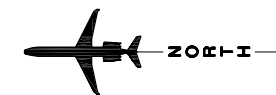


LEGEND

- Airport Property
- Municipal Boundaries
- Extraterritorial Jurisdiction
- +++++ Railroad Tracks
- ||||| Study Area
- 2007 Noise Exposure Contour, Marginal Effect
- 2007 Noise Exposure Contour, Significant Effect

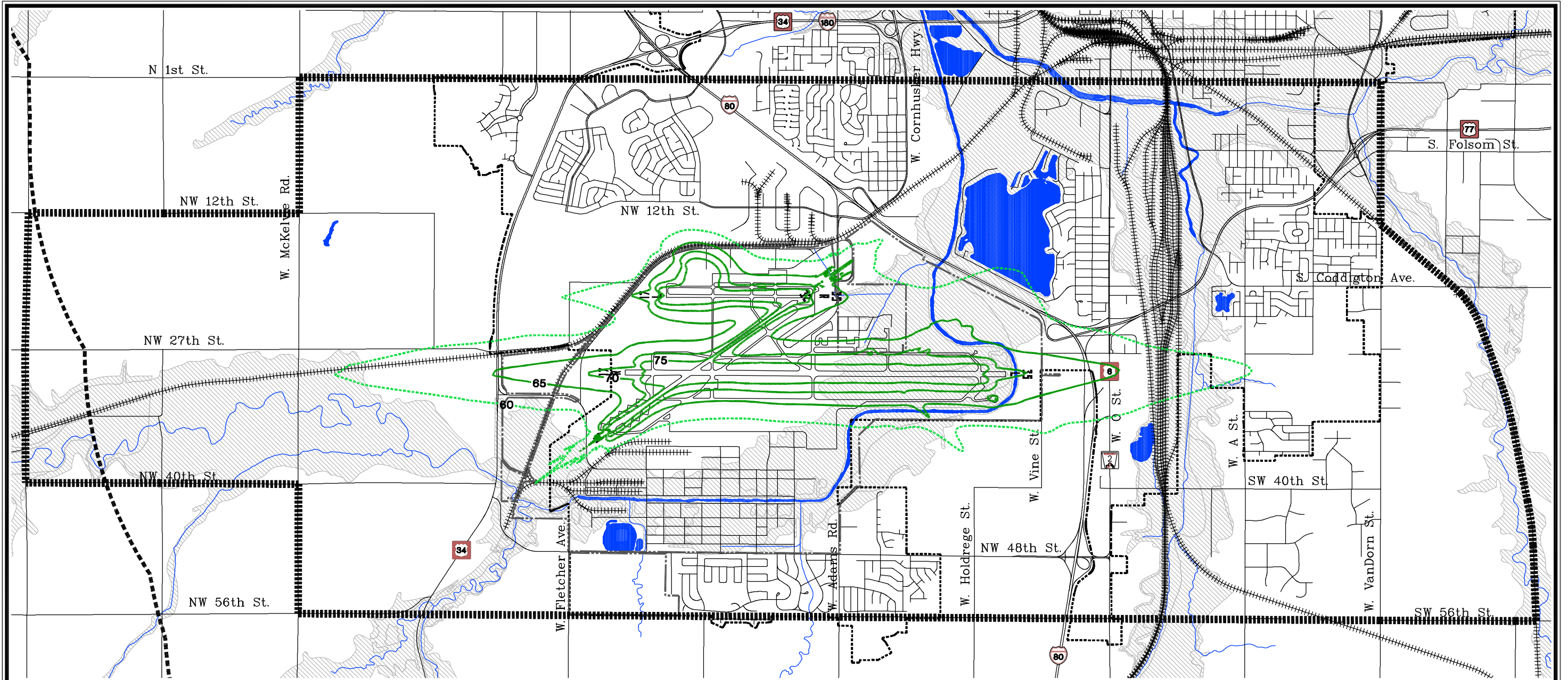
Source: Base Information and Map:
City of Lincoln Geographic
Information System, May 2002.
Coffman Associates Analysis.



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SCALE IN FEET

Lincoln Airport

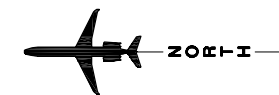
Exhibit 2M
2007 NOISE EXPOSURE CONTOUR



LEGEND

- Airport Property
- Municipal Boundaries
- Extraterritorial Jurisdiction
- +++++ Railroad Tracks
- ||||| Study Area
- - - - - 2022 Noise Exposure Contour, Marginal Effect
- 2022 Noise Exposure Contour, Significant Effect

Source: Base Information and Map:
City of Lincoln Geographic
Information System, May 2002.
Coffman Associates Analysis.



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Exhibit 2N
2022 NOISE EXPOSURE CONTOUR

The surface areas of the 2022 noise exposure are presented for comparison in **Table 2G**.

SUMMARY

The information presented in this chapter defines the noise patterns for current and future aircraft activity, without additional abatement measures, at Lincoln Airport. It does not make an attempt to evaluate or otherwise include that activity over which the airport has no control -- such as other aircraft transiting the area and not stopping at the airport.

The current (2002) contours are based on operational counts from the Lincoln

ATCT from May 2001 through April 2002. The 2007 and 2022 contours are based on forecasts from the March 1999 Lincoln Airport Master Plan. The noise exposure levels around the airport can be expected to decrease slightly as the military and business jet fleets transition to new, more efficient and quieter aircraft.

It is stressed that DNL contour lines drawn on a map do not represent absolute boundaries of acceptability or unacceptability in personal response to noise, nor do they represent the actual noise conditions present on any specific day, but rather the conditions of an average day derived from annual average information.