.5	52.8	61.4	63.0	61.7	62.2
9/25/2012	62.5	60.9	61.6	60.8	60.0	58.5	60.0	62.3	51.0	59.9	54.7	62.3	55.2	64.4	63.4	62.0	63.8
9/26/2012	62.6	60.0	61.1	57.0	58.1	54.1	59.0	61.6	55.6	56.1	54.7	60.6	58.2	60.9	63.3	60.7	63.2
9/27/2012	62.3	60.0	60.8	57.4	58.3	55.3	60.5	62.4	57.9	58.0	51.7	61.5	57.0	61.2	63.2	61.2	64.0
9/28/2012	61.3	60.7	61.4	53.2	56.4	51.5	62.5	61.9	56.9	54.6	51.3	58.2	57.7	60.5	64.0	60.4	63.3
9/29/2012	55.7	56.0	56.7	51.7	54.1	50.9	58.6	56.9	58.8	48.0	46.9	54.4	51.2	57.0	58.4	58.0	63.3
9/30/2012	58.8	58.5	60.3	52.3	59.1	53.8	58.1	59.9	54.0	46.8	55.2	56.0	55.5	59.1	62.2	59.0	61.9
AVERAGE	59.9	59.0	60.0	55.2	57.7	52.3	58.5	60.4	52.8	53.2	49.7	58.0	55.9	59.7	62.1	60.6	61.9
NO. DAYS	30	30	30	30	30	30	29	30	30	30	30	30	30	30	30	7	30
QTR. AVG.	60.8	59.0	60.0	56.8	59.2	53.9	59.5	61.2	53.4	53.1	52.4	59.2	56.2	60.0	62.1	60.4	62.6
NO. DAYS	89	78	89	89	92	75	88	89	89	89	89	89	86	89	78	56	89

**TABLE 4. AVERAGE CNEL VALUES**

Site No.	4th Quarter 2011	1st Quarter 2012	2nd Quarter 2012	3rd Quarter 2012	4 Quarter Average
1	61.6	61.2	61.6	60.8	61.3
2	59.8	59.4	58.8	59.0	59.3
3	60.7	60.0	60.0	60.0	60.2
4	58.8	57.4	56.4	56.8	57.4
5	59.2	58.5	59.6	59.8	59.3
6	56.4	55.5	54.4	53.9	55.2
7	58.1	57.6	58.7	59.5	58.6
9	61.3	60.8	61.6	61.2	61.2
10	54.3	52.6	54.1	53.4	53.7
11	53.2	53.2	54.2	53.1	53.5
12	52.7	52.2	57.0	52.4	54.1
13	59.8	59.9	60.1	59.2	59.8
14	57.2	57.3	56.1	56.2	56.7
15	61.0	60.1	60.3	60.0	60.4
16	63.5	62.1	62.3	62.1	62.5
17	60.7	60.0	60.4	60.4	60.4
18	61.9	62.1	62.8	62.6	62.4

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI  
FLIGHTS FOR THE THIRD QUARTER 2012**

AIRCRAFT	SCHEDULE IN EFFECT FROM 7/1/12 to 7/2/12 2 DAYS									
	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	21	14	0	0	7	7
EVENING	0	0	0	7	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	21	21	0	0	7	7

	SCHEDULE IN EFFECT FROM 7/1/12 to 7/2/12									
	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	6	13	0	0
EVENING	0	0	0	0	0	0	7	7	0	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	0	0	0	0	0	0	20	20	0	0

	SCHEDULE IN EFFECT FROM 7/1/12 to 7/2/12									
	US CRJ7	US CRJ9	AA MD80	WN B7373	WN B7375					
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	12	12	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	12	12	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 7/1/12 to 7/2/12									
	WN B7377	UA A319	UA A320	UA B7373	UA B7375					
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	272	245	0	0	0	0	0	0	0	0
EVENING	60	87	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	332	332	0	0	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 7/1/12 to 7/2/12									
	UA B757	UA RJ	UA CRJ7	FE A300	FE A310					
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	34	27	19	13	0	0	0	1
EVENING	0	0	6	13	0	6	0	0	5	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	40	40	19	19	0	0	5	5

