

QUARTERLY NOISE REPORT

For:
California Department of Transportation

2nd Quarter 2015
April 1 – June 30, 2015



SAN DIEGO
INTERNATIONAL AIRPORT

LET'S **GO.**

Airport Noise Mitigation

May 12, 2016



**QUARTERLY NOISE REPORT
For the Period
April 1 through June 30, 2015**

The California Department of Transportation, Division of Aeronautics, granted a Variance from the requirements of Section 5012, Chapter 2.5, Subchapter 6, Title 21, of the California Administrative Code to the San Diego County Regional Airport Authority for the operation of San Diego International Airport on May 8th, 2012.

This Quarterly Report for the 2nd Quarter of 2015 was prepared by Airport Noise Mitigation at San Diego International Airport, in accordance with the Airport Noise Standards, State of California.

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Keith Wilschetz
Director, Airport Planning & Noise Mitigation

A handwritten signature in blue ink, appearing to read "Thella F. Bowens", is written over a solid black horizontal line.

Thella F. Bowens
President / CEO

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Summary of Statistical Information for the California Department of Transportation

1. Size of Noise Impact Area as defined in the Noise Standards (California Code of Regulations, Title 21, Chapter 2.5, Subchapter 6):
Noise Impact Area = 0.475 sq. miles; Military Noise Impact Area = 0.196 sq. miles

2. Estimated number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:
4,599* (QHP Insulated = 3,321)

3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:
11,370* (QHP Insulated = 7,759)

4. Identification of the aircraft type having the highest takeoff noise level operating at SDIA, together with the estimated number of operations by this aircraft type during the calendar quarter reporting period:
McDonnell-Douglas MD-80 Series (Stage 3): 228

5. Total number of aircraft operations during the calendar quarter:
49,884

6. Number of Air Carrier operations by aircraft certified under Federal Aviation Regulations (FAR) Part 36:
42,036

7. Percentage of Air Carrier operations by aircraft certificated under FAR Part 36, Stage III:
100%

8. Estimated number of operations by Commuter aircraft during the calendar quarter:
5,165

9. Estimated number of operations by General Aviation aircraft during the calendar quarter:
2,492

10. Estimated number of operations by Military aircraft during the calendar quarter:
191

Form DOA 617, 10/89

* Population and dwelling unit calculations are based upon appended 2000 Census Tracts.

Aircraft Noise Measurements

Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), Airport Noise Mitigation determined that the Noise Impact Area (N.I.A.) and the Federal Military Impact Area (M.I.A.) within the 65 dB Community Noise Equivalent Level (CNEL) contour for the period between July 1, 2014 to June 30, 2015, to be 0.475 square miles (304 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the period between July 1, 2013 to June 30, 2014, the Noise Impact Area decreased by 0.144 square miles and the Federal Military Noise Impact Area remained the same.

Table 1

Change in N.I.A. and M.I.A.

July 1, 2014 to June 30, 2015	July 1, 2013 to June 30, 2014	Change
0.475	0.619	-0.144
0.196	0.196	0

The contours were prepared using Harris Miller Miller & Hanson Inc.'s (HMMH) RealContours software. The N.I.A. & M.I.A. were determined using GIS analysis. Use of GIS technology allowed direct counting of individual parcels within the N.I.A. The modeling methodology fulfills the requirements of the State of California, Title 21, California Noise Standards. A review of measured and modeled noise levels indicate good agreement between the two at several key measurement locations.

A summary of the quarterly and annual CNEL data is shown on the following page within Table 2. Appendix A: Aircraft Noise Monitoring System contains Remote Monitoring Terminals (RMTs) thresholds and Daily/Monthly CNEL Logs.

Additionally, the 65 dB Community Noise Equivalent Level (CNEL) contours for the period between July 1, 2014 to June 30, 2015 compared to the period between July 1, 2013 to June 30, 2014 accompanies this report as an attachment.

Table 2**Quarterly and Annual CNEL Data**

RMT #	Annual CNEL (dB)¹	Quarter CNEL (dB)²
1	70.0	71.4
2	65.5	67.1
3	61.2	*
4	63.8	*
6	67.5	65.4
7	74.7	75.5
9	66.7	68.1
10	62.3	63.7
11	71.1	72.0
12	61.1	62.5
13	64.5	65.0
14	65.1	65.3
16	63.8	65.0
17	64.2	65.5
18	59.6	60.0
19	61.2	61.6
20	61.5	62.0
21	58.3	58.6
22	64.1	64.8
23	61.7	62.5
24	63.4	64.5
25	60.6	61.7
26	62.5	63.7

¹ = For the period July 1, 2014 through June 30, 2015

² = For the period April 1, 2015 through June 30, 2015

Note 1: RMTs #5, #8, and #15 are "Spares"

Aircraft Operations

The following table contains statistics of aircraft operations based upon the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) counts at San Diego International Airport (SAN).

Table 3

SAN ATCT Counts

Operations	2nd Quarter 2015	2nd Quarter 2014	Increase / Decrease	Percent Change
Air Carrier	42,036	39,742	2,294	5.77%
Air Taxi	5,165	5,874	-709	-12.07%
General Aviation	2,492	2,087	405	19.41%
Military	191	147	44	29.93%
Total	49,884	47,850	2,034	4.25%

For questions on how the FAA ATCT conducts their air traffic counts, please visit the following website: <http://www.faa.gov/documentLibrary/media/Order/FAC.pdf> and see "Chapter 9".

Quarterly Operations Survey Report

The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the 2nd Quarter of 2015. The data used to compile this report was gathered during 24-hour periods on May 12-14, 2015.

Table 5, Quarterly Operations Survey - Arrivals, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the 2nd Quarter 2015 Operations Survey, an average of 224 daily air carrier arrival operations was conducted. Therefore, the loudest 25% of these arrivals totaled approximately 56. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number and Date/Time.

Table 6, Quarterly Operations Survey - Departures, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the 2nd Quarter 2015 Operations Survey, an average of 224 daily air carrier departure operations was conducted. Therefore, the loudest 25% of these departures totaled approximately 56. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Destination, Flight Number and Date/Time.

The average Single Event Noise Exposure Level (SENEL) of the loudest 25% of the 2nd Quarter 2015 Operations Survey is as follows:

Table 4

Single Event Noise Exposure Level (SENEL) Comparison

	May 13-15, 2014	May 12-14, 2015	Change (dB)
Departures	98.0	100.2	2.2
Arrivals	93.3	95.8	2.5

Note: The calculation methodology has changed since the publication of the 2nd Quarter 2014 Report.

Table 7, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 448 daily operations, which is equal to the 448 operations recorded during the 2nd Quarter of 2014.

Table 5

Quarterly Operations Survey - Arrivals (RMT #1 from May 12-14, 2015)

