

# QUARTERLY NOISE REPORT

April 1, 2010 through June 30, 2010



Airport Noise Mitigation Department  
San Diego International Airport

September 29, 2010

**QUARTERLY NOISE REPORT**  
**For the Period**  
**April 1 through June 30, 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 Second 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 April 1, 2010 to June 30, 2010, to be 0.74 square miles and 0.15 square miles, respectively. As compared to the Second Quarter of 2009, the Noise Impact Area decreased by 0.10 square miles and the Federal Military Noise Impact Area remained the same.

2 <sup>nd</sup> Quarter 2010	2 <sup>nd</sup> Quarter 2009	Change
0.74	0.84	-0.10
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

RMT #	ANNUAL CNEL (dB) <sup>1</sup>	QUARTER CNEL (dB) <sup>2</sup>
1	71.1	71.4
2	66.5	67.0
3	65.2	65.1
4	65.0	65.3
6	69.2	69.4
7	74.3	74.1
9	66.5	66.2
10	63.2	63.7
11	71.4	71.3
12	61.7	61.8
13	65.5	65.5
14	65.7	65.3
15	59.9	60.2
16	64.2	64.9
17	64.1	64.3
18	60.3	58.7
19	62.1	61.3
20	61.2	61.3
21	58.8	59.0
22	64.1	64.1
23	62.4	62.5
24	64.3	64.3
25	63.1	62.8
26	62.9	63.7

<sup>1</sup> = For the period July 1, 2009 through June 30, 2010

<sup>2</sup> = For the period April 1, 2010 through June 30, 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	SECOND QUARTER 2010	SECOND QUARTER 2009	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	38,146	39,617	(1,471)	-3.7%
Commuter	6,342	6,052	290	4.8%
General Aviation	4,812	4,139	673	16.3%
Military	107	120	(13)	-10.8%
TOTAL	49,407	49,928	(521)	-1.0%

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 Second Quarter of 2010. The data used to compile this report was gathered during 24-hour periods on May 11 - 13, 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 Second Quarter 2010 Operations Survey, an average of 487 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 61. 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 Second Quarter 2010 Operations Survey, an average of 487 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 61. 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:

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

	May 12 - 14, 2009	May 12 - 14, 2010	Change (dB)
Departures	99.6	98.9	-0.7
Arrivals	96.1	95.4	-0.7

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 487 daily operations, which reflected no change from the 487 operations recorded during the Second Quarter of 2009.



**TABLE 1**

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
May 11 through May 13, 2010**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200Q	105.5	Phoenix, AZ	CCI711	1820
MD-80	104.5	Dallas/Fort Worth, TX	AAL594	640
MD-80	104.4	Dallas/Fort Worth, TX	AAL418	845
MD-80	104.1	Monterey, CA	AAY523	1810
MD-80	104.0	Dallas/Fort Worth, TX	AAL1744	745
MD-80	104.0	Dallas/Fort Worth, TX	AAL424	1415
MD-80	103.8	Dallas/Fort Worth, TX	AAL1670	1255
MD-80	103.5	Dallas/Fort Worth, TX	AAL1090	950
MD-80	102.2	Dallas/Fort Worth, TX	AAL2014	1700
MD-80	101.4	Dallas/Fort Worth, TX	AAL480	1730
MD-80	100.8	El Paso, TX	DOJ555	2245
A321	99.0	Philadelphia, PA	AWE1518	2220
B737-800	99.0	New York, NY	DAL2856	2300
A321	98.7	Philadelphia, PA	AWE1510	640
A321	98.7	Charlotte, NC	AWE199	2300
B757-300	98.5	Newark, NJ	COA1827	820
A321	98.2	Philadelphia, PA	AWE144	1135
B767-300	98.1	Honolulu, HI	HAL15	930
A300-600	97.6	Indianapolis, IN	FDX3613	640
B737-800	97.5	New York, NY	DAL246	645
A300-600	97.1	Indianapolis, IN	FDX1654	1930
B737-900	97.1	Houston, TX	COA1041	815
A300-600	96.9	Memphis, TN	FDX821	650
B737-800	96.9	Newark, NJ	COA327	2135
B737-800	96.7	Chicago, IL	AAL810	730
B757-200	96.6	New York, NY	AAL160	750
A320	96.5	Detroit, MI	DAL2948	910
B737-800	96.4	Detroit, MI	DAL2848	1330
B737-800	96.3	Chicago, IL	AAL1442	1000
B737-800	96.3	Houston, TX	COA131	700

**TABLE 1**

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
May 11 through May 13, 2010**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
A320	96.2	Detroit, MI	DAL2748	2255
MD-90	96.2	Minneapolis, MN	DAL2544	820
B737-800	96.1	Houston, TX	COA1606	955
B737-900	96.1	Houston, TX	COA1588	1305
B767-300F	96.0	Louisville, KY	UPS921	1935
A320	95.7	New York, NY	JBU182	1225
B737-400	95.7	Seattle, WA	ASA489	1835
B767-200F	95.6	Phoenix, AZ	ABX415	1845
B737-800	95.5	Chicago, IL	AAL874	1225
B737-800	95.5	Cabo San Lucas, MX	ASA232	1015
B737-800	95.5	Newark, NJ	COA427	1640
B737-800	95.5	Minneapolis, MN	DAL2744	1220
A300-600	95.4	Memphis, TN	FDX1222	1930
B737-900	95.3	Houston, TX	COA335	1450
B757-200	95.3	Atlanta, GA	DAL1692	1120
B757-200	95.3	Atlanta, GA	DAL1792	2300
B757-200	95.3	Atlanta, GA	DAL2892	755
B737-400	95.2	Seattle, WA	ASA495	830
B737-500	95.2	Houston, TX	SWA675	925
A320	95.1	Charlotte, NC	AWE1564	1320
A320	95.1	New York, NY	JBU186	2125
B737-400	95.1	Seattle, WA	ASA493	645
B757-200	95.1	Dallas/Fort Worth, TX	AAL1152	1135
A320	95.0	Boston, MA	JBU412	2250
B737-800	95.0	Houston, TX	COA374	1130
B757-200	95.0	Dulles, VA	UAL970	810
A320	94.9	Minneapolis, MN	DAL2244	655
B757-200	94.9	Atlanta, GA	DAL2992	915
B737-700	94.8	Baltimore, MA	SWA1263	810
B737-800	94.8	Chicago, IL	AAL590	1540
B757-200	94.7	Atlanta, GA	DAL1592	640

**TABLE 2**

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
May 11 through May 13, 2010**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B767-300	99.9	Kona, HI	UPS2968	1400
B767-300	97.6	Louisville, KY	UPS922	440
A300-600	97.1	Memphis, TN	FDX1422	525
A300-600	96.8	Indianapolis, ID	FDX1754	510
B767-300	96.8	Honolulu, HI	HAL16	2130
A300-600	96.7	Indianapolis, ID	FDX3713	1715
B727-200Q	96.6	Phoenix, AZ	CCI712	815
A300-600	96.3	Memphis, TN	FDX906	1700
MD-80	96.2	Bakersfield, CA	DOJ500	2110
B737-400	96.0	Seattle, WA	ASA480	1140
B737-300	95.8	Phoenix, AZ	AWE186	1755
B757-300	95.8	Newark, NJ	COA1426	2105
B757-200	95.7	Dallas/Fort Worth, TX	AAL1789	1015
A300-600	95.6	Ontario, CA	FDX1860	430
B757-200	95.6	Dulles, VA	UAL240	2000
B767-200F	95.6	Phoenix, AZ	ABX815	740
B737-500	95.5	St. Louis, MO	SWA974	1450
B757-200	95.4	San Francisco, CA	UAL468	1000
B757-200	95.4	Denver, CO	UAL939	2015
MD-80	95.4	Dallas/Fort Worth, TX	AAL1091	1745
MD-80	95.4	Dallas/Fort Worth, TX	AAL849	1530
B737-300	95.3	El Paso, TX	SWA137	1255
B737-400	95.3	Seattle, WA	ASA482	1725
B757-200	95.3	New York, NY	AAL127	2040
B757-200	95.3	Dulles, VA	UAL229	1045
B757-200	95.2	Atlanta, GA	DAL2967	1240
B737-300	95.0	Kansas City, MO	SWA547	1115
B737-400	95.0	Seattle, WA	ASA498	2015
B757-200	95.0	Atlanta, GA	DAL1667	1630
B757-200	95.0	Denver, CO	UAL763	1245

**TABLE 2**

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
May 11 through May 13, 2010**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B757-200	95.0	San Francisco, CA	UAL955	1900
MD-80	95.0	Dallas/Fort Worth, TX	AAL533	2250
B737-300	94.9	Las Vegas, NV	SWA2722	1225
B737-300	94.9	Las Vegas, NV	SWA735	1840
B737-300	94.8	Phoenix, AZ	SWA533	1930
B737-500	94.8	Sacramento, CA	SWA12	1705
B757-200	94.8	San Francisco, CA	UAL550	1220
B757-200	94.8	Chicago, IL	UAL651	2240
MD-80	94.8	Dallas/Fort Worth, TX	AAL1121	1930
MD-80	94.8	Dallas/Fort Worth, TX	AAL1505	1635
MD-80	94.8	Dallas/Fort Worth, TX	AAL465	1310
B737-400	94.7	Seattle, WA	ASA492	2215
B737-800	94.7	Cabo San Lucas, MX	ASA233	1455
B757-200	94.7	Atlanta, GA	DAL2367	1010
B737-300	94.6	Las Vegas, NV	SWA611	1540
B737-800	94.6	Chicago, IL	AAL779	1415
B737-900	94.6	Houston, TX	COA738	1330
B757-200	94.6	Atlanta, GA	DAL1467	1815
B757-200	94.6	Atlanta, GA	DAL2667	2330
B737-300	94.5	Tucson, AZ	SWA811	840
B737-300	94.5	Sacramento, CA	SWA993	1340
B757-200	94.5	San Francisco, CA	UAL901	2115
MD-80	94.5	Dallas/Fort Worth, TX	AAL1665	2130
B737-300	94.4	San Jose, CA	SWA240	1935
B737-300	94.4	Phoenix, AZ	SWA2802	1020
B737-300	94.4	Phoenix, AZ	SWA472	1615
B737-300	94.4	Phoenix, AZ	SWA486	1520
B737-900	94.4	Newark, NJ	COA1626	1140
B737-300	94.3	Oakland, CA	SWA2559	1300
B737-700	94.3	Denver, CO	SWA626	1350
B757-200	94.3	Atlanta, GA	DAL1567	2115

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

Survey of three days during the Second Quarter of 2010  
 These numbers are the averages for operations for May 11 to May 13, 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		4	2							11
A310													0
A320+	23	11	4	23	3	11							75
B712													0
B72Q	1			1									2
B73Q													0
B733+	89	23	13	96	18	11							250
B747+													0
B757+	10	7	2	15		4							38
B767+	2	1	1	3	1								8
B777+													0
DC10													0
DC87													0
DC8Q													0
DC9Q													0
L1011													0
MD80+	5	3	1	7		2							18
MD90	4	1	1	4		1							11
RJ+	31	4	2	30	5	2							74
<b>TOTAL</b>	<b>167</b>	<b>50</b>	<b>27</b>	<b>179</b>	<b>31</b>	<b>33</b>							<b>487</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 Second Quarter of 2010 Airport Noise Mitigation received a total of 46 complaint calls from 34 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 Second Quarter of 2010

<b>DIRECTION FROM AIRPORT</b>		<b>April</b>	<b>May</b>	<b>June</b>	<b>TOTAL</b>
NORTH	Clairemont			1	1
	Pacific Beach	3	2	1	6
SOUTH	Chula Vista		1		1
	Encanto/Lomita		1		1
	Golden Hill		1	1	2
EAST	Middletown		1		1
	Rolando			1	1
	South Park	1		1	2
	Famosa		2	1	3
	Loma Portal	2	3	1	6
WEST	Mission Beach	2		2	4
	Ocean Beach	1	2		3
	Point Loma	3	6	6	15
<b>TOTAL COMPLAINTS</b>		<b>12</b>	<b>19</b>	<b>15</b>	<b>46</b>

The 46 complaint calls recorded during the Second Quarter 2010 reflect a decrease of 17 calls from the 63 received during the Second 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 Second Quarter 2010 Final Enforcement Actions.

