

# Quarterly Noise Report

For:  
California Department of Transportation

4<sup>th</sup> Quarter 2018  
October 1, 2018 – December 31, 2018



**SAN DIEGO**  
INTERNATIONAL AIRPORT

LET'S **GO.**

Airport Noise Mitigation

March 14, 2019



**Quarterly Noise Report  
For the Period  
October 1, 2018 through December 31, 2018**

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 8<sup>th</sup>, 2012.

This Quarterly Report for the 4<sup>th</sup> Quarter of 2018 was prepared by Airport Noise Mitigation at San Diego International Airport, in accordance with the Airport Noise Standards, State of California.

A handwritten signature in blue ink, appearing to read "B. Reed", written over a horizontal line.

Brendan Reed  
Director of Planning & Environmental Affairs

A handwritten signature in blue ink, appearing to read "Kimberly Becker", written over a horizontal line.

Kimberly Becker  
President / CEO

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## Summary of Statistical Information for the California Department of Transportation

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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 = 0.773 sq. miles; Military Noise Impact Area = 0.149 sq. miles**

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2. Estimated number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:  
**10,500\* (QHP Insulated = 3,736)**

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3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:  
**20,867\* (QHP Insulated = 9,340)**

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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:  
**Boeing 744: 124**

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5. Total number of aircraft operations during the calendar quarter:  
**56,481**

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6. Number of Air Carrier operations by aircraft certified under Federal Aviation Regulations (FAR) Part 36:  
**50,710**

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

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8. Estimated number of operations by Air Taxi aircraft during the calendar quarter:  
**3,086**

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9. Estimated number of operations by General Aviation aircraft during the calendar quarter:  
**2,511**

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10. Estimated number of operations by Military aircraft during the calendar quarter:  
**174**

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Form DOA 617, 10/89

\* Population and dwelling unit calculations are based upon 2010 Census Block Boundary Data.

## Aircraft Noise Measurements

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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 January 1, 2018 to December 31, 2018 to be 0.773 square miles (494.7 acres) and 0.149 square miles (95.3 acres), respectively. As compared to the period between January 1, 2017 to December 31, 2017, the Noise Impact Area declined by -0.026 square miles (16.7 acres) and the Federal Military Noise Impact Area increased by 0.042 square miles (26.9 acres). This is driven by the increasing use of quieter Stage 4 Aircraft in the case of the N.I.A. and a 23% increase in military operations for the M.I.A.

**Table 1**

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

<b>Impact Area</b>	<b>January 1, 2018 to December 31, 2018</b>	<b>January 1, 2017 to December 31, 2017</b>	<b>Change</b>
N.I.A.	0.773	0.799	-0.026
M.I.A.	0.149	0.107	0.042

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.

The contours were prepared using Harris Miller Miller & Hanson Inc.'s (HMMH) RealContours (RC) for AEDT software. This is the first full year that the latest version of the FAA's Aviation Environmental Design Tool (AEDT) was utilized instead of FAA's Integrated Noise Model (INM), which is no longer supported by the FAA. AEDT is a state of the art software system that models aircraft performance in space and time to estimate fuel consumption, emissions, noise, and air quality consequences.

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 several key measurement locations.

Additionally, the 65 dB Community Noise Equivalent Level (CNEL) contours for the period between January 1, 2018 to December 31, 2018 compared to the period between January 1, 2017 to December 31, 2017 accompanies this report as an attachment.

Table 2

Quarterly and Annual CNEL Data

<b>RMT #</b>	<b>Annual CNEL (dB)<sup>1</sup></b>	<b>Quarter CNEL (dB)<sup>2</sup></b>
1	69.7	68.2
2	67.1	65.7
3	70.0	64.2
4	65.9	65.3
6	69.8	68.9
7	75.8	74.9
9	69.3	66.6
10	64.1	62.9
11	71.9	71.2
12	62.7	61.3
13	67.5	65.5
14	65.6	65.0
16	64.8	64.0
17	65.9	64.2
18	62.5	63.3
19	63.6	64.0
20	61.9	60.5
21	59.2	57.6
22	64.9	64.6
23	64.6	63.5
24	64.8	63.8
25	62.4	61.6
26	63.8	63.0

<sup>1</sup> = January 1, 2018 through December 31, 2018

<sup>2</sup> = October 1, 2018 through December 31, 2018

Note 1: RMTs #5, #8 and #15 are no longer operational since the noise impact boundary has decreased in size.

## Aircraft Operations

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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

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Operations	4th Quarter 2018	4th Quarter 2017	Increase / Decrease	Percent Change
Air Carrier	50,710	48,077	2,633	5.5%
Air Taxi	3,086	2,738	348	12.7%
General Aviation	2,511	2,288	223	9.7%
Military	174	141	33	23.4%
<b>Total</b>	<b>56,481</b>	<b>53,244</b>	<b>3,237</b>	<b>6.1%</b>

## Quarterly Operations Survey Report

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The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the 4<sup>th</sup> Quarter of 2018. The data used to compile this report was gathered during 24-hour periods on November 13-15, 2018.

The average Single Event Noise Exposure Level (SENEL) of the loudest 25% of the 4<sup>th</sup> Quarter 2018 Operations Survey is as follows:

**Table 4**  
Single Event Noise Exposure Level (SENEL) Comparison

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	November 13-15, 2018	November 14-16, 2017	Change (dB)
Departures	99.1	100.6	-1.5
Arrivals	92.4	95.1	-2.7

Table 5

Quarterly Operations Survey - Arrivals (RMT #1 from November 13-15, 2018)

