

Mr. John Aitken
June 6, 2017
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quarterly period of 2016. Fluctuations in noise exposure from reporting period to reporting period are to be expected due to ongoing changes in aircraft activity levels, fleet mix and runway use, and airfield maintenance and/or construction projects.

The City has completed its update of the ANOMS. System reliability has been significantly improved since the new equipment and software were fully implemented. Four RMTs were relocated and two RMTs were decommissioned. All active RMTs have been renumbered using "100" series numbers.

The percentage of air carrier jet aircraft flown at SJIA during the first quarterly period of 2017 that comply with Stage 3 noise requirements remains at 100%. Presently, there are no Stage 2 aircraft weighing more than 75,000 lbs. MGTOW that are scheduled to operate at SJIA.

The 65 dB CNEL noise impact area calculated by Airport staff for the first quarterly period of 2017 was zero (0) statute miles squared (0 acres). That means that no non-compatible land uses are located within the 65 dB CNEL contour. The calculated noise impact area at SJIA has remained at zero (0) statute miles squared since the first quarter of 2009.

Please feel free to contact me at (918) 585-8844 or Peter.VanPelt@MeadHunt.com if you have any questions or require additional information.

Respectfully submitted,

MEAD & HUNT, Inc.

A handwritten signature in black ink, appearing to read 'Peter Van Pelt', with a stylized, cursive script.

Peter Van Pelt
Senior Consultant, Aviation Group

Enclosure

CERTIFICATION

Specific dates of summary: April 1, 2016 – March 31, 2017

I certify that the information contained in the following pages is correct to the best of my knowledge.

PREPARED BY: Paul H. Dunholter
President
BridgeNet International

DATE: May 14, 2017

APPROVED BY: John Aitken
Deputy Director of Aviation
Norman Y. Mineta San Jose International Airport

DATE:

SUMMARY OF CALTRANS STATISTICAL INFORMATION 1st QUARTER 2017
(Form DOA 617 10/89)

Annualized Noise Impact Data (April 1, 2016 – March 31, 2017):

- 1. Noise Impact Area (statue miles-squared) 0
Includes land parcels only: Does not include streets
- 2. Estimated number of dwellings impacted 0
- 3. Estimated number of people residing within the Noise Impact Boundary 0
(Estimated, based on 3.09 people per dwelling unit.)

Quarterly Aircraft Operations Data (January 1, 2017 – March 31, 2017):

- 4. Aircraft type having highest takeoff noise level B727-200 (Stage 3 compliant)
Total operations by this aircraft 10
- 5. Estimated number of aircraft operations 40,250
- 6. Estimated number of air carrier/cargo jet operations 26,480
- 7. Estimated percent of air carrier/cargo jet operations by Stage 3 aircraft 100%
- 8. Estimated number of general aviation aircraft operations 7,921
- 9. Estimated number of military aircraft operation 49
- 10. Estimated number of taxi/commuter aircraft operations 5,800

BACKGROUND INFORMATION

“Noise Problem” Airports in California

The California Airport Noise Standards (California Code of Regulations, Title 21, Section 5000 et seq.) apply to any airport that is determined to have a noise problem by the local County Board of Supervisors in accordance with the provisions in the regulation. Norman Y. Mineta San Jose International Airport (SJIA) is one of ten airports in California that have been determined to have a noise problem by local County governments.

How is aircraft noise measured?

California uses the Community Noise Equivalent Level (CNEL) as the primary measure for determining exposure of individuals to airport noise. CNEL is the annual, 24-hour average sound level, in decibels, obtained from the accumulation of all noise events, with the addition of 4.77 decibels to weight sound levels from 7 P.M. to 10 P.M. and 10 decibels to weight sound levels from 10 P.M. to 7 A.M. In effect, this weighting means that each evening operation is counted as it is five daytime operations and each nighttime operation counts as the same as ten daytime operations. The weighing of evening and nighttime events accounts for the fact that noise events during these hours are more intrusive when ambient levels are lower and people are trying to sleep. The 24-hour CNEL is annualized to reflect noise generated by aircraft operations for an entire year and is identified by “noise contours” showing levels of aircraft noise.

CNEL is a widely accepted descriptor for aviation noise because of the following characteristics: CNEL is a measurable quantity; CNEL can be used by airport planners and the general public who are not familiar with acoustics or acoustical theory; CNEL provides a simple method to compare the effectiveness of alternative airport scenarios; and CNEL is based on a substantial body of scientific survey data regarding the reactions people have to noise.

