EVALUATION OF NOISE POLLUTION LEVEL BASED UPON COMMUNITY EXPOSURE AND RESPONSE DATA

By Richard D. Edmiston

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Prepared under Contract NASW-2304 by TRACOR, Inc.
Austin, Texas

for NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Washington, D.C.

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1.0 SUMMARY

In this report, Noise Pollution Level ($L_{NP}$) is evaluated as a measure of human response to aircraft noise. Comparison with the formulations of traditional exposure measures (CNR, NEF, and NNI) and with the Traffic Noise Index (TNI) indicates that for aircraft noise, it is easier to estimate CNR, NEF and NNI accurately, but easier to actually measure $L_{NP}$ and TNI.

$L_{NP}$ values for daytime, nighttime, and 24-hour periods were calculated for the 2912 respondents of a previously conducted survey. Comparison of CNR and $L_{NP}$ as linear predictors of individual response to aircraft noise shows that CNR is slightly superior to any combination of $L_{NP}$(Day) and $L_{NP}$(Night) and to $L_{NP}$(Total) when only acoustical variables are used as predictors. When social psychological variables are added to the linear prediction models the same result holds, but the differences are generally smaller. Using a nonlinear regression model, $L_{NP}$(Day), $L_{NP}$(Night), and social variables predict individual annoyance slightly better than CNR with the same social variables.

$L_{EQ}$ is the energy-mean sound level and $\sigma$ is the standard deviation in level, both being components of $L_{NP}$. The set of variables $\{L_{EQ}(Day), \sigma(Day), L_{EQ}(Night), \sigma(Night)\}$ affords better prediction than CNR, $L_{NP}$(Day), $L_{NP}$(Night), or $L_{NP}$(Total) in every case, but the coefficients derived from the data for these terms are contradictory to the $L_{NP}$ formula and may be questionable because of the high degree of correlation between these variables.

As predictors of mean or median annoyance of a population exposed to known ranges of noise exposure, CNR, $L_{NP}$(Day), $L_{NP}$(Night), and $L_{NP}$(Total) are all excellent.
INTRODUCTION

This report presents the results and procedures from an evaluation of Noise Pollution Level as a predictor of annoyance, based upon aircraft noise exposure and community response data, under Contract NASW-2304. The period of performance is 7 September 1971 to 30 April 1972.

In 1970 TRACOR completed a three-year study of community reaction around seven major U.S. airports (Contract NASW-1549). This study is generally referred to as "the seven-city study." In this research considerable insight was gained into the interrelationships of noise exposure, annoyance, complaint, and individual attitudes and characteristics. Additional information was obtained concerning noise monitoring techniques, the relationships between different measures of community noise exposure, and the effect of house attenuation. Phase I of this program included collection of data from Dallas, Chicago, Denver, and Los Angeles, while Phase II involved the cities of New York, Boston, and Miami. A multivariate equation for predicting individual annoyance was derived in the first phase of work and tested in the second phase.

The seven-city report analyzed several measures of noise exposure, including Composite Noise Rating (CNR) (Bolt, Beranek and Newman, 1964), Noise Exposure Forecast (NEF) (Bishop et al, 1967), and the Noise and Number Index (NNI) (Wilson, 1963). While Phase II of this study was in progress, D. W. Robinson proposed Noise Pollution Level ($L_{NP}$) as a new measure of composite noise exposure (Robinson, 1969). This new measure is proposed as a "universal" noise exposure measure, and Robinson's paper indicates favorable results from the use of $L_{NP}$ with data from several human response studies previously performed. A recent DOT study (Serendipity, 1971) found similar results.
The relative simplicity of $L_{NP}$, when used for measurement of actual exposure, makes it a very attractive index. The Department of Transportation in particular has expressed interest in the validation of the $L_{NP}$ concept. In order to investigate the validity of $L_{NP}$ as a measure of aircraft noise exposure, TRACOR proposed to the National Aeronautics and Space Administration to calculate $L_{NP}$ values for each of the respondents in Phase II of the seven-city program and to evaluate $L_{NP}$ as a predictor of human response. This report documents the resulting study.
3.0 COMPUTATIONAL SIMPLICITY OF NOISE EXPOSURE MEASURES

There exist many different techniques for evaluating composite noise exposure. Each of these measures has advantages and disadvantages. Noise Pollution Level ($L_{NP}$), the subject of this report, has been proposed as a universal measure, whereas historically noise exposure measures have been developed to predict human response to noise from a particular source. In this country, the Composite Noise Rating (CNR) and the Noise Exposure Forecast (NEF) were developed to assess human response to the composite noise exposure experienced near an airport. In the United Kingdom, a similar measure called the Noise and Number Index (NNI) was developed for the same purpose. The Traffic Noise Index (TNI), also developed in the United Kingdom, is used to predict human response to road traffic noise.

In order to compare the computational simplicity of these measures, it is necessary to point out fundamental differences between them and to examine the way in which such measures are generally used. The fundamental differences include the weighting functions used to approximate human subjective response and the portion of the total acoustic signal used for calculation of the exposure measure. The two primary uses of these measures are prediction of exposure and measurement of actual exposure.
3.1 Filter Functions and "On" Time

CNR and NEF are both historically derived from extensive psychophysical investigations into judged human responses of the noisiness of complex sounds. In their strictest forms, they require octave band and one-third octave band (respectively) spectral analyses to be performed on the acoustical stimulus. CNR can be calculated from a single spectrum, but NEF requires a time series of spectra and discrete frequency and duration corrections. Recent results, however, indicate that a suitable analog filter similar to an A- or N-weighting network may provide as accurate predictions of human judgments as the elaborate spectral analysis specified originally. In any case, the acoustic input for these measures is analyzed during flyovers only. Both CNR and NEF treat night operations by addition of a constant to the flyover Perceived Noise Level (PNL), and both combine multiple flyovers on the basis of energy addition. NNI, as originally defined, treats individual daytime flyovers exactly as CNR does, but, in practice, the perceived noise level was calculated using an N-weighting network, rather than from octave band analysis. Day and night operations are kept separate, yielding NNI$_D$ and NNI$_N$, and multiple operations are summed on the basis of $15 \log_{10} n$. TNI is obtained from the statistical distribution of A-weighted sound levels, the important parameters being the levels exceeded 90 percent of the time ($L_{90}$) and 10 percent ($L_{10}$). The level distribution analyzed is for a complete 24-hour sample period, regardless of whether a particular type of noise source was present or not. $L_{NP}$ may be measured using any accepted filter function, as long as it is specified. The calculation of $L_{NP}$ is similar to that of TNI in that it also uses the complete statistical distribution of levels, but the relevant statistics in this case are the energy mean level ($L_{EQ}$) and the standard deviation of these levels ($\sigma$ or ST DEV). Day and night periods are to be treated separately.
3.2 Prediction of Exposure

As a result of their historical development, the exposure measures CNR and NEF have been used primarily for prediction of exposure resulting from aircraft flyovers in areas near airports. NNI, which was originally developed from empirical physical data, is easily calculable from the same data required for the calculation of CNR. The basic requirement for the calculation of any of these three measures is a knowledge of the distribution of PNL values for daytime and nighttime operations at a given location, where it is assumed that each data point represents a complete flyover, and that the total number of flyovers is implicit in the distribution of levels. Both TNI and $L_{NP}$ require considerably more knowledge of the acoustical environment than the previous measures. In the case of TNI, it is necessary to be able to estimate $L_{10}$ and $L_{90}$ for a complete "average" day. Considerable progress has been made in estimating these parameters when the major noise source is highway noise (Serendipity, 1971), but the corresponding treatment for aircraft noise has not yet been developed. The same problems exist in the prediction of $L_{NP}$ in the case of aircraft noise. Appendix A describes the method used for calculating $L_{NP}$ values for this report. The assumptions and procedures described there could be modified to calculate TNI. These calculations require (1) all the information necessary to calculate CNR; (2) information on the time duration of flyovers for each type of aircraft and for each flight path; and (3) estimates of the median background noise level in the absence of aircraft overflight. For the present study, these data were supplied by the acoustical survey conducted in conjunction with the social survey.

In summary, all of the necessary tools exist and are well documented for the calculation of CNR, NEF, or NNI in the
vicinity of an airport. In order to predict TNI or \( L_{NP} \) near an airport, data are required in addition to those required for the first three measures.
3.3 Measurement of Exposure

The requirements for measurement of composite noise exposure are very different from the requirements for prediction of exposure. In the measurement case, the measures TNI and $L_{NP}$ are much simpler than CNR, NEF, or NNI. The first two measures can be calculated from data gathered by simple monitoring equipment and analyzed by statistical distribution analyzers, or in equivalent fashion. The monitoring equipment is relatively inexpensive and very simple to automate. To correspond to the original definition of the latter three aircraft noise measures, however, it is necessary for the monitoring equipment to discriminate aircraft noise from that of other sources as well as to perform the calculations necessary for the particular measure being used. Use of frequency weighting networks for these measures can circumvent the spectrum analysis problem, but separation of aircraft noise from that of other noise sources such as motor vehicles or children playing is presently not possible with an unattended monitor. NEF or CNR may be generalized to allow a device which integrates all noise samples during the daytime and the nighttime periods. It is clear, however, that such a procedure would yield values numerically greater than those produced by the standard algorithms in areas with low aircraft overflight exposure levels.

The discussion of measurement techniques above is based entirely upon consideration of aircraft noise exposure. Discussion of the use of the various measures as indices of general noise exposure is beyond the scope of this report. It is clear on casual examination of the history of the various measures, however, that the aircraft noise exposure measures CNR, NEF, and NNI were developed as descriptors of discrete event noise exposure. Use of these measures as descriptors of noise which is by nature non-discrete (i.e., where no single source dominates the level for an easily
definable period of time) is not consistent with their original purpose and has not been validated.
3.4 Selection of an Exposure Measure

From purely practical considerations, the discussion of the preceding sections indicates that

(1) For prediction of exposure from aircraft where actual measurements are impractical, one of the existing aircraft noise measures CNR, NEF, or NNI should be used.

(2) For large-scale measurement programs where monitors must be unattended $L_{NP}$ or TNI should be used.

As more is learned about TNI and $L_{NP}$ it may become practical to use these measures for both prediction and measurement. From the discussion in Appendix A it can be seen that $L_{NP}$ is very sensitive to assumptions made regarding the distribution of background levels. The accuracy of current estimating procedures for $L_{10}$, $L_{50}$, and $L_{90}$ must be evaluated in more detail, and sensitivity analyses should be performed to determine the effects on $L_{NP}$ of the uncertainties in estimation procedures.

