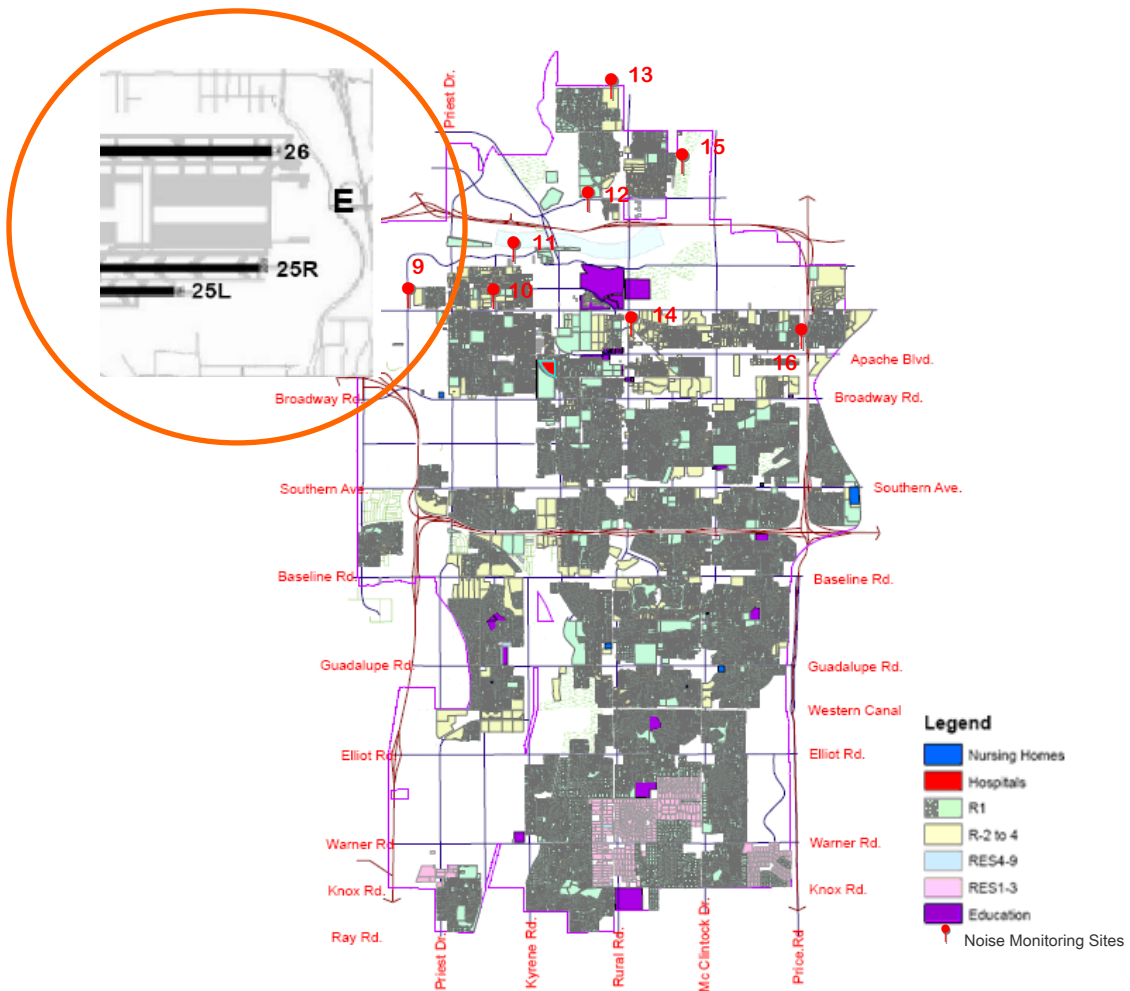


2012 2nd Quarterly Noise Monitoring Report

PHX East



Contents

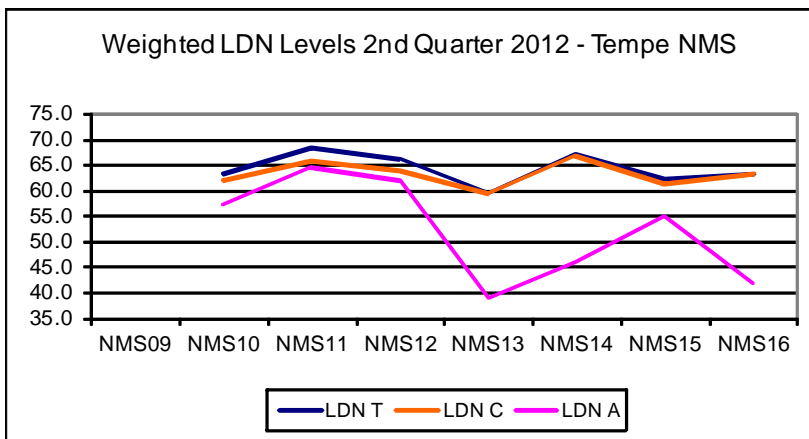
Aviation Noise Monitoring	Page
A. Weighted Sound Exposure Levels	3
B. East – West Equalization of Noise Burden	3-5
C. Registered Maximum Sound Energy Levels	5-6

Aviation Noise Monitoring

The Phoenix Sky Harbor International Airport Noise and Flight Track Monitoring System (NFTMS) has 8 fixed Noise Monitoring Sites (NMS) in Tempe located in neighborhoods around the Town Lake/ Rio Salado area in proximity of the 65 DNL noise exposure contour line for the airport. Through an agreement made with the City of Phoenix the City of Tempe can access noise monitoring data collected by the system and use supporting software that filters the data to identify the noise energy contributions attributed to aircraft operations over areas the monitors are located.

A. Weighted Sound Exposure Levels