<b>SECOND 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>
4/07/2010	2241L	DK International LLC (N860PM)	GLF2 ; Stage 2	\$2,000
4/07/2010	2332L	jetBlue Airways 412	A320 ; Stage 3	No Penalty
5/07/2010	2332L	Elan Express (N17773)	B72Q ; Stage 3	\$2,000
5/07/2010	2332L	Sun Country Airlines 8903	B738 ; Stage 3	\$2,000
5/07/2010	2332L	Executive Citation LLC (N41EA)	C525 ; Stage 3	\$2,000
6/08/2010	2252L	Delta Air Lines 1468	B763 ; Stage 3	\$30,000
6/08/2010	2252L	jetBlue Airways 186	A320 ; Stage 3	\$2,000
6/08/2010	2252L	Sun Country Airlines 8903	B738 ; Stage 3	\$6,000

Appendix C6 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 seven (7) eligibility boundaries. The seven boundaries are the Pilot/Phase 1A Boundary, the Phase 1B Boundary, the Phase 1C Boundary, the Supplemental Expansion Boundaries 1, 2, & 3, and the 2014 68 dB CNEL boundary.

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.

Program Phase	Dwellings	Percent Complete
Pilot/Phase 1A	90	100%
Phase 1B	149	100%
Phase 1C/1D	329	100%
Phase 2	139	100%
Phase 3, Groups 1-7	209	100%
Phase 4, Groups 1-12	501	100%
Phase 5, Group 1	57	90% complete
Phase 5, Group 2	73	90% complete
Phase 5, Group 3	54	100%
Phase 5, Group 4	63	70% complete
Phase 5, Group 5	43	80% complete
Phase 5, Group 6	78	60% complete
Phase 5, Group 7	199	60% complete
Phase 5, Group 8	51	50% complete
Phase 5, Group 9	62	50% complete
Phase 5, Group 10	44	50% complete
Phase 5, Group 11	109	20% complete
Phase 5, Group 12	32	20% complete
Phase 6, Group 1	37	40% complete
Phase 6, Group 2	30	20% complete
Phase 6, Group 3	58	30% 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 April 21<sup>st</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)

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**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):

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Noise Impact Area = 0.74 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:

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8,570 \*\* (QHP Insulated units = 1,611)

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

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21,069 \*\* (QHP Insulated = 2,324)

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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:

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B727-200Q (Stage 3): 112

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

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49,407

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

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38,146

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

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100%

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8. Number of Commuter operations during the calendar quarter:

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6,342

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

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4,812

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

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107

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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 April 2010 \_\_\_\_\_ B3

CNEL Log for May 2010 \_\_\_\_\_ B4

CNEL Log for June 2010 \_\_\_\_\_ B5

## APPENDIX B1

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

RMT #	Location	<sup>c</sup> L Distance (Ft.)*	Offset (Ft.)
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 April 1, 2010 to June 30, 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  
April 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>	71.4	66.7	65.6	65.2	69.8	75.6	64.4	64.7	72.7	62.9	67.1
<b>2</b>	71.7	67.1	65.3	65.7	69.7	74.7	70.2	64.6	72.1	63.2	66.3
<b>3</b>	69.9	65.7	62.7	63.9	68.5	73.5	64.9	62.7	71.0	60.9	65.0
<b>4</b>	70.2	65.9	62.5	64.4	68.7	73.2	66.0	63.4	70.7	61.4	66.0
<b>5</b>	71.9	67.5	65.4	65.8	69.7	74.1	67.8	64.4	71.5	62.9	66.9
<b>6</b>	71.5	66.3	66.6	64.6	69.5	74.2	66.2	63.9	71.3	61.9	65.7
<b>7</b>	70.1	65.4	64.4	64.0	69.1	73.4	67.5	63.1	70.3	61.1	64.6
<b>8</b>	70.3	65.7	63.5	64.4	69.3	73.7	65.5	63.1	70.6	61.9	64.4
<b>9</b>	71.0	66.7	63.7	65.0	69.2	75.0	66.4	64.3	72.3	62.6	65.8
<b>10</b>	70.4	66.0	63.0	64.3	68.1	73.3	65.7	62.4	71.0	60.6	65.3
<b>11</b>	69.9	66.1	62.1	65.1	68.5	74.7	66.6	63.3	71.8	61.7	66.0
<b>12</b>	71.6	67.2	64.9	65.0	70.6	73.9	67.1	65.0	71.2	63.1	66.6
<b>13</b>	71.9	67.1	67.6	66.0	70.0	73.9	65.9	64.4	71.3	62.8	65.7
<b>14</b>	71.6	67.2	65.7	65.0	70.2	73.9	66.6	64.1	71.5	62.2	65.8
<b>15</b>	71.6	67.6	65.3	65.8	69.6	74.7	65.5	64.6	71.9	62.8	66.3
<b>16</b>	71.9	66.9	66.6	65.1	69.2	73.7	66.3	64.0	71.2	62.0	65.8
<b>17</b>	70.3	65.3	63.5	63.9	68.5	73.5	63.0	63.0	70.5	60.2	64.4
<b>18</b>	71.0	66.6	63.2	65.3	68.9	74.6	64.4	63.0	72.0	61.4	65.7
<b>19</b>	70.6	66.0	65.6	64.5	69.3	74.0	66.8	63.6	71.0	61.8	65.8
<b>20</b>	72.0	67.4	65.3	65.3	69.8	73.0	66.0	64.3	70.0	62.2	65.2
<b>21</b>	73.3	68.5	66.5	66.7	71.1	72.8	67.0	65.8	70.0	63.9	65.4
<b>22</b>	71.7	66.9	64.6	65.4	70.4	74.4	68.7	65.2	71.9	63.8	66.8
<b>23</b>	71.6	67.0	65.2	65.3	69.4	73.5	66.0	63.4	70.8	62.2	65.4
<b>24</b>	70.2	65.7	64.5	63.7	67.4	73.3	65.0	62.3	70.6	60.9	64.6
<b>25</b>	71.5	66.9	63.8	65.1	68.4	74.1	64.1	62.4	71.0	59.5	64.0
<b>26</b>	70.9	66.7	64.4	64.7	68.8	73.0	64.0	61.9	69.4	60.3	63.4
<b>27</b>	72.0	67.0	64.8	65.1	69.8	73.8	64.3	64.2	71.0	61.7	65.4
<b>28</b>	72.5	67.7	66.8	66.9	70.4	73.4	66.5	65.1	70.6	63.1	65.1
<b>29</b>	72.2	67.5	67.2	65.8	69.7	72.7	66.2	64.2	70.2	62.0	65.4
<b>30</b>	71.2	66.8	65.7	65.0	69.0	74.5	65.5	64.0	72.0	62.3	65.8
<b>Month</b>	<b>71.3</b>	<b>66.8</b>	<b>65.1</b>	<b>65.1</b>	<b>69.4</b>	<b>73.9</b>	<b>66.3</b>	<b>63.9</b>	<b>71.2</b>	<b>62.1</b>	<b>65.6</b>

\* = Not in service

**APPENDIX B3****SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log  
April 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	67.1	61.8	64.7	64.6	56.2	58.2	63.4	61.6	66.1	64.0	66.0	64.9	63.6
2	67.1	62.1	65.1	64.8	58.6	66.1	62.6	60.4	65.1	63.4	65.3	64.2	65.4
3	65.8	59.3	63.7	63.1	55.7	61.9	61.5	59.2	63.9	61.7	63.6	62.9	62.3
4	66.2	61.3	64.1	63.6	59.1	61.5	61.1	59.2	65.0	62.7	64.8	62.9	62.5
5	67.5	61.5	65.6	65.2	62.8	63.3	62.4	60.6	65.7	63.5	65.9	64.3	64.5
6	66.4	59.8	64.2	64.1	58.2	60.2	61.9	60.0	64.7	62.5	64.4	63.9	63.0
7	65.3	58.4	63.1	63.3	62.5	62.9	60.6	58.3	63.7	60.7	63.3	62.1	61.9
8	64.7	59.5	63.6	63.3	58.2	61.2	60.1	57.6	63.3	60.8	63.7	61.5	61.6
9	66.3	61.4	64.8	63.8	56.1	61.9	61.5	58.4	64.0	63.3	65.2	62.3	63.3
10	66.1	60.1	63.5	63.1	58.2	60.9	60.8	58.9	64.1	62.4	63.7	62.6	62.2
11	66.5	62.0	64.1	63.2	56.9	62.2	61.2	59.0	64.7	63.4	65.1	62.9	62.5
12	66.9	62.6	64.9	64.5	63.5	62.0	62.6	60.7	65.4	64.4	66.1	64.2	63.8
13	66.4	60.9	64.8	65.3	59.9	59.9	62.2	60.5	64.5	64.4	64.7	63.9	63.7
14	66.5	60.4	64.6	64.4	60.0	63.7	62.3	60.4	64.9	62.4	64.7	64.1	63.7
15	67.0	60.3	65.4	65.1	57.3	59.5	62.1	59.9	64.8	62.8	65.1	63.7	63.9
16	66.5	60.1	64.8	64.6	59.1	59.3	61.7	62.3	64.6	62.4	64.7	63.7	63.6
17	65.8	57.5	63.1	62.7	54.4	56.1	60.8	58.7	63.3	61.1	62.7	62.7	62.3
18	66.8	59.1	64.3	64.2	55.3	60.2	61.4	59.1	64.4	61.7	64.1	63.4	62.7
19	66.2	60.4	63.8	63.6	60.0	60.8	61.7	59.7	64.5	61.9	64.5	63.4	64.7
20	65.9	60.5	65.3	64.8	61.8	60.5	61.6	59.7	63.8	61.7	64.2	63.6	64.5
21	66.3	62.2	66.6	65.9	64.0	63.0	62.7	60.7	64.4	65.1	65.1	63.9	65.7
22	66.8	62.3	65.3	65.7	58.1	64.8	62.5	61.2	65.4	65.1	66.1	64.9	63.9
23	66.0	60.3	65.4	64.6	57.5	59.3	61.6	59.8	64.4	62.6	64.3	63.8	63.9
24	65.6	60.0	63.2	63.0	54.4	57.6	60.9	59.2	63.5	62.1	63.2	63.0	62.0
25	64.7	57.9	64.1	63.9	55.3	56.9	60.0	55.6	62.4	60.5	62.7	60.9	63.0
26	63.5	57.4	64.0	63.8	57.3	56.8	57.9	55.7	61.8	59.0	62.2	59.8	62.8
27	65.6	59.2	64.7	64.4	55.6	58.0	60.5	57.3	63.6	61.1	64.4	62.4	63.6
28	65.8	60.5	65.4	65.2	63.0	62.1	61.2	59.2	63.8	62.3	64.2	63.5	64.5
29	65.9	60.6	65.5	64.9	63.1	60.2	62.3	60.6	64.4	64.5	64.4	64.1	64.4
30	66.4	60.7	65.3	64.4	58.4	61.1	61.5	59.2	64.8	63.2	64.8	63.1	63.8
<b>Month</b>	<b>66.2</b>	<b>60.5</b>	<b>64.6</b>	<b>64.3</b>	<b>59.6</b>	<b>61.4</b>	<b>61.6</b>	<b>59.7</b>	<b>64.4</b>	<b>62.8</b>	<b>64.5</b>	<b>63.3</b>	<b>63.6</b>

