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March 20, 2015 Sent via E-mail

Mr. John Aitken
Assistant Director of Aviation
Norman Y. Mineta San Jose International Airport
1701 Airport Boulevard, Suite B-1130
San Jose, California 95110

Subject: Fourth Quarter 2014 Aircraft Noise Report for the Norman Y. Mineta San Jose International Airport

Dear Mr. Aitken:

We are pleased to submit the Fourth Quarter 2014 Aircraft Noise Report for Norman Y. Mineta San Jose International Airport (SJIA). The report covers the period of October 1, 2014 through December 31, 2014.

Version 7.0d of the FAA's Integrated Noise Model (INM) was used to prepare the 65 dB CNEL aircraft noise exposure contour. Version 7.0d is the current version of the INM, having been released by the FAA on May 30, 2013. Noise modeling was based on measured noise level data for the above-referenced quarterly reporting period from the City's Aircraft Noise and Operations Monitoring System (ANOMS) and the following airport operations data sources.

- The average daily commercial aircraft activity was obtained from landings report data.
- The day/evening/night distributions of flights and departure trip lengths were determined from published flight schedules, and from ANOMS data for cargo aircraft.
- The overall counts of scheduled and unscheduled aircraft activity were obtained from the City of San Jose aircraft activity reports and FAA Tower counts.
- Runway utilization factors were estimated based upon an analysis of aircraft operational data collected by the ANOMS for the fourth quarter of 2014. The overall assumed north-south runway split was 73%/27%.

Overall, annual average measured CNEL values for the fourth quarterly period of 2014 at the remote monitoring terminals (RMTs) were within -0.8/3.3 dB of the annual average values reported for the third quarterly period of 2014. 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 third quarterly period of 2014 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 fourth quarterly period of 2014 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.

Peter Van Pelt
Senior Consultant, Aviation Group

Enclosure

CERTIFICATION

Specific dates of summary: October 1, 2013 – September 30, 2014.

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

PREPARED BY: DATE: March 5, 2015

Justin W. Cook
Vice-President
BridgeNet International

APPROVED BY: DATE: March 20, 2015

John Aitken
Assistant Director of Aviation SIGNED:
Norman Y. Mineta San Jose International Airport

SUMMARY OF CALTRANS STATISTICAL INFORMATION 4th QUARTER
(Form DOA 617 10/89) 2014

Annualized Noise Impact Data (November 1, 2013 – October 31, 2014):

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 (October 1, 2014 – December 31, 2014):

4. Aircraft type having highest takeoff noise level ..... B727-200 (Stage 3 compliant)

   Total operations by this aircraft 33

5. Estimated number of aircraft operations 34,006

6. Estimated number of air carrier/cargo jet operations 23,454

7. Estimated percent of air carrier/cargo jet operations by Stage 3 aircraft 100%

8. Estimated number of general aviation aircraft operations 7,375

9. Estimated number of military aircraft operation 50

10. Estimated number of taxi/commuter aircraft operations 3,127

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

	Year/Quarter			
Remote Monitoring Terminal (RMT)	**2014/4th**	**2014/3rd**	**2013/2nd**	**2013/1st**
101	62.6	62.6	62.7	61.8
102	65.7	66.0	65.8	64.9
104	57.8	54.7	54.8	56.1
105	58.6	55.3	55.7	58.2
106	64.9	65.2	65.0	64.5
107	60.6	60.6	62.1	60.8
108	63.7	64.3	64.9	63.5
109	61.3	61.4	61.9	60.4
110	65.3	64.8	65.3	64.8
111	62.9	62.7	62.6	62.4
112	60.7	59.6	59.8	59.8
114	57.9	58.7	60.7	58.1
115	60.6	59.0	58.5	59.4

TOTAL AIRCRAFT OPERATIONS

	Year/Quarter			
Operations	**2014/4th**	**2014/3rd**	**2014/2nd**	**2014/1st**
Total	34,006	34,715	33,096	33,044
Air Carrier/Cargo	23,454	24,014	22,825	20,232
General Aviation	7,375	6,071	5,912	6,823
Military	50	50	50	50
Taxi/Commuter	3,127	4,580	4,309	5,939

