APPENDIX D: AIRCRAFT NOISE ANALYSIS

D.1 INTRODUCTION

This technical report presents the aircraft noise exposure for the Myrtle Beach International Airport (MYR or Airport) Runway Rehabilitation Supplemental Environmental Assessment (SEA). The noise analysis was prepared to comply with the *National Environmental Policy Act (NEPA) of 1969*; *Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures*; and *FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions*. The following describes the regulatory background, noise analysis methodology, noise model input data, and noise exposure results.

D.2 REGULATORY GUIDELINES AND AIRCRAFT NOISE MODEL

The noise analysis was developed using the FAA's Aviation Environmental Design Tool (AEDT) Version 3e. The AEDT is the required FAA tool to evaluate potential noise impacts from actions subject to NEPA. The AEDT produces aircraft noise contours that delineate areas of equal day-night average sound level (DNL). The DNL is a 24-hour time-weighted sound level expressed in A-weighted decibels. The FAA and other federal agencies use DNL as the primary measure of noise impact because it: correlates well with the results of attitudinal surveys regarding noise; increases with the duration of noise events; and accounts for an increased sensitivity to noise at night by increasing each noise event that occurs during nighttime hours (i.e., 10:00 p.m. to 6:59 a.m.) by 10 decibels (dB).

The AEDT defines a network of ground-level grid points around an airport. The model then selects the shortest distance from each grid point to each flight track and computes the noise exposure generated by each aircraft operation, along each flight track. Customizations are applied for atmospheric acoustical attenuation, acoustical shielding of the aircraft engines by the aircraft itself, and aircraft speed variations. The noise exposure levels for each aircraft are then summed at each grid location. The cumulative noise exposure levels at all grid points are then used to develop aviation noise exposure contours for selected compatible land use values (e.g., DNL 65, 70, and 75).

Guidelines regarding the compatibility of land uses within various DNL contour intervals are specified in *Appendix A of 14 Code of Federal Regulations (CFR) Part 150*. As shown in **Table 1**, the FAA identifies, as a function of annual (365-day average) DNL values, land uses which are compatible and land uses which are not compatible in an airport environment. The FAA determined that all the land uses listed in the table are compatible with aircraft noise exposure below the 65 DNL contour. When evaluating land use compatibility, attention is focused on land uses within the 65 DNL contour or greater.

Table 1: FAA Land Use Compatibility Guidelines – 14 CFR Part 150

Land Use	DNL Expressed in dB(A)					
	Below 65	65 70	70 75	75 80	70 85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Table Notes: SLUCM=Standard Land Use Coding Manual. Y (Yes) = Land Use and related structures compatible without restrictions. N (No) = Land Use and related structures are not compatible and should be prohibited. NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35=Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure. (1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year-round. However, the use of NLR criteria will not eliminate outdoor noise problems. (2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low. (3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low. (4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low. (5) Land use compatible provided special sound reinforcement systems are installed. (6) Residential buildings require an NLR of 25. (7) Residential buildings require an NLR of 30. (8) Residential buildings not permitted. Source: 14 CFR Part 150

D.3 AFFECTED ENVIRONMENT

In developing DNL contours, the AEDT uses default and airport-specific factors. The default factors include meteorological data, engine noise levels, thrust settings, aircraft arrival and departure flight profiles, and aircraft speed. The airport-specific factors include the number of aircraft operations, aircraft types, runway use, the assignment of aircraft operations to flight tracks, operational time (day/night), and, for departures, the stage (i.e., trip) length. The following describes these data.

D.3.1 Meteorological Data

The AEDT accounts for the influences of meteorological conditions on aircraft performance and atmospheric sound absorption. Meteorological conditions affect the transmission of aircraft noise through the air. The AEDT uses temperature and relative humidity to calculate atmospheric absorption coefficients, which are used to adjust aircraft performance and sound propagation through the air. The 10-year average (2011 – 2020) meteorological conditions included in the AEDT for MYR are from the National Oceanic and Atmospheric Administration's Integrated Surface Database and are as follows:

- Temperature: 64.7° Fahrenheit
- Relative humidity: 73.6%

D.3.2 2023 Aircraft Operations

The aircraft operations[1] modeled for 2023 were obtained from the FAA's Air Traffic Activity System (ATADS) for fiscal year 2023 (October 1, 2022, through September 30, 2023). These data, by aircraft category, are provided in **Table 2**. As shown, the Airport's 2023 annual operations totaled 135,049, an average of approximately 370 operations per day.

[1] An aircraft operation is defined as one arrival or one departure.

Table 2: 2023 Annual Aircraft Operations

Air Carrier	Air Taxi	General Aviation	Military	Total
28,916	72,129	26,815	7,189	135,049

Source: FAA ATADS FY 2023

For the purposes of preparing DNL contours, operational data were segregated by aircraft type. The FAA's Traffic Flow Management System Count (TFMSC) data was used to develop the AEDT aircraft fleet mix. TFMSC data provides information on traffic counts by airport and includes the aircraft types operating at that airport. The TFMSC data for MYR was reviewed, and each aircraft type was assigned the corresponding AEDT aircraft type. As required to prepare DNL contours, annual aircraft operations were converted to annual average-day operations.