\* = Not in service

**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
May 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>	69.8	65.4	61.8	63.7	68.2	73.4	65.5	62.5	70.7	60.4	64.1
<b>2</b>	70.3	65.3	63.2	64.4	68.2	74.1	65.5	62.8	71.5	61.2	65.9
<b>3</b>	70.7	65.5	64.6	64.3	69.0	74.2	67.6	63.5	71.5	61.4	65.6
<b>4</b>	71.7	66.8	64.6	65.5	68.8	73.2	65.6	62.6	70.4	60.3	64.3
<b>5</b>	71.3	67.3	63.9	65.4	69.4	74.3	66.4	63.9	71.3	61.4	65.1
<b>6</b>	71.3	66.9	64.3	65.3	70.0	75.3	67.4	64.7	72.1	63.6	67.1
<b>7</b>	71.3	67.3	64.8	65.3	68.5	73.9	66.7	63.0	71.2	61.2	65.8
<b>8</b>	70.1	65.8	62.1	63.7	67.5	72.7	64.5	61.5	69.8	59.3	63.4
<b>9</b>	71.7	67.7	63.8	65.6	69.4	72.7	65.2	63.5	70.2	61.5	65.0
<b>10</b>	71.6	67.1	64.1	65.2	70.0	73.6	66.4	64.5	71.1	62.9	66.2
<b>11</b>	71.4	66.6	67.6	64.7	70.0	73.1	66.0	64.6	70.4	62.8	65.2
<b>12</b>	71.0	66.5	67.7	65.2	70.1	73.6	66.4	64.3	73.1	62.2	65.1
<b>13</b>	71.6	67.8	66.0	65.6	69.7	74.5	67.9	64.3	72.1	62.9	66.2
<b>14</b>	71.6	67.0	66.2	65.4	70.0	74.4	66.6	64.7	71.8	62.4	65.8
<b>15</b>	70.6	66.4	63.5	64.1	67.9	73.0	63.3	61.8	70.1	59.3	63.3
<b>16</b>	70.9	66.7	63.4	64.8	68.8	74.0	65.5	62.8	71.1	60.0	64.1
<b>17</b>	71.1	67.0	65.0	65.0	69.5	74.2	66.4	64.2	71.7	62.8	66.3
<b>18</b>	71.6	66.9	66.6	65.4	69.8	73.5	65.4	63.8	71.1	62.1	66.0
<b>19</b>	72.3	67.2	67.7	66.2	69.7	73.1	65.4	63.2	70.4	61.4	64.8
<b>20</b>	71.8	67.3	66.2	65.9	69.6	74.2	66.1	63.3	71.0	61.0	64.6
<b>21</b>	72.3	67.9	65.0	65.9	69.2	74.6	66.3	63.3	72.1	62.0	65.6
<b>22</b>	70.5	66.6	63.6	64.3	68.3	72.8	65.3	62.5	69.9	60.7	64.3
<b>23</b>	70.8	66.7	66.2	64.8	69.5	73.1	65.6	63.8	70.4	62.0	65.5
<b>24</b>	70.8	66.3	65.3	65.0	70.0	74.0	64.0	64.4	71.4	62.7	66.8
<b>25</b>	71.5	66.7	66.3	65.3	70.0	73.4	67.1	64.1	70.8	62.0	65.8
<b>26</b>	71.9	66.9	66.7	65.6	69.9	74.1	66.2	63.8	71.3	62.1	65.6
<b>27</b>	72.1	67.8	65.9	65.8	69.9	74.8	66.6	64.3	72.0	62.2	66.6
<b>28</b>	72.3	67.7	67.6	66.3	69.6	74.1	66.2	64.2	71.4	62.8	66.0
<b>29</b>	69.9	65.7	63.1	64.0	68.5	73.0	68.0	62.0	70.2	59.9	64.2
<b>30</b>	69.3	65.1	61.5	63.3	67.6	72.6	64.5	61.0	70.0	59.0	63.8
<b>31</b>	71.3	66.9	63.5	65.3	68.6	74.7	65.8	63.1	71.9	61.4	65.3
<b>Month</b>	<b>71.2</b>	<b>66.8</b>	<b>65.2</b>	<b>65.1</b>	<b>69.3</b>	<b>73.8</b>	<b>66.1</b>	<b>63.5</b>	<b>71.2</b>	<b>61.7</b>	<b>65.4</b>

\* = Not in service



**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
May 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>	65.5	58.1	63.6	62.5	53.8	65.5	60.6	59.1	63.1	61.5	62.4	62.2	62.0
<b>2</b>	65.9	60.5	63.4	63.5	55.5	60.1	61.1	58.6	64.6	62.7	64.4	62.4	62.0
<b>3</b>	66.1	59.1	63.6	63.6	59.9	63.0	61.6	59.0	64.6	61.8	64.3	63.1	62.2
<b>4</b>	65.7	58.3	64.3	64.0	57.0	59.5	60.7	58.3	63.1	62.2	63.0	62.7	62.9
<b>5</b>	66.2	60.0	65.8	64.3	58.8	62.1	60.1	57.7	63.7	61.6	63.9	61.7	64.1
<b>6</b>	67.0	62.8	64.6	64.2	60.7	62.3	61.9	59.8	65.7	65.8	67.6	63.6	63.5
<b>7</b>	66.8	60.3	64.8	64.3	59.5	62.2	61.2	60.4	64.5	62.3	64.3	63.4	63.1
<b>8</b>	64.7	57.7	63.4	62.7	53.8	59.3	59.1	56.9	62.2	60.1	61.9	61.0	62.5
<b>9</b>	65.8	59.6	65.4	65.0	58.7	60.1	61.0	58.6	63.5	61.6	63.7	62.7	64.0
<b>10</b>	66.3	62.1	64.9	64.5	61.6	62.3	61.8	59.6	65.1	63.4	65.6	63.3	63.8
<b>11</b>	66.2	60.4	64.8	64.1	60.8	60.9	61.8	60.3	64.2	63.0	64.5	63.7	63.5
<b>12</b>	66.1	60.1	64.6	64.0	59.0	60.4	61.9	60.2	64.0	61.9	64.0	63.7	63.1
<b>13</b>	66.5	61.9	65.8	64.6	60.9	63.8	62.1	59.2	65.9	64.1	65.2	63.5	64.5
<b>14</b>	66.6	60.0	65.4	64.2	57.3	61.7	61.8	59.1	64.1	62.2	64.6	63.4	63.9
<b>15</b>	64.5	56.0	64.1	63.1	55.6	57.1	60.0	56.2	61.6	58.9	61.7	61.1	62.7
<b>16</b>	64.0	57.7	64.8	63.9	55.6	59.9	59.4	54.4	61.7	60.0	63.0	59.8	63.1
<b>17</b>	66.9	61.5	65.0	64.5	57.8	62.0	62.0	60.2	65.2	62.8	65.3	63.9	64.1
<b>18</b>	64.1	60.3	64.9	64.4	55.6	59.6	62.0	60.3	64.8	62.4	64.7	64.1	65.4
<b>19</b>	64.2	58.4	64.9	64.6	57.7	58.7	61.3	59.0	63.6	60.5	63.5	62.8	64.0
<b>20</b>	64.5	59.4	65.2	64.6	56.7	60.3	60.8	58.7	63.3	61.1	63.4	62.8	63.7
<b>21</b>	64.1	60.4	65.8	64.7	57.0	62.3	61.5	58.0	63.9	63.2	64.3	62.2	64.2
<b>22</b>	61.4	59.3	64.5	63.5	58.5	60.9	60.1	58.8	63.6	63.1	63.0	62.1	63.6
<b>23</b>	63.7	61.2	64.9	64.3	61.5	61.6	62.3	60.4	64.5	65.0	64.4	63.6	63.6
<b>24</b>	64.1	60.8	64.2	64.0	59.0	58.2	62.2	60.6	65.2	63.1	65.1	63.9	63.0
<b>25</b>	64.1	60.4	65.0	64.5	59.8	60.9	61.8	60.0	64.6	62.3	64.5	63.6	63.6
<b>26</b>	64.6	59.8	64.8	64.7	58.2	59.9	62.1	59.9	64.4	62.1	64.2	63.8	63.9
<b>27</b>	64.8	60.6	65.6	65.4	58.5	60.4	62.1	59.6	64.6	63.0	64.8	63.6	64.5
<b>28</b>	65.1	60.3	65.7	65.3	58.4	58.7	62.4	60.4	64.8	62.8	64.5	64.2	64.2
<b>29</b>	63.3	58.1	63.1	62.7	54.0	64.2	60.5	58.5	63.3	61.1	62.5	62.4	61.4
<b>30</b>	62.7	58.7	62.9	62.1	55.4	60.0	59.4	57.4	62.9	61.4	61.9	61.2	61.4
<b>31</b>	64.6	60.3	65.0	64.1	57.5	61.5	60.3	58.2	64.1	62.5	64.1	62.2	63.1
<b>Month</b>	<b>65.2</b>	<b>60.0</b>	<b>64.7</b>	<b>64.1</b>	<b>58.4</b>	<b>61.3</b>	<b>61.3</b>	<b>59.1</b>	<b>64.1</b>	<b>62.5</b>	<b>64.2</b>	<b>62.9</b>	<b>63.5</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
June 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	67.0	63.5	65.4	69.7	74.6	66.7	64.2	72.2	62.9	66.8
<b>2</b>	71.3	66.8	63.7	65.7	69.8	74.1	66.4	63.8	71.4	62.3	66.2
<b>3</b>	71.7	67.5	64.7	65.5	69.9	73.8	65.9	63.8	70.9	61.3	65.1
<b>4</b>	71.6	67.5	65.0	65.4	69.1	73.9	65.2	63.1	70.9	60.7	64.3
<b>5</b>	70.4	66.0	63.4	63.8	67.6	73.4	64.2	60.6	70.4	58.1	62.9
<b>6</b>	70.5	66.4	63.7	64.7	68.6	74.0	65.2	61.5	70.7	58.2	63.2
<b>7</b>	71.2	67.6	64.5	65.2	69.2	74.5	66.3	63.3	71.4	60.7	64.3
<b>8</b>	71.3	67.9	64.3	65.1	69.9	74.6	67.0	63.7	71.4	61.4	64.9
<b>9</b>	71.2	68.3	65.1	65.4	70.5	74.7	67.2	64.2	71.6	61.6	64.6
<b>10</b>	71.8	67.7	63.3	59.8	69.9	74.6	65.9	63.4	71.9	61.8	65.7
<b>11</b>	72.1	67.3	65.9	66.8	69.7	74.9	67.8	64.2	72.1	62.6	67.7
<b>12</b>	71.4	66.6	63.3	64.5	68.6	74.0	65.9	62.9	71.2	61.0	65.2
<b>13</b>	71.7	66.6	65.3	65.6	69.3	74.3	64.3	63.0	71.3	61.0	65.6
<b>14</b>	71.5	66.9	65.2	65.6	69.8	74.1	65.2	63.3	70.6	60.4	65.1
<b>15</b>	71.1	67.3	64.3	65.9	70.0	75.1	66.7	63.3	72.0	60.6	64.5
<b>16</b>	72.1	67.8	65.1	67.0	70.6	75.1	67.1	64.8	72.3	63.0	66.4
<b>17</b>	72.0	67.7	65.4	66.1	69.7	75.0	66.6	64.3	72.2	62.6	66.4
<b>18</b>	71.9	67.3	67.2	65.7	69.6	74.3	66.4	63.8	71.7	63.8	65.8
<b>19</b>	71.2	66.8	65.6	64.9	68.3	73.8	66.0	62.8	71.0	60.8	65.3
<b>20</b>	71.3	66.9	63.9	66.4	69.3	74.0	66.4	63.5	71.2	61.8	65.2
<b>21</b>	71.6	66.6	65.2	65.4	69.5	74.9	67.1	64.4	72.3	63.3	67.1
<b>22</b>	71.7	66.6	65.8	66.3	69.9	75.0	66.0	64.2	72.3	62.5	66.3
<b>23</b>	72.2	67.5	66.8	66.2	70.2	74.6	66.2	64.4	71.7	62.2	65.7
<b>24</b>	72.4	67.8	66.4	67.2	70.7	75.3	67.3	64.5	72.7	62.8	66.3
<b>25</b>	72.5	68.0	65.5	66.7	69.4	74.5	66.5	63.5	71.8	61.5	65.1
<b>26</b>	70.9	66.9	62.9	65.0	68.3	74.0	66.0	62.4	71.0	60.5	64.7
<b>27</b>	71.7	67.5	64.9	65.5	69.2	74.5	66.4	62.9	71.6	61.1	64.9
<b>28</b>	71.6	67.4	62.7	59.9	69.5	75.0	67.3	63.2	71.4	60.6	64.0
<b>29</b>	72.0	68.0	66.5	67.2	69.6	74.2	66.1	63.6	71.2	60.8	64.1
<b>30</b>	72.3	68.1	67.5	66.0	70.7	74.3	65.9	62.2	70.4	59.6	63.6
<b>Month</b>	<b>71.6</b>	<b>67.3</b>	<b>65.1</b>	<b>65.6</b>	<b>69.6</b>	<b>74.5</b>	<b>66.3</b>	<b>63.5</b>	<b>71.5</b>	<b>61.6</b>	<b>65.4</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
June 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	64.6	61.2	65.3	64.2	57.4	62.2	61.7	59.9	65.5	63.2	65.7	63.3	63.7
2	63.8	61.1	65.0	64.0	57.9	62.0	61.7	59.6	64.7	62.9	64.9	63.5	64.2
3	63.7	60.8	65.8	64.5	58.1	62.0	60.8	58.8	63.6	62.2	64.2	62.6	63.7
4	62.8	59.6	65.3	64.4	55.1	60.2	60.1	57.3	62.6	60.9	63.4	61.4	63.9
5	60.8	58.2	63.3	62.8	54.3	59.2	58.9	56.1	61.3	59.9	61.0	60.5	61.5
6	62.6	56.6	63.9	63.6	56.1	60.0	59.1	55.5	61.8	59.6	61.7	60.3	61.9
7	62.7	58.7	65.4	64.4	58.7	61.0	60.0	56.5	63.1	61.4	63.4	60.6	63.6
8	64.2	60.3	66.0	64.7	58.5	62.6	60.1	55.9	63.0	61.8	61.6	60.8	64.0
9	64.7	59.4	65.8	64.5	58.0	62.9	60.4	56.6	62.7	61.3	63.6	61.4	64.1
10	64.0	60.3	65.9	64.6	58.4	60.7	60.9	58.1	63.8	62.6	64.4	62.0	64.2
11	65.6	62.4	65.8	64.6	57.6	62.9	61.7	59.6	65.1	64.8	65.9	63.1	64.1
12	63.5	60.6	64.9	63.7	58.0	61.5	60.9	59.0	64.3	62.8	63.9	62.6	65.4
13	64.0	59.4	64.4	64.3	56.1	57.3	61.2	58.8	64.4	62.3	64.2	62.9	63.5
14	63.1	58.0	65.0	64.4	57.7	58.5	60.6	58.0	62.5	60.2	63.1	58.8	64.8
15	64.3	58.5	64.9	64.1	57.6	61.2	59.6	55.5	62.3	61.0	63.2	*	63.0
16	64.8	60.4	66.3	64.9	58.2	62.5	62.0	60.5	64.8	62.8	65.3	*	64.7
17	64.8	61.0	65.7	65.3	58.0	59.4	62.2	59.7	65.2	63.6	65.3	*	64.3
18	69.0	60.4	65.4	64.5	57.4	60.6	61.5	58.7	64.6	62.6	64.5	*	64.3
19	62.7	59.7	64.8	64.1	56.0	60.0	60.7	57.9	63.8	61.8	63.7	*	62.9
20	63.8	60.8	65.0	64.4	57.3	60.9	61.0	58.0	63.7	62.9	64.4	*	63.8
21	65.6	62.1	64.7	64.2	59.8	62.1	61.8	59.9	65.9	64.7	66.3	*	63.6
22	64.8	60.1	64.8	64.4	56.9	59.0	62.3	59.7	64.9	63.0	65.3	*	63.7
23	64.4	60.3	65.3	64.6	57.6	60.7	61.6	58.5	64.1	62.4	65.1	*	64.4
24	64.9	60.7	65.6	65.5	58.8	61.1	61.8	58.0	64.8	62.8	65.6	*	64.7
25	64.7	59.1	65.8	65.1	59.0	60.9	61.1	57.5	63.5	61.9	63.9	*	64.5
26	63.0	59.0	64.6	63.7	56.8	61.9	60.4	59.8	63.6	62.0	63.2	*	63.6
27	64.1	59.3	65.1	64.6	58.1	61.1	60.7	58.1	63.3	61.9	63.7	*	63.7
28	62.3	57.1	64.9	64.1	56.7	62.9	59.7	54.7	61.9	60.1	62.8	*	63.5
29	65.0	58.2	65.6	65.3	59.5	60.6	60.1	55.4	62.1	60.2	63.5	*	64.4
30	63.7	57.5	65.4	64.7	58.9	59.1	59.3	55.6	62.2	59.7	62.6	*	63.9
<b>Month</b>	<b>64.3</b>	<b>59.9</b>	<b>65.2</b>	<b>64.4</b>	<b>57.8</b>	<b>61.1</b>	<b>60.9</b>	<b>58.2</b>	<b>63.8</b>	<b>62.2</b>	<b>64.2</b>	<b>61.1</b>	<b>63.9</b>