What are Noise Contours (noise Exposure Maps – NEMs) and how are they used?

Noise contours are computer generated lines that are modeled to reflect both current noise conditions near airports, as well as to predict what the future noise conditions will be. Technically, a noise contour represents the average annual noise levels (CNEL) summarized by lines connecting points of equal noise exposure.

Norman Y. Mineta San Jose International Airport uses the 65 CNEL contour to identify non-compatible land uses and determine eligibility for federal funds for noise mitigation. Any noise sensitive uses (such as residences, schools, churches, etc.) within the 65 CNEL and greater contour are considered to be non-compatible with aircraft noise.

A variety of information is gathered each quarter to create an accurate noise contour including: the number of flights, flight paths, type of aircraft, type of aircraft engines, time of day, weather conditions, and runway use. Actual on-site noise measurements specific to aircraft operating at SJIA are used to verify predicted individual aircraft noise levels contained in the computer model.

These data are used to generate noise contours that are overlaid onto base maps to create a Noise Exposure Map (NEM), which is used to identify where specific levels of aircraft noise occur. The Noise Exposure Maps developed for SJIA will be used in the following ways:

- Defining where areas of roughly equal noise exist in the communities surrounding the Airport
- Assessing various alternative solutions to reduce the effect of noise

What is the Integrated Noise Model?

The Integrated Noise Model (INM) is the model developed by the Federal Aviation Administration (FAA) for evaluating aircraft noise impacts in the communities surrounding airports. The INM uses inputs such as number of operations, aircraft fleet mix (aircraft types), aircraft flight tracks, and flight profiles, time of day of operations and terrain to evaluate aircraft noise. The INM has been used by the FAA since 1978, but has been updated many times since then to include improved metrics and the most current aircraft information.

What is considered a non-compatible land use?

California uses the 65 CNEL and greater contour to represent non-compatible land uses and determine eligibility for noise mitigation. Noise sensitive uses (such as residences, schools, hospitals, nursing homes, and churches) within the 65 CNEL and greater contour are considered to be non-compatible land uses. The date of original construction, the presence of an exterior habitable area, and the presence of acoustic insulation may convert certain uses to a compatible use.

What is the purpose of noise monitoring?

The purpose of noise monitoring is to provide a method to confirm the outputs in the Integrated Noise Model from different aircraft types. The monitoring measures how loud individual aircraft are at certain points. This is then compared to the prediction based on the model and helps determine if any adjustments need to be made to the model inputs to accurately portray the unique noise environment at SJIA. Said another way, these measurements are used to validate the FAA INM. Measurements are taken of the actual noise levels an aircraft makes at a particular airport under particular conditions to compare them to predicted noise levels from the FAA INM using the exact same conditions.

ANNUALIZED COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) VALUES

| Remote Monitoring Terminal (RMT) | Year/Quarter | | | |
|----------------------------------|----------------------|----------------------|----------------------|----------------------|
| | 2017/1 st | 2016/4 th | 2016/3 rd | 2016/2 nd |
| 101 | 59.4 | 58.3 | 58.1 | 57.8 |
| 102 | 65.9 | 65.9 | 66.0 | 66.0 |
| 104 | 58.3 | 57.9 | 57.7 | 57.9 |
| 105 | 59.7 | 59.4 | 59.2 | 59.1 |
| 106 | 65.3 | 65.2 | 65.2 | 65.4 |
| 107 | 61.6 | 61.4 | 61.5 | 61.2 |
| 108 | 64.1 | 64.1 | 64.1 | 63.7 |
| 109 | 61.2 | 61.3 | 61.4 | 61.7 |
| 110 | 65.0 | 64.9 | 64.7 | 64.6 |
| 111 | 62.5 | 62.3 | 62.2 | 62.2 |
| 112 | 60.0 | 59.9 | 59.8 | 60.0 |
| 114 | 59.3 | 59.1 | 58.8 | 58.3 |
| 115 | 59.4 | 58.9 | 58.6 | 58.4 |

