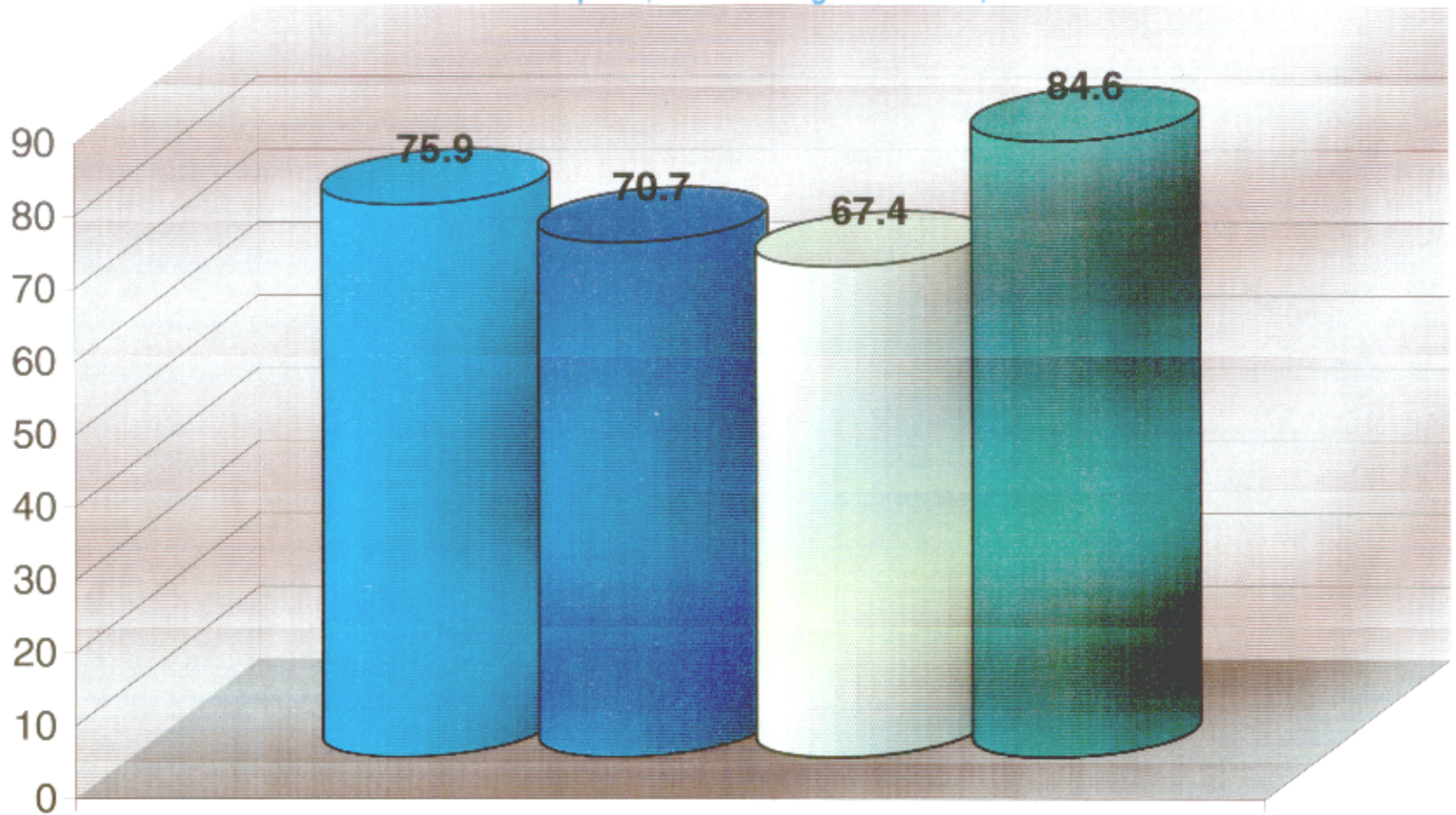


Noise Budget Comparisons

Four Quarter Composite

April 1, 2002 through March 31, 2003



Air Carrier

■ RMT #9

■ RMT #9 Budget

□ RMT #10

■ RMT #10 Budget

ATTACHMENT

Note: The following chart shows the results of monitored airline noise for the four-quarter period ending March 31, 2003. The units of measurement relate to noise budget “units” based on actual monitored noise levels and contributions by user group, during the 1989/90 baseline year provided for in the City’s Airport Noise Compatibility Ordinance.

The chart shows the noise budget “allowance” for airlines based on their 1989/90 share, versus actual monitored levels for the four-quarter period ending March 31, 2003. “RMT #9” indicates the actual monitored noise, compared to the noise budget, for noise monitor #9, located to the northwest of the end of Runway 30 (normally used for airline takeoffs). “RMT #10 indicates the actual monitored noise, compared to the noise budget, for noise monitor #10, located to the southeast of the end of Runway 30 (normally used for airline arrivals).

Although airline flight activity was below 41 flights per day for each of the quarters, the data shows that the airlines, as a whole, slightly exceeded their noise budget on the departure end of Runway 30. The Airport Noise Compatibility Ordinance does not permit in excess of 41 daily airline flights if the airlines exceed their allotted noise budget at either RMT #9 or RMT #10, during the prior 12-month period.