\* = Not in service

**AIRCRAFT OPERATIONS**

Commercial Flight Operations Mix, January-June 2010\_\_\_\_\_C1

Commercial Flight Operations Mix, Second Quarter 2010\_\_\_\_\_C2

Commercial Flight Operations Mix, April 2010\_\_\_\_\_C3

Commercial Flight Operations Mix, May 2010\_\_\_\_\_C4

Commercial Flight Operations Mix, June 2010 \_\_\_\_\_C5

Curfew Violation Summary, 1989 --- Present\_\_\_\_\_C6

APPENDIX C1

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

Aircraft Type	Aeromexico	Air Canada	AirTran	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																						539			539	1078	
A310																						1			1	2	
A318												110										1			110	220	
A319		13							161			556						30	430						1786	3572	
A320									782		580	22					596	596	256						3632	7264	
A321																	947								947	1894	
A333																									0	0	
B712																									0	0	
B71Q																								1	1	2	
B72Q								19									161				100	8		2	110	220	
B733														5236										2	5418	10836	
B734														715										9	519	1038	
B735				510				7																2	519	1038	
B736																								2	519	1038	
B737	113		70	451				45						10435	31									10	11173	22346	
B738				813		544		1169	618						42									8	3197	6394	
B739				127				386																	513	1026	
B747+																									0	0	
B752						226			920								21							7	2590	5180	
B753								34																	34	68	
B762																					127				127	254	
B763						85			138	195															598	1196	
B764																									0	0	
B772																									0	0	
CRJ2																									1810	3620	
CRJ7													1762												951	1902	
CRJ9													951												228	456	
DC10													214												79	158	
DC87																									1	2	
ERJ+		297					2863					270													3430	6860	
MD11																									0	0	
MD80+						131	1655		2																130	3836	
MD90									439																439	878	
TOTALS	113	310	70	1901	131	2510	2863	1660	3060	195	580	958	2927	16386	73	3410	1817	686	89	127	101	627	178	169	40873	81746	
B190																									0	0	
BE99																										135	270
C208																										462	924
E120													939													939	1878
PA31																										0	0
SF34																										0	0
SW3/4																										120	240
TOTALS	113	310	70	1901	131	2510	2863	1660	3060	195	580	958	3866	16386	73	3410	1817	686	89	127	101	1089	313	169	1536	3072	

B71Q = B727-100 w/ Hush-kit. ERJ = includes all variants of the Embraer Regional Jet  
 Other / Non-Transport Category = 1 USAF C17, 5 USAF K35R, 1 USN C9, 2 JUS DC93, 1 AJI DC91, 1 NRG DC91, 2 RRR C130

APPENDIX C2

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- APRIL TO JUNE 2010

Aircraft Type	Aeromexico	Air Canada	Air Tran	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																						271			271	542
A310												100													0	0
A318											314														100	200
A319	12								142		323														1037	2074
A320									363		20														1862	3724
A321																									504	1008
A333																									0	0
B712																									0	0
B71Q																									0	0
B72Q																								2	58	116
B733														2791			79				51	5			2870	5740
B734														413										9	372	744
B735				363				2																	415	830
B736																									37	74
B737	39		70	287				28						5248	31									3	5715	11430
B738				308		363		649	418						11									4	1754	3508
B739				34				163																	197	394
B747+																									0	0
B752						131			501								15							4	1383	2766
B753								34																	34	68
B762																				64					64	128
B763						4			75	105															273	546
B764																									0	0
B772																									0	0
CRJ2																									972	1944
CRJ7													924												411	822
CRJ9													411												79	158
DC10													77									40			40	80
DC87																					1				1	2
ERJ+	121						1428																		1669	3338
MD11																									0	0
MD80+						64	765		1															65	895	1790
MD90									327																327	654
TOTALS	39	133	70	992	64	1263	1428	876	1827	105	323	554	1412	8452	42	1751	1004	350	47	64	52	316	89	87	21340	42680
B190																									0	0
BE99																									69	138
C208																									246	492
E120													514												514	1028
PA31																									0	0
SF34																									0	0
SW3/4																									58	116
TOTALS	39	133	70	992	64	1263	1428	876	1827	105	323	554	1926	8452	42	1751	1004	350	47	64	52	562	216	87	887	1774

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet  
 Other / Non-Transport Category = 1 USAF C-17, 2 USAF K35R, 1 USN C9

APPENDIX C.3

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

Aircraft Type	Aeromexico	Air Canada	AirTran	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.
9/13/2010																						93			93	186
A300																										0
A310												16														0
A318												91														32
A319									33							85	10	86								610
A320									148		86					243	102	30								1218
A321																	150									300
A330+																										0
B712																										0
B71Q																										0
B72Q																					18					36
B733														819			27									1692
B734				122										107												846
B735																										125
B736																										250
B737	30			135				7						1817	6											107
B738				63		120		219	110						3											214
B739				6				47																		9
B747+																										18
B752						31			112							252	1									3998
B753																										518
B762																										106
B763						4			44	30																0
B764																							30			0
B772																										0
CRJ2																										0
CRJ7													318													321
CRJ9													135													642
DC10													17													270
DC87																										34
ERJ+																						14				28
MD11																										0
MD80+																										601
MD90																										1202
TOTALS	30	60	0	326	22	420	496	273	529	30	86	152	470	2743	9	580	293	116		22	18	107	30	30	6855	
B190																										0
BE99																										0
C208																										23
E120																										46
PA31																										79
SF34																										158
SW3/4																										316
TOTALS	30	60	0	326	22	420	496	273	529	30	86	152	628	2743	9	580	293	116		22	18	186	73	30	280	
																										560

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet  
 Other / Non-Transport Category = 2 USAF K35R

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

Aircraft Type	Aeromexico	Air Canada	AirTran	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																									89	178
A310																										0
A318												35														0
A319									47			116														35
A320									88		120															382
A321																										764
A330+																										586
B712																										174
B71Q																										348
B72Q																										0
B733																										0
B734																										0
B735																										0
B736																										0
B737																										2
B738																										21
B739																										42
B747+																										986
B752																										1972
B753																										132
B762																										264
B763																										144
B764																										288
B772																										15
CRJ2																										30
CRJ7																										3746
CRJ9																										562
DC10																										1124
DC87																										73
ERJ+																										146
MD11																										0
MD80+																										0
MD90																										1040
TOTALS	9	31	10	336	23	428	507	274	628	31	120	199	471	2855	15	612	352	118	17	20	16	108	28	31	7239	14478
B190																										0
BE99																										0
C208																										22
E120																										44
PA31																										84
SF34																										168
SW3/4																										350
TOTALS	9	31	10	336	23	428	507	274	628	31	120	199	471	2855	15	612	352	118	17	20	16	192	69	31	300	600