TOTAL AIRCRAFT OPERATIONS

| Operations | Year/Quarter | | | |
|-------------------|----------------------|----------------------|----------------------|----------------------|
| | 2017/1 st | 2016/4 th | 2016/3 rd | 2016/2 nd |
| Total | 40,250 | 41,323 | 42,861 | 40,162 |
| Air Carrier/Cargo | 26,480 | 27,224 | 26,165 | 25,739 |
| General Aviation | 7,921 | 8,190 | 9,472 | 8,633 |
| Military | 49 | 87 | 54 | 61 |
| Taxi/Commuter | 5,800 | 5,822 | 7,170 | 5,729 |

REMOTE MONITORING TERMINAL (RMT) LOCATIONS

| Remote Monitoring Terminal (RMT) | Location | Latitude | Longitude |
|---|--|-----------------|------------------|
| 101 | Oak Street San Jose, CA | 37.321292 | -121.881981 |
| 102 | Center for Performing Arts San Jose, CA | 37.329572 | -121.892365 |
| 104 | Bellarmine Prep School San Jose, CA | 37.340997 | -121.917993 |
| 105 | Rosemary Garden San Jose, CA | 37.3624 | -121.91475 |
| 106 | St. John/Autumn San Jose, CA | 37.33424 | -121.899946 |
| 107 | Fire Station 6 Santa Clara, CA | 37.39516 | -121.949916 |
| 108 | MacGregor Lane Santa Clara, CA | 37.386895 | -121.946527 |
| 109 | Lake Santa Clara Santa Clara, CA | 37.392133 | -121.967717 |
| 110 | Chestnut St. Santa Clara, CA | 37.390153 | -121.959598 |
| 111 | Fuller Street Park Santa Clara, CA | 37.397987 | -121.965516 |
| 112 | Mnt. View/Alviso Santa Clara, CA | 37.40969 | -121.97944 |
| 114 | Fairway Glen Park Santa Clara, CA | 37.405623 | -121.961404 |
| 115 | 3 rd /Reed San Jose, CA | 37.328608 | -121.882987 |

MONTHLY COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) VALUES
April 1, 2016 – March 31, 2017