	SCHEDULE IN EFFECT FROM 7/1/12 to 7/2/12									
	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	14	20	0	0
EVENING	5	0	0	0	0	0	6	0	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 7/1/12 to 7/2/12									
	DL CRJ9	B6 A320	FW2 A319						TOTALS	
	DEP	ARR	DEP	ARR	DEP	ARR			DEP	ARR
DAY	0	0	14	7	0	0			416	370
EVENING	0	0	7	14	0	0			96	141
NIGHT	0	0	0	0	0	0			7	8
TOTAL	0	0	21	21	0	0			519	519

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI  
FLIGHTS FOR THE THIRD QUARTER 2012**

AIRCRAFT	SCHEDULE IN EFFECT FROM 7/3/12 to 7/8/12 6 DAYS									
	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	21	14	0	0	7	7
EVENING	0	0	0	7	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	21	21	0	0	7	7

	SCHEDULE IN EFFECT FROM 7/3/12 to 7/8/12									
	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	6	13	0	0
EVENING	0	0	0	0	0	0	7	7	0	0
NIGHT	0	0	0	0	0	0	7	0	0	0
TOTAL	0	0	0	0	0	0	20	20	0	0

	SCHEDULE IN EFFECT FROM 7/3/12 to 7/8/12									
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	12	12	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	12	12	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 7/3/12 to 7/8/12									
	WN B7377		UA A319		UA A320		UA B7373		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	272	245	0	0	0	0	0	0	0	0
EVENING	60	87	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	332	332	0	0	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 7/3/12 to 7/8/12									
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	47	34	7	7	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	53	53	7	7	0	0	5	5

	SCHEDULE IN EFFECT FROM 7/3/12 to 7/8/12									
	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	14	20	0	0
EVENING	5	0	0	0	0	0	6	0	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 7/3/12 to 7/8/12									
	DL CRJ9		B6 A320		FW2 A319		TOTALS			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	14	7	0	0	417	371		
EVENING	0	0	7	14	0	0	96	141		
NIGHT	0	0	0	0	0	0	7	8		
TOTAL	0	0	21	21	0	0	520	520		

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI  
FLIGHTS FOR THE THIRD QUARTER 2012**

AIRCRAFT	SCHEDULE IN EFFECT FROM 7/9/12 to 8/11/12										DAYS
	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	21	14	0	0	7	7	
EVENING	0	0	0	7	0	7	0	0	0	0	
NIGHT	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	14	14	21	21	0	0	7	7	

	SCHEDULE IN EFFECT FROM 7/9/12 to 8/11/12										
	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	7	7	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 7/9/12 to 8/11/12										
	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 7/9/12 to 8/11/12										
	WN B7377	UA A319	UA A320	UA B7373	UA B7375						
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	
DAY	272	245	0	0	0	0	0	0	0	0	
EVENING	60	87	0	0	0	0	0	0	0	0	
NIGHT	0	0	0	0	0	0	0	0	0	0	
TOTAL	332	332	0	0	0	0	0	0	0	0	

	SCHEDULE IN EFFECT FROM 7/9/12 to 8/11/12										
	UA B757	UA RJ	UA CRJ7	FE A300	FE A310						
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	
DAY	0	0	47	34	7	7	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	53	53	7	7	0	0	5	5	

	SCHEDULE IN EFFECT FROM 7/9/12 to 8/11/12										
	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	14	20	0	0	
EVENING	5	0	0	0	0	0	6	0	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 7/9/12 to 8/11/12										
	DL CRJ9	B6 A320	FW2 A319								
	DEP	ARR	DEP	ARR	DEP	ARR	TOTALS		DEP	ARR	
DAY	0	0	14	7	0	0			418	365	
EVENING	0	0	7	14	0	0			96	148	
NIGHT	0	0	0	0	0	0			7	8	
TOTAL	0	0	21	21	0	0			521	521	