Aircraft Type	SENEL (dB)	Arriving From	Flight Number	Date and Time
B744	98.9	LHR	BAW44N	11/13/2018 6:21 PM
B744	95.9	LHR	BAW44N	11/15/2018 4:58 PM
B744	95.5	LHR	BAW44N	11/14/2018 4:44 PM
B739	94.3	ORD	UAL2381	11/14/2018 2:35 PM
B738	93.6	OGG	ASA806	11/15/2018 11:47 PM
B739	93.6	DEN	UAL459	11/15/2018 11:07 PM
B763	93.6	IND	FDX3713	11/14/2018 4:58 PM
B763	93.4	MEM	FDX906	11/13/2018 4:53 PM
E75L	93.4	LAX	CPZ5765	11/15/2018 9:39 AM
B739	93.2	MSP	DAL623	11/13/2018 7:27 PM
B738	93.1	DFW	AAL1243	11/15/2018 8:12 PM
B738	93.1	SEA	SWA1593	11/15/2018 8:25 PM
A321	93.0	PHX	AAL480	11/13/2018 6:31 PM
B738	93.0	JFK	AAL2218	11/15/2018 9:41 AM
B739	92.9	IAD	UAL2303	11/13/2018 7:53 PM
B753	92.8	ATL	DAL2677	11/14/2018 4:40 PM
A332	92.7	HNL	HAL16	11/15/2018 9:43 PM
B763	92.7	MEM	FDX1422	11/14/2018 6:04 AM
A343	92.6	FRA	DLH5Y	11/15/2018 1:03 PM
B738	92.5	HNL	ASA892	11/15/2018 9:45 PM
B739	92.5	MSP	DAL1916	11/14/2018 12:42 PM
B752	92.5	EWR	UAL2379	11/15/2018 11:49 PM
B738	92.4	DFW	AAL1243	11/13/2018 7:51 PM
B738	92.4	ORD	AAL1244	11/15/2018 10:32 PM
B738	92.3	IAH	UAL2156	11/14/2018 2:12 PM
B763	92.3	IND	FDX3713	11/15/2018 5:10 PM
B739	92.2	ORD	UAL651T	11/15/2018 10:16 PM
A321	92.1	DFW	AAL679	11/13/2018 12:06 PM
B738	92.1	DFW	AAL1229	11/15/2018 1:07 PM
B753	92.1	ATL	DAL2677	11/13/2018 4:41 PM
B763	92.1	SDF	UPS2922	11/15/2018 5:21 PM
B737	92.0	SMF	SWA1163	11/15/2018 9:50 PM
B763	92.0	SDF	UPS2922	11/13/2018 5:24 PM
B737	91.9	LAS	SWA265	11/13/2018 1:04 PM
B737	91.9	PHX	SWA1333	11/14/2018 4:02 PM
B739	91.9	MSP	DAL1916	11/13/2018 12:26 PM
B752	91.9	IAD	UAL229	11/15/2018 12:33 PM
B737	91.8	EWR	SWA2107	11/13/2018 3:59 PM
B738	91.8	SFO	UAL361	11/15/2018 8:56 PM



**Table 5 Continued**

Quarterly Operations Survey - Arrivals (RMT #1 from November 13-15, 2018)

<b>Aircraft Type</b>	<b>SENEL (dB)</b>	<b>Departing To</b>	<b>Flight Number</b>	<b>Date and Time</b>
B739	91.8	DEN	UAL710	11/13/2018 4:36 PM
B739	91.8	SEA	ASA490	11/14/2018 12:29 PM
B763	91.8	MEM	FDX906	11/14/2018 6:58 PM
B737	91.7	LAS	SWA726	11/15/2018 7:47 PM
B739	91.7	ORD	UAL395	11/13/2018 5:20 PM
A332	91.6	HNL	HAL16	11/14/2018 9:50 PM
B737	91.6	SFO	SWA1992	11/15/2018 9:52 PM
B738	91.6	DEN	SWA1181	11/13/2018 4:11 PM
B738	91.6	BWI	SWA298	11/13/2018 4:18 PM
B738	91.6	ORD	AAL2680	11/15/2018 12:53 PM
B738	91.6	BWI	SWA298	11/15/2018 8:21 PM
B739	91.6	SLC	DAL1909	11/15/2018 11:10 PM
B753	91.6	ATL	DAL2677	11/15/2018 4:38 PM
B763	91.6	MEM	FDX1422	11/15/2018 10:29 AM
A319	91.5	DEN	FFT557	11/13/2018 6:48 PM
B737	91.5	LAS	SWA2140	11/15/2018 9:29 PM
B738	91.5	SLC	DAL510	11/14/2018 12:08 PM
B738	91.5	PDX	SWA1092	11/15/2018 7:16 PM
B737	91.4	BNA	SWA139	11/13/2018 7:14 PM
B738	91.4	MIA	AAL2674	11/15/2018 10:08 PM
B739	91.4	SFO	UAL1798	11/13/2018 7:12 PM
A319	91.3	SEA	ASA1620	11/15/2018 8:51 PM
A320	91.3	SFO	ASA1964	11/15/2018 10:42 PM
B737	91.3	OAK	SWA672	11/15/2018 11:15 PM
B738	91.3	IAH	UAL2156	11/13/2018 1:07 PM
B738	91.3	ORD	AAL1543	11/13/2018 6:27 PM
B738	91.3	PHX	SWA2106	11/14/2018 12:01 PM
B738	91.3	TPA	SWA1072	11/15/2018 9:17 PM
B739	91.3	IAH	UAL1916	11/13/2018 8:01 PM
B739	91.3	MCO	ASA339	11/15/2018 7:58 PM
B737	91.2	DAL	SWA201	11/13/2018 7:23 PM
B738	91.2	PHX	SWA1171	11/15/2018 11:06 AM

**Table 6**

Quarterly Operations Survey - Departures (RMT #7 from November 13-15, 2018)

