

# QUARTERLY NOISE REPORT

January 1, 2010 through March 31, 2010



Airport Noise Mitigation Department  
San Diego International Airport

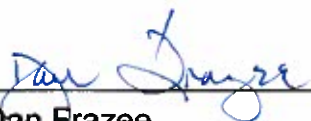
June 11, 2010

**QUARTERLY NOISE REPORT**  
**For the Period**  
**January 1 through March 31, 2010**

**SAN DIEGO INTERNATIONAL AIRPORT (SDIA)**

The California Department of Transportation, Division of Aeronautics, granted a Variance from the requirements of Section 5012, Chapter 2.5, Subchapter 6, Title 21, of the California Administrative Code to the San Diego County Regional Airport Authority for the operation of San Diego International Airport on July 11, 2008.

This Quarterly Report for the First Quarter of 2010 was prepared by the Airport Noise Mitigation Department at San Diego International Airport, in accordance with the Airport Noise Standards, State of California.



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Dan Frazee  
Director, Airport Noise Mitigation



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Thella F. Bowens  
President / CEO



**SAN DIEGO  
INTERNATIONAL  
AIRPORT**

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## AIRCRAFT NOISE MEASUREMENTS

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Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), Airport Noise Mitigation determined that the Noise Impact Area (N.I.A.) and the Federal Military Impact Area (M.I.A.) within the 65 decibel Community Noise Equivalent Level (CNEL) contour for the period between January 1, 2010 to March 31, 2010, to be 0.83 square miles and 0.15 square miles, respectively. As compared to the First Quarter of 2009, the Noise Impact Area decreased by 0.07 square miles and the Federal Military Noise Impact Area remained the same.

1 <sup>st</sup> Quarter 2010	1 <sup>st</sup> Quarter 2009	Change
0.83	0.90	-0.07
0.15	0.15	0.00

The contours were prepared using Harris Miller Miller and Hanson's (HMMH) RealContours software. The N.I.A. & M.I.A. were determined using GIS analysis. Use of GIS technology allowed direct counting of individual parcels within the N.I.A. The modeling methodology fulfills the requirements of the State of California, Title 21, California Noise Standards. A review of measured and modeled noise levels indicate good agreement between the two at several key measurement locations.

A summary of the quarterly and annual CNEL data is shown on the following page. Appendix B: Aircraft Noise Monitoring System contains the locations of the Remote Monitoring Terminals (RMT) system thresholds and the Monthly CNEL Logs. Additionally, a map of the Contour of Aircraft Community Noise Equivalent Level in Decibels for the 65 decibel Noise Impact Area accompanies this report as an attachment.

**QUARTERLY & ANNUAL CNEL DATA**

<b>RMT #</b>	<b>ANNUAL CNEL (dB)<sup>1</sup></b>	<b>QUARTER CNEL (dB)<sup>2</sup></b>
1	71.0	71.2
2	66.4	66.3
3	65.6	65.5
4	64.9	65.2
6	69.1	69.3
7	74.3	74.4
9	66.5	66.9
10	63.2	63.6
11	71.4	71.6
12	61.7	62.1
13	65.4	65.8
14	65.8	66.4
15	59.5	60.3
16	64.1	64.3
17	64.1	64.2
18	60.4	61.8
19	62.2	63.2
20	61.2	61.8
21	58.8	59.5
22	63.0	64.5
23	62.2	63.2
24	64.3	64.7
25	63.1	63.7
26	62.8	62.6

<sup>1</sup> = For the period April 1, 2009 through March 31, 2010  
<sup>2</sup> = For the period January 1, 2010 through March 31, 2010  
 Note: RMTs #5 & #8 are spares.

## AIRCRAFT OPERATIONS

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The following tables are the statistics of aircraft operations based upon the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) counts at Lindbergh Field, and adjusted by the Airport Noise Mitigation Department in an attempt to calculate "true" category counts:

OPERATIONS	FIRST QUARTER 2010	FIRST QUARTER 2009	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	34,990	37,533	(2,543)	-6.8%
Commuter	6,540	5,968	572	9.6%
General Aviation	3,817	3,532	285	8.1%
Military	141	100	41	41.0%
TOTAL	45,488	47,133	(1,645)	-3.5%

For any questions on how the FAA ATCT conducts their air traffic counts, please visit the following website:

[http://www.faa.gov/airports/airtraffic/air\\_traffic/publications/atpubs/FAC/Ch12/chp12toc.htm](http://www.faa.gov/airports/airtraffic/air_traffic/publications/atpubs/FAC/Ch12/chp12toc.htm).

For questions relating to how the airport categorizes the operations into the four categories above, please contact the Airport Noise Mitigation Department at (619)-400-2781.

## QUARTERLY OPERATIONS SURVEY REPORT

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The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the First Quarter of 2010. The data used to compile this report was gathered during 24-hour periods on February 9 - 11, 2010.

Table 1, Quarterly Operations Survey, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the First Quarter 2010 Operations Survey, an average of 428 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 54. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the First Quarter 2010 Operations Survey, an average of 428 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 54. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

The average Single Event Noise Exposure Level (SENEL) of the loudest 25% of the survey is as follows:

### First Quarter Comparison Single Event Noise Exposure Level (SENEL)

	February 5 - 7, 2009	February 9 - 11, 2010	Change (dB)
Departures	99.6	101.4	1.8
Arrivals	96.1	95.2	-0.9

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 428 daily operations, which reflected a decrease of 44 operations from the 472 operations recorded during the First Quarter of 2009.



**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
February 9 through February 11, 2010**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
A300-600	100.7	Memphis, TN	FDX906	1715
B727-200Q	99.0	Phoenix, AZ	CCI712	805
B767-300	98.9	Louisville, KY	UPS922	450
A300-600	98.4	Indianapolis, ID	FDX3713	1720
A300-600	98.1	Indianapolis, ID	FDX1754	500
A300-600	98.1	Ontario, CA	FDX1860	445
B767-300	97.5	New York, NY	AAL127	1945
A300-600	97.3	Memphis, TN	FDX1422	545
B737-300	97.1	Phoenix, AZ	AWE186	1800
B767-300	97.1	Kona, HI	UPS2968	1325
B767-300	97.0	Honolulu, HI	HAL16	2020
B757-200	96.8	Denver, CO	UAL763	1240
MD-80	96.6	Dallas/Fort Worth, TX	AAL1629	1145
MD-80	96.5	Dallas/Fort Worth, TX	AAL1505	1655
B757-200	96.4	Atlanta, GA	DAL1039	950
B757-200	96.4	Chicago, IL	UAL449	1200
B737-300	96.1	Austin, TX	SWA174	1700
B737-400	95.9	Seattle, WA	ASA498	2015
B757-200	95.9	Denver, CO	UAL939	1955
B757-200	95.8	Denver, CO	UAL9	2210
B737-300	95.7	Phoenix, AZ	SWA801	1850
B757-200	95.7	Dallas/Fort Worth, TX	AAL1121	1940
B737-300	95.6	San Jose, CA	SWA3079	1915
B757-200	95.6	Atlanta, GA	DAL1041	1230
B757-200	95.6	San Francisco, CA	UAL380	1410
MD-80	95.6	Dallas/Fort Worth, TX	AAL465	1330
MD-80	95.6	Dallas/Fort Worth, TX	AAL533	2315

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
February 9 through February 11, 2010**

<b><u>AIRCRAFT TYPE</u></b>	<b><u>DECIBELS (SENEL)</u></b>	<b><u>ARRIVING FROM</u></b>	<b><u>FLIGHT NUMBER</u></b>	<b><u>TIME OF DAY</u></b>
MD-80	95.6	Bakersfield, CA	DOJ300	2100
MD-80	95.5	Dallas/Fort Worth, TX	AAL1789	1015
MD-80	95.5	Chicago, IL	AAL2079	1050
B757-200	95.4	Minneapolis, MN	DAL2141	1845
B767-300	95.4	Atlanta, GA	DAL1047	2040
MD-80	95.4	Dallas/Fort Worth, TX	AAL1091	1825
B737-900	95.3	Houston, TX	COA739	1100
MD-80	95.3	Chicago, IL	AAL1339	2230
MD-80	95.3	Dallas/Fort Worth, TX	AAL1665	2150
B737-800	95.2	Seattle, WA	ASA482	1720
B737-800	95.2	Houston, TX	COA738	1350
B757-200	95.2	Atlanta, GA	DAL1049	2345
B757-200	95.2	Dulles, VA	UAL240	2200
MD-80	95.2	Dallas/Fort Worth, TX	AAL1591	1500
B737-300	95.1	El Paso, TX	SWA508	1010
B757-200	95.1	San Francisco, CA	UAL468	1015
B757-200	95.1	San Francisco, CA	UAL955	1855
MD-80	95.0	Chicago, IL	AAL1805	1840
B737-800	94.9	Houston, TX	COA1669	1545
B737-800	94.9	Newark, NJ	COA1726	1555
B737-300	94.8	Las Vegas, NV	SWA1828	1520
B737-800	94.8	Portland, OR	ASA576	1220
B757-200	94.8	Atlanta, GA	DAL1045	1835
B737-800	94.7	Seattle, WA	ASA494	930
B767-200	94.7	Phoenix, AZ	ABX815	735
A320	94.6	Detroit, MI	DAL2283	1045
B737-300	94.6	Tucson, AZ	SWA100	1930

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
February 9 through February 11, 2010**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200Q	106.6	Phoenix, AZ	CCI711	1810
MD-80	106.0	Chicago, IL	AAL1324	645
MD-80	106.0	Chicago, IL	AAL1274	1210
MD-80	106.0	Chicago, IL	AAL1438	1015
MD-80	104.8	Dallas/Fort Worth, TX	AAL1024	1120
MD-80	104.8	Dallas/Fort Worth, TX	AAL1526	945
MD-80	104.6	Bellingham, WA	AAY209	1845
MD-80	104.5	Dallas/Fort Worth, TX	AAL675	635
MD-80	104.3	Dallas/Fort Worth, TX	AAL1100	1250
MD-80	104.1	Dallas/Fort Worth, TX	AAL1165	1440
MD-80	104.1	Dallas/Fort Worth, TX	AAL1694	905
MD-80	102.9	Dallas/Fort Worth, TX	AAL1338	1615
MD-80	102.8	Mesa, AZ	DOJ300	2210
MD-80	101.4	Dallas/Fort Worth, TX	AAL480	1740
A321	100.7	Philadelphia, PA	AWE1518	2225
B737-900	100.3	Newark, NJ	COA327	2155
A321	100.0	Charlotte, NC	AWE199	2300
A321	99.8	Philadelphia, PA	AWE1510	645
A321	99.6	Philadelphia, PA	AWE144	1150
A300-600	99.5	Indianapolis, IN	FDX3613	645
A300-600	99.4	Memphis, TN	FDX821	655
B767-300	99.4	Honolulu, HI	HAL15	930
B737-900	99.2	Newark, NJ	COA1827	750
B737-800	98.5	New York, NY	DAL748	2255
B737-800	98.2	New York, NY	DAL132	645
A300-600	97.9	Indianapolis, IN	FDX1654	1935
B767-300	97.8	Atlanta, GA	DAL1048	2300

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
February 9 through February 11, 2010**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
A320	97.6	Minneapolis, MN	DAL2176	810
A320	97.6	Detroit, MI	DAL2448	2300
B737-800	97.5	Houston, TX	COA1041	815
B737-800	97.4	Newark, NJ	COA427	1650
B737-800	97.2	Houston, TX	COA131	700
B737-900	97.1	Houston, TX	COA1588	1300
B737-800	96.8	Cincinnati, OH	DAL1042	1215
B757-200	96.7	Atlanta, GA	DAL1038	635
B757-200	96.6	Dallas/Fort Worth, TX	AAL1558	815
B767-300	96.6	New York, NY	AAL160	800
B737-400	96.5	Seattle, WA	ASA495	835
B767-300	96.4	Louisville, KY	UPS921	1935
A321	96.3	Phoenix, AZ	AWE250	650
A320	96.2	Detroit, MI	DAL2248	905
B737-800	96.2	Cabo San Lucas, MX	ASA232	1020
B737-800	96.2	Seattle, WA	ASA493	645
A320	96.1	Detroit, MI	DAL2384	1335
A320	96.1	New York, NY	JBU186	2110
A320	96.1	Boston, MA	JBU412	2240
B737-800	96.1	Chicago, IL	AAL590	1455
A320	95.9	Minneapolis, MN	DAL2184	1210
A320	95.9	Dulles, VA	UAL238	2220
A320	95.8	Minneapolis, MN	DAL2188	1445
B737-800	95.8	Seattle, WA	ASA489	1830
B737-800	95.8	Houston, TX	COA1606	1000
B737-800	95.8	Houston, TX	COA374	1155
A300-600	95.7	Memphis, TN	FDX1222	1935

**TABLE 3****AIR CARRIER OPERATIONS MIX BY TIME OF DAY & RUNWAY USE**

Survey of three days during the First Quarter of 2010  
 These numbers are the averages for operations for February 9 to February 11, 2010

AIRCRAFT TYPE	RUNWAY 27						RUNWAY 09						TOTAL
	ARRIVALS			DEPARTURES			ARRIVALS			DEPARTURES			
	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	
A300	2		3	1	3	1							10
A310													0
A320+	17	9	4	21	2	7							60
B712													0
B72Q	1			1									2
B73Q													0
B733+	82	22	8	87	17	9							225
B747+													0
B757+	7	3	2	9		4							25
B767+	2	2	1	4	1								10
B777+													0
DC10													0
DC87													0
DC8Q													0
DC9Q													0
L1011													0
MD80+	7	2	2	8	1	2							22
MD90	1			1									2
RJ+	30	4	2	29	4	3							72
<b>TOTAL</b>	<b>149</b>	<b>42</b>	<b>22</b>	<b>161</b>	<b>28</b>	<b>26</b>							<b>428</b>

Note: The use of a "+" sign after an aircraft model designation means "and all succeeding series aircraft."  
 The designation of "Q" signifies a hushkitted aircraft.  
 RJ+ = All forms/types of Regional Jets operated as "commercial service" flights.

## **AIRCRAFT NOISE COMPLAINTS**

During the First Quarter of 2010 Airport Noise Mitigation received a total of 66 complaint calls from 30 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the First Quarter of 2010

<b>DIRECTION FROM AIRPORT</b>		<b>January</b>	<b>February</b>	<b>March</b>	<b>TOTAL</b>
<b>NORTH</b>	Pacific Beach	4	9	4	17
	Golden Hill	1			1
<b>EAST</b>	Rolando	1			1
	Spring Valley		1		1
	Midway			1	1
	Mission Beach	10	2	1	13
<b>WEST</b>	Loma Portal	3	2	3	8
	Ocean Beach	6	1		7
	Point Loma	8	6	3	17
<b>TOTAL COMPLAINTS</b>		<b>33</b>	<b>21</b>	<b>12</b>	<b>66</b>

The 66 complaint calls recorded during the First Quarter 2010 reflect an increase of 10 calls from the 56 received during the First Quarter of 2009.