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI  
FLIGHTS FOR THE THIRD QUARTER 2012**

AIRCRAFT	SCHEDULE IN EFFECT FROM 8/12/12 to 8/25/12 14 DAYS									
	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	21	14	0	0	7	7
EVENING	0	0	0	7	0	7	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	14	14	21	21	0	0	7	7

	SCHEDULE IN EFFECT FROM 8/12/12 to 8/25/12									
	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	7	7	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 8/12/12 to 8/25/12									
	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 8/12/12 to 8/25/12									
	WN B7377		UA A319		UA A320		UA B7373		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	261	232	0	0	0	0	0	0	0	0
EVENING	66	95	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	327	327	0	0	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 8/12/12 to 8/25/12									
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	47	34	7	7	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	53	53	7	7	0	0	5	5

	SCHEDULE IN EFFECT FROM 8/12/12 to 8/25/12									
	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	14	20	0	0
EVENING	5	0	0	0	0	0	6	0	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 8/12/12 to 8/25/12								
	DL CRJ9		B6 A320		FW2 A319		TOTALS	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	14	7	0	0	407	352
EVENING	0	0	7	14	0	0	102	156
NIGHT	0	0	0	0	0	0	7	8
TOTAL	0	0	21	21	0	0	516	516

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI  
FLIGHTS FOR THE THIRD QUARTER 2012**

AIRCRAFT	SCHEDULE IN EFFECT FROM 8/26/12 to 8/27/12						2 DAYS			
	AS D8-Q400		AS B7377		AS CRJ7		AS CRJ		AS B7378	
DAY	0	0	13	13	14	14	0	0	7	0
EVENING	0	0	0	0	7	7	0	0	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	13	13	21	21	0	0	7	7

	SCHEDULE IN EFFECT FROM 8/26/12 to 8/27/12									
	US A319		US A320		US B7372		US B7373		US CRJ	
DAY	0	0	0	0	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	7	7	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 8/26/12 to 8/27/12									
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
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 8/26/12 to 8/27/12									
	WN B7377		UA A319		UA A320		UA B7373		UA B7375	
DAY	261	232	0	0	0	0	0	0	0	0
EVENING	66	95	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	327	327	0	0	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 8/26/12 to 8/27/12									
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
DAY	0	0	47	34	7	7	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	53	53	7	7	0	0	5	5

	SCHEDULE IN EFFECT FROM 8/26/12 to 8/27/12									
	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
DAY	3	4	0	0	0	0	14	20	0	0
EVENING	5	0	0	0	0	0	6	0	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 8/26/12 to 8/27/12						TOTALS	
	DL CRJ9		B6 A320		FW2 A319		DEP	ARR
DAY	0	0	14	7	0	0	399	351
EVENING	0	0	7	14	0	0	109	156
NIGHT	0	0	0	0	0	0	7	8
TOTAL	0	0	21	21	0	0	515	515



**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE THIRD QUARTER 2012**

AIRCRAFT	SCHEDULE IN EFFECT FROM 8/28/12 to 9/4/12						8 DAYS			
	AS D8-Q400		AS B7377		AS CRJ7		AS CRJ		AS B7378	
DAY	0	0	13	13	14	14	0	0	7	0
EVENING	0	0	0	0	7	7	0	0	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	13	13	21	21	0	0	7	7

	SCHEDULE IN EFFECT FROM 8/28/12 to 9/4/12									
	US A319		US A320		US B7372		US B7373		US CRJ	
DAY	0	0	0	0	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	7	7	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 8/28/12 to 9/4/12									
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
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 8/28/12 to 9/4/12									
	WN B7377		UA A319		UA A320		UA B7373		UA B7375	
DAY	261	232	0	0	0	0	0	0	0	0
EVENING	66	95	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	327	327	0	0	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 8/28/12 to 9/4/12									
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
DAY	0	0	33	26	17	11	0	0	0	1
EVENING	0	0	6	13	0	6	0	0	5	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	39	39	17	17	0	0	5	5