<b>Aircraft Type</b>	<b>SENEL (dB)</b>	<b>Destination</b>	<b>Flight Number</b>	<b>Date and Time</b>
B744	107.3	LHR	BAW72A	11/15/2018 8:15 PM
B744	104.6	LHR	BAW72A	11/13/2018 8:31 PM
A343	104.1	FRA	DLH2P	11/15/2018 5:02 PM
B738	103.8	JFK	DAL1798	11/15/2018 10:35 PM
B744	103.6	LHR	BAW72A	11/14/2018 7:37 PM
A343	100.8	FRA	DLH2P	11/13/2018 3:10 PM
A321	100.6	CLT	AAL812	11/15/2018 10:46 PM
B739	100.5	IAD	UAL546	11/15/2018 8:35 AM
B739	100.1	DTW	DAL2699	11/15/2018 10:44 PM
A321	100.0	ATL	DAL1985	11/15/2018 10:37 PM
B739	99.8	ORD	UAL240	11/15/2018 10:48 PM
B739	99.8	BWI	ASA378	11/15/2018 10:49 PM
A321	99.7	BOS	JBU20	11/15/2018 9:52 PM
A321	99.4	PHL	AAL433	11/15/2018 11:03 PM
B739	98.9	IAD	UAL1916	11/13/2018 10:06 PM
A321	98.9	CLT	AAL812	11/13/2018 10:41 PM
A321	98.9	PHL	AAL433	11/13/2018 10:51 PM
B738	98.9	ORD	AAL1606	11/15/2018 11:08 PM
B739	98.8	BOS	ASA798	11/13/2018 8:18 AM
A321	98.6	JFK	JBU90	11/15/2018 9:20 PM
A321	98.5	ATL	DAL1985	11/13/2018 10:46 PM
B738	98.4	JFK	DAL1798	11/13/2018 10:01 PM
B738	98.4	JFK	DAL1798	11/14/2018 10:08 PM
B739	98.4	PDX	ASA385	11/15/2018 6:48 PM
B739	98.3	MSP	DAL1865	11/13/2018 6:41 AM
B739	98.3	DTW	DAL833	11/13/2018 12:20 PM
B739	98.3	IAD	UAL1916	11/14/2018 10:03 PM
A321	98.3	CLT	AAL812	11/14/2018 10:38 PM
A321	98.3	PHL	AAL433	11/14/2018 11:05 PM
B738	98.2	MIA	AAL1209	11/13/2018 10:08 PM
A321	98.2	CLT	AAL639	11/15/2018 10:58 AM
B738	98.2	MIA	AAL1209	11/15/2018 10:11 PM
B739	98.1	EWR	ASA772	11/13/2018 7:13 AM
B739	98.1	IAD	UAL546	11/13/2018 8:24 AM
A321	98.1	ATL	DAL480	11/13/2018 2:16 PM
A332	98.1	HNL	HAL15	11/14/2018 10:36 AM
B738	98.0	JFK	DAL2404	11/13/2018 7:55 AM
B739	98.0	EWR	ASA772	11/15/2018 7:12 AM
B739	98.0	BOS	ASA798	11/15/2018 8:24 AM

**Table 6 (Continued)**

Quarterly Operations Survey - Departures (RMT #7 from November 13-15, 2018)

<b>Aircraft Type</b>	<b>SENEL (dB)</b>	<b>Departing To</b>	<b>Flight Number</b>	<b>Date and Time</b>
A321	97.9	ATL	DAL1592	11/13/2018 8:02 AM
B753	97.9	ATL	DAL2367	11/15/2018 7:00 AM
A321	97.9	CLT	AAL1651	11/15/2018 7:03 AM
A321	97.9	CVG	FFT1960	11/15/2018 11:57 AM
B739	97.9	DTW	DAL833	11/15/2018 12:26 PM
A321	97.8	CLT	AAL1651	11/13/2018 6:40 AM
B739	97.8	ORD	UAL2137	11/13/2018 8:40 AM
B739	97.8	EWR	ASA772	11/14/2018 7:05 AM
B739	97.8	IAD	UAL546	11/14/2018 8:34 AM
B739	97.8	ORD	UAL913	11/15/2018 6:36 AM
B739	97.7	ORD	UAL240	11/13/2018 10:43 PM
B738	97.7	JFK	DAL2404	11/14/2018 7:49 AM
B738	97.6	MIA	AAL1209	11/14/2018 10:01 PM
B739	97.6	BWI	ASA378	11/14/2018 10:46 PM
B738	97.6	JFK	AAL2458	11/15/2018 8:23 AM
B739	97.5	ORD	UAL240	11/14/2018 10:48 PM
B739	97.5	MSP	DAL1687	11/15/2018 11:36 AM
A321	97.4	DTW	DAL2274	11/13/2018 7:29 AM
A332	97.4	HNL	HAL15	11/13/2018 10:40 AM
B739	97.4	SEA	ASA459	11/14/2018 6:28 PM
B738	97.4	JFK	AAL2818	11/14/2018 11:00 PM
B739	97.4	MSP	DAL1865	11/15/2018 6:30 AM
B738	97.4	LIH	ASA857	11/15/2018 8:39 AM
B739	97.4	ORD	UAL555	11/15/2018 11:15 AM
A321	97.4	YYZ	ROU1886	11/15/2018 1:27 PM
B738	97.3	OGG	ASA829	11/14/2018 7:20 AM
B738	97.3	LIH	ASA857	11/14/2018 8:14 AM
B739	97.3	BOS	ASA798	11/14/2018 8:17 AM
B739	97.2	ORD	UAL555	11/13/2018 11:09 AM
A321	97.2	ATL	DAL1592	11/14/2018 8:13 AM
B739	97.2	DTW	DAL833	11/14/2018 12:15 PM
B738	97.2	KOA	ASA865	11/15/2018 8:27 AM
B739	97.2	MSP	DAL1916	11/15/2018 2:31 PM

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

Table 7, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 572 daily operations, an increase of 5.9% over the 545 daily operations recorded during the 4<sup>th</sup> Quarter of 2017.

Aircraft Type	Runway 9						Runway 27						Total
	Arrivals			Departures			Arrivals			Departures			
	7:00	19:00	22:00	7:00	19:00	22:00	7:00	19:00	22:00	7:00	19:00	22:00	
	18:59	21:59	6:59	18:59	21:59	6:59	18:59	21:59	6:59	18:59	21:59	6:59	
A20N	0	0	0	0	0	0	1	1	0	1	1	0	4
A21N	0	0	0	0	0	0	0	1	0	1	0	0	2
A319	0	0	0	0	0	0	7	2	2	7	1	2	21
A320	0	0	0	0	0	0	11	3	2	12	2	1	31
A321	0	0	0	0	0	0	16	6	3	18	2	5	50
A332	0	0	0	0	0	0	0	1	0	1	0	0	2
A343	0	0	0	0	0	0	1	0	0	1	0	0	2
B38M	0	0	0	0	0	0	2	1	0	2	1	0	6
B39M	0	0	0	0	0	0	0	0	1	1	0	0	2
B712	0	0	0	0	0	0	0	0	1	0	0	1	2
B737	0	0	0	0	0	0	62	13	10	62	16	7	170
B738	0	0	0	0	0	0	28	9	10	39	4	6	96
B739	0	0	0	0	0	0	17	7	4	19	3	6	56
B744	0	0	0	0	0	0	1	0	0	0	1	0	2
B752	0	0	0	0	0	0	5	1	1	5	2	1	15
B753	0	0	0	0	0	0	1	0	0	1	0	0	2
B762	0	0	0	0	0	0	1	0	0	1	0	0	2
B763	0	0	0	0	0	0	3	0	3	2	3	1	12
B788	0	0	0	0	0	0	1	0	0	1	0	0	2
BE99	0	0	0	0	0	0	1	0	0	1	0	0	2
C208	0	0	0	0	0	0	3	0	0	2	0	1	6
CRJ2	0	0	0	0	0	0	2	0	0	2	0	0	4
CRJ7	0	0	0	0	0	0	2	1	0	2	1	0	6
CRJ9	0	0	0	0	0	0	1	0	1	2	0	0	4
E75L	0	0	0	0	0	0	24	6	4	27	5	3	69
SW4	0	0	0	0	0	0	1	0	0	1	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191</b>	<b>52</b>	<b>42</b>	<b>211</b>	<b>42</b>	<b>34</b>	<b>572</b>