In connection with the next section of this report, it should be mentioned that for prediction of reaction to aircraft noise the measure $L_{EQ}$ performed about as well as CNR or $L_{NP}$. Since $L_{EQ}$ is easier to measure or to predict than any of the five measures discussed above, further investigation into its use seems warranted.
4.0 ANALYSIS

The fundamental objective of this study is to assess the ability of $L_{NP}$ to predict an individual's annoyance due to the noise of aircraft operations. This section describes the data base available for use in this study, the dependent and independent variables developed from that data base, the use of these variables to predict individual annoyance, and finally, the ability of the acoustical variables to predict average annoyance.
4.1 Data Base

Data gathered from extensive random sample interviewing in Boston, Miami, and New York in the summer of 1969 were used as the basis for the $L_{NP}$ evaluation. There was a total of 2912 respondents, with 1166 in Boston, 676 in Miami, and 1070 in New York. The data were in the form of seven-card decks of sociometric and acoustical measurements. More detailed information about content is contained in a previous report (TRACOR, 1970).

The acoustical data used to compute $L_{NP}$ were measurements of ambient level, number of flyovers, duration of flyovers, and distributions of maximum Perceived Noise Levels. Boston had 16 census tracts out of 66 with on-site direct measurements; Miami, 15 out of 40; and New York, 22 out of 71. The remaining census tracts were assigned extrapolated values. A total of 5765 flyovers were measured for the entire sample, with 1911 in Miami, 1697 in Boston, and 2157 in New York.
4.2 Dependent and Independent Variables

The following social variables, derived from answers to the questionnaire duplicated in Appendix B, were found in the earlier TRACOR study to be the best measures or predictors of annoyance (TRACOR, 1970). Appendix C explains the detailed construction of these variables.

Annoyance $G$, the dependent variable, is a measure of disturbance of everyday activities, and the annoyance caused by that disturbance.

Noise Susceptibility is a measure of the number of common noise sources the respondent hears, and the degree to which each annoys him.

Fear is a measure of the respondent's fear of aircraft crashing in his neighborhood.

Adaptability is a measure of the respondent's willingness to tolerate more noise exposure from aircraft than he is now receiving.

Misfeasance measures the respondent's belief that those officials and authorities who are in a position to do something about the noise problem are not doing their job.

Importance is a measure of the respondent's attitude toward the airport and toward aviation in general. A high score indicates that the respondent does not feel aviation services are important to his community or the nation.
Distance is a measure of the straight-line distance from the respondent's home to the end of the nearest runway.

The following acoustical variables are used independently or in combination as predictors of annoyance.

CNR is the Composite Noise Rating described in "Land Use Planning" (Bolt, Beranek and Newman, Inc., 1964), but constructed as a continuous variable rather than in 5-unit steps.

$L_{NP}$ is the Noise Pollution Level as defined by Robinson (1969). $L_{NP}$ is expressed as

$$L_{NP} = L_{EQ} + 2.56\sigma$$

$L_{EQ}$ is the energy mean level of a distribution of levels for a given time period.

$\sigma$ is the standard deviation (ST DEV) of this same distribution of levels, defined in the normal statistical sense.

Robinson defines $L_{NP}$ for particular periods of the day. Therefore in this report each of the last three measures is suffixed with one of the terms: Day, Night, or Total. The suffix "Day" means that the distribution of levels observed between 7:00 a.m. and 10:00 p.m. local time was used to compute the measure. The suffix "Night" refers to the distribution for the time period from 10:00 p.m. and 7:00 a.m. The suffix "Total" refers to the entire 24-hour day. Appendix A describes the computation of $L_{NP}$, $L_{EQ}$, and $\sigma$ from the available data base.
4.3 Prediction of Individual Annoyance

One metric widely accepted for use in evaluating noise exposure measures is the ability of a given measure to predict individual annoyance (where it is implicitly assumed that annoyance implies an unfavorable attitude toward noise). Two mathematical prediction models which have been utilized are linear regression analysis and multiple classification analysis.

Because Robinson does not give a procedure for combining day and night noise exposure into a single measure, it was necessary to treat $L_{NP}(\text{Day})$, $L_{NP}(\text{Night})$, and $L_{NP}(\text{Total})$ as independent variables. In addition, each of the components of $L_{NP}$ ($L_{EQ}$ and $\sigma$ for Day, Night, and Total periods) was treated in the analysis procedure. CNR was analyzed for comparison with the $L_{NP}$ measures and to provide means for comparison of $L_{NP}$ and other acoustical measures which have been related to CNR in previous analyses (TRACOR, 1970). Table 1 shows the correlation coefficients between individual annoyance and various noise exposure parameters. It can be seen that the correlation between any noise exposure measure and annoyance is in the range of 0.36 to 0.43, while the noise exposure parameters correlate among themselves in the range of 0.87 to 1.0 (excluding ST DEV measures in both instances).

It is well known that the inclusion of social and attitudinal variables improves the ability of a regression model to predict individual annoyance. For this reason, the regression models were run both with and without social variables. Table 2 gives the correlations between annoyance, social variables, and basic noise exposure measures.
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<th>ANNOYANCE</th>
<th>CNR</th>
<th>(L_{\text{EQ}}) (Day)</th>
<th>(L_{\text{EQ}}) (Night)</th>
<th>(L_{\text{EQ}}) (Total)</th>
<th>(L_{\text{NP}}) (Day)</th>
<th>(L_{\text{NP}}) (Night)</th>
<th>(L_{\text{NP}}) (Total)</th>
<th>ST DEV (Day)</th>
<th>ST DEV (Night)</th>
<th>ST DEV (Total)</th>
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<td>0.434</td>
<td>0.393</td>
<td>0.431</td>
<td>0.400</td>
<td>0.359</td>
<td>0.399</td>
<td>0.360</td>
<td>0.215</td>
<td>0.275</td>
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<td>CNR</td>
<td>-</td>
<td>1.000</td>
<td>0.930</td>
<td>0.968</td>
<td>0.938</td>
<td>0.868</td>
<td>0.919</td>
<td>0.873</td>
<td>0.553</td>
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<td>(L_{\text{EQ}}) (DAY)</td>
<td>-</td>
<td>-</td>
<td>1.000</td>
<td>0.972</td>
<td>0.999</td>
<td>0.935</td>
<td>0.925</td>
<td>0.933</td>
<td>0.600</td>
<td>0.682</td>
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<td>-</td>
<td>1.000</td>
<td>0.980</td>
<td>0.912</td>
<td>0.964</td>
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<td>-</td>
<td>-</td>
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<td>0.934</td>
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<td>0.598</td>
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<td>-</td>
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<td>0.946</td>
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<td>-</td>
<td>-</td>
<td>1.000</td>
<td>0.960</td>
<td>0.738</td>
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<td>-</td>
<td>-</td>
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<td>0.844</td>
<td>0.863</td>
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<td>ST DEV (DAY)</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1.000</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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TABLE 1
CORRELATIONS BETWEEN INDIVIDUAL ANNOYANCE AND VARIOUS NOISE EXPOSURE PARAMETERS
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<th>SUSCEPTIBILITY</th>
<th>MISFEASANCE</th>
<th>IMPORTANCE</th>
<th>DISTANCE</th>
<th>CNR</th>
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<th>L_{NP}(Total)</th>
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</table>
4.3.1 **Linear Regression with Acoustical Variables** - Linear regression analysis fits the best N-dimensional straight line through the data such that the following equations best predict Annoyance G in a least squares sense:

\[
A = \sum_{i=1}^{N} b_i X_i + K
\]

\[
a = \sum_{i=1}^{N} \beta_i x_i
\]

where:
- \( A \) = predicted value of Annoyance G
- \( X_i \) = raw score value of variable i
- \( b_i \) = raw score weight for variable i
- \( K \) = regression constant
- \( a \) = predicted standard score for Annoyance G
- \( x_i \) = standard (z) score for \( X_i \)
- \( \beta_i \) = standard score weight (beta weight) for variable i
- \( N \) = number of predictor variables

To examine the ability of \( L_{NP} \) to predict annoyance without social variables, a linear regression analysis was performed. This procedure determines the best values of the \( b_i, K, \) and \( \beta_i \) of the previous equations in the sense described. Table 3 shows the beta weights of each of the sixteen sets of variables used for linear regression analysis. The first ten columns are for single-variable predictors, and the last six columns are for various reasonable combinations of acoustical variables. The beta values are equivalent to the correlation coefficients between the acoustical variables and annoyance. The next-to-last entry in each column is the square of the multiple regression correlation coefficient, and is a measure of the amount
## Table 3
LINEAR REGRESSION OF ANNOYANCE G ON ACOUSTICAL VARIABLES

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<th>PREDICTORS (x₁)</th>
<th>S</th>
<th>T</th>
<th>A</th>
<th>N</th>
<th>D</th>
<th>A</th>
<th>R</th>
<th>D</th>
<th>S</th>
<th>C</th>
<th>O</th>
<th>R</th>
<th>E</th>
<th>W</th>
<th>E</th>
<th>I</th>
<th>G</th>
<th>H</th>
<th>T</th>
<th>S</th>
<th>(s₁)</th>
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<tr>
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<td>0.130</td>
<td>0.155</td>
<td>0.185</td>
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<td>7</td>
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</table>
of variability in the data which is explained by the associated regression equation. This explained variance ranges from a low of 3.7% for Column 10 to a high of 20.9% for Column 12. The last entry in each column is the rank of $R^2$ for that column among the sixteen columns.

The standard score weights in Table 3 indicate the contribution of each acoustical variable toward the prediction of Annoyance G. Table 4 presents the raw score weights and regression constants necessary for the calculation of Annoyance G directly from raw score data. The last two entries in each column are repeated from Table 3.
### TABLE 4
LINEAR REGRESSION OF ANNOYANCE G ON ACOUSTICAL VARIABLES

<table>
<thead>
<tr>
<th>PREDICTORS ($X_i$)</th>
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<th>W</th>
<th>S</th>
<th>C</th>
<th>O</th>
<th>R</th>
<th>E</th>
<th>W</th>
<th>I</th>
<th>G</th>
<th>T</th>
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<td>4.6</td>
<td>-11.8</td>
<td>-4.6</td>
<td>-7.98</td>
<td>-38.98</td>
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<td>0.130</td>
<td>0.155</td>
<td>0.185</td>
<td>0.160</td>
<td>0.046</td>
<td>0.076</td>
<td>0.037</td>
<td>0.163</td>
<td>0.209</td>
<td>0.197</td>
<td>0.155</td>
</tr>
<tr>
<td>$R^2$ Rank</td>
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<td>8.5</td>
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<td>15</td>
<td>16</td>
<td>6</td>
<td>1</td>
<td>2</td>
<td>10.5</td>
<td>3</td>
</tr>
</tbody>
</table>