	SCHEDULE IN EFFECT FROM 8/28/12 to 9/4/12									
	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
DAY	3	4	0	0	0	0	14	20	0	0
EVENING	5	0	0	0	0	0	6	0	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 8/28/12 to 9/4/12						TOTALS	
	DL CRJ9		B6 A320		FW2 A319		DEP	ARR
DAY	0	0	14	7	0	0	395	347
EVENING	0	0	7	14	0	0	109	156
NIGHT	0	0	0	0	0	0	7	8
TOTAL	0	0	21	21	0	0	511	511

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE THIRD QUARTER 2012**

AIRCRAFT	SCHEDULE IN EFFECT FROM 9/5/12 to 9/29/12 25 DAYS									
	AS D8-Q400		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	13	13	14	14	0	0	7	0
EVENING	0	0	0	0	7	7	0	0	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	13	13	21	21	0	0	7	7

	SCHEDULE IN EFFECT FROM 9/5/12 to 9/29/12									
	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	3	10	0	0
EVENING	0	0	0	0	0	0	6	0	0	0
NIGHT	0	0	0	0	0	0	1	0	0	0
TOTAL	0	0	0	0	0	0	10	10	0	0

	SCHEDULE IN EFFECT FROM 9/5/12 to 9/29/12									
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	16	16	0	0	0	0	0	0
EVENING	0	0	0	6	0	0	0	0	0	0
NIGHT	0	0	6	0	0	0	0	0	0	0
TOTAL	0	0	22	22	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 9/5/12 to 9/29/12									
	WN B7377		UA A319		UA A320		UA B7373		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	261	232	0	0	0	0	0	0	0	0
EVENING	66	95	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	327	327	0	0	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 9/5/12 to 9/29/12									
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	33	26	17	11	0	0	0	1
EVENING	0	0	6	13	0	6	0	0	5	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	39	39	17	17	0	0	5	5

	SCHEDULE IN EFFECT FROM 9/5/12 to 9/29/12									
	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	14	20	0	0
EVENING	5	0	0	0	0	0	6	0	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 9/5/12 to 9/29/12									
	DL CRJ9		B6 A320		FW2 A319		TOTALS			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP		ARR	
DAY	0	0	14	7	0	0	395		354	
EVENING	0	0	6	13	0	0	107		147	
NIGHT	0	0	0	0	0	0	7		8	
TOTAL	0	0	20	20	0	0	509		509	

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI  
FLIGHTS FOR THE THIRD QUARTER 2012**

SCHEDULE IN EFFECT FROM 9/30/12 to 9/30/12 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	13	13	14	14	0	0	7	0
EVENING	0	0	0	0	7	7	0	0	0	7
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	13	13	21	21	0	0	7	7

SCHEDULE IN EFFECT FROM 9/30/12 to 9/30/12										
	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	3	10	0	0
EVENING	0	0	0	0	0	0	6	0	0	0
NIGHT	0	0	0	0	0	0	1	0	0	0
TOTAL	0	0	0	0	0	0	10	10	0	0

SCHEDULE IN EFFECT FROM 9/30/12 to 9/30/12										
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	16	16	0	0	0	0	0	0
EVENING	0	0	0	6	0	0	0	0	0	0
NIGHT	0	0	6	0	0	0	0	0	0	0
TOTAL	0	0	22	22	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 9/30/12 to 9/30/12										
	WN B7377		UA A319		UA A320		UA B7373		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	269	251	0	0	0	0	0	0	0	0
EVENING	56	74	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	325	325	0	0	0	0	0	0	0	0

SCHEDULE IN EFFECT FROM 9/30/12 to 9/30/12										
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	33	26	17	11	0	0	0	1
EVENING	0	0	6	13	0	6	0	0	5	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	39	39	17	17	0	0	5	5