Aircraft operations modeled in the AEDT are assigned as occurring during daytime (7:00 a.m. to 9:59 p.m.) or nighttime (10:00 p.m. to 6:59 a.m.). The calculation of DNL includes an additional weight of 10 decibels (dB) for those operations occurring at night. The time of day for operations was based on air carrier schedules and FlightAware, a commercial vendor that collects and manages aircraft operations and flight track data. All military operations were modeled during the day. The 2023 modeled aircraft operations and fleet are provided in **Table 3.**

Table 3: 2023 Aircraft Operations and Fleet Mix

Aircraft Type (s)	AEDT Aircraft	Annual Operations	Average Annual Day		
			Day	Night	Total
Airbus A320-200 Series	A320-211	6,438	15.96	1.68	17.64
Bombardier CRJ-700/900	CRJ9-ER	5,827	14.45	1.52	15.96
Airbus A319	A319-131	4,020	9.97	1.05	11.01
Boeing 737-700	737700	2,957	7.33	0.77	8.10
Airbus A320 Neo	A320-271N	2,798	6.94	0.73	7.67
Boeing 737-800/900	737800	2,164	5.37	0.56	5.93
Boeing 717-200	717200	1,831	4.54	0.48	5.02
Embraer 175	EMB175	1,013	2.51	0.26	2.78
Airbus A321/A321Neo	A321-232	953	2.36	0.25	2.61
Boeing 737 Max 8/Max 9	7378MAX	915	2.27	0.24	2.51
Embraer 170	EMB170	760	1.88	0.20	2.08
Embraer ERJ-145	EMB145	334	0.83	0.09	0.92
Raytheon/Beech Beechjet 400	MU3001	330	0.88	0.03	0.90
Hawker 800, Lear 31/35/45/60/75	LEAR35	322	0.86	0.03	0.88
Cessna 525 Citation CJ1/CJ2/CJ3/CJ4	CNA525C	286	0.76	0.02	0.78
Citation II/Bravo, Phenom 300, PC-24	CNA55B	282	0.75	0.02	0.77
Bombardier Challenger 300/600/601/604	CL600	257	0.68	0.02	0.70
Cessna 560 V/Ultra/Encore	CNA560E	248	0.66	0.02	0.68

Aircraft Type (s)	AEDT Aircraft	Annual Operations	Average Annual Day		
			Day	Night	Total
Cessna Sovereign/Latitude/Longitude	CNA680	242	0.64	0.02	0.66
Cessna 560 Citation XLS	CNA560XL	233	0.62	0.02	0.64
Cirrus Vision, Phenom 100	CNA510	214	0.57	0.02	0.59
Cessna 750 Citation X, Falcon 2000	CNA750	150	0.40	0.01	0.41
Gulfstream GV / 500	GV	111	0.29	0.01	0.30
Gulfstream IV/G400	GIV	110	0.29	0.01	0.30
Dassault Falcon 50/900	FAL900EX	62	0.16	0.01	0.17
Eclipse 500, Citation Mustang	ECLIPSE500	58	0.15	0.00	0.16
Israel IAI-1125, Gulfstream 150	IA1125	37	0.10	0.00	0.10
Bombardier Global 5000	BD-700-1A11	8	0.02	0.00	0.02
King Air/Super King Air	DHC6	1,050	2.79	0.09	2.88
Shorts 360	SD330	638	1.70	0.05	1.75
Dash 8-300. ATR 42/72	DHC830	563	1.50	0.05	1.54
Beechcraft 1900	1900D	528	1.40	0.04	1.45
Pilatus PC-12, Cessna 208, Socata TBM9	CNA208	409	1.09	0.03	1.12
Diamond DA40, Mooney, Bonanza 36	GASEPV	14,389	38.24	1.18	39.42
Cirrus SR20/22/22T	COMSEP	2,879	7.65	0.24	7.89
Baron 58, Cessna 310/414/421	BEC58P	2,037	5.41	0.17	5.58
Cessna 172/177	CNA172	2,351	6.25	0.19	6.44
Piper 28 Cherokee Series, Beech 23	GASEPF	889	2.36	0.07	2.44
Cessna 182/185	CNA182	608	1.62	0.05	1.67
Robinson R-44	R44	68,559	187.83	0.00	187.83
Boeing P-8 Poseidon	737800	1,078	2.95	0.00	2.95
C-130 Hercules	C130E	1,078	2.95	0.00	2.95
Raytheon Texan 2	CNA208	1,078	2.95	0.00	2.95
Lockheed F-16 Fighting Falcon	F16PW0	719	1.97	0.00	1.97
Beech Super King Air 350	DHC6	719	1.97	0.00	1.97
Boeing KC-135 Stratotanker	KC-135	719	1.97	0.00	1.97
Boeing 707-300	707320	360	0.99	0.00	0.99
Boeing C-17 Globemaster 3	C17	360	0.99	0.00	0.99
Northrop T-38 Talon	T-38A	1,078	2.95	0.00	2.95
Total		**135,049**	**359.77**	**10.23**	**370.00**

Source: RS&H; FAA ATADS; FAA TFMSC

D.3.4 Runway Use and Aircraft Flight Tracks

Runway use refers to the frequency aircraft utilize each runway end for departures and arrivals. The more often a runway is used, the more noise is generated in areas located off each end of that runway. Wind direction and speed primarily dictate airport runway directional use (or flow). Previous coordination with MYR and ATCT staff indicated aircraft operated on Runway 18 51% of the time and on Runway 36 49% of the time.