| | <i>Remote Monitoring Terminal (RMT)</i> | | | | | | | | | | | | |
|----------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | 101 | 102 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 114 | 115 |
| Apr 2016 | 58.2 | 65.7 | 55.5 | 58.9 | 65.4 | 61.6 | 64.4 | 61.5 | 64.6 | 61.9 | 59.1 | 59.2 | 57.5 |
| # Days | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| May 2016 | 59.4 | 66.0 | 55.7 | 56.7 | 65.1 | 61.3 | 64.1 | 61.2 | 64.6 | 61.9 | 61.9 | 58.7 | 58.4 |
| # Days | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| Jun 2016 | 59.1 | 66.1 | 61.4 | 56.3 | 65.3 | 62.0 | 64.7 | 61.5 | 65.1 | 62.6 | 59.3 | 59.4 | 57.8 |
| # Days | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| 2 nd Qtr. | 59.0 | 65.9 | 58.4 | 57.4 | 65.3 | 61.6 | 64.4 | 61.4 | 64.7 | 62.1 | 60.3 | 59.1 | 57.9 |
| # Days | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Jul 2016 | 58.4 | 66.7 | 55.3 | 56.6 | 65.3 | 61.3 | 64.3 | 61.3 | 64.7 | 62.2 | 59.1 | 59.3 | 58.4 |
| # Days | 31 | 31 | 31 | 31 | 31 | 31 | 22 | 31 | 31 | 31 | 31 | 31 | 31 |
| Aug 2016 | 58.6 | 65.8 | 54.7 | 55.6 | 65.3 | 61.1 | 64.2 | 60.7 | 64.3 | 61.8 | 58.7 | 58.9 | 58.0 |
| # Days | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| Sep 2016 | 58.1 | 65.5 | 56.1 | 57.3 | 64.8 | 60.7 | 63.7 | 60.9 | 64.2 | 61.5 | 58.4 | 58.7 | 57.9 |
| # Days | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| 3 rd Qtr. | 58.3 | 66.0 | 55.4 | 56.6 | 65.1 | 61.0 | 64.1 | 61.0 | 64.4 | 61.9 | 58.7 | 58.9 | 58.1 |
| # Days | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Oct 2016 | 56.8 | 65.1 | 58.1 | 59.7 | 64.5 | 60.9 | 63.1 | 60.7 | 65.1 | 62.4 | 60.2 | 58.2 | 59.7 |
| # Days | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| Nov 2016 | 59.1 | 65.7 | 58.2 | 60.6 | 65.2 | 62.0 | 64.7 | 61.6 | 65.4 | 63.1 | 60.1 | 59.9 | 58.9 |
| # Days | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 29 | 30 | 30 | 30 |
| Dec 2016 | 58.6 | 66.2 | 60.3 | 62.2 | 65.8 | 62.3 | 64.5 | 61.3 | 65.3 | 62.8 | 60.0 | 59.8 | 60.1 |
| # Days | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 30 | 31 | 31 | 31 | 31 | 31 |
| 4 th Qtr. | 58.3 | 65.7 | 59.0 | 61.0 | 65.2 | 61.8 | 64.2 | 61.2 | 65.2 | 62.8 | 60.1 | 59.4 | 59.6 |
| # Days | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 91 | 92 | 92 | 92 |
| Jan 2017 | | 65.9 | 60.3 | 62.3 | 65.6 | 61.9 | 63.2 | 61.1 | 65.5 | 63.0 | 60.8 | 58.4 | 62.0 |
| # Days | 0 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| Feb 2017 | 62.4 | 65.5 | 59.3 | 62.5 | 65.2 | 60.9 | 62.6 | 60.7 | 65.5 | 62.9 | 60.8 | 58.1 | 61.7 |
| # Days | 20 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 |
| Mar 2017 | 62.6 | 66.0 | 58.1 | 60.5 | 65.8 | 62.7 | 64.8 | 61.5 | 65.5 | 63.0 | 60.2 | 60.3 | 59.4 |
| # Days | 29 | 29 | 31 | 31 | 31 | 31 | 20 | 31 | 31 | 31 | 31 | 31 | 31 |
| 4 th Qtr. | 62.6 | 65.8 | 59.4 | 61.8 | 65.5 | 62.0 | 63.5 | 61.1 | 65.5 | 63.0 | 60.6 | 59.1 | 61.1 |
| # Days | 49 | 88 | 90 | 90 | 90 | 90 | 79 | 90 | 90 | 90 | 90 | 90 | 90 |
| 12 Mo. | 59.4 | 65.9 | 58.3 | 59.7 | 65.3 | 61.6 | 64.1 | 61.2 | 65.0 | 62.5 | 60.0 | 59.3 | 59.4 |
| # Days | 324 | 363 | 365 | 365 | 365 | 365 | 354 | 365 | 365 | 363 | 365 | 365 | 365 |
| On-Line | 88.8% | 99.5% | 100% | 100% | 100% | 100% | 97.0% | 100% | 100% | 99.5% | 100% | 100% | 100% |