Average monthly sound exposure levels of aircraft events, are calculated from the Ldn or day-night average sound level also called DNL. This is a summary description of noise based on long-term equivalent level (Leq) with a penalty of 10 dB (A) added for nighttime sound occurring between 22.00-07.00 hours. Average sound levels created by aircraft, Ldn A, are a product of detection tools built in to the NFTMS, which separate events registered at the monitoring site. The ambient sound events from sources picked up at a monitoring site, the Ldn C and events attributed to an aircraft over flight, the Ldn A. Ldn T is an expression of the total sound.



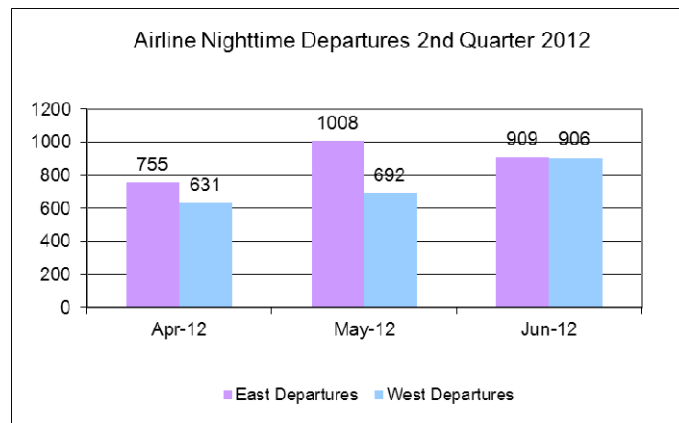
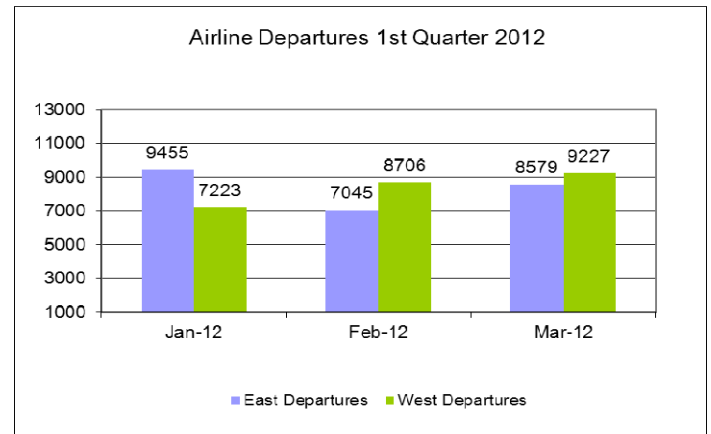
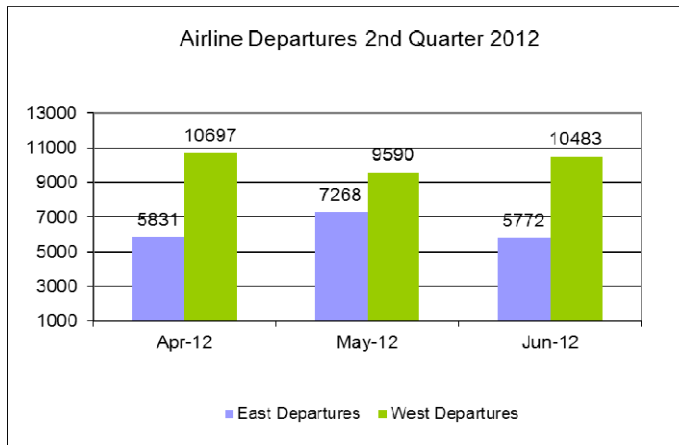
Ldn A decreases with the distance to the airport's runways. The monitored standard deviations are naturally higher for the monitors located at sites in Tempe located outside the downtown area south of the riverbed, where the distances to the aircraft as one of the sources of noise in the local environment are greater.

