November 30, 2016

RUNDLE NOISE MONITORING REPORT

Introduction

A noise monitoring terminal (NMT) was deployed in the community of Rundle from June to September 2016 to measure aircraft and community noise levels. This report is intended to provide a technical summary of the measured noise levels collected from the monitor, which was located on the roof of the King of Glory Lutheran Church (2640 Rundlelawn Rd NE).

Monitoring Location & Equipment

The location was selected based on flight tracks, access and existing quiet community noise levels. Figure 1 illustrates the location compared with a typical four hour period (10am to 2pm) of southerly operations when aircraft are departing from runway 17L. During the monitoring period there were approximately 4,644 departures from runway 17L.

The equipment used was a Brüel and Kjær Model 2250 Type 1 Precision Integrating Sound Level Meter, which is one of the most accurate instruments that is suitable for environmental noise measurements. The microphone was mounted on a 1. 5 m tripod and protected by a wind screen. The sound level meters were supplied with AC power and installed with a battery backup, with an email alert system that notified staff of any equipment issues in real time. The data collected provides continuous one second A-weighted sound levels (one second Leq dBA) for the monitoring period.

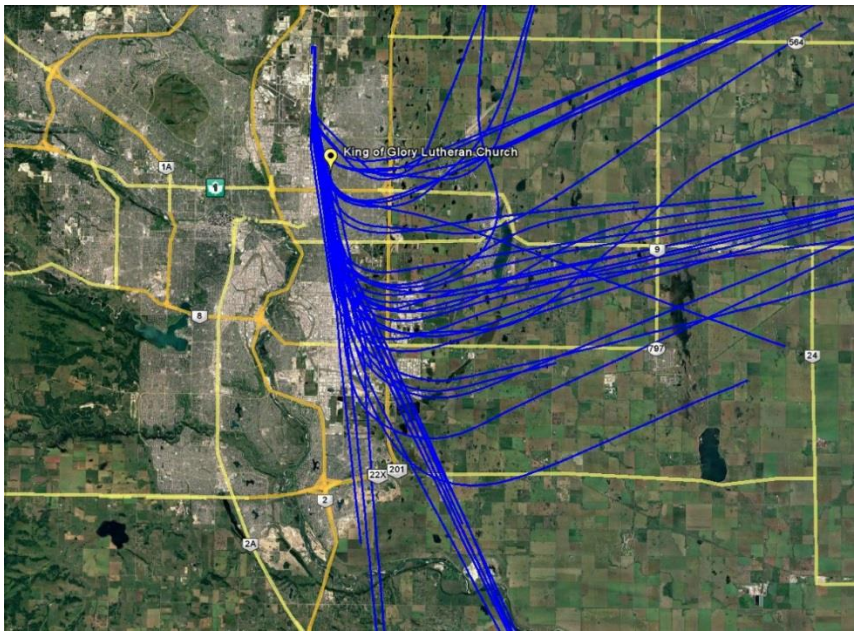


Figure 1: Location of NMT

Monitoring Results

A noise event is captured when the sound level and duration exceed a predefined threshold. The NMT deployed at Rundle was calibrated to capture noise events greater than 60dBA that lasted longer than 5 seconds.

Noise events can be either aircraft or non-aircraft related. An evaluation of the number of aircraft operations were matched with noise events recorded by the NMT. A noise event is associated with an aircraft overhead when the noise event occurs at the same time of an aircraft overflight. This allows the contribution of aircraft noise to be determined in relation to other community noise sources.

During the four month monitoring period, a total of 9,055 noise events were measured at the site. Of these 9,055 noise events, 2,160 (less than 24%) were related to aircraft movements and the remainder were associated with other community noise sources. A breakdown of the 9,055 noise events by aircraft type is provided in Table 1. Table 2 provides a breakdown of the noise events by operation, with Figure 1 providing a graphical illustration of the different operations at YYC.