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet  
 Other / Non-Transport Category = 1 USAF C17, 1 USN C9



APPENDIX C5

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

Aircraft Type	Aeromexico	Air Canada	AirTran	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																						89			89	178
A310																										0
A318												49														0
A319		12							62			107				115	3	51								49
A320									127		117	20				230	108	65								350
A321																	180									667
A330+																										1334
B712																										180
B71Q																										0
B72Q																										0
B733														1012			26				17			1		0
B734				113										164												18
B735																										36
B736																										1038
B737			60	69				21						1678						13						2076
B738				125				252	170										3							115
B739				23				48											1							230
B747+																										164
B752						39			201																	164
B753								8																		13
B762																					22					26
B763									29	44												31				13
B764																										26
B772																										13
CRJ2																										26
CRJ7													283													13
CRJ9													156													26
DC10													32													13
DC87																										26
ERJ+		30										27														13
MD11							414																			26
MD80+					19	257			1															22		26
MD90									80																	26
TOTALS	0	42	60	330	19	415	414	329	670	44	117	203	471	2854	18	559	359	116	17	22	18	101	31	26	7235	14470
B190																										0
BE99																										0
C208																							24			48
E120													181									83				166
PA31																										181
SF34																										0
SW3/4																							19			0
TOTALS	0	42	60	330	19	415	414	329	670	44	117	203	652	2854	18	559	359	116	17	22	18	184	74	26	307	614

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet



Appendix C6

**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 \$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	\$1,000
	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 \$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>



QTR	2010	PENALTY	2011	PENALTY	2012	PENALTY
1ST	Chrysler Avtn. (GA) Delta Virgin America Virgin America Delta	\$2,000 \$6,000 \$2,000 \$6,000 \$18,000				
2ND	N860PM (GA) jetBlue N17773 (C) SCX8903 (C) N41EA (GA) SCX8700 (C) Delta jetBlue	\$2,000 NP \$2,000 \$2,000 \$2,000 \$6,000 \$30,000 \$2,000				
3RD						
4TH						
<b>FINES</b>		<b>\$80,000</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.



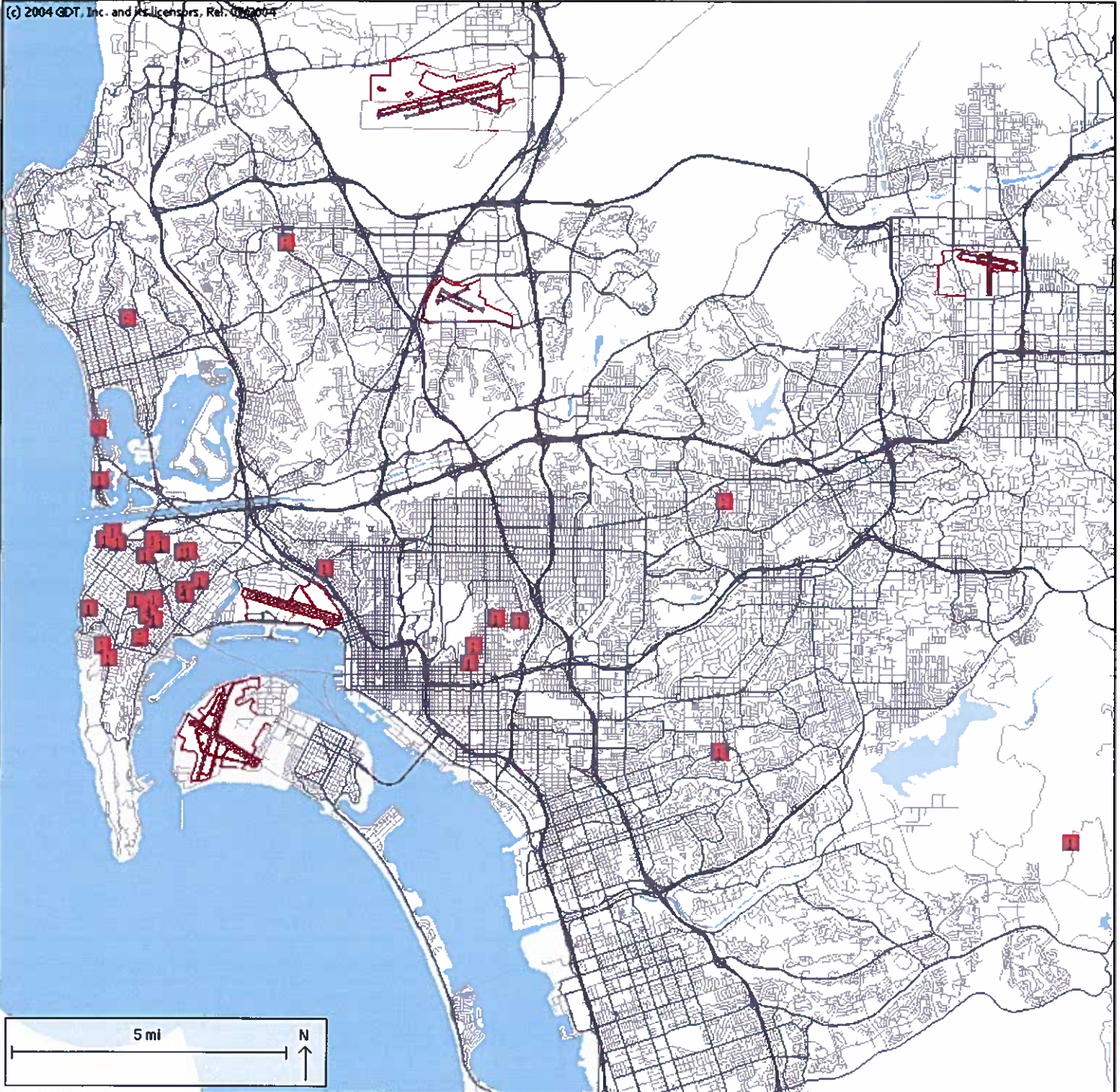
## Second Quarter 2010

Aircraft Noise Complaint Caller's Location in relation to  
San Diego International Airport (SDIA)  
34 Households; 46 Complaints



SAN DIEGO  
INTERNATIONAL  
AIRPORT

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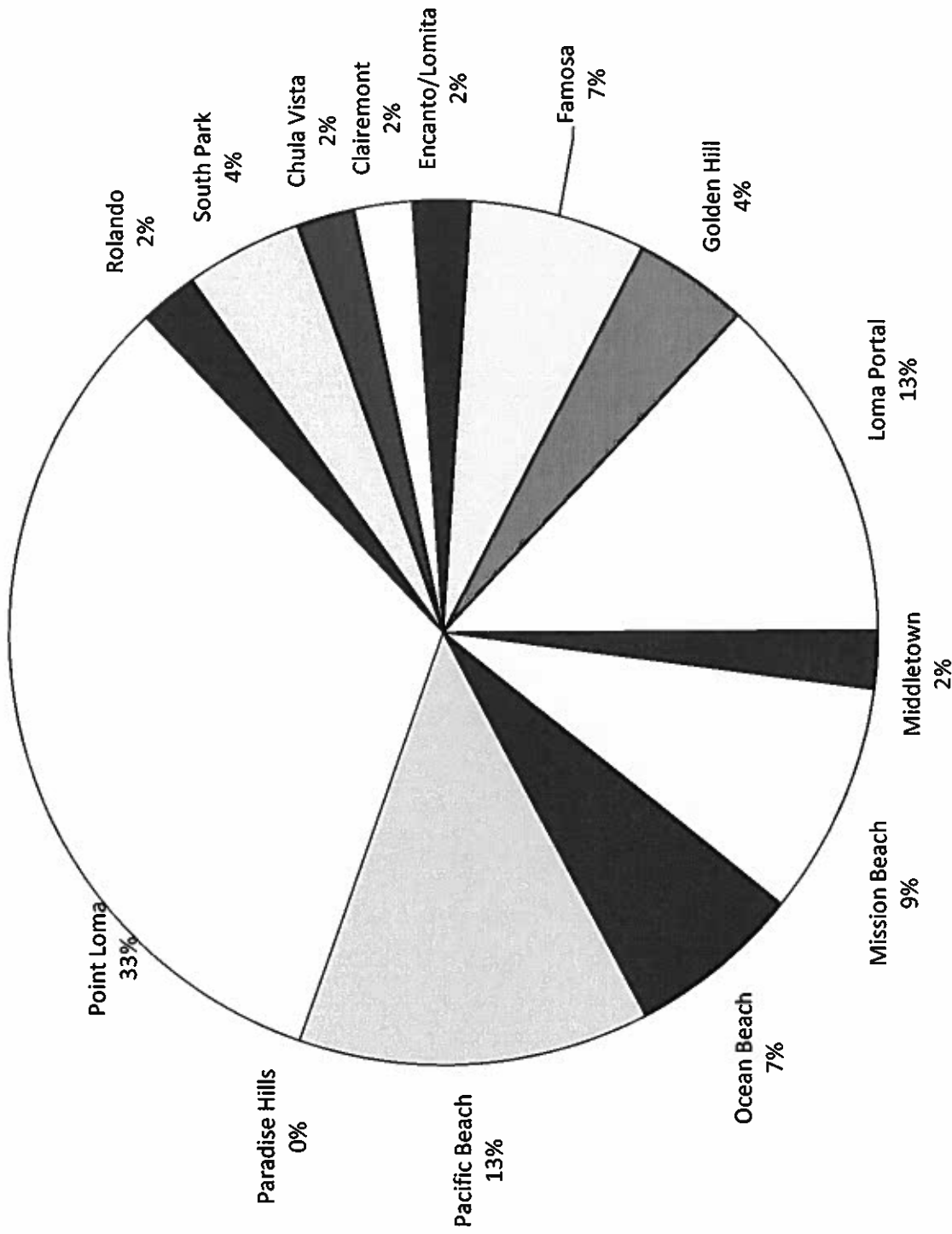
# Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Second Quarter 2010

TOTAL CALLS: 46



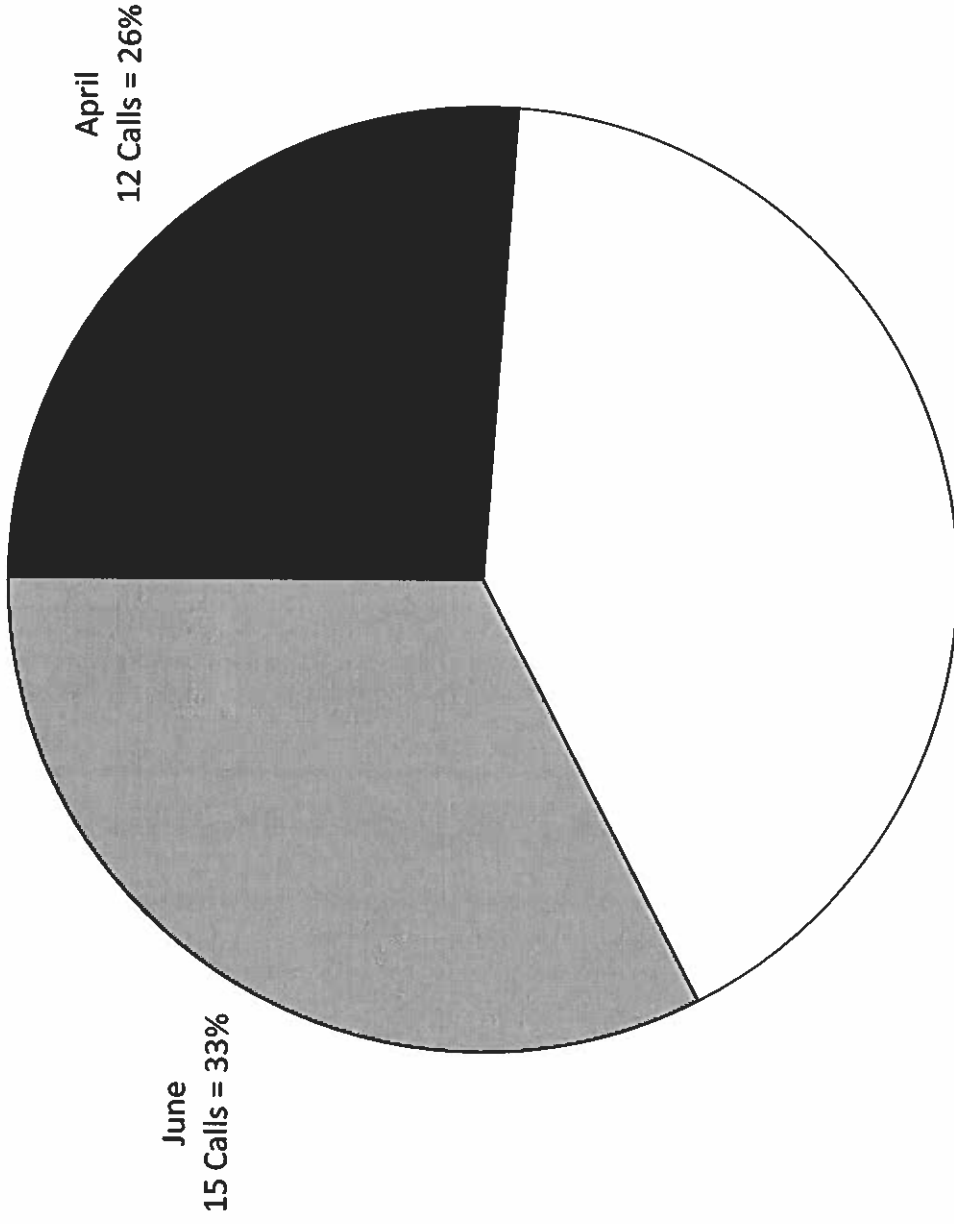
# Aircraft Noise Complaint Distribution by Month