Aircraft Type	Average SENEL (dB)	Arriving From	Flight Number	Date and Time
B738*	101.7	ORD	AAL1151	2015-05-14 19:24:11
B763	101.2	SDF	UPS2920	2015-05-12 17:09:19
B763	99.0	IND	FDX3713	2015-05-12 17:11:55
B772	97.4	EGLL	BAW73N	2015-05-14 18:52:37
B772	97.2	EGLL	BAW73N	2015-05-12 18:56:53
B763	97.1	ATL	DAL1692	2015-05-12 09:44:54
B763	97.1	DTW	DAL833	2015-05-12 10:26:08
A306	97.1	MEM	FDX906	2015-05-14 17:10:59
B763	96.8	DTW	DAL833	2015-05-13 10:18:56
B763	96.6	DTW	DAL833	2015-05-14 09:57:42
B763	96.4	ATL	DAL1792	2015-05-12 16:48:24
B763	96.3	IND	FDX1754	2015-05-12 05:09:33
B763	96.3	IND	FDX1754	2015-05-13 04:55:20
B763	96.1	IND	FDX3713	2015-05-13 17:00:15
B763	96.1	IND	FDX1754	2015-05-14 04:55:40
B763	96.0	ATL	DAL1792	2015-05-13 16:45:52
B733	96.0	OAK	SWA180	2015-05-13 22:33:43
B763	96.0	SDF	UPS922	2015-05-14 04:49:41
B733	95.9	SJC	SWA727	2015-05-12 17:57:05
B737	95.9	LAS	SWA675	2015-05-14 15:20:06
B737	95.9	PHX	SWA730	2015-05-14 15:48:06
B763	95.8	MEM	FDX1422	2015-05-14 05:34:14
B762	95.8	PHX	GTI505	2015-05-14 07:35:10
B738	95.8	JFK	DAL459	2015-05-14 11:54:08
B763	95.7	ATL	DAL1692	2015-05-14 09:26:15
B763	95.6	SDF	UPS922	2015-05-12 04:56:37
B733	95.6	PHX	SWA246	2015-05-12 16:57:44
B733	95.6	PHX	SWA4923	2015-05-14 06:37:36
B772	95.5	EGLL	BAW73N	2015-05-13 18:25:57
B733	95.4	OAK	SWA4719	2015-05-12 19:17:17
B763	95.3	SDF	UPS2920	2015-05-13 17:10:49
A321	95.3	PHX	AAL654	2015-05-13 18:11:29
B733	95.3	SMF	SWA867	2015-05-14 07:03:32
B737	95.3	SJC	SWA2953	2015-05-14 14:24:29
B763	95.3	ATL	DAL1792	2015-05-14 16:45:26
B752	95.2	DFW	AAL277	2015-05-12 10:00:59
B738	95.2	DTW	DAL87	2015-05-14 21:35:19
B734*	95.1	SEA	ASA248	2015-05-13 11:41:48
B763	95.1	IND	FDX3713	2015-05-14 17:01:57

* = Missed Approach

Table 5 Continued

Quarterly Operations Survey - Arrivals (RMT #1 from May 12-14, 2015)

Aircraft Type	Average SENEL (dB)	Arriving From	Flight Number	Date and Time
B763	95.0	MEM	FDX1422	2015-05-12 05:38:33
B738	95.0	ORD	AAL1296	2015-05-12 13:21:04
A321	94.9	PHX	AAL654	2015-05-12 18:12:26
A306	94.9	MEM	FDX906	2015-05-13 16:55:13
B752	94.9	DFW	AAL1445	2015-05-14 13:32:31
B763	94.8	SDF	UPS922	2015-05-13 04:47:57
B763	94.8	ATL	DAL1692	2015-05-13 09:31:51
B734	94.8	SEA	ASA248	2015-05-13 11:26:31
B737	94.8	ABQ	SWA2227	2015-05-14 20:40:16
B738	94.8	PHOG	ASA828	2015-05-14 22:53:43
B738	94.7	DFW	AAL1289	2015-05-12 11:39:01
B733	94.7	SMF	SWA2493	2015-05-12 13:38:24
B762	94.7	PHX	GTI505	2015-05-13 07:51:04
B752	94.7	DFW	AAL277	2015-05-14 10:00:31
B738	94.7	DFW	AAL2283	2015-05-14 19:50:14
B733	94.7	SFO	SWA654	2015-05-14 20:28:34
B733	94.6	SFO	SWA3221	2015-05-12 09:34:44

Table 6

Quarterly Operations Survey - Departures (RMT #7 from May 12-14, 2015)

Aircraft Type	Average SENEL (dB)	Departing To	Flight Number	Date and Time
MD83	105.6	DFW	AAL1159	2015-05-14 15:59:55
B772	104.7	EGLL	BAW72A	2015-05-12 20:56:58
MD82	103.3	DFW	AAL1159	2015-05-12 15:55:36
B772	103.3	EGLL	BAW72A	2015-05-14 21:12:45
B739	103.0	EWR	UAL1684	2015-05-14 22:02:38
B772	102.8	EGLL	BAW72A	2015-05-13 20:53:29
MD83	102.6	DFW	AAL1159	2015-05-13 18:46:31
B763	101.8	ATL	DAL1692	2015-05-12 11:05:51
B739	101.5	ATL	DAL1592	2015-05-13 06:48:32
A321	101.0	CLT	AAL579	2015-05-13 22:54:26
B763	101.0	ATL	DAL1692	2015-05-14 11:12:32
B738	101.0	JFK	DAL856	2015-05-14 13:41:39
B763	100.6	DTW	DAL833	2015-05-14 11:37:35
B739	100.4	ATL	DAL1592	2015-05-12 07:11:14
B763	100.4	ATL	DAL1692	2015-05-13 11:03:16
B739	100.4	SFO	UAL1533	2015-05-14 20:30:46
A321	100.4	CLT	AAL579	2015-05-14 22:53:30
A332	100.3	PHNL	HAL15	2015-05-12 10:13:36
A332	100.2	PHNL	HAL15	2015-05-14 10:18:27
B739	100.2	PHKO	ASA823	2015-05-14 19:19:39
A321	100.0	CLT	AAL487	2015-05-13 11:17:11
B738	99.9	PHOG	ASA829	2015-05-12 07:07:23
B739	99.9	IAH	UAL1451	2015-05-13 07:01:32
A321	99.9	PHL	AAL458	2015-05-14 06:53:47
B738	99.9	IAD	UAL1081	2015-05-14 23:01:14
A321	99.8	CLT	AAL579	2015-05-12 22:47:56
B738	99.7	JFK	AAL94	2015-05-13 08:00:37
B739	99.6	IAD	UAL1610	2015-05-13 07:15:38
A332	99.6	PHNL	HAL15	2015-05-13 10:21:48
B763	99.6	DTW	DAL833	2015-05-13 11:37:10
B739	99.6	ATL	DAL1592	2015-05-14 06:34:28
B738	99.6	MIA	AAL1042	2015-05-14 22:25:23
B739	99.5	IAH	UAL1451	2015-05-12 06:57:36
B738	99.4	PHNL	ASA895	2015-05-13 11:34:21
A306	99.4	MEM	FDX1222	2015-05-14 20:20:50
A320	99.3	BOS	JBU20	2015-05-14 22:21:39
A321	99.2	CLT	AAL487	2015-05-12 11:21:20
B738	99.2	PHOG	ASA829	2015-05-14 07:06:08
A321	99.2	PHX	AAL464	2015-05-14 19:36:49

Table 6 Continued

Quarterly Operations Survey - Departures (RMT #7 from May 12-14, 2015)

Aircraft Type	Average SENEL (dB)	Departing To	Flight Number	Date and Time
A321	99.1	PHL	AAL458	2015-05-13 06:49:51
B739	99.1	IAH	UAL1451	2015-05-14 07:00:34
B739	99.1	SEA	ASA239	2015-05-14 20:14:54
B739	99.0	IAH	UAL1671	2015-05-12 08:37:50
B739	99.0	IAH	UAL1762	2015-05-13 14:06:56
A306	99.0	MEM	FDX1222	2015-05-13 19:24:10
A321	99.0	CLT	AAL487	2015-05-14 11:21:28
B738	98.9	ORD	AAL1566	2015-05-12 07:56:29
B738	98.9	BWI	SWA1633	2015-05-13 06:54:25
B738	98.9	PHOG	ASA829	2015-05-13 07:11:30
B739	98.9	IAD	UAL1610	2015-05-14 07:17:54
B738	98.9	BOS	ASA798	2015-05-14 08:53:50
B738	98.8	BOS	ASA798	2015-05-12 08:56:11
B739	98.8	IAH	UAL1671	2015-05-13 08:46:38
B739	98.8	ATL	DAL2267	2015-05-14 13:54:26
B738	98.7	BOS	ASA798	2015-05-13 08:52:02
A319	98.7	CYYZ	ROU1886	2015-05-14 11:54:37