Note: The table presents the regression coefficients for various acoustical variables predicting annoyance level G. The table includes the raw scores and the regression constant, multiple $R^2$, and $R^2$ rank for each predictor. The predictors are listed in the first column, and the regression coefficients are shown in the corresponding rows. The table also includes standard deviations and regression statistics.
4.3.2 Linear Regression with Social and Acoustical Variables - Linear regression analyses were performed using acoustical variables in conjunction with the social variables described in Section 3.2. In addition, one analysis was performed with social variables only. The results of these analyses are presented in Tables 5 and 6, giving standard and raw score weights respectively. Examination of the multiple $R^2$ values for each column shows that the social variables by themselves explain almost 50% of the variability of annoyance, while addition of any set of acoustical variables adds no more than 4% to this figure.
<table>
<thead>
<tr>
<th>PREDICTORS \ (x_i)</th>
<th>ST \</th>
<th>AN \</th>
<th>DAR \</th>
<th>D</th>
<th>S</th>
<th>C</th>
<th>O</th>
<th>R</th>
<th>E</th>
<th>WE</th>
<th>IG</th>
<th>HTS</th>
<th>( \beta_i )</th>
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<td>0.183</td>
<td>0.183</td>
<td>0.185</td>
<td>0.185</td>
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<td>0.180</td>
<td>0.177</td>
<td>0.186</td>
<td>0.185</td>
<td>0.180</td>
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<td>0.372</td>
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<td>0.389</td>
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<td>0.365</td>
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</tr>
<tr>
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TABLE 6
LINEAR REGRESSION OF ANNOYANCE G ON SOCIAL AND ACOUSTICAL VARIABLES

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<th>RAW SCORES (bi)</th>
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<tr>
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<tr>
<td>Fear</td>
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<tr>
<td>Misfeasance</td>
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<td>Importance</td>
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<tr>
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<tr>
<td>CNR</td>
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<tr>
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<td>L10 (Night)</td>
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<tr>
<td>L10 (Total)</td>
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<td>ST DEV (Day)</td>
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<td>R² Rank</td>
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</table>
4.3.3 **Multiple Classification Analysis** - As another model for prediction of annoyance, multiple classification analysis (MCA) was used. This technique affords better prediction in cases where extreme nonlinear dependencies exist. Each predictor variable is categorized, and annoyance is predicted by the sum of the category weights for the categories selected:

\[
A = \sum_{i=1}^{N} \sum_{j=0}^{M_i} a_{ij} \delta(j, X_i) + \bar{A}
\]

where

- \(A\) = Annoyance G
- \(N\) = number of predictor variables
- \(M_i\) = number of categories for predictor variable \(i\)
- \(a_{ij}\) = weight for category \(j\) of variable \(i\)
- \(X_i\) = raw score of variable \(i\)
- \(\delta(j, X_i) = 1\), if \(X_i\) is in category \(j\)
- \(\delta(j, X_i) = 0\), otherwise
- \(\bar{A}\) = Mean Annoyance G for total sample

Although MCA is essentially a nonlinear technique, the algorithm computes a pseudo-standard score weight \(\beta_i\) using the following algorithm (Andrews, et al, 1967):

\[
\beta_i = \frac{1}{\sigma} \left[ \sum_{j=0}^{M_i} n_{ij} a_{ij}^2 / n \right]^{1/2}
\]

where

- \(n\) = total number of respondents
- \(n_{ij}\) = number of respondents in category \(j\) of variable \(i\)
- \(\sigma\) = standard deviation of Annoyance G
For this study, MCA was used only as an analytical tool. The beta values presented in Table 7 are directly comparable to the absolute values of the betas presented in Table 5. In general, the results of this analysis are consistent with the results of the linear regression analysis. Some indication was obtained that the partial function of annoyance with respect to standard deviation reaches a peak in the mid-range of observed values of standard deviation, and then decreases as standard deviation increases. This behavior would explain the low beta weights of standard deviation variables when used in linear regression models.
### Table 7
MULTIPLE CLASSIFICATION REGRESSION OF ANNOYANCE G ON SOCIAL AND ACOUSTICAL VARIABLES

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<th>5</th>
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<th>12</th>
<th>13</th>
<th>14</th>
<th>15</th>
<th>16</th>
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<tbody>
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<td>8</td>
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4.3.4 **Summary of Prediction Models** - Table 8 summarizes the Multiple $R^2$ rankings of Tables 3-7. The entries in this table have been ordered by mean rank, but caution should be used in assigning significance to this ordering. The prediction accuracy of any acoustical variable or combination of variables differs very little from any other acoustical variable. With this reservation, it can be seen that the two variables $L_{NP}$(Day) and $L_{NP}$(Night) correlate with annoyance about as well as CNR in each of the three prediction models. The variable $L_{NP}$(Total) was a poorer predictor, while the four variable set \{LEQ(Day), ST DEV (Day), LEQ(Night), ST DEV (Night)\}, followed closely by \{LEQ(Day), LEQ(Night)\} and by LEQ(Night) are generally the best acoustical predictors.
### TABLE 8
MULTIPLE R² RANKING OF ACOUSTICAL MEASURES

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<th>ACOUSTICAL PREDICTOR VARIABLES INCLUDED</th>
<th>LINEAR REGRESSION MODEL</th>
<th>CLASSIFICATION REGRESSION MODEL (ACOUSTICAL AND SOCIAL VARIABLES)</th>
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<tr>
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<td>ST DEV (Day), ST DEV (Night)</td>
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<td></td>
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<td>3</td>
</tr>
<tr>
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</tr>
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<td>6</td>
</tr>
<tr>
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<td>4.5</td>
</tr>
<tr>
<td>6 7</td>
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<td>4.5</td>
</tr>
<tr>
<td>3 4</td>
<td>L_NP(Night)</td>
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<tr>
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<tr>
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<td>10.5</td>
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<tr>
<td>7 8</td>
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<td>8.5</td>
<td>8.5</td>
</tr>
<tr>
<td>4 5</td>
<td>L_NP(Total)</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>5 6</td>
<td>L_EQ(Day)</td>
<td>10.5</td>
<td>10.5</td>
</tr>
<tr>
<td>2 3</td>
<td>L_NP(Day)</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>8 9</td>
<td>ST DEV (Day)</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>9 10</td>
<td>ST DEV (Night)</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>10 11</td>
<td>ST DEV (Total)</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>- 1</td>
<td>None</td>
<td>-</td>
<td>17</td>
</tr>
</tbody>
</table>

TRACOR
4.3.5 Optimum Coefficients - Robinson's original definition of $L_{NP}$ is

$$L_{NP} = L_{EQ} + k\sigma$$

where $k$ is to be determined. He then proposes the value $k = 2.56$ as reasonable in view of his analyses. He also proposes to consider day and night exposures separately.

Examination of the raw score weights in Tables 4 and 6 reveals that, for the data used, linear regression generally yields:

1. the ratio of the weight of $\sigma$ to the weight of $L_{EQ}$ is negative, with values near -1.0, when these variables appear together.

2. the ratio of the weights of $L_{EQ}(Night)$ and $L_{EQ}(Day)$ is also negative, with values near -1.4, when these variables appear together.

Thus it appears that for these data the following equation provides a more accurate annoyance predictor than the existing $L_{NP}$ formulation:

$$L_X = -1.0 \left[ L_{EQ}(Day) - \sigma(Day) \right] + 1.4 \left[ L_{EQ}(Night) - \sigma(Night) \right]$$

When tested in the regression models, this measure did in fact perform better than any of the other acoustical predictor variables or sets of variables. This rather peculiar result seems to have originated from the following properties of the data base:
(1) $L_{EQ}(\text{Day})$ and $L_{EQ}(\text{Night})$ are very highly correlated.

(2) There is a limited range of exposure represented in the data.

(3) $L_{EQ}$ and $\sigma$ are functionally related (but not linearly) under the assumptions described in Appendix A.

It is necessary to conclude that the data base used does not contain sufficient data to validate the $\sigma$-coefficient of 2.56 or to establish a proper day-night weighting. In all probability these constants must be determined in studies covering a wider range of exposures and sources, and in which $L_{EQ}$ and $\sigma$ are available directly from the acoustical data.
4.3.6 **Comparison with Other Noise Measures** - Multiple classification analyses were performed on data from four survey cities for CNR, NEF, NNI', and several other acoustical exposure measures used as predictors of annoyance (TRACOR, 1970). These measures were calculated for each respondent in each of the first four cities. Noise Exposure Forecast values were calculated from one-second sampling of one-third octave band spectra, with discrete frequency and duration corrections (Bishop, 1967). The Noise and Number Index (Wilson, 1963) was calculated from the energy average of the maximum flyover PNL values (APNL) by:

\[
\text{NNI} = \text{APNL} + 15 \log N - 80
\]

where \( N \) is the total number of aircraft flyovers. To combine day and night values of NNI, a time correction of 17 NNI units was introduced for night exposure to form:

\[
\text{NNI}' = 10 \log \left( \frac{\text{NNI}_D}{10} + \frac{\text{NNI}_N + 17}{10} \right)
\]

As explained in the TRACOR report, the above analyses were performed with a slightly different annoyance metric, Annoyance V. In these analyses, an extra social predictor ("City") provided increased predictive power.

Table 9 shows the results of multiple classification analyses performed in the earlier study. It can be seen from the beta values that CNR was a slightly "better" acoustical exposure measure for these data than was NEF or NNI'. The additional social variable "City" was a predictor variable for Annoyance V, but is not for Annoyance G. This extra variable and the somewhat different definitions of Annoyance makes direct comparison of Tables 7 and 9 impossible. These two tables can be related, however, through the variable CNR included in the
TABLE 9
MULTIPLE CLASSIFICATION OF ANNOYANCE V ON PREDICTOR VARIABLES (AFTER TRACOR, 1970)

<table>
<thead>
<tr>
<th>PREDICTORS</th>
<th>BETA VALUES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Noise Susceptibility</td>
<td>0.27</td>
</tr>
<tr>
<td>Fear</td>
<td>0.38</td>
</tr>
<tr>
<td>Adaptability</td>
<td>0.18</td>
</tr>
<tr>
<td>Misfeasance</td>
<td>0.07</td>
</tr>
<tr>
<td>Importance</td>
<td>0.05</td>
</tr>
<tr>
<td>Distance</td>
<td>0.25</td>
</tr>
<tr>
<td>City</td>
<td>0.15</td>
</tr>
<tr>
<td>CNR</td>
<td>-</td>
</tr>
<tr>
<td>NNI'</td>
<td>-</td>
</tr>
<tr>
<td>NEF</td>
<td>-</td>
</tr>
<tr>
<td>Multiple R</td>
<td>0.78</td>
</tr>
<tr>
<td>Multiple $R^2$</td>
<td>0.61</td>
</tr>
</tbody>
</table>
present analyses. While neither the beta values nor the Multiple R values are directly comparable, there is no reason to believe that the ordering of predictors would change significantly, in view of the relatively high correlations between the noise exposure variables and the relatively moderate contribution of such variables to the prediction of annoyance in this model. Since the variable set \{L_{NP}(Day), L_{NP}(Night)\} is as good as, or better than, the variable CNR, and CNR was slightly better than NEF or NNI', the $L_{NP}$ set should be superior to either NEF or NNI' for the data base used in this study.
4.4 Prediction of Central Tendency