**DAILY AIRCRAFT COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) VALUES
JANUARY 2017**

| Day | Remote Monitoring Terminal (RMT) | | | | | | | | | | | | |
|---------------|----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | 101 | 102 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 114 | 115 |
| 1 | | 65.5 | 52.3 | 56.2 | 65.1 | 62.4 | 65.6 | 61.6 | 64.6 | 62.1 | 58.8 | 61.1 | 56.6 |
| 2 | | 65.1 | 60.7 | 61.5 | 65.2 | 57.6 | 57.5 | 60.9 | 66.8 | 64 | 62.6 | 52.2 | 63.8 |
| 3 | | 67 | 62.4 | 64.6 | 66.5 | 59.1 | 57.2 | 63.4 | 69 | 66.4 | 65.5 | 53 | 66.4 |
| 4 | | 68.2 | 59.8 | 61.3 | 68.3 | 60.5 | 62.6 | 60.9 | 64.8 | 62.1 | 60.1 | 57.9 | 63.1 |
| 5 | | 65.9 | 59.8 | 63 | 66.3 | 63.5 | 65.5 | 62 | 65 | 62.6 | 59.7 | 60.7 | 55.7 |
| 6 | | 63.3 | 61.2 | 62.3 | 63.7 | 60.9 | 63.7 | 62.1 | 66.5 | 64.2 | 62.4 | 58.6 | 58.5 |
| 7 | | 64.8 | 62.7 | 62.7 | 64.7 | 58.4 | 55.1 | 59.9 | 66.3 | 63.5 | 61.8 | 52.1 | 64.6 |
| 8 | | 64.3 | 60.2 | 61.8 | 64.2 | 60.2 | 55.1 | 60.2 | 67 | 63.8 | 62.8 | 46.8 | 63.4 |
| 9 | | 66 | 60.6 | 64 | 65.4 | 67.8 | 54.9 | 60.4 | 66.8 | 64.3 | 62.5 | 46.8 | 64.1 |
| 10 | | 66.8 | 59.9 | 63.3 | 66.7 | 63 | 61.7 | 60.6 | 66.1 | 63 | 61.1 | 56.8 | 64.4 |
| 11 | | 66.2 | 58.3 | 63 | 65.3 | 60 | 62.1 | 60 | 64.9 | 62.4 | 60.4 | 57.5 | 62.8 |
| 12 | | 66.2 | 56.1 | 62 | 65.7 | 64.2 | 66.1 | 62.5 | 65.8 | 63.9 | 60.8 | 61.7 | 57.9 |
| 13 | | 66.3 | 59.2 | 63.5 | 65.5 | 63.8 | 66.3 | 63 | 65.9 | 63.6 | 61 | 61.5 | 57.4 |
| 14 | | 63.5 | 57.3 | 59.6 | 63.2 | 60.8 | 63.4 | 60.3 | 63.4 | 61.1 | 58.1 | 58.6 | 55.9 |
| 15 | | 64.8 | 55.6 | 57.5 | 64.9 | 59.7 | 63.7 | 60 | 63.1 | 60.7 | 57.9 | 58.6 | 56.3 |
| 16 | | 65.6 | 61.3 | 61.5 | 65.6 | 62.4 | 65.6 | 61.9 | 64.9 | 62.6 | 59.9 | 60.6 | 56.5 |
| 17 | | 64.4 | 54.4 | 60 | 64.3 | 63.2 | 66.2 | 62.1 | 65.4 | 63 | 59.9 | 61 | 54.3 |
| 18 | | 66.2 | 64.1 | 64 | 65.9 | 64.9 | 57.9 | 61.4 | 67.5 | 65.2 | 63.1 | 56.2 | 65.8 |
| 19 | | 67.5 | 61.4 | 63.7 | 67.5 | 56.9 | 55.4 | 59.6 | 66 | 63.3 | 61.8 | 47.7 | 66.2 |
| 20 | | 68.1 | 59.3 | 62.7 | 67.5 | 63 | 64.2 | 60.7 | 64.7 | 62.2 | 59.6 | 60.1 | 63.9 |
| 21 | | 65.5 | 64.1 | 60.3 | 64.6 | 52 | 55.5 | 59.6 | 64.8 | 62.5 | 60.4 | 54.3 | 64.2 |
| 22 | | 64.2 | 59.6 | 61.5 | 64.5 | 54.7 | 56.1 | 59.7 | 65.9 | 63.5 | 62 | 50.9 | 63.1 |
| 23 | | 66.4 | 60.7 | 62 | 65.9 | 60 | 57.9 | 60.4 | 66.3 | 63.7 | 62.1 | 52.2 | 64.2 |
| 24 | | 66.9 | 59.9 | 63.1 | 66.2 | 60.9 | 63.1 | 59.6 | 62.6 | 60 | 57.3 | 58.4 | 60.8 |
| 25 | | 67.7 | 59.2 | 61.4 | 67.1 | 61.1 | 63.3 | 60.2 | 63 | 60.5 | 57.2 | 59 | 62.5 |
| 26 | | 66.4 | 59.1 | 62.7 | 66.4 | 63.9 | 66.1 | 63.4 | 65.8 | 63.5 | 60.9 | 61.4 | 58 |
| 27 | | 65.6 | 65.4 | 64.7 | 65.9 | 62.9 | 65.2 | 62.6 | 65.3 | 62.9 | 60.7 | 60.2 | 57.2 |
| 28 | | 61.5 | 57.5 | 58.5 | 61.9 | 58.6 | 61.9 | 58.5 | 61.5 | 59.1 | 55.8 | 57 | 54.2 |
| 29 | | 64.5 | 57.1 | 62.4 | 64.5 | 60.3 | 63.9 | 60.2 | 63.5 | 61 | 57.3 | 58.6 | 56.1 |
| 30 | | 65.3 | 57.9 | 62.8 | 65.1 | 62.2 | 65.3 | 61.1 | 64.5 | 61.9 | 58.4 | 59.5 | 55.7 |
| 31 | | 64.8 | 56.6 | 61.2 | 64.9 | 62.1 | 65.1 | 61.2 | 64.6 | 62.2 | 58.2 | 60.2 | 55.3 |
| Avg. | | 65.9 | 60.3 | 62.3 | 65.6 | 61.9 | 63.2 | 61.1 | 65.5 | 63.0 | 60.8 | 58.4 | 62.0 |
| # Days | 0 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |

**DAILY AIRCRAFT COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) VALUES
FEBRUARY 2017**

| Day | Remote Monitoring Terminal (RMT) | | | | | | | | | | | | |
|--------|----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | 101 | 102 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 114 | 115 |
| 1 | | 63.1 | 61.9 | 61.2 | 62.8 | 62.4 | 62.2 | 61 | 66.3 | 63.9 | 62.1 | 57.7 | 61.1 |
| 2 | | 66.7 | 61.8 | 63.1 | 65.8 | 58.2 | 53.5 | 59.8 | 66.5 | 64 | 63 | 48.2 | 65.7 |
| 3 | | 66.8 | 60.5 | 69.2 | 65.8 | 57 | 53.4 | 59.8 | 66.5 | 63.9 | 62.5 | 46.8 | 64.8 |
| 4 | | 63.7 | 58.1 | 59.8 | 62.8 | 48 | 51.4 | 55.6 | 62.4 | 59.9 | 58.1 | 45.3 | 61.5 |
| 5 | | 62.8 | 59 | 60.9 | 62.7 | 52.3 | 51.8 | 58.7 | 65.2 | 62.2 | 61.1 | 47.3 | 62.5 |
| 6 | | 66.3 | 60.6 | 63.9 | 65.4 | 59.3 | 54.9 | 61.2 | 67.5 | 64.9 | 63.4 | 49.4 | 65.1 |
| 7 | | 66.2 | 60.7 | 64.4 | 65.1 | 58.2 | 53.1 | 59.7 | 66.2 | 63.4 | 62.3 | 47 | 63.9 |
| 8 | | 65.6 | 60.1 | 62.2 | 65 | 56.2 | 53 | 59.6 | 66.2 | 63.2 | 61.9 | 53.2 | 63.5 |
| 9 | 65 | 67.1 | 59.7 | 65.5 | 66 | 60.7 | 59.7 | 60.2 | 66.2 | 63.4 | 62 | 54.6 | 64.6 |
| 10 | 63.2 | 66.4 | 57 | 59.2 | 66.6 | 63.4 | 66.1 | 62.3 | 65.7 | 63.6 | 60.1 | 61.7 | 56.3 |
| 11 | 59.5 | 63.1 | 58.3 | 56.7 | 62.8 | 60.6 | 63.8 | 60.5 | 63.3 | 61.3 | 58.4 | 59.7 | 53.3 |
| 12 | 61.9 | 65.2 | 57.6 | 58.2 | 65 | 60.2 | 63.8 | 60.4 | 63.4 | 61.1 | 58 | 58.6 | 55.3 |
| 13 | 62.5 | 65.7 | 54.3 | 58.8 | 66.1 | 61.8 | 64.6 | 61 | 64 | 61.6 | 58.6 | 59.6 | 56.6 |
| 14 | 61.3 | 63.9 | 57.5 | 60.3 | 63.6 | 61.4 | 64.3 | 60.3 | 63.6 | 61.2 | 57.4 | 59.3 | 54.3 |
| 15 | 59.5 | 62.9 | 59.4 | 59.8 | 63 | 60.5 | 63.4 | 61.7 | 66.7 | 64.5 | 61.9 | 59.2 | 59.8 |
| 16 | 63.4 | 67.1 | 58.5 | 62.8 | 66.4 | 60.1 | 62.6 | 60.3 | 64.6 | 62.1 | 60 | 57.7 | 62.8 |
| 17 | 63.1 | 66.9 | 64.6 | 63.9 | 66.9 | 62.6 | 57.7 | 61.1 | 67.1 | 64.9 | 63.1 | 54.7 | 66.1 |
| 18 | 61 | 63.7 | 56.2 | 60.6 | 64 | 61.7 | 64.3 | 60.4 | 64 | 61.5 | 58.3 | 59.6 | 57.4 |
| 19 | 60.4 | 64.1 | 60.1 | 60.2 | 64.3 | 49.5 | 53 | 60.3 | 66.7 | 64 | 62.5 | 49.9 | 63.8 |
| 20 | 62.8 | 66 | 61.4 | 64.2 | 65.7 | 58.2 | 53.7 | 60.7 | 67.3 | 64.4 | 63.3 | 48.4 | 64.6 |
| 21 | 63.8 | 67.5 | 57.9 | 61.7 | 66.9 | 62.5 | 63.5 | 60 | 64 | 61.6 | 59.1 | 59.3 | 62.2 |
| 22 | 63.6 | 66.2 | 61.3 | 63.3 | 65.8 | 64.4 | 65.2 | 61.4 | 64.6 | 62.1 | 59 | 60.8 | 57.7 |
| 23 | 63.2 | 66 | 57.4 | 63.3 | 65.2 | 63.9 | 65.7 | 61.8 | 67.2 | 62.7 | 59 | 61.7 | 58.3 |
| 24 | 62.4 | 65.6 | 54.7 | 61.8 | 65.4 | 62.5 | 65.3 | 61.9 | 64.7 | 62.5 | 59.4 | 61 | 56.5 |
| 25 | 59.7 | 62.6 | 49.1 | 58.5 | 62.8 | 60 | 63.7 | 60.1 | 63.2 | 61 | 58 | 58.8 | 53.5 |
| 26 | 62.5 | 65.2 | 53.3 | 60 | 65.4 | 61.5 | 65 | 61.6 | 64.8 | 62.5 | 59.1 | 60.3 | 55.4 |
| 27 | 62.9 | 65.8 | 55.6 | 62.4 | 65.8 | 62.7 | 65.6 | 62.3 | 64.8 | 62.5 | 59.6 | 60.9 | 56.4 |
| 28 | 62.3 | 65.4 | 58.7 | 60.9 | 65.7 | 62.8 | 65.1 | 61.2 | 64.4 | 62 | 58.9 | 60.1 | 55.9 |
| Avg. | 62.4 | 65.5 | 59.3 | 62.5 | 65.2 | 60.9 | 62.6 | 60.7 | 65.5 | 62.9 | 60.8 | 58.1 | 61.7 |
| # Days | 20 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 |