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 Street Santa Clara, CA	37.390153	-121.959598
111	Fuller Street Park Santa Clara, CA	37.397987	-121.965516
112	Mountain View/Alviso Santa Clara, CA	37.40969	-121.97944
114	Fairway Glen Park Santa Clara, CA	37.405623	-121.961404
115	3rd/Reed San Jose, CA	37.328608	-121.882987

MONTHLY COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) VALUES

JANUARY 1, 2014 – DECEMBER 31, 2014

	Remote Monitoring Terminal (RMT)												
	101	**102**	**104**	**105**	**106**	**107**	**108**	**109**	**110**	**111**	**112**	**114**	**115**
Jan 2014	**61.1**	**64.5**	**54.5**	**58.9**	**64.0**	**61.0**	**63.9**	**60.2**	**64.3**	**62.0**	**59.0**	**58.2**	**56.3**
# Days	31	31	31	31	31	31	31	31	31	31	31	31	31
Feb 2014	**62.0**	**65.2**	**56.5**	**57.9**	**64.8**	**60.8**	**63.2**	**59.5**	**65.2**	**62.8**	**60.3**	**58.1**	**60.8**
# Days	22	28	21	21	28	23	28	21	28	28	28	25	28
Mar 2014	**62.3**	**65.1**	**56.9**	**57.6**	**64.7**	**60.6**	**63.4**	**61.1**	**64.9**	**62.5**	**59.9**	**58.1**	**59.9**
# Days	31	31	31	31	31	31	31	31	31	31	31	31	31
1st Qtr.	**61.8**	**64.9**	**56.1**	**58.2**	**64.5**	**60.8**	**63.5**	**60.4**	**64.8**	**62.4**	**59.8**	**58.1**	**59.4**
# Days	84	90	83	83	90	85	90	83	85	90	90	87	90
Apr 2014	**62.5**	**65.6**	**55.3**	**57.2**	**65.2**	**62.0**	**65.0**	**62.2**	**65.5**	**62.9**	**60.3**	**60.3**	**58.7**
# Days	30	30	30	30	30	30	30	30	30	30	30	30	30
May 2014	**62.5**	**65.4**	**54.1**	**54.6**	**64.4**	**62.6**	**64.8**	**61.7**	**65.1**	**62.5**	**59.5**	**61.9**	**57.3**
# Days	31	31	31	31	31	31	31	26	31	31	31	28	31
Jun 2014	**63.2**	**66.2**	**54.9**	**54.9**	**65.3**	**61.5**	**64.8**	**61.8**	**65.3**	**62.4**	**59.7**	**59.7**	**59.4**