Either CNR or LNp appears to be an adequate predictor of mean and/or median annoyance in a group of individuals. Figure 1 shows the mean and median annoyance of respondents by CNR classes. (Classes with fewer than 30 respondents, or 1% of the sample, have been deleted.) The least squares regression lines through these points are also shown. Figures 2, 3, and 4 are the corresponding graphs for Annoyance G versus LNp(Day), LNp(Night), and LNp(Total), respectively. Table 10 gives the regression formulae, the correlation coefficients between the sample points and the regression lines, and the standard error of the estimate. To the extent that the samples in the class intervals of the acoustical variables represent the responses of the population living in that exposure class, it is possible to estimate mean or median annoyance in an area quite accurately with any of these four measures.
<table>
<thead>
<tr>
<th>Annoyance G Measure</th>
<th>Sample</th>
<th>Regression Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean</td>
<td>•</td>
<td></td>
</tr>
<tr>
<td>Median</td>
<td>▲</td>
<td></td>
</tr>
</tbody>
</table>

FIGURE 1 - MEAN AND MEDIAN ANNOYANCE G VERSUS CNR
FIGURE 2 - MEAN AND MEDIAN ANNOYANCE G VERSUS $L_{NP}(\text{DAY})$
FIGURE 3 - MEAN AND MEDIAN ANNOYANCE G VERSUS $L_{NP}$(NIGHT)
Figure 4 - Mean and Median Annoyance G versus $L_{NB}(TOTAL)$
<table>
<thead>
<tr>
<th>Acoustical Measure (X)</th>
<th>Number of 5 dB Class Intervals</th>
<th>Prediction of Mean Annoyance ((\bar{A}))</th>
<th>Correlation (r)</th>
<th>Std. Error ((S_y \cdot x))</th>
<th>Prediction of Median Annoyance ((A_{50}))</th>
<th>Correlation (r)</th>
<th>Std. Error ((S_y \cdot x))</th>
</tr>
</thead>
<tbody>
<tr>
<td>CNR</td>
<td>9</td>
<td>(\bar{A} = a + bX) (a = -44.8, b = 0.580)</td>
<td>0.981</td>
<td>1.66</td>
<td>(A_{50} = c + dX) (c = -64.0, d = 0.747)</td>
<td>0.992</td>
<td>1.38</td>
</tr>
<tr>
<td>(L_{NP}) (Day)</td>
<td>9</td>
<td>(\bar{A} = a + bX) (a = -37.2, b = 0.577)</td>
<td>0.983</td>
<td>1.57</td>
<td>(A_{50} = c + dX) (c = -54.5, d = 0.748)</td>
<td>0.985</td>
<td>1.89</td>
</tr>
<tr>
<td>(L_{NP}) (Night)</td>
<td>12</td>
<td>(\bar{A} = a + bX) (a = -18.2, b = 0.407)</td>
<td>0.939</td>
<td>2.82</td>
<td>(A_{50} = c + dX) (c = -26.4, d = 0.485)</td>
<td>0.941</td>
<td>3.31</td>
</tr>
<tr>
<td>(L_{NP}) (Total)</td>
<td>9</td>
<td>(\bar{A} = a + bX) (a = -37.4, b = 0.554)</td>
<td>0.972</td>
<td>1.95</td>
<td>(A_{50} = c + dX) (c = -54.3, d = 0.713)</td>
<td>0.973</td>
<td>2.47</td>
</tr>
</tbody>
</table>
SALIENT RESULTS

The following results are based upon the analysis of response to aircraft noise described in the previous sections. There is no intention to imply that these results might obtain for other noise sources or for other measures of response than Annoyance G.

1. It is easier to compute CNR, NEF, or NNI for communities surrounding an airport than to compute $L_{NP}$ or TNI, using aircraft-related data.

2. It is easier to directly measure $L_{NP}$ than to measure CNR, NEF, or NNI; it is also easier to measure $L_{EQ}$ than $L_{NP}$.

3. Whether used alone or with social variables, the four best single acoustical predictors of annoyance in linear regression models are: CNR, $L_{EQ}(\text{Night})$, $L_{NP}(\text{Night})$, and $L_{EQ}(\text{Total})$ (in descending order).

4. Whether used alone or with social variables in linear models, or with social variables in a nonlinear model, the following combinations of acoustical variables were better predictors of annoyance than CNR (in descending order):
   - $\{L_{EQ}(\text{Day}), \sigma(\text{Day}), L_{EQ}(\text{Night}), \sigma(\text{Night})\}$
   - $\{L_{EQ}(\text{Day}), L_{EQ}(\text{Night})\}$
   - $\{L_{EQ}(\text{Night}), \sigma(\text{Night})\}$
(5) Use of acoustical and social variables in a nonlinear model slightly improved the relative performance of \( L_{NP} \), so that \( \{ L_{NP}(\text{Day}), L_{NP}(\text{Night}) \} \) and \( L_{NP}(\text{Night}) \) are also superior to CNR as annoyance predictors.

(6) Results (3), (4), and (5) above are all of statistical significance because of the large sample size, but for practical purposes all of the measures mentioned are of equivalent predictive ability.

(7) CNR and \( L_{NP}(\text{Any}) \) are equally good predictors of mean and median annoyance of a sample population.
6.0 CONCLUSIONS

(1) There is no practical difference between CNR, $L_{NP}(\text{Night})$, and $L_{EQ}(\text{Night})$ in the prediction of individual or average annoyance from aircraft noise.

(2) For calculation or estimation of aircraft noise exposure CNR is the most practical measure.

(3) For measurement of noise exposure using automated equipment $L_{NP}$ or $L_{EQ}$ are the most practical measures, presuming it is possible to determine $L_{NP}(\text{Night})$ or $L_{EQ}(\text{Night})$. 
APPENDIX A

Calculation of $L_{NP}$

$A = 1$
A1.0 CALCULATION OF $L_{NP}$

In order to calculate $L_{NP}$ for communities which experience a significant number of aircraft overflights the following assumptions are made in this report:

1. The time signature of the aircraft overflight is triangular in shape with a maximum Perceived Noise Level of $P$, has a duration within 10 PNdB of $P$ of $d$ seconds, and terminates at the median ambient level of $A$ PNdB after a total of $T$ seconds.

2. Each aircraft type, operation type, and flight path may produce differing values of $P$ and $d$ at a given location.

3. The ambient level $A$ is the median background level. The distribution of background levels is assumed to be Gaussian with standard deviation $\sigma_A$.

A schematic representation of these assumptions is shown in Figure A.1 for two aircraft overflights.

The proposed formulation for $L_{NP}$ is

$$L_{NP} = L_{EQ} + k\sigma$$

where $L_{EQ} =$ energy mean level

$\sigma =$ standard deviation of levels

$k =$ a constant (provisionally $k = 2.56$)
FIGURE A.1 - SCHEMATIC REPRESENTATION OF TIME HISTORY OF GAUSSIAN-DISTRIBUTED BACKGROUND NOISE AND TWO AIRCRAFT OVERFLIGHTS
In calculation of $L_{NP}$, the provisional value $k = 2.56$ has been used throughout. All levels used for this study are expressed in PNdB, or dB(PN) in Robinson's notation.

The procedure used for calculation of $L_{NP}$ is as follows:

1. Separate the measurement period into the period during which flyovers occur and the period during which the background prevails.

2. Calculate $L_{EQ}$ and total duration for each period.

3. Calculate the components of $\sigma$ for each period.

4. Combine the periods to obtain a composite $L_{EQ}$ and a composite $\sigma$ from which $L_{NP}$ is directly obtained.

For discrete sample data the definitions of $L_{EQ}$ and $\sigma$ are:

$$L_{EQ} = 10 \log_{10} \left[ \frac{1}{N} \sum_{i=1}^{N} \frac{10^{(x_i/10)}}{N} \right]$$

$$\sigma = \left[ \frac{1}{N} \sum_{i=1}^{N} \frac{x_i^2}{N} - \left( \frac{1}{N} \sum_{i=1}^{N} \frac{x_i}{N} \right)^2 \right]^{1/2}$$

where $x_i$ = $i$th level sample in PNdB

\[ N = \text{total number of samples} \]
If the $x_i$ levels above are samples of a known function of time, $x(t)$, these quantities can be solved analytically using the continuous function equivalent equations:

$$L_{\text{EQ}} = 10 \log_{10} \left[ \int_{t=t_0}^{t_1} 10^{x/10} \frac{dt}{(t_1 - t_0)} \right]$$

$$\sigma = \left\{ \int_{t=t_0}^{t_1} x^2 \frac{dt}{(t_1 - t_0)} - \left[ \int_{t=t_0}^{t_1} x \frac{dt}{(t_1 - t_0)} \right]^2 \right\}^{\frac{1}{2}}$$

In practice, for computational convenience three quantities are accumulated for the period of interest:

$$E = \int 10^{x/10} \, dt \quad \text{(total energy)}$$

$$I = \int x \, dt \quad \text{(sum of } x\text{)}$$

$$J = \int x^2 \, dt \quad \text{(sum of } x^2\text{)}$$

Al.1 Aircraft Flyovers

For the triangular signatures of Figure A.1, $x$ is a known function of $t$. The quantities of interest for a single flyover with max PNL of $P$, duration $d$, total time $T$, and ambient $A$ are:

$$E_1 = 2 \int_{t=t_0}^{t_0+T/2} 10^{x(t)/10} \, dt$$
\[ E_1 = 0.434 \ d(10^{A/10})(10^{T/d} - 1) \]

An equivalent and sometimes more convenient form is

\[ E_1 = 0.434 \ d(10^{A/10})(10^{\Delta/10} - 1) \]

where \( \Delta = P - A \), the difference in maximum PNL and ambient levels.

\[ I_1 = 2 \int_{t=t_0}^{t_0+T/2} x(t) \ dt \]

\[ = \frac{\Delta d}{20} \left[ \Delta + 2A \right] \]

\[ J_1 = 2 \int_{t=t_0}^{t_0+T/2} (x(t))^2 \ dt \]

\[ = \frac{\Delta d}{10} \left[ \Delta^2 + A\Delta + A^2 \right] \]

Equivalent forms for \( E_1 \), \( I_1 \), and \( J_1 \) using the maximum PNL \( P \) and ambient level \( A \) are

\[ E_1 = 0.434 \ d(10^{P/10} - 10^{A/10}) \]

\[ I_1 = \frac{d}{20} \ (P^2 - A^2) \]

\[ J_1 = \frac{d}{30} \ (P^3 - A^3) \]
When there are multiple flyovers with the same maximum PNL, duration, and ambient, each of these quantities is multiplied by the number of aircraft movements (which may in practice be non-integer for average numbers of movements.) Differing peak levels, durations, or ambients require a separate calculation of $E_1$, $I_1$, and $J_1$, and these quantities are classes of overflight:

$$E_1 = \sum_{j=1}^{m} E_{1j} n_j$$
$$I_1 = \sum_{j=1}^{m} I_{1j} n_j$$
$$J_1 = \sum_{j=1}^{m} J_{1j} n_j$$
$$T_1 = \sum_{j=1}^{m} T_{1j} n_j$$

where $m = \text{number of distinct classes of operation}$,
$n_j = \text{number of aircraft overflights in class } j$, and
$T_1 = \text{total elapsed time of overflight (in seconds)}$