## **Aircraft Noise Complaints**

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During the 4<sup>th</sup> Quarter of 2018, Airport Noise Mitigation received a total of 44,065 complaints from 224 households. This represents an increase of 16,625 from the 27,440 recorded during the 4<sup>th</sup> Quarter of 2017. 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.

## **Enforcement Actions**

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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), a three member staff panel for review. The Panel examines data and documentation collected regarding alleged violations of the Time of Day (Noise Curfew) Restrictions, and makes recommendations to the Program Manager, Airport Noise Mitigation, for the disposition of incidents and imposition of fines.

During the 4<sup>th</sup> Quarter of 2018, there were a total of 22 curfew violations. The 22 curfew violations recorded during the 4<sup>th</sup> Quarter of 2018 reflects a decrease of 12 from the 34 curfew violations recorded during the 4<sup>th</sup> Quarter of 2017.

## **Residential Sound Insulation Program**

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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.

## **Airport Noise Advisory Committee (ANAC)**

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The San Diego County Regional Airport Authority recognizes that neighborhoods surrounding San Diego International Airport are affected by noise from aircraft operations. An Airport Noise Advisory Committee (ANAC) (Committee), consisting of individuals from various organizations, residential areas, and professional associations, was formed in 1981 under the San Diego Unified Port District, previous operator of San Diego International Airport. The Airport Noise Advisory Committee is formally adopted as Airport Authority Policy 9.20.

The information regarding the Airport Noise Advisory Committee (ANAC) can be found on the San Diego County Regional Airport Authority's website: <http://www.SAN.org/Airport-Noise/Initiatives>.

## Appendix A

### Airport Noise Monitoring System

## Appendix A1

### Remote Noise Monitoring Terminal (RMTs) Thresholds

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** = 7:00 a.m. to 6:59 p.m. (\* = change occurs at 0500L)  
**Evening** = 7:00 p.m. to 9:59 p.m.  
**Night** = 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 – October 2018

\* = Not in Service

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	65.7	64.7	61.5	64.0	67.0	74.3	64.5	61.0	70.5	63.5	64.7
2	66.4	65.2	60.5	64.0	66.9	74.4	64.4	61.4	71.0	59.8	64.8
3	66.5	65.0	59.8	64.1	67.1	74.6	66.1	62.0	71.1	60.4	65.1
4	68.6	66.1	62.7	64.7	68.5	74.9	66.6	62.6	71.0	61.5	65.7
5	68.8	66.2	63.5	64.9	67.5	74.8	66.0	62.2	71.0	60.8	65.4
6	66.7	64.6	60.0	63.0	67.0	73.6	64.7	61.4	69.8	59.1	64.8
7	66.3	65.5	60.9	63.6	67.8	74.8	67.2	62.2	71.1	59.9	65.7
8	66.8	65.2	61.2	63.7	67.9	75.1	68.9	62.8	71.5	61.3	65.9
9	67.9	65.8	61.6	65.3	67.7	74.2	64.9	62.4	70.5	60.5	65.1
10	67.5	65.7	62.6	64.6	67.7	74.9	64.2	62.4	71.2	60.8	65.5
11	68.5	65.8	63.6	64.9	68.6	74.7	64.8	63.0	70.9	61.4	65.6
12	69.4	66.4	64.6	65.7	70.0	75.6	67.5	64.2	71.8	62.6	67.1
13	67.3	64.6	62.2	63.5	66.4	73.5	66.4	61.0	70.1	60.4	64.4
14	67.6	65.6	62.6	64.3	67.5	74.5	67.3	62.0	70.9	60.1	65.7
15	61.8	62.4	58.1	60.9	68.1	75.1	65.3	61.4	71.2	59.8	64.9
16	66.2	64.2	62.2	63.2	66.8	72.1	62.4	59.9	67.8	59.3	62.0
17	65.9	64.7	63.0	63.7	67.4	73.2	64.8	60.9	69.4	60.5	64.2
18	67.5	65.3	64.1	64.3	67.6	74.3	66.8	62.4	70.2	60.5	64.7
19	67.7	64.7	65.3	64.0	68.9	74.1	68.3	61.6	69.9	60.5	64.6
20	65.2	63.1	61.8	61.9	66.8	73.8	62.1	60.1	69.6	57.7	63.5
21	67.4	65.7	62.3	64.6	67.6	74.8	67.0	62.1	71.3	60.0	65.6
22	67.8	65.3	63.3	64.1	69.9	74.7	65.4	62.7	71.1	61.1	65.9
23	68.3	65.6	63.2	64.5	67.9	74.2	63.2	62.4	70.4	60.3	64.8
24	67.9	65.3	62.6	64.4	67.2	74.1	65.5	62.3	70.4	59.9	64.3
25	67.5	65.4	63.9	65.1	67.9	75.0	66.0	61.1	70.9	58.3	63.8
26	67.5	64.9	63.5	64.4	67.6	74.7	66.8	61.5	71.3	60.6	64.4
27	65.7	63.7	62.2	62.3	67.0	74.0	66.8	60.8	70.2	58.2	63.4
28	66.9	64.9	62.7	64.7	67.3	74.8	65.7	61.4	71.3	59.5	64.8
29	67.2	64.9	60.7	63.6	68.0	74.1	65.5	62.4	70.2	60.0	64.5
30	67.9	64.9	62.1	63.6	67.5	73.2	64.7	62.0	70.1	60.1	64.7
31	65.9	63.2	61.6	62.7	67.3	73.0	61.9	61.2	68.8	59.1	64.4
<b>Month</b>	<b>67.7</b>	<b>65.6</b>	<b>63.0</b>	<b>64.6</b>	<b>68.3</b>	<b>74.9</b>	<b>66.3</b>	<b>62.4</b>	<b>71.1</b>	<b>60.9</b>	<b>65.4</b>