# Days	30	30	30	30	30	30	30	30	29	30	30	30	30
2nd Qtr.	**62.7**	**65.8**	**54.8**	**55.7**	**65.0**	**62.1**	**64.9**	**61.9**	**65.3**	**62.6**	**59.8**	**60.7**	**58.5**
# Days	91	91	91	91	91	91	91	86	90	91	91	88	91
Jul 2014	**62.8**	**66.2**	**54.7**	**54.9**	**65.3**	**61.2**	**64.6**	**61.8**	**65.2**	**63.0**	**59.8**	**59.2**	**60.0**
# Days	31	31	31	31	31	31	31	31	25	31	31	31	31
Aug 2014	**62.9**	**66.0**	**55.3**	**55.7**	**65.3**	**59.9**	**63.9**	**60.7**	**64.5**	**62.6**	**59.2**	**58.6**	**59.2**
# Days	31	31	31	31	31	31	31	26	31	31	31	31	31
Sep 2014	**62.0**	**65.7**	**54.2**	**55.2**	**64.8**	**60.6**	**64.3**	**61.6**	**64.7**	**62.6**	**59.8**	**58.4**	**57.2**
# Days	29	30	30	30	30	30	30	30	30	30	30	30	30
3rd Qtr.	**62.6**	**66.0**	**54.7**	**55.3**	**65.2**	**60.6**	**64.3**	**61.4**	**64.8**	**62.7**	**59.6**	**58.7**	**59.0**
# Days	91	92	92	92	92	92	92	91	86	92	92	92	92
Oct 2014	**62.5**	**65.4**	**56.3**	**57.6**	**64.5**	**60.5**	**63.9**	**61.4**	**64.7**	**62.2**	**59.9**	**58.1**	**58.9**
# Days	31	31	31	31	31	31	31	30	25	31	31	31	31
Nov 2014	**62.2**	**65.4**	**56.6**	**57.4**	**64.4**	**60.7**	**64.2**	**61.0**	**65.4**	**63.1**	**60.7**	**58.1**	**59.4**
# Days	30	30	29	30	30	30	30	30	30	30	30	30	30
Dec 2014	**63.1**	**66.3**	**59.7**	**60.1**	**65.6**	**60.6**	**63.0**	**61.4**	**65.8**	**63.4**	**61.4**	**57.6**	**62.5**
# Days	31	31	31	31	31	31	31	31	31	31	31	31	31
4th Qtr.	**62.6**	**65.7**	**57.8**	**58.6**	**64.9**	**60.6**	**63.7**	**61.3**	**65.3**	**62.9**	**60.7**	**57.9**	**60.6**
# Days	92	92	91	92	92	92	92	92	92	92	92	92	92
12 Mo.	**62.5**	**65.6**	**56.0**	**57.2**	**64.9**	**61.1**	**64.1**	**61.3**	**65.1**	**62.7**	**60.0**	**59.0**	**59.4**
# Days	358	365	357	358	365	360	365	352	353	365	365	359	365
On-Line	98%	100%	98%	98%	100%	99%	100%	96%	97%	100%	100%	98%	100%