B. East – West Equalization of Noise Burden

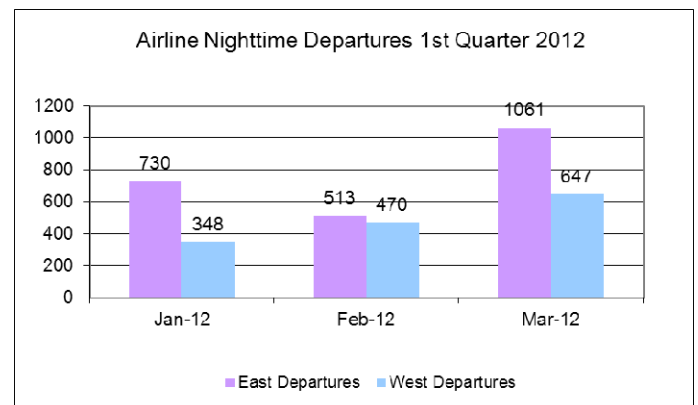
The airport Air Traffic Control Tower is directing large carrier departure traffic with the goal of accomplishing a 50/50 annualized east west split. A procedure for noise mitigation over Tempe delay air carrier turns away from the Salt River to the airspace over the Highway 202/ 101 intersection. There is no similar constraint for departure headings towards the west.

Departure flow east and west are determined over the year by daily and seasonal changes in wind directions, and the cities of Tempe and Phoenix has agreed that airport should attempt to distribute the noise burden from departing large commercial aircraft equally east and west on an annual basis.

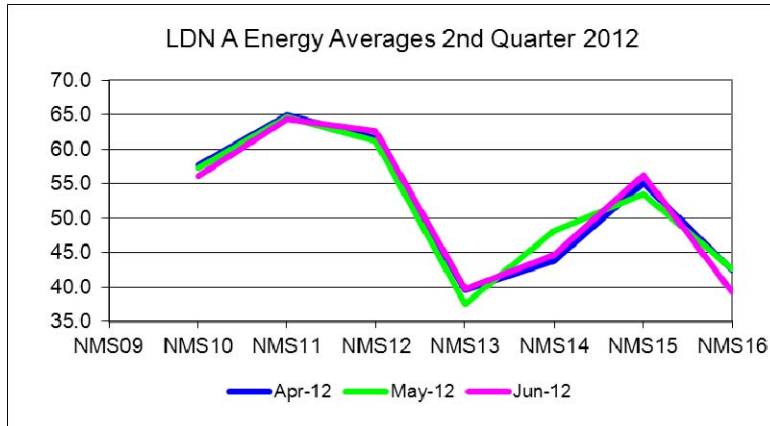
The flow of commercial air carrier and corporate jet departures went increasingly towards the west the second quarter of 2012. East departures declined by 14.1% and west departures increased by 10.0% compared to the first quarter of 2012.