## Appendix A2 Continued

### Daily/Monthly CNEL Levels – October 2018

\* = Not in Service

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	64.1	64.4	63.6	57.9	57.5	59.7	56.4	66.5	62.0	62.9	60.7	61.8
2	64.0	65.7	63.7	53.9	59.8	59.9	57.0	63.2	61.5	62.8	60.9	62.1
3	64.2	62.9	63.2	57.3	63.0	60.1	57.5	63.6	62.4	63.4	61.5	62.3
4	65.0	63.5	64.5	59.5	63.9	60.7	57.9	64.3	67.8	63.8	61.9	63.0
5	64.4	63.6	64.5	57.0	58.5	61.0	57.5	64.0	63.7	63.7	61.6	63.2
6	64.0	62.7	62.7	56.8	62.1	59.2	56.3	62.9	62.3	62.9	60.5	61.4
7	64.6	63.2	63.7	56.3	66.4	60.2	57.3	64.2	63.4	63.8	61.2	62.3
8	64.9	63.1	63.4	56.1	66.5	61.0	57.6	66.1	63.5	63.9	61.9	62.4
9	64.4	63.4	64.3	58.1	60.5	60.2	57.4	63.5	64.4	63.3	61.3	62.7
10	65.2	63.5	64.1	57.8	59.5	60.9	58.1	64.0	63.3	63.5	62.2	63.4
11	65.1	63.9	64.5	56.6	60.7	60.9	58.0	64.3	64.1	64.0	62.0	62.9
12	65.4	64.3	65.1	59.9	64.6	62.5	59.6	65.3	65.0	65.6	63.2	63.8
13	64.2	62.5	63.0	55.4	61.6	59.6	57.1	63.4	61.9	62.1	61.1	61.6
14	64.6	63.4	64.1	59.3	63.0	60.6	57.8	64.1	63.0	63.7	61.9	62.7
15	64.4	60.4	60.6	58.7	63.2	60.4	57.0	68.8	62.7	62.7	61.0	59.6
16	62.0	62.5	63.5	61.3	58.1	57.8	54.9	60.2	59.1	60.7	59.1	61.2
17	62.8	63.4	63.6	61.5	60.9	58.8	55.1	62.4	61.1	62.4	59.8	62.3
18	64.4	64.4	65.0	64.9	63.5	60.3	57.0	63.4	62.6	63.3	61.2	62.6
19	63.8	64.6	61.6	66.3	66.4	59.3	55.9	63.1	63.8	63.1	60.2	62.2
20	62.9	61.3	60.7	59.2	58.6	58.7	56.1	61.9	61.0	61.3	59.9	60.1
21	64.2	63.2	61.7	61.8	64.1	60.0	57.1	63.8	62.7	63.9	60.9	62.3
22	64.7	62.7	65.4	56.1	59.3	60.9	57.5	67.8	62.7	64.1	61.5	62.4
23	64.1	63.1	64.0	55.7	57.4	60.0	57.2	62.9	61.8	63.3	61.5	62.8
24	63.7	63.4	64.8	60.3	60.8	59.4	56.0	62.6	62.6	62.5	60.2	62.5
25	64.6	63.0	63.9	59.7	60.4	58.4	55.0	62.3	62.6	62.0	59.4	62.1
26	64.6	62.8	63.4	61.3	62.1	59.8	56.2	62.3	62.0	62.5	60.9	62.1
27	63.7	61.3	62.0	57.7	61.3	59.2	55.4	61.8	61.0	62.1	59.9	60.1
28	64.3	62.6	63.2	60.7	62.7	60.5	56.5	62.7	62.4	63.1	60.5	61.4
29	64.0	62.8	63.2	56.5	62.3	59.4	56.4	65.7	62.3	62.9	60.3	62.1
30	63.8	63.1	63.2	58.1	62.1	59.8	56.9	63.1	63.4	63.0	61.0	62.1
31	64.0	61.5	61.7	56.6	57.2	59.1	56.9	62.5	61.6	62.3	61.1	60.6
<b>Month</b>	<b>64.7</b>	<b>63.7</b>	<b>64.1</b>	<b>60.2</b>	<b>62.8</b>	<b>60.5</b>	<b>57.5</b>	<b>64.7</b>	<b>63.5</b>	<b>63.6</b>	<b>61.6</b>	<b>62.7</b>