Flight tracks refer to an aircraft's route when arriving to or departing from a runway. The location of flight tracks is a key factor in determining the geographic distribution of noise on the ground. The AEDT uses airport-specific flight tracks and vertical flight profiles to compute three-dimensional flight paths for each modeled aircraft operation. The "default" AEDT vertical profiles, which consist of altitude, speed, and thrust settings, are compiled from data provided by aircraft manufacturers. Previous coordination with MYR and ATCT staff resulted in the aircraft flight track locations. The arrival and departure tracks are primarily centered on the runway close-in to the runway ends. The noise modeling for this EA used those same flight tracks.

D.3.5 2023 DNL Contours

The 2023 65-75 DNL contours are provided on **Figure 1. Table 4** identifies the areas within the DNL contour ranges. As shown in the table, the total area within the 65 DNL and greater contour is 875 acres and is primarily located within the limits of the Airport property boundary. The contours extend off-Airport property southeast of the threshold of Runway 36 along South Kings Highway. This area includes two helipads used for helicopter tours of the beaches and surrounding areas.

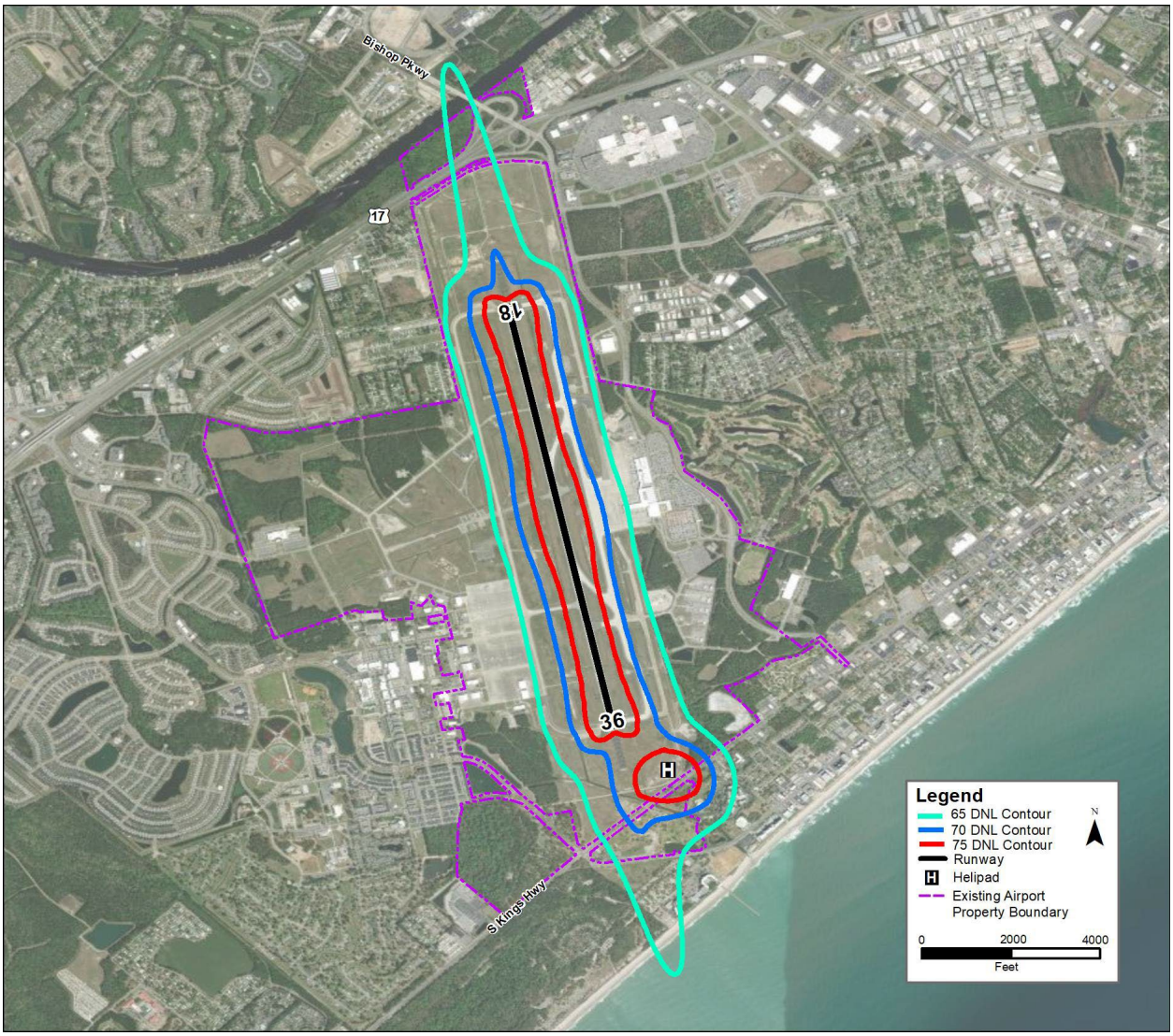
Twelve residential properties south of the threshold of Runway 36 are located within the 2023 65 DNL contour. These properties include a mix of single-family and multi-family residences.