Appendix D: Aircraft Noise Complaints contains 2010 year to date complaint statistics.

## ENFORCEMENT ACTIONS

The Airport Use Regulations at San Diego International Airport establish Time of Day Restrictions for all operators. Airport Noise Mitigation monitors operator compliance with these Airport Use Regulations. Any infraction is reported to the Curfew Violation Review Panel (Panel), which is a separate body. The Panel examines data and documentation collected regarding alleged violations of the Time of Day (Noise Curfew) Restrictions, and makes recommendations to the Director, Airport Noise Mitigation, for the disposition of incidents.

The following is a summary of First Quarter 2010 Final Enforcement Actions.

<b>FIRST QUARTER 2010 --- FINAL ACTIONS</b>				
<b>Date</b>	<b>Local Time</b>	<b>Flight Information Carrier or Tail #</b>	<b>Aircraft Type &amp; Stage</b>	<b>Disposition</b>
01/16/2010	2237L	Chrysler Aviation (N821PA)	GLF2 ; Stage 2	\$2,000
01/18/2010	0107L	Delta Air Lines 1048	B752 ; Stage 3	\$6,000
01/18/2010	2347L	Virgin America 969	A319 ; Stage 3	\$2,000
01/21/2010	2339L	Virgin America 969	A319 ; Stage 3	\$6,000
02/24/2010	2334L	Delta Air Lines 2448	A320 ; Stage 3	\$18,000

Appendix C5 contains the Curfew Violation Summary from 1989 to present.

## RESIDENTIAL SOUND ATTENUATION PROGRAM

Per the requirements of San Diego International Airport's Variance agreement, the following information is provided to serve as an update on the Residential Sound Attenuation Program (RSAP), also known as the Quieter Home Program (QHP), the Airport sponsored sound insulation program.

To date, the Quieter Home Program has established six (6) eligibility boundaries. The six boundaries are the Pilot/Phase 1A Boundary, the Phase 1B Boundary, the Phase 1C Boundary, and the Supplemental Expansion Boundary 1, 2, and 3.

Within each boundary there have been subsets, called phases. The table below details the program status, by phase, as of the end of this calendar quarter. The Phases/groups of homes for the Supplemental Boundary Expansion are being called Phase 2, 3, 4, and 5.

Program Phase	Dwellings	Percent Complete
Pilot/Phase 1A	90	100%
Phase 1B	154	100%
Phase 1C/1D	330	100%
Phase 2	137	100%
Phase 3, Groups 1-7	216	100%
Phase 4, Groups 1-8	299	100%
Phase 4, Group 9	53	85% complete
Phase 4, Group 10	46	80% complete
Phase 4, Group 11	53	100%
Phase 4, Group 12	56	80% complete
Phase 5, Group 1	60	50% complete
Phase 5, Group 2	74	40% complete
Phase 5, Group 3	56	50% complete
Phase 5, Group 4	64	60% complete
Phase 5, Group 5	41	40% complete
Phase 5, Group 6	68	40% complete
Phase 5, Group 7	200	40% complete
Phase 5, Group 8	56	30% complete
Phase 5, Group 9	83	20% complete
Phase 5, Group 10	36	20% complete
Phase 5, Group 11	101	20% complete
Phase 5, Group 12	33	10% complete



## AIRPORT NOISE ADVISORY COMMITTEE

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For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the January 20<sup>th</sup>, 2010 meeting minutes and current roster of members.

The information regarding the Airport Noise Advisory Committee (ANAC) can also be found on the Airport Authority's website: [http://www.san.org/airport\\_authority/airport\\_noise/anac.asp](http://www.san.org/airport_authority/airport_noise/anac.asp)

**SUMMARY OF STATISTICAL INFORMATION FOR  
CALIFORNIA DEPARTMENT OF TRANSPORTATION**

1. Size of Noise Impact Area as defined in the Noise Standards (California Code of Regulations, Title 21, Chapter 2.5, Subchapter 6):

Noise Impact Area = 0.83 sq. miles; Federal Military Noise Impact Area = 0.15 sq. miles

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2. Estimated number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:

8,876 \*\* (QHP Insulated units = 1,305)

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3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:

21,513 \*\* (QHP Insulated = 1,880)

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4. Identification of the aircraft type having the highest takeoff noise level operating at SDIA, together with the estimated number of operations by this aircraft type during the calendar quarter reporting period:

B727-200Q (Stage 3): 104

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5. Total number of aircraft operations during the calendar quarter:

45,488

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6. Number of Air Carrier operations by aircraft certified under Federal Aviation Regulations (FAR) Part 36:

34,990

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7. Percentage of Air Carrier operations by aircraft certificated under FAR Part 36, Stage III:

100%

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8. Number of Commuter operations during the calendar quarter:

6,540

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9. Estimated number of operations by General Aviation aircraft during the calendar quarter:

3,817

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10. Estimated number of operations by Military aircraft during the calendar quarter:

141

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Form DOA 618, 11/21/89

\*\* = Note: Population and dwelling unit calculations are based upon appended 1990 Census Tracts.

**AIRCRAFT NOISE MONITORING SYSTEM**

Noise Monitoring Locations \_\_\_\_\_ B1

Noise System Thresholds \_\_\_\_\_ B2

CNEL Log for January 2010 \_\_\_\_\_ B3

CNEL Log for February 2010 \_\_\_\_\_ B4

CNEL Log for March 2010 \_\_\_\_\_ B5

**APPENDIX B1**

**NOISE MONITORING LOCATIONS  
SDIA Airport Noise and Operations Monitoring System (ANOMS)**

<b>RMT #</b>	<b>Location</b>	<b><sup>C</sup>L Distance (Ft.)*</b>	<b>Offset (Ft.)</b>
1	Park & Recreation Bldg. – Balboa Park	-5,751	-155
2	1328 ½ Dale Street	-13,972	42
3	1698 ½ Eighth Avenue	-5,840	-1,025
4	200 ½ E. Juniper Street	-3,660	810
6	Marine Corps Recruit Depot	8,820	1,470
7	Liberty Station, Historic Decatur Road	11,820	0
9	1134 ½ Redwood Street	-82	2,548
10	3225 ½ Michaelmas Terrace	12,004	3,488
11	3413 ½ Browning Street	14,957	-219
12	3232 ½ Duke Street	15,408	4,435
13	4669 ½ Larkspur Street	21,107	1,546
14	4799 ½ Cape May Avenue	22,400	46
15	809 ½ Dover Court	26,034	6,328
16	3385 ½ "B" Street	-17,134	369
17	2651 ½ "A" Street	-12,356	-807
18	418 W. Nutmeg Street	-1,911	-1,880
19	1290 ½ West Thorn Street	861	3,406
20	1944 ½ Plum Street	15,822	-3,043
21	1615 ½ Froude Street	22,411	-3,414
22	5029 ½ Lotus Street	23,555	1,869
23	2600 Mission Boulevard	25,287	3,961
24	Barnes Tennis Center Parking Lot	20,071	2,660
25	1873 Santa Barbara Avenue	20,534	-2,122
26	750 Gateway Center Way	-19,948	-89

(+) north & west direction  
(-) south & east direction

\* Plotted with respect to beginning of Runway 27 (edge of concrete)

Note 1: RMTs #5 and #8, not noted on this sheet, are currently designated as "spares" and are located in the Airport Noise Mitigation Department offices.

## APPENDIX B2

### REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS

In effect from January 1, 2010 to March 31, 2010

RMT #	SENEL Day Threshold (dB)	Duration (sec)	SENEL Evening Threshold (dB)	Duration (sec)	SENEL Night Threshold (dB)	Duration (sec)
1	73*	9	73	9	72*	10
2	63	10	60	12	58	14
3	74*	9	73	10	72*	10
4	64*	10	63	12	60*	12
6	68*	8	67	9	65*	10
7	65	12	63	12	62	15
9	68*	8	67	9	65*	10
10	65*	8	62	12	60*	13
11	65*	12	63	13	60*	15
12	64*	10	62	12	60*	14
13	65*	8	62	12	60*	13
14	65*	10	62	12	60*	13
15	64	8	61	11	60	12
16	67*	8	66	9	65*	10
17	64	9	62	12	58	15
18	65	8	65	8	62	12
19	64*	8	64	8	63*	8
20	62	11	62	11	60	13
21	60	10	58	12	55	18
22	65	8	63	10	60	12
23	65*	8	63	10	60*	12
24	65*	8	65	8	63*	10
25	60*	10	62	10	60*	12
26	65*	10	64	12	62*	14

**KEY:**

**dB** = decibels

**SENEL** = **Single Event Noise Exposure Level** – measures cumulative noise over the course of an aircraft noise event.

**Day** = From 7:00 a.m. to 6:59 p.m. (\* = change occurs at 0500L)

**Evening** = From 7:00 p.m. to 9:59 p.m.

**Night** = From 10:00 p.m. to 6:59 a.m. (\* = change occurs at 0500L)

Note: RMT #1 & #3 high threshold level is due to high freeway and/or construction noise.

SDIA noise monitors comply with all applicable settings as specified in the California Noise Standards (Title 21). Noise events must meet both threshold criteria to be considered for further review.

**APPENDIX B3**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
January 2010**

<b>Date</b>	<b>RMT 1</b>	<b>RMT 2</b>	<b>RMT 3</b>	<b>RMT 4</b>	<b>RMT 6</b>	<b>RMT 7</b>	<b>RMT 9</b>	<b>RMT 10</b>	<b>RMT 11</b>	<b>RMT 12</b>	<b>RMT 13</b>
<b>1</b>	69.7	64.5	63.8	63.1	67.7	73.4	66.2	61.5	70.5	59.5	64.3
<b>2</b>	69.8	64.7	66.4	63.4	69.1	74.7	63.8	62.6	71.7	60.7	65.6
<b>3</b>	65.7	63.5	62.7	61.6	67.9	74.7	64.5	60.8	71.2	59.2	63.1
<b>4</b>	68.5	64.0	64.3	62.8	67.6	73.9	65.8	61.8	70.7	61.0	64.6
<b>5</b>	70.3	65.0	66.2	63.6	68.4	74.3	65.9	62.4	71.2	61.0	64.3
<b>6</b>	68.5	65.0	65.8	64.0	69.6	74.2	66.0	63.0	70.9	61.4	64.9
<b>7</b>	71.0	65.6	66.2	63.8	69.6	73.5	67.6	63.2	70.5	63.2	64.9
<b>8</b>	70.6	67.2	65.6	63.4	68.7	74.5	63.9	62.6	71.4	61.6	65.2
<b>9</b>	68.9	63.8	62.7	62.0	67.3	73.9	62.6	61.0	71.4	59.2	64.1
<b>10</b>	69.3	64.1	63.9	62.7	67.9	75.3	64.6	62.2	72.4	60.0	65.7
<b>11</b>	70.8	63.9	64.5	64.0	69.0	74.0	69.0	63.0	71.4	61.8	65.4
<b>12</b>	71.7	64.8	66.8	67.5	69.0	74.6	69.5	63.6	72.0	61.2	64.8
<b>13</b>	72.3	67.5	62.5	64.8	69.1	74.2	67.1	63.4	71.4	61.4	66.0
<b>14</b>	71.9	67.1	67.6	65.1	69.0	74.3	65.6	63.7	71.6	61.3	65.2
<b>15</b>	71.1	64.9	64.6	63.5	68.6	74.4	65.6	62.8	71.3	60.6	65.1
<b>16</b>	69.5	64.6	63.8	62.6	68.3	74.9	69.7	62.9	71.5	60.7	65.2
<b>17</b>	70.4	66.0	63.6	63.8	68.3	75.5	64.2	63.2	73.0	61.5	66.9
<b>18</b>	71.4	67.0	53.5	67.9	70.0	76.9	68.5	64.4	74.0	63.5	67.0
<b>19</b>	72.5	67.7	0.0	67.5	70.8	75.0	70.0	65.2	72.9	63.6	66.8
<b>20</b>	71.5	67.0	66.0	66.8	70.7	75.2	68.3	64.9	72.4	62.7	66.7
<b>21</b>	73.3	69.6	66.6	72.9	70.7	72.1	68.2	65.1	69.4	62.3	63.5
<b>22</b>	73.5	69.2	65.0	66.9	70.4	75.4	69.4	*	72.3	63.8	66.8
<b>23</b>	70.2	65.7	65.3	63.2	68.7	74.0	63.8	*	71.1	60.6	65.4
<b>24</b>	71.1	65.8	66.5	64.1	68.7	74.9	61.4	*	72.0	61.4	66.0
<b>25</b>	71.6	65.6	67.7	63.7	69.6	74.9	68.2	*	72.3	63.1	66.6
<b>26</b>	71.6	66.6	65.2	64.8	68.9	74.5	65.3	*	71.7	62.0	66.3
<b>27</b>	71.4	66.2	66.5	64.6	69.5	74.0	65.5	*	71.2	62.6	66.3
<b>28</b>	72.0	66.4	65.9	64.5	70.1	75.4	67.5	65.6	72.4	63.0	67.2
<b>29</b>	72.3	66.3	68.2	64.6	68.9	74.7	68.9	64.2	72.4	63.2	66.5
<b>30</b>	70.4	65.3	66.4	62.9	67.7	73.0	63.3	62.2	70.0	59.8	64.8
<b>31</b>	70.7	65.7	65.3	63.6	68.5	74.7	65.6	63.4	71.8	61.5	66.0
<b>Month</b>	<b>71.0</b>	<b>66.1</b>	<b>65.5</b>	<b>65.3</b>	<b>69.1</b>	<b>74.6</b>	<b>66.9</b>	<b>63.2</b>	<b>71.7</b>	<b>61.7</b>	<b>65.6</b>