DAILY AIRCRAFT COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) VALUES

OCTOBER 2014

	Remote Monitoring Terminal (RMT)												
Day	**101**	**102**	**104**	**105**	**106**	**107**	**108**	**109**	**110**	**111**	**112**	**114**	**115**
1	61.9	64.7	55.1	58.3	64.0	61.8	64.0	63.2	64.5	62.2	60.1	56.9	55.3
2	61.1	64.8	54.9	58.7	64.2	61.3	64.6	63.7	65.8	63.2	62.6	57.6	55.3
3	62.4	65.2	54.5	57.5	63.8	60.7	64.7	63.8	64.9	62.6	60.8	57.5	57.9
4	58.3	61.8	51.5	55.7	60.9	57.7	62.2	59.8	62.6	60.2	58.0	54.9	50.7
5	61.6	64.9	50.3	54.7	64.0	59.8	62.8	57.6	62.7	60.2	58.0	56.4	54.6
6	62.0	64.8	53.7	58.3	63.8	60.4	64.7	62.0	65.0	62.5	59.9	57.4	54.9
7	62.2	64.9	54.1	55.7	64.3	62.2	64.2	61.3	64.0	61.2	58.2	56.7	54.7
8	62.4	65.2	55.2	56.2	64.2	61.2	64.7	62.1	64.8	62.3	59.5	57.9	55.4
9	63.4	65.9	58.2	59.1	65.4	63.9	65.8	63.1	66.2	63.8	60.9	59.7	55.3
10	62.9	66.1	55.6	51.5	65.2	61.8	65.6	62.7	66.1	63.3	60.1	58.7	56.2
11	59.2	62.0	50.3	51.1	62.6	58.4	62.4	59.6	62.8	60.5	58.0	56.2	53.0
12	61.5	64.2	54.7	55.8	62.8	59.5	61.9	59.8	61.8	59.6	57.9	54.0	54.6
13	61.3	64.7	53.1	54.7	63.7	59.4	63.4	59.8	63.6	60.9	58.3	57.4	55.9
14	62.1	65.6	59.8	61.3	64.5	54.1	55.6	59.4	65.8	62.9	61.4	59.4	62.7
15	64.9	67.8	57.7	60.4	66.0	53.5	62.3	58.3	62.7	60.4	58.4	56.7	64.1
16	62.6	65.5	54.7	56.7	64.2	60.8	65.2	62.3	65.8	63.5	60.7	59.9	56.3
17	63.7	66.8	60.4	60.8	65.3	53.0	53.3	58.9	65.2	62.0	60.4	48.1	64.7
18	62.8	65.2	56.9	57.9	64.3	57.6	60.8	58.6	60.8	58.6	56.0	54.8	60.3
19	62.6	65.3	54.6	53.3	64.7	60.0	63.9	60.5	63.9	61.8	59.4	58.4	55.8
20	62.9	65.9	57.1	57.4	65.3	62.4	65.7	61.2	65.4	62.8	60.2	59.4	57.8
21	62.9	65.4	58.3	61.1	64.6	62.2	64.6	62.2	64.2	62.1	60.1	59.1	56.4
22	62.6	66.1	58.7	56.4	65.4	60.6	66.1	63.3	66.5	64.2	61.6	60.4	55.6
23	62.4	65.8	56.6	55.3	65.4	62.7	66.1	63.6	66.8	63.9	61.4	60.2	56.3
24	60.4	63.8	57.4	57.1	62.7	62.3	64.7	63.4	68.0	66.0	63.4	59.5	60.0
25	63.7	65.5	58.1	58.9	64.9	55.4	58.8	57.6	61.4	58.5	56.8	53.0	62.4
26	62.9	65.1	54.3	55.9	64.1	54.0	64.5	61.5	64.2	62.0	59.1	61.3	56.4
27	64.8	67.5	58.4	58.7	66.8	59.5	61.9	57.2	62.2	59.9	57.9	57.2	63.1
28	62.1	65.3	53.2	56.7	64.4	63.0	64.8	61.6	64.6	62.0	59.8	58.7	55.7
29	61.5	65.0	54.2	54.0	63.7	60.6	64.4	61.8	64.2	62.0	59.5	58.1	55.9
30	61.8	64.9	54.3	58.1	63.6	61.7	65.5	61.9	66.0	63.9	61.1	60.1	56.1
31	64.2	66.8	57.9	58.7	65.8	59.3	61.5	55.3	62.1	59.9	57.1	55.9	63.4
Avg.	**62.5**	**65.4**	**56.3**	**57.6**	**64.5**	**60.5**	**63.9**	**61.4**	**64.7**	**62.2**	**59.9**	**58.1**	**58.9**
# Days	31	31	31	31	31	31	31	31	31	31	31	31	31