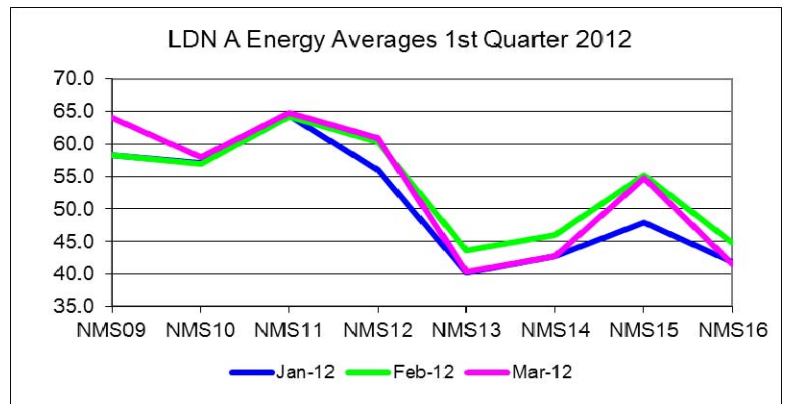
Over the quarter as a whole departures occurring between 10:00 p.m. to 7:00 a.m. increased towards the east with 7.4% and towards the west by 20.7% compared to the 1st quarter of 2012.



The average monthly Ldn A sound energy levels varied. The north runway was temporary closed from January 10, 2012 to January 31st, 2012.

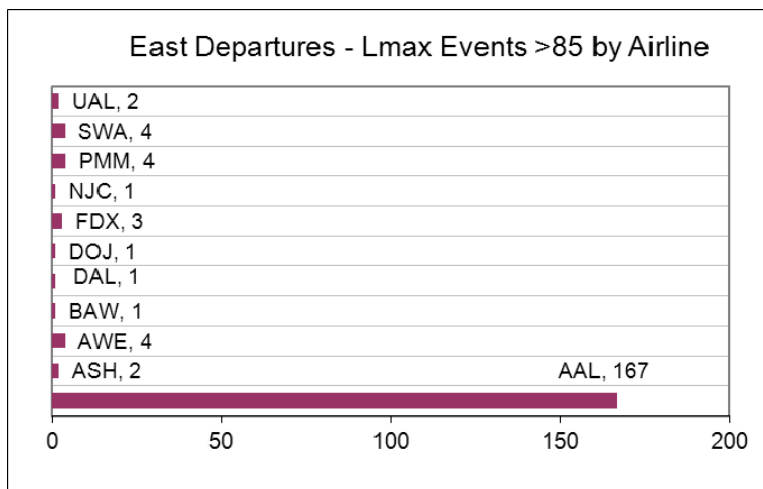


The NFTMS was not able to collect any noise measurements from the NMS 9 during this quarter. NMS 13 showed its lowest average so far this year in May 2012.