Table 7**Air Carrier Operations Mix by Time of Day and Runway Use**

These numbers are the averages for operations for May 12-14, 2015

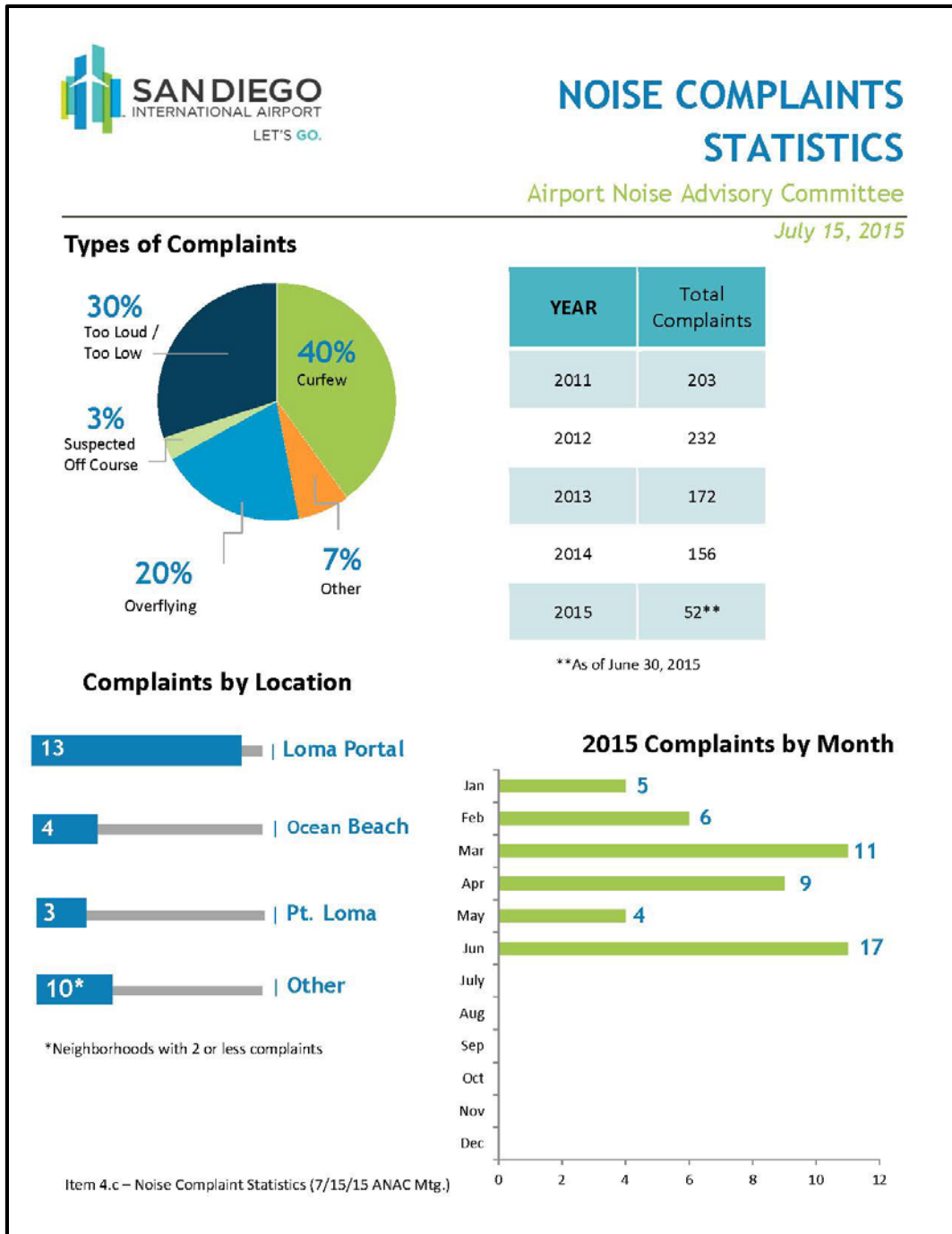
Aircraft Type	Runway 27						Runway 09						Total	
	Arrivals			Departures			Arrivals			Departures				
	700	1900	2200	700	1900	2200	700	1900	2200	700	1900	2200		
	--	--	--	--	--	--	--	--	--	--	--	--		
	1859	2159	659	1859	2159	659	1859	2159	659	1859	2159	659		
A306														0
A319	7	2	1	7	2									19
A320+	19	4	1	18	3	4								47
A330+			1	1										2
B737+	88	33	17	107	17	15	1			2				280
B757+	2	2		3	1				1					9
B767+	4		3	3	2	2								15
B777+	1				1									2
B787+	1			1										2
DH8D	4			3	1									7
E170/175/190	5	3		6	1	1								16
MD11														0
MD80+	1		1	1		1								4
MD90	1			1										2
RJ+	16	4	1	17	3	2	1							44
Total	149	48	24	167	31	25	2	0	1	2	0	0		448

Note 1: The use of a "+" sign after an aircraft model designation means "and all succeeding series aircraft." The designation of "Q" signifies a hush kitted aircraft. RJ+ = All forms/types of Regional Jets operated as "commercial service" flights; Includes CRJ2/7/9, E120/35/40/45

Aircraft Noise Complaints

During the 2nd Quarter of 2015, Airport Noise Mitigation received a total of 30 complaints. Where possible, each complaint is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken.

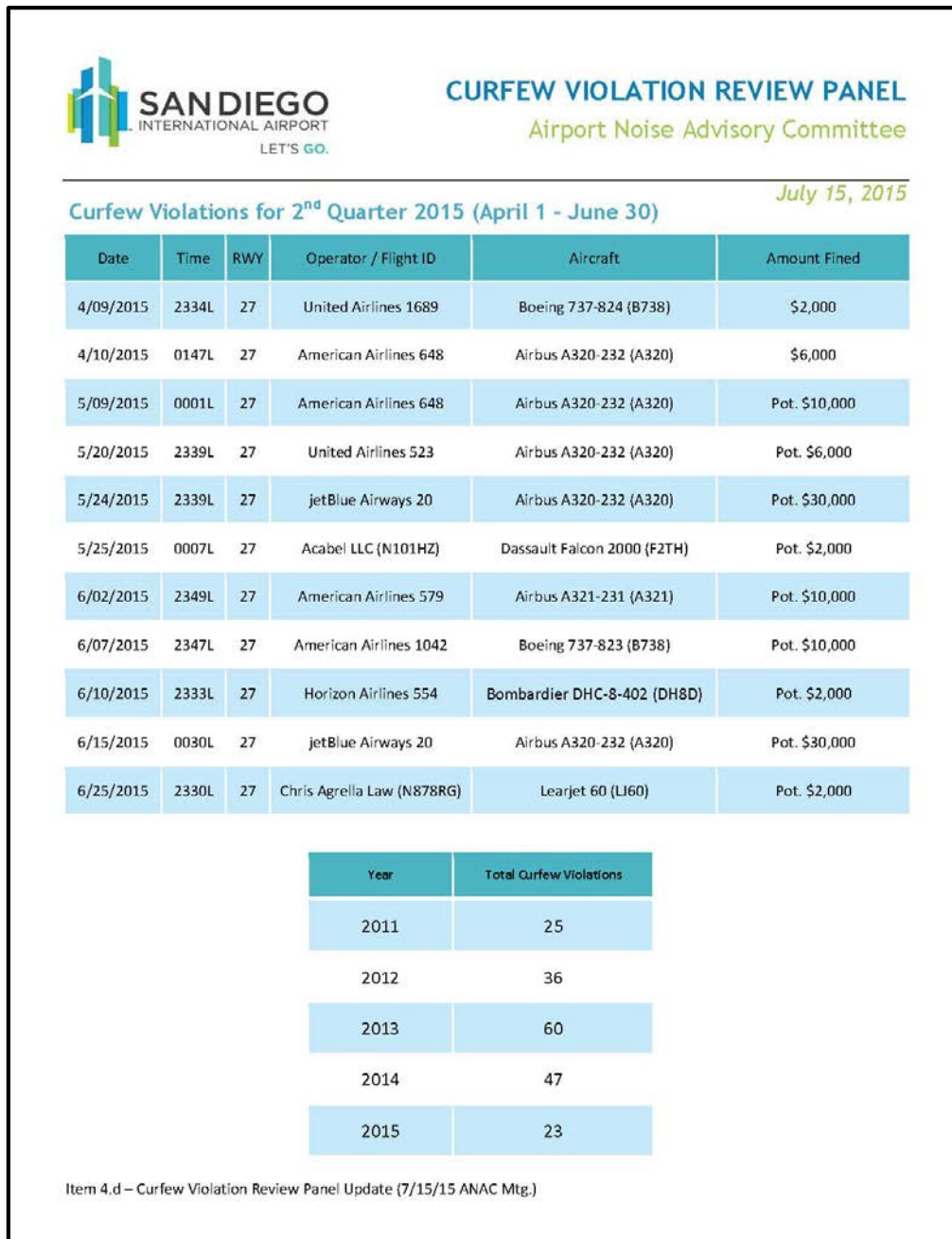
The following figure depicts the residential vicinity in relation to the airport and the number of complaints received during the 2nd Quarter of 2015. The 30 complaints recorded during the 2nd Quarter of 2015 reflects a decrease of 9 from the 39 recorded during the 2nd Quarter of 2014.