DAILY AIRCRAFT COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) VALUES

NOVEMBER 2014

	Remote Monitoring Terminal (RMT)												
Day	**101**	**102**	**104**	**105**	**106**	**107**	**108**	**109**	**110**	**111**	**112**	**114**	**115**
1	60.3	63.4	51.7	54.5	61.2	60.5	64.4	60.2	63.2	61.0	58.2	58.5	56.2
2	62.6	65.3	53.9	54.7	63.9	61.4	64.9	62.1	64.8	62.8	60.7	60.0	56.7
3	62.5	65.7	53.4	57.4	64.7	62.4	65.4	63.2	65.4	63.2	60.7	59.1	56.4
4	62.5	65.5	54.4	57.5	64.8	62.2	65.1	62.1	65.0	62.5	59.7	58.3	56.3
5	62.0	65.3	56.0	58.7	63.8	63.9	65.2	62.9	65.5	63.4	60.9	58.9	57.8
6	62.6	66.3	57.1	55.9	65.6	61.8	65.9	63.3	66.2	64.1	63.3	60.0	56.5
7	63.2	65.8	53.4	54.9	64.5	60.9	65.2	63.6	66.1	63.6	61.1	59.0	57.0
8	59.9	63.4	52.7	51.3	61.9	59.6	63.9	61.1	64.6	62.5	59.5	57.1	55.2
9	62.5	65.5	55.1	59.3	64.8	61.1	65.1	61.6	64.9	62.5	59.7	58.6	56.7
10	60.7	63.9	55.9	59.5	62.9	59.1	62.5	62.3	66.3	64.1	61.1	56.6	58.9
11	62.8	66.7	59.8	61.5	64.9	53.5	52.8	58.8	65.0	62.4	60.5	43.8	64.0
12	60.7	64.2	51.3	50.1	63.7	61.5	64.6	63.1	65.9	63.9	61.6	59.2	55.1
13	64.6	67.9	58.3	59.6	66.6	60.8	63.4	60.2	63.9	61.4	58.8	58.1	63.2
14	63.5	66.3	56.3	58.4	65.5	63.6	66.6	63.8	66.5	64.3	61.8	60.8	58.2
15	60.3	64.1	49.7	51.5	62.6	60.6	64.3	60.8	63.9	61.7	58.6	57.6	54.4
16	61.1	63.9	54.5	57.9	63.2	58.9	63.1	58.7	62.9	60.6	58.3	56.2	54.3
17	61.8	64.9	57.4	60.3	64.1	63.2	65.1	62.7	65.3	63.2	60.1	59.0	57.2
18	61.1	64.2	54.8	56.4	63.7	61.8	65.0	62.0	65.6	63.3	60.4	59.2	55.4
19	62.3	66.2	59.8	61.7	64.5	58.3	58.8	61.0	65.9	63.4	61.5	53.1	64.0
20	62.3	65.4	59.4	59.5	64.6	61.5	64.1	63.5	68.2	65.7	63.4	58.6	62.5
21	62.7	66.1	52.1	57.7	64.7	62.5	66.0	63.8	66.7	64.7	62.2	60.2	56.8
22	63.5	66.1	57.7	58.7	65.0	57.7	60.9	58.5	61.8	59.3	57.0	55.5	62.6
23	61.9	64.6	53.8	55.3	64.3	60.9	64.3	60.0	63.8	61.7	59.6	58.9	55.3
24	62.1	65.1	57.2	55.9	64.4	61.1	64.9	38.3	64.3	62.0	60.1	58.1	57.2
25	63.3	66.7		56.9	65.8	59.2	65.7	55.4	65.8	63.2	59.7	59.5	57.7
26	62.6	66.3	58.1	56.3	65.1	56.8	65.8	55.4	66.3	64.1	61.9	59.5	58.0
27	58.1	61.2	47.8	49.9	61.3	62.1	64.2	53.3	64.7	62.7	59.6	58.6	51.4
28	61.0	64.6	55.0	46.8	63.5	54.0	62.6	50.5	64.1	61.9	59.0	56.5	58.6
29	63.3	65.9	60.7	53.8	65.5	46.2	52.5	49.2	64.9	62.4	60.8	36.7	64.2
30	62.5	65.4	61.1	57.2	65.0	51.9	57.5	55.2	68.2	65.3	63.8	44.9	63.5
Avg.	**62.2**	**65.4**	**56.6**	**57.4**	**64.4**	**60.7**	**64.2**	**61.0**	**65.4**	**63.1**	**60.7**	**58.1**	**59.4**
# Days	30	30	29	30	30	30	30	30	30	30	30	30	30