\* = Not in service

**APPENDIX B3****SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log  
January 2010**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 15</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
1	65.5	56.4	62.3	62.6	59.7	63.1	60.8	57.8	63.9	59.8	62.6	62.8	60.9
2	66.2	59.0	62.7	62.9	56.0	58.9	60.9	58.2	64.2	61.9	64.2	63.4	60.8
3	64.4	58.0	61.7	61.7	56.9	60.4	58.5	55.0	63.7	60.9	63.4	60.7	59.5
4	64.7	57.7	62.6	62.3	61.3	63.7	59.4	57.1	62.9	60.6	63.8	61.8	60.8
5	65.2	57.3	63.0	63.6	63.6	60.9	60.8	58.0	62.7	60.1	63.3	63.3	61.4
6	65.7	58.1	63.1	63.3	61.2	64.1	60.7	57.5	63.6	61.0	64.4	62.7	61.0
7	65.5	58.4	63.9	63.9	61.2	65.1	60.9	58.0	64.4	60.8	63.9	63.1	62.0
8	65.9	59.0	63.5	62.9	60.8	60.5	60.2	57.8	63.4	61.6	64.1	63.1	61.7
9	65.7	56.8	61.4	61.9	58.6	57.9	59.8	57.1	62.7	60.5	62.3	62.2	59.5
10	66.7	58.4	62.0	62.6	55.8	59.7	61.4	58.4	64.2	62.2	63.9	63.6	60.3
11	66.2	58.9	62.3	62.9	67.6	64.8	62.0	57.9	64.0	62.7	64.0	63.1	60.8
12	67.4	58.0	63.0	63.4	65.1	66.2	65.0	58.4	63.6	61.5	63.2	63.5	60.8
13	67.2	58.9	65.2	65.2	56.3	64.4	62.6	60.5	64.7	63.1	64.5	65.2	63.8
14	66.5	57.7	64.5	65.4	59.5	63.2	62.0	59.4	64.5	63.6	64.1	64.2	62.9
15	66.1	59.1	63.1	63.3	59.8	63.2	61.1	58.0	63.6	62.2	63.6	63.2	61.4
16	66.2	59.7	62.8	61.9	63.0	66.5	60.4	56.9	63.7	62.4	64.2	61.9	59.5
17	67.3	60.5	63.8	63.8	55.0	60.9	61.8	59.1	65.5	63.7	65.1	64.0	59.4
18	69.5	61.4	65.2	64.5	65.5	65.5	63.2	61.8	65.5	65.5	65.8	63.2	61.9
19	64.2	61.6	66.5	65.5	65.6	68.3	63.8	63.7	65.4	66.9	65.8	65.2	63.8
20	67.0	60.6	65.5	64.7	64.1	66.9	63.4	62.0	65.6	66.3	65.5	63.6	49.2
21	63.7	60.3	68.4	67.5	71.8	66.5	63.7	65.3	62.0	61.5	62.7	59.3	53.1
22	66.1	62.2	67.2	66.9	64.6	66.6	63.6	60.7	65.6	66.2	65.9	63.8	61.7
23	63.6	59.8	63.6	63.1	54.6	59.2	61.4	58.9	64.5	64.6	63.9	61.0	61.3
24	67.4	59.8	63.6	64.7	54.3	53.8	62.1	59.6	64.7	65.4	64.7	64.9	62.1
25	67.4	60.2	63.4	64.0	58.7	61.9	62.5	59.7	65.3	63.2	65.6	64.9	61.6
26	66.9	59.6	63.8	64.5	55.9	58.9	62.7	60.4	65.1	63.4	64.9	65.2	62.2
27	64.6	59.8	64.1	64.4	59.1	59.7	62.6	60.5	65.2	62.8	65.5	65.5	60.8
28	67.8	60.7	64.6	64.6	58.0	64.3	62.4	59.7	65.7	63.9	66.2	65.2	61.4
29	67.5	61.1	64.4	64.3	67.2	64.7	62.6	59.6	65.6	63.2	65.3	64.7	57.0
30	65.8	57.7	63.4	63.3	57.3	57.5	60.9	58.0	64.7	61.5	63.2	63.0	58.0
31	67.0	59.6	63.4	63.7	57.3	59.4	62.4	59.7	64.7	63.3	64.6	64.8	61.4
<b>Month</b>	<b>66.4</b>	<b>59.5</b>	<b>64.1</b>	<b>64.1</b>	<b>63.0</b>	<b>63.6</b>	<b>62.0</b>	<b>59.7</b>	<b>64.5</b>	<b>63.2</b>	<b>64.4</b>	<b>63.6</b>	<b>61.0</b>

\* = Not in service

**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
February 2010**

<b>Date</b>	<b>RMT 1</b>	<b>RMT 2</b>	<b>RMT 3</b>	<b>RMT 4</b>	<b>RMT 6</b>	<b>RMT 7</b>	<b>RMT 9</b>	<b>RMT 10</b>	<b>RMT 11</b>	<b>RMT 12</b>	<b>RMT 13</b>
<b>1</b>	71.0	66.2	65.1	64.0	70.1	74.7	68.4	64.9	71.8	63.6	66.9
<b>2</b>	71.7	66.2	65.9	64.3	69.1	73.8	62.1	64.2	71.1	62.2	66.2
<b>3</b>	71.7	67.2	65.8	64.5	69.4	74.3	64.8	64.1	71.5	62.4	66.6
<b>4</b>	72.3	66.8	65.5	65.0	69.9	75.4	66.8	65.0	72.8	63.2	67.3
<b>5</b>	71.6	67.0	65.5	65.3	69.4	76.0	67.2	64.1	73.6	62.6	67.0
<b>6</b>	71.3	66.2	66.6	71.9	66.2	72.3	64.7	59.5	69.5	57.5	61.8
<b>7</b>	70.7	66.0	66.4	63.9	69.7	73.2	66.6	63.7	70.8	61.4	65.5
<b>8</b>	70.9	65.8	66.4	64.2	69.8	75.5	66.3	64.6	72.8	63.7	67.5
<b>9</b>	71.8	67.3	64.7	64.6	69.9	74.1	67.2	64.9	71.0	62.8	66.3
<b>10</b>	72.3	67.1	68.4	64.6	69.3	73.9	66.1	63.8	71.6	62.0	65.7
<b>11</b>	72.5	67.5	66.7	65.3	71.0	76.3	70.3	66.0	73.5	64.1	67.8
<b>12</b>	72.6	67.5	68.1	65.5	70.6	75.5	66.6	64.9	72.7	63.6	67.5
<b>13</b>	71.2	65.0	65.8	63.6	68.3	74.8	66.1	62.7	72.0	59.9	65.0
<b>14</b>	69.2	64.2	65.3	62.7	68.5	74.2	65.9	62.0	71.2	59.9	65.0
<b>15</b>	69.7	64.6	64.8	63.5	68.6	74.6	66.0	62.5	72.1	61.2	65.6
<b>16</b>	71.4	65.2	66.7	64.4	68.9	74.1	66.8	62.8	71.2	61.1	65.9
<b>17</b>	71.9	66.3	66.6	66.5	71.7	74.9	68.6	63.8	71.5	62.1	66.1
<b>18</b>	72.9	67.8	67.2	65.9	70.2	75.0	68.8	65.0	72.4	63.5	67.0
<b>19</b>	72.1	67.4	65.3	65.0	69.7	75.2	67.5	64.6	72.3	63.2	66.7
<b>20</b>	70.8	65.9	64.6	65.3	69.0	74.7	68.1	64.1	71.8	61.6	65.9
<b>21</b>	72.1	68.1	65.8	65.1	69.6	74.9	67.6	64.5	72.1	62.7	66.5
<b>22</b>	71.0	66.5	66.5	64.1	70.5	74.4	66.1	65.3	71.5	63.6	66.6
<b>23</b>	70.7	64.5	65.5	63.2	69.2	74.5	66.9	63.1	71.2	60.7	64.5
<b>24</b>	71.4	66.7	65.6	64.8	70.6	74.5	68.6	64.8	71.9	63.0	65.8
<b>25</b>	71.9	66.6	66.2	65.7	69.8	75.5	64.4	*	72.7	62.3	66.3
<b>26</b>	72.5	67.5	64.8	65.2	69.5	75.0	67.3	*	72.4	63.5	65.9
<b>27</b>	71.6	67.9	64.1	67.2	69.2	75.0	67.0	*	71.5	61.4	65.4
<b>28</b>	70.5	66.1	65.1	64.0	68.7	75.4	68.7	*	72.7	61.2	66.0
<b>Month</b>	<b>71.6</b>	<b>66.6</b>	<b>66.0</b>	<b>65.4</b>	<b>69.6</b>	<b>74.8</b>	<b>67.1</b>	<b>64.1</b>	<b>72.0</b>	<b>62.4</b>	<b>66.2</b>

\* = Not in service



**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
February 2010**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 15</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
<b>1</b>	67.1	61.6	64.1	63.9	61.7	65.4	62.2	59.6	65.5	64.0	66.1	64.7	62.8
<b>2</b>	67.3	60.8	61.9	64.4	54.4	55.9	62.2	59.8	65.1	62.0	64.8	64.8	62.7
<b>3</b>	67.0	63.1	65.1	64.6	57.4	62.4	62.5	60.3	65.1	64.0	65.6	65.2	63.4
<b>4</b>	67.7	62.1	65.1	64.5	59.8	64.4	63.0	59.9	66.0	64.3	66.5	64.9	63.8
<b>5</b>	68.0	62.1	65.4	64.6	58.7	65.3	61.9	58.6	65.3	64.3	65.9	64.2	64.1
<b>6</b>	64.3	57.0	64.5	64.5	67.9	61.2	57.4	54.7	60.4	59.9	60.3	57.5	62.3
<b>7</b>	63.3	60.1	64.0	64.2	62.9	63.4	62.6	60.4	64.3	63.9	64.4	64.9	62.7
<b>8</b>	68.1	61.3	64.0	64.1	59.2	62.7	62.7	59.7	66.2	64.3	66.2	64.9	62.3
<b>9</b>	66.2	61.1	65.1	65.2	57.8	64.1	61.8	59.0	64.9	63.5	65.4	64.2	63.9
<b>10</b>	67.5	58.9	64.8	65.0	57.3	65.3	62.2	60.3	64.8	62.1	64.4	65.1	63.4
<b>11</b>	68.2	62.4	65.7	65.4	63.1	66.9	63.1	60.3	66.5	64.4	66.9	65.1	64.0
<b>12</b>	69.0	61.9	65.5	65.3	58.8	64.7	63.0	60.3	66.1	64.5	66.5	65.3	64.2
<b>13</b>	67.0	57.4	62.8	62.8	61.6	62.7	61.2	58.2	63.8	61.5	63.5	63.6	69.8
<b>14</b>	66.2	57.9	62.3	62.6	61.0	59.5	60.4	57.4	64.0	63.2	63.4	62.8	60.9
<b>15</b>	66.3	59.0	62.9	63.1	62.5	61.3	60.2	57.8	64.2	63.5	64.4	63.1	60.8
<b>16</b>	66.1	59.4	63.5	63.6	64.6	62.8	61.2	58.2	64.1	62.7	65.0	63.2	61.7
<b>17</b>	66.9	59.9	64.6	64.5	64.6	64.7	61.2	59.1	64.5	62.6	65.1	64.0	62.5
<b>18</b>	66.8	61.6	65.4	65.6	65.7	65.2	62.3	58.8	65.3	63.5	66.2	64.0	63.9
<b>19</b>	67.4	61.8	65.4	64.9	58.0	63.8	62.1	59.6	65.3	63.6	65.6	64.3	63.6
<b>20</b>	66.6	60.9	63.8	63.4	64.4	65.0	61.5	59.0	64.7	63.1	64.8	63.8	62.3
<b>21</b>	67.1	61.4	65.7	65.9	61.7	64.2	62.4	59.8	65.2	64.2	65.6	64.4	64.2
<b>22</b>	66.8	60.6	63.9	64.3	64.3	61.9	63.2	60.4	65.2	63.4	65.9	64.8	62.4
<b>23</b>	65.5	57.9	63.2	63.0	60.1	63.0	60.3	57.4	63.3	64.8	63.3	63.2	60.9
<b>24</b>	66.5	61.6	64.9	64.3	64.0	64.8	62.0	59.6	64.3	62.8	65.5	63.7	63.5
<b>25</b>	67.5	59.7	64.4	64.4	57.2	55.7	62.6	61.0	65.4	63.0	64.9	65.0	63.4
<b>26</b>	66.6	61.8	65.2	63.9	63.6	63.2	60.8	58.8	64.4	63.5	65.2	62.8	63.1
<b>27</b>	66.2	61.0	65.5	64.7	63.2	62.3	60.3	58.2	64.3	63.9	63.9	61.7	64.0
<b>28</b>	67.4	60.5	63.9	63.7	63.2	64.8	62.1	60.5	64.8	64.8	64.7	64.7	62.7
<b>Month</b>	<b>66.9</b>	<b>60.8</b>	<b>64.5</b>	<b>64.4</b>	<b>62.4</b>	<b>63.7</b>	<b>61.9</b>	<b>59.3</b>	<b>64.9</b>	<b>63.5</b>	<b>65.2</b>	<b>64.1</b>	<b>63.6</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
March 2010**