Enforcement Actions


The Airport Use Regulations at San Diego International Airport establish Time of Day Restrictions for all operators. Airport Noise Mitigation monitors operator compliance with these Airport Use Regulations. Any infraction is reported to the Curfew Violation Review Panel (Panel), which is a separate body. The Panel examines data and documentation collected regarding alleged violations of the Time of Day (Noise Curfew) Restrictions, and makes recommendations to the Director, Airport Noise Mitigation, for the disposition of incidents.

The following figure is a summary of 2nd Quarter of 2015 Final Enforcement Actions. The 11 curfew violations recorded during the 2nd Quarter of 2015 reflects an increase of 6 from the 5 curfew violations recorded during the 2nd Quarter of 2014.



Residential Sound Insulation Program

Per the requirements of San Diego International Airport's Variance agreement, the following figure is provided to serve as an update on the Residential Sound Insulation Program (RSIP), also known as the Quieter Home Program (QHP), the Airport sponsored sound insulation program. To date, the Quieter Home Program has established eight eligibility boundaries. The eight boundaries are the Pilot/Phase 1A Boundary, the Phase 1B Boundary, the Phase 1C Boundary, the Supplemental Expansion Boundaries 1, 2, & 3, the 2014 NEM 68 dB CNEL boundary, and the 2014 NEM 67 dB CNEL boundary. Within each boundary there have been subsets, called phases and groups.



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QUIETER HOME PROGRAM

Airport Noise Advisory Committee
July 15, 2015

PROGRAM STATISTICS	
Applicants / Homes on the Wait List	746/1,259
Estimated Homes to be Completed in 2015	225
Homes Completed in 2 nd Quarter 2015	75
Total Homes Completed in the Program	3,224

Program Guidance Letter

In May, Airport staff revised the Acoustical Test Plan to only address the testing methodologies and remove discussions about secondary treatments. In verbal discussions with FAA representatives, it appears they are supportive of the testing plan. They have not commented on what secondary treatments, if any, they will approve. Staff will continue to work with the FAA to resolve.

Customer Surveys

Pros & Cons

- *Very satisfied. It has significantly decreased aircraft noise and the quality of the replacement windows, etc. is superb, above our expectations. The new heating system and insulation seem to be very efficient.*
- *Sound attenuation has greatly improved, but loss of the bedroom due to large soffit and corner (loss of floor space).*
- *I did find the appointment times very restrictive as I work full time. I think they should take into consideration that most people work and be more flexible.*
- *Wish the process of getting started was faster. Once the construction started it went very smoothly and on time.*
- *All of my interactions throughout the process with the Quieter Home Program were very professional, efficient and pleasant. I think it's a wonderful program and grateful to have these upgrades to the residence without any investment on the owners part. I am very satisfied with the process and the tenants are also pleased with the improvements.*

Item 4.a – Quieter Home Program Update (7/15/15 ANAC Mtg.)

Airport Noise Advisory Committee (ANAC)

The following four pages contain a copy of the April 15, 2015 draft meeting minutes and roster of current members.

The information regarding the Airport Noise Advisory Committee (ANAC) can also be found on the Airport Authority's website: <http://www.san.org/Airport-Projects/Airport-Noise-Mitigation#333293-airport-noise-advisory-committee>.

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance?</u>
John Bennett	County of San Diego	Yes
Captain (Ret.) Jack Bewley	Airline Pilot (Retired)	Yes
Rob Cook	FAA Representative	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Conrad Wear	San Diego City Council, District 2	No*
Kyle Peterson	Downtown Community Planning Council	No*
Victor Ravago	Midway/Pacific Highway Community Planning Board	No
David Swarens	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Paul Webb	Peninsula Community Planning Board	Yes
Tom Gawaronski	Ocean Beach Planning Board	Yes
Tait Galloway	City of San Diego	No*
Lee Steuer	Congresswoman Susan Davis	Yes
Greg Murphy	County Supervisor Greg Cox	No*
Kirk Hanson	Community at Large	Yes
Vacant	Uptown Planners	No
Vacant	Acoustician	No
Vacant	Airline Representative	No
Authority Staff	Keith Wilschetz, Sjohnna Knack, Garret Hollarn, Steve Cummings, Craig Mayer	
Jennifer Lilley	Facilitator/Lilley Planning Group	

*Members contacted staff ahead of the meeting and are considered "excused"

1. Welcome and Introductions

Jennifer Lilley, Facilitator, began the meeting, and asked that ANAC members introduce themselves.

2. Approval of Minutes

There was no quorum, therefore the January 21, 2015 minutes approval was tabled until the next meeting.

3. Information Items

Airport Authority Update – Keith Wilschetz, Director of Airport Planning and Noise Mitigation, gave an airport update. Mr. Wilschetz indicated activity levels continue to increase. For example, passenger activity is 6.2% higher as compared to this time last year. The long-term activity forecasts show activity level increases leveling out to approximately 2%. Mr. Wilschetz stated increases in our activity levels were a positive impact not just for the airport, but for the economics in region as well.

The Rental Car Center (RCC) project at the north side of the airport is progressing well. The RCC is due to open in January of 2016. In October, the construction will be complete but will take a few months for rental companies to get settled in.

Mr. Wilschetz added that a west-bound lane is being constructed on Harbor Drive to accommodate shuttle buses that will be transporting people between the RCC to the terminals. Once the RCC opens, the shuttles will no longer utilize any public streets surrounding the airport.

Presentation items

Note: A copy of the presentations can be found via our website using the following link:

<http://www.san.org/Airport-Projects/Airport-Noise-Mitigation#Airport-Noise-Advisory-Committee-ANAC-442>

Fly Quiet Program – Sjohnna Knack, Program Manager, Airport Noise Mitigation, gave an update on the Fly Quiet Program. The Program was introduced in January and currently staff is working with each operator as well as with the Federal Aviation Administration to ensure that they are fully aware of what the Program is all about before launching the Program to the public.

Quieter Home Program (Program) Update –Craig Mayer, Deputy Program Manager, provided the committee an update on the Program status. Mr. Mayer stated that currently there are 681 applicants on the waiting list, which equates to 1,167 units. These figures include the recent boundary expansion. He stated it is estimated the Program will complete approximately 225 homes by the end of 2014. 64 homes were completed on the first quarter of 2015.

Mr. Mayer informed the committee that the FAA has been in communication with Ms. Knack regarding the proposed Acoustical Test Plan. Currently, the FAA has requested to separate some of the components as it pertains to testing process. They would prefer each component be reviewed and decided upon separately.

Staff reviewed our recent customer surveys which continue to show that 98% of homeowners that have participated in the Program were satisfied. Mr. Mayer indicated that there were a few comments where homeowners suggested improvements, which was taken as a positive feedback since it helps determined how the Program can improve.

Lastly, Mr. Mayer informed the committee that the option to provide aluminum windows for non-historic home was removed due to challenges faced with the manufacturer. Currently, vinyl windows are the only option homeowners (with non-historic homes) are given. The impact is not expected to be high, since non-historic homeowner participants that chose aluminum windows were low.

Question from ANAC: Mr. Swarens had asked how many people dropped out of the Program, and if they did and decided to participate again, what is the process to be put back in the Program?