## Appendix A3

### Daily/Monthly CNEL Levels - November 2018

\* = Not in Service

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	67.7	64.5	63.2	63.8	69.5	73.7	68.5	61.1	69.5	59.4	63.9
2	67.0	64.7	64.7	63.7	68.0	73.2	66.6	61.5	69.3	60.0	63.9
3	66.0	63.5	61.6	62.6	66.6	72.3	65.7	60.6	69.0	58.4	63.2
4	64.9	61.8	63.7	66.8	68.0	75.7	67.4	61.5	72.4	58.4	64.3
5	67.3	65.9	61.4	64.8	68.6	74.8	67.0	63.2	71.0	62.9	65.6
6	68.2	65.8	62.2	64.3	68.0	74.6	63.0	62.4	71.2	61.1	66.2
7	68.7	66.3	63.6	65.0	68.0	74.1	65.4	62.8	70.6	62.6	65.4
8	68.6	66.3	64.3	65.8	68.7	74.9	66.4	62.6	71.1	60.6	66.0
9	65.0	63.8	64.5	62.9	69.0	74.3	67.4	61.5	70.0	59.4	63.5
10	65.4	63.1	61.4	61.8	66.9	73.3	63.6	59.8	69.3	58.1	62.9
11	59.9	62.3	59.6	61.8	68.3	73.8	66.1	60.5	69.6	58.0	63.8
12	63.4	63.4	62.0	63.8	67.2	73.2	66.6	61.3	68.9	59.4	63.0
13	63.4	62.8	62.3	62.5	68.1	73.3	64.6	60.4	68.9	58.5	62.8
14	59.6	62.5	57.5	60.9	67.1	73.2	64.8	59.5	68.9	59.1	62.4
15	66.5	65.2	62.9	64.1	68.6	74.5	68.1	61.2	69.7	59.0	63.3
16	69.0	66.3	65.5	64.9	69.1	75.1	67.8	62.8	70.5	62.9	64.8
17	67.9	65.4	63.9	63.8	68.1	74.2	66.6	63.0	70.5	60.5	65.1
18	67.6	65.4	62.3	64.2	68.8	74.6	66.8	62.8	70.6	60.4	64.7
19	68.0	65.2	64.0	64.0	68.4	74.7	62.5	62.6	70.7	61.8	65.1
20	69.0	66.5	64.7	65.0	69.6	75.3	67.1	62.9	71.1	61.9	65.9
21	68.7	66.7	64.3	65.3	69.3	75.5	67.2	63.6	71.8	62.1	66.8
22	65.2	63.2	58.9	61.7	66.6	71.8	62.8	60.6	68.5	59.2	63.8
23	68.1	65.3	63.0	63.8	67.7	73.1	63.6	62.1	69.5	60.9	64.3
24	68.2	66.3	63.5	64.9	69.3	75.2	67.5	63.6	71.3	61.6	66.3
25	68.8	66.2	63.6	65.0	69.4	75.9	66.3	63.3	72.1	61.2	66.5
26	67.4	65.4	63.7	64.5	70.2	75.2	67.3	64.2	71.1	61.9	66.1
27	67.7	65.6	63.3	65.9	69.2	74.1	66.3	62.2	69.8	60.5	64.2
28	68.1	66.0	61.5	65.1	68.9	73.8	67.4	62.7	70.3	61.5	65.1
29	72.1	68.2	64.9	67.4	69.9	72.8	67.3	64.3	69.6	62.7	65.2
30	69.7	66.9	63.7	65.4	69.4	72.9	66.4	63.8	69.6	61.7	65.3
<b>Month</b>	<b>68.1</b>	<b>65.8</b>	<b>63.7</b>	<b>64.9</b>	<b>69.1</b>	<b>74.7</b>	<b>66.9</b>	<b>62.8</b>	<b>70.8</b>	<b>61.3</b>	<b>65.3</b>

## Appendix A3 Continued

### Daily/Monthly CNEL Log – November 2018

\* = Not in Service

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	63.2	62.4	62.9	64.5	63.4	58.8	55.4	62.2	60.8	62.1	59.6	61.3
2	63.3	63.3	63.3	64.6	65.0	59.4	56.2	62.4	61.4	62.3	60.4	62.1
3	63.2	61.9	62.0	62.0	62.7	58.6	56.0	61.5	59.8	60.8	59.9	64.5
4	67.0	59.6	61.1	65.2	66.1	59.2	56.4	62.8	60.3	61.3	61.0	58.6
5	64.7	64.0	64.3	57.3	65.1	60.0	56.9	67.4	63.2	64.0	60.9	63.2
6	64.5	63.6	64.3	58.4	59.9	60.4	57.4	64.8	63.2	64.2	61.9	63.0
7	64.5	63.9	64.7	59.4	58.6	60.8	57.2	63.9	62.5	63.9	61.6	63.6
8	65.3	64.3	64.8	63.3	63.4	60.9	58.1	64.5	64.4	63.9	62.6	63.7
9	63.0	63.2	62.4	65.1	63.8	58.6	55.0	62.0	60.4	62.0	59.1	61.2
10	62.3	62.0	61.8	59.4	61.6	59.2	55.3	61.3	59.8	60.8	59.6	60.1
11	63.0	60.7	60.5	58.2	64.5	57.8	55.1	62.1	60.8	62.1	59.1	58.5
12	62.0	61.8	61.8	63.5	64.5	57.2	54.1	65.3	60.2	61.5	58.3	61.4
13	62.0	61.0	61.1	61.4	63.6	57.7	55.9	61.3	60.2	61.4	58.9	59.7
14	61.8	60.8	60.8	63.2	61.9	56.7	53.2	61.1	59.6	61.1	58.7	61.7
15	62.8	63.7	63.6	62.6	65.4	58.2	54.4	61.5	60.6	62.3	58.5	61.3
16	63.2	64.9	64.6	64.6	65.9	59.5	56.0	63.0	63.6	63.6	60.0	63.7
17	63.8	61.0	63.7	62.2	63.7	59.8	56.6	63.0	62.6	63.5	60.7	62.5
18	63.6	63.8	63.8	60.8	65.1	60.4	56.6	62.8	61.8	63.0	60.7	62.1
19	63.8	61.9	63.7	61.1	57.9	59.8	56.0	67.9	64.7	63.2	60.1	62.6
20	64.4	65.8	64.7	60.2	66.2	60.4	57.2	64.1	63.4	64.5	61.2	64.0
21	65.2	65.3	65.0	60.7	66.0	61.2	57.7	64.9	63.9	65.0	61.7	64.3
22	63.1	61.4	61.7	57.5	60.0	58.6	56.5	62.1	60.5	61.7	60.3	60.1
23	63.1	63.2	63.6	54.6	60.9	59.7	56.6	62.6	62.0	62.6	61.0	62.5
24	64.7	64.5	64.6	55.7	67.2	61.1	57.7	64.7	64.3	64.7	61.9	63.4
25	65.4	64.1	64.9	60.6	64.0	61.6	58.0	64.9	64.1	64.7	62.4	63.1
26	64.8	63.9	64.2	64.6	64.1	60.6	57.8	66.5	63.3	64.4	61.6	62.8
27	63.2	64.3	64.0	61.1	64.5	59.3	55.8	62.5	61.6	62.6	59.9	62.8
28	63.8	64.4	64.2	64.5	65.0	60.0	57.0	63.5	64.0	63.6	61.0	63.1
29	64.3	66.4	66.4	65.0	65.2	61.2	59.2	63.6	64.9	63.9	62.1	65.2
30	64.0	64.9	65.3	64.4	64.4	60.7	58.1	63.6	65.7	64.2	62.2	66.3
<b>Month</b>	<b>64.4</b>	<b>64.0</b>	<b>64.2</b>	<b>62.9</b>	<b>64.7</b>	<b>60.2</b>	<b>57.1</b>	<b>64.3</b>	<b>63.1</b>	<b>63.6</b>	<b>61.2</b>	<b>63.3</b>