Table 1: Noise Events Recorded over Monitoring Period*

Events by Type	June	July	August	September
Community	3,240	1,090	1,787	778
Jet Aircraft	771	334	166	269
Propeller Aircraft	287	144	64	74
Helicopters	13	16	11	11
Total	4,311	1,584	2,028	1,132

Table 2: Aircraft Noise Events by Operation**

Events by Type	June	July	August	September
Arrival 35R	5	5	3	2
Departure 17L	1037	458	223	338
Departure 17R	7	5	4	3
Arrival 35L	3	1	0	1
Departure 11	0	0	1	0
Departure 26	1	3	0	0
Arrival 29	0	0	1	0
Departure 08	0	0	1	0
Unknown **	18	22	8	10

** The increase in events in the month of June is because of a runway closure of 17R/35L which was periodically closed during the month for planned maintenance*

*** An aircraft produced a noise event, but could not be associated to a particular runway*

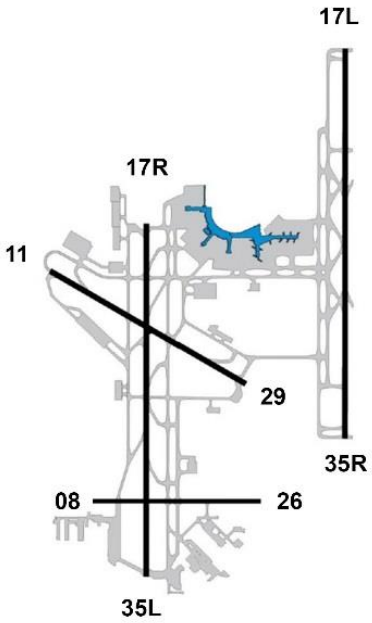


Figure 2: Runway Layout

Figure 3 through 6 provide a monthly summary of the 9,055 noise events according to the Lmax (the maximum sound level measured during a noise event). These figures show that community noise events caused the majority of the noise events between 60 dBA to 75 dBA and aircraft noise events caused the majority of noise events over 75 dBA. Figure 7 illustrates a comparison of typical noise levels.