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Second Quarter 2010

TOTAL CALLS: 46



May  
19 Calls = 41%

San Diego County Regional Airport Authority

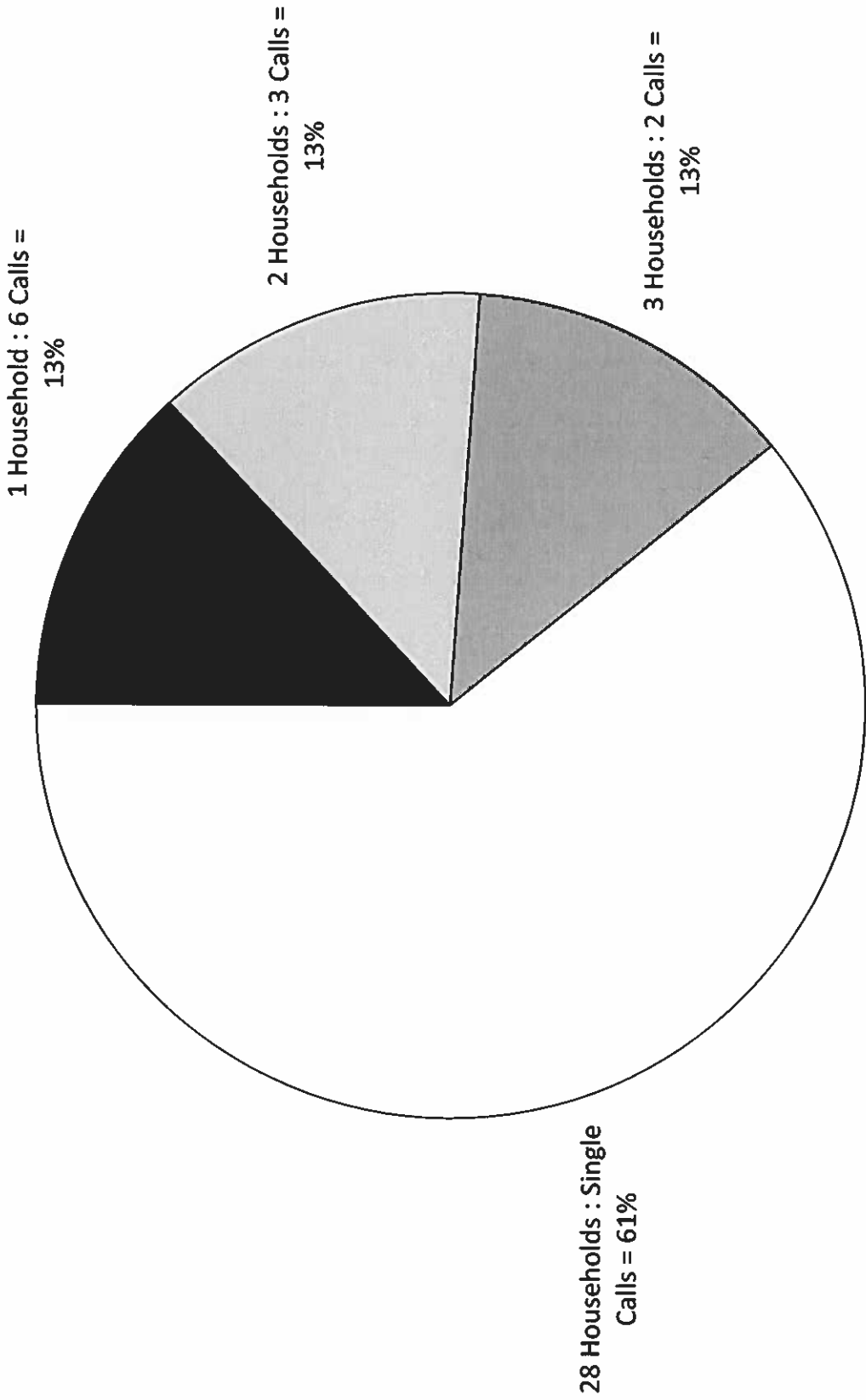
# Aircraft Noise Complaint Distribution by Household



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Second Quarter 2010

TOTAL CALLS: 46



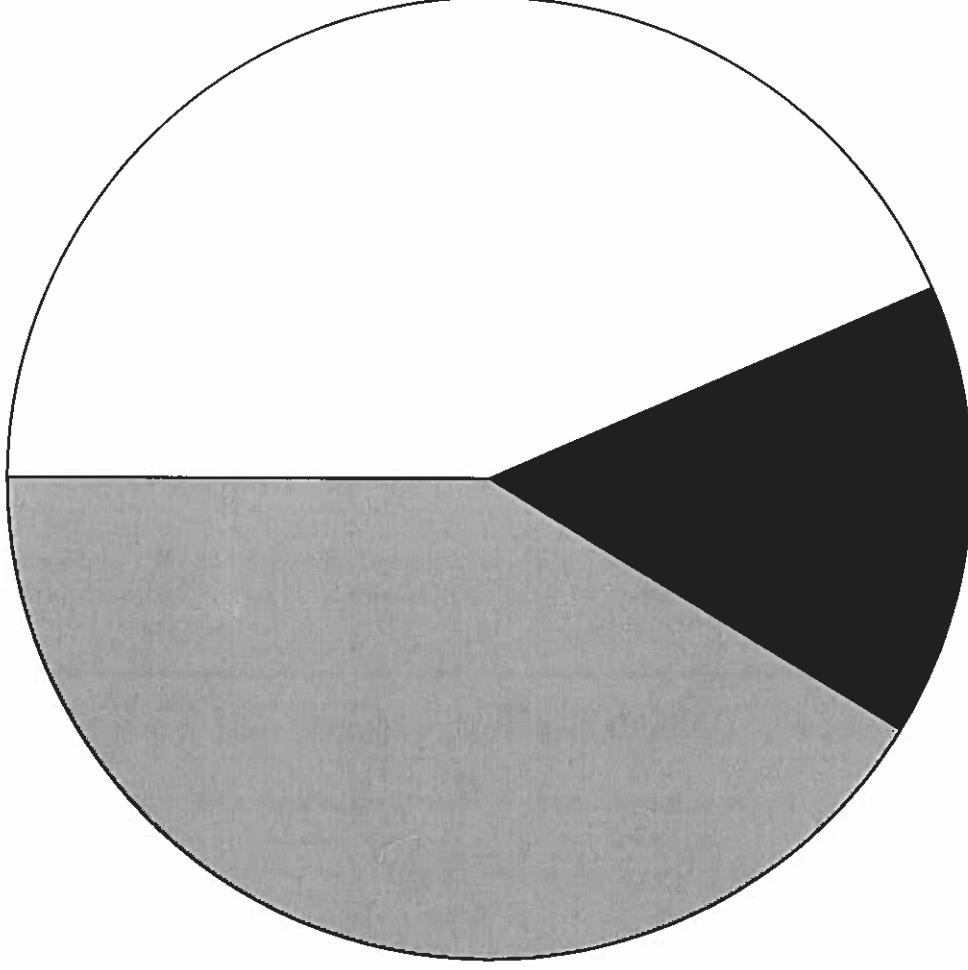
# Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Second Quarter 2010

TOTAL CALLS: 46



10:00 p.m. - 6:59 a.m. :  
19 Calls = 41%

7:00 a.m. - 6:59 p.m. :  
20 Calls = 44%

7:00 p.m. - 9:59 p.m. :  
7 Calls = 15%

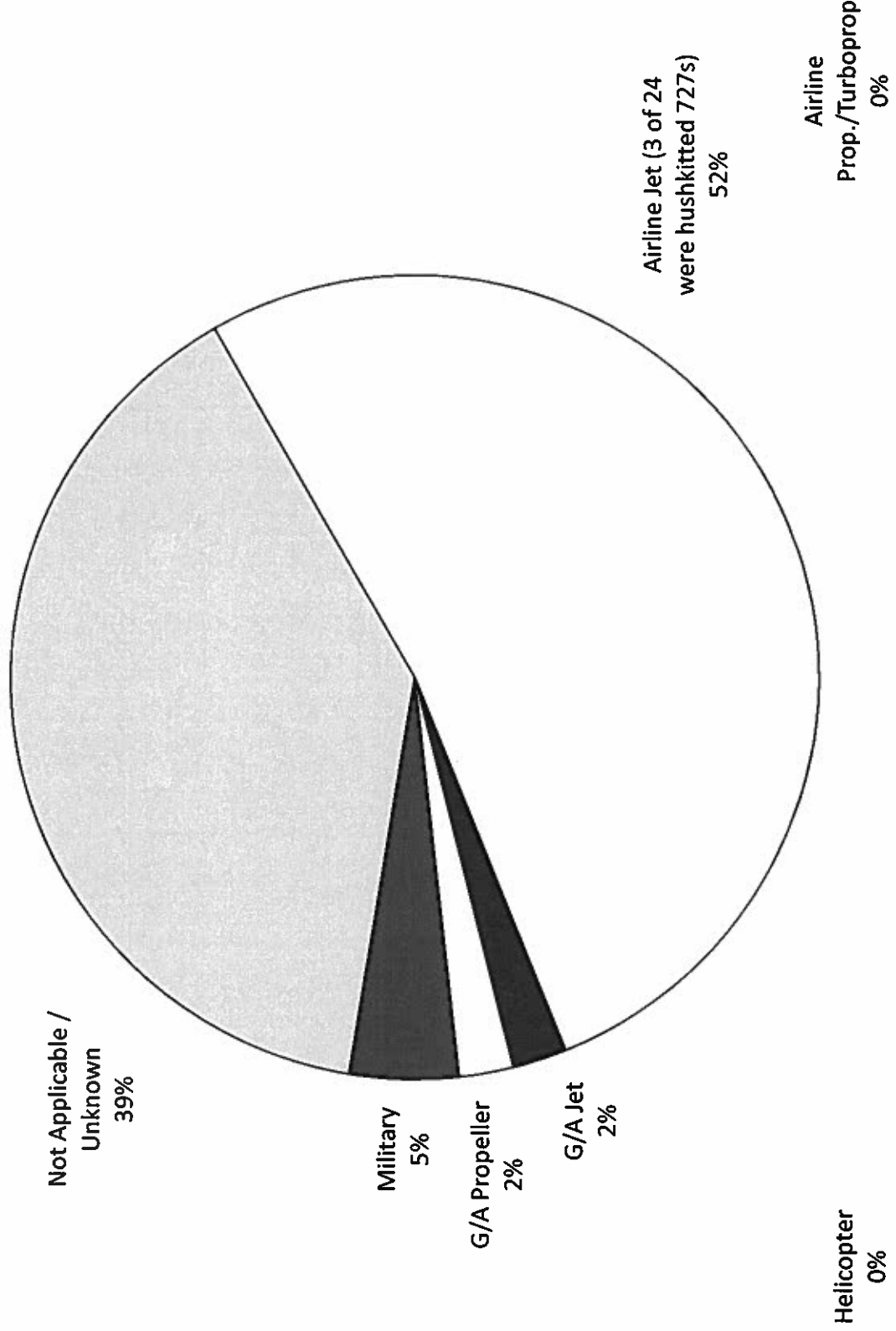
# Aircraft Noise Complaint Distribution by Aircraft Type