Table 4: Area Within 2023 DNL Contour Intervals

DNL Contour Range	Area (acres)
65-70	458
70-75	209
>75	208
Total	875

Source: RS&H, 2023

Figure 1: 2023 DNL Contours



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, RS&H, 2023

D.4 ENVIRONMENTAL CONSEQUENCES

This section describes the methodology, FAA significance thresholds pertaining to noise and compatible land uses, and the potential effects the Proposed Project would have on aircraft noise exposure compared to the No Action Alternative for 2028.

D.4.1 Methodology and Significance Threshold

The methodology for assessing noise exposure included preparing DNL contours for the No Action Alternative and Proposed Project for 2028. The noise exposure contours were developed to assess if a significant noise impact would occur.

Per FAA Order 1050.1F, *"a significant noise impact would occur if the action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is [already] exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe.*" Noise-sensitive areas generally include residential neighborhoods, educational, health, and religious facilities, and cultural and historic sites.

D.4.2 Future Aircraft Operations

The 2028 aircraft operations were obtained from the FAA's Terminal Area Forecast (TAF) issued in February 2023. These data, by aircraft category, are provided in **Table 5**. As shown, the 2028 annual operations are forecast to total 145,833, an average of approximately 400 operations per day.

The 2028 aircraft fleet mix was determined by multiplying the percentages by aircraft type that occurred in 2023 by the FAA TAF operations forecast to occur in 2028. The runway use, flight tracks, flight track use, and time of day modeled for 2028 were the same as the 2023 condition. The 2028 aircraft operations and fleet mix are shown in **Table 6.**

Table 5: 2028 Annual Aircraft Operations

Air Carrier	Air Taxi & Commuter	General Aviation	Military	Total
35,744	74,542	28,166	7,381	145,833

Source: FAA TAF, Issued February 2023

Table 6: 2028 Aircraft Operations and Fleet Mix

Aircraft Type (s)	AEDT Aircraft	Annual Operations	Average Annual Day		
			Day	Night	Total
Airbus A320-200 Series	A320-211	7,958	19.73	2.07	21.80
Bombardier CRJ-700/900	CRJ9-ER	7,203	17.86	1.87	19.73
Airbus A319	A319-131	4,969	12.32	1.29	13.61
Boeing 737-700	737700	3,655	9.06	0.95	10.01
Airbus A320 Neo	A320-271N	3,459	8.58	0.90	9.48
Boeing 737-800/900	737800	2,675	6.63	0.70	7.33
Boeing 717-200	717200	2,263	5.61	0.59	6.20
Embraer 175	EMB175	1,252	3.10	0.33	3.43
Airbus A321/A321Neo	A321-232	1,178	2.92	0.31	3.23
Boeing 737 Max 8/Max 9	7378MAX	1,131	2.80	0.29	3.10

Aircraft Type (s)	AEDT Aircraft	Annual Operations	Average Annual Day		
			Day	Night	Total
Embraer 170	EMB170	771	1.91	0.20	2.11
Embraer ERJ-145	EMB145	339	0.84	0.09	0.93
Raytheon/Beech Beechjet 400	MU3001	335	0.89	0.03	0.92
Hawker 800, Lear 31/35/45/60/75	LEAR35	327	0.87	0.03	0.90
Cessna 525 Citation CJ1/CJ2/CJ3/CJ4	CNA525C	290	0.77	0.02	0.79
Citation II/Bravo, Phenom 300, PC-24	CNA55B	286	0.76	0.02	0.78
Bombardier Challenger 300/600/601/604	CL600	261	0.69	0.02	0.72
Cessna 560 V/Ultra/Encore	CNA560E	252	0.67	0.02	0.69
Cessna Sovereign/Latitude/Longitude	CNA680	245	0.65	0.02	0.67
Cessna 560 Citation XLS	CNA560XL	236	0.63	0.02	0.65
Cirrus Vision, Phenom 100	CNA510	217	0.58	0.02	0.59
Cessna 750 Citation X, Falcon 2000	CNA750	152	0.40	0.01	0.42
Gulfstream GV / 500	GV	113	0.30	0.01	0.31
Gulfstream IV/G400	GIV	112	0.30	0.01	0.31
Dassault Falcon 50/900	FAL900EX	63	0.17	0.01	0.17
Eclipse 500, Citation Mustang	ECLIPSE500	59	0.16	0.00	0.16
Israel IAI-1125, Gulfstream 150	IA1125	38	0.10	0.00	0.10
Bombardier Global 5000	BD-700-1A11	8	0.02	0.00	0.02
King Air/Super King Air	DHC6	1,065	2.83	0.09	2.92
Shorts 360	SD330	647	1.72	0.05	1.77
Dash 8-300. ATR 42/72	DHC830	571	1.52	0.05	1.56
Beechcraft 1900	1900D	535	1.42	0.04	1.47
Pilatus PC-12, Cessna 208, Socata TBM9	CNA208	415	1.10	0.03	1.14
Diamond DA40, Mooney, Bonanza 36	GASEPV	16,601	44.12	1.36	45.48
Cirrus SR20/22/22T	COMSEP	2,920	7.76	0.24	8.00
Baron 58, Cessna 310/414/421	BEC58P	2,066	5.49	0.17	5.66
Cessna 172/177	CNA172	2,737	7.27	0.22	7.50
Piper 28 Cherokee Series, Beech 23	GASEPF	901	2.39	0.07	2.47
Cessna 182/185	CNA182	617	1.64	0.05	1.69
Robinson R-44	R44	69,531	190.50	0.00	190.50
Boeing P-8 Poseidon	737800	1,107	3.03	0.00	3.03
C-130 Hercules	C130E	1,107	3.03	0.00	3.03
Raytheon Texan 2	CNA208	1,107	3.03	0.00	3.03
Lockheed F-16 Fighting Falcon	F16PW0	738	2.02	0.00	2.02
Beech Super King Air 350	DHC6	738	2.02	0.00	2.02
Boeing KC-135 Stratotanker	KC-135	738	2.02	0.00	2.02
Boeing 707-300	707320	369	1.01	0.00	1.01
Boeing C-17 Globemaster 3	C17	369	1.01	0.00	1.01
Northrop T-38 Talon	T-38A	1,107	3.03	0.00	3.03
Total		**145,833**	**387.29**	**12.21**	**399.51**