SCHEDULE IN EFFECT FROM 9/30/12 to 9/30/12										
	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	14	20	0	0
EVENING	5	0	0	0	0	0	6	0	0	0
NIGHT	4	0	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	20	20	0	0

SCHEDULE IN EFFECT FROM 9/30/12 to 9/30/12										
	DL CRJ9		B6 A320		FW2 A319		TOTALS			
	DEP	ARR	DEP	ARR	DEP	ARR	DEP		ARR	
DAY	0	0	14	7	0	0	403		373	
EVENING	0	0	6	13	0	0	97		126	
NIGHT	0	0	0	0	0	0	7		8	
TOTAL	0	0	20	20	0	0	507		507	

**TABLE 5. (CONTINUED)**

THIRD QUARTER 2012

PERIOD TOTALS FOR  
AIR CARRIERS AND AIR TAXIS

## AIR CARRIERS

	<u>DEP</u>	<u>ARR</u>
DAY	3992	3519
EVE	1102	1470
NIGHT	0	105
TOTAL	5094	5094

## AIR TAXIS

	<u>DEP</u>	<u>ARR</u>
DAY	1363	1249
EVE	282	488
NIGHT	92	0
TOTAL	1737	1737

## AIR CARRIERS AND AIR TAXIS

	<u>DEP</u>	<u>ARR</u>
DAY	5355	4768
EVE	1384	1958
NIGHT	92	105
TOTAL	6831	6831

## 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 691.8 and 324.2 acres, respectively. The areas of incompatible land uses enclosed by the contours were then computed. The incompatible land use areas were 11.22 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 320 parcels of land. Those 320 parcels total 48.50 acres. None of the 320 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 77 single family residential parcels, totaling approximately 11.07 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 80 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 216 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 Burbank Airport, Fourth Quarter 2011", AAAI Report 1380.
4. "Quarterly Noise Monitoring at Bob Hope Airport, First Quarter 2012", AAAI Report 1395.
5. "Quarterly Noise Monitoring at Burbank Airport, Second Quarter 2012", AAAI Report 1396.