Second Quarter 2010

TOTAL CALLS: 46



SAN DIEGO  
INTERNATIONAL  
AIRPORT





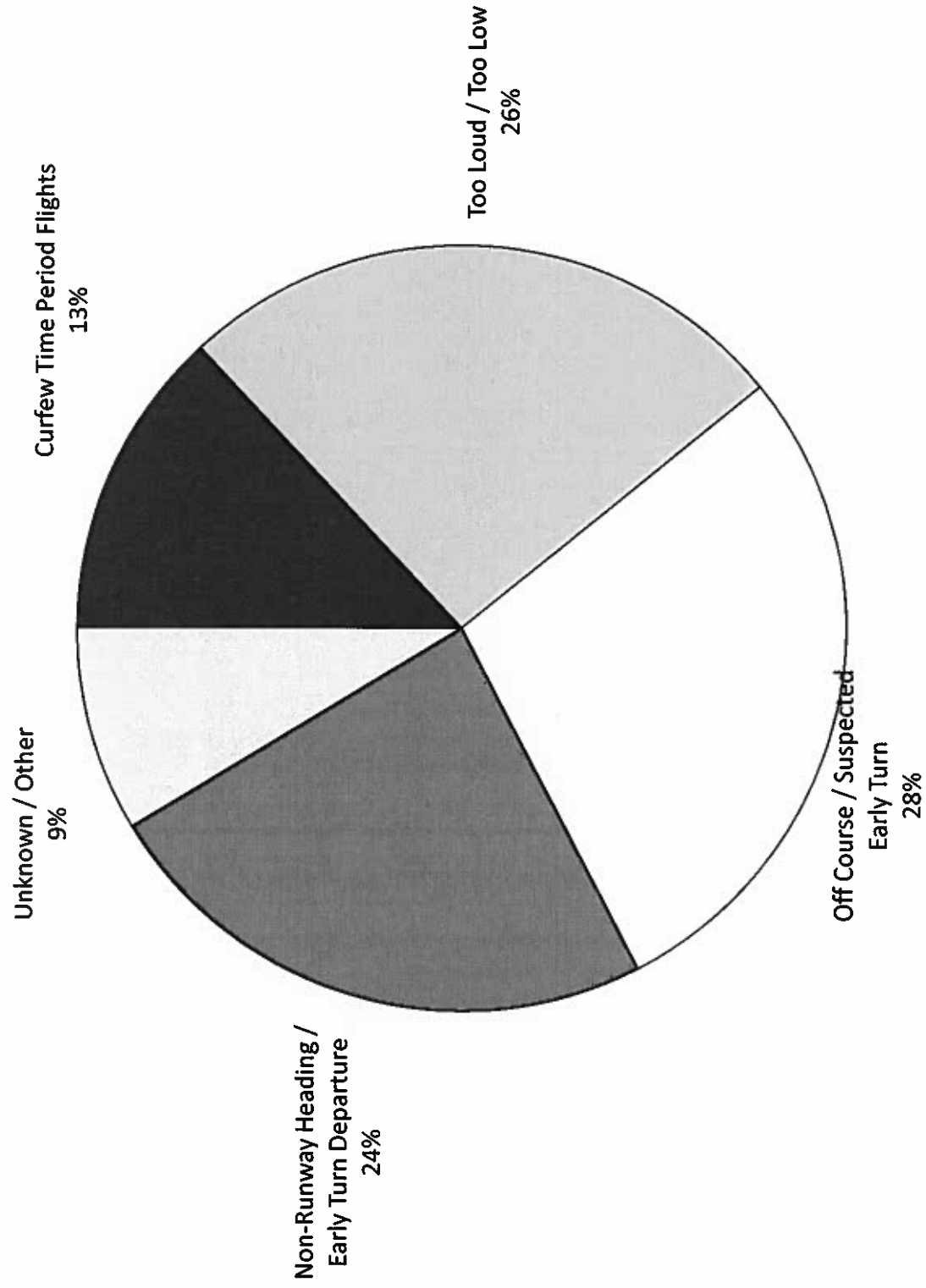
# Aircraft Noise Complaint Distribution by Cause



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Second Quarter 2010

TOTAL CALLS: 46



**AIRPORT NOISE ADVISORY COMMITTEE**

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held April 21<sup>st</sup>, 2010.



**SAN DIEGO  
INTERNATIONAL  
AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
Meeting Minutes  
April 21, 2010**

On April 21<sup>st</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 4:03 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. Kirk Hanson, Community member; Mr. Suhail Khalil, Peninsula Community Planning Board; Mr. Cliff Myers, MCRD; 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. Garret Hollarn and Mr. Steve Cummings

**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. Steven Holt, Airline Representative (ex-officio); Mr. Bill Stone, Little Italy Association; County Supervisor Greg Cox (ex-officio) (Vacant)

Dr. Butler opened the meeting by inviting each member and staff to introduce him/her. A motion and second to approve the January 20, 2010 meeting minutes was approved without discussion and with one abstention.

To begin the meeting, Mr. Frazee informed the committee about a new Authority parking brochure being provided to all drivers as he/she exits any airport parking lot. It describes the timing and number of parking spaces that will be displaced during the ten gate terminal expansion project, called the Green Build. He pointed out that the major displacement will be in the large parking lot across from Terminals 2 East and West (American Airlines- T2E, and Delta Airlines T-2W, for example).

For Airport Authority projects, Mr. Frazee briefly mentioned three updates. The first one was a recap of the May air carrier managers' meeting where annual presentations are made to recognize air carriers for their commitment to not depart aircraft during SDIA's noise curfew (11:30 p.m. – 6:30 a.m.). Of 24 tenant air carriers at SDIA, 22 received compliance awards. He also thanked the air carriers and other operators as he announced that CY2009 had the lowest

number of departure curfew violations reported in 17 years; 13 curfew violations were reported during approximately 98,500 departures at San Diego International Airport. Mr. Frazee also mentioned that an element of the current Noise Compatibility Study (Part 150 Study), a "Fly Quiet" program, is proposed for development. The program would provide a web-based "grade card" of multiple factors which, if followed or implemented, would more readily recognize operators who show their commitment to operate quieter at SDIA.

For the second update, Mr. Frazee provided additional detail regarding the upcoming displacement of on-airport parking spaces in the large parking lot (Lot 2) across from Terminal 2 East and West side as a result of terminal, aircraft parking apron and roadway construction during the next three years. About 200 spaces will have been lost already to make way for construction equipment. Customers are being directed to other nearby on-airport lots. As work is completed next spring (2011) on the aircraft parking apron west of the terminal, the space will be temporarily striped for parking spaces to meet customer demand. Free bus service will transfer customers from the lot to the terminals. For more information regarding the parking spaces, Mr. Frazee informed the audience that a web-based application is set up for those who are interested in staying informed regarding the latest information about displaced parking spaces during the Green Build project. Find that information at the following link: [http://www.san.org/sdcraa/airport\\_initiatives/green\\_build/default.aspx](http://www.san.org/sdcraa/airport_initiatives/green_build/default.aspx). A member voiced concern (regarding the Green Build) that there is no information on the emission footprint when this build up starts up. Mr. Paul Webb, Airport Planning Project Manager, pointed out that there is air quality information on the SAN website (under Environmental) and, while it may not be identified as a carbon footprint, the baseline CO2 is identified. On another note, Mr. Frazee informed the committee that the Terminal 2 East pedestrian bridge (between Terminal 2 East and the parking lot) is closed and will be demolished by the end of April to make room for a second level roadway to serve those terminals. The United Service Organization (USO) military facility has been relocated to a temporary location adjacent to Terminal 1 during the terminal expansion project.

For his final update, Mr. Frazee informed the committee that the north field taxiway project is about two thirds complete and that the completion schedule has been adjusted to sometime in early July (from by June 1). He also informed the committee that the Palomar/Carlsbad airport is resurfacing their runway. The possibility of more business jet activity through the end of May can be expected at SDIA as general aviation aircraft displaced from Carlsbad operate out of San Diego during the runway closure. This concluded Mr. Frazee's Authority update.

Moving along, Mr. Frazee gave an update on the Curfew Violation Review Panel (CVRP). The February 3 CVRP had three operations that were evaluated by the Panel. Two were assessed penalties, \$10,000 for Delta Air Lines and \$2,000 for a general aviation operator. United Airlines was not assessed a penalty because of maintenance. The April 7 CVRP had five operations evaluated, and all operators were penalized.

Public Comment: Ms. Ruth Rollins, a resident of Pt. Loma commented about airplanes flying over her house and wondered whether calling with noise complaint impacts airport procedures. Dr. Butler suggested that she meet with Noise Mitigation Department staff following the meeting to discuss this issue.

Mr. Frazee then addressed an issue raised regarding the Authority's web-based aircraft flight tracking system. A Peninsula Community Planning Board member had written a letter asking for clarification of three main issues specific to the system - 1) had asked that FAA certify the platform as true to the radar data used by FAA to direct aircraft in flight; 2) to enhance Airport Monitor to provide more scalability, to add the location of the airport's 24 remote noise monitoring terminals and to provide a method of determining the closest distance an aircraft comes to residence; and 3) to spell out the limitations (FAA ten-minute mandated delay for security and deletion of sensitive and military flights) more prominently on the product discussion page or add them to the scrolling information banner. Mr. Frazee explained that the Airport Authority contracted with a vendor about 3 ½ years ago to provide the community operational arrival and departure information allowing them to independently verify questionable aircraft flight tracks without having to rely on data provided by Authority Noise Mitigation Department staff. The data is maintained at the vendor's east coast location, and the only input San Diego airport staff can make is to change a small scrolling script bar below the depiction. The web-site uses radar flight tracks taken from a local FAA source superimposed on a map depiction of San Diego neighborhoods. It shows operations on a 10-minute delay of all commercial aircraft due to security reason. Military aircraft and certain private jet operations are exempted. Mr. Frazee mentioned that at the April 1<sup>st</sup> Board meeting, the product vendor addressed the accuracy (tolerance) noted in the PCPB letter. Mr. Frazee said he believes that one of the biggest issues is that residents forget about the ten-minute delay when searching for an aircraft departure or arrival. For example, if someone notes an aircraft that overflies their home at 6:30 a.m., they need to look at the 6:40 time to show the actual departure. This information is included on the HELP page. For more information purposes, Mr. Hollarn provided a walk-through on the web. There was further discussion regarding the subject. Mr. Frazee asked participant to email his staff with any remaining questions and recommendations to help improve the system. He added that FAA maintains they have no interest in certifying a system outside their control, but, for all practical purposes, the flight tracks shown on the Airport's system are identical to ATC's.