## Appendix A4

### Daily/Monthly CNEL Levels – December 2018

\* = Not in Service

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	67.2	64.2	61.7	62.5	67.9	72.0	63.9	61.6	68.7	60.2	63.9
2	67.0	65.0	63.0	65.9	68.0	73.2	64.1	62.6	69.4	60.6	64.6
3	65.8	64.5	63.7	63.6	68.8	74.3	62.8	64.5	70.6	61.5	65.5
4	66.8	65.0	63.3	63.8	69.1	74.4	67.2	63.8	70.4	61.5	64.9
5	67.7	63.6	66.9	69.5	69.9	75.6	67.4	64.1	72.6	60.9	65.0
6	70.0	65.4	69.8	72.8	70.6	77.1	67.9	62.2	74.5	60.6	64.8
7	68.9	65.9	66.9	64.4	68.3	74.7	66.4	63.3	71.4	61.9	65.6
8	67.8	64.3	65.0	62.7	67.6	72.8	63.7	61.3	69.2	59.5	64.1
9	68.1	65.2	63.5	63.7	67.8	73.6	65.1	61.7	70.0	60.1	65.0
10	67.3	65.2	63.9	63.9	68.4	74.1	67.6	63.3	70.7	61.9	65.7
11	69.3	65.9	64.0	64.5	68.2	73.9	67.3	62.9	70.4	61.0	65.4
12	69.3	65.8	64.7	64.4	69.2	74.8	64.5	63.7	71.0	62.3	65.5
13	67.3	63.3	63.1	63.4	69.9	75.7	67.6	63.4	71.9	61.0	64.9
14	66.9	64.8	67.1	63.8	68.3	73.8	66.2	60.9	69.2	60.4	62.5
15	67.6	64.1	65.0	63.0	67.4	72.2	65.4	60.7	67.7	57.5	61.8
16	67.7	65.5	63.5	63.9	68.0	74.7	65.8	62.6	71.1	60.7	66.1
17	69.1	66.1	64.0	64.7	69.0	74.6	62.2	63.6	71.3	61.8	65.8
18	69.5	65.4	64.8	64.5	68.5	74.2	65.5	63.4	70.3	62.0	65.2
19	69.5	66.2	65.3	65.2	68.9	75.2	66.5	63.3	71.4	61.6	66.1
20	70.3	66.1	67.2	68.3	69.5	76.7	67.6	63.8	72.9	63.5	66.7
21	69.2	66.3	67.5	67.7	68.9	76.0	66.8	63.8	72.4	62.8	66.4
22	70.3	67.0	65.5	65.5	68.8	75.0	67.5	63.3	71.2	61.7	66.3
23	70.2	66.6	64.3	65.5	69.1	75.1	68.9	63.9	71.7	62.1	66.7
24	66.3	63.6	60.9	62.1	67.6	73.2	65.6	61.4	69.5	59.3	63.9
25	67.1	64.9	60.8	63.1	68.3	72.7	64.4	62.2	69.2	59.9	64.5
26	69.3	66.3	65.3	64.9	70.5	75.6	66.8	65.0	71.8	62.6	66.5
27	70.5	67.0	65.7	65.3	70.3	75.5	68.4	63.8	71.9	61.9	66.7
28	64.0	64.6	63.2	62.9	67.9	73.9	62.7	62.4	70.1	60.8	64.3
29	66.7	65.2	63.4	63.4	68.8	74.8	64.6	62.0	70.7	60.0	65.5
30	68.1	66.4	62.6	65.6	69.4	75.0	65.9	63.2	71.3	61.5	66.2
31	67.2	63.8	64.5	67.1	67.4	73.9	64.9	62.2	70.8	59.7	64.7
<b>Month</b>	<b>68.9</b>	<b>65.9</b>	<b>65.5</b>	<b>66.2</b>	<b>69.3</b>	<b>75.1</b>	<b>66.7</b>	<b>63.5</b>	<b>71.5</b>	<b>61.7</b>	<b>65.8</b>