Mr. Mayer explained that all homeowners that are qualified are invited to participate and the number of participants that drop out after the initial meeting is low. If a homeowner makes a decision to drop out and at a later time to participate again, they will have to re-apply for the Program. Mr. Mayer pointed out that one of the ranking factors on the wait list is length of ownership.

Question from ANAC: Mr. Swarens asked about aluminum products availability for historic properties.

Mr. Mayer explained that in historic homes the Program has to maintain the historic integrity, which is why the retrofit materials on historic homes must match the original materials.

Ms. Knack added that there is one exception to the matching of materials for homes designated with Mills Act status that have original steel windows. The Programmatic Agreement indicates that the homes with Mills Act and steel products must be replaced with steel. Otherwise, historic homes without the Mills Act designation with steel windows will be replaced with aluminum products.

Question from ANAC: Mr. Bewley asked about the thermal rating between plastic and aluminum.

Mr. Mayer responded that vinyl performs better thermally. Nothing is being lost by dropping the aluminum option and the vinyl product meets all the specification requirements.

Question from ANAC: Mr. Hanson had asked if a home had to be designated historic or in a historic area or in Mills Act or in the national registry to be considered historic in the Program.

Mr. Mayer explained that a home is evaluated on its own merit, regardless of whether it is in a district or not. Each home is reviewed in accordance with the requirements set forth in the Programmatic Agreement.

Flight Operation Statistics – Garret Hollarn, Sr. Noise Mitigation Specialist/GIS Coordinator, presented updated flight operation statistics. Mr. Hollarn reiterated what Mr. Wilschetz discussed earlier regarding the overall statistics of the airport which are above last year's levels. However, he pointed out that levels are still 17% below our overall high in 2007. The missed approaches statistics for the first three months of the year were 173. Early turn counts for the first three months are on par from 2012-201. In 2010, there were 234 and for this year there are 67. Mr. Hollarn acknowledged the FAA has played a big role in decreasing these numbers. Mr. Hollarn mentioned that contra-flows are not being presented due to the decrease in operations using contra-flow.

Complaint Statistics - Steve Cummings, Noise Mitigation Specialist, presented an update on Noise Complaints. Total complaints for the first three months of 2015 are 22. The highest percentage (62%) of these complaints are from curfew violations. Complaints are trending less than past years, in part, due to the outreach program the staff has been doing.

Curfew Violation Review Panel (CVRP) Statistics - Mr. Cummings informed the committee that the total count of curfew violations for the year is 12. He mentioned that the Noise office is continuing to work with the airlines to reduce the number of curfew violations. The next CVRP is on June 3rd.

4. Public Comment

Resident, Judy Nugent, opted not make a comment since her question was answered during the curfew violation discussion.

5. New Business

Ms. Knack informed the committee that she will take steps to encourage more attendance by ANAC members. Letters will be sent to represented entities that have had more than two unexcused absences.

In addition, she confirmed that the by-laws for the committee will be changed due to accurately reflect the Downtown Community Planning Council (instead of Little Italy Association) and the Acoustician will be moved from a voting member to non-voting member, the Authority's acoustical engineer, Justin Cook from BridgeNet Associates has been asked to sit on ANAC to provide technical acoustical expertise.

The committee discussed the importance that community planning groups be represented at each meeting and suggested several options to alleviate the lack of participation of community representatives.

6. Next Meeting/Adjourn

The next meeting is scheduled for Wednesday, July 15, 2015 at 4:00 p.m. at the Airport Noise Mitigation offices located at 2722 Truxtun St.

Ms. Lilley adjourned the meeting at 5:07 p.m.

Sjohnna Knack

Program Manager, Airport Noise Mitigation

Appendix A

Airport Noise Monitoring System

Appendix A1

Remote Noise Monitoring Terminal (RMTs) Thresholds (In Effect April 1 - June 30, 2015)

RMT #	SENEL Day Threshold (dB)	Duration (sec)	SENEL Evening Threshold (dB)	Duration (sec)	SENEL Night Threshold (dB)	Duration (sec)
1	73*	9	73	9	72*	10
2	63	10	60	12	58	14
3	74*	9	73	10	72*	10
4	64*	10	63	12	60*	12
6	68*	8	67	9	65*	10
7	65	12	63	12	62	15
9	68*	8	67	9	65*	10
10	65*	8	62	12	60*	13
11	65*	12	63	13	60*	15
12	64*	10	62	12	60*	14
13	65*	8	62	12	60*	13
14	65*	10	62	12	60*	13
16	67*	8	66	9	65*	10
17	64	9	62	12	58	15
18	65	8	65	8	62	12
19	64*	8	64	8	63*	8
20	62	11	62	11	60	13
21	60	10	58	12	55	18
22	65	8	63	10	60	12
23	65*	8	63	10	60*	12
24	65*	8	65	8	63*	10
25	65*	10	62	10	60*	12
26	65*	10	64	12	62*	14

KEY:

Day = From 7:00 a.m. to 6:59 p.m. (* = change occurs at 0500L)
 Evening = From 7:00 p.m. to 9:59 p.m.
 Night = From 10:00 p.m. to 6:59 a.m. (* = change occurs at 0500L)

Note 1: RMTs #1 and #3 high threshold levels are due to high freeway and/or construction noise.

Note 2: Noise monitors comply with all applicable settings as specified in the California Noise Standards (Title 21). Noise events must meet both threshold criteria to be considered for further review.

Appendix A2

Daily/Monthly CNEL Levels – April 2015

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	70.5	66.6	*	*	68.2	74.9	65.9	63.2	71.3	62.0	65.2
2	71.3	66.7	*	*	68.1	74.4	66.6	62.8	71.3	61.6	65.2
3	69.8	65.1	*	*	68.4	74.6	68.9	63.0	70.8	61.0	64.2
4	69.6	65.5	*	*	66.8	73.5	66.7	61.1	70.1	60.5	63.6
5	71.2	67.2	*	*	67.9	74.1	67.4	62.8	71.0	61.3	65.2
6	70.9	66.9	*	*	69.4	73.8	68.6	63.9	70.7	62.4	66.0
7	71.3	67.2	*	*	69.2	74.3	65.2	64.1	70.7	63.6	65.7
8	71.5	67.2	*	*	68.8	74.1	64.2	64.0	70.7	62.9	65.6
9	71.6	66.9	*	*	67.2	74.5	66.5	63.5	71.2	65.1	65.8
10	71.7	67.1	*	*	68.1	74.7	65.5	63.4	71.4	62.3	65.8
11	69.4	65.0	*	*	66.3	74.6	69.7	61.9	71.2	61.9	65.3
12	70.0	66.0	*	*	67.2	75.3	71.0	63.4	72.0	61.8	66.3
13	71.0	66.4	*	*	67.6	74.6	67.2	63.5	71.1	61.5	65.9
14	70.9	66.5	*	*	66.2	74.4	66.9	63.3	71.1	62.4	65.3
15	71.0	66.6	*	*	65.3	74.7	69.6	63.8	71.3	61.9	64.5
16	69.2	64.6	*	*	63.5	73.0	64.8	61.2	68.8	61.0	62.4
17	70.6	66.0	*	*	65.8	73.7	63.7	62.0	69.7	60.5	63.6
18	68.7	64.7	*	*	65.1	74.3	67.2	61.8	70.4	63.3	64.0
19	70.4	66.3	*	*	66.0	74.8	66.5	62.9	71.0	61.4	64.9
20	70.4	66.3	*	*	65.7	74.6	67.4	63.4	71.3	61.8	65.0
21	71.0	66.6	*	*	64.0	74.0	66.9	63.2	70.6	62.4	63.5
22	71.0	66.9	*	*	62.9	74.5	68.4	63.5	70.9	62.0	63.0
23	71.4	67.4	*	*	64.6	74.9	67.6	63.7	71.9	62.1	64.2
24	71.8	67.3	*	*	65.1	75.1	67.4	63.9	71.6	62.5	64.6
25	71.0	67.0	*	*	63.4	73.2	66.3	62.7	69.8	62.0	63.9
26	69.1	65.5	*	*	63.0	74.7	68.8	62.7	71.5	61.2	64.2
27	69.8	65.7	*	*	62.4	74.6	68.5	63.0	71.1	61.6	66.1
28	69.9	65.5	*	*	61.0	74.3	66.1	62.3	70.4	61.5	63.4
29	70.5	66.1	*	*	63.1	74.2	65.8	61.9	70.1	60.3	63.4
30	70.3	66.3	*	*	64.1	74.4	66.3	61.9	70.5	62.5	63.8
Month	71.1	66.9	*	*	66.8	74.9	67.9	63.5	71.4	62.6	65.3