Next Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP) gave a brief update. She noted there are currently six projects in construction with the majority happening to the west of the airport on several large condominium complexes. Construction for the Tennis Club condominium has been awarded and is a second large project that will begin about July or August. Four construction/materials bids were received for this particular project. Ms. Knack informed the committee that during the last Board meeting and due to budget reductions the QHP will be affected by the scale back. She mentioned that last year's budget was \$18 million and is scaled back to \$15 million. However, she is pleased to share that future projects are becoming less expensive because of the type of construction (condominiums with fewer windows as opposed to large historical homes with many windows). Ms. Knack feels that this change in construction type will allow her team to insulate a similar number of projects as last year with less overall spending. Work on the east side is on target, with work beginning on a project insulating "sister" homes on the hill. She explained the FAA/Airport funding share (80/20) which continues the project on an annual basis. One member has asked with the cutbacks and all are the projects still under the same rules; Ms. Knack explained that even with the cutbacks, the quality of the work will still be the same. Another had asked what will the

status of QHP be when the all construction of homes are completed. Ms. Knack responded that theoretically, QHP is about re-construction, and when the remaining 9,000+ eligible single and multi-family homes within the 65dB noise contour are completed there would be other incompatible facilities that might qualify for the program. To a question regarding incompatible land uses and ending of the attenuation program around the Airport, Mr. Frazee added that the San Diego County Board of Supervisors has the ultimate authority to recommend to the State that an airport has taken all the steps necessary to no longer pose a noise problem to the community. Mr. Frazee added that there are ten airports in California that are under a waiver to the California Noise Standards. Although several have insulated all incompatible structures in their mandate noise contours (making them in compliance with California regulations), no Board of Supervisors has taken the step to lift the noise problem airport definition This concluded Ms. Knack's presentation.

Mr. Paul Webb, Project Manager for the Federal Aviation Administration (FAA) 14 CFR Part 150 Airport Noise and Land Use Compatibility Program Study, provided a study update. He briefly reiterated the project definition and purpose, discussed the two mandated deliverables and provided a timeline of remaining tasks. He informed the group that six technical meetings and three public meetings have been held since the program began. The last public meeting was advertized as a public hearing; unfortunately, it resulted in extremely low public attendance with very few comments. In order to ensure maximum opportunity for community input, the Authority will schedule another public meeting hearing on Thursday, May 13, 2010; in the Commuter Building's 3<sup>rd</sup> floor Noise Conference Room from 5:00 p.m.-6:30 p.m. There will be a 15-minute briefing at the beginning of the public meeting to familiarize new participants with the study. Comments will be accepted regarding the Noise Compatibility Program prior to submittal to the FAA for review and possible approval.. Comments will also be accepted until May 30 either by writing, mail and email, a dedicated email account is available for this purpose, [part150@san.org](mailto:part150@san.org). Mr. Webb asked each committee member to appeal to his/her constituents encouraging them to attend and participate in the meeting. Lastly, Mr. Webb informed the audience that all study documentation and further information is available on the Airport Authority website, [www.san.org](http://www.san.org) under Airport Activities, Airport Noise Mitigation, FAR Part 150 Study. Question arose on how the study would affect the daily lives of the community. Mr. Frazee gave a brief explanation on how the FAR Part 150 study evolved and explained that the FAA has the final approval of all elements proposed in the study. The Authority gathered a knowledgeable and diverse team of experts and concerned community members who spent 18-months evaluating ideas that could potentially further mitigate aircraft noise for the San Diego community. The 19 components finally selected for inclusion in the study are a cross section of operational, land use and procedural elements that the group decided could positively affect the noise-impacted community's life, if approved by FAA and implemented by the airport. For instance, a new noise contour established in the study could make more homes eligible for residential sound insulation. Additionally, a request for a new flight path that would allow some aircraft to avoid overflying the Peninsula could offer relief to those residents. That ended Mr. Webb's report.

Public comment – Ms. Amy Ryan, a Peninsula resident, expressed frustration about airplanes she contends are flying directly over her house and asked if there are any regulations mandated that aircraft fly particular flight paths on departure. Dr. Butler thanked her for her

inquiry and suggested that she talk with Noise Mitigation Department or Air Traffic Control staff member for more information after the meeting. He also informed her that the Authority offers tours to anyone interested in learning more about airport or terminal operations.

Mr. John Ziebarth, a resident, had questions regarding the ALUC and NCP and their impact on the community. Staff referred him to the Authority Planning Department for resolution of ALUC issues after explaining how the NCP and ALUCP process are parallel but separate efforts with two separate timelines.

Mr. Garret Hollarn presented Missed Approach (MA) information. Mr. Hollarn gave the statistics from 2003 to present and explained that MA's most common denominator is adverse weather in the San Diego airport area. As shown on the slides, January and December 2009 come in with the highest number of missed approaches due to adverse weather during the winter period. The totals for 2010 MA's (to date) are as follows: January – 34, February – 23, and March – 32 which are low compared to other winter months and reflect the clear mild weather that prevailed during those months this year. In reviewing the Missed Approaches by Time of Day, the curfew hours (11:30 p.m. to 6:30 a.m.) have fewer MAs (because of far fewer arrivals) with March 2010 showing none. In reviewing MAs by heading (runway heading vs. non-runway heading), most of the MAs are on runway heading, however there have been 70% of total MAs in the first three months going south and 30% north of runway centerline. For year 2010, 70% has maintained straight out during the daytime period and as of yet, there has not been a single nighttime non runway heading. There was a question about a specific MA that the Air Traffic Control representative addressed in detail.

Mr. Hollarn then presented the noise complaint update. Mr. Hollarn showed the history of the previous four years and CY 2010 to date. He noted that the complaints are much lower compared to 2006 and 2008, to be expected since the airport is experiencing approximately 26,000 arrivals and departures during this time frame. Complaints were then discussed by time – 7:00 a.m. until 7:00 p.m. being the largest part of the pie chart, shows 32%, where nighttime (10 p.m. until 7 a.m.) has a larger percentage than the evening, since it only cover three hours (7 p.m. until 10 p.m.); by neighborhood – most complaints come from the western communities; Pt. Loma, Ocean Beach, Pacific Beach and Mission Beach compose about 95%; by location – the west and northwest of the airport; Household – typically a single caller from one household; could range up to 14 calls from a single household (24% of all complaints for the first three months of the year; Aircraft type - 53% are identified as commercial jet flights, then the next largest group (not applicable/unknown) is 35%. Mr. Hollarn noted than none of the complaints in the first three months of 2010 were attributed to daily operations of our noisiest aircraft, a Boeing 727. This concluded Mr. Hollarn's presentation.

Mr. Cummings then reported on "Contra-flow" operations. He first presented the definition of "Contra-flow operations". He explained that Contra-flow is 100% related to poor weather, poor visibility and when landing and departure runways change (i.e. operations shift from an east-west flow to a west-east flow). Breaking it down by month, there were 26 operations in January due to bad weather; 8 in February, and 0 in March due to good weather. A committee member asked an operational question regarding Runway 09 operations that did not relate to noise.



Usage of Runway 09 is less than 3% of the year and only due to poor weather conditions. This concluded Mr. Cummings 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 89 Early Turns for 2010. The total for January - 34; February - 23 and March - 32. Mr. Cummings explained that the reason for more Early Turns on the month of January was due to a lot of winds which was blowing the aircrafts off-path. He further informed the committee that 90% of Early Turns are right on the edge of the "gates" but still needed to put on statistics and the FedEx is exempt from Early Turns. Mr. Cummings informed the committee that Mr. Hollarn will explain more regarding the "three dots" and "gates" that aircrafts follow when flying out of Lindbergh Field. This concluded Mr. Cummings presentation.

For further information regarding the Early Turns, Mr. Hollarn gave a brief summary of these proceedings. Mr. Hollarn explained that the three dots and exit gates is a gentleman's agreement to keep aircraft's traffic in the area. Aircrafts that make Early Turns and cannot be explained through the noise office's equipment will be forwarded to ATC for further explanation and if further explanation is needed is forwarded to FAA. Mr. Khalil stated that DOT on 2000 had audited the departure paths and mitigated the noise impacts on community and agreed to look at it. Noise staff explained that during the audit, the dots did not exist at the time. This has resulted in more discussion and was agreed to discuss this issue off the table. On another note, Mr. Khalil suggested that to entice more people to attend the Part 150 study is not to get too technical and simply explain that the study is to mitigate noise.

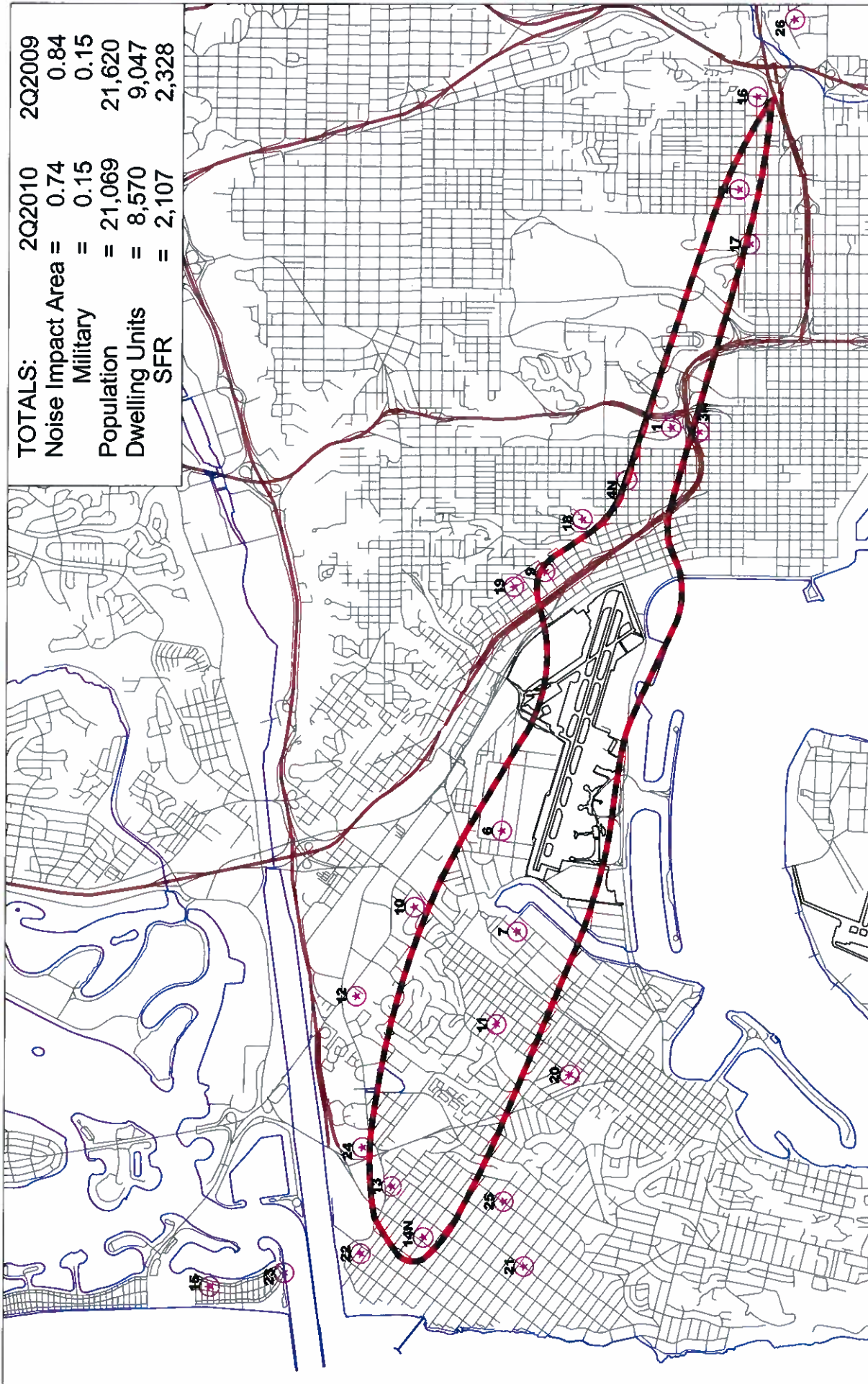
Hearing no more questions, and noting no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:50 p.m. The next meeting is scheduled for Wednesday, October 20<sup>th</sup>, 2010 at 4:00 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.



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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