Source: RS&H; FAA TAF 2023

D.4.3 2028 No Action Alternative DNL Contours

Table 7 identifies the areas within the DNL contour ranges. As shown in the table, the total area within the 65 DNL and greater contour is 927 acres and is primarily located within the limits of the Airport property boundary. Twelve residential properties south of the threshold of Runway 36 are located within the 2028 No Action Alternative 65 DNL contour. These properties include a mix of single-family and multi-family residences. The 2028 No Action Alternative 65-75 DNL contours are provided on **Figure 2.**

Table 7: Area Within 2028 No Action Alternative DNL Contour Intervals

DNL Contour Range	Area (acres)
65-70	492
70-75	220
>75	215
Total	927

Source: RS&H, 2023

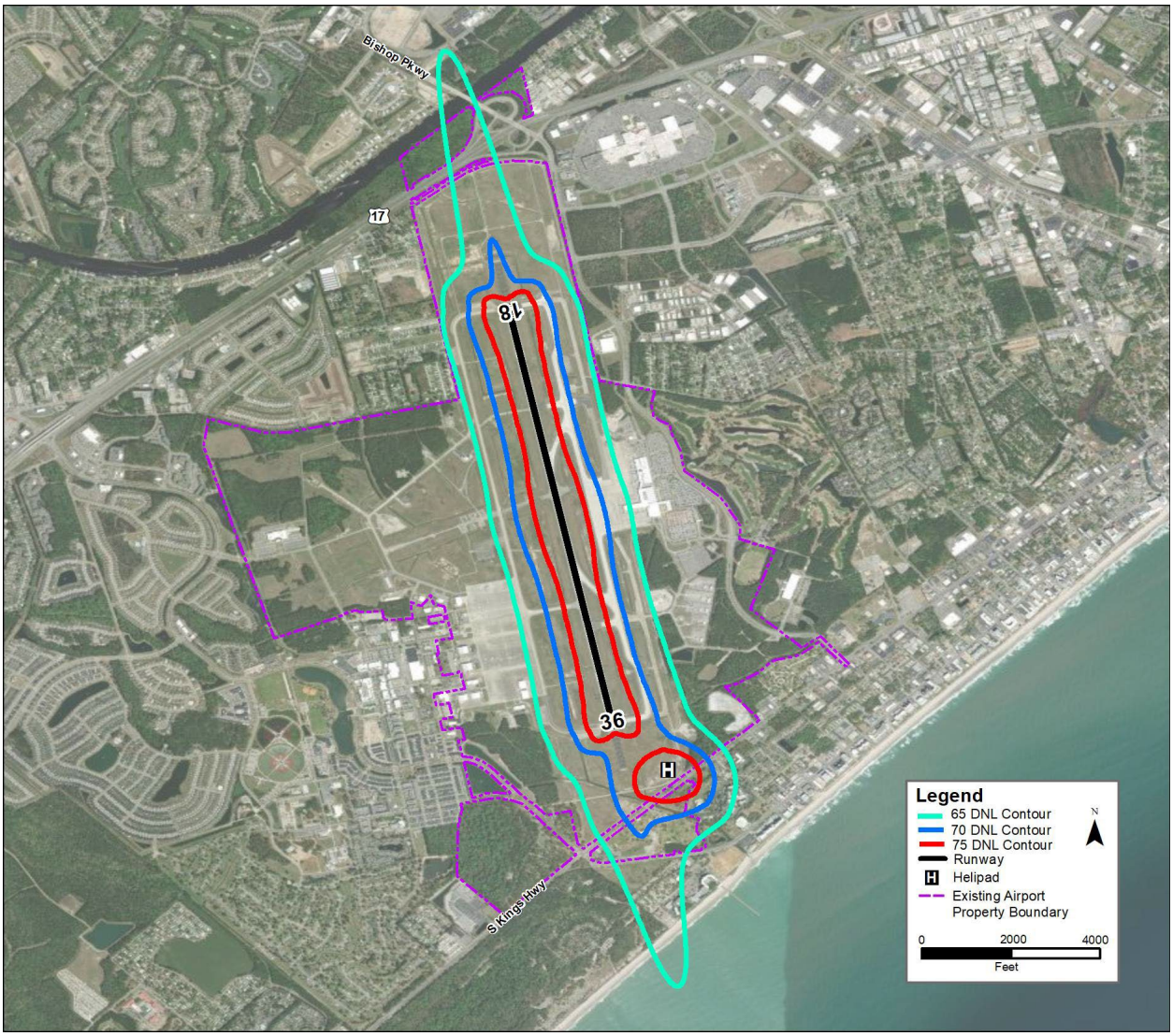
D.4.4 2028 Proposed Project DNL Contours