<b>Date</b>	<b>RMT 1</b>	<b>RMT 2</b>	<b>RMT 3</b>	<b>RMT 4</b>	<b>RMT 6</b>	<b>RMT 7</b>	<b>RMT 9</b>	<b>RMT 10</b>	<b>RMT 11</b>	<b>RMT 12</b>	<b>RMT 13</b>
<b>1</b>	71.3	65.7	64.2	64.5	69.2	74.7	63.1	*	72.4	64.0	66.3
<b>2</b>	71.4	67.2	65.4	65.0	69.3	73.2	67.9	63.8	70.9	61.6	65.8
<b>3</b>	71.8	66.8	65.6	65.0	69.9	72.9	63.9	64.3	70.5	62.9	65.7
<b>4</b>	71.6	67.4	68.0	65.4	69.4	73.4	66.8	63.6	70.7	61.9	65.7
<b>5</b>	71.6	66.2	66.0	65.6	69.7	74.2	66.0	65.3	71.7	64.1	66.3
<b>6</b>	70.1	64.6	61.9	64.0	68.2	73.7	67.5	62.4	71.4	60.6	65.1
<b>7</b>	71.7	67.7	60.2	65.2	68.9	72.8	65.8	63.6	70.2	61.7	64.9
<b>8</b>	71.8	67.1	65.8	65.4	70.4	72.8	65.9	64.9	70.1	64.2	65.8
<b>9</b>	71.7	67.5	66.8	64.8	70.7	71.8	68.7	64.2	69.4	62.8	65.2
<b>10</b>	72.2	66.5	66.6	64.9	69.9	73.8	67.8	65.5	71.5	63.0	65.8
<b>11</b>	71.7	66.4	65.4	65.5	69.3	74.3	66.5	64.0	71.6	61.9	65.9
<b>12</b>	72.1	66.8	66.6	65.3	69.5	74.1	66.2	63.7	71.5	63.2	65.6
<b>13</b>	70.4	66.4	62.7	64.1	67.7	73.4	65.7	62.2	70.8	60.7	64.8
<b>14</b>	70.4	65.4	64.2	64.2	68.3	73.8	63.9	62.5	71.3	60.6	64.5
<b>15</b>	69.2	64.4	65.2	63.7	68.5	73.8	65.5	62.5	71.1	62.7	62.8
<b>16</b>	68.4	64.4	64.0	63.2	68.6	73.1	63.3	61.8	71.3	60.8	65.0
<b>17</b>	70.2	65.3	65.9	64.0	68.7	73.6	68.0	62.5	70.5	61.1	64.5
<b>18</b>	71.3	66.8	64.0	65.0	69.5	75.1	69.0	63.5	72.3	62.5	66.4
<b>19</b>	71.6	66.9	66.3	65.8	68.6	74.5	66.5	63.3	71.9	63.0	65.8
<b>20</b>	69.3	64.7	62.3	63.9	67.5	74.4	67.3	62.2	71.3	59.9	64.6
<b>21</b>	70.6	66.1	63.6	64.9	68.1	73.9	66.9	62.1	71.1	59.9	64.7
<b>22</b>	70.5	66.6	63.9	65.4	69.3	74.9	68.0	63.7	72.2	62.9	66.1
<b>23</b>	71.1	66.3	64.5	65.4	69.3	74.3	67.9	64.1	71.8	63.0	66.1
<b>24</b>	71.4	66.9	64.9	65.5	69.5	74.8	67.7	64.2	71.7	62.5	65.9
<b>25</b>	71.8	67.2	64.9	65.9	69.6	75.0	68.3	64.3	72.2	63.0	66.7
<b>26</b>	71.9	67.0	67.2	65.5	69.4	74.7	68.3	64.1	72.1	63.2	66.6
<b>27</b>	68.0	63.8	61.9	62.9	68.2	73.4	67.6	61.7	70.8	59.6	64.3
<b>28</b>	67.1	63.5	60.7	62.3	66.2	72.5	64.6	59.5	69.2	57.6	62.0
<b>29</b>	70.5	65.8	64.1	64.6	68.5	73.3	66.2	62.4	70.1	61.4	64.0
<b>30</b>	71.3	66.9	65.1	65.4	69.1	74.4	65.0	64.3	71.7	64.0	65.9
<b>31</b>	71.9	67.7	66.2	65.8	70.0	73.0	66.9	65.5	70.3	63.7	65.6
<b>Month</b>	<b>71.0</b>	<b>66.3</b>	<b>65.0</b>	<b>64.9</b>	<b>69.1</b>	<b>73.9</b>	<b>66.8</b>	<b>63.4</b>	<b>71.2</b>	<b>62.3</b>	<b>65.4</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
March 2010**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 15</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
<b>1</b>	67.6	61.1	63.9	63.6	57.4	58.3	62.0	60.2	65.1	63.6	65.0	64.5	62.5
<b>2</b>	67.1	60.1	65.4	64.8	58.5	63.0	61.9	60.5	64.6	65.3	64.3	64.4	63.6
<b>3</b>	66.2	60.9	64.6	64.3	60.1	59.8	61.6	60.1	64.3	63.2	64.7	63.7	63.2
<b>4</b>	65.5	61.3	65.0	64.8	61.6	61.0	62.1	60.8	64.6	66.1	64.9	64.2	63.8
<b>5</b>	66.7	61.8	64.3	64.2	58.7	61.0	61.8	59.7	65.0	63.5	65.5	63.8	63.0
<b>6</b>	66.0	59.8	59.9	62.3	54.9	63.5	60.3	58.2	64.1	62.1	63.9	62.2	61.6
<b>7</b>	65.2	62.2	65.8	64.9	59.1	61.6	60.6	58.2	63.4	62.6	63.9	62.1	64.4
<b>8</b>	66.2	61.9	65.3	64.6	61.1	62.2	61.0	59.9	64.5	63.9	65.1	63.2	64.9
<b>9</b>	65.2	62.4	65.3	65.1	63.1	64.4	63.6	60.0	64.6	65.9	64.6	64.1	64.4
<b>10</b>	66.1	60.9	65.0	65.2	60.4	62.6	62.3	60.8	64.6	66.2	64.8	64.1	63.8
<b>11</b>	66.9	59.8	64.4	64.7	59.5	59.8	62.0	60.7	64.8	63.2	64.6	64.4	63.3
<b>12</b>	66.3	61.1	64.8	64.5	61.3	62.5	61.7	59.5	64.4	62.6	64.7	63.3	63.3
<b>13</b>	65.4	59.4	64.3	63.2	54.3	61.7	61.0	59.4	63.5	61.9	63.5	63.3	62.7
<b>14</b>	66.2	58.9	63.1	63.7	53.6	55.6	61.2	59.6	64.1	62.6	63.6	63.4	61.4
<b>15</b>	65.4	59.4	62.8	62.5	60.7	62.0	61.4	58.9	63.9	61.6	63.9	62.5	61.0
<b>16</b>	65.7	58.7	63.0	62.3	56.4	57.3	60.3	58.1	63.8	61.3	63.9	62.4	60.9
<b>17</b>	65.2	58.5	63.8	63.2	61.3	62.9	60.6	58.7	63.5	61.3	63.5	62.6	62.1
<b>18</b>	66.1	61.0	65.3	64.4	57.1	64.7	61.6	58.7	64.8	63.0	65.3	63.0	63.6
<b>19</b>	66.6	60.2	65.0	64.6	57.6	60.4	61.9	59.9	64.5	62.2	64.5	63.8	63.6
<b>20</b>	65.9	58.9	62.3	61.9	58.9	63.1	60.3	58.1	63.4	61.5	63.3	62.0	60.0
<b>21</b>	65.3	59.2	63.7	64.3	57.8	60.9	60.1	57.2	63.6	61.4	63.4	61.6	62.1
<b>22</b>	66.0	61.0	64.8	64.2	61.5	63.1	61.5	59.2	64.4	62.8	65.4	63.0	63.5
<b>23</b>	66.9	60.4	64.3	64.0	58.3	62.8	62.2	60.3	64.8	62.4	64.9	65.0	62.8
<b>24</b>	66.5	60.4	64.8	64.5	58.8	62.8	61.5	59.7	64.4	62.7	65.2	63.2	63.7
<b>25</b>	66.8	62.1	65.2	65.0	59.0	62.8	62.2	60.5	65.4	63.8	65.8	63.9	64.0
<b>26</b>	67.0	61.8	65.0	64.8	61.7	62.3	62.2	60.0	65.4	63.4	65.3	63.9	63.6
<b>27</b>	65.7	58.1	61.5	61.5	60.8	65.8	60.2	58.5	63.1	61.6	62.7	62.5	60.0
<b>28</b>	63.1	55.2	60.8	62.1	55.0	58.4	58.5	55.8	60.9	59.7	60.7	60.4	59.1
<b>29</b>	64.3	58.1	64.0	63.8	62.1	61.3	60.2	57.5	62.9	61.4	63.2	61.0	62.3
<b>30</b>	66.0	60.2	64.7	64.4	57.2	59.0	61.8	59.1	64.1	62.7	65.0	63.4	63.6
<b>31</b>	65.9	61.6	65.4	65.3	62.5	62.5	61.9	60.5	64.4	63.6	65.3	63.5	64.3
<b>Month</b>	<b>66.0</b>	<b>60.4</b>	<b>64.3</b>	<b>64.1</b>	<b>59.7</b>	<b>62.1</b>	<b>61.4</b>	<b>59.4</b>	<b>64.2</b>	<b>63.1</b>	<b>64.4</b>	<b>63.3</b>	<b>63.0</b>

\* = Not in service

**AIRCRAFT OPERATIONS**

Commercial Flight Operations Mix, First Quarter 2010 \_\_\_\_\_ C1

Commercial Flight Operations Mix, January 2010 \_\_\_\_\_ C2

Commercial Flight Operations Mix, February 2010 \_\_\_\_\_ C3

Commercial Flight Operations Mix, March 2010 \_\_\_\_\_ C4

Curfew Violation Summary, 1989 --- Present \_\_\_\_\_ C5

APPENDIX C1

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JANUARY TO MARCH 2010

Aircraft Type	Aeromexico	Air Canada	Alaska	Allegiant	American	American Eagle	Continental	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
6/11/2010																									
A300																					268			268	536
A310																					1			1	2
A318											10										1			1	2
A319											242														20
A320								19			2				273	4	210								1496
A321								419		257	2				700	266	126								3540
A333								2								443									886
B712																									4
B71Q																							1		0
B72Q																							1		0
B733							19						2445			82				49	3			52	104
B734													302												2546
B735							5																		147
B736																									294
B737							17						5187												307
B738							520	197																	614
B739							223																		31
B747+																									62
B752								368																	5458
B753																									10916
B762																									2882
B763								75	90																316
B764																									632
B772																									0
CRJ2																									0
CRJ7												838													1153
CRJ9												540													0
DC10												137													0
DC87																									63
ERJ+																									337
MD11																									674
MD80+																									0
MD90								1																	0
TOTALS	75	173	909	67	1247	1435	784	1193	90	257	404	1515	7934	31	1659	813	336	42	63	49	311	89	77	19563	39106
B190																									0
BE99																									65
C208																									130
E120																									432
PA31																									850
SF34																									0
SW3/4																									0
TOTALS	75	173	909	67	1247	1435	784	1193	90	257	404	1940	7934	31	1659	813	336	42	63	49	527	215	77	767	1534

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet  
 Other / Non-Transport Category = 2 JUS DC93, 1 AJI DC91, 1 NRG DC91, 2 RRR C130

APPENDIX C2

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JANUARY 2010

Aircraft Type	Aeromexico	Air Canada	Alaska	Allegiant	American	American Eagle	Continental	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																					87			87	174
A310																					1			1	2
A318											2										1			2	4
A319								8			84													272	544
A320								108		93					103	2	75							569	1138
A321															241	90	37							156	312
A330+																156								0	0
B712																								0	0
B71Q																								0	0
B72Q																								16	32
B733													802			24				15	1		2	828	1656
B734			45																					45	90
B735							1						97											98	196
B736																								11	22
B737			25				2						1740										1	1800	3600
B738			194				128	64																431	862
B739			45				141																	186	372
B747+																								0	0
B752								179								4							1	447	894
B753																								0	0
B762																								21	42
B763								3	31						2									93	186
B764																								2	4
B772							2																	0	0
CRJ2												193												193	386
CRJ7												234												234	468
CRJ9												37												47	94
DC10																								15	30
DC87																								0	0
ERJ+																								610	1220
MD11																								0	0
MD80+																								382	764
MD90								22																22	44
TOTALS	29	59	309	23	434	497	274	384	31	93	140	464	2639	12	576	286	112	16	21	15	104	28	22	6568	13136
B190																								0	0
BE99																								21	42
C208																								71	142
E120												148												148	296
PA31																								0	0
SF34																								0	0
SW3/4																								20	40
TOTALS	29	59	309	23	434	497	274	384	31	93	140	612	2639	12	576	286	112	16	21	15	175	69	22	260	520

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet  
Other / Non-Transport Category = 1 JUS DC93

APPENDIX C3

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- FEBRUARY 2010

Aircraft Type	Aeromexico	Air Canada	Alaska	Allegiant	American	American Eagle	Continental	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																					86		2	86	172
A310																								2	4
A318											4													4	8
A319											74													220	440
A320								6			2				80	1	59							562	1124
A321								134		76					220	85	45							133	266
A330+								2								133						1		3	6
B712																								0	0
B71Q																								0	0
B72Q																								18	36
B733							2						779			26				16	2			807	1614
B734																								34	68
B735							3						90											93	186
B736																								10	20
B737							9						1610					10						4	1683
B738							158	61										2						4	880
B739							66							10										4	91
B747+																								4	182
B752															207	1							1	367	734
B753								128																0	0
B762																			20					0	0
B763								15	28										20					20	40
B764																								94	188
B772																								0	0
CRJ2																								0	0
CRJ7												273												273	546
CRJ9												171												171	342
DC10												40									12			40	80
DC87																								12	24
ERJ+																								0	0
ERJ+																								565	1130
MD11																								0	0
MD80+																								339	678
MD90																							22	38	76
TOTALS	20	56	276	16	382	461	238	384	28	76	128	484	2479	10	507	246	104	12	20	16	100	28	34	6105	12210
B190																								0	0
BE99																								21	42
C208																								66	132
E120																								130	260
PA31																								0	0
SF34																								0	0
SW3/4																								19	38
TOTALS	20	56	276	16	382	461	238	384	28	76	128	614	2479	10	507	246	104	12	20	16	166	68	34	236	472

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet  
 Other / Non-Transport Category = 1 JUS DC93, 1 AJI DC91, 1 RRR C130

**APPENDIX C4  
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- MARCH 2010**

Aircraft Type	Aeromexico	Air Canada	Alaska	Allegiant	American	American Eagle	Continental	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300	26	62	324	28	431	513	274	467	31	88	136	567	2816	9	576	281	120	14	22	18	107	33	30	6973	13946
A310																					95			95	190
A318										4														0	0
A319	1							5		84					90	1	76							4	8
A320								177		88					239	91	44							257	514
A321																154								639	1278
A330+																								154	308
B712																								0	0
B71Q																							1	0	0
B72Q																				18			1	1	2
B733							17						864			32								18	36
B734			68																					913	1826
B735						1							115											68	136
B736																		10						116	232
B737	25		101			6							1837					4					2	10	20
B738	1		132			234	75							9										1975	3950
B739			23			16																		573	1146
B747+																								39	78
B752								112							247	1							1	393	786
B753																								0	0
B762																			22					22	44
B763								45	31													33	1	139	278
B764																								0	0
B772																								0	0
CRJ2												372												372	744
CRJ7												135												135	270
CRJ9												60				2								62	124
DC10																					12			12	24
DC87																								0	0
ERJ+		61									48													622	1244
MD11																								0	0
MD80+								1															25	302	604
MD90							52																	52	104
<b>TOTALS</b>	<b>26</b>	<b>62</b>	<b>324</b>	<b>28</b>	<b>431</b>	<b>513</b>	<b>274</b>	<b>467</b>	<b>31</b>	<b>88</b>	<b>136</b>	<b>567</b>	<b>2816</b>	<b>9</b>	<b>576</b>	<b>281</b>	<b>120</b>	<b>14</b>	<b>22</b>	<b>18</b>	<b>107</b>	<b>33</b>	<b>30</b>	<b>6973</b>	<b>13946</b>
B190																								0	0
BE99																								23	46
C208																						23		79	158
E120																								147	294
PA31																								0	0
SF34																								0	0
SW3/4																								22	44
<b>TOTALS</b>	<b>26</b>	<b>62</b>	<b>324</b>	<b>28</b>	<b>431</b>	<b>513</b>	<b>274</b>	<b>467</b>	<b>31</b>	<b>88</b>	<b>136</b>	<b>714</b>	<b>2816</b>	<b>9</b>	<b>576</b>	<b>281</b>	<b>120</b>	<b>14</b>	<b>22</b>	<b>18</b>	<b>186</b>	<b>78</b>	<b>30</b>	<b>271</b>	<b>542</b>