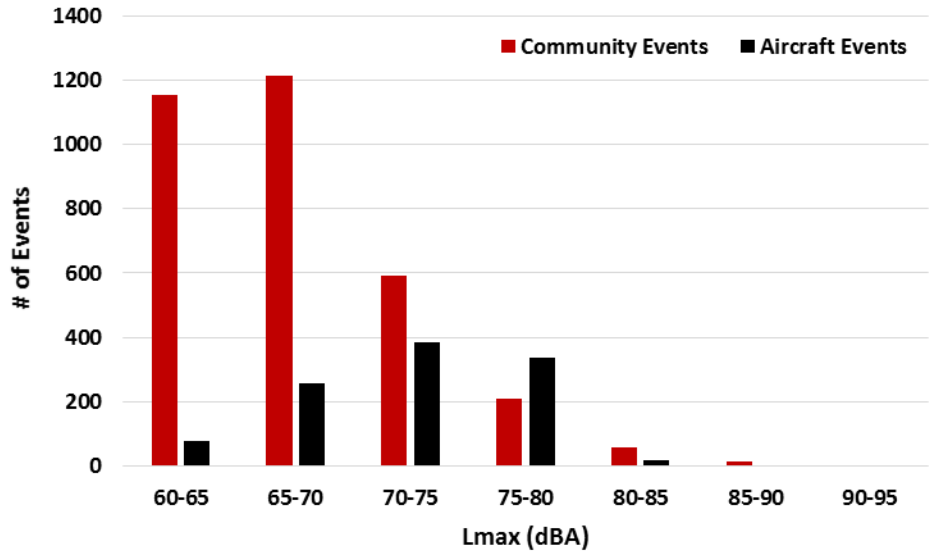


Figure 3: Comparison of Aircraft and Community Noise Events in June

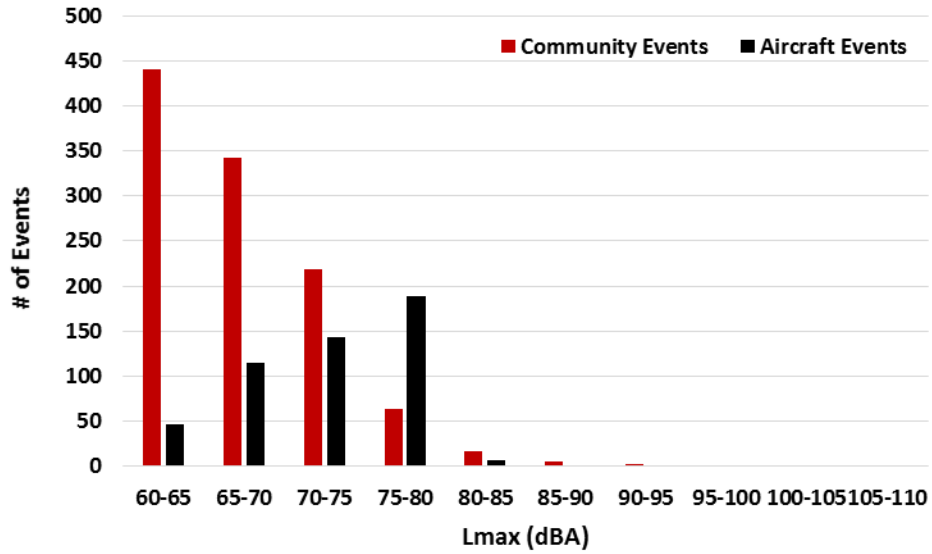


Figure 4: Comparison of Aircraft and Community Noise Events in July

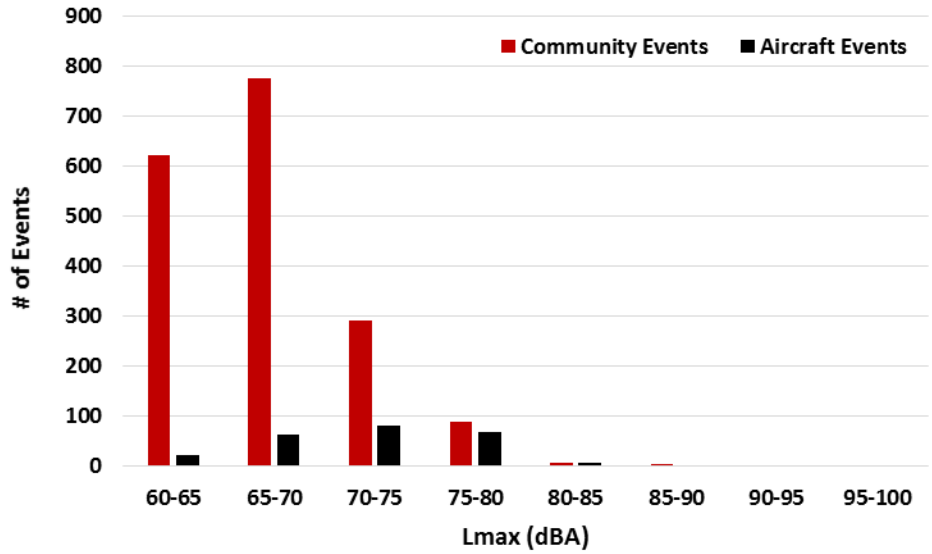


Figure 5: Comparison of Aircraft and Community Noise Events in August

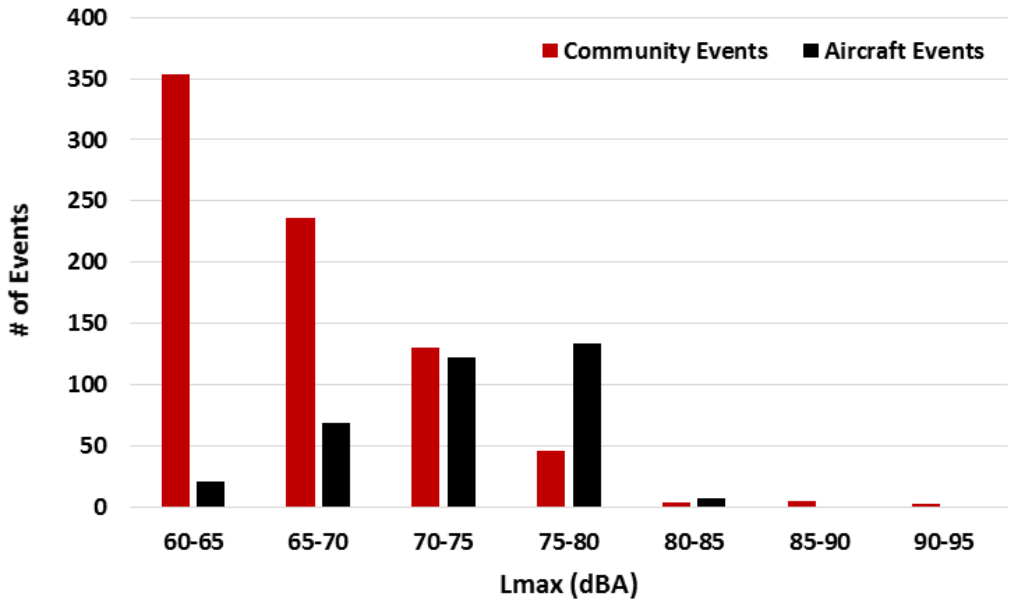
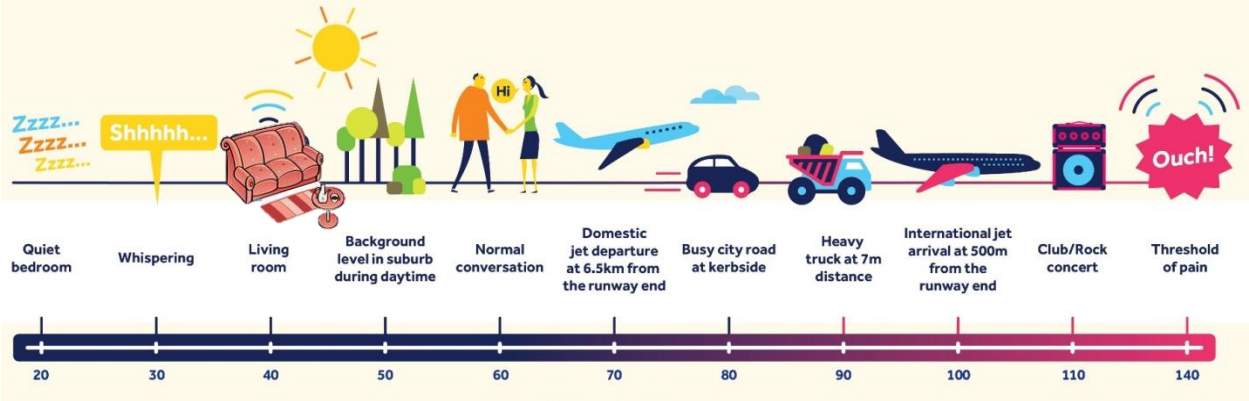


Figure 6: Comparison of Aircraft and Community Noise Events in September



Source: Melbourne Airport, http://melbourneairport. com. au/about-melbourne-airport/planning/aircraft-noise/how-is-noise-generated. html

Figure 7: Typical Indoor and Outdoor Sound Levels

Average Sound Level (Leq) and Average Aircraft Day-Night Sound Level (DNL)

Equivalent Continuous Sound Pressure Level, or Leq, is the preferred method to describe sound levels that vary over time, resulting in a single decibel value which takes into account the total sound energy over the period of time of interest.

The Leq measured over the monitoring period are summarized in Table 3.

Table 3: Average Sound Levels (Leq) over Monitoring Period

Monitoring Period L_{eq}	June	July	August	September
Community	54. 6	53. 1	51. 6	50. 2
Aircraft	49. 7	46. 7	43. 0	45. 8

The Day-Night Sound Level (DNL) is a 24-hour noise metric that includes both day and night noise measurements in which noise events occurring at night (between 10 PM and 7AM) are penalized by 10 dBA. The dBA 'penalty' is intended to account for greater community annoyance with night-time noise.

The DNLs over the monitoring period are summarized in Table 4.

Table 4: Average Day-Night Sound Level (DNL) over Monitoring Period

Monitoring Period DNL	June	July	August	September
Community	56. 5	56. 0	56. 0	54. 1
Aircraft	52. 0	50. 1	43. 3	48. 8

Over the monitoring period, the majority of aircraft noise events recorded were from fixed-wing aircraft departures. The Lmax (maximum sound levels) recorded during aircraft noise events were within the range of recorded community noise event maximum sound levels. During this monitoring period, the community maximum sound level recorded was 108.6 dBA and the aircraft maximum sound level was 86.8 dBA. The daily sound levels (both Leq and DNL) from aircraft noise events were found to be well below the daily community noise level.