A1.2 Background Levels

In the absence of aircraft overflight it is assumed that there exists a distribution of background levels with median $A$ and standard deviation $\sigma_A$. This distribution is assumed to be Gaussian. For this case it is not possible to define $x$ as a known function of time, but from the properties of Gaussian distributions it is possible to determine $E_2$, $I_2$, and $J_2$:
\[ E_2 = T_2 \int_{-\infty}^{+\infty} p(x) \frac{10^{x/10}}{} \, dx \]

\[ = T_2 \int_{-\infty}^{+\infty} f(z) \frac{(\sigma_A z + \bar{x})/10}{dz} \]

where \( T_2 \) = total duration of background levels
\( p(x) \) = probability of occurrence of level \( x \)
\( \bar{x} \) = \( A \), the median background level
\( z = (x - \bar{x})/\sigma_A \), the standard score for \( x \)
\( f(z) = e^{-z^2/2}/\sqrt{2\pi} \), the Gaussian distribution function

Solution of this integral in terms of \( T_2 \), \( A \), and \( \sigma_A \) yields

\[ E_2 = T_2 \cdot 10^{(A + \sigma_A^2/8.686)} \]

Similarly,

\[ I_2 = T_2 \int_{-\infty}^{+\infty} z f(z) \, dz \]

\[ = T_2 \cdot A \]

\[ J_2 = T_2 \int_{-\infty}^{+\infty} z^2 f(z) \, dz \]

\[ = T_2 \cdot (A^2 + \sigma_A^2) \]
If $E_1$, $I_1$, $J_1$, $E_2$, $I_2$, and $J_2$ are defined as above, let

$$E_0 = E_1 + E_2$$
$$I_0 = I_1 + I_2$$
$$J_0 = J_1 + J_2$$
$$T_0 = T_1 + T_2$$

The mean values of energy, level, and level squared are then:

$$\bar{E} = \frac{E_0}{T_0}$$
$$\bar{I} = \frac{I_0}{T_0}$$
$$\bar{J} = \frac{J_0}{T_0}$$

Using these definitions $L_{NP}$ is computed as follows:

$$L_{EQ} = 10 \log_{10} \bar{E}$$
$$\sigma = (\bar{J} - \bar{I}^2)^{\frac{1}{2}}$$

$$L_{NP} = L_{EQ} + 2.56\sigma$$
$$= 10 \log_{10} \bar{E} + 2.56(\bar{J} - \bar{I}^2)^{\frac{1}{2}}$$
A2.0  COMPUTATION OF $L_{NP}$ FOR BASE DATA

Examination of the equations in the previous section indicates that for the assumptions made (triangular aircraft signature rising out of the median ambient followed by background levels with a Gaussian distribution) the following four quantities must be determined:

1. Max PNL of each flyover, and number of flyovers
2. Duration of each flyover
3. Median background level
4. Standard deviation of background levels

Of these four quantities only the first is necessary for the calculation of CNR. $L_{NP}$ was calculated for day operations (7:00 a.m. to 10:00 p.m. local time), for night operations (10:00 p.m. to 7:00 a.m.), and for the 24-hour day for each of the 2912 survey respondents. In practice this was accomplished by calculating $L_{NP}$ values for each of the 177 census tracts surveyed. Normally, census tracts were geographically large enough that they were further subdivided into several sample blocks for more accurate estimation of the maximum PNL of each aircraft category.

A2.1  Acoustical Survey Data

For each sample block the peak PNL of arrivals and of departures for several aircraft types was available. These levels were obtained by combining available PNL contours with field measurements. Approximately 30% of the census tracts surveyed were monitored for noise exposure, with
approximately 100 aircraft signatures per sample. As described by Connor (1968), these data were analyzed in one second third octave band spectra together with dBA and dBN levels. These spectra were then used to compute the following measures for each overflight:

Max dB(A) and duration dB(A)

Max dB(N) and duration dB(N)

Max PNdB and duration PNdB (1/3 octave band)

Max PNdB and duration PNdB (PNdB with discrete frequency correction)

Max Phons (Stevens Mark VI)

Max SIL's (three varieties of Speech Interference Level)

Peak PNdB (from nonsimultaneous 1/3 octave band peaks)

In addition to above measures the instantaneous (one second) values of each were recorded.

A2.2 Estimation of the Maximum PNL Values

In the previous TRACOR study based on the data used here, CNR values were computed for every sample block of the social survey. As a result of that computation the Peak PNL values for each type of aircraft and each flight path were available in computer-readable form, as were the average number of daytime and nighttime operations for each flight path. These Peak PNL data were used to estimate
maximum PNL values by subtraction of 1.4 PNdB. (This correction figure is the mean difference between these two measures found in the analysis of 4730 flyovers in the earlier study (Connor, 1968).)

A2.3 Estimation of Flyover Durations

For computation of $L_{NP}$ it was necessary to estimate the duration of each flyover. Durations were available for the acoustical survey areas. For these areas separate durations were measured for arrivals and for departures. Where possible, values for nearby census tracts were interpolated from available measurements. For census tracts which were too far removed from actual samples for interpolation, a regression analysis was performed. From this analysis durations were estimated by the following equations:

$$d_a = 90.7 - 0.758 P \quad r = -0.81$$

$$d_d = 72.4 - 0.535 P \quad r = -0.63$$

where $d_a =$ arrival duration
$d_d =$ departure duration
$P =$ max PNL of the flyover
$r =$ correlation coefficient between duration and max PNdB.

For the regression data these equations predict the arrival durations with a standard error of 3.8 seconds. For departures the standard error is 4.2 seconds. These equations compare favorably with similar equations developed by Serendipity (1970, Vol. VI).
A2.4 Median Background Levels

Estimation of the median daytime background level \( A \) was performed by reference to the original field logs used in the acoustical surveys. \( A \)-weighted ambient sound levels as well as some octave band levels were recorded by the field crews. Their instructions were to estimate the median background level in the absence of aircraft after observing the sound analyzer reading for approximately 20 seconds. These levels were recorded approximately once every 25 overflights. While there was no intent to use these data in the original sample design, it is believed that the mean of these ambient levels is a reasonable estimate of the median daytime background level. The range of levels observed was 37 dBA to 63 dBA, corresponding fairly well to the range of \( L_{50} \) levels observed in other residential areas (Serendipity, Vol. VI, 1970; Serendipity, 1971). Areas which were not included in the acoustical survey were assigned the median background level of the nearest similar survey area.

Very few ambient level data were taken during the nighttime period. For this reason the median nighttime background level was estimated from the corresponding daytime level. Serendipity data (Vol. VI, 1970) indicated that night residential medians differed from day medians by 10 dBA to 18 dBA, depending upon traffic density at various hours. For the purpose of computation of \( L_{NP}(\text{Night}) \) it was assumed that the median background level between 10:00 p.m. and 7:00 a.m. was 12 dBA lower than the daytime median.

For consistency with the flyover levels, a constant of 12.6 was added to the median background dBA levels to approximate median Perceived Noise Levels (Kryter, 1968).
Standard Deviation of Background Levels

The standard deviation of background levels was assumed to be 10% of the median background level in PNdB. For more accurate estimation the following equations from the Medford Study (Serendipity, 1971) could be used:

\[ L_{90} = -1.10 + 0.95 L_{50} \]

\[ L_{10} = 27.63 + 0.64 L_{50}, \text{ or} \]

\[ L_{10} - L_{90} = 28.73 - 0.31 L_{50} \]

The assumption of Gaussian distribution implies that

\[ L_{10} - L_{90} = 2.56 \sigma_A, \text{ or} \]

\[ \sigma_A = 11.21 - 0.1211 L_{50} \]

where \( L_{10} = \) dBA level exceeded 10% of the time
\( L_{90} = \) dBA level exceeded 90% of the time
\( L_{50} = \) dBA level exceeded 50% of the time
\( \sigma_A = \) standard deviation of background level

Section A3.3 shows that \( L_{NP} \) is highly dependent upon \( \sigma_A \) for small numbers of aircraft overflights, but that the approximation used is reasonably accurate.
A3.0 COMPARISON WITH ORIGINAL NOISE POLLUTION LEVEL DOCUMENT

In his original report setting forth the $L_{NP}$ concept (1969), Robinson presented some example computations. His assumptions were not identical to those in Section A1.0 of this report, but were quite similar. In particular, he used a slightly more complex aircraft flyover noise signature and assumed a non-fluctuating background level ($\sigma_A = 0$). Figure A.2 shows Robinson's assumed signature compared with triangular signatures, used in this report, of 24 and 32 seconds duration.

Robinson used three example situations for his calculations. Figure A.3 (reproduced from his paper) illustrates his Cases A, B, and C in terms of the distribution of flyover peak levels. For each case he also considered the effect of background levels ranging from 70 to 85 PNdB ($dB(PN)$ in Robinson's notation).
FIGURE A.2 - COMPARISON OF ASSUMED AIRCRAFT FLYOVER NOISE SIGNATURES
FLYOVER PATTERNS – SCHEMATIC

FIGURE A.3 - ROBINSON'S TEST CASES (FROM ROBINSON, 1969)
A3.1 Effect of Differing Signatures

Figure A.4 compares Robinson's Case A results for a given number of overflights with results computed as in Section A1.0 for 24-second and 32-second durations. In each case the curve is the average for background levels of 70, 75, 80, and 85 PNdB, with the given number of overflights having maximum levels of 100 PNdB. $L_{NP}$ is calculated for an assumed 15-hour period. The curve representing Robinson's results is taken from Figure 5 of his report. The three curves are quite close until the number of overflights becomes large. The small differences seen for large numbers of operations can be explained by the differences in signatures.