Compared to the No Action Alternative, the Proposed Project would not increase aircraft operations (takeoffs and landings), and the existing runway configuration, arrival/departure procedures, and runway use percentages would remain unchanged. Therefore, there would be no change in aircraft noise exposure and there would be no significant noise impacts.

D.5 SUPPLEMENTAL NOISE INFORMATION

The following includes noise exposure information for the temporary four-month construction period. In an EA, a significance noise impact is determined by comparing the future No Action Alternative with the future Proposed Project. There is no significance threshold for aircraft noise during a temporary period, therefore, the future Proposed Project is not compared to the future No Action Alternative. The supplemental noise information is provided to show how noise exposure would change in 2028 with the temporary construction period and is for informational purposes only.

Figure 2: 2028 No Action Alternative and Proposed Project DNL Contours

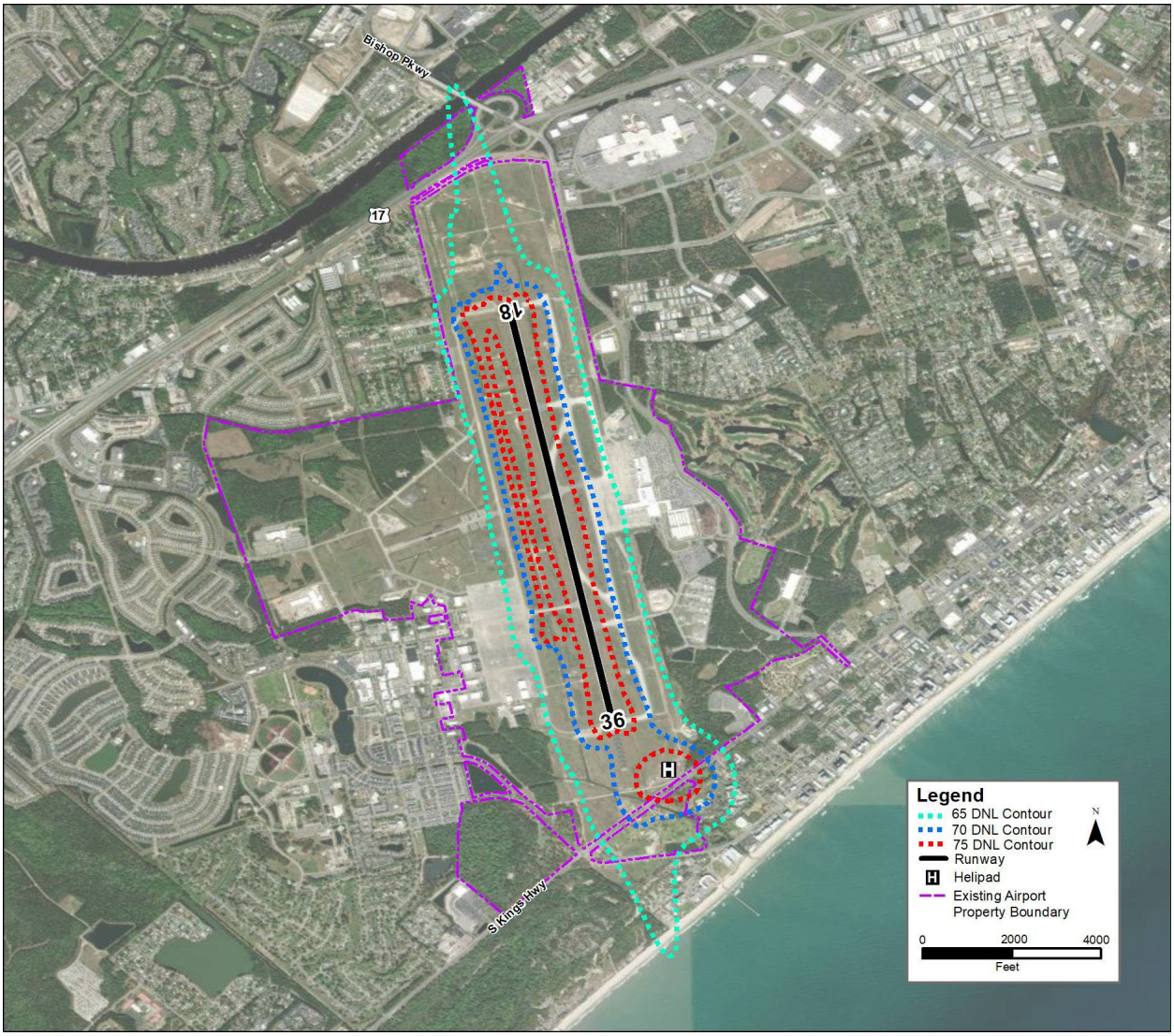


Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, RS&H, 2023

DNL contours are based on an average-annual day. The modeling of the DNL contours with the temporary construction period included aircraft operating on the Airport's existing runway for eight months and operating on the temporary runway for four months in 2028. The flight tracks modeled on the temporary runway followed a straight-in and straight-out path in the immediate vicinity of the runway ends. This is consistent with the flight tracks modeled on the Airport's existing runway. The resulting 65-75 DNL contours are shown on **Figure 3**.