**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.



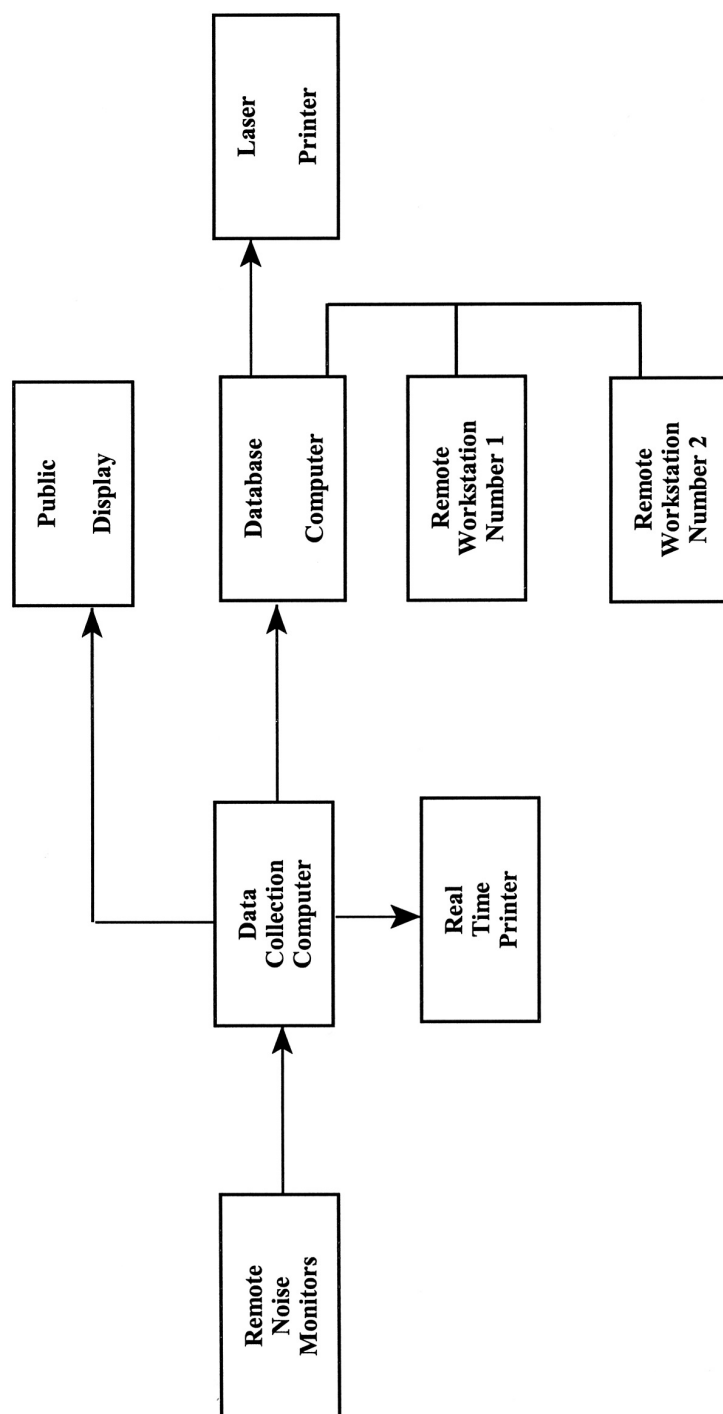


FIGURE A-1. PERMANENT NOISE MONITOR SYSTEM BLOCK DIAGRAM

TABLE A-1  
NOISE MONITOR SITE LOCATIONS

<u>Site No.</u>	<u>Distance From N. End of RW 15</u>	<u>Distance From Extended Centerline</u>
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.

<u>Site No.</u>	<u>Distance From W. End of RW 8</u>	<u>Distance From Extended Centerline</u>
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.

Odin Metrology, Inc.

Calibration of Sound &amp; Vibration Instruments

Certificate Number: 17527-4

## 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

- a) Estimated uncertainty of comparison:  $\pm 0.04$  dB  
 b) Estimated uncertainty of calibration service for standard pistonphone:  $\pm 0.06$  dB  
 c) Total uncertainty:  $\sqrt{a^2 + b^2} = \pm 0.07$  dB  
 d) Expanded uncertainty (coverage factor  $k = 2$  for 95% confidence level):  $\pm 0.14$  dB

If the ambient pressure  $P_a$  deviates from the above stated nominal value, 1,013 mbar, a correction  $\Delta$ SPL should be added to the calibrated sound pressure level:

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

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.

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



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 4228  
 Serial no. 2245246  
 Submitted by AAA, Inc  
 Simi Valley, CA 93065  
 Purchase order no. Verbal  
 Asset no. N/A

This calibrator has been found to be **within** the specifications listed below at the normalized conditions stated.

SPL produced in coupler terminated by a loading volume of 1.333 cm <sup>3</sup>	124 $\pm$ 0.15 dB
Frequency	251.2 Hz $\pm$ 0.1%
Second Harmonic Distortion	< 3%
At 1,013 mbar, 20°C, and 65% relative humidity	

PERFORMANCE AS RECEIVED		
SPL	124.05	dB re 20 $\mu$ Pa
Frequency	251.15	Hz
Distortion	0.6	%
HF Noise	-55	dB re 124 dB
Battery Voltage	9.4	V

Was repair or adjustment performed? **No!**  
 Were parts replaced? **No!**  
 Were batteries replaced? **No!**

FINAL PERFORMANCE		
SPL	124.05	dB re 20 $\mu$ Pa
Frequency	251.15	Hz
Distortion	0.6	%
HF Noise	-55	dB re 124 dB

Note: This pistonphone was **within** manufacturer's specifications as received.

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\* Calibration Report \*

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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
Calibration	RMS:11	Passed	Peak:109.9 dB @ 01/25/2006	0:06
Calibration	RMS:12	Passed	Peak:109.9 dB @ 01/25/2006	0:06
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**