Figure A.5 compares Case A and Case C averages (over differing backgrounds) for 24-second triangular signatures and Robinson's signatures. There is again some difference in the curves for large numbers of operations. There are also differences for small numbers of operations which cannot be explained by the shape of the aircraft signature. These latter differences are most likely due to computational error. As the number of overflights approaches zero, it is clear that Case A and Case C must approach the same $L_{NP}$ values, so that the TRACOR curves seem more plausible than the others.
FIGURE A.4 - EFFECT OF AIRCRAFT SIGNATURE ON $L_{NP}$
(Case A; 70-85 PNdB Ambients)

- Triangular Signature, 24-Second Duration
- Triangular Signature, 32-Second Duration
- Robinson's Signature
24-Second Triangular Signature
Robinson's Signature

FIGURE A.5 - EFFECT OF PEAK LEVEL CONFIGURATION ON $L_{NP}$
(Case A and Case C; 70-85 PNdB Ambients)
A3.2 **Effect of Background Levels**

Figure A.6 shows the effect of background levels for 24-second triangular signatures and for Robinson's signature. The TRACOR curves are the average $L_{NP}$'s for Case A, Case B, and Case C, each calculated for the given number of total overflights and the background level indicated. The curves for Robinson's signature are from Figure 7 of his report, where they are labeled "72.5" and 82.5." (It is not clear from the AERO report what the "72.5" and "82.5" curves really represent; the description of their formation seems to have been omitted. The curves possibly represent the mean of the three cases for background levels of 70 and 75 PNdB, and for 80 and 85 PNdB, respectively. The TRACOR curves are for the actual background levels of 72.5 and 82.5 PNdB averaged over the three cases.) The two pairs of curves are quite similar, but with differences for high numbers of overflights observed previously.
FIGURE A.6 - EFFECT OF BACKGROUND LEVEL ON $L_{NP}$
(Averaged for Cases A, B, and C;
70-85 PNdB Ambients)
A3.3 **Effect of Background Fluctuations**

Figure A.7 shows the effect of fluctuation in background levels on Case A (with 24-second triangular signatures). The levels which occur in the absence of aircraft are assumed to be normally distributed with a standard deviation $\sigma_A$. Robinson's AERO report examples assumed $\sigma_A = 0$. The effect of increasing $\sigma_A$ is dramatic. Assuming fluctuations with $\sigma_A$ equal to 10 percent of the median background level, $L_{NP}$ increases by as much as 25 units, while a $\sigma_A$ of 5 percent of the median background level increases $L_{NP}$ by as much as ten units.

A realistic estimate of $\sigma_A$ may be derived from regression equations for $L_{90}$ and $L_{10}$ contained in the Medford study (Serendipity, 1971). An estimate of the standard deviation of levels measures in typical communities is

$$\sigma = 11.21 - 0.1211 L_{50}$$

If it is assumed that aircraft noise affected these results negligibly (a reasonable assumption since the study was primarily a surface vehicle noise survey, and most sites had few or no aircraft overflights), and that

$$P_{NDB} = dBA + 12.6$$

then

$$\sigma_A = 12.74 - 0.1211 A$$

where $A =$ median background level in $P_{NDB}$. 

A-22
Figure A.7 - Effect of background level fluctuations on $L_{NP}$
(Case A; 70-85 PNdB Ambients; 24-Second Triangular Signature)
The $L_{NP}$ curve generated using this approximation is also shown in Figure A.7.

In order to estimate the effect of the assumption $\sigma_A = 0.10$ A which was used for calculation of respondents' $L_{NP}$ values in the primary analysis in this report, the curves of Figure A.7 were recomputed using ambient levels observed in the acoustical survey. Figure A.8 shows the results for Case A, where the data are averaged over median background levels of 50, 55, 60, 65, 70, and 75 PNdB. The curves represent the same assumptions about $\sigma_A$ as those in Figure A.7 ($\sigma_A = 0$, $\sigma_A = 0.05$ A, $\sigma_A = 0.10$ A, and $\sigma_A = 12.74 - 0.1211$ A). The range of number of overflights in this study is 20 to 200. In this range, the difference in $L_{NP}$ between the curves generated by $\sigma_A = 0.10$ A and $\sigma_A = 12.74 - 0.1211$ A is from three to two $L_{NP}$ units. Thus for Case A and for the range of operations and the range of ambient levels observed, the difference between these two assumptions regarding $\sigma_A$ is nearly constant. This indicates that the approximation used is adequate.
FIGURE A.8 - EFFECT OF BACKGROUND LEVEL FLUCTUATIONS ON $L_{NP}$
(Case A; 50-75 PNdB Ambients; 24-Second Triangular Signature)
APPENDIX B

Survey Questionnaire
Form D(Revised)

B-1
PROGRAM IN COMMUNITY STUDIES 1970
FORM D (R)
I am a research interviewer working on a study of community issues here in (NAME OF CITY). My job is to help conduct a survey of the attitudes and opinions of the residents of this city and this neighborhood regarding common issues. Any answers you give me will be confidential, and they will be used to help plan future community improvements.

The two sides of this card have "opinion thermometers" which we will use in several questions to estimate how you feel about certain things. For example, turn to Side I. On the left is a Frequency Scale to estimate How Often. For practice, let's estimate how often you go to the movies. Think of how often you go. If you rarely go to the movies, you
would say "zero". On the other hand, if you went very often, you would say "four" or perhaps "three". If you sometimes go to the movies, you would say "one" or "two". If you go to the movies about as often as your friends or acquaintances you would have a score of "two" - the average in most cases.

Now, how often would you say you go to the movies? (CIRCLE NUMBER) 0 1 2 3 4

The other scales (How Much and How Good) are used in the same way. Remember that "three" or "four" mean Very Much or Very Good, "zero" means Very Poor or Not at All, and "two" means About Average.

Now we will start.

1. How long have you lived in (NEIGHBORHOOD)?
   DK ____   NR ____  (RECORD IN YEARS)

2. How long have you lived in (CITY)?   (RECORD IN YEARS)
   DK ____   NR ____
Now, at the present time, what are some of the things you like or don't like about living in this neighborhood - things that you feel are advantages and make this a good place to live, or disadvantages - things that you feel are unpleasant?

3. What are the advantages, if any?

(RECORD ANSWER VERBATIM IN SPACE BELOW)
Now, most neighborhoods have some things about them people dislike.

4a. What are the disadvantages of living in this neighborhood, if any?

(RECORD ANSWER VERBATIM, RETAINING ORDER OF MENTION)
(NUMBER ORDER OF MENTION IN COLUMN 4A)
(IF VERBATIM ANSWERS DO NOT "FIT" CATEGORIES, RECORD ANSWERS IN SPACES BELOW "AIRCRAFT NOISE")

DISADVANTAGES

1. _____________________________________________________________

2. _____________________________________________________________

3. _____________________________________________________________

4. _____________________________________________________________

DK  ____  NR  ____

Here is a list of things some people dislike the most about where they live.

(INTRODUCE CARD 1, HAND TO RESPONDENT)

4b. Which one thing on this list (ADD ANY MENTIONED IN 4a) do you dislike the most about where you live?

(MARK ONE THING DISLIKED THE MOST IN COLUMN 4B)
4c. Using the Opinion Thermometer, how much do you dislike this one thing?  (CIRCLE NUMBER IN COLUMN 4C)

(GO TO 4D)

(SKIP TO 5A)
4d. In order to find out how important (Most Disliked Thing) is in comparison to other things in the neighborhood, we want you to locate several items on a scale. (HAND R. CARD 2.) The idea is to pick a number on the scale which shows the relative importance of (Most Disliked Thing) to you.

(IF AIRCRAFT NOISE IS MOST DISLIKED THING):
Notice that Aircraft Noise is located at the number "100." What number below it do you feel best fits the next most disliked thing in your neighborhood?
(WRITE IN LOCATION OF NEXT MOST DISLIKED THING) (TAKE BACK CARD 2) (GO TO 5C)

(IF AIRCRAFT NOISE IS NOT MOST DISLIKED THING):
For example, Aircraft Noise is located at the number "100." What number above it do you feel best fits (Most Disliked Thing) in comparison to Aircraft Noise?
(WRITE IN LOCATION OF MOST DISLIKED THING) (TAKE BACK CARD 2) (GO TO 5C)

\[
\begin{array}{c}
200 \ldots \\
150 \ldots \\
100 \ldots \text{ Aircraft Noise} \\
50 \ldots \\
0 \ldots \\
\end{array}
\]
(IF NOTHING DISLIKED, ASK:)

5a. In the past was there ever anything you disliked about living here?

   YES ____; NO ____ (IF NO, DK OR NR GO TO QUESTION 8)
   DK ____; NR ____

5b. (IF YES): What was that? _____________________________________________

   _____________________________________________

5c. How many times in an average week do/did you discuss (MOST DISLIKED THING OR ONE THING DISLIKED IN THE PAST) with friends, neighbors, or relatives?

   (CIRCLE NUMBER) 0 1 2 3 4 More than 4 DK NR

5d. Do/did you yourself ever feel like doing something to improve this situation? For example, do/did you feel like: (READ LIST, MARK "YES" OR "NO")

```
<table>
<thead>
<tr>
<th>5D</th>
<th>5E</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>
| DISCUSSING IT WITH SOMEONE
| TELEPHONING OR WRITING TO AN OFFICIAL
| SIGNING A PETITION
| VISITING AN OFFICIAL
| ATTENDING A MEETING ABOUT IT
| HELPING TO SET UP A COMMITTEE TO DO SOMETHING ABOUT IT
| WRITING A LETTER TO THE EDITOR
| FILING A SUIT
| OTHER |
```
(IF RESPONDENT ANSWERS "NO" TO ALL ITEMS IN 5D, GO TO 5F)

5e. Did you (or your family) actually do any of these things?
     YES ____; NO ____ DK ____ NR ____

(IF YES): Which one(s)? (MARK IN COLUMN 5E)
     What happened? ______________________
     ______________________
     ______________________

(IF NO): Why is that? That is, why did you decide not to do anything?
     ______________________
     ______________________
     ______________________

5f. Has any local organization ever asked you to do any of these things?
     YES ____; NO ____ DK ____ NR ____

5g. What do you think are/were the chances of an organization improving or reducing this situation?
     VERY GOOD ____; GOOD ____; FAIR ____; NOT VERY GOOD ____;
     POOR ____; DK ____; NR ____

6. Do/did you happen to know who or where to call if you wanted to complain?
     YES ____; NO ____ DK ____; NR ____
7. In your own opinion, how much are/were your neighbors bothered by this situation? Use the Opinion Thermometer.

(CIRCLE NUMBER) 0 1 2 3 4 DK___ NR____

(ASK EVERYONE):

8. Here is a list of sounds which sometimes bother people. Most people hear these sounds somewhere, not necessarily in their own homes. Use the Opinion Thermometer to rate how much each sound bothers you when you do hear it.

(READ LIST AND CIRCLE NUMBER FOR EACH SOUND)

<table>
<thead>
<tr>
<th>SOUNDS</th>
<th>RATING</th>
<th>DK</th>
<th>NR</th>
</tr>
</thead>
<tbody>
<tr>
<td>WALKING ON GRITTY FLOORS</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MUSICAL INSTRUMENTS IN PRACTICE</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BANGING DOORS</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIR HAMMERS</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DRIPPING WATER</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WHISTLING</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHALK SCRAPING ON A BLACKBOARD</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEIGHBOR'S RINGING TELEPHONE</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PEOPLE WALKING ON THE FLOOR ABOVE</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHAIRS SCRAPING ON THE FLOOR</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEIGHBORS LAUGHING OR QUARRELING</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TYPEWRITERS</td>
<td>0 1 2 3 4</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
9a. I will now read a number of noises heard in different neighborhoods. Which ones do you hear in this neighborhood?

(READ LIST TO RESPONDENT, CHECKING WHETHER NOISE IS HEARD OR NOT)

(FINISH 9a BEFORE ASKING 9b)

9b. Of those that you hear, how much are you bothered or annoyed? Use the Opinion Thermometer.