Table 8 identifies the areas within the DNL contour ranges. As shown in the table, the total area within the 65 DNL and greater contour is 848 acres and is primarily located within the limits of the Airport property boundary.

Figure 3: 2028 Annualized DNL Contours with the Temporary Construction Period



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, RS&H, 2024

Table 8: Area Within 2028 Annualized DNL Contours with the Temporary Construction Period

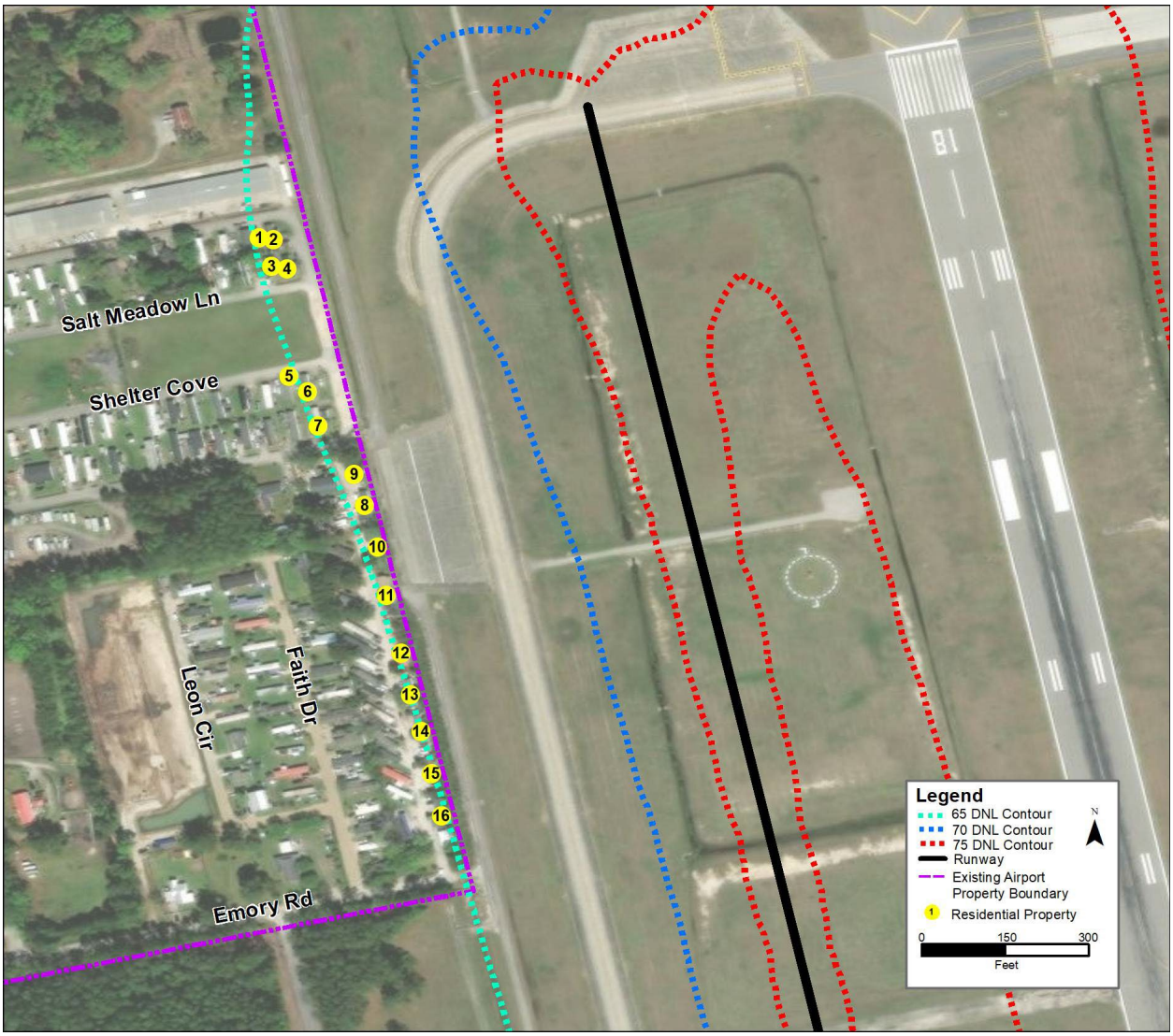
DNL Contour Range	Area (acres)
65-70	424
70-75	217
>75	207
Total	848

Source: RS&H, 2024

Sixteen mobile/manufactured residences are within the 65 DNL contour just west of the Runway 18 threshold. These properties would experience a temporary increase (4 months) in noise exposure as the temporary runway is closer to the properties when compared to the existing runway. South of the Runway 36 threshold, 11 residential properties are located within the 65 DNL contour. All of the properties would experience a temporary decrease (4 months) in noise as the temporary runway is about half a mile farther away from these properties.