DAILY AIRCRAFT COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) VALUES

DECEMBER 2014

	Remote Monitoring Terminal (RMT)												
Day	**101**	**102**	**104**	**105**	**106**	**107**	**108**	**109**	**110**	**111**	**112**	**114**	**115**
1	61.4	63.9	59.5	59.7	64.1	58.0	63.0	58.3	67.5	65.2	63.1	55.6	61.6
2	63.3	65.5	61.3	60.0	66.0	58.9	60.1	61.5	68	65.6	64.1	52.8	63.7
3	63.5	66.5	62.3	63.3	66.2	64.5	55.4	61.2	67.4	64.6	63.4	53.2	64.8
4	64.2	67.6	63.0	61.2	66.7	54.4	54.4	60.6	66.7	64.2	62.9	37.5	65.0
5	64.5	68.2	62.1	62.1	67.0	58.9	55.6	60.3	66.8	64.7	63.1	47.8	66.2
6	62.4	65.3	58.0	58.1	64.5	55.7	59.6	56.9	60.8	58.3	55.8	53.1	61.9
7	61.9	64.9	49.6	54.3	64.2	61.9	64.4	61.1	64.5	62.4	59.0	58.9	57.0
8	64.6	67.8	59.9	61.3	66.8	58.8	62.1	58.4	62.1	60.0	58.0	54.7	63.5
9	64.4	67.5	58.7	60.0	66.8	59.6	62.7	59.9	63.1	60.8	58.8	56.6	62.1
10	61.2	65.4	59.8	60.0	64.0	58.8	62.6	63.1	67.7	65.5	63.7	57.0	62.7
11	64.9	67.6	65.5	64.4	67.6	59.5	55.7	60.4	65.8	63.3	62.3	58.6	66.1
12	65.6	68.4	59.4	60.3	67.5	60.8	63.7	60.7	64.5	62.1	59.6	57.6	64.1
13	59.8	63.5	51.2	54.3	62.8	61.2	65.0	62.4	65.5	63.2	60.5	58.7	55.5
14	60.7	64.3	59.2	59.4	63.0	55.5	60.0	61.4	66.9	64.7	62.6	54.1	62.1
15	63.7	67.1	63.2	63.2	66.4	58.4	55.6	60.9	67.1	64.3	63.1	53.7	65.8
16	63.4	67.3	61.5	61.8	66.0	59.2	54.9	59.8	66.0	63.4	62.0	45.5	65.5
17	64.3	67.3	61.2	62.8	66.4	59.5	55.4	60.9	66.8	64.1	62.5	47.7	65.9
18	64.4	67.7	62.1	62.3	66.6	57.6	54.7	60.0	66.3	64.2	62.2	50.8	65.7
19	64.3	67.9	61.9	62.1	66.7	57.6	54.8	60.9	67.2	64.3	62.9	45.8	66.4
20	62.0	65.5	51.4	48.9	64.6	62.5	66.0	62.4	66.0	61.8	60.5	60.9	57.8
21	62.6	66.1	55.8	53.4	65.8	61.2	65.5	61.8	65.3	63.0	60.0	59.3	54.6
22	63.4	67.5	57.3	58.8	66.3	62.7	66.8	63.8	66.5	64.7	61.9	60.2	56.7
23	63.1	66.3	58.7	58.8	65.4	63.2	66.4	63.6	66.5	64.3	61.6	60.8	57.4
24	61.3	64.3	51.0	56.8	64.2	62.3	64.2	60.9	64.2	62.2	59.5	62.7	55.0
25	60.2	63.3	53.3	56.7	63.1	59.6	63.5	60.1	63.1	60.4	57.4	59.0	53.4
26	61.8	65.7	55.1	59.7	64.3	61.9	65.1	62.4	64.9	62.8	60.7	58.3	55.8
27	61.0	64.2	52.7	56.9	63.5	60.4	64.4	61.5	64.7	62.6	60.3	58.2	56.1
28	62.5	66.0	52.2	57.7	67.5	61.1	64.9	62.6	64.7	62.9	60.2	59.3	56.2
29	63.5	66.2	56.9	57.7	65.4	63.3	66.5	63.1	65.6	63.9	60.4	60.7	57.9
30	63.1	66.1	60.0	55.2	66.0	61.2	64.8	64.3	64.8	62.9	61.0	60.8	60.3
31	58.8	62.1	52.9	58.4	61.6	61.3	62.3	59.5	62.4	59.7	56.9	55.0	51.2
Avg.	**63.1**	**66.3**	**59.7**	**60.1**	**65.6**	**60.6**	**63.0**	**61.4**	**65.8**	**63.4**	**61.4**	**57.6**	**62.5**
# Days	31	31	31	31	31	31	31	31	31	31	31	31	31