(CIRCLE NUMBER IN COLUMN 9b ONLY FOR THOSE NOISES HEARD)

(FINISH 9b BEFORE ASKING 9c)

9c. Some people are more aware of noise than others. How much is each noise that you hear noticeable to you; that is, how much attention do you pay to each one? Please use the Opinion Thermometer.

(CIRCLE NUMBER IN COLUMN 9c)

(PROBE TO SEE IF RESPONDENT WOULD NOW LIKE TO INCLUDE MORE NOISES AS HEARD)
<table>
<thead>
<tr>
<th></th>
<th>9a HEARD</th>
<th></th>
<th>9b ANNOYS</th>
<th></th>
<th>9c NOTICES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DK</td>
<td>NR</td>
<td>DK</td>
<td>NR</td>
<td>DK</td>
<td>NR</td>
</tr>
<tr>
<td>AUTOS</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>NEBH. CHILDREN</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>AIRCRAFT</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>DOGS/PETS</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>PEOPLE</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>CYCLES/HOT RODS</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>TRAINS</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>SIRENS</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>LAWN MOWERS</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>GARBAGE COLLECTION</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>SONIC BOOMS</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>TRUCKS</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>OTHER (SPECIFY)</td>
<td>YES</td>
<td>NO</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>NO NOISES HEARD</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(SKIP TO QUESTION 20a)
10. When you see or hear airplanes overhead, how often do you feel they are flying too low for the safety of residents in the area? Use Opinion Thermometer.

(CIRCLE NUMBER) 0 1 2 3 4  DK____; NR____

11. When you see or hear airplanes overhead how often do you feel there is some danger that they might crash nearby? Use Opinion Thermometer.

(CIRCLE NUMBER) 0 1 2 3 4  DK____; NR____

12. What times of the day do you particularly notice aircraft noise? (CHECK WHETHER WEEKDAYS OR WEEKENDS)

<table>
<thead>
<tr>
<th></th>
<th>Morning</th>
<th>Afternoon</th>
<th>Evening</th>
<th>Night</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6-9</td>
<td>9-12</td>
<td>12-3</td>
<td>3-6</td>
</tr>
<tr>
<td>WEEKDAYS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WEEKENDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DK</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

All the time ____
No particular time ____
13. What days of the week do you particularly notice aircraft noise?

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>YES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DK</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Every day _____
No particular day _____

14. How often do you notice smoke, fumes, oil dropout, or landing lights from overflying airplanes? Use the Opinion Thermometer. (MARK IN COLUMN 14 BELOW)

<table>
<thead>
<tr>
<th></th>
<th>14</th>
<th>15</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMOKE</td>
<td>0 1 2 3 4 DK NR</td>
<td>0 1 2 3 4 DK NR</td>
</tr>
<tr>
<td>FUMES</td>
<td>0 1 2 3 4 DK NR</td>
<td>0 1 2 3 4 DK NR</td>
</tr>
<tr>
<td>OIL DROPOUT</td>
<td>0 1 2 3 4 DK NR</td>
<td>0 1 2 3 4 DK NR</td>
</tr>
<tr>
<td>LANDING LIGHTS</td>
<td>0 1 2 3 4 DK NR</td>
<td>0 1 2 3 4 DK NR</td>
</tr>
</tbody>
</table>

IF "NONE," (ZERO ON ALL ITEMS) FOR QUESTION 14

15. How much does (EACH ITEM IN QUESTION 14 THAT IS NOTICED) annoy you? Use the Opinion Thermometer. (MARK IN COLUMN 15 ABOVE)

16. Were you fully aware of the noise from aircraft operations in this neighborhood before coming here?

YES _____; NO _____; DK _____; NR _____
17. How much would you say aircraft operations have increased in this area in the past five years? Use the Opinion Thermometer.

(CIRCLE NUMBER) 0 1 2 3 4 DK_____; NR_____ 

18. Would you say that you have learned to live with aircraft noise the way it is now?

YES____; NO____; UNDECIDED____; NR____

19a. If this area were to receive more noise from aircraft, how much of this noise do you think you could learn to live with?

TWICE AS MUCH____; THREE TIMES AS MUCH____;
FOUR TIMES AS MUCH____; NO MORE AT ALL____; UNDECIDED____
NR____

19b. Which could you learn to live with, aircraft noise which occurs frequently but not very loud, or aircraft noise which occurs infrequently but loud?

FREQUENTLY BUT NOT VERY LOUD____
INFREQUENTLY BUT LOUD____
UNDECIDED____
NR____
20a. I will now read a number of daily activities. Which of these are disturbed by aircraft noise in your own situation here? (READ LIST BELOW AND CHECK "YES," "NO," "DK," OR "NR")

<table>
<thead>
<tr>
<th>Activity</th>
<th>Disturbed</th>
<th>20b Bothersed</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELAXING/RESTING INSIDE</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>RELAXING OUTSIDE</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>CHILDREN SLEEPING/NAPPING</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>CONVERSATION</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>TELEPHONE CONVERSATION</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>GOING TO SLEEP</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>LISTENING TO RECORDS/TAPES</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>LISTENING TO RADIO/TV</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>WATCHING TV</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>LATE SLEEP</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>READING OR CONCENTRATION</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>EATING</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>OTHER</td>
<td>Yes</td>
<td>0 1 2 3 4</td>
</tr>
<tr>
<td>NONE</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

20b. (OF THOSE THAT ARE DISTURBED): How much are you bothered? Use the Opinion Thermometer. (CIRCLE NUMBER IN COLUMN 20b)

21. How often do airplanes make the house (building) vibrate or make the windows rattle? Use the Opinion Thermometer.

(CIRCLE NUMBER) 0 1 2 3 4 DK___ NR___

22. Who would you say controls the flight operations of aircraft around here?

DK___ NR___
23a. Would you say the value of land in this area has gone up, gone down, or not changed in the past five years?

- NOT CHANGED ______  DK ______
- GONE DOWN ______  NR ______
- GONE UP ______

23b. (IF CHANGED): Has the airport or aircraft operations been responsible for this change in any way?

- YES____; NO____

24a. (IF LAND VALUE HAS GONE DOWN IN QUESTION 23a): If a person felt that aircraft operations were reducing the value of his property, do you think he would be able to recover damages through an appeal to the proper authorities?

- YES____; NO____; DK____; NR____

24b. (IF NO): Why not?_________________________________________________________

_________________________________________________________

_________________________________________________________

25. Do you know of anyone who has moved out of this area because of aircraft noise?

- YES____; NO____; DK____; NR____

(IF YES): How many?_________________________________________________________
26. Do you think that jet engines could safely be made quieter with mufflers or other devices like that?

27. Is it necessary for jet planes to sit on the ends of runways and roar their engines?

28. Do jet planes have to takeoff and land on certain runways because of weather conditions?

29. Do all airplanes have to circle the airport before landing?

30. Do jet planes have to fly at lower altitudes depending on weather conditions?

Now we have a series of True-False questions:

31. Politics in this country are controlled by only a handful of persons or families.

32. Most local government officials are honest.

33. Most people don't care what happens to the next fellow.

34. Nowadays a person has to live pretty much for today and let tomorrow take care of itself.

35. Any devices designed to reduce aircraft noise will prove too costly to be practical.

36. Aircraft designers are doing all they can to produce quieter engines.
<table>
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<tr>
<th></th>
<th>TRUE</th>
<th>FALSE</th>
<th>DK</th>
<th>NR</th>
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<tr>
<td>37.</td>
<td>The airport is operated in such a way as to serve the best interests of the entire city.</td>
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<td>38.</td>
<td>A person should not have to put up with aircraft noise.</td>
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<td>39.</td>
<td>Community leaders are doing all they can possibly do to reduce aircraft noise in this city.</td>
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<td>40.</td>
<td>Airport authorities are doing all they can possibly do to reduce aircraft noise.</td>
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<td>41.</td>
<td>Aircraft noise is rather pleasant and soothing.</td>
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<td>42.</td>
<td>This city can be proud of the services its airport provides to both the community and to its clients.</td>
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<td>43.</td>
<td>The advantages to the community from having a large airport far outweigh any disadvantages.</td>
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<td>44.</td>
<td>Airport authorities probably are not very much concerned with what the average citizen thinks about them.</td>
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<td>45.</td>
<td>Airport authorities try to avoid sending many flights over heavily populated areas.</td>
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<td>46.</td>
<td>Most business firms and leaders in this city are simply pawns of different governmental officials and agencies.</td>
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<td>47.</td>
<td>It is not likely for an airplane to crash in this area.</td>
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<td>48.</td>
<td>The defense of our country is not possible without military aircraft.</td>
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<td>49.</td>
<td>Most individuals and groups that protest about airplane noise do so because they are genuinely interested in eliminating the annoyance to themselves and others.</td>
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</table>
50. People who complain about airplane noise are only trying to gain personal fame and advancement.

51. Most people are sometimes frightened by aircraft noise.

52. Most people are often frightened by aircraft noise.

53. Airplane noise can damage a person's health.

54. Airline companies will do nothing about airplane noise unless they are forced to.

55. Air transportation is the only practical way of long-distance travel.

56. Do you think that a jet plane could safely land at less than full power?
   YES ; NO ; DK ; NR

57. Have you flown as a passenger on a jet plane once, twice or more, or never?
   ONCE ; TWICE OR MORE ; NEVER

58a. Do you think air travel is as safe as cars?
   YES ; NO ; DK ; NR

58b. (IF YES): Is it safer?
   YES ; NO ; DK ; NR

59. Do you think pilots consider the people below them when they take off and land?
   YES ; NO ; DK ; NR
60. Do you think pilots try to hold down the noise made by their planes?

YES_____; NO_____; DK_____; NR_____.

61. Do you think that noise made by planes at the terminal and while on the ground could be reduced?

YES_____; NO_____; DK_____; NR_____.

62. Who is responsible for reducing the noise from airplanes? The pilot, the airport authorities, the manufacturers, or who? (CHECK MORE THAN ONE, IF NECESSARY)

PILOT_____; AIRPORT AUTHORITIES_____; MANUFACTURER____;
OTHERS______________________________;
DK_____.
63a. What kinds of clubs or organizations do you work with or participate in? For example: educational, recreational, political, social, business, church, fraternal, or any other such groups.

<table>
<thead>
<tr>
<th>ORGANIZATION</th>
<th>PURPOSE</th>
<th>MEETS</th>
<th>ATTENDS</th>
<th>OFFICER</th>
<th>COMMITTEE</th>
<th>MEMBER ONLY</th>
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(IF INVOLVED IN ONE OR MORE ORGANIZATIONS):

63b. What are these organizations?
(RECORD IN COLUMN 63b)

63c. What is the purpose of these organizations? For example, discussions of current events, service to the community, brotherhood, socializing, etc.?
(RECORD IN COLUMN 63c)

63d. How many times did the organization(s) meet in the last year?
(RECORD IN COLUMN 63d)

63e. How many times did you attend meetings in the last year?
(RECORD IN COLUMN 63e)

63f. Were you or are you now an officer or committee member in any of these organizations?
(RECORD IN COLUMN 63f)
64. Do you think they could succeed if they tried to do some-
think to improve or reduce aircraft noise?