**DAILY AIRCRAFT COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) VALUES
MARCH 2017**

| Day | Remote Monitoring Terminal (RMT) | | | | | | | | | | | | |
|---------------|----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | 101 | 102 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 114 | 115 |
| 1 | 62.2 | 65.4 | 53.6 | 59.2 | 65.6 | 62.4 | 64.8 | 61.1 | 64.3 | 61.9 | 58.9 | 60.1 | 55.7 |
| 2 | 62.6 | 65.9 | 55.3 | 59.9 | 65.9 | 64 | 65.8 | 61.9 | 65.2 | 63 | 59.7 | 61.3 | 56.9 |
| 3 | 62.6 | 65.7 | 63.2 | 59.1 | 65.9 | 63 | 65.6 | 62.1 | 65.4 | 63.1 | 59.7 | 60.9 | 56.1 |
| 4 | 57.1 | 61.3 | 52.6 | 57 | 60.2 | 59.7 | 63 | 60.7 | 65.4 | 63.2 | 60.4 | 58.8 | 57 |
| 5 | 62.7 | 65.5 | 51.7 | 59.7 | 65.7 | 62.7 | 65.7 | 61.5 | 64.9 | 62.4 | 58.2 | 61.5 | 56.8 |
| 6 | 63 | 66.3 | 58.6 | 58.2 | 66.2 | 63.6 | 64.5 | 60.9 | 65 | 63.1 | 59.5 | 59.8 | 60 |
| 7 | 62.7 | 66.3 | 55.8 | 61.7 | 65.6 | 62.9 | 65.3 | 61.5 | 64.8 | 62.3 | 59.5 | 60.5 | 56.4 |
| 8 | 62.6 | 65.4 | 58.5 | 60.9 | 64.9 | 63.7 | 65 | 61.6 | 64.6 | 62.3 | 59 | 60.4 | 56.4 |
| 9 | 63.3 | 66.5 | 54.5 | 59.4 | 66.7 | 63.6 | 66.7 | 62.6 | 66 | 63.8 | 60.7 | 62 | 57.2 |
| 10 | 62.9 | 66.3 | 60.7 | 60.5 | 66.4 | 64.5 | | 62.8 | 66.2 | 63.9 | 60.8 | 61.6 | 56.8 |
| 11 | 61 | 64.2 | 57.8 | 59.3 | 64.5 | 60.9 | | 60.7 | 64.3 | 62 | 58.6 | 59.7 | 54.1 |
| 12 | 62.5 | 65.6 | 52 | 55.8 | 65.9 | 61.4 | | 61.2 | 64.5 | 62.1 | 59 | 60 | 55.6 |
| 13 | 62.3 | 66.1 | 55.4 | 61 | 65.6 | 62.4 | | 61.7 | 65.2 | 62.7 | 60.1 | 60.4 | 55.3 |
| 14 | 62.2 | 66.2 | 53.9 | 60 | 65.4 | 61.7 | | 60.8 | 64.8 | 61.9 | 59.1 | 59.7 | 58.5 |
| 15 | 62.6 | 65.5 | 53.7 | 59 | 65.4 | 63.3 | 55.2 | 62.7 | 66.4 | 64 | 60.6 | 61.9 | 55.8 |