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet  
Other / Non-Transport Category = 1 RRR C130, 1 NRG DC91





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Appendix C5

**SDIA AIRPORT USE REGULATIONS  
CURFEW AND STAGE 3% VIOLATIONS**

**1989 - Present**

QTR	1989	PENALTY	1990	PENALTY	1991	PENALTY
1ST			America West Southwest Northwest	\$1,000 NP \$1,000	Southwest US Airways United	\$1,000 \$1,000 \$1,000
2ND	Delta TWA US Airways FedEx US Airways	NP NP NP NP NP	Southwest	\$1,000	Alaska America West United	\$1,000 NP NP
3RD	United Continental US Airways US Airways Southwest	NP NP \$1,000 \$3,000 \$1,000	Southwest TWA Delta TWA Southwest	\$1,000 \$1,000 NP NP \$3,000	America West TAESA (C) Southwest	NP NP \$1,000
4TH	US Airways America West Delta Southwest America West Connie Kalitta (C) United	\$1,000 NP \$1,000 \$1,000 \$1,000 NP \$1,000	Alaska Southwest America West Alaska	\$1,000 \$1,000 \$1,000 \$3,000	TWA Sierra Pacific (C)	NP NP
<b>FINES</b>		<b>\$10,000</b>		<b>\$14,000</b>		<b>\$5,000</b>

Legend

- (C) Commercial Charter
- (GA) General Aviation
- NP No Penalty
- EE Emergency Exemption
- CVRP Pending Review by the Airport Curfew Violation Review Panel (CVRP)

Note: Effective July 1, 2006, the SDIA Airport Use Regulations ("Curfew") fine structure and length of compliance period changed. For more info, visit [http://www.san.org/airport\\_authority/airport\\_noise/airport\\_use\\_regulations.asp](http://www.san.org/airport_authority/airport_noise/airport_use_regulations.asp)

QTR	1992	PENALTY	1993	PENALTY	1994	PENALTY
1ST			Reno Air American TWA	NP NP NP		
2ND					America West (C) TWA Alliance Air (GA)	\$1,000 \$1,000 NP
3RD	K2 Del Aire (GA) Aeromexico Express One (C) American	NP NP NP NP			Rp. Richard (GA) Corp. Helo's (GA) TWA United America West	NP \$1,000 \$1,000 NP \$1,000
4TH	United Northwest Southwest TAESA (C) Burlington/BAX Southwest Amer. Trans Air (C) Southwest Amer. Trans Air (C)	\$1,000 \$1,000 \$1,000 \$1,000 NP \$3,000 NP \$5,000 \$1,000	Quassar (GA) Martinair (C) Southwest TWA	NP NP \$1,000 \$1,000	FedEx Southwest Air Foyle (GA) TWA SportsFlight (C) Canada 3000 Northwest	\$1,000 \$1,000 NP \$1,000 NP NP \$1,000
<b>FINES</b>		<b>\$13,000</b>		<b>\$2,000</b>		<b>\$9,000</b>

QTR	1995	PENALTY	1996	PENALTY	1997	PENALTY
1ST	FedEx Southwest Continental Canada 3000 US Airways G. Wood (GA)	\$1,000 \$1,000 NP \$1,000 \$1,000 NP	TWA TWA United United Southwest TWA	\$1,000 \$3,000 \$1,000 \$3,000 \$1,000 \$5,000	Alaska Delta Delta Executive Jet (GA) Continental	\$1,000 \$1,000 \$3,000 \$1,000 \$1,000
2ND	United Southwest Delta TWA Continental	\$1,000 \$1,000 NP \$1,000 \$1,000	United SkyWest United US Airways Air Group (GA) Peninsula (GA) Southwest TWA Delta TWA TWA TWA	NP NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$3,000 \$5,000 \$50,000	America West FedEx FedEx Martinair (C) Miami Air (C) Western Pacific United SkyWest Southwest	NP NP \$1,000 NP \$1,000 \$1,000 \$1,000 NP \$1,000
3RD	Avanti (GA) Heavy Lift (C) Cutter Aviation (GA) American United	NP NP NP NP \$1,000	Arizona Exec. (GA) Western Pacific United Lamar (GA) Delta Continental United United Le Mouelic (GA)	\$1,000 \$1,000 \$1,000 NP \$1,000 \$1,000 \$3,000 \$5,000 NP	American United Southwest Reno Air Delta United Miami Air (C) Western Pacific	NP \$1,000 NP \$1,000 \$1,000 \$3,000 \$1,000 \$1,000
4TH	US Airways Airborne (Stage 3%) Champion Air (C) TWA Southwest Southwest Unigas (GA) US Airways TWA TWA Sun Country (C) Amer. Trans Air (C)	NP \$16,655 NP \$1,000 \$1,000 \$3,000 NP NP \$3,000 \$5,000 NP \$1,000	America West United United Southwest America West Great American (C) Delta American Delta Delta Delta Alaska Alaska United Alaska Alaska Alaska	\$1,000 \$1,000 \$3,000 \$1,000 \$3,000 \$1,000 \$1,000 NP \$1,000 \$3,000 \$5,000 EE EE EE EE EE EE	United American Eagle Sun Country (C) Frontier Delta America West United Continental TAESA (C) United TWA	\$1,000 NP \$1,000 NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$3,000 \$1,000
<b>FINES</b>		<b>\$39,655</b>		<b>\$112,000</b>		<b>\$31,000</b>

QTR	1998	PENALTY	1999	PENALTY	2000	PENALTY
1ST	Southwest	\$1,000	American Eagle	\$1,000	N. American (C)	\$1,000
	Delta	\$1,000	United	\$1,000	United	\$1,000
	Western Pacific	\$1,000	American	\$1,000	America West	\$1,000
	Air Eagle (GA)	\$1,000	American	\$3,000	Southwest	NP
	Exec Flt. Mgmt (GA)	\$1,000	Southwest (Stage 2)	\$1,000	America West	\$3,000
	United	\$1,000	Southwest (Stage 2)	\$6,000		
	Ameriflight	\$1,000				
	Southwest	NP				
	Emery	\$1,000				
	Super Bowl Flights	(25) x NP				
	2ND	Delta	\$1,000	United	\$1,000	Delta
Delta		NP	TWA	\$1,000	Emery	NP
American		NP	America West	NP	United	\$1,000
Alaska		\$1,000	United	\$3,000	America West	\$1,000
Delta		\$3,000	America West	\$1,000		
United		NP	America West	\$3,000		
N226GA (GA)		NP				
3RD	Saudi Arabian (GA)	\$1,000	America West	NP	Ameristar (C)	\$1,000
	American	\$1,000	Delta	\$1,000	United	NP
	Southwest	\$1,000	America West	\$1,000	United	\$1,000
	United	\$1,000	America West	\$3,000	TWA	\$1,000
	Tradewinds (C)	\$1,000	Continental (Stg. 2)	\$1,000	United	\$3,000
	United	NP	Southwest	NP	Bonzi Aviation (GA)	\$1,000
	Amer. Int'l (C)	\$1,000	American	\$1,000	Midwest Express (C)	\$1,000
	US Airways	NP	Delta	\$3,000		
	Emery (Stage 3%)	\$2,000	TWA	\$1,000		
	Delta	\$1,000	BAX Global	\$1,000		
	America West	\$1,000	US Airways	\$1,000		
	Ameristar (C)	NP	Atlas Air (C)	\$1,000		
	America West	\$3,000				
4TH	Southwest	\$1,000	ACM Aviation (GA)	\$1,000	Aventis (GA)	\$1,000
	Southwest	\$3,000	Delta (Stage 2)	\$1,000	Delta	NP
	Southwest	\$5,000	Amer. West (Stg. 2)	\$1,000	United	\$1,000
	United	\$1,000	Miami Air (C)	\$1,000	Delta	NP
	Bombardier (GA)	\$1,000			Frontier	NP
	United	\$3,000			SkyWest	NP
	United	\$5,000			SkyWest	\$1,000
	America West	\$1,000			United	\$3,000
	America West	NP			America West	\$1,000
	Delta	\$1,000			Champion Air (C)	\$1,000
	US Airways	\$1,000				
	Delta	\$3,000				
	US Airways	\$3,000				
	Alaska	NP				
<b>FINES</b>		<b>\$54,000</b>		<b>\$40,000</b>		<b>\$25,000</b>

QTR	2001	PENALTY	2002	PENALTY	2003	PENALTY
1ST	Delta United Aircraft Mngmt (GA) US Airways FedEx FedEx	\$1,000 NP NP \$1,000 NP NP			N60S (GA) N1823D (GA) N723MM (GA) N42PP (GA) N789SG (GA) N179T (GA) N60TX (GA) N330MC (GA)	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000
2ND	United United Capt. G. Zinger (GA) World Wide Jet (GA) Reliant Airlines US Airways United	\$1,000 \$3,000 NP \$1,000 NP \$1,000 NP	N642RP (GA) N874RA (GA) Alaska US Airways US Airways XA-TIE (GA)	NP NP \$1,000 \$1,000 \$3,000 \$1,000	Delta US Airways US Airways N57HJ (GA) US Airways	\$1,000 NP \$1,000 \$1,000 \$3,000
3RD	US Airways US Airways United Delta American US Airways US Airways Southwest Delta United	NP NP \$1,000 NP NP \$1,000 \$3,000 NP NP NP	N234SV (GA) Air Castle (GA) N61WH (GA) US Airways Flight Options (GA)	NP NP \$1,000 \$1,000 \$1,000	US Airways Delta US Airways America West Northwest Northwest jetBlue jetBlue Tag Aviation (GA)	\$1,000 \$1,000 NP \$1,000 \$1,000 \$3,000 NP \$1,000 \$1,000
4TH	N930DC (GA) N3472G (GA) Delta United Reliant Airlines United	\$1,000 \$1,000 \$1,000 NP \$1,000 \$1,000	America West Southwest US Airways Delta	\$1,000 \$1,000 \$1,000 \$1,000	N800PM (GA) N345MC (GA) NetJets (GA) US Airways jetBlue N790FH (GA) Delta N802CC (GA) FedEx Cherry Air (C) Southwest Southwest	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 NP NP \$1,000 \$1,000 \$1,000 \$3,000
<b>FINES</b>		<b>\$18,000</b>		<b>\$13,000</b>		<b>\$35,000</b>

QTR	2004	PENALTY	2005	PENALTY	2006	PENALTY
1ST	jetBlue FedEx American America West Alaska	NP NP NP \$1,000 \$1,000	jetBlue Delta jetBlue Alaska US Airways US Airways US Airways Sun Country US Airways	NP \$1,000 \$1,000 \$1,000 NP NP NP \$1,000 \$1,000	N950G (GA) jetBlue Alaska Delta	\$1,000 \$1,000 \$1,000 \$1,000
2ND	Ameristar (C) N5251M (GA) Delta US Airways N160AC (GA) N607CF (GA) jetBlue	\$1,000 NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000	Mesa Airlines jetBlue Alaska Aloha Aloha N855SA (GA) N8JL (GA) American US Airways FedEx FedEx jetBlue US Airways US Airways Ameristar (C)	\$1,000 \$1,000 \$1,000 \$1,000 \$3,000 \$1,000 \$1,000 NP NP \$1,000 NP \$3,000 \$1,000 \$3,000 \$1,000	US Airways US Airways N502JL (GA) N1049V (GA) Delta	\$1,000 NP \$1,000 \$1,000 \$1,000
3RD	N757WW (GA) N8080Q (GA) Sun Country jetBlue N101VJ (GA)	\$1,000 \$1,000 \$1,000 NP \$1,000	Northwest NetJets (GA) US Airways Northwest US Airways N204AH (GA) N104HW (GA) Northwest Delta Universal Jet (GA) N750PT (GA) Hawaiian	\$1,000 \$1,000 \$1,000 \$3,000 \$3,000 \$1,000 \$1,000 NP \$1,000 \$1,000 \$1,000 \$1,000	United US Airways US Airways Southwest US Airways Delta US Airways US Airways Delta C-FJHS (GA) Delta N800PM (GA)	NP NP NP NP \$2,000 \$2,000 NP NP NP \$2,000 NP \$2,000
4TH	jetBlue jetBlue FedEx FedEx Delta Alaska	\$1,000 \$3,000 NP \$1,000 \$1,000 \$1,000	Delta jetBlue jetBlue N800PM (GA) Delta	NP NP NP \$1,000 NP	N123MR (GA) jetBlue Frontier American Frontier US Airways	\$2,000 \$2,000 \$2,000 \$2,000 NP NP
<b>FINES</b>		<b>\$19,000</b>		<b>\$39,000</b>		<b>\$24,000</b>

QTR	2007	PENALTY	2008	PENALTY	2009	PENALTY
1ST	N800AR (GA) LXJ526 (GA) jetBlue United American Alaska jetBlue Hawaiian	\$2,000 \$2,000 \$2,000 NP \$2,000 \$2,000 \$6,000 \$2,000	SkyWest Air Canada US Airways US Airways US Airways jetBlue N4YS US Airways US Airways United	\$2,000 \$2,000 NP NP \$4,000 NP \$2,000 \$12,000 \$20,000 NP	US Airways N520SC (GA)	NP \$2,000
2ND	Delta jetBlue N204AH (GA) Delta Continental Continental American jetBlue AirTran Delta US Airways Delta jetBlue Delta Delta AirTran US Airways	NP \$10,000 \$2,000 NP NP NP NP NP NP NP NP NP NP \$10,000 NP NP \$2,000 \$2,000	N166PC (GA) N17773 (C) Swift Air (C) N919CT (GA) N26A (GA) jetBlue US Airways	\$2,000 \$2,000 \$2,000 \$2,000 \$2,000 NP NP	United N253WC (GA) N369PB (GA)	NP \$2,000 \$2,000
3RD	N963LW (GA) N1DC (GA) US Airways N6824Z (GA) American Swift Air (C)	\$2,000 \$2,000 \$2,000 \$2,000 NP \$2,000	jetBlue jetBlue jetBlue N338BP (GA) jetBlue Delta N421SV (GA) Ryan (C)	\$2,000 NP \$6,000 \$2,000 NP NP \$2,000 \$2,000	Delta jetBlue Delta Delta	NP \$2,000 \$2,000 \$6,000
4TH	Alaska US Airways Saudi Arabian (C) AirTran	\$2,000 \$6,000 \$2,000 NP	N167JL (GA) jetBlue Southwest Continental	\$2,000 \$10,000 NP \$2,000	N423SJ (GA) United Ameristar (C) Delta	\$2,000 NP \$2,000 \$10,000
<b>FINES</b>		<b>\$64,000</b>		<b>\$80,000</b>		<b>\$30,000</b>

<b>QTR</b>	<b>2010</b>	<b>PENALTY</b>	<b>2011</b>	<b>PENALTY</b>	<b>2012</b>	<b>PENALTY</b>
1ST	Chrysler Avtn. (GA) Delta Virgin America Virgin America Delta	\$2,000 \$6,000 \$2,000 \$6,000 \$18,000				
2ND						
3RD						
4TH						
<b>FINES</b>		<b>\$34,000</b>		<b>\$0,000</b>		<b>\$0,000</b>



**AIRCRAFT NOISE COMPLAINTS**

This section contains Year 2010 (to date) statistics on aircraft noise complaints received by the Airport Noise Mitigation Department.