YES____; NO____; DK____; NR____

65. How many people including yourself, any children, and relatives live here? _______ DK____ NR____

66a. Who is the head of the household in this house?

_________ ________ ________ DK____ NR____

66b. Is he (she) employed now, at the present time?

YES____; NO____; DK____; NR____

66c. What sort of work does (HEAD OF HOUSEHOLD) do, that is, what does he (she) do on the job?

OCCUPATION______________________________

DK____ NR____

(IF RESPONDENT IS NOT THE HEAD OF THE HOUSEHOLD, ASK QUESTION 67, OTHERWISE GO TO QUESTION 68a)

67a. Do you have a job away from home?

YES____; NO____; DK____; NR____

67b. (IF YES): What sort of work do you do?

OCCUPATION______________________________

67c. (IF NO, INDICATE STATUS; i.e., HOUSEWIFE, STUDENT, RETIRED, ETC.)

HOUSEWIFE_____; STUDENT_____; RETIRED_____; DISABLED_____; OTHER, SPECIFY______________________________
68a. Are you or anyone in your family employed at this time at an airport or by an airline company?

[ ] YES ___; NO ___; DK ___; NR ___

68b. (IF YES): What type work does he (she) do? (MECHANIC, CLERK, MANAGER, ETC.)

68c. Have you or anyone in your family ever worked or been employed at an airport or by an airline company?

[ ] YES ___; NO ___; DK ___; NR ___

69. Here is a card with typical family incomes. (HAND RESPONDENT CARD 3) Which category most nearly represents your total family income -- from all sources and before taxes?

(CIRCLE NUMBER) 1 2 3 4 5 6 7 8

REFUSED TO ANSWER ________ DK ________

(TAKE BACK CARD 3)

70a. What is the highest grade of school head of household/you has/have completed?

GRADE SCHOOL (1-8) ________

HIGH SCHOOL (9-12) ________

1-3 YEARS COLLEGE ________

COLLEGE GRADUATE ________

MORE THAN 4 YEARS COLLEGE ________

DK ________

NR ________
70b. In which age category does/do head of household/you belong?

20-29 ___
30-39 ___
40-49 ___
50-59 ___
60-69 ___
70+ ___

71a. Do you own your home or are you renting?

OWN___; RENT___; DK___; NR___

71b. (IF OWN): How much would a home like this rent for in this neighborhood, not including furniture and utilities?

UNDER $75___; $75-$124___; $125-$174___; $175-$224___;
$225-$274___; $275-$324___; $325-$374___; $375-$424___;
$425 OR MORE_____  

71c. (IF RENT): Approximately how much do you pay for rent?

UNDER $75___; $75-$124___; $125-$174___; $175-$224___;
$225-$274___; $275-$324___; $325-$374___; $375-$424___;
$425 OR MORE_____  

72. How many times have you moved within the past ten years?

(CIRCLE NUMBER) 0 1 2 3 4 5 6 7 8 9 or more DK_NR__
73. How often do you visit or drop in on relatives or friends? Use the Opinion Thermometer.

(CIRCLE NUMBER) 0 1 2 3 4 DK____ NR____

74. Do you have a fireplace?

YES____; NO____; DK____; NR____

75. Do you have central air-conditioning, window air-conditioning, evaporative coolers, or fans?

YES____; NO____; DK____; NR____

76. Does the building have insulation in the walls or between the ceiling and the roof?

NO____
WALLS____
ROOF____
BOTH____
DK____
NR____

77. Are your windows made of single or multiple thicknesses of glass?

SINGLE____
MULTIPLE____
BOTH____
OTHER____
DK____
NR____
78. Does the building have storm windows?
   YES____; NO____; DK____; NR____

79. Does the building have an attic or a space between the ceiling and the roof?
   YES____; NO____; DK____; NR____

80. What is the outside of this building made of?
   WOOD OR STUCCO
   MASONRY (BRICK, STONE, CEMENT, ETC.)
   WOOD AND STUCCO/MASONRY
   ASBESTOS/SHINGLE
   OTHER
   DK
   NR

81. About how thick are the exterior walls?
   LESS THAN SIX INCHES
   SIX TO TWELVE INCHES
   MORE THAN TWELVE INCHES
   DK
   NR

82. How many windows and glass doors are there?
   ____________  DK____  NR____

83. How many outside doors (excluding large glass doors) do you have?
   ____________ (RECORD NUMBER)  DK____  NR____

(IF DWELLING UNIT IS OTHER THAN A SINGLE-UNIT HOUSE I.E., AN APARTMENT, DUPLEX, ETC., ASK QUESTION 85):

84. How many walls are exposed to the outside?
   ____________  DK____  NR____

85. (DOES THE RESPONDENT LIVE ON THE TOP FLOOR OF A MULTI-UNIT STRUCTURE?)
   (YES______; NO______)
86. In case I've forgotten anything and we need to call, what number should we call, and what would be the best time of day?
   NUMBER: ___________________ BEST TIME: ___________________

87. May I please have your name?
   ________________________________

88. What is your address here?
   ________________________________

(RECORD NAME AND ADDRESS ON COVER)

89. (INTERVIEWER: SEX OF R)
   Male ___   Female ___

90. (INTERVIEWER: ETHNIC GROUP OF R)
   A ___  N ___  S ___  O ___
APPENDIX C

Construction of Social Variables
1. Variable: Adaptability
2. Range: 0-1
3. Categories: none
4. Questionnaire items:
   24A. (p. 19) If this area were to receive more noise from aircraft, how much of this noise do you think you could learn to live with? TWICE AS MUCH__, THREE TIMES AS MUCH__, FOUR TIMES AS MUCH__, NO MORE AT ALL__, UNDECIDED__, NR__.
5. Construction:
If the respondent indicated NO MORE AT ALL, UNDECIDED, or NR, he was given the score of zero (0). If the respondent indicated TWICE AS MUCH, or more, the score of one (1) was given.
1. Variable: Annoyance G
2. Range: 0-45
3. Categories: 0-9 (low), 10-21 (medium), 22-45 (high)
4. Questionnaire items:
   25A. (p. 20) I will now read a number of daily activities. Which of these are disturbed by aircraft noise in your own situation here? (READ LIST BELOW AND CHECK "YES," "NO," "DK," OR "NR.")
   25B. (p. 20) (OF THOSE THAT ARE DISTURBED): How much are you bothered? Use Opinion Thermometer.
5. Construction:
   Annoyance-G is a summated-ratings index composed of nine everyday activities: relaxing/resting inside, relaxing/resting outside, sleep, conversation, telephone conversation, listening to records/tapes, radio/TV interference, reading or concentration, and eating. From the list of items on page 15, an average of the items "children sleeping/napping," "going to sleep," and "late sleep" was used for the item "sleep." An average of "listening to radio/TV" and "watching TV" was used for the item "radio/TV interference." In order to form the total index, each 0-to-4 scale was converted to 1-to-5, "DK" and "NR" were coded zero (0), and all scores summed.
1. Variable: Distance
2. Range: 0-10
3. Categories: 1.0-1.9, 2.0-2.9, 3.0-3.9, 4.0-4.9, 5.0-5.9, 6.0-6.9, 7.0-7.9, 8.0-8.9, 9.0-9.9, 10.0+
4. Questionnaire item:
   (Calculated from maps)
5. Construction:
   Distance was calculated from the end of the runway to the block address of the respondent. Measurement was to the nearest tenth-mile.
1. Variable: Fear
2. Range: 0-10
3. Categories: 0-3 (low), 4-6 (medium), 7-10 (high)
4. Questionnaire items:
   14. (p. 17) When you see or hear airplanes overhead, how often do you feel they are flying too low for the safety of residents in the area? Use Opinion Thermometer. 0 1 2 3 4 DK_ NR_

   15. (p. 17) When you see or hear airplanes overhead how often do you feel there is some danger that they might crash nearby? Use Opinion Thermometer. 0 1 2 3 4 DK_ NR_

5. Construction:
"Fear" is formed by converting 0-to-4 scale to 1-to-5, coding "DK" and "NR" zero, and summing for both items.
1. Variable: Importance
2. Range: 0-5
3. Categories: none
4. Questionnaire items:
   48. (p. 23) This city can be proud of the services its airport provides to both the community and to its clients.
      TRUE   FALSE
   49. (p. 23) The advantages to the community from having a large airport far outweigh any disadvantages.
      TRUE   FALSE
   50. (p. 23) Airport authorities try to avoid sending many flights over heavily populated areas.
      TRUE   FALSE
   54. (p. 23) The defense of our country is not possible without military aircraft.
      TRUE   FALSE
   61. (p. 24) Air transportation is the only practical way of long-distance travel.
      TRUE   FALSE
5. Construction:
   For each item TRUE is coded zero (0) and FALSE is coded one (1). The sum of the five items constitutes the Importance index. This index measures the affective attractiveness of the airport or the airline industry to the respondent. A high score indicates a lack of importance to the respondent.
1. Variable: Noise Susceptibility
2. Range: 0-65
3. Categories: 0-9 (low), 10-29 (medium), 30-65 (high)
4. Questionnaire items:
   13A. (p. 15) I will now read a number of noises heard in different neighborhoods. Which ones do you hear in this neighborhood? (READ LIST TO RESPONDENT, CHECKING WHETHER NOISE IS HEARD OR NOT.)
   13B. (p. 15) Of those that you hear, how much are you bothered or annoyed? Use Opinion Thermometer.
5. Construction:
The thirteen noise sources are autos, neighborhood children, aircraft, dogs/pets, people, motorcycles/hot rods, trains, sirens, construction, lawn mowers, garbage collection, sonic booms, and trucks. Each 0-to-4 scale was converted to 1-to-5, "DK" and "NR" were coded zero (0), and all items summed.
1. Variable: Misfeasance
2. Range: 0-4
3. Categories: none
4. Questionnaire items:
   42. (p. 22) Aircraft designers are doing all they can to produce quieter engines.
      TRUE__ FALSE__ DK__ NR__
   43. (p. 23) The airport is operated in such a way as to serve the best interests of the entire city.
      TRUE__ FALSE__ DK__ NR__
   45. (p. 23) Community leaders are doing all they can possibly do to reduce aircraft noise in this city.
      TRUE__ FALSE__ DK__ NR__
   46. (p. 23) Airport authorities are doing all they can possibly do to reduce aircraft noise.
      TRUE__ FALSE__ DK__ NR__

5. Construction:
   For each item TRUE is coded zero (0) and FALSE is coded one (1). The sum of the four items constitutes the Misfeasance index. This index measures the respondent's belief that those officials and authorities who are in a position to do something about the noise problem simply are not doing their job. Misfeasance is used rather than malfeasance since there is no intent to break the law or to do something illegal.
REFERENCES