## Appendix A4 Continued

### Daily/Monthly CNEL Log – December 2018

\* = Not in Service

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	62.2	62.5	56.5	63.2	59.4	57.2	62.3	62.5	62.0	61.2	61.0
2	63.7	63.0	63.3	61.1	60.6	60.1	57.7	63.2	62.5	62.9	61.4	62.2
3	64.5	62.9	62.9	56.7	55.9	60.9	57.5	66.9	62.4	63.8	61.7	62.1
4	63.7	63.6	63.4	57.7	65.5	60.0	56.9	63.1	62.5	63.4	60.6	62.5
5	68.6	62.7	63.1	66.3	67.1	59.5	57.6	63.6	61.3	62.5	61.7	60.8
6	69.6	64.8	65.4	68.6	66.4	60.4	57.4	63.4	62.5	62.1	61.5	62.6
7	66.1	65.3	64.2	60.0	62.2	61.1	58.4	64.0	63.4	63.8	62.2	63.2
8	64.0	62.8	62.8	63.4	59.5	59.6	57.3	62.7	61.9	62.1	61.4	61.6
9	64.4	62.9	63.7	58.2	61.1	59.9	57.1	63.5	62.4	63.3	61.1	62.1
10	65.0	63.2	63.3	60.6	64.7	60.6	57.9	66.2	63.2	63.8	61.9	62.1
11	64.7	64.3	64.5	58.5	66.2	60.2	57.9	63.9	64.3	63.8	62.0	63.2
12	64.8	64.3	64.0	58.7	61.4	61.3	58.5	64.0	62.8	63.8	62.5	63.1
13	66.0	62.1	61.4	62.3	65.4	60.0	57.3	63.2	61.9	63.1	60.8	60.9
14	62.4	63.5	63.2	72.9	63.1	58.2	54.4	61.0	61.0	60.9	58.7	61.8
15	61.9	62.1	62.7	60.8	63.3	57.9	54.7	60.4	59.4	59.8	59.2	60.8
16	64.4	63.3	63.9	61.9	63.1	60.3	57.0	64.6	64.0	64.0	61.0	63.0
17	64.7	64.1	64.6	60.8	56.2	61.0	57.8	66.8	64.3	64.1	62.0	63.5
18	64.9	63.6	64.2	73.9	60.8	60.8	58.3	63.9	64.5	63.8	62.3	62.7
19	65.1	64.8	64.7	63.8	64.0	60.6	57.8	64.4	64.7	64.5	62.0	64.1
20	67.1	64.3	64.9	66.0	64.2	61.4	58.2	65.1	65.5	64.9	62.5	63.4
21	66.4	64.3	64.6	60.5	63.7	60.9	58.5	64.6	65.2	64.8	62.2	63.6
22	64.9	64.9	65.3	63.4	64.0	60.9	57.9	64.7	64.5	64.6	61.9	64.0
23	65.6	64.7	65.1	61.8	65.4	61.4	58.6	65.0	64.4	65.0	62.6	63.6
24	63.4	61.8	62.2	53.9	62.2	58.8	56.1	67.4	62.5	62.2	59.7	60.6
25	62.9	63.1	63.1	61.2	62.7	59.7	57.1	62.9	63.7	62.8	60.8	62.0
26	65.3	64.8	64.9	57.9	68.0	61.6	58.6	64.9	65.1	64.7	62.6	64.1
27	65.9	65.7	65.4	69.3	67.4	61.4	58.9	65.2	64.3	64.8	62.9	64.6
28	63.4	63.3	63.1	58.0	58.2	59.2	56.1	62.8	61.9	63.0	60.1	61.9
29	63.8	63.6	63.6	56.6	63.5	60.1	56.8	64.1	62.3	63.6	61.1	62.4
30	64.9	64.9	64.5	59.3	65.2	60.8	57.7	64.1	63.4	64.6	62.1	63.5
31	66.7	62.6	62.8	63.6	62.0	58.9	59.9	65.7	61.5	62.0	60.9	61.2
<b>Month</b>	<b>65.8</b>	<b>64.3</b>	<b>64.4</b>	<b>65.4</b>	<b>64.4</b>	<b>60.8</b>	<b>58.2</b>	<b>64.9</b>	<b>63.8</b>	<b>64.0</b>	<b>62.0</b>	<b>63.2</b>

## Appendix B

### ANOMS Commercial Flight Operations Mix - 4<sup>th</sup> Quarter 2018

Aircraft Type	Air Canada Rouge	Alaska	Allegiant	American	British Airways	Compass	Delta Air Lines	Edelweiss	Frontier	Hawaiian	Japan	Jazz	JetBlue	Lufthansa	SkyWest	Southwest	Spirit	Sun Country	United	WestJet	Atlas	FedEx	UPS	Total Operations
A20N	0	0	0	0	0	0	0	0	211	0	0	0	0	0	0	0	44	0	0	0	0	0	0	255
A21N	0	96	0	0	0	0	0	0	0	182	0	0	0	0	0	0	0	0	0	0	0	0	0	278
A319	32	305	63	0	0	0	4	0	36	0	0	0	0	0	0	0	375	0	493	0	0	0	0	1308
A320	0	1397	28	22	0	0	126	0	110	0	0	0	126	0	0	0	302	0	1090	0	0	0	0	3201
A321	150	0	0	2354	0	0	920	0	539	0	0	0	698	0	0	0	179	0	0	0	0	0	0	4840
A332	0	0	0	0	0	0	0	0	0	181	0	0	0	0	0	0	0	0	0	0	0	0	0	181
A343	0	0	0	0	0	0	0	12	0	0	0	0	0	114	0	0	0	0	0	0	0	0	0	126
A346	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
B38M	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	471	0	0	0	4	0	0	0	477
B39M	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189	0	0	0	0	189
B712	0	0	0	0	0	0	340	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340
B736	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20
B737	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	14577	0	48	52	63	0	0	0	14772
B738	0	970	0	1778	0	0	1267	0	0	0	0	0	0	0	0	4254	0	142	920	56	0	0	0	9387
B739	0	1738	0	0	0	0	966	0	0	0	0	0	0	0	0	0	0	0	1916	0	0	0	0	4620
B744	0	0	0	0	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124
B752	0	0	0	161	0	0	300	0	0	0	0	0	0	0	0	0	0	0	635	0	0	158	28	1282
B753	0	0	0	0	0	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140
B762	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	0	0	130
B763	0	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	450	220	676
B764	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
B772	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	6
B77W	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
B788	0	0	0	0	0	0	0	0	0	0	184	0	0	0	0	0	0	0	0	0	0	0	0	184
CRJ2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	327	0	0	0	0	0	0	0	0	327
CRJ7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	627	0	0	0	0	0	0	0	0	627
CRJ9	0	0	0	0	0	0	0	0	0	0	0	445	0	0	0	0	0	0	0	0	0	0	0	445
DC10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	50
E175	0	436	0	0	0	1984	0	0	0	0	0	0	0	0	4310	0	0	0	0	0	0	0	0	6730
MD80+	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>184</b>	<b>4974</b>	<b>91</b>	<b>4317</b>	<b>176</b>	<b>1984</b>	<b>4079</b>	<b>12</b>	<b>896</b>	<b>367</b>	<b>184</b>	<b>445</b>	<b>824</b>	<b>118</b>	<b>5264</b>	<b>19302</b>	<b>900</b>	<b>190</b>	<b>5299</b>	<b>143</b>	<b>130</b>	<b>658</b>	<b>248</b>	<b>50785</b>
BE99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	38
C208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	0	134
SW3/4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31
<b>Total</b>	<b>184</b>	<b>4974</b>	<b>91</b>	<b>4317</b>	<b>176</b>	<b>1984</b>	<b>4079</b>	<b>12</b>	<b>896</b>	<b>367</b>	<b>184</b>	<b>445</b>	<b>824</b>	<b>118</b>	<b>5264</b>	<b>19302</b>	<b>900</b>	<b>190</b>	<b>5299</b>	<b>143</b>	<b>130</b>	<b>792</b>	<b>317</b>	<b>203</b>