| 16 | 63.4 | 66.4 | 54.6 | 57.9 | 66.6 | 64.3 | 53.1 | 63 | 66.5 | 64.1 | 60.9 | 61.7 | 59 |
| 17 | 62.3 | 65.6 | 56.7 | 59.1 | 65.2 | 64.3 | | 61.1 | 65.4 | 62.4 | 59.2 | 59.5 | 56.8 |
| 18 | 61.5 | 64.3 | 50.2 | 57.1 | 63.8 | 60.9 | | 60.5 | 64.6 | 62 | 58.4 | 59.7 | 54.9 |
| 19 | 62.6 | 65.7 | 49 | 53.5 | 65.3 | 61 | | 61 | 64.9 | 62.4 | 59.6 | 59.9 | 56.9 |
| 20 | 62.5 | 66.1 | 61.5 | 61.8 | 65.6 | 56.9 | | 60.8 | 67.5 | 64.7 | 63.4 | 49 | 65.1 |
| 21 | 63.4 | 68.8 | 61.2 | 63 | 66 | 62.2 | | 60.2 | 66.9 | 63.7 | 62.5 | 51.3 | 64.7 |
| 22 | 66.2 | | 61.5 | 63.5 | 68.3 | 61.9 | | 59.7 | 63.8 | 60.9 | 58.5 | 59.1 | 64.3 |
| 23 | 63.7 | | 57.7 | 61.6 | 66.6 | 63.4 | 66.1 | 62.4 | 65.9 | 64 | 60.8 | 61.9 | 57.6 |
| 24 | 63.5 | 67.5 | 61.6 | 62.8 | 66.9 | 60 | 55.1 | 60.4 | 67 | 63.9 | 62.8 | 49.8 | 66.1 |
| 25 | 61.8 | 64.7 | 58.1 | 58.2 | 64.9 | 63.4 | 65.7 | 62.1 | 65.8 | 63.2 | 60.6 | 61.1 | 56.4 |
| 26 | 62.1 | 64.9 | 57 | 58.4 | 65.4 | 61.1 | 64.5 | 60.3 | 66.4 | 63.8 | 61.6 | 59.7 | 59.6 |
| 27 | 63.4 | 66.2 | 57.4 | 63.5 | 65.7 | 63.2 | 66 | 62 | 65.4 | 63.1 | 60.4 | 61.6 | 57 |
| 28 | 63.7 | 66.5 | 59.9 | 61 | 65.4 | 61.3 | 64.4 | 60.1 | 64.6 | 61 | 58.1 | 59.1 | 57.8 |
| 29 | 53.5 | 66.1 | 57.8 | 58.2 | 65.5 | 63.4 | 66.3 | 61.8 | 65.5 | 63 | 60.2 | 61.4 | 56.7 |
| 30 | | 67.7 | 59.6 | 64.7 | 67 | 63.8 | 66.5 | 62.8 | 65.3 | 62.7 | 60.1 | 62.6 | 58.6 |
| 31 | | 66.2 | 59.5 | 62.2 | 65.8 | 65 | 64.7 | 62 | 64.6 | 62 | 60.2 | 59.7 | 58.7 |
| Avg. | 62.6 | 66.0 | 58.1 | 60.5 | 65.8 | 62.7 | 64.8 | 61.5 | 65.5 | 63.0 | 60.2 | 60.3 | 59.4 |
| # Days | 29 | 29 | 31 | 31 | 31 | 31 | 20 | 31 | 31 | 31 | 31 | 31 | 31 |