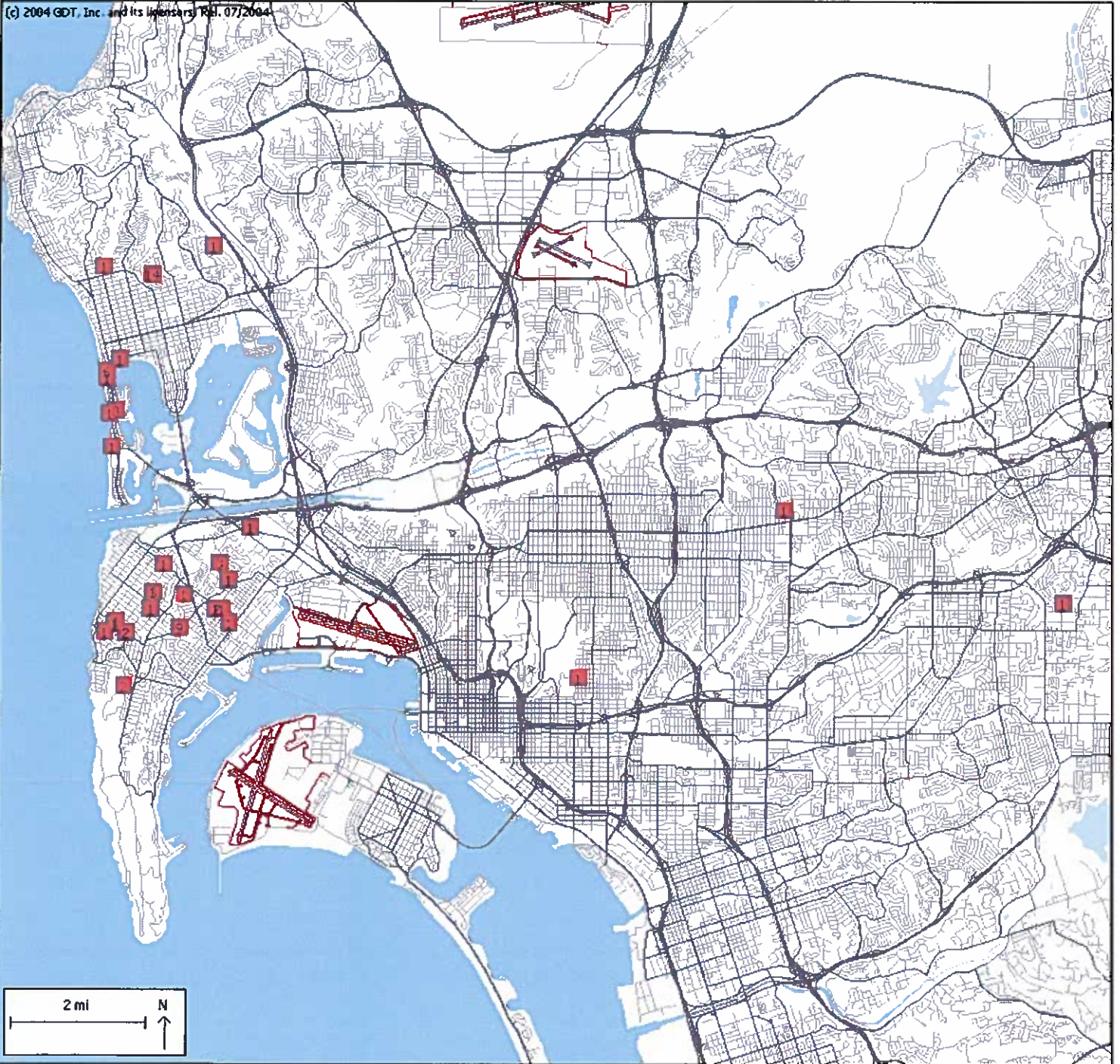
# First Quarter 2010

Aircraft Noise Complaint Caller's Location in relation to San Diego International Airport (SDIA)  
29 Households; 66 Complaints



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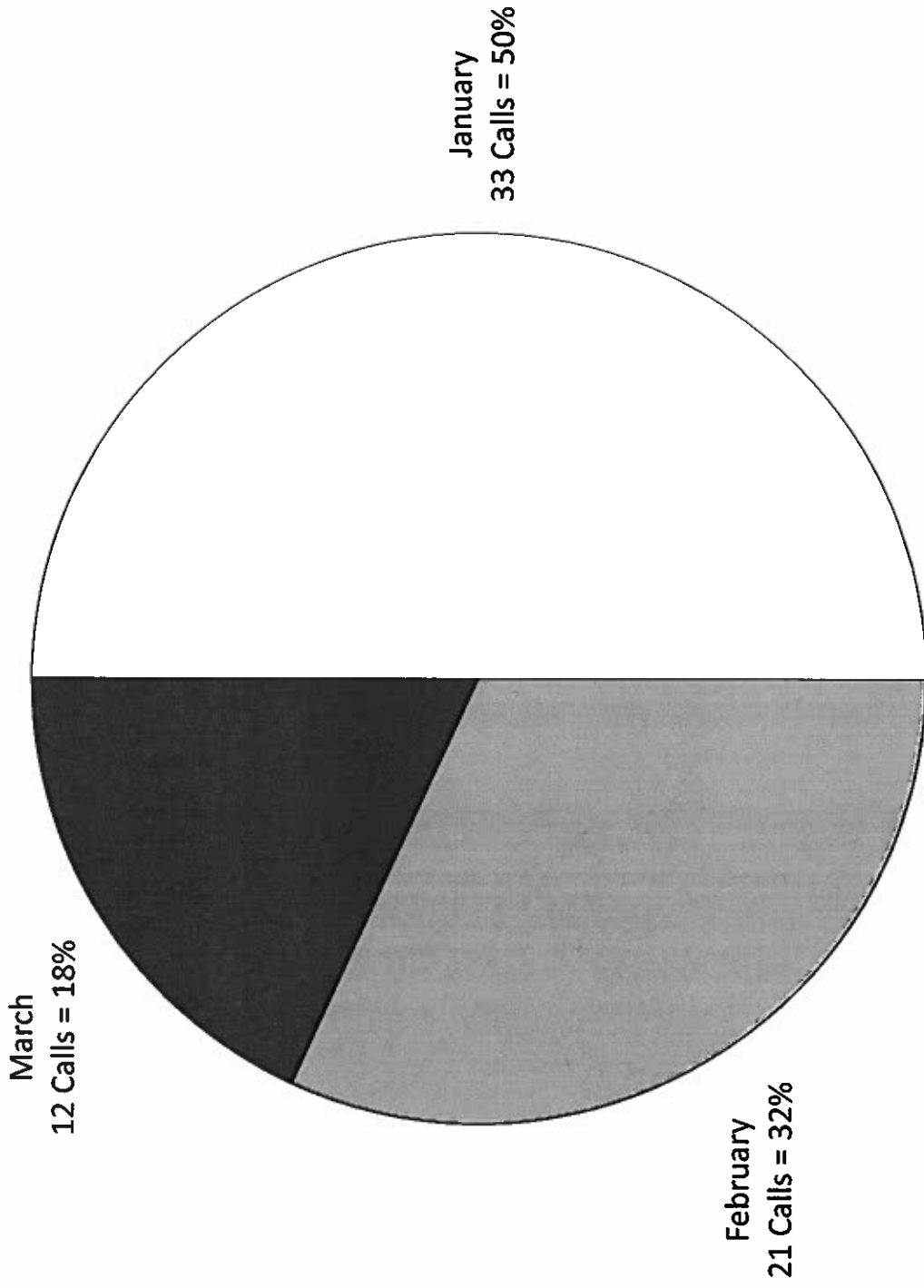
# Aircraft Noise Complaint Distribution by Month