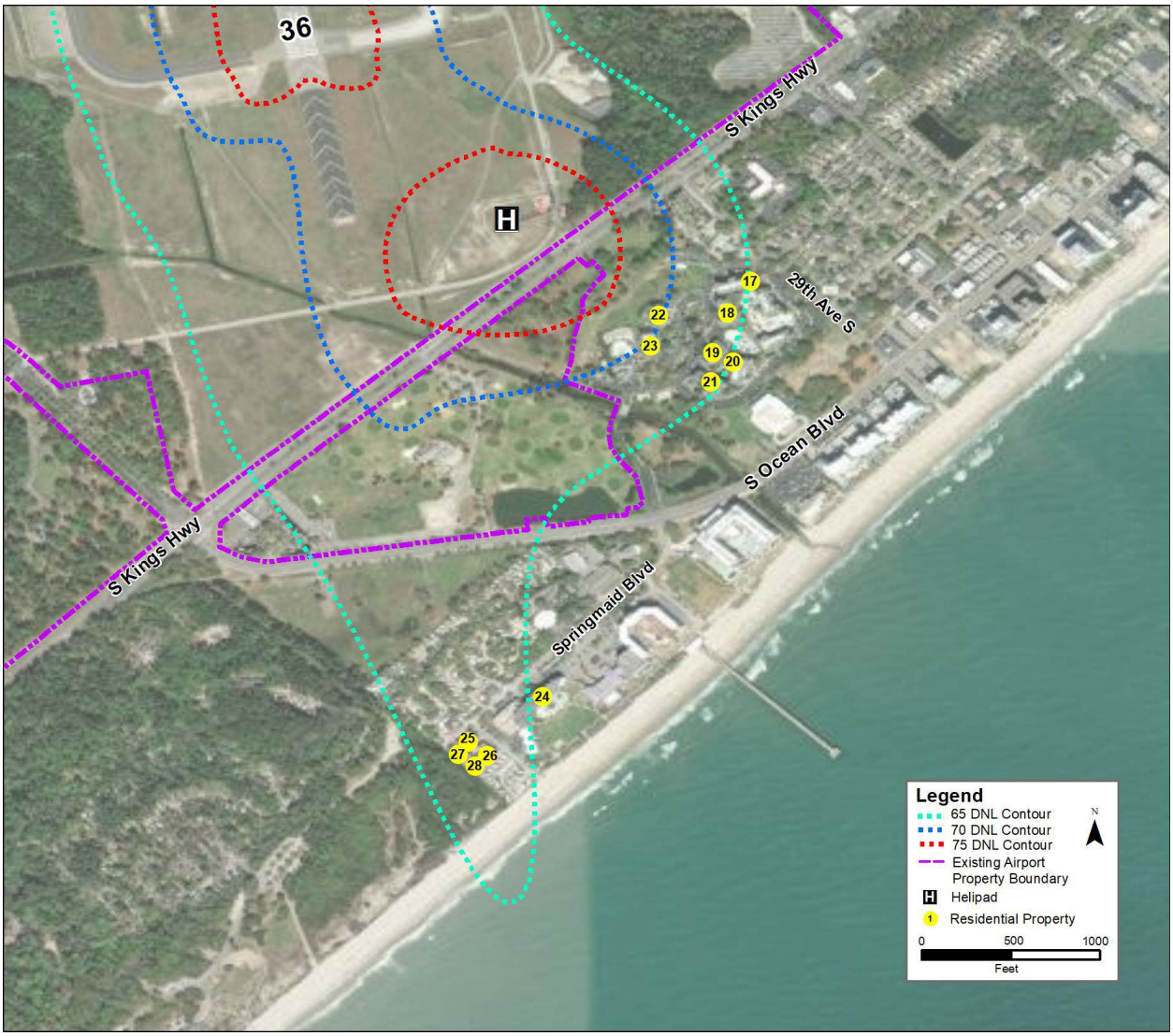
Grid points in the AEDT were placed at the residential properties within the 65 DNL contour. The properties within the 65 DNL contour west and south of the Airport are shown on **Figures 4** and **5,** respectively. The DNL values with the temporary construction period at each property are included in **Table 9**.

Figure 4: 2028 Residential Properties Experiencing a 4-Month Temporary Increase in Noise



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, RS&H, 2024

Figure 5: 2028 Residential Properties Experiencing a 4-Month Temporary Decrease in Noise



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, RS&H, 2024

Table 9: DNL Values at Residential Properties With Annualized Temporary Construction Period

ID*	DNL
1	65.12
2	65.41
3	65.25
4	65.55
5	64.88
6	65.11
7	65.08
8	65.30
9	65.35
10	65.25
11	65.13
12	65.09
13	65.01
14	64.99
15	64.95
16	64.92
17	64.82
18	65.85
19	65.96
20	64.81
21	65.38
22	70.23
23	69.62
24	64.50
25	66.14
26	65.99
27	65.97
28	65.96

Note: * - IDs shown on Figures 4 and 5.
Source: RS&H, 2024