* Not in Service

Appendix A2 Continued

Daily/Monthly CNEL Levels – April 2015

Day	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	65.6	64.7	65.2	58.7	59.2	61.4	58.9	64.5	*	64.1	59.9	63.4
2	65.4	64.8	65.5	57.9	61.3	61.0	60.0	64.6	*	64.0	58.0	63.5
3	65.0	63.7	64.4	56.1	61.3	61.0	58.0	63.6	*	63.1	59.9	61.3
4	63.5	63.8	63.9	61.1	60.8	59.6	56.0	62.3	*	62.3	57.7	61.7
5	65.0	64.8	65.2	59.0	62.1	61.0	58.2	64.0	*	63.8	57.3	63.6
6	65.4	64.5	65.3	61.4	62.2	62.1	59.8	64.5	*	64.3	61.3	63.5
7	65.1	65.1	65.6	59.3	58.8	61.8	59.0	64.2	*	64.4	61.7	63.8
8	65.6	65.2	66.0	58.3	55.3	62.2	59.4	64.4	*	64.0	60.6	64.1
9	65.3	65.1	65.2	59.2	59.9	62.1	58.0	64.7	*	64.1	60.0	63.6
10	65.5	65.2	66.1	57.9	57.1	61.9	58.7	65.3	*	64.4	59.7	63.9
11	65.5	63.5	63.5	60.7	64.3	61.2	58.4	64.0	*	63.4	59.9	61.6
12	65.4	64.3	64.3	58.3	65.7	61.2	58.0	64.7	*	64.9	58.8	62.6
13	65.3	64.1	65.1	57.6	58.9	61.4	57.8	65.0	*	64.3	59.5	63.1
14	65.7	64.6	65.2	58.8	58.5	61.8	58.8	64.9	*	64.2	61.3	63.4
15	65.2	65.0	65.4	60.8	64.4	61.4	57.7	64.3	*	63.5	59.9	63.3
16	61.6	63.0	63.5	58.2	59.2	57.7	53.3	61.1	*	61.3	55.3	60.4
17	63.8	63.6	65.3	57.2	51.9	60.8	57.2	62.5	*	62.1	59.4	62.1
18	64.2	62.6	63.3	57.8	61.2	60.5	58.2	63.4	*	62.2	58.2	61.3
19	65.1	64.1	64.4	57.8	58.3	61.2	57.7	63.8	*	64.1	58.6	62.9
20	66.0	64.3	64.7	58.3	60.2	61.8	59.1	64.7	*	64.6	59.9	63.2
21	65.2	64.4	62.1	59.2	61.9	61.3	58.5	64.0	*	63.9	61.0	63.3
22	65.1	64.9	*	58.8	61.0	61.6	58.7	64.3	*	64.0	60.7	63.7
23	65.9	65.5	*	59.5	61.8	61.9	58.6	64.4	*	64.4	60.3	63.8
24	66.1	65.9	*	60.9	62.3	61.6	58.6	65.4	*	64.9	60.8	63.9
25	65.1	65.0	*	61.5	61.5	61.3	58.5	63.4	*	63.1	58.3	63.6
26	65.6	63.5	*	59.2	65.2	61.5	58.4	64.4	*	63.7	59.8	62.1
27	65.2	63.5	*	62.9	63.1	61.4	57.9	64.1	*	63.1	57.7	62.7
28	64.2	63.4	*	57.6	57.1	60.9	56.9	62.8	*	62.5	60.4	62.1
29	64.4	63.4	*	58.6	55.1	61.1	58.1	62.5	*	62.5	60.5	62.1
30	64.0	63.7	*	56.8	57.4	60.5	56.5	62.5	*	62.3	59.6	62.4
Month	65.6	64.9	65.3	59.8	61.7	61.8	58.7	64.5	*	64.2	60.2	63.5

* Not in Service

Appendix A3

Daily/Monthly CNEL Levels - May 2015

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	70.8	66.1	*	*	62.2	74.6	67.1	62.4	71.5	60.7	64.5
2	69.4	65.4	*	*	61.0	74.2	66.5	61.5	70.4	59.7	63.7
3	70.5	66.7	*	*	62.4	74.6	66.7	63.3	71.3	61.5	65.4
4	70.8	66.7	*	*	64.6	74.1	67.1	63.9	70.8	62.1	66.7
5	70.7	66.5	*	*	61.7	74.0	66.8	63.2	70.8	62.3	65.2
6	71.2	67.1	*	*	62.8	74.5	67.4	63.4	71.0	61.9	65.4
7	71.8	67.5	*	*	62.1	74.6	67.0	63.7	70.7	61.8	64.9
8	71.9	67.7	*	*	64.1	75.1	68.9	64.4	71.6	63.7	66.1
9	70.0	65.8	*	*	*	74.1	66.0	61.6	70.6	65.9	63.8
10	70.4	66.0	*	*	*	74.9	65.0	63.3	71.5	61.6	65.1
11	71.1	66.6	*	*	*	75.0	67.2	63.4	71.4	61.2	65.4
12	71.3	67.0	*	*	*	74.3	66.8	63.3	71.1	62.3	65.1
13	71.6	67.2	*	*	*	74.7	67.2	63.7	71.4	62.3	65.1
14	72.2	67.8	*	*	*	75.9	69.0	64.8	72.3	63.6	66.2
15	72.6	67.9	*	*	*	75.1	69.3	62.3	71.6	62.4	66.0
16	70.3	66.0	*	*	*	75.0	68.9	61.2	71.1	61.3	64.8
17	70.8	66.7	*	*	*	75.6	65.5	62.3	72.0	62.0	65.7
18	71.3	66.7	*	*	*	74.9	67.9	63.9	71.7	62.2	66.0
19	71.8	67.3	*	*	*	74.4	67.6	63.7	71.3	61.9	65.9
20	71.7	67.6	*	*	*	74.7	67.4	64.1	71.4	62.9	66.4
21	72.6	68.3	*	*	*	74.5	67.5	63.6	71.2	63.1	65.5
22	72.3	67.9	*	*	*	74.4	68.6	63.8	71.0	62.3	66.4
23	70.0	65.6	*	*	*	73.0	66.5	62.5	69.8	60.9	63.7
24	70.0	65.9	*	*	*	73.8	66.0	61.4	70.3	60.8	64.7
25	70.9	66.8	*	*	*	74.7	68.0	*	71.5	61.9	65.6
26	71.1	66.9	*	*	*	74.7	67.4	63.7	71.6	62.7	65.6
27	71.6	67.1	*	*	*	75.0	67.7	*	71.8	62.5	65.9
28	71.5	67.0	*	*	*	74.7	67.5	*	71.3	60.9	65.2
29	71.5	66.8	*	*	*	74.9	68.0	*	71.5	61.3	63.6
30	69.3	65.0	*	*	*	73.9	65.8	*	69.8	59.2	60.3
31	69.4	65.0	*	*	*	74.4	66.8	*	70.8	59.5	61.3
Month	71.6	67.3	*	*	63.3	75.1	67.9	63.7	71.7	62.6	65.7