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First Quarter 2010

TOTAL CALLS: 66



# Aircraft Noise Complaint Distribution by Neighborhood

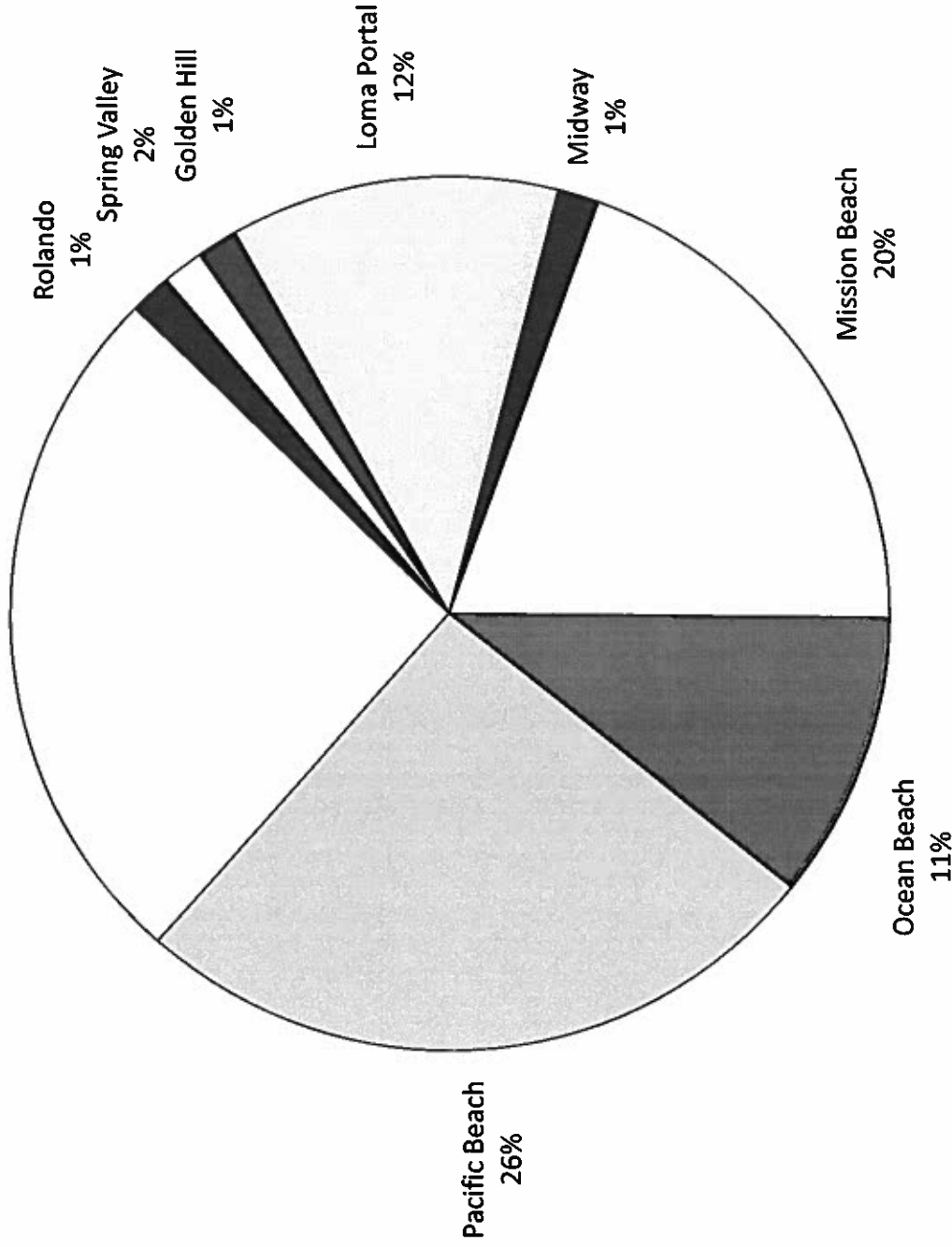


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First Quarter 2010

TOTAL CALLS: 66

Point Loma  
26%



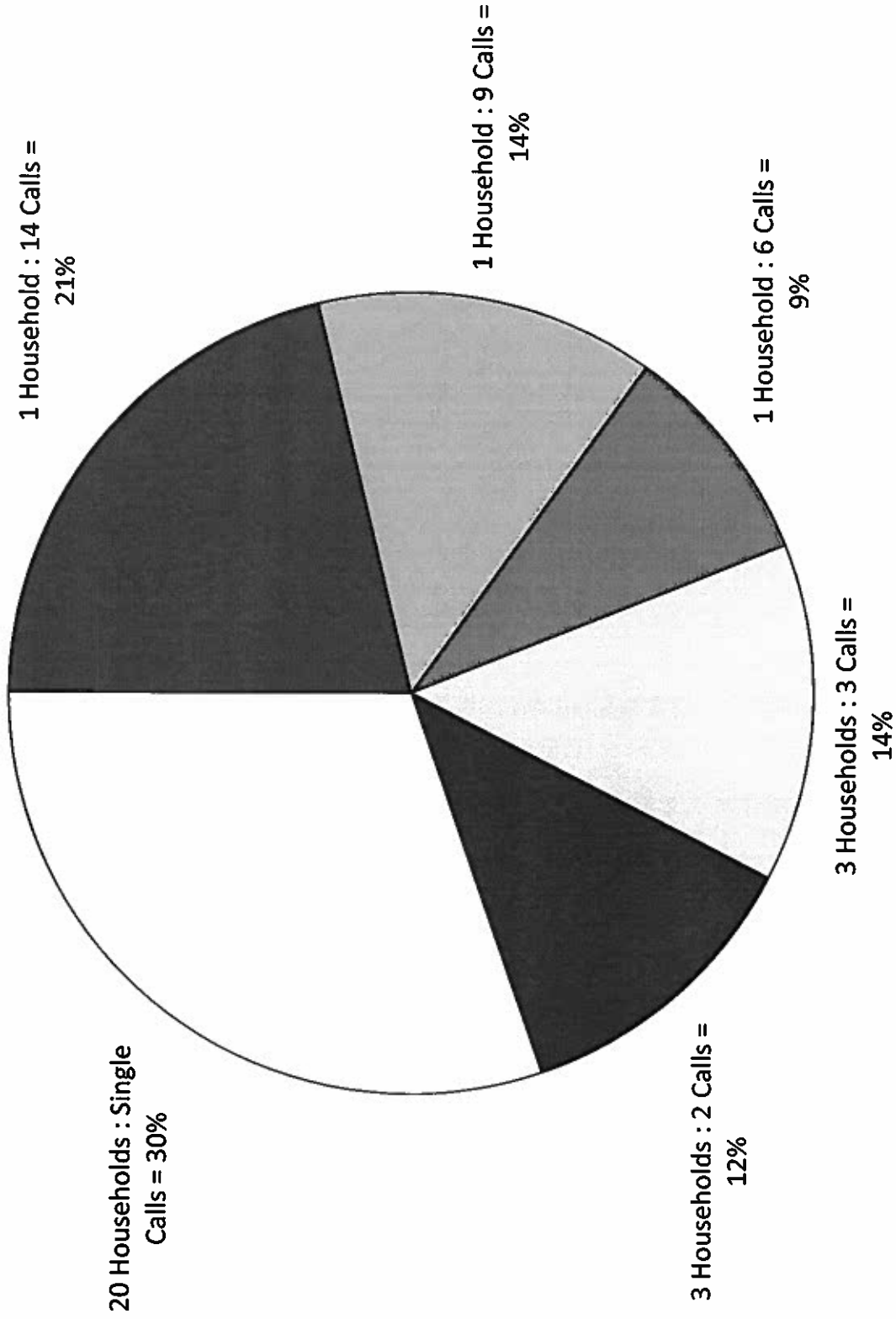
# Aircraft Noise Complaint Distribution by Household



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First Quarter 2010

TOTAL CALLS: 66



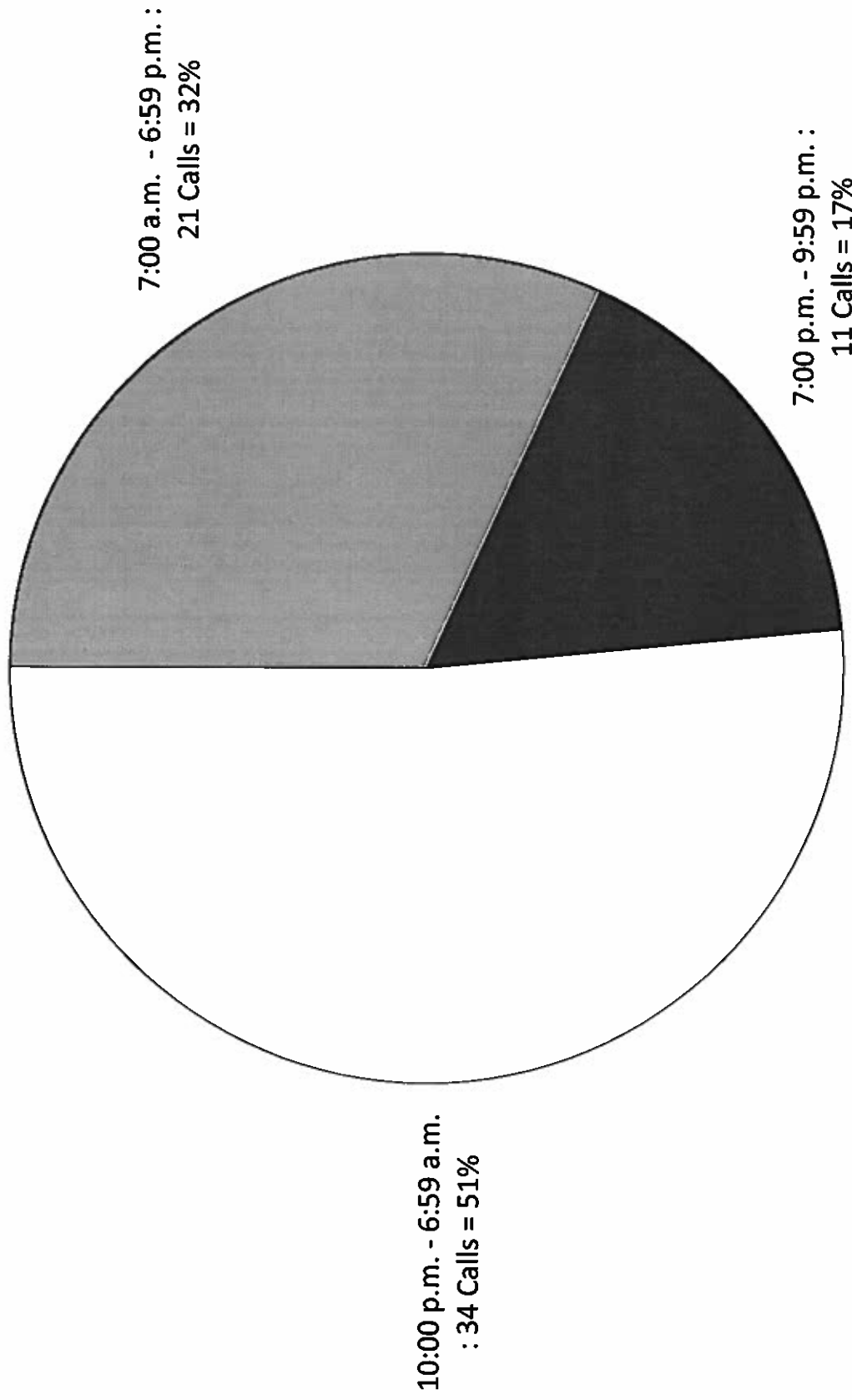
# Aircraft Noise Complaint Distribution by Time of Day



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First Quarter 2010

TOTAL CALLS: 66



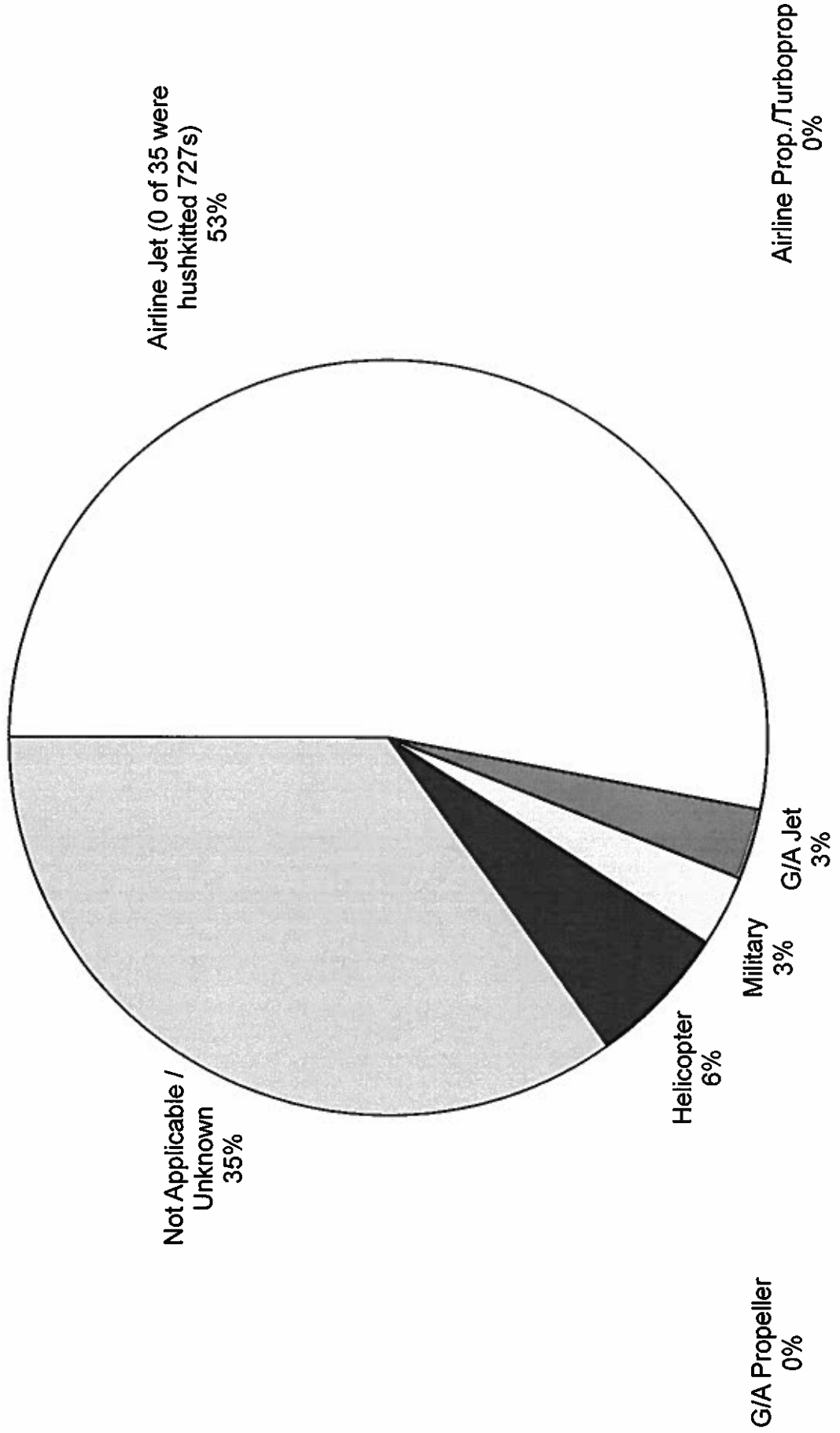
# Aircraft Noise Complaint Distribution by Aircraft Type



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First Quarter 2010

TOTAL CALLS: 66





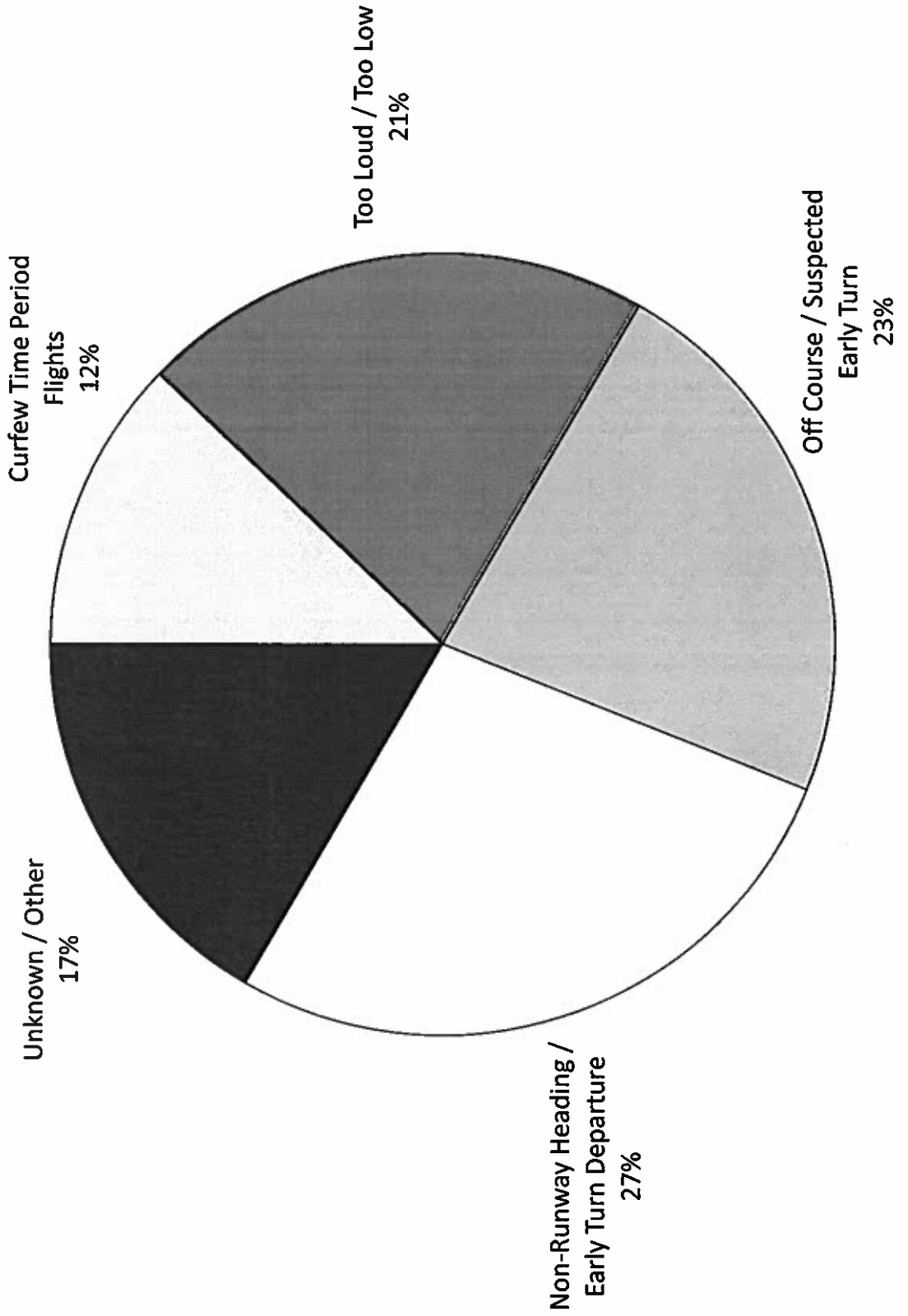
# Aircraft Noise Complaint Distribution by Cause



SAN DIEGO  
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AIRPORT

First Quarter 2010

TOTAL CALLS: 66



**AIRPORT NOISE ADVISORY COMMITTEE**

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held January 20<sup>th</sup>, 2010.



**SAN DIEGO  
INTERNATIONAL  
AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
Meeting Minutes  
January 20, 2010**

On January 20<sup>th</sup>, 2010, the Airport Noise Advisory Committee (Committee) met at the Commuter Terminal, San Diego International Airport, 3225 N. Harbor Drive, San Diego, CA. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:05 p.m.