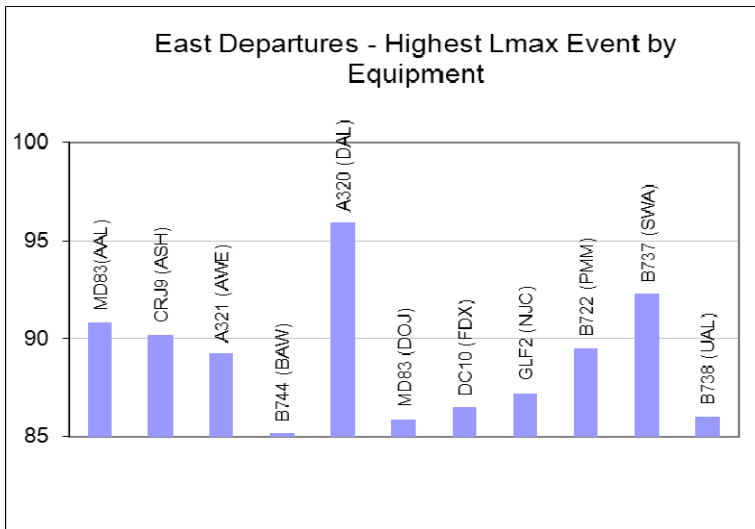


C. Registered Maximum Sound Energy Levels

The number of higher sound energy level events attributed to airline operations varies each month, which influences monthly Ldn average levels. Lmax is the maximum A-weighted sound level, dB (A) registered during a particular sound event. A-weighted means the sound is measured at frequencies that reflect the sensitivity ranges of the human ear.

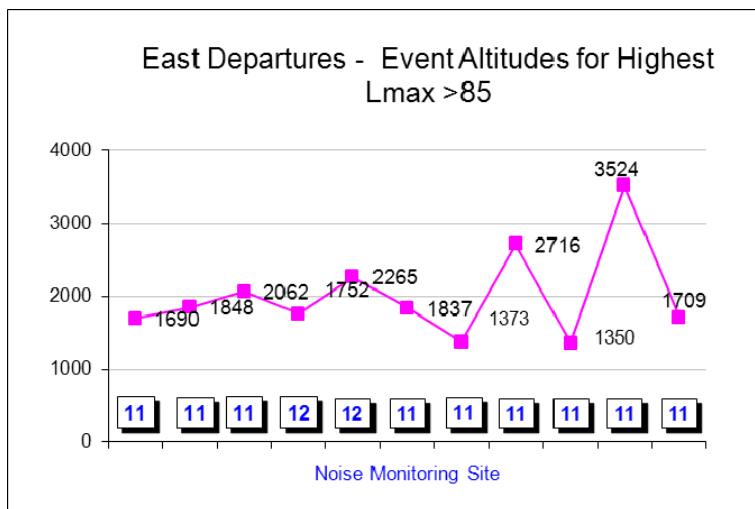


Fewer operations by commercial airlines this quarter resulted in fewer high level single events. American Airlines has by far the most registrations of high Lmax levels over Tempe, but a small operator, (Primair), with a couple of flights in April 2012 using a B727, equaled Southwest and US Airways in total number

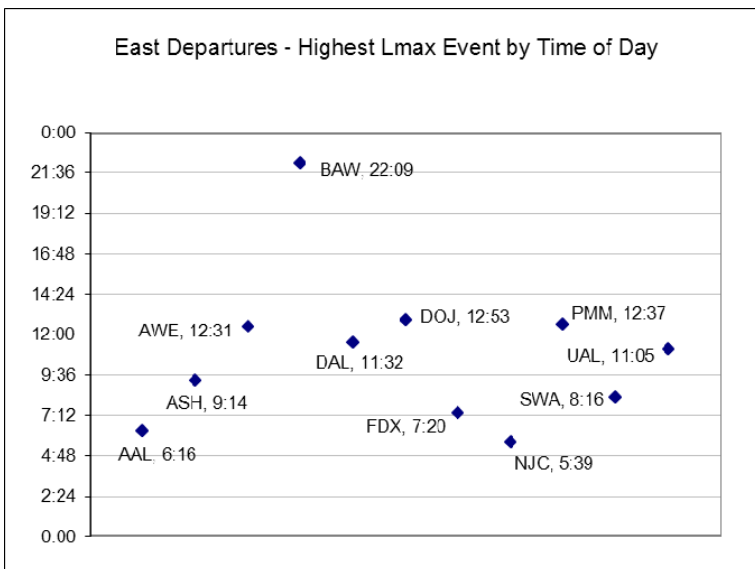


of flights creating events over Lmax 85 dBA.

The highest event, Lmax 95.9 dBA, was created by a Delta A320 departing over Curry Road close to Rural Road on April 8, 2012. Events at the monitoring sites are correlated to radar track data.



The highest Lmax at the lowest altitude was reached by a Fed Ex DC 10 cargo carrier.



Information about the NFTMS and the City of Tempe agreement with the City of Tempe are available at www.tempe.gov/aircraftnoise.