* Not in Service

Appendix A3 Continued

Daily/Monthly CNEL Log – May 2015

Day	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	65.5	63.8	*	57.2	56.4	61.3	57.6	63.4	*	62.7	59.7	62.5
2	64.4	63.7	*	56.3	60.6	60.0	57.3	62.6	*	62.2	58.0	62.0
3	65.8	64.5	*	59.5	60.9	61.3	58.2	64.2	*	64.2	59.1	63.0
4	65.7	64.5	*	60.0	59.7	61.9	59.1	64.7	*	64.5	60.2	63.6
5	65.2	64.3	*	59.7	61.1	61.4	58.5	64.0	*	64.0	59.1	63.2
6	65.4	65.3	*	60.1	62.7	61.3	58.8	64.2	*	64.1	60.0	63.9
7	65.7	65.9	*	61.5	62.0	61.8	59.1	64.4	*	64.4	60.0	64.2
8	66.1	66.3	68.3	63.0	63.2	62.7	60.0	65.4	*	65.4	61.5	64.8
9	64.4	63.6	64.1	56.9	56.3	60.9	58.4	63.4	*	63.2	58.5	62.6
10	65.8	63.6	64.4	57.3	56.3	62.1	59.6	64.5	*	64.1	59.3	62.7
11	64.6	64.3	65.3	57.3	58.5	61.3	56.8	63.7	*	63.9	58.1	63.4
12	65.7	65.5	65.0	59.4	61.6	61.2	58.4	64.2	*	64.4	60.0	63.9
13	65.8	65.4	65.6	59.7	61.8	61.7	58.8	64.5	*	64.4	60.5	64.0
14	66.3	66.7	65.9	63.4	63.6	62.4	59.4	65.4	*	65.6	59.9	64.6
15	66.3	66.1	66.5	61.0	63.8	62.5	59.5	65.6	*	64.8	59.9	64.8
16	65.3	64.2	64.1	56.4	65.8	60.9	58.2	64.1	*	63.9	59.6	62.8
17	66.0	64.7	64.8	58.6	60.0	61.7	58.5	65.0	*	64.9	60.5	63.3
18	65.8	64.9	65.2	59.7	62.4	61.7	59.6	65.0	*	65.2	59.6	64.2
19	65.8	65.3	65.6	59.8	61.4	61.9	58.9	65.0	*	64.9	59.9	63.9
20	65.9	65.8	65.6	60.0	62.4	61.8	58.8	65.3	*	64.9	61.5	64.3
21	65.8	66.4	66.5	63.0	62.4	62.2	58.8	64.7	*	65.2	60.5	64.7
22	65.7	65.9	66.3	63.1	61.8	62.0	59.0	64.5	*	64.6	60.5	64.7
23	64.7	63.6	63.8	61.8	61.5	60.7	57.9	63.3	*	62.9	59.7	62.1
24	65.0	63.4	64.1	59.2	60.5	61.0	58.1	64.1	*	63.6	56.7	62.5
25	65.9	64.4	65.3	60.2	60.9	61.8	58.7	64.8	*	64.7	59.6	63.3
26	65.8	64.6	65.3	58.9	58.8	61.8	58.9	64.6	*	64.4	59.6	63.7
27	64.6	64.7	65.5	59.9	58.7	62.3	59.2	67.1	*	64.8	61.3	63.8
28	63.1	64.9	65.3	58.9	59.2	61.5	56.7	63.7	*	64.2	62.1	63.7
29	63.5	64.6	65.1	57.8	59.2	60.7	56.1	63.5	*	64.7	62.6	63.3
30	62.7	62.9	64.1	56.5	58.5	58.2	51.6	60.8	*	61.0	58.5	61.3
31	62.8	62.8	63.4	57.5	60.4	59.8	50.7	61.9	*	62.2	60.1	61.5
Month	65.8	65.3	65.8	60.4	61.8	62.0	58.9	64.9	*	64.7	60.5	64.0

* Not in Service

Appendix A4

Daily/Monthly CNEL Levels – June 2015

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	71.2	66.7	*	*	*	74.4	67.2	*	71.4	62.2	63.9
2	71.4	66.7	*	*	*	73.9	67.1	*	70.3	62.2	62.2
3	71.3	66.9	*	*	*	74.2	66.9	*	71.0	61.3	62.9
4	71.8	67.6	*	*	*	75.5	67.9	*	72.3	62.3	64.2
5	71.6	67.4	*	*	*	75.8	68.4	*	72.7	61.9	64.1
6	69.9	65.3	*	*	*	74.4	66.9	*	71.1	63.8	62.5
7	70.7	66.2	*	*	*	75.1	66.5	*	71.6	61.1	63.7
8	69.6	65.2	*	*	*	75.4	67.4	*	71.8	60.8	63.0
9	70.5	66.7	*	*	*	75.3	67.5	*	71.7	61.5	63.1
10	71.4	67.1	*	*	*	76.4	68.4	*	73.2	62.6	63.0
11	71.8	67.4	*	*	*	76.3	68.5	*	72.7	60.9	62.9
12	72.1	67.6	*	*	*	76.3	68.4	*	72.6	61.3	62.5
13	70.7	66.5	*	*	*	75.8	68.1	*	72.4	62.4	62.9
14	70.7	66.7	*	*	*	76.2	68.4	*	72.3	60.2	62.3
15	70.8	66.4	*	*	*	76.0	68.5	*	72.2	60.8	62.4
16	70.7	66.3	*	*	*	75.8	68.3	64.8	71.8	61.8	63.1
17	71.4	66.8	*	*	*	76.4	68.9	63.7	73.1	62.3	65.2
18	70.9	66.3	*	*	*	76.3	68.1	62.8	72.5	61.2	63.0
19	69.9	65.9	*	*	*	77.2	69.7	62.1	72.6	60.4	62.9
20	70.0	65.6	*	*	*	76.0	67.8	62.8	72.3	61.0	63.0
21	70.5	66.5	*	*	*	76.2	68.7	62.9	72.5	61.6	62.9
22	70.0	66.0	*	*	*	76.5	68.6	63.1	72.7	62.3	63.2
23	70.8	66.5	*	*	*	75.8	68.3	63.7	72.6	62.1	64.4
24	71.3	66.6	*	*	*	76.4	68.1	63.3	72.7	62.4	63.7
25	71.4	66.7	*	*	*	75.9	68.7	64.0	72.5	62.1	63.5
26	72.0	66.9	*	*	*	76.2	68.1	63.6	72.4	62.0	63.4
27	70.5	65.8	*	*	*	75.3	65.2	62.2	71.4	61.7	62.4
28	69.7	66.0	*	*	*	74.6	67.6	63.1	72.3	61.4	62.4
29	69.8	65.7	*	*	*	76.1	68.1	63.1	72.8	61.3	63.0
30	70.0	66.1	*	*	*	75.5	67.9	63.1	72.8	61.7	63.1
Month	71.4	67.0	*	*	*	76.3	68.5	63.8	72.8	62.2	63.7