**Present:** Mr. Matt Awbrey, City of San Diego, District Two (ex-officio); Mr. John Bennett, County of San Diego; Mr. David Borcalli, FAA-SDIA Tower; Captain (Ret.) Jack Bewley, Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Suhail Khalil, Peninsula Community Planning Board; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Steve Cummings, & Mr. Garret Hollarn

**Absent:** Mr. Bill Cegelka, representing Congresswoman Susan Davis (ex-officio); Mr. William Kenton, North Bay (Midway) Community Planning Board; Mr. Tom Gowranski, Ocean Beach Planning Board; Mr. Kirk Hanson, Community member; Mr. Steven Holt, Airline Representative (ex-officio); Mr. Cliff Myers, MCRD; Mr. Bill Stone, Little Italy Association (Excused); County Supervisor Greg Cox (ex-officio) (Vacant)

What follows is a summary of that meeting.

Dr. Butler opened the meeting by inviting each member and staff to introduce him/herself. Motions to approve the October 21, 2009 meeting minutes and Rules of Procedures were tabled due to lack of a quorum.

Mr. Frazee informed the members, as well as the public present, that a copy of the latest *Noise Matters* newsletter was recently published and mailed to over 38,000 residents in the airport's noise impact area. Its stories highlight the ongoing update to San Diego International Airport's federal noise compatibility program (Part 150 program), expansion of the Quieter Home Program boundary, and an update on the airport's Green Build terminal expansion project. Each ANAC participant has a copy for his/her use in the participant binder. Additional copies are available for participants to take back to their constituents following the meeting. An electronic copy will be posted to the Authority's website.

For the Airport Authority update, Mr. Frazee informed the members that the north-field taxiway project is halfway through and the completion date is still scheduled for May 2010. Mr. Frazee asked Mr. Borcalli (FAA representative) if he would like to add anything about the flow of aircraft traffic at the airport. Mr. Borcalli added that there have been no major issues regarding the aircraft flow at the airport. He did mention that recent inclement weather might cause

some delay on the taxiway construction site, though as stated before, completion date is still scheduled for May 30, 2010.

Continuing, Mr. Frazee updated ANAC on the Green Build. As mentioned before, the Green Build consists of the constructing 10 new gates, adding six more security check-point positions, and a remain overnight (RON) parking apron. He also mentioned that the pedestrian walkway at Terminal 2 East will be removed in May 2010 in anticipation of terminal construction work beginning in the fall. With all the projects that will be going on, this would produce about 1,000 new jobs to the San Diego economy. This concluded Mr. Frazee's update.

Moving on, Mr. Frazee gave an update on the Curfew Violation Review Panel (CVRP). The last CVRP was held December 3<sup>rd</sup>, 2009, when one general aviation operator went before the Panel. The operation was found to be a violation of the time-of-day restriction and was fined \$2000. Mr. Frazee informed ANAC members that the CVRP is a public meeting, that he encourages public participation, and that the next CVRP is scheduled for February 3<sup>rd</sup>, 2010. This concluded Mr. Frazee's presentation on CVRP.

Seeing that a quorum was now present, a motion was made, and seconded, to approve the October 21, 2009 meeting minutes. Per Committee discussion, Dr. Butler was asked to change wording in the meeting minutes from "insists" to "asks." Seeing no objection from the other members, and noting no further discussion, the meeting minutes were unanimously approved as amended.

Each January, ANAC participants are asked to review the current Committee Rules of Procedures. Dr. Butler asked if the committee wanted to amend, delete, or add items to the Rules of Procedures. Seeing that there was no discussion or suggestions, the Rules of Procedures remain intact.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP), provided an update of the airport's Residential Sound Attenuation Program. Ms. Knack informed the members that the QHP is moving along smoothly, with 27 active projects, 400 homes in-design, and 300 homes in the planning stages. New projects coming online average ~5-6 design and construction firms bidding. Seeing that there are no questions on the QHP update, Ms. Knack informed the committee that she is also here to present a request for a Program boundary expansion. She provided a brief history, explaining that ANAC originally selected the methodology used for the program, a process that requires insulation of housing units from the noisiest (generally closest to the runway ends) to quietest, and that the program expands using eligible homes within each one decibel (dB) community noise equivalent level (CNEL) noise contour. There have been five boundary expansions since Program inception in 1999; the current boundary was based on the 69 dB and 68 dB CNEL contours; the proposed boundary will include eligible parcels in the 67 dB contour, derived from the forecast 2014 Noise Exposure Map (NEM) that was recently approved by FAA. She further explained the selection criteria used to include parcels; the ranking within the boundary is based on the date of application, length of ownership, whether a property is owner-occupied or not, and home group (historic or non-historic). Ms. Knack then proceeded to describe three diagrams that composed the proposed new boundary: 1) "East Side 1" with a total of eight units; 2) "East Side 2" with a total of 169

units; and 3) "West Side" with a total of 596 units. There are a total of 778 eligible units in this boundary expansion. She further explained that if the boundary expansion is approved, the next step is that she will be taking it to the Airport Authority Board for presentation and acceptance. Applications will then be mailed out to the owners of the respective properties. She added that eligible properties in all existing boundaries must be completed first. This concluded Ms. Knack's presentation. Dr. Butler called for a motion to approve the boundary expansion. The motion was proposed and seconded, and the floor was open to discussion. Several members asked questions regarding the projection of financial information concerning the project, and Ms. Knack responded to all questions. After all questions were answered, and hearing no further discussion, Dr. Butler called for the motion, which was unanimously approved.

Mr. Paul Webb, Project Manager for the FAA 14 CFR Part 150 Airport Noise and Land Use Compatibility Program Study, provided an update. He stated that the final Noise Exposure Maps (NEMs) were submitted last fall to the FAA's Western Pacific Region, and that on November 10<sup>th</sup>, 2009 the NEMs were accepted by the FAA. This completed the first step in the Part 150 study update process. Mr. Webb then reviewed the remaining Noise Compatibility Program (NCP) progress. Mr. Webb reviewed that there are three basic types of noise / land use measures: 1) Noise abatement measures; 2) noise mitigation or compensation measures; and 3) preventive measures. The NCP includes the following: 1) development of the program; 2) description of all measures considered; 3) reasons for accepting/rejecting each measure; 4) implementation and funding; and 5) predicted effectiveness. Mr. Webb informed the members that the preliminary NCP was submitted to FAA for review and comment, that FAA's comments have been incorporated, and that a revised draft was submitted to the Noise Technical Advisory Group (NTAG) for review and comment on January 14<sup>th</sup>, 2010 and also at a public hearing held on the same day. At the public hearing, a presentation was made to the assembled public attendees and questions were taken. The facilitator also informed the group that public comments will be accepted until February 5<sup>th</sup>, 2010. Interested individuals were advised how to make comments on the website, as well as a toll-free telephone number to call; the draft NCP document is also available on the SDCRAA website, at four libraries in the study area, and at the Airport Authority's reception area, C.T. 3<sup>rd</sup> floor. This concluded Mr. Webb's presentation. Questions arose after Mr. Webb's presentation to which he responded.

Mr. Garret Hollarn presented Missed Approach (MA) statistics. In his presentation, Mr. Hollarn reviewed the definition and description of a missed approach, or go-around, and how the numbers are calculated. He then reviewed the previous yearly totals, and reiterated that most Missed Approaches at SDIA are caused by inclement weather in the area, and typically occur during the "winter" timeframe (generally November thru February). Mr. Hollarn pointed out that the 2009 year Missed Approaches total was 538, and the high number during the last months of the year was due to the winter weather; for example, on November 3<sup>rd</sup>, there were 20 MAs (17 on Runway 09), and on December 7<sup>th</sup>, there were 28 MAs. In reviewing the Missed Approaches by Time of Day, the curfew hours (2330L to 0630L) has less MAs. In reviewing MAs by heading (runway heading vs. non-runway heading), most of the MAs are on runway heading, however there have been more MAs in the last few months taking a turn to the north (non-runway heading) to return to the airport. Overall, for 2009, roughly 70% of all MAs were

during non-Curfew times and maintained runway heading, and only about 10% of all missed approaches occur during the Curfew period. This concluded Mr. Hollarn's presentation.

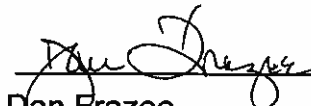
Mr. Hollarn then presented the noise complaint update. Mr. Hollarn began by showing a slide that had the trend of complaints from year to year; with the 2009 noise complaint total being 267. This was the lowest yearly total since the Department began keeping records, and he relates that the reason for the smaller number is that residents are using the web-based flight tracking program to see what type of aircraft flew by their area. Continuing with the presentation, complaint were reviewed by 1) Time of Day – 48% are during the day and 39% are at night; 2) Neighborhood – Peninsula neighborhoods still account for roughly 65% of all complaints, with Loma Portal and Point Loma the highest numbers, but now followed by Mission Beach then Ocean Beach; 3) Household – the biggest group is single calls at 37%, but some households call numerous times (4 households account for 27% of all complaints); 4) Aircraft Type – 48% are commercial jet flights, then the next largest group is 41%, which is people calling about "all aircraft"; 5) Action – 60% of complaints relate to where the aircraft are flying, with 50% of all complaints being "suspected off course/early turn". This concluded Mr. Hollarn's presentation.

Mr. Steve Cummings gave a presentation on "Early Turn" operations. Before he showed his update, he explained the definition of "Early Turn" operations. For his update, he showed a total number of 163 Early Turns for 2009. From last ANAC meeting the total from January – September was 122 and from October - December was 41. Breaking it down – October = 4, November = 15, and December = 22. He added that FAA returned comments related to a few of those weekly operations sent to them last winter.

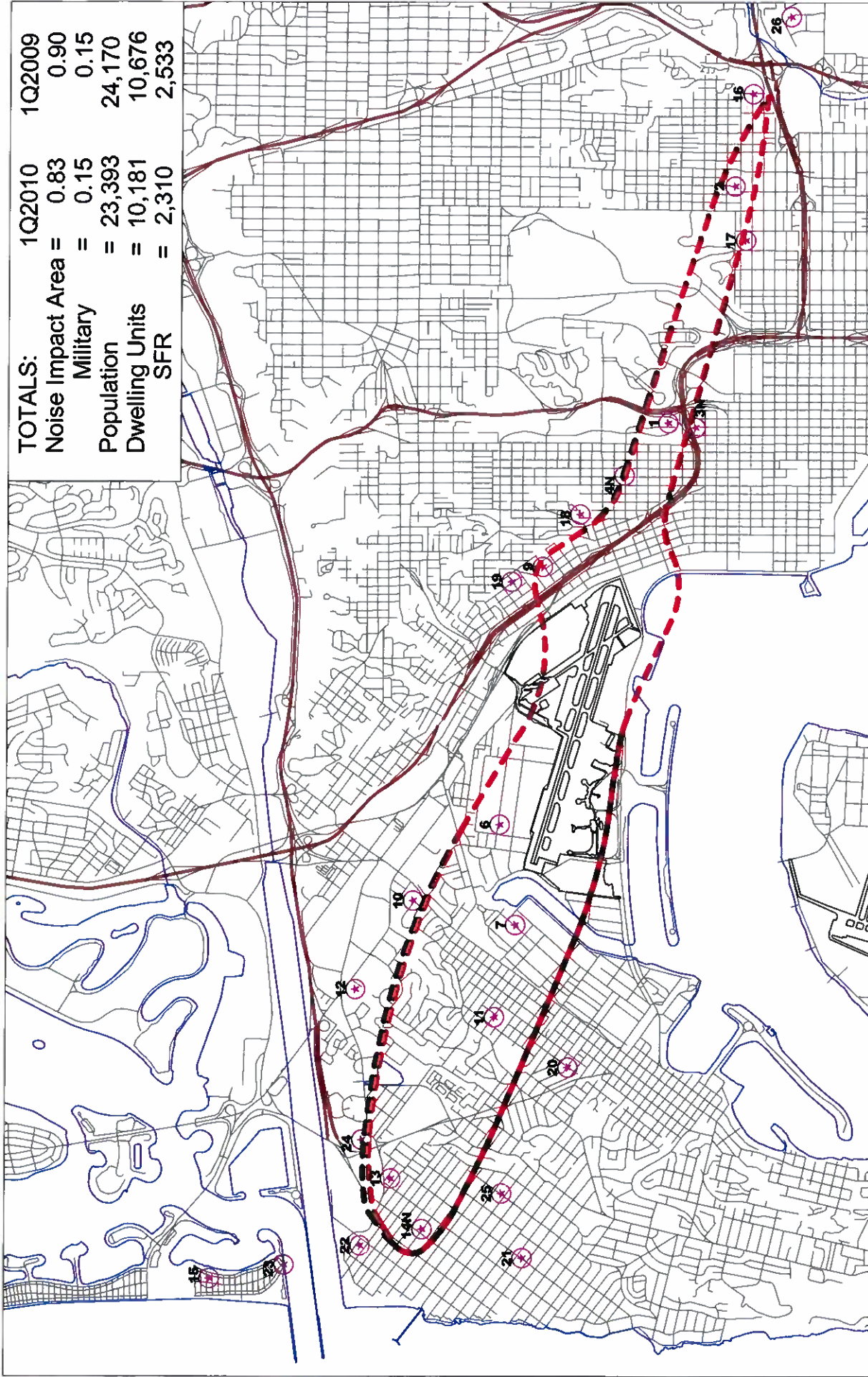
Mr. Cummings then reported on "Contra-flow" operations. He first presented the definition of "Contra-flow operations". Breaking it down by month, there were 6 in October, 5 in November, and 13 in December. He explained that the increase in numbers during the month of December was due to poor weather. This concluded Mr. Cummings presentation.

Public Comment: Ms. Ruth Rollins, a resident of Pt. Loma asked how the decibels are measured.

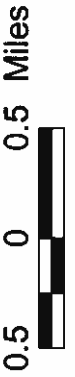
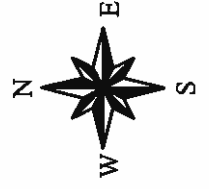
Hearing no more questions, and noting no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:29 p.m. The next meeting is scheduled for Wednesday, April 21<sup>st</sup>, 2010 at 4:00 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.

  
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Dan Frazee  
Director, Airport Noise Mitigation

NOTE: Please refer to the Frequently Asked Questions (FAQ's) on the Airport Noise Office website at [www.san.org/airportnoise/info\\_noise\\_main.asp](http://www.san.org/airportnoise/info_noise_main.asp) for the answers to commonly asked airport noise-oriented questions.



Comparison of the 2009 and 2010 First Quarter Community Noise Equivalent Level (CNEL) contours.



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1st Quarter 2010  
1st Quarter 2009