* Not in Service

Appendix A4 Continued

Daily/Monthly CNEL Log – June 2015

Day	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	63.7	64.6	65.2	59.3	59.1	61.9	58.6	64.8	*	64.5	63.3	63.8
2	62.5	64.5	65.2	58.1	59.3	60.6	55.1	63.1	*	63.3	62.1	63.4
3	64.8	65.1	65.3	57.8	61.7	60.9	57.1	63.8	*	63.9	62.2	64.0
4	64.2	65.8	65.6	61.0	62.4	62.3	59.6	65.4	*	65.3	64.1	64.2
5	64.4	65.3	65.6	59.6	62.7	62.5	59.1	65.2	*	64.8	64.7	64.2
6	62.6	62.9	63.6	58.8	60.7	61.6	59.0	64.1	*	63.3	63.7	62.1
7	63.7	63.8	64.7	59.4	57.7	62.0	58.5	64.9	*	64.4	63.5	63.4
8	62.9	62.8	64.1	57.4	57.1	61.3	56.0	64.4	*	63.6	61.9	61.6
9	65.9	64.8	64.8	57.8	61.4	61.6	58.4	64.6	*	64.1	63.5	63.0
10	63.4	64.4	65.1	60.9	62.0	61.6	57.0	64.1	*	63.9	63.5	63.7
11	64.3	65.2	65.5	60.5	61.8	61.8	57.1	64.4	*	64.2	62.9	63.9
12	58.9	65.8	65.7	53.6	61.7	61.5	57.1	64.1	*	64.1	63.2	61.8
13	*	64.6	64.5	*	62.6	61.7	58.2	64.5	*	64.2	63.3	64.3
14	*	64.3	64.9	*	62.0	60.9	54.4	63.0	*	62.8	61.2	64.1
15	*	64.0	64.7	61.4	60.6	60.6	54.7	63.2	*	63.2	61.0	63.0
16	*	64.3	64.5	60.4	61.6	60.0	56.4	64.1	*	64.1	61.9	63.0
17	*	64.6	65.2	58.6	62.0	62.1	58.7	65.0	*	65.0	63.6	63.8
18	*	64.1	65.1	58.8	57.3	61.2	57.1	63.6	*	63.5	61.9	63.1
19	*	63.4	64.0	59.5	63.1	60.7	55.7	63.9	*	63.8	61.1	61.9
20	*	63.6	63.7	57.2	62.3	60.6	56.0	63.9	*	63.8	61.5	61.9
21	*	64.1	64.8	58.4	61.7	61.8	57.6	64.2	*	63.9	62.9	62.9
22	*	63.7	64.5	59.0	61.4	61.6	57.4	64.4	*	64.4	64.0	62.7
23	*	64.3	65.3	59.6	61.5	62.0	58.4	65.1	*	64.8	63.8	63.0
24	65.9	64.5	64.8	58.9	62.1	62.1	58.3	65.0	65.0	64.8	63.8	63.1
25	64.7	64.3	65.1	60.0	60.7	62.5	58.0	64.9	63.5	64.9	63.7	63.4
26	63.8	64.4	65.4	60.9	58.3	62.1	57.4	64.3	62.7	64.3	62.9	63.7
27	63.1	63.4	64.4	56.0	54.5	61.4	60.3	63.7	61.8	63.0	62.9	62.3
28	64.6	63.3	64.5	60.8	59.3	62.1	58.4	64.5	62.9	64.0	63.5	62.1
29	63.9	63.6	64.1	58.0	59.2	61.8	58.0	64.7	62.7	64.6	63.0	62.5
30	64.2	64.2	64.5	57.3	58.9	62.1	58.6	64.4	62.6	64.1	63.3	63.1
Month	64.5	64.8	65.3	59.7	61.4	62.1	58.3	64.9	62.5	64.6	63.5	63.7

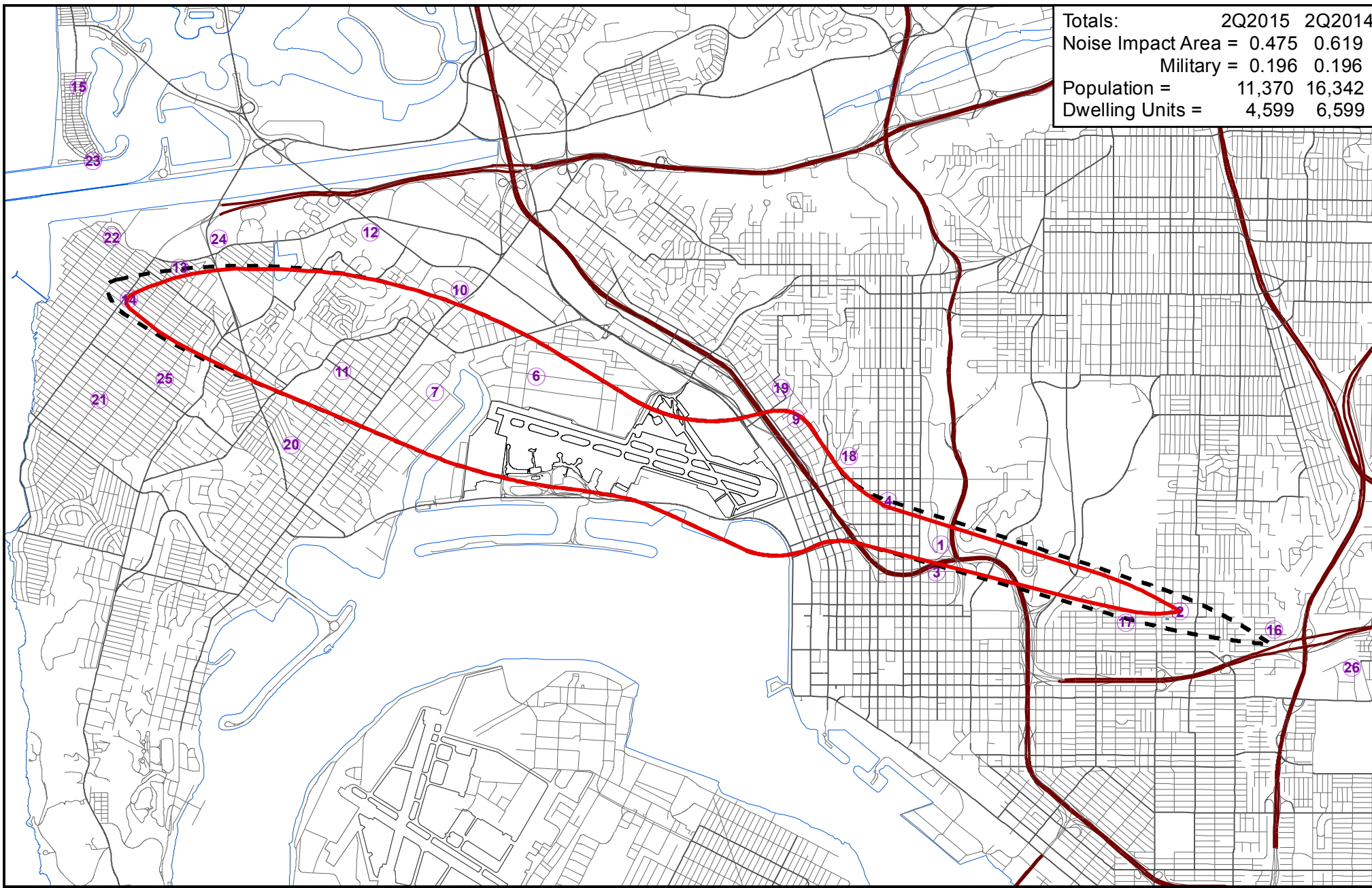
* Not in Service

Appendix B

ANOMS Commercial Flight Operations Mix - 2nd Quarter 2015

Aircraft Type	Air Canada	Alaska	Allegiant	American	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan	jetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	Virgin America	Volaris	WestJet	Airborne/Atlas	FedEx	UPS	Total Arrivals	Total Operations	
A306																					49		49	98	
A319	92		26	5		99	203							302		202	44						973	1946	
A320				155		292	39							306		397	423	29					1996	3992	
A321				884																			884	1768	
A330+								89															89	178	
B733													1830										1830	3660	
B734		229																					229	458	
B737		81											5729		63	125			26				6024	12048	
B738		846		979		245							1063		13	632			39				3817	7634	
B739		474				296										816							1586	3172	
B752				131		323										28						74	556	1112	
B753						4																	4	8	
B762																				67			67	134	
B763				2		190		1													182	91	466	932	
B777+					91																		91	182	
B787+									90														90	180	
CRJ2												999											999	1998	
CRJ7												380											380	760	
CRJ9												33											33	66	
E170/90						753						168											921	1842	
MD10																					10		10	20	
MD11																					1		1	2	
MD80+				114																			114	228	
MD90						184																	184	368	
Total	92	1630	26	2270	91	2386	242	90	90	355	0	1580	8622	608	76	2200	467	29	65	67	316	91	21393	42786	
BE99																							71	142	
C208											349											241		590	1180
DH8D		344																					344	688	
E120												133											133	266	
SW3/4																						60	60	120	
Total	92	1974	26	2270	91	2386	242	90	90	355	349	1713	8622	608	76	2200	467	29	65	138	557	151	1198	2396	

Totals:	2Q2015	2Q2014
Noise Impact Area =	0.475	0.619
Military =	0.196	0.196
Population =	11,370	16,342
Dwelling Units =	4,599	6,599



Comparison of the 2014 and 2015 Second Quarter 65 dB Community Noise Equivalent Level (CNEL) Contours

